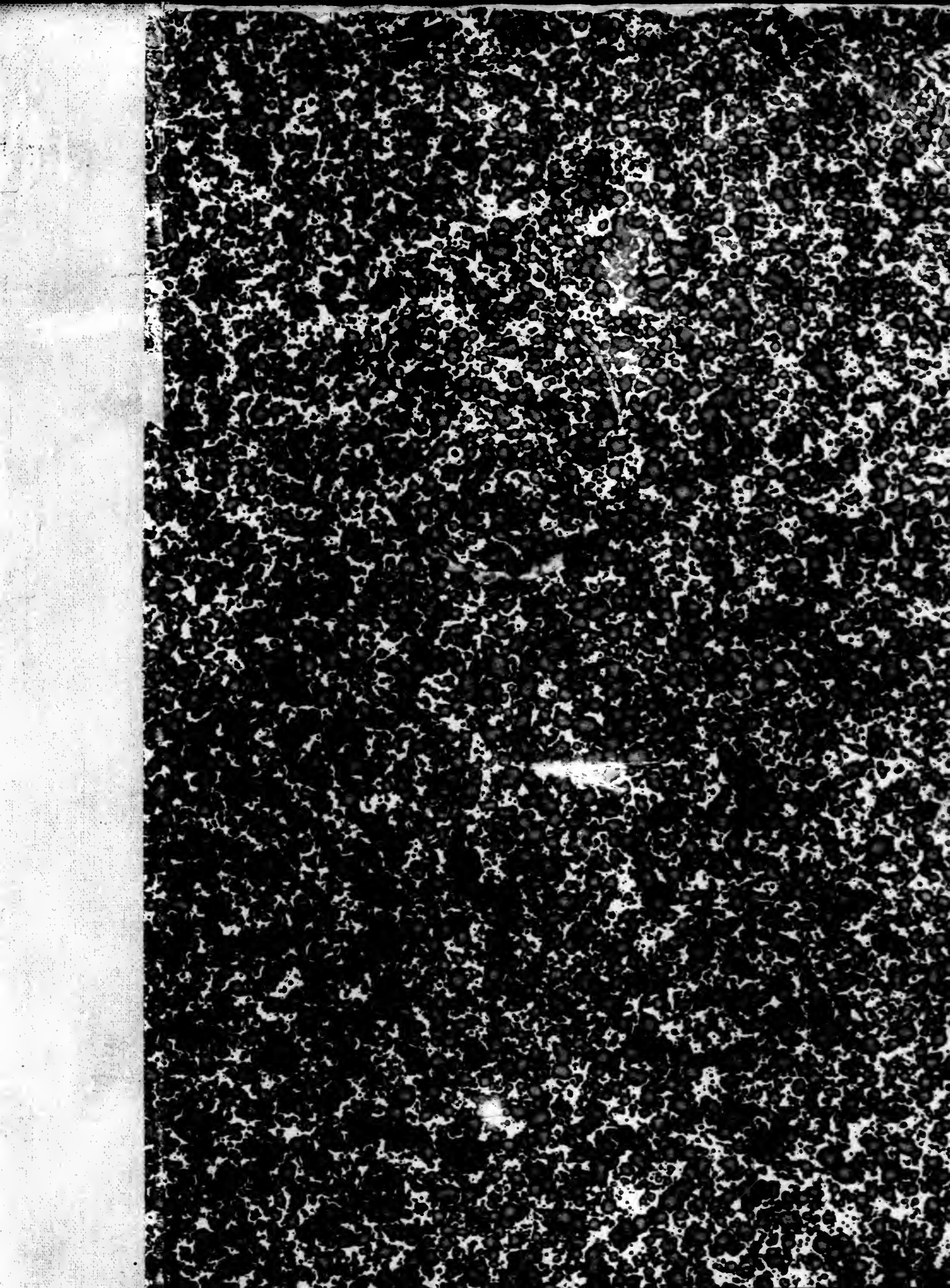


**AMERICAN
RAILROAD JOURNAL**

NEW YORK [ETC.]

V.1, 1832



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VOL. I. No. 1.

NEW-YORK, JANUARY 2, 1832.

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Letters upon the subject of the AMERICAN RAIL-ROAD JOURNAL may be addressed, free of postage, to the publisher and part proprietor,

D. K. MINOR,

No. 35 Wall-Street, New-York.

TO THE PUBLIC.

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It is very difficult to trace the precise date when Rail-ways were first introduced into Great Britain. When the traffic consisted of various articles, to be conveyed in numerous directions, the difficulty of forming a road suitable for all parties, and the expense of branching it off to all the different parts where the goods were to be carried, would operate to prevent the introduction of Rail-roads, as a species of general communication.

The more probable supposition is, that the adoption of these artificial roads first took place when the goods were of a certain description, and had to be conveyed to one place only; and when the quantity also was considerable. Continually passing along the same road, when perhaps the materials for upholding it and keeping it in repair were expensive, might induce them to seek out some remedy; and, it is not unlikely, that the laying down of timber, in the worst parts of the road, might tend to the introduction of wooden rails the whole distance. Such is the practice in Russia, and it appears to have been as ancient as civilization in that country.

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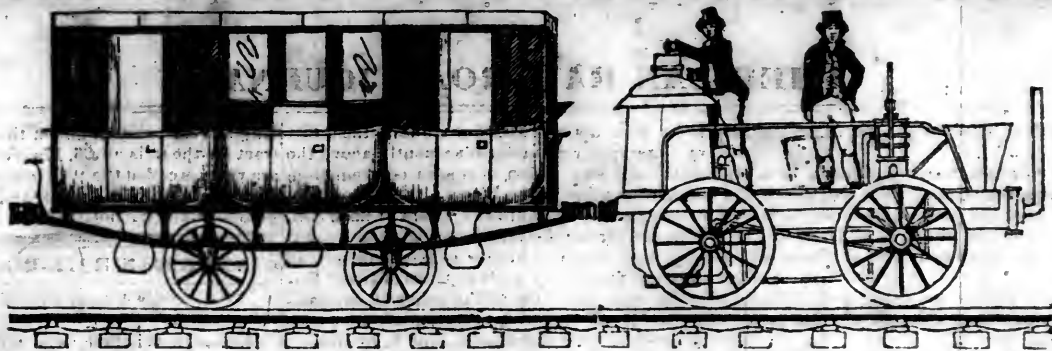
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and that he was the first to introduce them into the north.

The date of the introduction of Rail-ways, as a substitute for common roads, at Newcastle, would then take place between the years 1602 and 1645; probably a considerable time prior to the latter period, as we find Master Beaumont had at that time expended his 30,000*l*.

Whether they were used in any other part of the country before this time or not, I have not had the means of ascertaining.

In 1676, they were thus described: "The manner of the carriage is by laying rails of timber from the colliery to the river, exactly straight and parallel; and bulky carts are made, with four rollers, fitting those rails, whereby the carriage is so easy, that one horse will draw down four or five chaldrons of coals, and is an immense benefit to the coal merchants."

At that time, it is probable, the road would be of the simplest construction, consisting of single rails, fastened upon transverse sleepers, stretched across the road. The following description is given of them, in Jaa's *Voyages Metallurgiques*, in 1765 (vol. 1, p. 199): "When the road has been traced, at six feet in breadth, and where the declivities are fixed, an excavation is made of the breadth of the said road, more or less deep, according as the levelling of the ground requires. There are afterwards arranged, along the whole breadth of this excavation, pieces of oak wood, of the thickness of four, five, six and even eight inches square: these are placed across, and at the distance of two or three feet from each other; these pieces need only be squared at their extremities; and upon these are fixed other pieces of wood, well squared and sawed, of about six or seven inches breadth by five in depth, with pegs of wood; these pieces are placed on each side of the road, along its whole length; they are commonly placed at four feet distance from each other, which forms the interior breadth of the road."

This kind of Rail-road was very imperfect, and had many disadvantages, though probably at first made of greater strength than necessary to support the weight, yet, by frequent use, the rails would soon become reduced in depth by the action of the wheels, and would break long before they were worn through. It would thus be necessary that the rails should often be renewed, and as the road required to be always of the same width, the bearing section of the sleeper, by the frequent perforation of the holes to fasten the sleeper down, would soon be rendered useless. Though much superior to the common roads, in point of economy and facility, yet the frequent renewal of the rails and sleeper would be attended with considerable expense, not only of time and labor, but also in the cost of the material.

The waste of timber thus occasioned, principally by the rail, when partly worn, being insufficient to support the weight of the carriages, and being therefore thrown away, would no doubt produce many attempts to remedy the inconvenience; and, it is not improbable but the addition of another rail upon the surface of that which rested immediately on the sleeper, was the next improvement, thus forming what is called the "double way." The upper rail, or that subjected to the action of the wheels of the carriages, could then be almost completely worn away, without affecting, to a great degree, the strength of that which supported the weight.

The sleepers in this description of road were generally formed of young sapling, or strong branches of the oak, obtained by thinning the plantations, and were six feet long by five or six inches in thickness, and about the same breadth. At their first introduction, the under rail was of oak, and afterwards of fir, mostly six feet long, reaching across three sleepers, each two feet apart, and about five inches broad on the surface, by four or five inches in depth. The upper rail was of the same dimensions, and almost always made of beech or plane tree.

The surface of the ground being formed pretty even, for about six feet in width, from the pits to the staiths, or the whole length of the intended rail-road or "waggon-way," as it was termed, the sleepers were then laid down two feet distant, and the under rail properly secured to them. The ashes, a material forming the surface of the ground, were then beat firmly against the under surface of the rail, which was thus strengthened and made more rigid. The upper rail was then placed upon the other, and firmly bound down by the pins or pegs of wood.

This combination had many very obvious advantages over the single rail; for, independent of the waste of timber before described, the destruction of the sleepers in the single rail by the feet of the draught horses was considerable. The double rail, by increasing the height of the surface, whereon the carriages travelled, allowed the inside of the

road to be filled up with ashes or stone to the under side of the upper rail, and consequently above the level of the sleepers, which thus secured them from the action of the feet of the horses.

This description of Railroad appears to have continued in use for a considerable period, and was extensively used at the collieries of Northumberland and Durham, and also in other districts of Great Britain. The yielding nature of the material, especially when saturated with wet, would create very considerable resistance to the wheels, which, by sinking into and compressing the rails, would always form a rising surface, and thus impede the progressive motion of the carriages; still a horse was enabled to convey a greater weight along a Rail-road of this kind than upon a common road. At that time we find eight bolles of coals, (equal to 17 cwt.) was the regular load for a horse with a cart or wain, upon the common road; while, upon the Rail-road, the general load for one horse was nineteen bolles, or about 42 cwt.

The formation of the Rail-road would certainly be attended with considerable expense; but the advantages derived from the increased load, would soon compensate for this, and also for an increase of expense in keeping up the rails. In general, the collieries were situated at a much higher level than the depot or places to which the coals were to be conveyed; consequently, the Rail-roads would mostly descend in the direction of the load:—except leveling down abrupt undulations, little care was taken to make the road with an uniform descent. For many years after the introduction of the wooden Rail-way, wagons containing nineteen bolles, or about 42 cwt. was the universal load attached to a horse, and the road was levelled accordingly, the only desideratum being to enable a horse to convey that quantity.

In some parts of the road, where occasional acclivities occurred which could not be levelled, or where sudden windings of the road were obliged to be made, thin plates of wrought iron were laid upon the surface of the rails, and fastened down with common nails, to diminish the resistance opposed to the wheels, and equalize the draught of the horse. This, no doubt would be found a great improvement, not only in diminishing the friction, but also in preventing the rails from wearing. Yet I do not find the use of them much extended beyond the above-named instances; probably from the difficulty of keeping the plates fast upon the rails, as the nails, by the elasticity of the wood, would be constantly working loose, and occasioning a continual expense in keeping them right. Upon the whole, however, the use of such plates would, in many cases, be attended with considerable benefit, and might, had they not been superseded by the introduction of a different kind of road, have been much improved.

About this period, in all the extensive mining districts, we find canals the only system of internal communication for general traffic: and these, by the indefatigable and enterprising genius of Brindley, assisted by other eminent engineers, being carried into every quarter of the island. Railways were thus confined to a very limited and subordinate sphere of action—to short distances, or over uneven or highly inclined ground, where the number of locks precluded the use of canals. The attention of all scientific men being thus absorbed in another species of conveyance—the subject of Railways would be little attended to, and this, perhaps, will account for the slow progress made in the improvement of them, compared with that of the other mode of conveyance—accordingly, we find a long period intervene after the introduction of wooden Rail-ways, beyond the application of any other material.

NEW LOCOMOTIVE.—A correspondent of the *Columbia*, (Pa.) *Spy*, writing from Philadelphia, gives the following description of a new steam Locomotive, now constructing in that city, for the Pennsylvania Rail road:—

"I examined a Locomotive Steam Engine, Burdett & Co. are constructing in this city, for our road. It is entirely of a new construction, and is as simple as a common cart or wheelbarrow. There is not a cog-wheel about it—neither is there pin, wedge, or screw bolt, which can possibly be impaired. The steam is brought on the piston through valves formed by holes made in two cylinders which rub against each other, and are opened and shut at the proper time by the natural operation of the piston in turning the crank on the hindmost axle-tree. The Engine works complete, and justifies the belief that it will out-run the far-famed Rocket and Novelty. In point of construction it is far more permanent and compact than either of them, and is entirely of American construction."

The same writer mentions, that the agent in

England has written home, that he has made a contract for the rails at £6. 17s. 6d. per ton. The rails are what is called the "Clarence rail," said to be the best now used in England, and weigh 40 lbs. per yard.—[*Balt. Patriot*.]

AMERICAN RAIL-ROAD JOURNAL.

NEW-YORK, JANUARY 2, 1832.

Although this first, was intended as a specimen number of the Journal, it is not a fair specimen of what it will be, when well under way with a high pressure locomotive engine of two or three thousand subscribers, and when we are accommodated with rail-roads in this vicinity, that our supply of paper may not be detained on the way by the ice. An apology, also may not be improper for some of the errors which have unavoidably resulted from the haste in which this number has been got up,—a prominent one of which is in the date in a part of the impression, being 1831, instead of 1832, as it was intended to wish all who may receive this unbidden visitor a happy New-Year.

An apology may be due to those gentlemen to whom the first number of the *Rail-Road Journal* is sent; if so, the publisher trusts that he will be permitted to apologize at the same time for respectfully requesting every gentleman who may receive it, not only to subscribe himself, but to show it to his neighbors, that they may also subscribe, and remit the amount in advance.

Perhaps no one of the numerous applications which will be made to the Legislature of this State, at its ensuing session, is entitled to more respectful consideration than that which is to be made for a Rail-road commencing at Lake Erie, at some point between Cattaraugus Creek and the Pennsylvania line and terminating in this city; passing through the southern tier of counties, and crossing the Hudson at some convenient place.

The inhabitants of the southern tier of counties have not, they contend, enjoyed equal advantages with those bordering on the Canal and the Lakes for several years past, and they now give notice that they will apply to the next Legislature for permission to construct a Rail-road through that section of the State, that they may be able to transact their business with as much facility as their neighbors.—They have, unquestionably, strong claims upon the legislature, and there can be little doubt, if any charter for Rail-roads shall be granted (and we cannot see why they should not be,) that their application will be successful. Indeed, there are many weighty reasons why their petition should be granted. The location is a favorable one, and the late survey through the southern counties, for a State Road, shows conclusively that a Rail-road can be built without encountering any very serious obstacles. With such a Rail-road, intersected at convenient distances, by other Rail-roads running from the Erie Canal, and one from Ogdensburg to Syracuse or Utica, almost every county in the State would be brought within twenty-four hours' ride of New York. It would prevent a recurrence of the state of things which now exists in this city. There would not then be, as there now is, thousands of barrels of flour, and other kinds of produce in proportion, frozen up in Canal boats, and in sloops on the Hudson: salt would not be now selling in Albany for two dollars and fifty cents per bushel, and pork at two dollars per hundred, for want of salt to save it, whilst it is worth from five to seven dollars, in this city. Coal would not then sell here for fifteen or sixteen dollars per ton; nor oak wood at nine, and hickory at thirteen dollars per cord, as has been the case for two or three weeks past, if Rail-roads were in general use; but all kinds of business would move on regularly and be more equally divided throughout the year. Produce could come to market as well in January as

in July; and the farmer would not be obliged, in order to get his crop to market in the fall, to neglect preparing for the next.

It is contended by some, that to grant a Rail-road from Lake Erie to the Hudson, would be diverting business from the Canal; but of that, no serious apprehensions need be entertained, as, by the time a Rail-road can be completed that distance, there will be business enough for both, (until the season of the year when a passage on the Canal becomes precarious) and additional means of transportation must be provided.

If, then, other facilities for transportation must be provided, should they not be so located as to pursue the most direct route to market—due regard being had to the wants of the inhabitants, and the eligibility of the route? It would seem that little diversity of opinion could exist upon this subject, as, with one principal Rail-road through the Southern part of the State, and several lateral roads from the Canal, every step taken would be towards, and not from, market, as would be the case if the main road was on the North route, and the others intersecting it from the South. This, however, is a subject upon which the Legislature will, in its wisdom, decide.

From the preceding account of the introduction of Rail-roads into England, it appears that the precise period of their first use is not known. Their construction was very simple; yet it afforded them great facilities in transporting coal to the river—enabling them to carry 42 instead of 17 cwt. to a load. The fate of *Master Beaumont*, it may be with safety predicted, awaits many worthy citizens of the present day, if all the schemes mentioned in our list of applications be pursued.

The second number of the Journal will be issued on the 7th of January—and on the Saturday of each following week. The numbers from the commencement, will be forwarded to all subscribers until the end of the first half year.

The following is a list of Rail-roads now constructing; several of which are in part finished, and in successful operation:—

- Baltimore and Ohio—whole length 250 miles—60 miles completed and in use.
- Albany and Schenectady—16 miles in length—12 miles in use.
- Charleston and Hamburg—135 miles in length—about 20 miles completed, upon which the U. S. mail is carried.
- Mauch Chunk, completed and in use, 9 miles.
- Quincy, near Boston, now in use, 6 miles.
- Ithaca and Owego, 29 miles.
- Lexington and Ohio, 75 miles.
- Camden and Amboy, 50 miles.
- Lackawanna, 16 miles.

The following are now making, or soon to be commenced, as we learn from a paper before us:—

- | | Length in miles. |
|---|------------------|
| Massachusetts, from Boston to Hudson river, | 300 |
| Ithaca and Catskill, | 167 |
| Boston and Brattleborough, | 114 |
| Columbia, from Philadelphia to Little York, | 96 |
| Baltimore and Susquehanna, | 48 |
| Boston and Providence, | 43 |
| Frankton and Johnston on the Alleghany, | 40 |
| Baltimore and Washington City, | 38 |
| Hudson and Berkshire, | 25 |
| Frenchtown and Newcastle, | 16 |
| Harlem, | 6 |
| Richmond and Chesterfield, | 12 |
| New Orleans, | 6 |
| York and Maryland, | |
| Tusculum, | |
| Philadelphia and Norristown, | distance |
| do. and Chester, | not known. |
| do. and Delaware, | |
| Elizabethtown and Somerville Rail-road in New Jersey, | |

Notice has been given that the following applications will be made to the Legislature of New York, at its ensuing session, for Rail-roads in different sec-

tions of the State, with an aggregate capital of over forty-two millions of dollars.

From Lake Erie, through the Southern tier of counties, to the Hudson River, crossing a ferry, and then down on the East side to the city of New York—Capital \$10,000,000.

From New York to Albany, on the East side of the Hudson.

From the Hudson River, or from Schenectady to Buffalo, by the most convenient route, with branches connecting therewith the most important villages, as shall not be on the main route of the Rail-road—Capital \$10,000,000.

Another, also from Albany to Buffalo—Capital \$7,000,000.

From Buffalo to Cayuga Lake, or the outlet thereof—Capital \$3,000,000.

From Utica to Cayuga Lake, or the outlet thereof—Capital \$2,000,000.

To renew the act, incorporating a Rail-road Co. from Port Kent to the Forks of Great Au-Sable River—Capital \$100,000.

From Rochester, through the Tonawanda Valley, to the Alleghany River—Capital \$1,000,000.

From Brockport, on the Erie Canal through Batavia, to or near Olean, Chatauque county—Capital \$800,000.

From Schenectady to Utica—Capital \$2,000,000.

From Buffalo, across the Buffalo creek, to the East Village, in Aurora, Erie county—Capital \$300,000.

From Whitehall to Troy, with branches.

From Albany to Coxakie, on the West bank of the Hudson, or a more westerly route.

From Albany, on the West bank of the Hudson, or a more westerly route, to Catskill—Capital \$700,000.

From the city of New York to Manhattanville and Westchester, Putnam and Dutchess counties—Capital \$500,000, with privilege to increase.

From Auburn to Weedsport, on the Erie canal, about 7 miles—Capital \$100,000.

From Cooperstown to the mouth of Schenectady creek—Capital \$100,000.

From Watertown, Jefferson county, to the Erie canal, at Rome, and also to Lake Ontario, or the River St. Lawrence—Capital \$500,000.

From Rochester to the mouth of Genesee River, about 6 miles—Capital \$50,000.

From Saratoga village to Fort Edward, in Washington county—Capital \$200,000.

From Geneva to Ithaca, a continuation of the Canandaigua and Geneva Rail-road—Capital \$500,000, with privilege to increase to \$800,000.

From Rochester, Monroe county, to Danville, Livingston county.

From Owego, Tioga county, to connect the Ithaca and Owego, with the Lackawanna Rail-road at the Pennsylvania line, near the Great Bend, Pa.—Capital \$300,000.

From the foot of sloop navigation on the St. Lawrence to Lake Champlain—Capital \$1,000,000.

For the Elmira and Williamsport Rail-road—Capital \$75,000.

The cut at the head of the Journal represents the Locomotive Engine, the Novelty, of Messrs. Braithwait & Ericsson, (which competed for the prize of £500, offered by the Directors of the Liverpool and Manchester Rail-way Co., and which would probably have taken it, but for some trifling difficulty in the machinery,) with a carriage for passengers of sufficient size to accommodate eighteen inside—a more particular description of which will be given hereafter.

The following extracts from the report of the Chief of the Engineer Corps all relate to expenditures and improvements with the State of New York.

INTERNAL IMPROVEMENTS.—*Dunkirk harbor, N. Y.*—Under the appropriation made at the last session of Congress, a new pier for the protection of this harbor was commenced, and extended 280 yards. An estimate for its completion has been presented.

Buffalo, N. Y.—The funds available for the works at this harbor during the present year, have been applied to the extension and security of the southern pier, and to the construction of a foundation for a light house at its extremity. The raising the tower has been deferred to give time for the foundation to settle.

Black Rock, N. Y.—No appropriation having been made for continuing the works in this harbor, nothing has been done to them this year, and the protection afforded by them in the state in which they were left, being imperfect, part of the mole on

Bird Island, at the head of the harbor, has been overthrown. An estimate for its repair and completion is presented.

With regard to the above mentioned works which are all on Lake Erie, I have to remark that the estimates which have been submitted to you, are intended to cover the expense of completing all that is now proposed to be done at the several harbors, and that I do not anticipate the necessity of asking for any further appropriations for those objects. It is confidently believed that the benefits conferred by these artificial harbors, on the navigating interests of the Lake, have been far more than commensurate with the expense of their construction.

Genesee river, N. Y.—Very satisfactory progress has been made, during the past year, in the execution of the plan adopted for improving the entrance into this river. About 150 yards have been added to the piers, which now extend to the distance of 403 yards from the shore, being about three fifths of the proposed extent. Measures have also been taken to secure them against the effects of storms and ice, which they have heretofore withstood in safety. The artificial channel continues to deepen.

Bigodus Bay, N. Y.—The piers designed to form a safe harbor at this point, have been extended about 400 yards, the eastern pier being now 556 yards long and the western 620 yards. These works have produced no effect in deepening the channel, nor was it expected that this would do so. The bottom of the Lake at this place being so hard as to make an artificial excavation necessary: a circumstance which, at the same time, gives assurance of a permanent benefit, when the operations shall have been completed.

Owego, N. Y.—The piers for protecting this harbor have been built by contract, which was completed this year. A pier head, and mole of stone for their security, have also been constructed. It is thought that the safety of the navigation requires that the piers should be raised somewhat higher, and believing that the great importance of the harbor to the navigation of Lake Ontario, and to the interior commerce of New York, justifies the additional expenditure proposed, I have submitted an estimate accordingly.

FORTIFICATIONS.—*Fort Hamilton, Narrows, N. Y.*—As anticipated in my last report, this fort has been completed. An inspection of it was made, as required by the regulations, by officers of the corps of engineers, whose report bestows unqualified praise on the manner in which the work has been executed. They recommend some additional work, principally with a view of preparing it immediately to receive its armament; for which purpose a provision is proposed, in the estimate for next year.

Fort Lafayette, Narrows, N. Y.—Has been thoroughly repaired, and the report of the officers who inspected this work, as well as the preceding, states, that "the repairs have been applied with judgment, skill and effect, the material and the style of execution indicating the same careful supervision which has produced so fine a result at Fort Hamilton."

Governor's Island, N. Y.—An appropriation was made this year for repairing the fortifications on this island, but in consequence of the arrangements necessary for removing the garrison, nothing has been done except to obtain some materials and machinery.

FROM MEXICO.—We have been furnished, by a friend with the following extract of a letter.

MEXICO, Nov. 28th, 1831
In the Chamber of Deputies, Mr. Carlos Bustamante made a proposition to forbid the landing of Senor Lorenzo Zavala, in case he should wish to return to the republic, whence he voluntarily departed, as well as Senor Gomez Pedraza. The proposition, supported by Sanchez de Tayle, and opposed by Quintero, was rejected. "On the 2nd inst. the printing office of the Tribunal was closed by the government the only opposition paper; and on the following day, several officers of the regiment No. 5 beat Senor Rejon, on suspicion that he was the editor. The Senator Pacheco, and Deputy Roo heretofore underwent similar treatment on the same account."—*Journal of Commerce.*

NEW ORLEANS, Dec. 10.—*Loss of the Steamer Monticello*—We have just learned this unfortunate circumstance. It appears that the steamer Oregon took the Monticello in tow at the mouth of the Ohio river on the 2d inst. and proceeded for this city.—At 6 o'clock on the morning of the 6th, at Bunker's bend, the Monticello suddenly struck a snag and went down in a few minutes. There but five feet water on the spot. Col. Morgan, who had charge of the Monticello, remained on board with six men to save the wreck.

NAVY DEPARTMENT.—Extract of a letter to the Secretary of the Navy, from Capt. Downes, commanding the United States frigate Potomac, dated Rio Janeiro, 20th October, 1831:

"SIR: I have the honor to acquaint you with the arrival at this port, of the Potomac, on the 15th instant, without accident, and the crew generally in good health."

"We have only fourteen on the sick list, and nearly all of them from slight casualties."

"I shall remain here no longer than to take in provisions and water."

NEW-YORK AMERICAN.

SATURDAY EVENING, DECEMBER 24, 1831.

REVIEW OF THE WEEK.

AMERICAN QUARTERLY REVIEW, No. XX.: Philadelphia, Carey & Lea.—The interest we take in the success of this periodical, which is in some sense the organ of sound literary and scientific criticism for this middle portion of the United States, as the North American Review and the Southern Review speak more or less the opinions of their sections of the country, will excuse our returning to it again. We do so with the more confidence, after a careful perusal of some of the articles, which, in our first notice of the number before us, we had not leisure to examine. As a whole, indeed, this number may challenge comparison with any of its contemporaries anywhere, as well for the variety of its topics as for the ability with which they are severally treated. The paper on Cousin's Philosophy, presents an accurate account of the favorite metaphysics in France at this moment; while that on *Silk*, doubtless from the pen of M. Dupleix, is an admirable compendium of the whole subject. The article, however, on *Free Trade and the Tariff*, written, as we have understood, by Mr. Senator Johnston, of Louisiana, an enlightened and practical man, is particularly opportune, and may, we hope, be generally read. It is conceived and argued in a spirit of moderation and conciliation, that augurs happily for the settlement of that most difficult question in our domestic policy. Mr. Johnston assumes, indeed, throughout, the wisdom and expediency, as well as constitutionality, of the Protecting System; but he pushes nothing to extremes. The examination of the complaint of the South, that they are unequally and oppressively affected by the Tariff, is most satisfactory; and shows that complaint to be quite unfounded. It is followed by this retrospect, which (although such topics are little germane to the ordinary matter of these weekly notices) we cannot pass without quoting:—

In recurring to the past, it is proper to look to the course of public men, and to the views of particular sections of the country. Let the South take a wise retrospect, and if any evil has been inflicted, let her impute it to the real authors of her distress. The South engaged in the war, created the debt; she was in favor of the tariff of 1816, of the sinking fund act, and of all measures of expense. She was foremost in favor of a system of duties for revenue and protection; a protection, she told us, that would indemnify the country for the losses of the war; a protection, not of the manufacturer, but of the great interests of the country, which she then deemed essential to its security, independence, and prosperity.

The people of the North were commercial and navigating; they knew and felt they could compete with the world. Eminently successful and prosperous, they did not require protection. They demanded of the government to leave them free; not to shackle them by regulations that were more fatal than the decrees of the belligerents. But Congress laid an embargo upon their ships, and ruinous restrictions upon commerce—war followed, and then double duties. When peace returned, and commerce revived, it was determined, in that exhausted state, to levy twenty-four or twenty-five millions a year, and raise up, at the same time, a system of manufactures. They remonstrated against this; they said the embargo was unconstitutional; but it was enforced. The war was unnecessary—the expense ruinous; and the system of duties unjust and

oppressive—but they obtained no relief. They opposed the tariff; but at length have been forced to give their capital a new direction, and they became manufacturers by coercion. But now the South turn upon them all the odium of a system, which they resisted from the beginning; and will no doubt claim the merit of the wise measures—even of paying the public debt, while they oppose the laws by which alone the object has been or could be accomplished.

The payment of the public debt presents a new and happy era. It would be a singular subject of political reflection, if the moment of greatest public prosperity should happen to be the most dangerous crisis of our country.

Here every patriot should pause to reflect profoundly upon the real state of this question, what are the points of disagreement and what are the proper remedies.

There are but two serious questions. Is the tariff unjust and oppressive, and can it be modified so as to relieve and satisfy one portion of the country without material injury of the other?

Enough has been said, we trust, to show that there is good and probable cause to believe that the tariff, for the protection of American industry, is not a violation of the powers of Congress. Few, we think, who comprehend the question, can conscientiously maintain, that it is a violation of the Constitution, and much less that it is a clear and palpable violation.

It is believed also, that we have shown, that the inequality and injustice of it, in its operation, are not so flagrant and so oppressive as to warrant a resort to the extraordinary and unconstitutional power claimed of annulling the law, by the fiat of a single State—much less a resort to the original right of revolution. It is believed the case will not justify, in the judgment of mankind, or in the opinion of posterity, treason, rebellion and disunion.

On the other hand, it ought to be borne in mind, that the extinguishment of the public debt, will dispense with ten millions of revenue, which will be no longer necessary to the government; and that the duties ought to be modified, so as to reduce the revenue to fifteen millions,—if it is believed that it can be effected without impairing any essential interest, or disturbing the protective principle; a modification that will preserve every thing that is valuable in the system, yield all that is objectionable in detail, and satisfy every moderate and sensible man: a modification that will compromise the different interests, conciliate all parties, and maintain the laws and preserve the Union.

On one side, there can be no motive to push the power of Congress to an unreasonable extent, certainly not so far as to operate an injury to any part. On the other side, there can be no desire, in returning to the proper medium between extreme opinions, to sacrifice any interests, or destroy any establishments, that have grown up in good faith under the laws.

The exact point of fair protection may be attained. Prohibition must be avoided—as wrong in principle, and injurious in practice, tending to monopoly, and immoderate prices; a free system, which is the opposite extreme, must be avoided, as untenable even in theory, in the present state of the world, and ruinous in its effects upon the industry of the country.

We cannot take leave of this number of the American Quarterly, without expressing the wish, that a little more pride and interest were manifested among us in the character and success of a work, so creditable as this periodical. The sympathies of the people of New-England, wherever abiding, are alive to the reputation and prosperity of the North American Review; and thus aided, it has become a bright and steady light in the literary world. The peculiar interests, the abilities, and the patronage of the South, are, in like manner, enlisted in behalf of the Southern Review. The American Quarterly has no such adventitious support: and yet, it is not less deserving than its distinguished contemporaries, nor should we of this middle region of the United States, evince less interest than is elsewhere shown in behalf of a home production.

LIFE OF SIR ISAAC NEWTON, by David Brewster; 1 vol.; Harpers, New York.—We are glad to see again a number, and such a number, of Harpers' edition of the Family Library. In the multiplicity of their other publications, we began to fear they had slackened in their zeal for this, not certainly the least

valuable, or as we hope least profitable, of their enterprises.

For the first time, we now have a connected and well authenticated life of this greatest of Discoverers; he who first taught man to measure the boundless expanse of the Heavens,—to trace out the path of the planets, and to comprehend the fixed law of their revolutions; he who to "the highest powers of invention added (what so seldom accompanies them) the talent of simplifying and communicating his profoundest speculations." It is perhaps well that this record has been left unexecuted till now; for the delay has enabled the biographer to set at rest some doubts, which it concerned all lovers of truth, and especially believers in Revelation, to have dissipated.

The biographer enters on his task with such reflections as these:—

If the conduct and opinions of men of ordinary talent are recorded for our instruction, how interesting must it be to follow the most exalted genius through the incidents of common life;—to mark the steps by which he attained his lofty pre-eminence; to see how he performs the functions of the social and domestic compact; how he exercises his lofty powers of invention and discovery; how he comports himself in the arena of intellectual strife; and in what sentiments, and with what aspirations he quits the world which he has adorned.

In almost all these bearings, the life and writings of Sir Isaac Newton abound with the richest counsel. Here the philosopher will learn the art by which alone he can acquire an immortal name. The moralist will trace the lineaments of a character adjusted to all the symmetry of which our imperfect nature is susceptible; and the Christian will contemplate with delight the high priest of science quitting the study of the material universe,—the scene of his intellectual triumphs,—to investigate with humility and patience the mysteries of his faith.

It is in the spirit which these reflections exhibit, that the work is written: we need not then add; that it is a book calculated to do extensive good. We cannot of course go into the history of the brilliant discoveries which have placed the name of Newton in science, like that of Washington in the political history of men, at an unapproached height. We can only here and there make an extract to show how well Dr. Brewster is qualified for the task he has undertaken. Take, for instance, the following remarks, induced by Newton's decomposition of a ray of light, and the consequent discovery of the nature and properties of colors. In order to render them more generally intelligible, it may be stated that the white light of a sunbeam is composed of seven different colors—red, orange, yellow, green, blue, indigo, violet—all possessing different degrees of refrangibility:

If the objects of the material world had been illuminated with white light, all the particles of which possessed the same degree of refrangibility, and were equally acted upon by the bodies on which they fall, all nature would have shone with a leaden hue, and all the combinations of external objects, and all the features of the human countenance, would have exhibited no other variety than that which they possess in a pencil sketch or a China-ink drawing. The rainbow itself would have dwindled into a narrow arch of white light,—and the mantle of a wintry twilight would have replaced the golden vesture of the rising and the setting sun. But He who has exhibited such matchless skill in the organization of material bodies, and such exquisite taste in the forms upon which they are modelled, has superadded that ethereal beauty which enhances their more permanent qualities, and presents them to us in the ever-varying colors of the spectrum. Without the foliage of vegetables, life might have filled the eye and fostered the fruit which it veils,—but the youthful green of its springs would have been blended with the dying yellow of its autumn. Without this the diamond might have displayed to science the beauty of its forms, and yielded to the arts its adamant virtues;—but it would have ceased to shine in the chaplet of beauty, and to sparkle in the diadem of princes. Without this the human countenance might have expressed all the sympathies of the heart, but the "purple light of love" would not have risen on the

cheek, nor the hectic flush been the herald of its decay.

The gay coloring with which the Almighty has decked the pale marble of nature is not the result of any quality inherent in the coloured body or in the particles by which it may be tinged, but is merely a property of the light in which they happen to be placed. Newton was the first person who placed this great truth in the clearest light.

Every one has read the anecdote of the equanimity with which Newton bore the destruction of some precious MSS. containing calculations that employed him for years. We find from the volume before us, not only that this anecdote is unfounded, but that the distress occasioned to Newton by the occurrence, has led in recent times to the assertion that he became deranged in consequence of the loss. His continental biographers and admirers have found a desolating satisfaction in endeavoring to establish that it was only after this imputed affection of the mind, that he became a theological inquirer and writer—and thus have sought to deprive Revelation of the authority of his mighty name recorded among its humblest believers. It is with satisfaction we find in the volume that first renders these facts known to us—the complete proof that the imputation of insanity is unfounded, and that when Newton wrote his letters to Dr. Bentley, on the existence of a Deity, and in other ways bore his testimony to the truth of religion—his mind was in all its strength and acuteness. We must refer the reader to the book itself for this proof, copying only here the narrative of the occurrence on which the calumny, for so it must be called, rests.

An event however occurred which will ever form an epoch in his history; and it is a singular circumstance, that this incident has been for more than a century unknown to his own countrymen, and has been accidentally brought to light by the examination of the manuscripts of Huygens. This event has been magnified into a temporary aberration of mind, which is said to have arisen from a cause scarcely adequate to its production.

While he was attending divine service in a winter morning, he had left in his study a favorite little dog, called Diamond. Upon returning from chapel he found that it had overturned a lighted taper on his desk, which set fire to several papers on which he had recorded the results of some optical experiments. These papers are said to have contained the labors of many years, and it has been stated that when Mr. Newton perceived the magnitude of his loss he exclaimed, "Oh, Diamond, Diamond, little do you know the mischief you have done me!" It is a curious circumstance that Newton never refers to the experiments which he is said to have lost on this occasion, and his nephew, Mr. Conduit, makes no allusion to the event itself. The distress, however, which it occasioned is said to have been so deep, as to affect even the powers of his understanding.

This extraordinary effect was first communicated to the world in the Life of Newton by M. Biot, who received the following account of it from the celebrated M. Van Swinden.

"There is among the manuscripts of the celebrated Huygens a small journal in folio, in which he used to note down different occurrences. It is sized, No. 8, p. 112, in the catalogue of the library of Leyden. The following extract is written by Huygens himself, with whose handwriting I am well acquainted, having had occasion to peruse several of his manuscripts and autograph letters. 'On the 29th May, 1694, M. Colin, a Scotchman, informed me that eighteen months ago the illustrious geometer, Isaac Newton, had become insane, either in consequence of his too intense application to his studies, or from excessive grief at having lost, by fire, his chemical laboratory and several manuscripts. When he came to the Archbishop of Cambridge, he made

* This M. Colin was probably a young bachelor of arts whom Newton seems afterward to have employed in some of his calculations. These bachelors were distinguished by the title of Dominus, and it was usual to translate this word and to call them Sir. In a letter from Newton to Flamsteed, dated Cambridge, June 29th, 1695, is the following passage: 'I want not your calculations, but your observations only, for besides myself and my servants, Sir Colin (whom I can employ for a little money, which I value not) tells me that he can calculate an eclipse and work truly.

some observations which indicated an alienation of mind. He was immediately taken care of by his friends, who confined him to his house and applied remedies, by means of which he had now so far recovered his health that he began to understand the Principia.'" Huygens mentioned this circumstance to Leibnitz, in a letter dated 8th June, 1694, to which Leibnitz replies in a letter dated the 23d, "I am very glad that I received information of the cure of Mr. Newton, at the same time that I first heard of his illness, which doubtless must have been very alarming. 'It is to men like you and him, sir, that I wish a long life.'"

The first publication of the preceding statement produced a strong sensation among the friends and admirers of Newton. They could not easily believe in the prostration of that intellectual strength which had unbarred the strongholds of the universe. The unbroken equanimity of Newton's mind, the purity of his moral character, his temperate and abstemious life, his ardent and unaffected piety, and the weakness of his imaginative powers, all indicated a mind which was not likely to be overthrown by any affliction to which it could be exposed. The loss of a few experimental records could never have disturbed the equilibrium of a mind like his.

A MEMOIR OF THE LIFE OF DANIEL WEBSTER—by Samuel L. Knapp. Boston, Stimpson & Clapp; New York, J. K. Porter.—This memoir, written with a flowing pen, with an earnest admiration for the distinguished man who is its subject, and with a just pride in him as a son of New England, is also recommended by its excellent mechanical execution. It should be universally read, for it is the record of a career, which every citizen endowed with equal capacity and equal industry, may run, until, like Daniel Webster, he becomes the boast of a nation. The jealousy of authorship led Mr. Knapp some time ago into some injudicious and ill founded explanations of the cause to which he ascribed the delay at Boston in publishing his book; and these may possibly prejudice its reception with the public, now that it is out. We hope otherwise, however—and that the biographer may be substantially rewarded by a large demand for his elegant Memoir. The engraving prefixed to it is more like Mr. Webster, than any we have before seen.

LIVES OF THE EMINENT BRITISH STATESMEN, I vol.—This is the commencement of a Biographical Series of Lardner's Cabinet Cyclopaedia, now in course of republication by Carey and Lea at Philadelphia.—The sketches commence with the reign of Henry VIII. and come down to the present time. The contributors, among whom the name of Sir James Macintosh is alone made public, are said to be persons of high literary reputation; and they have been left by the conditions of the work to a free expression of their opinions, political and literary. Having had the book in our possession but a few minutes, we cannot pretend to speak of its contents, further than to say, that being stamped with the approval of Dr. Lardner they must have merit.

THE LONDON LITERARY SOUVENIR, edited by Alric A. Watts, of which we have a copy from T. Wardle, is superior in its literary contents to most of the annuals, and equal in its embellishments to all but the Keepsake and the Picturesque Annual. The Conversazione, by Watts himself, is a spirited satire.

DRAMATIC.—There has been much variety and a good deal of attraction at the Theatres during the week. Sinolair's benefit at the Park was well attended, and proved a rich musical treat. Cinderella and Massaniello being both played with unusual spirit. The spectacle of "Napoleon" which is to be repeated to-night, strangely enough has drawn very indifferent houses, though one of the grandest affairs in the way of Military display that has yet been attempted on the New-York boards. The passage of Mt. St. Bernard in the second act with the soldiers, cheering each other on from height to height as they struggle up the frozen cliffs to the music of the Marsellois, while the tri-color is seen gaily fluttering here and there upon their winding route, is an admirable piece of scenic representation: and when

Napoleon dashes up the mountain on his dun-colored charger,—horse and man in color and attire resembling David's "Passage of the Alps," as copied by Vanderlyn,—one is almost conscious of something like an illusion. Young Placide, by the bye, would do better for "the little corporal" in the early part of the piece, as he has been mistaken by several for his representative, when he first appears upon the scene, and if his brother were at the same time cast in the part for the after acts, the effect might be much heightened. Mr. Barry, however, with some caricature, which, perhaps, is not injudicious, comports himself admirably in one or two scenes, especially that of the Review. A new piece, called the Female Brigands, which the popularity of Clara Fisher carried through, and may make a favorite, was played at this theatre last night. At the Bowery, Mons. Gouffe is playing an ape in such perfection, that all young monkeys ought to be sent to learn their antics of him. It is fair to presume that he succeeds in his hairy and agile vocation, as an opposition line of real wild beasts has just been opened on the other side of the street, to come in for a share of the profits. The late debutants at this establishment we have not seen. At the Richmond Hill, Mr. Finn, the author of the Comic Annual, and well known as the Boston Joe Miller or Sam Rogers (utervis libet), with Kilner, formerly celebrated in one of the Croakers, have lately been playing. Tom and Jerry, with Finn as Logic, and Russell in Hawthorn, and Mrs. Russell and Miss Coleman as their lady-loves, is reproduced with a strong casto, except that it sadly wants some one to act and dress the Corinthian. In Philadelphia we observe that they are still engaged in writing tragedies; one or two more of which are announced in the last mail papers. We expect, when they get into print, to receive them occasionally in the shape of wrappers.

REJECTED POETRY.—It is not our usage to notice contributions when not approved of for publication, unless it is particularly requested; but in clearing our pigeon-holes to-day we find so many communications whose writers seemed to have expected at least the courtesy of a notice, that we feel bound, before consigning their productions to the flames, to give our readers some idea of the fearful responsibility editors incur by passing upon these matters, and the danger they are in of occasionally intercepting some work of genius on its passage to immortality. And in the first place, to begin with the Poets: we rejected "Teian's five columns of Heric verse," not so much for their brevity, as that we could not comply with his conditions of publishing with laudatory remarks the prospectus of his epic. That species of writing being deservedly out of vogue, some may think that the subject matter is too extravagant in its conception. Of the justice of this conclusion, our readers may form their own opinion by the contents of the first three out of the 100 books which are expected to compose "The Steamiad."

BOOK I.—Argument.—Invocation to the Muse.—Heaven.—Hell.—Thunder.—Broken.

BOOK II.—Argument.—Description of the Abyss of Space.—Conference between Neptune and Pluto about creating a power which shall be more tremendous than any of Jupiter's creations, and wholly under the control of these conspiring deities.—The parties quarrel.—The god of fire thrusts his glowing palm into the face of the god of water, and the STEAM SPIRIT bursts into existence.

BOOK III.—Argument.—Pluto and Neptune become reconciled to each other by the mediation of Aether, and they consult in what manner to render the power thus accidentally called into existence subservient and useful to them.—They call in Vulcan to assist them with his counsel, who proposes that the spirit be first confined to a body, and avers, that thus incarcerated, he would be easily subdued to their designs.—They approve of his suggestion, and Vulcan immediately furnishes a close iron cask, and the book concludes with the wailings of the confined spirit.

Genevieve, or the Haunted Oak, a Canadian Legend, is altogether too long, as well as too tame. Part of it runs thus:—

There's a haunted wood by Boina's spring,
Which the Huron hunters fly,
In its tangled brake the rattlesnake
And deadly panther lie.

The night-shade there unfolds its leaves,
Where the slimy copper-snake sleeps,
And its poisonous net the ivy weaves,
Where the wolf beneath it creeps.

A benighted friar, who has missed his way in a storm, finds himself in this agreeable region, and first becomes aware of his locality by the unearthly sounds that meet his ear:—

"God shrive me!" said the holy man—
And he crossed his breast in dread.—
And his beads he told, but his heart was cold,
And he hung his sinking head.
And he leaned his form against a tree,
Whose trunk heaved high and bare,
Like a giant form; to meet the storm
That raved in its branches there.
And they say when the good man ceased to pray,
That that tree began to shake,
Till its trunk was rent; and from out the cleft
A horrid form did break.
"Jesu Maria! shield me well—
Mother of Mercies hear!"
But the friar's tongue to his mouth roof clung,
And his lips were locked with fear.

The remainder of the MS. was so illegible, that we could not decipher it sufficiently to make out whether the monk regained his voice, or what he came of the tree-spirit afterwards. And here, one word upon the subject of MS. legibly written. It is just as important in a printing-office, as in that of a solicitor, or in a counting-house. Who, for instance, knows what to make out of doggerel, interlined like the following:—

[that once I loved]
Lady, [thou knowest I love] thee well,
[no more I love]
And that [I long have loved] thee so;
It were an idle thing to tell,
While from my looks the truth you know.

The "Song by a Trooper of Lee's Legion," is a failure; and we wonder at the audacity of the pen that would attempt anything in partisan minstrelsy, after the finished Lyric that was lately given to the public in the Mirror. If jingle alone makes poetry, there is enough of it in the three verses here quoted:—

When the winds are whist, and the flowers, kiss'd
By the Congaree, are drooping—
While at twilight dim, by its reedy brim,
The dusky night-hawk's stooping—
We mount afloat, and we wend to the fight,
Through marsh and morass trooping.
O'er our helmets sheen no banner is seen,
But their tufted horse-tails streaming;
The music alone on our march, we own,
Is the owl from the cane-brake screaming,
And we bear no light but our sabres bright,
To guide us with their gleaming.
Those crests have sailed when pennons quailed,
And Rawdon's ranks have broken,
Our onset come ere his warning drum
Hath watchful Tarleton woken,—
And a path each blade hath homeward made,
Ere his rallying bugle spoken.

The verses to Leasia are altogether too saucy for these columns, as may be guessed from the threatening manner in which they commence:—

"I had a dream so very queer,
I almost fear to tell thee:
But surely you'll forgive me dear
What in my sleep befel me, &c.

Still more exceptionable are the rhymes of Desdemond, "to an old flame married to another," commencing—

When the dull toils and duller pleasures cease
Of day; and night to some brings peace,
Ere on the world my aching eyes I close
In febrish slumbers, that are not repose,
Mad thoughts of thee will in my breast arise,
And passion prompt her unavailing sighs.
Oh, God! to think upon our mutual fate—
My outraged love—thy ill assorted mate.—&c.

Desmond had better get bled, and go read Paley; his muse needs physicking. The stanza "To a Lady in the habit of complaining of the monotony of Life," are but so so. The first one is too complimentary to be interesting to any but the parties concerned. The middle stanza is smooth; and we therefore quote it:—

Doest thou ne'er ponder in those moments lonely,
When sad reflection steals upon the gayest
On one who loved thee first—on him who only,
Even while no answering kindness thou betrayest,
Will love when in the grave that hallowed form thou layest:
Doest thou ne'er think when idly thus repining
O'er years that slip unmarked, yet smoothly slip away
On what he must have felt to see declining.
The only hope that cheered him on his way
On what he sometimes feels, to miss its shining,
And know that light is lost to him for aye.

rather lachrymose; and evidently one would think the production of one of those chronic lovers who bore some lively girl by trying to make her believe that he is a second Childe Harold. In the last stanza, however, beginning "Still we may be friends," there is a system of platonic bridged completely at variance with this conclusion, who ever heard of the sympathy of ennui, as implied in these last two lines:—

"I with thee grieve that there is nought to glad thee
Thou with me sorrow there's so much to pain."

But we are giving too much room to these rhyming gentlemen, and must finish with them another day. While upon the subject of poetry and poets—The Charleston Gazette attributes delicacy as the motive of Sir Walter Scott's having declined to furnish an inscription for a monument to Byron at Canandaigua: the reason assigned in a letter of the accomplished baronet received in this city, was extreme illness even at the moment of writing. In this matter of monuments to men of genius, it will hardly be necessary to erect one to Sir Walter at the West in case he should not derive the hoped for benefit from his Mediterranean voyage: memorials of him in the shape of his works are to be met with in almost every tavern and canal boat on the Erie line. Byron, in several of his letters to Moore, expresses himself delighted with the idea of being read upon the banks of the Hudson. Sir Walter, if he attaches half the value to his cis-Atlantic reputation, could not but be gratified to learn that his writings are only equalled in familiar popularity here by those of Burns in his own country.

LATER FROM ENGLAND.—The Sheffield, Captain Hackstaff, from Liverpool, brings us London papers to the 9th ult., a few days later than those by the Caledonia. The Asiatic Cholera, it seems officially established, had appeared at Sunderland; though after an interval of several days, it had not spread beyond the single family in which it first manifested itself; and in which five persons had died. The Morning Herald of the 8th says in relation to this matter,—"The Cholera panic seems to have pretty well subsided by this time. There are no new cases from Sunderland, and those which have been reported are now doubted, if not denied. The public, we think, may make their minds easy on the subject for the present, not omitting the precautions which reason suggests while the scourge is in its progress in any quarter of Europe."

The popular mind is in a state of agitation throughout England: but the salutary warning of the evil consequences resulting from the inefficiency of the magistrates in the town of Bristol, has taught the authorities the necessity of vigorously asserting the dominion of the laws against all disturbers. Hence the Government put an end, by their decision and adequate state of preparation, to an assemblage intended to be held on Monday the 7th November, in White Conduit Fields, by the London mob. The details relative thereto will be found among our extracts. We augur from this conduct, and the general tone of the press, that violence and mob law cannot get the upper hand in England.

As to foreign affairs, little new appears. Belgium has acceded to the 24 articles—Holland has not; and in consequence, a British fleet was off the mouth of the Scheldt, prepared, if the King of Holland should resume hostilities against Belgium, to interpose at

once and prevent it. The annexed extracts contain the substance of the intelligence on this head:

A most important protocol was signed by the plenipotentiaries of the conference on the 24th ult., which states that the King of Holland having intimated that the powers were at liberty to arm themselves against him if they thought proper, but that he should not inform them of his intentions with respect to the termination of the armistice, "the plenipotentiaries of the five courts have decided that the government of his Britannic Majesty be invited to station immediately a naval force on the coasts of Holland; that this naval force shall not have orders to act until hostilities shall have resumed by his Majesty the King of the Netherlands against Belgium; but if they should have been so resumed, then the said force shall immediately take the most proper measures to bring about, in the speediest manner, a complete cessation of hostilities."—In pursuance of the above resolution the fleet which had been ordered to the Downs has sailed for the coast of Holland.

The decision of the Belgian Chamber on the proposed Treaty, was agreed to on Tuesday by a Majority of 21; the number being 59 to 38. This result had been anticipated for several days. In according to the terms of the Treaty the Belgians have acted wisely, and it is to be hoped that the King of Holland will now put an end to these lengthened negotiations by likewise giving in his adhesion.

The Channel Squadron.—A letter from Deal, dated Nov. 3, says, "Rear Admiral Warren's squadron have not yet attempted to enter the Scheldt; they have merely shown themselves off West Cassel, and it is supposed that they have been waiting to receive final instructions from Ostend, at which place a steamer is waiting for the purpose. The ships which arrived yesterday and the preceding evening parted from the remainder of the squadron, per signal, to repair to the nearest rendezvous for shelter, it blowing strong wind from the westward."

That no difficulty is apprehended from this delay, it will be nothing else—on the part of Holland, may be inferred from the fact derived from the French papers, that the Austrian troops in Lombardy had been disbanded by order of the Government. This is looked on as the first step to a general disarming throughout Europe, which the unsettled state of France and Belgium and the war in Poland had before prevented.

On Saturday the 5th November the loyal citizens of London were much alarmed, in consequence of placards being posted at the corners of almost every street, calling upon "the working classes, to meet on Monday (7th) in White Conduit Fields"—the object of this, we understand to have been to adopt a seditious resolution in the placard. This of itself would not have been appalling; but on the Saturday it was known that in several shops in Bethnel Green, &c., staves or truncheons, similar to those of the new policemen, were openly sold at 3d and 4d stg. each, and on them was painted the tri-color. A stick maker called the same day on Lord Melbourne, at the Home Department, and testified that he had sold upwards of four thousand of such staves. The Magistrates of London, sent for a tavern keeper in Spitalfields, at whose house seditious meetings had been held, and who had been selling bludgeons to the populace with which to go armed to the contemplated White Conduit-house meeting. All these circumstances called forth the most energetic measures on the part of Government. The Aldermen were actively engaged in swearing in constables. All the respectable inhabitants of the various wards, attended and were sworn in, and quitted the Mansion House armed with staves provided for them, as is the custom of peace officers in England. Troops too were stationed by the Government at various places—it was said that the East India Company's Volunteers were in readiness to act. The Bank of England was strongly guarded. All these precautions, taken with such promptness and decision seem to have made some of the leaders of this meeting falter. A committee of the National Union was appointed to wait on Lord Melbourne, consisting of Messrs. Watson, Cleave, Lovett and Osborn—they met on Saturday evening. A London paper before us says—

"The Deputation it appears, was received by his Lordship in a flattering manner, and a long conversation took place, in the progress of which the following interrogatories and answers relative to the intended meeting were put by and given to his Lordship.

Lord Melbourne: are the persons here whose names are attached to the printed notice calling the

meeting, which I consider to be highly seditious, if not treasonable.

Messrs. Watson and Osborn avowed themselves the parties whose signatures were attached to the documents in question.

His Lordship observed, their names being to the documents did not prove that they were the authors. He then desired they would call on him again at 3 o'clock.

At the appointed hour the deputation again attended on his Lordship, and at the commencement of their conversation Mr. Cleave observed, they came prepared to answer any question and give every information in their power, and they hoped his Lordship would be equally candid. They wished now to ask if the Government contemplated any proceedings against them on account of their having acknowledged themselves the authors of the printed placards?

Lord Melbourne assured the Deputation he had no such intention.

After some further conversation relative to the approaching meeting, in which the deputation strenuously defended itself and the working classes generally, against the charge of disaffection or desire to promote revolution,

Lord Melbourne stated that it was the determination of the Government that the meeting should not take place; but that, if it did, the parties taking an active part would do it at their own risk, and that the Magistracy aided by the constabulary force, would have orders to disperse those assembled.—The deputation then withdrew.

They returned to the National Union, which it appears was in session to meet them.

A discussion of upwards of three hours followed the reception of the report: when it was unanimously agreed that the meeting should be for the present postponed.

Thus has government by a decision worthy of all praise, prevented consequences which might, (and no doubt were intended) have produced terrible results. On this subject we will add an interesting summary from the Liverpool Chronicle of the 9th November. "The state of the country is one of great and dangerous excitement. This cannot be doubted: it has been proclaimed in characters of fire and blood at Bristol, at Derby, and at Nottingham; and how soon we may have a repetition of such scenes, is beyond the power of man to determine.—It is not, however, in these commotions, though violent and fearful, that the greatest danger lies. Those, when they occur, may be promptly put down, wherever a vigilant magistracy is at its post and ready to perform its painful but necessary duty. The true view of such circumstances is, that they are indications of a state of things which must be terminated by some means, or they will increase to general confusion and irreparable mischief. For, in addition to that restless feeling which waits only the opportunity to riot in plunder and bloodshed, there is the settled disaffection of a great mass of the lower classes in the larger towns and more populous districts, perverted by plausible abstract theories, artfully taught to consider their sufferings or privations of every kind as curable only by the overthrow of existing institutions, and thus prepared either to reject the Reform Bill with contempt, or to accept it simply as a step towards the accomplishment of ulterior designs of change and overthrow. Those who reason on the present state of things among us, as analogous to that which existed in the days of Mr. Pitt, just subsequently to the French Revolution, fall into an error which, if persevered in, may be fatal. The pressure of taxation is now more severely felt than then; the state of commerce is not so satisfactory or improvable; the condition of the laboring classes is more anxious, and in many places distressing. These are predisposing causes to sedition and tumult. But this is not the whole of the case. So great a body of the people were not then led away by visionary notions on government; the power of prejudice in favor of old and venerable things was not so completely broken; the seditious press had not carried on its corrupting agency so long and so widely. Newspapers were not a tithe so numerous, and education had not then so prepared the people to read them. There was, in a word, less information, and more passive content; the voice of demagogues operated upon much smaller masses; and the bulk of the populace remained under the influence of their superiors. The change in our circumstances in all these respects, is too great to be lost sight of by the considerate politician, and it dictates a different treatment of the evil. Nor have we reached the extent of this serious view of our condition.

The example of the effect of clamor in forcing the

Catholic Relief Bill is strongly remembered, and has become a principle of action; and the success of the populace of Paris, in effecting a revolution, absurdly and victoriously applied to our own circumstances, still flatters the disaffected part of the lower orders with overweening notions of their own strength.—All this is crowned and completed by criminal attempts to form what are called political unions, which aim at no less a result than to bring the mass of the middle and lower classes of society into one great confederacy, to dictate to King, Lords and Commons what laws shall pass, and what laws shall be repealed; and, in a word, to usurp the whole legislative and executive government: a plan not on paper merely, but carried, in part, into effect, and promoted with all zeal and indefatigable industry, under the auspices of many men of name, and by journals of the greatest talents and influence.

It may indeed, be said, that the still more recent scheme, adopted in London, and pushed on by the most violent and disaffected party, form a union on republican principles, in opposition to all hereditary distinctions, and on the principle of universal suffrage, and vote by ballot, will serve to neutralize the other. This ought, indeed, to be the effect. It shows that the tendency of every thing is downward; and it warns every man, who is not disposed to live under a mob government, to stop, ere he sanctions the more plausible project of political unions in a milder form, should he heretofore have been inclined to accede to them.

Bristol is now tranquil—no farther disturbance had taken place or was apprehended—the town was however in a state of excitement, and different parties were discussing the conduct of the magistrates and soldiers. The total damage is estimated at £300,000 sterling. The loss of lives is less than had been imagined—the total killed and wounded does not exceed 94. The returned of killed and wounded, as far as ascertained is, burnt 6; shot, 2; excessive drinking, 2; sword cuts, 2; total, 12; wounded and injured from shots, 10; sword cuts, 48; excessive drinking, 2; other causes, 54; total, 94. The wounded are in general doing well.

One hundred and eighty prisoners had been committed, 50 of whom were capitally charged with rioting and burning. Constables were at that time flocking in with prisoners, and the magistrates were sitting in different rooms hearing the charges against them.

The citizens of Bristol have entered into a liberal subscription for the immediate relief of the sufferers, many of whom have lost the whole of their property, and are not even in possession of a change of linen.

A meeting had been held at which a series of resolutions were passed, addressed to the Home Secretary, Lord Melbourne, praying an inquiry into the conduct of the Magistracy of the city and of Col. Brereton the commanding officer of the district.

In addition to the disturbances which have taken place in Bristol and other places heretofore announced, we find that there have been some recent disorders in Preston, Coventry, Macclesfield, Worcester, &c. They were not of a very serious character, but they go to exhibit the feeling of discontent which prevails in England.

LONDON, Nov. 7.—We have received the Dutch papers to Friday, and private accounts from the Hague up to the morning of that day. The King of Holland had not made known his decision respecting the twenty-four articles of the London treaty. Nor was it yet possible to form any thing like a conjecture as to the course he intended to adopt. Some of the writers of private letters from Holland indeed state that the King would accept at last, but that he only appeared to hesitate in order to make his Dutch subjects believe that an imperious necessity alone compelled him to yield; for there are stipulations in the treaty which the Dutch do not at all relish, and wish their King to oppose himself to. The chief one is the power given to the Belgians of digging canals from Antwerp to the Rhine, which, the Dutch suppose, would give to the Belgians that command of the commerce of that river which they (the Dutch) had before the separation. We have reason to believe that the Dutch in general view in fact, with considerable apprehension and jealousy, the commercial advantages accruing to the Belgians by the arrangement to be acceded to, but there may be motives more powerful than a desire to appear to act upon the national feeling on this head, which induce the King of Holland still to hesitate.

Accounts received to-day from the Continent agree in reporting, that the cholera was every where rapidly diminishing. The letters from Munich say, that although the disease had been for several weeks ex-

pected to break out in that city, it had not done so up to the 26th ult.

London, Nov. 5.—One holder of what was said to be eajeput oil is stated to have realized no less a sum than £12,000 by the eclat given to the article, as being one of the proposed remedies for the cholera.

DON PEDRO, vs. DON MIGUEL.—We understand that Government has issued an order for the detention of all the vessels prepared by Don Pedro for his expedition against the usurper of his daughter's throne. It is said that the Congress and two other frigates, the Juno and the Asia, are already in the possession of the Government.—We have heard the grounds upon which these ships have been seized, and if we are correctly informed, the Government have certainly done no more than their duty. The troops by which the expedition was to be accompanied were to be raised in England, and certain other proceedings were contemplated which we are not at liberty to mention. If, however, we are not correctly informed, the Government are certainly not justifiable in seizing these ships. They had no arms on board, and we know of no law to prevent Don Pedro, or Don any body else, in time of peace, from fitting out ships in an English port. But they did not prevent their being fitted out. They allowed this expense to be incurred and then prevented them from sailing. Of course the Government would not be justified in allowing an open breach of the laws of nations, but to be over scrupulous in these matters in favor of such an odious tyrant as Don Miguel, savors more of the policy of the Duke of Wellington's Ministry than that of Lord Grey.

LONDON, NOV. 6.—The reported detention of the vessels fitting out as an expedition against Don Miguel has created a strong sensation. A correspondent informs us that a great number of men have been enlisted for the service, principally from amongst pensioned soldiers from the British Army, being still able-bodied men; they receive 1s. per day each to the time of embarkation. Depots were established in various parts for receiving these recruits.

By arrivals from Lisbon we have received intelligence that the Don Joao VI., 74, Isabel Maria, 24, Princeza Real, 22, and Sybelle, 24, were ready for sea off Belem Castle. Two brigs of war were fitting. All the vessels at St. Michaels had sailed for Terceira.—*Falmouth Packet.*

Paris, Nov. 1.—A list of 50 peers was circulated this evening in the saloons. It was said to have been agreed upon this morning. It was composed of 25 general officers, 3 magistrates, 5 persons who have been engaged in diplomatic affairs, 2 members of the Institute, 15 peers taken from the administration of the Empire, or from the present, or who have rendered services to the State. In some circles, the list was reduced to 40. In general the names were well chosen.

CHAMBER OF DEPUTIES.—Sitting of Nov. 1.—The Minister of Finance brought in a bill to authorize the Bank of France to divide among the proprietors of the 67,900 shares now in circulation, the sum of 9,974,398fr., being the amount of the reserved profits from the 1st of July, 1820, to the 30th June 1831.

The Constitutional repeats the report that the Chambers will very shortly be prorogued, but states that the recess will be only for a month, in order to allow such deputies as are members of general councils to attend the sessions of those bodies.

Paris, Nov. 5.—The King's projected journey to the northern departments is indefinitely postponed.

The disarmament of Europe is every moment believed to be nearer at hand. Great is the consequent dissatisfaction of the war party, who console themselves by believing, and by attempting to persuade every body else, that the peace about to become almost general on the Continent will be but a hollow truce.

Well may General Lamarque call that peace a mere hollow truce during which France shall require to have on foot 500,000 admirably disciplined soldiers, with a reserve of two millions of National Guards, one half of whom, at least, will of necessity be composed of men still in the prime of life, who have been soldiers during eight years. It is quite true that, in speaking of an army of 500,000 soldiers, Marshal Soult intimates that such ought to be the war complement; but in the same breath he promises that to thilt amount he will carry the effective strength of the French army in the approaching year.

EDUCATION IN GREECE.—The advertisement below signed by many of our respectable citizens, invites a meeting for to-morrow (Thursday) evening, of such as are disposed to contribute to the furtherance of education at Athens. We publish also a letter addressed by the magistrates of Athens to a young American, whose zeal in their cause is best attested by what they say, and who will, we believe, explain to the meeting to-morrow evening, the feasibility, at a very small comparative expense, of founding securely at Athens an institution for elementary instruction.

Αρθ. 23.

Ἡμεῖς οἱ υπογεγραμμένοι Δημῳγῶντες τῶν Ἀθηναίων μαθόντες ὅτι ὁ Κύριος Ι. Κ. Γεωργίου, ὁ ἦν διατίθηται ἐνταῦθα μεταδὴ ἡμῶν, ἐπιθυμῶν ἀπὸ καλοδραστῶν κινούμενος καὶ προβαλὼν εἰς τοὺς ἡδὴ ἐνεργήσαντας τὴν Ἑλλάδα συμπατριώτας τοῦ Ἀμερικανῶς νὰ πέμψωσιν ἐνταῦθα τινὰς ὑπερτίμους τεχνίτας, οἷον βελονογούς, τορνευτὰς, χαλκῆς, βυσσινίους, καὶ ἄλλους ἄλλων τεχνῶν ἀνδράποδες μὴ τὰ ἀναγκαῖα ἐργαλεῖα τῶν, ἐπὶ σκοπῷ νὰ διδάξωσιν ἐντελότερον τὰς τέχνας εἰς τοὺς παῖδας τῶν ἐντοπίων καὶ διὰ ἐπιθυμῶν προστάτων νὰ ἐλθῶσιν εἰς τὴν Ἀττικὴν, παρ' ἅλλων ἑδῶν δημῳφελῆ καλῶν: Νομίζομεν χρῆσθαι ἡμῶν νὰ ἐνχαριστήσωμεν τὸν Κύριον Ι. Κ. Γεωργίου δι' αὐτὴν τὴν καλὴν του διὰδρασην, καὶ νὰ τὸν παρακλήσωμεν νὰ μιστεύσῃ εἰς τοὺς συμπατριώτας του διὰ νὰ ἐπιστρέψωσιν, εἰ δυνατὸν, τὴν ἐκτέλεσιν τῶν τοιούτων δημῳφελῶν καλῶν.

Εὐχαρῶν εἰς Ἀθήνας κατὰ μῆνα Ιούλιον 1831.

Νικόλαος Ζαχαριτζᾶς
Ἀνδρέας Παπαδόπουλος
Α. Γεροντάς
Μιχαὴλ Βουζιεύς
Δημήτριος Καλλιφρονᾶς δ
καὶ Γραμματεῖς.

No. 23.

We, the undersigned Magistrates of the Athenians, having learned that Mr. —, who is at present residing here amongst us, prompted by virtuous and honorable motives, is desirous to propose to his compatriots, the Americans, who have been the benefactors heretofore of Greece, to send hither certain skilful artisans, such as carpenters, turners, smiths, tanners, and others of other occupations, to the end that they may instruct more perfectly the sons of our people in their arts; and that he more over wishes to introduce into Attica other public benefits of various kinds; consider it our duty to express our thanks to Mr. — for this his friendly disposition; and to urge him to use his endeavors with his countrymen, that they may hasten, if possible, the accomplishment of what would be so beneficial to our people.

Written in Athens in the month of June, 1831.

NICHOLAS ZACHARITZAS,
ANAGOROS PEFRAKES,
A. GERONTAS,
MICHAEL BOUTZIKES,
DEMETRIUS KALLIPHONAS,
(who is also Secretary.)

INSTRUCTION TO THE GREEKS.

The undersigned would respectfully give notice that a public meeting of the citizens of New York will be held at the Consistory Room of the Middle Dutch Church, corner of Ann and Nassau streets, on Thursday evening, the 22d inst. at 7 o'clock, for the purpose of co-operating with our fellow citizens in other places in the laudable effort of establishing at Athens, a Literary Institution for the instruction of the rising generation of that lately oppressed and truly interesting people.

Considerable progress is already made in the attainment of this object by the Greeks themselves, so far as their slender means allow, aided by the few Americans who have benevolently directed their views to that quarter.

A rising generation there, just emerging from oppression and thralldom, possessing great natural endowments, but deprived of the advantages even of elementary instruction—possessing a region of country replete with interest to us, whether we look upon it exclusively with the eyes of Christians, of Scholars, of Statesmen, of Merchants—present abundant elements for the exercise of our best and most benevolent feelings. We have never appeared among them but as benefactors, and we are consequently regarded by them in that character. The name of America is hailed by them with enthusiasm, from one end of the country to the other.

An American gentleman, recently from Athens, and who visited Greece with the motive of obtaining a personal knowledge of its real situation and condition, will attend the meeting, and develop the plan now proposed, and furnish such statements as will show its entire practicability.

The period is deemed peculiarly propitious, and an opportunity is now offered us through the laudable medium of instruction, to indelibly impress on that interesting people, a national feeling consonant with our own, and enable them in good time to rear up similar institutions, and thus give permanency to mutual benefits, and to a national friendship and good understanding, as perpetual as her own dentless fame.

Albert Gallatin,
William A. Duer,
Philip Hone,
Nath'l F. Moore,
Charles Anthony,
Isaac Lawrence,
James Milnor,
J. F. Schroeder,
Jona. M. Wainwright,
J. M. Matthews,
John M'Vikar,
Jas. Renwick,
Henry Jas. Anderson,
William C. Bryant,
Manton Eastburn,
Charles F. McVaine,
[and several others.]

[FOR THE NEW-YORK AMERICAN.]

Our weekly bills of mortality, show that we have among us, a disease as frightful and as devastating as the Indian cholera, but having become habituated to death in this form, it does not seem to create the same alarm. The small-pox has advanced with deadly progress during the present season, adding its powers to the privations of a stern and rigorous winter. Our authorities have year after year invited the poor (with whom this disease seems to originate) to avail themselves gratuitously of the benefit of vaccination. Their invitations have been hitherto of little avail. There is no want of confidence with the learned in the protecting character of the vaccine virus, and with the humble and ignorant whose lives are more or less occupied by manual labor it never presents itself as a subject of reflection until the distressing malady has commenced its ravages under their own roof. It is obvious, therefore, that the only way which can be adopted with any prospect of success to promote the general introduction of vaccination, and thereby effectually expel this dreadful plague, is by an address to the immediate wants of this class of People and not to their remote and contingent fears. A law should be passed on this all important subject with a reward and not a penalty for its sanction. This is plainly one of those cases in which this species of Legislation will be pre-eminently useful. Let then a premium be given out of the public Treasury to every father of a family, in a certain grade of life, who shall present a certificate from some authorized physician, under the direction of the Board of Health, for each member of his family who shall have successfully passed through a course of vaccination. This will place interest on the side of duty, and in no way can the public money be more usefully expended. I therefore appeal to our city councils, and entreat them not to allow another hour to pass without the introduction of this wholesome measure. He who introduces such a law, will be entitled to, and will receive, the benedictions of THOUSANDS.

TWENTY-SECOND CONGRESS—1st SESSION Monday.—IN SENATE.

On Monday last, in the Senate, Mr. Smith, from the Committee on Finance, to which had been referred the memorials from the merchants of New-York, Philadelphia, Baltimore, and Pittsburgh, on the subject of a reduction of the duties upon tea, made a report unfavorable to the prayers of the memorialists, which was read, and with the accompanying letter of the Secretary of the Treasury, ordered to be printed for the use of the Senate.

Mr. Clay said, that understanding a report had been made by the Committee of Ways and Means on the subject of reducing the duties on Tea adverse to the reduction, he rose to inquire of the Chairman of that Committee, whether it was intended that the report should remain on the table, or be acted on. Entertaining very different views from those which he understood to be expressed in the report, he was desirous that the question of the repeal of the duty on Tea should be fully and early considered by the Senate. This was due to the merchant, to the consumer, and to the important interests of the country. He would therefore ask whether it was intended that the report should, by reference to a Committee of the Whole, or in any other manner, be brought before the consideration of the Senate, so that there may be some general expression of the sentiments of the whole body on the subject.

Mr. Smith, Chairman of the committee, replied that the usual course was not to act on reports on the day they were presented to the Senate; they laid on the table one day of course, and were taken up on the day following.

Mr. Hanna introduced the following resolution, which was adopted:

Resolved, That the Committee on the Militia be instructed to inquire into the expediency of an organization of the Militia, such as will embrace those only between the ages of twenty-one and thirty-five; and also of increasing the annual appropriation for arming the Militia of the United States.

A ballot for Secretary was then had, when Mr. Lowrie received 40 out of 41 votes. The Rev. Mr. Durbin of Ky., was elected chaplain of the Senate.

In the House of Representatives, Mr. Doddridge, from the Committee for the District of Columbia,

made the following report, which was read and concurred in by the House.

"The Committee of the District of Columbia have, according to order, had under their consideration the memorials of sundry citizens of the State of Pennsylvania, to them referred, praying the passage of such a law or laws by Congress, as may be necessary for the abolition of slavery and the slave trade within the said District, and beg leave to report thereon, in part:

"Considering that the District of Columbia is composed of cessions of territory made to the United States by the States of Virginia and Maryland, in both of which States Slavery exists, and the territories of which surround the District, your Committee are of opinion, that until the wisdom of the State Governments shall have devised some practicable means of eradicating or diminishing the evil of Slavery, of which the memorialists complain, it would be unwise and impolitic, if not unjust, to the adjoining States, for Congress to interfere in a subject of such delicacy and importance as is the relation between master and slave.

"If, under any circumstances such an interference on the part of Congress would be justified, your Committee are satisfied that the present is an inauspicious moment for its consideration.

"Impressed with these views, your committee offer for the consideration of the House the following resolution:

"Resolved, That the Committee on the District of Columbia be discharged from the further consideration of so much of the prayer of the memorialists, citizens of the State of Pennsylvania, to them referred, asking the passage of such law or laws as may be necessary for the abolition of slavery and the slave trade within said District, as relates to the first of these objects, the abolition of slavery within said District."

Mr. Dearborn moved the following resolution:

"Resolved, That the Committee of Ways and Means be instructed to inquire into the expediency of exempting from entry Teas, Coffee, Wines, Pepper, Spices, Indigo, and Wool, the current market value of which in the United States at the time of importation, shall not exceed twelve cents per pound."

Mr. D. accompanied the resolution with some remarks explanatory of his object, and some references to the present state of the markets, &c. which in his view, made the proposed inquiry expedient.

[Upon this resolution a discussion arose as to what committee this subject ought to be referred, in which Mr. Everett, Mr. Adams, Mr. McDuffie, Mr. Campbell, Mr. Wayne, Mr. Archer, and Mr. Hoffman participated; the two first contending that, as the whole subject of the modification of the tariff had been, by a resolution of the House, referred to the Committee on Manufactures, this proposition for a particular modification of it should go to the same committee; and the other gentlemen maintaining that a proposition for such a reduction of duties as the resolution contemplates, having no reference to the protection of manufactures, but being purely a question of taxation and finance, should be referred properly to the Committee of Ways and Means.]

Before the debate terminated, the hour allotted for the discussion of resolutions expired, and the House proceeded to other business; Mr. Dearborn first, however, consenting to modify his resolution, by substituting the Committee of Manufactures for the Committee of Ways and Means.

A petition from Tennessee, was presented by Mr. Arnold, proposing the abolition of postage on newspapers and periodicals—that editors and printers should receive their letters free—the abolition of the 2 cents to Postmasters for delivering free letters—the payment out of the general funds—as soon as the public debt is extinguished—of the Post Office department—and that all newspapers in the United States, should be employed to print the laws and the Post Office advertisements, at a compensation of \$100 per annum.

TUESDAY, DECEMBER 20.

In the Senate, the following bills were introduced on leave, read and ordered to a second reading. A bill providing mounting and equipping a part of the army of the United States for the protection of the caravans trading to Mexico, introduced by Mr. Benton; a bill providing for the armanent of certain fortifications of the United States, introduced by Mr. Smith; and a bill providing indemnity for spoliations committed by the French prior to the year 1800 introduced by Mr.

Wilkins. The last named bill was, on motion of Mr. W., and by unanimous consent, read a second time by its title, and referred to a select committee, consisting of Messrs. Wilkins, Webster, Chambers, Brown, and Dudley. An interesting debate took place on the consideration of the report of the Committee of Finance on the memorials from New York, Philadelphia, Baltimore, and Pittsburg, relative to a reduction of the duties on teas, in which Messrs. Webster, Smith, Clay, Hayne, and Chambers, took part. The report was finally laid on the table. A resolution was submitted by Mr. Holmes calling on the President for information relative to the state of the trade between the United States and British West India, &c.

Petitions and memorials were numerous presented this day in the House of Representatives, and the subjects of several of them underwent some discussion. A variety of private bills were reported and read twice, and referred to a committee of the Whole House. Mr. Clay, from the Committee on Public Lands, reported a bill supplementary to the several laws for the sale of public lands; and Mr. Drayton, from the committee on Military Affairs, reported a bill to regulate the pay and allowances of officers of the army. Both of these bills were read twice, and the latter was committed to a Committee of the Whole on the state of the Union. Mr. Hoffman, from the committee on Naval Affairs, introduced two bills; one for the construction of Naval Hospitals at Charlestown, (Mass.), Brooklyn, N. Y., and Pensacola, and the other to provide for the completion of the Naval Hospital at Norfolk, and the Naval Asylum at Philadelphia. The bills were severally read a first and second time, and committed to a committee of the Whole on the state of the Union. Mr. McDuffie, from the committee of Ways and Means, reported a bill explanatory of the act to reduce the duties on tea, coffee and cocoa, which was also read twice and committed. The memorial of the President and Directors of the Chesapeake and Ohio Canal Company, praying an amendment to their charter, and an increase of aid, was ordered to be printed. Mr. Dearborn withdrew his resolution for the reduction of the duties on tea, wines, spices, &c.; and after the presentation of several other resolutions, upon the question of the reference of one of which a long debate ensued, the House adjourned.

SENATE—Wednesday.

Mr. Holmes's resolution, asking further information of the President of the United States, in relation to the British West India colonial trade, was taken up and read a second time; when

Mr. Webster said, the resolution asked information on a subject which was as yet involved in uncertainty, and on which further information was highly necessary and important. He made these remarks in reference to an amendment of the resolution which he was about to propose. Some time since measures had been taken and negotiations entered into, the object of which was to place our commercial intercourse with the British American Colonies, on terms of reciprocal advantages. This negotiation had failed; and the endeavors to make such arrangements and fix the duties on either part on some equal basis, so that the duties imposed on American vessels entering the British colonial ports, should be no higher than those imposed on their own vessels, were then ineffectual. The object of that proposed arrangement was for the benefit of commerce as well as navigation. The British Government not consenting to comply with terms which that administration conceived just and necessary, the navigation was, by direction of the Executive, abandoned; the propriety of which course will be a proper subject for future investigation. There is at least a large portion of the commercial community, who have felt, and seriously felt, the inconvenience of the present arrangement. The resolution submitted by the gentleman from Maine, asks for important information on the subject—but there are some particulars which if known, would enable the Senate to understand more clearly, the effect which the present arrangement has had on our commerce, and which are not embraced in the call. The resolution does not ask the President to state the months in which such clearances were respectively made, and whether from British colonial ports or British West India ports, which it is equally important that the Senate understand as the particulars mentioned in the resolution. Immediately on the announcement of the arrangement entered into by Mr. McLane with the British negotiators, a bill was entered into the British Parliament, the object of which was to enhance the duties on those articles of commerce which were carried by our vessels to the colonies, which would if adopted produce an important change in the trade to the colo-

nies and serious injuries would result to the commercial interest.

The state of Maine exported a great quantity of lumber (and ship timber) to the British colonies previous to this arrangement, in her own vessels; but since that time the trade had been almost exclusively carried on by British merchants in British vessels. This was true with regard to most articles exported from the New England States, with the exception of live stock, which was still exported from Connecticut, and perhaps some elsewhere in American vessels; therefore the object of the resolution, as proposed to be amended, is to learn in what employment our ships had been engaged since the commercial treaty went into operation. Before this arrangement our ships went a longer and more circuitous voyage than those of England, but our profits were also much greater by trading with the British colonies through the neutral ports, than those of British vessels employed in the direct trade. Mr. W. said he conceived the information requested by the resolution insufficient to enable the Senate to ascertain the precise bearing which the present arrangement has had upon our commerce, and submitted the following amendment, which was agreed to by the gentleman from Maine, and adopted as part of the report as follows: "And state the months in which such clearances were respectively made, and whether from British colonial ports, or from British West India ports;" which amendment was inserted immediately following the words "since the President's proclamation, 5th October, 1830."

Mr. Smith, replied, that he understood that the Bill which the gentleman from Massachusetts referred to, had not, nor was it likely to receive, the sanction of the British Parliament. He said that it appeared to him that the resolution should not be acted on at this time. He proposed that it be postponed for the present, that the members may have time to become better informed upon it. He said that a large quantity of American flour had found a market at Montreal and Quebec, and that the British provincial authorities of Canada had allowed our wheat to be transported to that colony, there made into flour, and sent to England on the same terms that their own flour was exported to that country, which privilege was of immense advantage to our commerce. In conclusion, he said he was not opposed to the Senate's requesting and obtaining all the information which they could upon the subject.

Mr. Holmes said that he had intended to request sufficient information to enable them to present at one view the state of our commerce with the colonies. He had therefore selected the years 1821, 24 and 30 for this purpose; and this view would show that the late arrangement had an effect directly contrary from what it was intended to produce. He did not object to the members informing themselves upon the subject but considered that they were sufficiently acquainted with it to see the importance of obtaining further information (upon the subject); he was prepared to discuss the question now, and thought the Senate should be also. He might give them some facts with which they were not acquainted, and which would not be elicited by the resolution, or found in the documents in the possession of the Senate. The object of inquiring was to know whether the schedule of duties which he held in his hand had been adopted, or whether any other had, and if so, what it was. Then Mr. H. read from the Schedule, the rate of duties on wheat and flour imported into the northern colonies, which showed that the duties imposed on vessels belonging to the United States, were higher than those levied on vessels from our British colony's trading with another, which discriminating duty in effect excluded our vessels from their ports. Mr. H. said that the duties proposed to be levied on our commerce were enormous, and if adopted, would account for the exclusion of our shipping from the colonial ports. There must be some reason why our commerce with those colonies was thus cut to pieces, and he was anxious to know what reason the executive could give; perhaps it would be answered, that the interior States had benefitted by this arrangement; if so, it was at the expense of the northern States. He also wished to know the kind and character of the cargoes which had been exported to the colonies since the arrangement went into operation. Before that time, the Danish and Swedish West India were not the only channels of our trade in that quarter. St. Eustatia and other islands were the depots of our merchandise. If the information was obtained, it would enable us to discover what portion of the commodities exported was consumed in the Swedish and Danish colonies, and what in the British West Indies.

Mr. Smith said, that he did not think an act which

had only been proposed to Parliament, but which had never been passed, should be made a matter of discussion here, and used as an argument against the existing arrangement as it was known; that the gentleman who introduced that bill immediately afterwards went out of office.

Mr. Webster said, that the fact whether that bill had actually passed the British Parliament, was a question, on which many were undecided; his impression was that Parliament had acted on the bill, and it was the opinion of many intelligent gentlemen, who were interested in the subject. He said the arrangement might be beneficial to flour merchants in New York, but not in Richmond, and the southern cities; the benefit was partial not general; he was in favor of the resolution being acted on immediately.

The resolution was laid on the table.

[From the Washington Globe.]

CONGRESSIONAL ANALYSIS.—In the Senate on Thursday, the resolutions offered by Mr. Holmes, calling on the President for information in relation to the British West India colonies, were adopted. The bill to provide for the extinguishment of Indian title to land in the State of Indiana, was ordered to be engrossed for a third reading.

The resolution submitted by Mr. Poindexter, directing the Committee on Finance to inquire into the expediency of regulating the duties on foreign imports, &c., was ordered to be printed.

The resolution offered by Mr. Dudley for the purchase of some volumes of the Annual Register being opposed by Mr. Hayne, on the ground that the rule of Congress, on such subjects, was restricted to Congressional documents, laws, and journals—was at Mr. D.'s request laid on the table.

Mr. Benton, of Missouri, gave notice that he would, to-day, ask for leave to introduce a bill to reduce the price of Public Lands. Some time was spent in the consideration of Executive business.—When the doors were opened, the Senate adjourned to Friday, 12 o'clock.

In the House of Representatives, a petition was presented by Mr. Bates, from citizens of Massachusetts, praying the abolition of slavery and the Slave Trade within the District of Columbia. Many resolutions were offered and adopted; among which were the following:—By Mr. Bouldin, for an inquiry into the comparative cost of various articles of merchandise in this country, and in those from which they are usually imported—having particular reference to woollen goods, of the various qualities; by Mr. Drayton, instructing the Committee on Foreign Affairs to inquire into the expediency of making compensation to American citizens, for losses sustained by French spoliations committed prior to September, 1800;—by Mr. Blair of Tennessee, for appropriating the proceeds of the sales of the public lands, among the several States and Territories, for the purposes of Internal Improvement and Education;—and by Mr. Doddridge, for an inquiry into the expediency of the erection of a Bridge across the Ohio, at Wheeling. Bills were reported for the establishment of an Assay Office in the gold region of the Southern States, and for making farther provision for the relief of distressed American seamen in foreign countries. Many private bills were acted on in the Committee of the Whole.

IN SENATE—Friday.

The Vice-President communicated a letter from Ebenezer H. Cammins, transmitting tabular statements, showing the result of any ratio of representation from 48,000 to 55,000 souls for each representative, under the last census.

Ordered, That 1000 copies of the letter and statements be printed for the use of the Senate.

Mr. Marcy, from the committee to whom was referred the petition of George Johnston, reported a bill, to amend an act entitled "an act for the relief of George Johnston," passed 2d March, 1831, which was read.

Mr. Marcy, from the same committee, to whom the subject was referred, by a resolution of the Senate of the 13th inst., reported a bill to revive and continue in force an act, entitled "an act to provide for the reports of the decisions of the Supreme Court of the United States;" which was read.

The following motion submitted by Mr. Holmes, was considered and agreed to.

Resolved, That the Secretary of State be instructed to cause to be made a map of the disputed Northern boundary, shewing the territory in dispute, and exhibiting the marks, monuments, natural and artificial, and to cause lithographic impressions thereof to be executed for the use of the Senate.

The engrossed bill to enable the President to ex-

tinguish Indian titles within the State of Indiana, was read the third time.

HOUSE OF REPRESENTATIVES.

Naval Affairs.

Mr. Hoffman, from the Committee on Naval Affairs, reported sundry bills, viz.:

A bill to provide for the payment of arrearages in the Naval service, chargeable to the enumerated contingent, prior to the 1st of February, 1832;

A bill to establish Ropewalks for the use of the Navy of the United States;

A bill regulating the enlistment of seamen, ordinary seamen, landamen and boys, in the Naval service of the United States;

A bill to provide iron tanks for the use of the Navy of the United States;

A bill to provide for constructing two Steam Bat-

tle-
A bill to provide for completing the removal and erection of the Naval Monument;

A bill to provide for paying certain arrearages for surveys made by Naval officers;

Which several bills were twice read, and committed to the Committee of the Whole House on the state of the Union.

Military Affairs.

Mr. Drayton, from the Committee on Military Affairs, reported three bills, viz.:

A bill providing for the organization of the Ordnance Department;

A bill for the organization of the Topographical Engineers;

A bill for the gradual increase of the corps of Engineers;

Which bills were severally twice read, and committed to the Committee of the Whole House on the state of the Union.

Mr. Carson, from the Committee on Naval Affairs, reported two bills, viz.:

A bill to compensate Susan Decatur, widow and legal representative of Captain Stephen Decatur, deceased, and others;

General Appropriation Bill.

Mr. McDuffie, from the committee of Ways and Means, reported a bill making appropriations for the support of Government for the year 1832; which was twice read, and committed to the committee of the Whole House on the State of the Union.

Mr. Beardsley, from the committee on the Judiciary, reported a bill to alter the time of holding the Spring term of the Circuit Court of the United States for the Southern District of New-York; which bill was twice read, and ordered to be engrossed for a third reading on Monday next.

Apportionment under Fifth Census.

Mr. Polk, from committee on the Fifth Census, and the Apportionment of Representatives under it, reported the following resolution: which, by consent of the House, was immediately taken into consideration and adopted, viz.

Resolved, That the Secretary of State be directed to communicate to this House a statement, showing the aggregate number of persons in each of the states, according to the fifth census, and distinguishing the slave from the free population in each State, as soon as he shall have noted and corrected the clerical errors in the returns of the Marshals and their Assistants, as required by the act of the 3d of Feb. 1831, entitled "An act to amend the act for taking the fifth census."

Representatives of Gen. Wm. Hull.

Mr. Wickliffe opposed the engrossment of this bill, on the ground that it provided for the payment of a sum of money to the representatives of an individual, whose want of courage at the surrender of Detroit was proverbial, and who had been condemned for his weakness by his peers, at a court martial constituted for his trial; and to whom, the fact of his having a commission in his pocket at the time, formed no ground for any pecuniary claim on the Government.

Mr. Whittlesey said, he should make no reference to the merits or demerits of the late General Hull.—The case which came before the committee of claims had been considered *legally*. In fact the question of the right of claim on the Government had already been decided, and that right acknowledged, by the settlement of the arrears of pay to which that officer was entitled, as Major General, from the 16th day of August, 1812, the date of the surrender of Detroit, to the 1st of February, 1813, when he was arrested. Now, all this time, he was as much, and for precisely the same reasons, Governor of Michigan, as he was a Major General in the service of the U. States. Nothing could be plainer, in a legal point of view, than that General Hull was *de facto* a Governor, while he retained his commission as such. In making those remarks, he, (Mr. Whittlesey,) was, he believed, expressing the unanimous opinion of the committee.

The question on the engrossment of the bill, was decided in the negative, by a large majority.

By unanimous consent, Mr. Vance offered the following resolution; which was adopted:

Resolved, That the Committee on Military Affairs be directed to inquire into the expediency of discontinuing the employment of an assistant engineer, by the repeal of a joint resolution, approved 29th of April, 1816, authorizing the President to employ a skillful assistant in that corps of the Army of the United States.

The House adjourned to Tuesday.

Two steamboats, on Friday last, towed from the harbor of Baltimore, through the ice, a fleet of outward bound vessels, and brought up, in like manner, several inward bound. The Baltimore American says—

"It is our pleasing province to announce that measures are about to be immediately taken for the subscription of the capital which will be requisite to build and put in operation a Steam Towboat, of strong frame and great propelling power. The project is already so far matured, that one half of the requisite capital is considered as subscribed; and respectable gentlemen who have taken the matter in hand, will proceed to-day to present a subscription paper to those who are presumed to be friendly to the object."

DIVIDENDS.—The Equitable Insurance Company have declared a dividend of three and one half per cent., payable on the 3d January; and the Farmers Fire Insurance and Loan Company the same—also payable on the 3d January.

The committee of Commerce, of the House of Representatives, have reported a bill, appropriating \$3000 to be distributed among the owners, officers, and crew of the Spanish brig Leon, as compensation for rescuing the crew of the ship Minerva.

CHINA.—Papers from China, received by the Journal of Commerce, furnish further particulars respecting the disturbance at Canton between the British and Chinese.

The following notice was issued by the President and Select Committee:—

Notice.—The President and Select Committee on the 20th ultimo gave public notice that "Several recent acts of the Chinese Government have compelled them to intimate to the Authorities in Canton, that, while exposed to them, it is impossible that Commercial Intercourse could continue, and to acquaint the British Community that, unless the evils complained of were removed, or security against their recurrence obtained, such intercourse would of necessity be suspended on the 1st August next.

Since the publication of this intimation, the evils of which they complained have assumed an altered and more decided character, being confirmed by an Imperial Proclamation from Peking, directing the most harassing and restrictive regulations to be imposed upon foreigners, and indirectly countenancing the acts of aggression which have been committed.

The local officers of the Canton Government would therefore, if appealed to for redress, find immediate justification, under the sanction of Imperial authority.

The President and Select committee do not intend to suspend Commercial Intercourse on the 1st of August next. Their most anxious wish is the establishment of that intercourse upon a firm and respectable basis, which object they feel under existing circumstances they will best accomplish, by awaiting the result of the measures which they have adopted and the references they have made. They are bound to consult the deep and valuable interests entrusted to them, and in doing so they have made every sacrifice of public feeling to what they consider to be their public duty.

Their property in Canton remains in the same state of devastation; they have received no explanation for the acts of aggression committed, and indignities offered, nor any security against their recurrence. The new regulations applied to Foreign trade, have been confirmed by imperial authority, and under such circumstances, the President and Select Committee regret to state that, until redress of grievances be granted, they see no prospect of the uninterrupted continuance of British Intercourse with China, or of Commerce being conducted with credit or security. They further offer their recom-

mendation to all British Residents in Canton to exert every means in their power to recover such property belonging to them, as is at present in possession of natives of this country.

By order of the Select Committee.

H. M. LINDSAY, Secretary.

British Factory, Macao, June 10th, 1831.

We subjoin the Edict of the Emperor, above alluded to, confirming the new regulations. It may be necessary to inform some of our readers that *Le* is the Governor of Canton.

Imperial Edict.

"*Le* and others have sent a Memorial explaining the old regulations, designed to guard against foreign barbarians, and certain modifications, agreed on in Council, desiring that obedience to the same may be required, &c.

The English foreign merchants recently solicited a diminution of fees, and on this account delayed entering the port. Again, last year, they clandestinely brought foreign women to the factories, and, by stealth conveyed muskets and guns to the city of Canton. Immediately after, they themselves came to repentance, and did not persevere to the end in their refractory opposition, but the barbarians' disposition being deceitful and crafty, it is absolutely necessary to carry into effect prohibitions and orders with severity; and to give importance to guards set up by old regulations. Present and former circumstances are not the same; and these are thus suitable or not according to the times. The said Governor and others have agreed on certain additions and diminutions to be generally obeyed and maintained, and have ordered civil and military officers, soldiers, and police, to be faithful and active in keeping a constant search and guard; also the Hong merchants and Linguists are required to be faithful and trusty in watching and searching to supply checks and control.

It is hereby ordered, that the regulations contained in the eight paragraphs agreed on in Council, be carried into effect.

The said Foreign merchants have, on former occasions, repeatedly opposed interdicts and orders, but since they came of themselves to repentance, let, through clemency, their punishment be waived. But it is absolutely necessary to order them to obey and hold fast the old regulations. How can it be that they will again oppose and transgress? Still if they be allowed daily to increase in arrogance and insolence; in a trifling with, and contempt of, the laws; in indulging their irregular disposition to perverse refractoriness, and gradually going to an increased exhibition of their pride and want of self-restraint, what, eventually, will the appearance of things be? Let the said Governor, and others, be strict in enforcing our internal customs, and so eradicate the disturbance of foreign barbarians. It is altogether incumbent not to lose the Celestial Empire's respectability in governing. Then the management will be supremely good. Take this edict and order it to be known. Respect this."

"In obedience to the Imperial will we send forward this letter.

The above coming to me, Minister and Governor, I forthwith issue orders requiring obedience thereto. On my orders reaching the Hong merchants, let them immediately communicate the orders to the English nation's foreign merchants and to the foreign merchants of all nations for their reverential obedience thereto.

There has been repeatedly disobedience to interdicts and orders, but since the parties themselves came to repentance, let, through clemency, their punishment be waived. Hereafter it will be absolutely necessary to yield implicit obedience to the laws and regulations of the Celestial Empire, and adhere strictly to old arrangement. If again any dare to oppose or transgress and again create disturbance; then, assuredly, in immediate adherence to the Imperial will, a severe scrutiny shall be made, and punishment inflicted. Decidedly there will not be the least clemency or forbearance shown. Tremble at this. Intensely—intensely are these commands given.

TAOU-KWANG, 11th year, 4th moon, 11th day.
(May 22d, 1831.)

An Imperial Decree exempts foreign rice ships from paying the measurement and enter-port duties, the monthly and daily fees previous to shipping the cargo, and the chop boat charges. This is done, he says, for the benefit of the people,—the high duties and extortions hitherto prevailing, having reduced the number of foreign rice ships coming to Canton, to a very small number.

A monthly publication has been recently commenced in Canton, called "The Canton Miscellany."

The Canton Register offers, in the name of the donor, a prize of £50 for the best Essay of about 200 pages 8vo. in the Chinese language on *political economy*.

We are much struck with the force and influence of discipline, as illustrated in the following statement copied from the London Times.

If a similar spirit of subordination had prevailed on board the French frigate *La Meduse*, wrecked some years ago on the coast of Africa, a fearful degree of human suffering would have been spared—and a noble picture—of which Cooke has painted so good a copy—would have been spoiled.

MALTA, OCT. 5.—About the middle of August the Madagascar was cruising off Hydra. Captain Lyons, anxious to get hold of one of our smaller cruisers to carry forward some despatches of importance, despatched a rigged boat under command of Messrs. Otto and Elliott, with twelve men, to cruise on the outside of Hydra, whilst the Madagascar went between that island and the main land. At sunset the frigate was pulled down to the boat; about nine o'clock a blue light was burned by the frigate to know the boat's position. A man was sent up the mast to answer the signal. The sparks from the blue light falling on the men below, they all pressed to one side, and the boat upset. Mr. Otto asked if they could swim, saying at the same time, that if they maintained their discipline and followed his orders, he would save them all. One man who could not swim Mr. Otto took under his arm, and swam with him till he could support himself by taking hold of the boat, which was now keel up. Mr. Otto now dived under the boat, unloosed the masts, and unhooked the chains of the rigging; the boat thus freed was soon upright. The man who could not swim, and another who was not good at it, were lifted into the stern of the boat. They were now about four miles from the shore, and the men acting implicitly under the command of their officers, laid hold of the painter, and manfully towed towards the shore, which they reached, after being six hours and a half in the water. In a state of nudity they entered a ruin which they found near the beach, and waited daylight. They then baled the boat dry, and found, that of all that was on board of her, only one solitary oar remained. Invention seldom fails the brave in distress; they pulled up some of the lining of the boat, which they broke into paddles, and again embarking on their native element, they paddled off in search of their ship. After some hours, they were picked up, and kindly treated by a Greek schooner, which towed them to Spezzia, where they luckily found the frigate.

Captain Lyons was so pleased with the conduct of the two young gentlemen, and particularly with the daring courage of Mr. Otto, that he called up all hands, and in the most animated language thanked them for their brave and gallant conduct—saying at the same time, 'that none but British tars could have done this!'

The discipline of our tars is proverbial, but this is a fine instance of their devotion to command, their perseverance, and that manly courage which never forsake them.

On Mr. Otto being asked what he and his companion did during the night, in the true tar style replied, 'we rowed guard round the whole, to see that none lost his hold.'

[FOR THE N. Y. AMERICAN.]

The Grand Duchess Helene of Russia yesterday paid a visit to the London Docks. Her Serene Highness went on board the New York packet ship Ontario, Capt. Sebor, and expressed herself in the highest terms of admiration of the beauty of the vessel, and of the superb style in which her cabin is fitted up. The Duchess also appeared highly gratified with the attention and politeness of Capt. Sebor, and the other officers of the ship.—[London Standard; October 21st.]

MR. EDITOR: In looking over a file of recent London papers, the above caught the attention of one who has twice enjoyed in crossing the Atlantic the comforts and kindness of the Ontario's cabin. The extract will give pleasure wherever the ship and captain are known.

ADDRESS TO THE POLES BY THEIR COUNTRYMEN IN ENGLAND AND FRANCE.

Poles!—Confident in the enlightened spirit of the age, and in the sanctity of your cause, you rose to throw off the yoke of the oppressor. The world, in

astonishment, has witnessed your achievements: but nations whom honour, duty, and even interest, commanded to assist you, have passively betrayed the common cause. Future ages will show how base was their conduct, how short sighted their policy. The contest is at an end: the sword of the Autocrat has triumphed. Europe, by her callous indifference to your misfortunes, participates in the unhallowed act. Poland is no more: erased from the list of nations, she is doomed anew to a long slavery.

Countrymen!—What can we expect from the conqueror? His rage and fury we have already defied, and if an unexpected effort of humanity should attempt to spare our sufferings, feelings of patriotism would be more deeply wounded than they have ever been by every cruelty and torture formerly devised to suppress them; for what, short of the independence of Poland, can satisfy men who have sworn to die for her freedom?

Poles!—You have hitherto done all that became a great and noble nation. You have spared no sacrifice to attain your great object; thousands of your brave brethren have already sealed with their blood their greatest compact with Heaven to die for their country. But if the sword of the enemy has spared our lives, let us remember that we are bound to devote every hour that remains to us to emulate the heroes that have fallen, and whose honor and glory are our most sacred trust. No inducement of fortune, rank, or interest shall betray us into any act unworthy of our most solemn vows; these must be guarded as spotless as the name of Pole, which will henceforward be left to Europe as that of patriotism and devotion.

Poles! let us leave that wretched country, now no more our own, though soaked with the best blood of her defenders—let us leave Europe, a heartless spectator of our struggle and our despair. America is the only country worthy of affording an asylum to men who have sacrificed every thing for freedom; there Poland will be enshrined in our hearts, and Heaven will perhaps bless our devotion.

CHOLERA MORBUS.

London, Nov. 5.—There appears no reason to doubt that the spasmodic cholera has made its appearance at Sunderland, having been transported thither through the medium of one or more Hamburg ships, the crews of which broke the quarantine regulations by ranging about the shores of the river. Four or five deaths are said (but with what truth we know not) to have already taken place.

Nov. 8.—The cholera panic seems to have pretty well subsided by this time. There are no new cases from Sunderland, and those which have been reported are now doubted, if not denied. The public, we think, may make their minds easy on the subject for the present, not omitting the precautions which reason suggests, while the scourge is in its progress in any quarter of Europe.

FORMS OF PRAYERS TO BE READ IN ALL CHURCHES.

His Majesty, in Privy Council, having ordered that his Grace the Archbishop of Canterbury should prepare forms of prayer to Almighty God, to be used in all churches and chapels during the continuance of danger from the cholera morbus, the primate of England, assisted by the bench of Bishops, on Saturday, adopted the following prayers, to be read in all the cathedrals, collegiate, and parochial churches and chapels throughout the kingdom.

"Most Gracious Father and God! who has promised forgiveness of sins to all that with hearty repentance and true faith turn to thee, look down, we beseech thee, from Heaven, thy dwelling place, upon us thy unworthy servants, who, under an awful apprehension of thy judgments, and a deep conviction of our sinfulness, prostrate ourselves before thee: We acknowledge it to be of thy goodness alone that, whilst thou hast visited other nations with pestilences, thou hast so long spared us: Have pity, O Lord, have pity on thy people, both here and abroad; withdraw thy heavy hand from those who are suffering under thy judgments, and turn away from us that grievous calamity, against which our only security is thy compassion. We confess, with shame and contrition, that in the pride and hardness of our hearts we have shown ourselves unthankful for thy mercies, and have followed our own inclinations instead of thy holy laws: Yet, O Merciful Father, suffer not thy destroying angel to lift up his hand against us, but keep us; as thou hast heretofore done, in health and safety; and grant, that being warned by the sufferings of others to repent of

our sins, we may be preserved from all evil by thy mighty protection, and enjoy the continuance of thy mercy and grace, through the merits of our only Mediator and Advocate, Jesus Christ. Amen."

"O, Almighty God! who by the many instances of mortality which encompass us on every side, dost call upon us seriously to consider the shortness of our time here upon earth, and remind us that in the midst of life we are in death, so teach us to number our days, that we may apply our hearts unto wisdom. Give us grace to turn unto thee with timely repentance, and thus to obtain, through the merits of our Savior, that pardon to-day which to-morrow it may be too late to seek for; that so being strengthened by the good Spirit against the terrors of death, and daily advancing in godliness, we may at all times be ready to give up our souls into thy hands, O Gracious Father, in the hope of a blessed immortality, through the mediation and for the merits of Jesus Christ our Lord. Amen."

Dr. Johnson who was well acquainted with the Cholera in India, and who is a physician of character and skill, has written several letters in the London papers, condemning the Board of Health for having excited needless alarm, and assuring the public that if the malady ever reached England, it would be speedily subdued. Poverty and uncleanness are predisposing causes; but he seems to think that the disease is introduced by the atmosphere.—"The most recent conclusions," he says, "to which our medical officers (Drs. Russell and Barry) have come, now limit the contagious character of cholera to an extremely narrow point, and after four months, I have no hesitation in reiterating my opinions; that if the cholera come to these shores it will come shorn of its fatality, and coercible to a degree that will make the terrorists ashamed of their ominous predictions and their visionary speculations."

In the Courier of Thursday, he writes:—"It is stated recently, in a journal of great respectability, that during a period of the late epidemic cholera in Berlin, 409 houses were visited by the disease, and that, in 273 of these, only one individual in each house was affected, while in the remaining 136, four or five suffered in each mansion. Such is the density of the population in the parts of Berlin infected with cholera, that the calculation assigns 4200 families, making an average of four persons to each family, in the above number of houses; being an aggregate of 16,800 people, who had lived in immediate contact with cholera. Of this mass, 763 were struck on with the disease, or about 1 in 18 persons. Thus we find that, in a great majority of the houses, only one person was attacked, though the computation allots an average of forty-eight individuals to each house. This density of population will not surprise those who know the height of houses on the continent, and the multitude of people who are compressed into a very narrow space. But the above statistical report, if it approach to any thing like correctness, must convince every unbiassed mind, that if contagion be a component part of cholera, it is a fraction that scarcely deserves to be calculated by the medical or political observer. In a recent sitting of the Royal Academy in Paris, Doctors Chamberet and Allibert, members of the Warsaw Medical Commission, publicly declared that the whole body of the Polish physicians reject the doctrine of contagion in Cholera, in toto. They state that there are about a hundred physicians, French, English, and German, employed about the sick in Warsaw, not one of whom caught the Cholera. Ten of them even inoculated themselves with the blood of cholera patients, without success.—The porters, the nurses of the hospital, and the undertakers, were equally exempted from disease.

"To this, sir, I beg to add the testimony of Mr. Searle, who went to Warsaw and sojourned in the hospitals there, during the epidemic—a gentleman who actually suffered in person from cholera in India, and who wrote a treatise on the disease, before it visited this part of Europe. His words are these, dated in Warsaw:—"After all I have heard, either in India or Poland—after all I have read, seen, or thought upon the subject—I arrive at this conclusion,—that the disease is not contagious."

Capt. Clark, of schr. *Sinbad*, from Tannier, states, that on his outward passage, 6th Oct. being becalmed off Dead Man's Key, he went ashore on Salt Key, in a cove just large enough for a vessel; he there discovered a 6lb. cannon, without any carriage, a grave, some bones, crockery ware, &c. and found carved on the rock, "Schr. *Polly*, of Hampton," and below it, "Hull Columbia," in Spanish—a schooner, carved with an American ensign, and the following names and dates:—C. H. Martin, Charles M. Johnson, July 1825—Ann Johnson, July 1826—T. Rogers, same date—also another name. The island is barren, and uninhabited, and Capt. C. supposes some crew to have been taken and left there by a piratical gang.

THE UNKNOWN TONGUE.—Our readers have, in all probability, read an account of a strange scene at the church of the Rev. Mr. Irving, in which a prophetic from the North, cut a most distinguished figure. The heresy, which we believe is in Scotland called the Row heresy, has been for some time flourishing among our brethren beyond the Tweed, and has just made its appearance among us. As its apostles pretend to all the gifts of which the primitive apostles were possessed, it was of course rendered necessary that they should prove that they had among the rest the power of speaking strange languages; and accordingly, the chief of the tribe—a lady—has boldly claimed it. It is not wonderful, it may be observed, that the gift of tongue has fallen upon a woman.

There is unfortunately, however, this difference between the dispensation to Miss Campbell and that vouchsafed to St. Peter and his brethren,—that the languages which they spoke, were understood by those to whom they were addressed. Parthians, and Medes, and Elamites, the dwellers beyond Mesopotamia, Jews and Gentiles, knew what St. Peter was saying when he addressed them. Unluckily, what Miss Campbell and her followers say, is known only to themselves. Mezzofanti himself, the Polyglot lion of Bologna, who talks seven and thirty languages, would be completely at fault while our modern sibyl is pouring forth her inspirations—revolutions we can hardly call them, for they reveal nothing; and the profane are inclined to call the dialect gibberish. Some persons were of opinion that it was merely Scotch; but that is (we believe) an ill-founded idea. Most truly do the disciples call it—*"The Unknown Tongue."*

Let us, as Mr. Irving would say, fructify on this subject.

Is Miss Campbell the only person in London who talks the unknown tongue? We doubt it. If we lay it down as a postulate or an axiom, that as "speech is made to convey our thoughts," (consult that great philosopher, Pangloss, in the Marriage Fraze,) with a view of impressing them upon others, if we fail in that attempt, our powers of language are as completely thrown away, as wholly useless, as if the tongue in which we spoke was actually as unknown as the newly discovered language of Miss Campbell. This philoepical or philological remark being granted, it will be admitted that it is a language in great request among us.

"My dear lad," says Sir Jacob Jelter, "I am so glad to meet you, I have been looking for you half a dozen times, and never had the good fortune of catching you at home. You look marvellously well."

So far was perfectly intelligible to his Lordship. He was very glad to see Sir Jacob—very sorry that accident had prevented him from having met him before.

But Sir Jacob proceeded—

"I think you are grown considerably stouter since the election; you were a good deal fagged there, my Lord, a good deal fagged; and a propos of the election that brings me to what I principally wished to see you about. You remember, my Lord, that you said my votes—not many, to be sure—and my influence, which, without vanity, I may say was something, should not be forgotten on due opportunity; and now, since your Lordship has been made Lord-Lieutenant of the County, I think a Deputy Lieutenant would be exactly the thing that would suit me. My standing in the County—my family, &c. &c."

We may cut short the harangue of the worthy baronet. He had now fairly begun to speak the unknown tongue—for his auditor could not be made to comprehend one word he was saying.

Again—

"I have taken the liberty of calling, Sir, to remind you of your promise to settle my little bill, which you were so kind as to say you would arrange last Christmas. I should not have thought of—"

"Snip, my dear fellow," is the reply, "I am glad you have called—I was just going to send for you. I want three dress coats—black, blue, brown—at once; and my rascals are, I am told, out at elbows—so let me have half-a-dozen liveries."

"Of course, Sir;—but I beg to remind you of the little bill!"

"Snip have you any new patterns for waistcoats? Sir William Stylish had a most superb affair yesterday. It was green velvet, I believe, with a landscape. The Bay of Naples, or some such thing, worked on it in gold. It looked *magnifique*. Have you any thing of the kind?"

"Sir William does me the honor of having his clothes made by me. I have a quantity of that pattern still remaining, Sir;—but if you would be so kind—"

"Snip, there is no resisting you; make me a couple of waistcoats of that pattern."

"Certainly, Sir; but I beg to remind—"

"Snip, are you a reformer, or an anti-reformer?"

Why, Sir, I have too much to do to think of politics, and am no judge, besides:—but Sir, if you would be so kind—

"My dear Snip, I see my fellow has just driven my cab to the door. I am on a cursed committee of the house, which I must attend per force this very moment; but be punctual,—as punctual, I mean, as a tailor can conscientiously be; and as I drive by in the course of the day, I shall look in upon your waistcoating."

It is quite evident from the utter irrelevancy of the M. P.'s answer, that he did not understand the language of his tailor; that so far as he was concerned, the fraction of humanity was speaking in an unknown tongue.

"Put down my name, Mr. Ferritt, as one of the patronesses of your truly valuable establishment," said her Grace of —, and a £50 subscription opposite to it. Charity is a duty incumbent upon us all."

[Exit Mr. Ferritt, with a bow, to blazon forth her Grace's munificence in all the newspapers of England. Her Grace descends to the door, where her carriage is waiting. A half-starved widow is standing near it in meek patience. She ventures to address the portly Peeress, and contrives to edge in a word in spite of the exertions of the servants. She had, in former days, been a friend—a useful friend—she now humbly sues for a moment's audience of her former companion. Her son is in an hospital; her daughter had died that morning.]

"I wish the street-keepers were more active in their duty," said the Duchess,—Drive me to the Countess of Alford's."

The voice that prayed for unostentatious benevolence, spoke to her Grace in an unknown tongue.

The poet whose verses, full of genius, are "cut up" by a smart reviewer, who has read them with eyes that saw not; the officer, military or naval, who addresses the dispenser of rank with no other interest than that of having contributed to the victories of Wellington or Nelson; the man who presses a minister for reward for services past, without any power to render services in future; the rustic dame who presses a lady patroness for her countenance at Almack's on the strength of civilities and utilities at the last County election—all these, and a thousand beside, speak to their respective auditors in the unknown tongue.

[From a London paper.]

POLICE.—MANSION-HOUSE.—On Saturday the Lord Mayor, upon going into the Justice-room, was handed the following epistle:—

"To the Right Honorable, the Lord Mayor of London, &c. &c.:

"My Lord,—While demoralizing themes are lifted on the giddy pinnacle of fortune—while even the excess of depravation can find an asylum—shall the zealous adherents of pure morality and mental improvement, driven on the verge of the tomb by his ardor of British ascendancy and by sickness, be denied of pity? Oh, my Lord, I can give to you unequivocal proofs of my sincerity. It is not possible but the chief magistrate of the metropolis of the world will, even in equity, but particularly of his generous feelings, either grant me a pass to bring me to Belfast, or yield a shilling or two and a pair of shoes, to lead me on my sorrowful path, so far as the day ground terminates. I am friendless, penniless, strengthless and homeless, though influenced by my own glowing zeal and the enthusiasm of my heart to believe that I should find every Briton breathe those general and generous feelings which should ever distinguish the sons of fair Britannia. Will your Lordship condescend to hear a few words of an experimental conversation with me? I await your lordship's command in the ante-chamber."

"J. J."

The Lord Mayor having desired that the writer of the letter should make his appearance, a man about 35 years of age, every article of whose dress was in a most poetical condition, entered from the paupers' room, to which his warm imagination had applied the more graceful epithet.

Pray, said the Lord Mayor, how does it happen that such a master of language as you are in such a woful plight?

Applicant.—That is, my Lord, an ordination of Providence. I have tried my hand at all concerns, and done nothing. Providence must have had some motive for producing me, but it is the most hidden and mysterious motive in existence.

The Lord Mayor.—What business have you been engaged in?

Applicant.—Teaching the young idea how to shoot in Ireland, but it was hungry work; I worked

all day, and had no substantial food to support me; for though I used to cut the meat for the boys, I was obliged to shave it for myself. The mistress had a sharp, and hated waste; and she knew to the weight of a grain what quantity I sent down to keep life moving in me.

The Lord Mayor.—They act more liberally in England.

Applicant.—That my Lord, was the identical circumstance that made me direct my steps here. Go, says every one, to the Mansion-house, and see what a difference there is!

The Lord Mayor.—You mistake me, my friend.—I mean the keeper of schools. You will have a better chance of good treatment here in your profession.

Applicant.—I hope so, my Lord. But I was assured that the schoolmaster was abroad every where in England; and, by virtue of my oath, I have scarcely seen a man since I landed on your shores that ever yet appeared to have met him. (Laughter.) Where's the use in instructing the obstinate and the brutal? I sent a play, a tragedy, to Drury-lane Theatre, and they promised to bring it out before the public, but it was obliged to yield its place to the dragons, tigers, and polecats, although there was not a line in it that was not the height of morality and virtue. (Laughter.)

A gentleman who was present said, that he believed the tragedy would have been brought out, were it not for the engagement of Monsieur Martin and his domestics.

Applicant.—They wanted me to introduce the natives of the woods and wilds, and desolate places, but I told them I did not understand the language, and so they employed one of the link-boys, and they allow him the privilege of driving the two trades, incendiary and dramatist. (Laughter.)

The Lord Mayor.—Well, I regret to see you in such a condition. Your habits I am afraid must be rather uneconomical, or you would not have been so ragged. However, you shall have a few shillings and something to cover you, and I will send you home.

Applicant.—Most respectfully I thank you, my Lord Mayor; and if ever you come to Ireland, and happen to be in the same condition that I am in, you shall command my services. (Loud Laughter.)

The Evening Journal has copied the subjoined document from a Gazette published nearly forty years ago.

"By the President of the United States of America. A PROCLAMATION.

WHEREAS I have received authentic information, that certain lawless and wicked persons, of the Western Frontier, in the State of Georgia, did lately invade, burn and destroy, a town belonging to the Cherokee nation, although in amity with the United States; and put to death several Indians of that nation; and whereas such outrageous conduct not only violates the rights of humanity, but also endangers the public peace; and it highly becomes the honor and good faith of the United States, to pursue all legal means for the punishment of those atrocious offenders; I have therefore thought fit to issue this my proclamation, hereby exhorting all the citizens of the United States, and requiring all the officers thereof, according to their respective stations, to use their utmost endeavors to apprehend and bring those offenders to justice. And I do moreover offer a reward of Five Hundred Dollars, for each and every of the above named persons, who shall be so apprehended and brought to justice, and shall be proved to have assumed or exercised any command or authority among the perpetrators of the crimes aforesaid at the time of committing the same.

In testimony whereof, I have caused the seal of the United States to be affixed to these presents, and signed the same with my hand. Done at the City of Philadelphia, the twelfth day of December, in the year of our Lord, one thousand seven hundred and ninety-two, and of the Independence of the United States the seventeenth.

GEO: WASHINGTON.

By the President.

TH: JEFFERSON.

COURT OF ERRORS.—Thursday Dec. 22, 1831.—Levinus Wendell vs. James Jackson ex-dem. The People. The judgment of the Supreme Court was affirmed. For affirmance 11, reversal 5.

Barent W. Felthousen and Daniel Benson vs. Julius Bolles. Judgment of the Supreme Court reversed. For reversal 10, affirmance 9.

In the case of John W. Wrigley, an insolvent debtor, judgment of the Supreme Court affirmed. For affirmance 14, reversal 4.

ITEMS.

A fire broke out this morning about 3 o'clock, in the basement story of 127 Broadway, corner of Cedar-street, occupied by Wm. Carl as a trunk-maker's shop. The contents of the shop were mostly destroyed, together with a large number of valuable books in the store of Messrs. T. & J. Swords, directly over it, though the precise amount of the loss of Messrs. Swords is not yet ascertained, but is probably from eight to ten thousand dollars on a stock of thirty thousand dollars. The building and stock were partly insured. The upper part of the house was occupied by Fenwick & Févri, bookbinders, and a part of the basement story as an oyster-cellar, both of which were materially damaged. The smoke penetrated through two brick walls into the music store of Messrs. Hewitt & Co. and injured many pieces of music. It is believed to have been the work of an incendiary, as no fire was made in the shop yesterday.

The confined Debtors received on Sunday a present of a fine lot of warm stockings from the British agent, to whom they return thanks.

We also learn they received a fine Christmas Dinner, from the proprietor of the American Hotel.—[Communicated.]

The Phoenix Bank has declared a dividend of three and a half per cent., payable on and after Tuesday, January 3d.

The Board of Controllers of the Public Schools for the city and county of Philadelphia, have lost an efficient member and an estimable President by the resignation of Roberts Vaux. He has faithfully and zealously served the public for a series of years, in the capacity of Public School Director.

We feel great satisfaction (says the Baltimore American of Saturday,) in saying, that all apprehension with regard to Mr. Wirt's safety is happily over, and that a few days will, in all probability, restore him to his accustomed health.

Boston, Dec. 23.—The election of Mayor of this city yesterday, produced much good natured excitement, and happily a choice was effected. Active exertions were made by both parties, and by the friends of Gen. Lyman especially. In most wards sleighs were employed to bring voters to the polls, by the friends of Lyman.

The result of this election shows the strength of the National Republican party, United and active, it can overcome all new organizations, that may be formed against it.

From the official returns, it appears that Charles Wells is elected Mayor of the city by a plurality of seven hundred and four votes; and by a plurality over Theodore Lyman of nine hundred and twenty-seven votes.—[Patriot.]

The Hon. John Tipton has been elected Senator of the United States by the Legislature of Indiana. He will occupy the place formerly filled by the late Hon. James Noble. Mr. Tipton was elected on the seventh ballot. On the first ballot he received but one vote; on the second four; on the third twelve; and on the seventh fifty-five; being a majority of the whole number of votes. Messrs. Judah and Holman were the prominent antagonist candidates.

The legislature of Mississippi met at Jackson, the seat of Government, on Monday, 21st ult. In the Senate, P. Briscoe was chosen President pro tem. in the absence of the Lieutenant Governor. In the House of Representatives, W. S. Degraffenreid was elected Speaker. The Governor delivered his message on Tuesday, 22d.

APPOINTMENT BY THE PRESIDENT.

By and with the advice and consent of the Senate.

John H. Jacobs, to be surveyor for the District, and Inspector of the Revenue for the Port of New Haven in the State of Connecticut, vice William Baldwin, deceased.

Captain Catesby Jones has been appointed to the command of the United States Sloop of war Peacock, which with the new schr. Boxer, are now fitting out at the Charlestown Navy Yard for the Falkland Islands and East Indies.

We learn that two of the crew of the Marengo were drowned off the mouth of the St. Joseph River. The disaster was caused by the upsetting of one of her boats, while part of the crew were attempting to land. The remainder of the boat's company were saved by sending out the other boat. The Ma-

rengo has not yet arrived, and fear is entertained for her safety.—[Detroit Journal.]

The two adventurous smacks, mentioned some time since as having sailed from Stonington bound on a fishing voyage round Cape Horn, have been unfortunate. They sailed on the 25th of October, and one of them, the Felix, Capt. Beebe, arrived at Charleston on Tuesday. The following is her report—"10th ult. lat. 32, lon. 48, experienced a severe gale of wind from N. N. W. which shifted suddenly to S. S. E. hove the F. on her beam ends, started the fore end, carried away main boom, bulwarks stove, washed the boat and four hands from the deck, 3 of whom gained the vessel, the fourth, Richard Paine, seaman, a colored man of Stonington, was drowned. The smack Independence, Noyes, which sailed from Stonington in company, was seen at 6 o'clock on the evening of the 19th Nov. on her beam ends—not seeing her afterwards, supposed she went down."—[Savannah Georgian of Dec. 16.]

The voyage of the schooner Two Marys which arrived from London on Saturday, was one of unusual hardship. The schooner is a Baltimore clipper of about 159 tons burthen, long, low, shallow, sharp, and narrow; of course calculated to be very wet on deck. In favorable light wind, such vessels are swift sailers, but poorly able to contend with tempestuous and adverse gales. She was in the longitude of Bermuda for twenty days, without being able to make headway at all. After nearing our coast she was twice blown off. For more than forty days the crew have been on a stinted allowance, the latter part of the time, of one hard biscuit a day. Their clothes became entirely worn out. But they had some good fortune. Three vessels spoke them and supplied their wants in part. In the cargo were a quantity of undressed goat skins, from which they manufactured suits of clothes; including buskins and caps. Their appearance on coming to the wharf, their emaciated forms wrapped in such a dress was singular enough. A dog on board, showed their scanty allowance, and though reduced to a skeleton is yet alive.—[Journal of Commerce.]

[From the Philadelphia U. S. Gazette.]

The following is the amount of duties paid by the different Auctioneers of the city during the last quarter.

| | |
|-----------------------|-------------|
| R. F. Allen, | \$12,618 76 |
| M. Gillingham, | 9,213 48 |
| S. C. Ford, | 7,630 50 |
| John Jennings, | 5,603 66 |
| H. D. Mandeville, | 4,503 45 |
| Samuel W. Lippincott, | 2,931 07 |
| M. Thomas, | 1,574 27 |
| Henry Erwin, | 325 45 |
| C. J. Wolbert, | 134 48 |
| George Riter, | 74 79 |

The Rev. Benjamin C. Cutler having produced the necessary testimonials from the Bishop of the Eastern Diocese, has been canonically acknowledged as a Presbyter of this diocese, and received, accordingly, as a Missionary in the employ of the New York Protestant Episcopal City Mission Society, and as the stated officiating minister of the Mission Church of the Holy Evangelists.

The Rev. Francis L. Hawks, has resigned the charge of St. Stephen's Church, in this city. Having subsequently received an unanimous call from the Vestry of St. Thomas' Church, he has accepted it, and entered on his duties as Rector, on Sunday last. We take pleasure in saying, that we understand the entire concurrence and approbation of the Bishop to have sanctioned both these measures.—Churchman.]

Attempt to Poison.—The son of a respectable physician of Augusta, Me., about 15 years old, apprentice to Messrs. Maynard & Noyes, apothecaries, is in private custody, for having attempted to poison Mr. Noyes and family, with whom he boarded. He is represented as being a very bad boy, and for some recent misconduct Mr. N. reprimanded him, and was about to write to his father. The boy having ascertained that this was the case, is supposed to have contemplated the crime of poisoning. He accomplished this by sprinkling arsenic upon the meat for dinner, in the tea, sugar, &c. Mr. Noyes, his wife, child, and three females of the family, were taken all ill, and Mr. N. remains dangerously so, the poison having apparently affected the lungs. The boy, on being charged with the act, confessed it. He is suspected also of having pilfered from the shop drawer of a neighboring store.—[Boston Patriot.]

Melancholy Casualty.—Yesterday, as two teamsters were attempting at high speed to pass each other, in Hudson street, Mr. Swenney, who was driving one of the wagons, was thrown out and instantly killed. It is hoped (if our municipal laws fail) that this shocking occurrence may be a sufficient

warning to prevent a repetition of this dangerous practice in the streets of our city.—[Albany Argus.]

Clark's Trial.—The trial of Guy C. Clark for the murder of his wife in August last, came on at the Tompkins County Circuit, held week before last; and after occupying the Court two days, resulted in a verdict of Guilty. Sentence of death was pronounced on him by Judge Monell, on Saturday the 10th inst. He is to be executed on the third day of February next.—[Chenango Republican.]

Flax Factory Burnt.—The flax factory at Frankford, near Philadelphia, belonging to Messrs. Garsed, Raines & Co. was destroyed by fire on Monday morning: which was communicated accidentally by the man employed to kindle the fires for warming the building. Insured, but not fully. This factory was provided with the improved English machinery, and has made shoe-thread and sail-twine with complete success. It will be rebuilt immediately.

Fatal effect of Passion.—Some eighteen months ago, Alexander E. Lemon, shipwrecked in the sch. Viator, made his way to York in Upper Canada, where he settled and married a respectable widow with one child. With her he lived happily and comfortably. Ten or twelve months ago, the child ofended him: he became enraged at him; struck him a harder blow than he intended, and the child died in consequence. Lemon was apprehended; confined in prison until the latter end of October; was then tried at York, convicted of wilful murder, and executed two days afterwards. This is the brief story of a passionate temper; and this the disgraceful and dreadful end to which that temper brought him.—[Detroit Journal.]

We learn that six large four-horse wagons left this city, on Wednesday, for Albany, loaded with salt—where the article is selling at \$2.50 per bushel. The premature closing of the river having shut out from that city the usual winter's supply. Thousands of hogs are frozen up on the river and in the canals.—At Albany, it is said, pork is selling at two cents, per pound. The towns on the river, also, are destitute of salt. Were a railroad in operation between this city and Albany, all these difficulties would soon be removed, and the wants supplied.—[Gazette.]

Trial of Tash.—We learn from the Exeter News-Letter, that the trial of Charles G. Tash, (the colored man, whom our readers will remember discharged a loaded pistol and severely wounded a white girl, living at Exeter, by the name of Sally Moore, sometime in the month of June last,) was had at the Superior Court of Judicature last week. Tash was indicted for "assault with intent to kill." The plea urged in his defence was insanity. He was declared Guilty, but the Jury recommended him "to the favorable consideration of the Court."

After the verdict was declared, the Prisoner's Council moved an arrest of judgment and a new trial, on the following grounds, viz:

That the Jury were mis-directed by the Court in matter of law in this:—That the term malice aforethought in the charge of murder, meant nothing more than that the Respondent intended to do the act, without any regard to the motive.

That the Court stated to the Jury, that suicide is committed by persons of sane mind—and that the attempt by the Prisoner to commit suicide was not proof of insanity.

These exceptions were filed, and will be argued at the next term of the Court. The prisoner was held to recognize in the sum of \$150 for his appearance. Bail was procured, and the Prisoner is now at large.

CAPE MAY ISLAND, Dec. 21.—Yesterday the brig Montgomery, 39 days from Lagaira, received a pilot from this place and proceeded for New York. The brig Colombian, Captain Remington, from Havana, went into Cape Henlopen Roads on the 19th inst. To-day, the William Price spoke the ship Italy from Canton, in want of a pilot, but had none for her—left her off the Five-fathom Bank. Also spoke the brig Atlantic, (out of water,) bound to Baltimore. Also spoke yesterday, the brig Joseph, from Gibraltar for Philadelphia, but proceeded for New York. Also proceeded for New York, the ship Charles and barque Brothers. There are no vessels in the offing this evening; the weather more mild; the William Price is at anchor off this place, and there has to-night arrived here from Philad. a crew of pilots to go on board of her. About two thirds of the cargo has so far been saved from the wreck of schr Hope & Hannah, and if the weather continues favorable, nearly the whole will be saved although in a very damaged state. The vessel will be lost.

Snow in Lexington (Ky.) to the depth of four inches on the night of the 7th inst.

ON PRACTICAL AND SPECULATIVE ABILITY.

In the intercourse of the world every one must have observed two kinds of talent, so distinct from each other as to admit of different appellations, although frequently united in the same person. One has reference exclusively to the operations of the mind, and may be called speculative ability; the other has reference to the application of knowledge, or to action, and may be called practical ability.

Speculative ability may be seen in the composition of a poem, the solution of a problem, the formation of a chain of reasoning, or the invention of a story. In these performances nothing is required but an exertion of the mental powers; they are purely internal operations; and although they may be assisted by the employment of external means, it would be possible to carry them on without it.

Practical ability may be seen in every department of active life. It consists in the dexterous applications of means for the attainment of ends. The term may be extended to every sort of skill, whether exerted in important or trivial matters; but it is here meant to designate, not so much any technical dexterity, or that which a man evinces in the employment of his physical powers on inanimate objects, as that higher skill by which he directs the talents and passions of his fellow citizens to the accomplishment of his purposes, and seizes the opportunities of action presented by successive events, and which enables him to conduct himself with propriety and success, in any circumstances into which he may be thrown.

The two kinds of ability here pointed out, must exist more or less in every individual; but they are often combined in very unequal proportions. A high degree of speculative genius is frequently found in conjunction with a low degree of practical ability, and, conversely; the practical talents are sometimes superior to the speculative. Men who have exhibited the greatest powers of mind in their writings, have been found altogether inefficient in active life, and incapable of availing themselves of their own wisdom. With comprehensive views and a capacity for profound reasoning on human affairs, they have felt bewildered in actual emergencies; keen and close observers of the characters, the feelings and the accomplishments of others; they have not had the power of conforming their own conduct to their theoretical standard of excellence. Giants in the closet, they have proved but children in the world. This destitution of practical talent in men of fine intellect often creates the wonder of the crowd. They seem to expect that he, who has shown powers of mind bespeaking an almost all-comprehensive intelligence, and who has perhaps poured a flood of light on the path of action to be pursued by others, should, as a matter of course, be able to achieve any enterprise, and master any difficulties himself. Such expectations, however, are unreasonable and ill founded. Excellence in one thing does not necessarily confer excellence in all, or even in things requiring the exercise of the same faculties. Both practical and speculative ability are no doubt modifications of mental powers; but one, on that account, by no means implies the other; any more than dexterity in reefing a sail involves the art of leaping a five-barred gate, though they are both instances of physical skill.

It would be just as reasonable, indeed, to expect that a good sailor should be necessarily a clever horseman, as that a man of fine speculative powers should, in consequence, be also a man of practical talent. The want of practical ability, then, in such a man, may arise simply from an exclusive attention to processes purely mental. Where the mind is entirely absorbed by the relations of science, or where its powers are habitually concentrated on its own creations, it is perfectly natural that the arts of active life should not be acquired. To a man so occupied, common objects and occurrences have little interest; and it is with effort that he commands his attentions sufficiently to avoid egregious mistakes, and to gain a passable dexterity in things which all the world is expected to know and perform. The understanding, moreover, that is accustomed to pursue a regular and connected train of ideas, becomes in some measure incapacitated for those quick and versatile movements which are learned in the commerce of the world, and are indispensable to those who act a part in it. Deep thinking and practical talents require, indeed, habits of mind so essentially dissimilar, that while a man is striving after the one, he will unavoidably be in danger of losing the other.

The justness of these observations might be supported, if necessary, by a reference to the characters of a number of men distinguished by their literary and scientific accomplishments. It will be sufficient to adduce the instance of the celebrated author of the *Wealth of Nations*. Few writers have carried profound and systematic thinking fur-

ther, or attained more comprehensive views of human policy; and the effects on his character, as might have been anticipated, were seen in a want of the proper qualifications for bustle and business. He was certainly, says his biographer, not fitted for the general commerce of the world, or for the business of active life. The comprehensive speculations with which he had been occupied from his youth, and the variety of materials which his own invention continually supplied to his thoughts, rendered him habitually inattentive to familiar objects, and to common occurrences; and he frequently exhibited instances of absence, which have scarcely been surpassed by the fancy of La Bruyere. Even in company he was apt to be engrossed with his studies, and appeared, at times, by the motion of his lips, as well as by his looks and gestures, to be in the fervor of composition.

The want of practical talent, in other cases, may be accounted for by a certain gentleness, reservedness, or timidity of disposition, which causes its possessor to shrink from the encounter of his fellow creatures. Whatever it proceeds from, whether it is the effect of natural constitution, weakness of nerves, delicacy of organization, or the faulty associations of early life, it is certain that this disposition is frequently the accompaniment of superior genius. We are told that Virgil possessed it in a remarkable degree; Addison seems to have had a similar temperament; and it was the prominent weakness of Cowper. In the latter, indeed, it assumed a decidedly morbid character, and appears to have been the cause of his insanity, or a strong symptom of its approach. To such an extreme did it oppress him, that, according to his own declaration, a public exhibition of himself was mortal poison to his feelings.

Where this imperfection of character exists, it must be an insuperable obstacle to success in active life. That power of intellect, nevertheless, which is thus circumscribed, is not destroyed. Power, whether of body or of mind, has always an unconquerable tendency to exert itself; and he, who is not endowed with the energy of temperament necessary to bring his intellect into play amidst the conflict of worldly interests, will turn its whole force to those pursuits in which his timidity will be no incumbrance. Thus, both Addison and Cowper, although they were ill calculated to make a figure when the manifestation of their talents depended on personal action, would accomplish more than most of their species, when they entered the free field of composition, unimpeded by the restraints of external circumstances. The character of Addison, indeed, may be selected as a striking instance of admirable speculative powers, combined with a deficiency of practical talent, in circumstances favorable to its cultivation. By the force of his genius, without the aid of hereditary fortune or family connections, he rose to an important office in the state; and he had every opportunity of qualifying himself to discharge its duties with credit and effect. The course of his education, and the career through which he subsequently passed, seemed to combine whatever was necessary to form and direct the powers of a practical statesman. Yet, notwithstanding all his advantages, all his accomplishments, he was found incompetent to fill the situation to which his general abilities, rather than any obvious fitness in the eyes of others, may be presumed to have raised him. In the year 1717 he rose, says Dr. Johnson, to his highest elevation, being made Secretary of State. For this employment he might be justly supposed qualified by long practice of business, and by his regular ascent through other offices; but expectation is often disappointed; it is universally confessed that he was unequal to the duties of his place. In the House of Commons he could not speak; and therefore was useless to the defence of the government. In the office, says Pope, he could not issue an order without losing his time in quest of fine expressions. What he gained in rank, he lost in credit; and finding by experience his own inability, he was forced to solicit his dismissal with a pension of fifteen hundred pounds a year.

It is, perhaps, quite as common to meet with the reverse of the phenomenon which we have been considering, to find considerable practical talents combined with comparatively feeble powers of speculation. The language and conduct of men of business, both in private life and in the administration of public affairs, frequently involve principles obviously erroneous; and when brought to the test of scientific investigation, even palpably absurd; and yet it is almost as difficult to convince them of their error, and to place the minds in a position for viewing the subject aright, as to give an idea of colors to the blind. Hence, it is years, and almost ages, before the discoveries of science and philosophy are adapted to practice. The habit of looking

at preset expedients, and forming hasty conclusions from superficial appearances, seems to incapacitate some men for raising their views to remote consequences, and tracing the operation of general principles. Their incapacity for more intellectual processes, except those of the simplest sort, is in truth, as remarkable as the awkwardness of the philosopher in the active pursuits of life.

FROM MEMOIRS OF CELEBRATED FEMALE SOVEREIGNS.

"The striking similarity between the character and fate of Mary of Scotland and Joanna of Naples, has frequently been alluded to; but the parallel has never, I believe, been closely and regularly drawn, and it presents a series of very curious coincidences. Both were from their birth destined to a throne,—both were called to reign in early youth,—both were highly and equally gifted by nature, in mind and in person,—both beautiful, and even resembling each other in the character of beauty attributed to each,—both were remarkable for a love of pleasure, a taste for magnificence, and an early predilection for literature and learned men. If Mary was the most accomplished of the two, it was because she lived in more favorable times, and her education took place under more favorable auspices. She loved poetry, and patronized Ronsard, the best poet of his time. The court of Joanna was graced by Petrarch, one of the greatest poets of any age.—Joanna left many monuments of her splendid taste; for she had enjoyed, in the midst of tumults and reverses, some intervals of tranquillity, and reigned thirty years. Mary's short and unquiet reign did not permit her to leave any lasting memorials of her splendor or her beneficence, and what she might or would have done must be left to conjecture. Mary and Joanna were both married in their infancy, and without their own choice, to men far inferior to themselves, both in mental powers and personal accomplishments. Andreas of Hungary was brought to Naples to be educated with his future bride; and Mary was sent to Paris to be educated with her future husband. According to some historians, Andreas appears to have greatly resembled Francis in his disposition: they describe him as timid, deficient in intellect, but good-natured and amiable; according to other writers, he united all the deficiencies of Francis to all the vices of Darnley. Both queens have been accused as accessory to a husband's murder, under circumstances nearly similar, and on very uncertain and contradictory evidence. The marriage of Joanna with Louis of Tarento, who had been suspected of conspiracy against her former husband, had nearly proved as fatal in its consequences as Mary's union with Bothwell, and exposed her to same dishonourable imputations.—The marriage of Joanna with Louis caused a rebellion among her subjects, and her own banishment from her kingdom for several years. Mary's precipitate union with Bothwell, likewise gave her subjects an excuse for rebellion, and banished her from her kingdom for ever. Louis of Hungary, with his open violence and secret treachery, his ceaseless machinations and deadly irreconcilable hatred played the same part in the history of Joanna that Elizabeth enacted in that of Mary. There is reason to imagine that the idea of the black banner, painted with the murder of Darnley, which Mary's rebel subjects paraded before her eyes at Carberry Hill, was suggested by the terrific banner of the King of Hungary, borne before him when he invaded Naples, and on which was represented the murder of Andreas: the coincidence would otherwise be almost incredible. The state of Naples in the reign of Joanna, the power and ferocity of the feudal barons, the uncivilized condition and factious spirit of the populace, remind us strongly of the situation of Scotland when Mary succeeded to her hereditary crown; and both Joanna and Mary, as women, appear to have been strangely misplaced in the barbarous times in which they lived. Mary, a queen, in her own capital, saw David Rizzio stabbed almost before her eyes, powerless to save him. Joanna, in her own palace, beheld her seneschal, her nurse Philippa, and her friend Sancha, dragged from her side to perish in tortures. In both instances it happened that these circumstances of horror took place when Mary and Joanna were each on the point of becoming a mother: in both instances their condition, their entreaties, and their tears, failed to procure either forbearance or compassion from the savages who outraged them. But by far the most striking coincidence, is the similarity in character, conduct, and fate, between the Earl of Murray and Charles of Durazzo: both were remarkable for talents and accomplishments, equally skilled in war, in policy, and intrigue; both were valiant, crafty, ambitious. Murray was the brother of Queen Mary, had been

distinguished by her with boundless confidence and affection, and in the beginning of her reign had been loaded with benefits, and promoted to offices of the highest trust and power. Joanna had taken Charles of Durazzo under her protection when an orphan, had adopted and cherished him as a son, and married him to her heiress. Murray plotted with Elizabeth to dethrone his sister and sovereign, and built his power on her ruin; Durazzo, with treachery and ingratitude yet more flagitious and detestable, joined with Louis of Hungary, and first dethroned, then murdered his benefactress. Within a short time afterwards, Durazzo was himself murdered by a woman; and Murray, within a few years after his accession to power, perished, if not by the hand or act of a woman, yet the wrongs of a woman inspired and armed his assassin. Both Mary and Joanna owed their chief troubles and final ruin to a religious schism; they both refused in their latter years to purchase freedom and life by relinquishing their regal dignity; both died in prison, and by violence. The imprisonment of Mary was long and cruel, and a sore trial of her fortitude. On the other hand, the captivity of Joanna was short, but her death horrible to the imagination,—mysterious, frightful, unseen, unpitied, and executed by vile hands. She perished as a victim; Mary, like a martyr: by vile hands indeed, and by vile practice; but with friendly hearts near her, and all Europe looking on to admire, to applaud, and to bewail her.

A Ball at Guayana.—“After considerable exertion on the part of our host, room was obtained for the dancers, who performed several national fandangoes, quite new to us, and apparently peculiar to the country; such as the *Bambuco*, *Zejudina*, and *Marri-marri*. At length, when they began to tire of these, a young Criollo rose and demanded room. After dancing round the room by himself for a minute or two, he figured up to a lady, to whom he made a bow and retired. She immediately rose, performed the same evolutions, and stopped opposite to one of our party, courtesying by way of calling on him to exhibit in turn. This caused a universal burst of delight among the spectators; and our companion, after in vain protesting that he knew nothing of the dance, was fairly pushed into the centre of the floor by the laughing brunettes. He was of course obliged to acquit himself as well as he could, amidst shouts of applause, and *Vivon los Ingleses!*—We were all of us called upon in turn to show our paces, with which we complied, to their great amusement; and were warmly complimented on our readiness to join in their dances, contrary to the fastidious custom of the Spanish officers. The music—if it merits the name—consisted of several *viñuelas*, (a small kind of guitars,) and harps, in time to which half a dozen professed singers screamed some unintelligible couplets at the top of their voices. These minstrels and troubadours were accompanied by rattles, made of hollow calabashes, containing some grains of maize, with short handles, by which they were shaken; also by several women who, seated round a table, vied with other in *tamborendo*, or beating time with their open hands. We were glad to escape from this scene of confusion; the dance and mirth becoming more fast and furious, as the *aguardeniente*, a spirit distilled in the country, was handed round liberally, and began to take effect. Besides we were as yet unused to breathe the atmosphere of tobacco smoke that invariably fills these ball rooms; every individual having, on these occasions, either a cigar or *churumbela* in his or her mouth, which they do not think of laying aside even while dancing. It is indeed considered a compliment, to be presented by a lady with a cigar that she has half smoked; and it would be an unpardonable affront to refuse it. Supper was at last announced. It consisted chiefly of roast beef, cut into long narrow slices, and plantains: with cheese and honey, which is a very favourite dish in S. America. None of the guests sat down to table, nor were knives produced; as every thing that requires to be cut up is carved in the kitchen. We also found it was not customary for any individual to help himself, but each lady presented a morsel on a fork to a gentleman, who, in return, handed her something delicate, that happened to be placed near him on the table. We were warned to beware of refusing anything offered us; and, in compliance with the fashion of the place, persevered most politely, in spite of fatigue, heat, and a total disinclination to a hot meat supper in this climate. At last, one of our party, who had been particularly annoyed by the mischievous attentions of the Guayanezas, presented one of the most active of his tormentors with a pod of red pepper. As she, of course, declined eating it, we soon obtained a truce, on threatening that we would all follow his example.”—[Travels in Venezuela.]

BILLET DOUX,

[Purloined for the use of the New-York American, from the *Portfeuille vert* of Miss Isabelle Spenser.]

Dear Isabelle! sweet Isabelle!
Mine own—and only—Isabelle!

’Twere waste of paper for me to tell
How truly I love thee, Isabelle!

Sweet Isabelle!
’Twere waste of paper for me to tell—

What’s writ in my eyes, though their pupils can’t spell
I love your person, admire your mien,
And dote on your foot—when the shoe’s not green;
But chief of my darlings, the one I prize,
Is a little black Cupid that sleeps in your eyes—

In those sweet eyes—
My chiefest delight, the one I prize,
Is to see the rogue wake when their curtains rise.

You dote on somebody—I know who!
And he dotes on somebody—but not you!

You’d better take me, for my skin’s like snow,
And he—you must own it—as black as a crow—

O fie! a crow!
You’d better take me, for my skin’s like snow,
And a white dove should never build nests with a crow.

I’ll love you for ever—thats, till I die,
I am no *Jeremy Lewis*—I;

With one love contented, I never would stray,
I’m true as the needle—don’t mind what folk say—

O don’t, I pray!
With one love contented, I never will stray—
Till my *Agata*’s dead—though then I may.

Then prithee let’s wed! once link’d together,
We’ll live like—*turtles* in frosty weather.

We’ll wear to the last, when we can’t wear thinner,
Death shall truss both at once, the bald old sinner!

The old bald sinner
Must pinion us both, when we can’t wear thinner,
Like a pair of old fowls served up at dinner.

Good night, good night, dear Isabelle Spenser!
I would write you much more—but for this influenza—

Oh! speaking of colds,—coals lay rise, tell Anna—
12, 50 they ask for that stuff, Lackawanna!

Coals have risen; no winter in town, now, for Anna!
She’d better take Nol, and be off to Savannah.

But here I must stop—though I’ve scarcely got through—
For my fingers are tired—and so must be you.

I’ll read this once over, then sign, Isabelle,
With the name of your pet-love, and bid you farewell—

O sweet, Farewell!
I’ll read this once over, then sign, Isabelle,
With the name of your poodle—and that’s

FIDELLE.
Friday, Dec. 16, 1891.

The following *jeu d’esprit* on the Reform Bill, is quite amusing:

THE BILL’S EPITAPH.

Here lies poor Bill—his end has run
He died of forty stripes and one—

Though young, he was in wisdom Grey;
’Twas the “Lords” will, the Bishops say;

But I suspect they slew the lad,
Just as hard commonsense killed his dad;

’Tis true the Coroner sat, and sent
This verdict: “Died of Non-Consent.”

But clear your crystals, boys, and dry
The radical moisture in your eye;

We have a Bill whose power can save
Your dear dead darling from the grave,

And he, despite each Tory worm,
His scattered ashes will reform—

The will of Bill is law dye see.
The Bill of Will the law shall be;

So here’s Will’s Bill, and here’s Bill’s will—
Bill—Will—and nothing but the Bill.

[Diamond Magazine.]

Physician and Patient widely different; or a Don Mot, by the late Dr. Radcliff.

Luscus, afflicted in his eyes,
To Radcliff for advice applies;

Radcliff himself of sight unseem,
But foud to see the glass go round,

With much of gravity replies—
Quit wine Sir, if you love your eyes.

Quit wine! quoth Luscus—sure you jest!
For you, whose eyes are not the best,

Ever gaily push the bottle round,
As if no danger thence were found.

No case in point, Sir—Radcliff cries—
Wine I love better than my eyes.

WINTER—By Bernard Barton.

Thou hast thy beauties,—stormier ones, I own,—
Than those of thy precursors; yet to thee

Belong the charms of solemn majesty
And naked grandeur. Awful is the tone

Of thy tempestuous nights, when clouds are blown,
By hurrying winds across the troubled sky,—

Pensive, when softer breezes faintly sigh.
Through leafless boughs, with ivy overgrown,

Thou hast thy decorations too, although
Thou art austere; thy studded mantle, gay

With icy brilliants, which as proudly glow
As erst Golconda’s; and thy pure array

Of regal ermine, when the drifted snow
Envelopes nature, till her features seem

Like pale but lovely ones—seen when we dream.

PASSENGERS:

In the ship *Sylvanus Jenkins*, for Liverpool—Miss Charlotte Dugit, of New York; Messrs. Geo. B. Symes, Donald Frazier, C. S. Rodler, James Bruce, — Montgomery and Meddon, all of Montreal and Quebec.

In the ship *Sheffield*, from Liverpool—Mrs. Black, Miss M. A. Watt, Mr. R. Dyson, 3 children and servant, Mr. Geo. Chance, all of New York; Miss H. A. Johnston, of New Orleans; Messrs. E. B. Pitcher, of Pawtucket, R.I.; W. Binna and H. W. Herbert, of Eng.; H. Wajien, of Bremen; H. H. Gutschow, of Tampico; C. F.esser of Havana, and 43 in the steerage.

In the ship *Sinbad*, from Tampico—Mrs. Edwards and Mr. Curly.

In the ship *Algonquin*, from Liverpool—Mrs. Paget & child; and Rev. Mr. Broadfoot.

NEW-YORK AMERICAN, TRI-WEEKLY.

The NEW-YORK AMERICAN will be published THREE TIMES A-WEEK, after the first of January, ensuing, in addition to the *Daily* and *Semi-weekly*, as now issued. This arrangement is made to accommodate a large class of business-men in the country, who are desirous of seeing the advertisements of the day, yet are unwilling to encounter the expense of subscription and postage of a daily paper. By this arrangement, it will easily be perceived, their wishes may be gratified, at one half the expense of a daily paper, as most of the advertisements, both of the *Daily* and *Semi-weekly* papers, will appear in the *Tri-Weekly* American; and the reading matter as published in the *Daily* paper. It will be issued on *Mondays, Wednesdays, and Fridays*, at FIVE dollars per annum in advance,—to subscribers out of the city of New-York, and forwarded, according to their order, and for any length of time.

All letters relating to the TRI-WEEKLY AMERICAN may be addressed to the Publisher and prop. Proprietor.

D. K. MINOR, No. 35 Wall-st. N.Y.

The New-York American is published DAILY at \$10 per annum, and SEMI-WEEKLY, at \$4 per annum, in advance, as heretofore, at No. 35 Wallstreet, New-York.

MARRIED—

On Tuesday morning, by the Rev. Mr. Berrian, Thomas Cadwalader, Esq. of Trenton, to Maria Charlotte Gouverneur, daughter of Nicholas Gouverneur, Esq. deceased.

DIED—

This (Saturday) morning, Mr. Benjamin S. Judah, aged 72 years, an old and respectable citizen and merchant of this city.

Last (Friday) evening, after a few hours illness of scarlet fever, John Smyth Rogers, eldest son of Dr. J. S. Rogers, aged 7 years.

On Thursday morning, Sarah Louisa Le Roy, wife of E. A. Le Roy, Esq. of Avon, Livingston county, in the 33d year of her age.

On Thursday morning, John Popham Bleeker, son of Leonard A. Bleeker, aged 5 years.

On Thursday afternoon, of scarlet fever, in the 7th year of her age, Ellen Matilda Jackson, daughter of Alexander C. Jackson, Esq.

This (Saturday) morning, after a few days illness, in the 31st year of his age, Alex. C. Jackson, Esq.

This (Saturday) morning, after a short and severe illness, Edward Lyde.

At Macao, (China,) on the morning of the 6th June, the Rev. M. L’Amiot, Missionary, formerly of Peking, the last survivor of the French missionary establishment at that capital, where he had resided 27 years. He was expelled in 1830, on the occasion of a religious persecution, in which another French missionary, his friend, suffered martyrdom by order of the Emperor.

Since then, he remained in Macao, engaged in fruitless endeavors to gain permission to return, or, failing this, to procure compensation for the valuable property of the mission, which was under his charge. During his residence in Macao he always wore the Chinese garb, and he was generally esteemed as an agreeable member of society.

On the evening of the 24th, Thomas Burling, an old and respectable inhabitant of this city, in the 86th year of his age.

On the 8th inst. in Ulster county, New-York, at the residence of her son-in-law, Henry Barclay, Lady Mary, in the 84th year of her age, relict of Robert Watts, Esq. and daughter of the late Earl of Surling, one of the oldest and most respectable members of Trinity Church, in the city of New-York; and on Sunday, 11th inst. her remains were interred in Trinity Church, of this place, (Ulster,) of which she was the devoted friend and liberal patroness.

On Saturday evening, after a lingering illness, John C. Torrey, Esq. Counsellor at Law, in the 50th year of his age.

On the 17th inst. at Charleston, S. C. after a long and painful illness, Elizabeth, wife of Isidore Guillet, of this city.

In Boston, on the 22d inst., Mrs. Catherine, relict of the Hon. John Codman, of that city.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 203 persons during the week ending on Saturday last, viz: 53 men, 81 women, 52 boys, and 47 girls—of whom 60 were of and under the age of 1 year, 14 between 1 and 2, 19 between 2 and 5, 6 between 5 and 10, 7 between 10 and 20, 25 between 20 and 30, 17 between 30 and 40, 19 between 40 and 50, 12 between 50 and 60, 13 between 60 and 70, 5 between 70 and 80, 3 between 80 and 90, and 1 between 90 and 100. Diseases—Apoplexy, 5; burned or scalded 1, childbed 2, consumption 38, convulsions 8, diarrhoea 1, dropsy 1, dropsy in the chest 1, dropsy in the head 8, dysentery 1, erysipelas 1, fever 3, fever remittent 1, fever scarlet 10, fever typhus 2, flux infantile 1, frozen 1, hæmoptysis 1, hæmæ or croup 3, inflammation of the bowels 4, inflammation of the brain 1, inflammation of the chest 4, influenza 8, intemperance 8, locked jaw 1, marasmus 5, measles 10, mortification 1, old age 7, palsy 1, peripneumony 9, pleurisy 1, pneumonia typhoides 4, rupture 1, scirrhus of the liver 1, acrofolia or king’s evil 1, small pox 16, sore throat 3, sprue 1, still-born 16, teething 3, vomiting blood 1, unknown 5, whooping cough 5.

ABRAHAM D. STEPHENS, City Inspector.

LONDON, Nov. 7.—The funds, on the whole, are higher than on Saturday but the advance is quite an immaterial one. It is ascribed to a few limited purchases made on the further rise in the French funds, which Saturday’s letters have communicated. Business altogether was on a very contracted scale at the Stock Exchange. Consols in the course of the morning, were at 83½, but left off at 83½ to 84 for the account. A rate of interest for money could hardly be quoted in a market where so few transactions occurred. Exchequer bills closed at 7s. to 8s. premium. The Dutch funds are as high, or nearly, as they were last week, the 2½ per cents leaving off at 43½ to 44. We had a quotation to-day of Prussian bonds of 1813, which are now rarely offered in this market, at 99½. Russian and Danish Stock are well maintained, and Spanish bonds are rather higher. In the others there is nothing to notice.

[From the Journal of Commerce.]

LIVERPOOL, Nov. 9.—The Cotton market is dull. Flour is in full demand. Phil. free 34s. for sweet, bonded 23s. 6d. some partially sour sold at 22s. 6d. sour 21s. to 22s.

The uneasiness in regard to the late riot at Bristol is subsiding, and the same may be said of the reported cases of Cholera at Sunderland.

PRICES OF STOCKS.

Corrected weekly for the N. Y. American—Dec. 14.

| offer. | ask. | offer. | ask. |
|------------------------------|---------|---------|------|
| U. S. Fives, 1853, | 103 1/2 | 103 | |
| Do. 1855, | 103 1/2 | 103 | |
| U. S. 4's, 1851, | 103 1/2 | 103 | |
| Do. 1853, | 103 1/2 | 103 | |
| U. S. 3's, | 103 1/2 | 103 | |
| Canal Sixes, 1837, | 113 1/2 | 113 | |
| Do. 1845, | 121 1/2 | 121 | |
| Canal Fives, 1837, | 121 1/2 | 121 | |
| Do. 1845, | 121 1/2 | 121 | |
| Do. 1846, | 121 1/2 | 121 | |
| Do. 1847, | 121 1/2 | 121 | |
| Do. 1850, | 121 1/2 | 121 | |
| N. Y. State 4's, | 120 1/2 | 120 | |
| Ohio Sixes, 1850, | 120 1/2 | 120 | |
| Ohio Fives, 1850, | 120 1/2 | 120 | |
| Corporat. Fives, 1850, | 120 1/2 | 120 | |
| Do. 1851, | 120 1/2 | 120 | |
| Banks. | | | |
| United States Bank, | 129 | 130 | |
| Bank of New York, | 126 1/2 | 129 | |
| Merchants Bank, | 107 1/2 | 107 1/2 | |
| Mechanics Bank, | 113 1/2 | 113 1/2 | |
| Union Bank, | 103 1/2 | 104 | |
| Bank of America, | 101 1/2 | 101 1/2 | |
| City Bank, | 109 1/2 | 109 1/2 | |
| Phoenix Bank, | 132 | | |
| North River Bank, | 112 1/2 | 113 | |
| Tradesmen's Bank, | 94 1/2 | 94 1/2 | |
| Chemical Bank, | 94 1/2 | 94 1/2 | |
| Fulton Bank, old st., | 118 | | |
| Do. new st., | 116 1/2 | | |
| Del. & Hudson Bank, | 100 1/2 | 104 | |
| Dry Dock Bank, | 100 1/2 | 104 | |
| Greenwich Bank, | 103 1/2 | 109 1/2 | |
| Louisiana Bank, | 20 1/2 | 21 | |
| Morris Canal Bank, | 103 1/2 | 103 1/2 | |
| Long Island Bank, | 103 1/2 | 103 1/2 | |
| Life & Trust Ins. Co., | 102 1/2 | 103 | |
| Burkers & Drivers, | 103 1/2 | 103 | |
| Mechanics & Traders, | 103 1/2 | 103 1/2 | |
| National Bank, | 103 1/2 | 103 1/2 | |
| Merchants Exchange, | 103 1/2 | 103 1/2 | |
| Canal Bk. N. Orleans, | 103 1/2 | 103 1/2 | |
| Marine Ins. Cos. | | | |
| New York, | 130 | | |
| Ocean, | 146 1/2 | 151 | |
| American, | 135 1/2 | 136 | |
| National, old, | 93 1/2 | 94 | |
| Do. new, | 93 1/2 | 94 | |
| Pacific, | 60 1/2 | 72 1/2 | |
| Union, | 60 1/2 | 72 1/2 | |
| Atlantic, | 60 1/2 | 72 1/2 | |
| Neptune, | 60 1/2 | 72 1/2 | |

NEW-YORK PRICES CURRENT.

| | | | |
|---------------------------|--------------|----------|---------------------|
| ASHES— | | | |
| Pot. first sort, | per 100 lbs | — | 5 15 |
| Pearl, | do | 5 15 | 5 20 |
| BRESWAX— | | | |
| White, | per lb | 44 | 45 } 15 ad val. |
| Yellow, | do | 19 | 20 |
| BOTTLES— | | | |
| Bristol, Porter, | per gross | 7 00 | 8 00 } \$2 pr gross |
| Newcastle Wines, | do | 7 00 | 7 50 } quarts. |
| BREAD— | | | |
| Navy, | do | — | 3 1/2 |
| Pilot, | per lb | — | 4 1/2 |
| Crackers, | do | 5 1/2 | 6 |
| BRISTLES— | | | |
| Russia, first sort, | do | 65 | 75 } 3c lb. |
| Do. common, | do | 24 | 46 |
| American, | do | 15 | 50 |
| CANDLES— | | | |
| Mould, tallow, | do | 13 | — } 5c lb. |
| Dipped, | do | 11 1/2 | 12 |
| Sperm, | do | 31 | 32 } 8c |
| COAL— | | | |
| Liverpool, | per chaldron | — | — } 6c |
| Search, | do | — | — |
| Sabey & Bridgeport, | do | 12 50 | — |
| Albion, | do | — | — |
| Virginia, | do | 6 75 | 10 00 |
| Anthracite, | per ton | 12 00 | 15 00 |
| CORKS— | | | |
| Velvet, | per gross | 38 | 45 } 12c per lb. |
| Common, | do | 30 | 35 |
| Phial, | do | 8 | 10 |
| CORDAGE— | | | |
| Foreign, | do | 10 | 11 } 5c lb. |
| Am. Patent, | per cwt | 11 | 12 |
| COFFEE— | | | |
| Cuba, | do | 11 1/2 | 13 } 2c |
| Brazil, | do | — | 13 |
| Porto Rico, | do | 12 | 13 |
| Laguaira, | do | 11 1/2 | 13 |
| St. Domingo, | do | 12 1/2 | 13 |
| Java, | do | — | 13 |
| Jamaica, | do | 12 | 13 |
| COTTON— | | | |
| New Orleans, | per lb | 10 | 11 1/2 |
| Upland, | do | 7 | 10 |
| Alabama, | do | 7 1/2 | 11 |
| Tennessee, | do | 7 1/2 | 9 |
| COTTON BAGGING— | | | |
| Hemp, | per yd | 13 | 17 } 5c sq yd. |
| Flax, | do | 12 | 16 |
| Do. American, | do | 19 | 21 |
| FEATHERS— | | | |
| Live, Foreign, | per lb | 14 | 20 } 15 per cent |
| Do. American, | do | 35 | 37 1/2 |
| FISH— | | | |
| Dry Cod, | per cwt | 2 62 1/2 | 2 75 } \$1 per |
| Scale, | do | 1 75 | — } quintal. |
| Pickled Cod, | per bbl | 3 62 1/2 | — } \$1 50 |
| Do. Salmon, | do | 12 00 | 13 00 } 2 00 |
| Smoked, | per cwt | — | — |
| Mackerel No. 1, | per bbl | 5 50 | 5 62 1/2 |
| Do. No. 2, | do | 4 50 | 4 62 1/2 |
| Do. No. 3, | do | 2 31 1/2 | 2 37 1/2 |
| Shad, Conn. Mess., | do | 8 50 | 9 25 |
| Herrings, | do | 2 75 | — |
| Do. Smoked, per box | do | 25 | 30 |

FLOUR AND MEAL—

| | | |
|-------------------------------------|------------|----------|
| New York superfine, per bbl | 6 25 | 6 50 |
| Troy, | do | 6 25 |
| Western Canal, | do | 6 25 |
| Ohio, | do | 6 25 |
| Philadelphia, | do | 6 25 |
| Baltimore Howard, | do | 6 25 |
| Richmond City Mills, | do | 6 25 |
| Do. Country, | do | 6 25 |
| Alexandria & George, | do | 6 25 |
| Frederickburg, | do | 6 25 |
| Petersburg, | do | 6 25 |
| Scratched and fine, | do | 6 25 |
| Fine middlings, | do | 6 25 |
| Rye Flour, | do | 6 25 |
| Indian Meal, | do | 6 25 |
| Do. do, per bbl | 16 00 | — |
| GRAIN— | | |
| Wheat, North riv., per bbl | — | — |
| Do. Genesee, | do | — |
| Do. Virginia, | do | 1 20 |
| Do. North Carolina, | do | 1 12 1/2 |
| Rye, Northern, | do | 94 |
| Corn, Yellow, Northern, | do | 75 |
| Do. White, L. & N.J., | do | — |
| Do. Southern, | do | 60 |
| Barley, North river, | do | 1 30 |
| Oats, South & North, | do | 55 |
| Peas, white dry, per 7 bush | 6 00 | 7 00 |
| Do. black eyed, | do | — |
| Beans, | do | 7 40 |
| HEMP— | | |
| Russia, | per ton | 312 50 |
| Manilla, | do | 400 00 |
| Sisal, | do | — |
| American dew-rot, | do | 150 00 |
| Yarns, Kentucky, | do | 9 |
| HIDES— | | |
| La Plata, | per lb. | 15 1/2 |
| Rio Grande, | do | 11 1/2 |
| Brazil, | do | 11 1/2 |
| Do. wet salted, | do | 7 1/2 |
| Oronoco, | do | 14 |
| West India & Southern, | do | 11 1/2 |
| S. A. Horse, | per pce | 1 55 |
| HONEY— | | |
| Havana, | per gal | 46 |
| HOPS— | | |
| First sort, 1851, | per lb. | 12 1/2 |
| Second sort, do, | do | 10 1/2 |
| HORNS— | | |
| Ox, | per 100 | 5 00 |
| I-DIGO— | | |
| Bengal, | per lb. | 1 00 |
| Manilla, | do | 75 |
| Caracas, | do | 1 12 1/2 |
| Guatemala, | do | 75 |
| IRON— | | |
| Pig, Engl. & Scotch, | per ton | 40 00 |
| American, | do | 39 00 |
| Bar, do, | do | 38 00 |
| Russia, P. & S. I., | do | 100 00 |
| Do. new Sable, | do | 84 00 |
| Swedes, | do | 88 00 |
| English and, | do | — |
| Sheet, English, | per cwt | 6 75 |
| Ferr. Iron Co. Bat. & square, | do | 104 00 |
| Round, | do | 120 00 |
| Hoop, American, | per cwt | 5 50 |
| Do. English, | do | 6 62 1/2 |
| IVORY— | | |
| Prime, | per lb | 1 25 |
| Under 30 lbs., | per tooth | 80 |
| JUNIPER BERRIES— | | |
| Lead, | per lb | 2 |
| LEAD— | | |
| Pig, | per lb | — |
| Bar, | do | 6 |
| Sheet, | do | 6 1/2 |
| Old, | do | — |
| LEATHER— | | |
| Sole, Oak tanned, | per lb | 22 |
| Do. Hemlock, | do | 20 |
| Do. damaged, | do | 12 |
| Upper, dressed, | side | 1 75 |
| Do. undressed, | do | 1 50 |
| LUMBER— | | |
| Boards, N. R., | per M ft | — |
| Do. East'n Pine, | do | 16 00 |
| Do. Albany, | do | 18 |
| Plank, Georgia, | per M ft | 25 00 |
| Staves, W. O. pipe, | per M ft | 56 00 |
| Do. do hhd., | do | 36 00 |
| Do. do bbl., | do | 29 00 |
| Do. R. O. hhd., | do | 27 00 |
| Heating W. O., | do | 54 00 |
| Hoops, | do | 25 00 |
| Scantling, Pine, | do | 15 00 |
| Do. Oak, | do | 20 00 |
| Timber, Oak, | per sq ft | 20 |
| Do. Yellow Pine, | do | 25 |
| Shingles, Cypress, | per M ft | 3 75 |
| Do. Pine, | per bundle | 2 50 |
| MAHOGANY— | | |
| St. Domingo, | per ft | 6 |
| Honduras, | do | 5 |
| MOLASSES— | | |
| Martinique & Guad., | per gall | 28 |
| English Islands, | do | 28 |
| Havana & Matanzas, | do | 27 |
| Trinidad do Cuba, | do | 30 |
| New Orleans, | do | 23 |
| NAILS— | | |
| Cut, 4d to 40d, | per lb | 6 1/2 |
| Cut, 3d, | do | 7 |
| Cut, 2d, | do | 8 1/2 |
| Wrought, | do | 10 |
| OILS— | | |
| Florence 30 flasks, | per box | 6 00 |
| French 12 bottles, | per bask | — |
| Olive, | per gall | — |
| Linseed, American, | do | 98 |
| Do. Dutch, | do | 1 00 |
| Whale, | do | 31 |
| Do. refined, | do | — |
| Sperm, Summer, | do | — |
| Do. Winter, | do | — |
| Liver, Straits, | per bbl | 16 50 |
| Do. Bank & Shore, | do | — |
| OSNABURGS, | per yd | 8 1/2 |

PROVISIONS—

| | | | | | |
|------------------------------|------------|----------|----|----------|---------------|
| Beef, Mess..... | per bbl | — | a | 8 50 | |
| Do. Prime..... | do | 5 | 50 | a | — |
| Do. Cargo..... | do | — | a | — | — |
| Butter, N. Y. Dairy..... | per lb | 14 | a | 17 | |
| Do. Shipping..... | do | 10 1/2 | a | 11 1/2 | |
| Do. Philadelphia..... | do | 10 | a | 10 1/2 | |
| Hog's Lard..... | per lb | 9 | a | 10 | |
| Pork, Mess..... | do | 13 00 | a | 13 75 | |
| Do. Prime..... | do | 11 50 | a | 11 75 | |
| Do. Cargo..... | do | — | a | — | |
| Cheese, American..... | per lb | 6 | a | 7 | |
| Hams, Virginia..... | do | 10 | a | — | |
| Do. Northern..... | do | 9 | a | 10 | |
| RAGS— | | | | | |
| Foreign..... | do | 4 | a | 9 1/2 | |
| Country..... | do | 3 | a | 5 | |
| RICE— | | | | | |
| Do. brown..... | per 100 lb | 3 25 | a | 3 62 1/2 | |
| SALT— | | | | | |
| Turk's Island..... | per bush | 45 | a | 47 | |
| Isle of May..... | do | — | a | — | |
| St. Ubes..... | do | — | a | — | |
| Cadiz..... | do | — | a | — | 15 cts. per |
| Lisbon..... | do | — | a | — | 54-lb. |
| Liverpool ground..... | do | 40 | a | — | |
| Do. blown..... | do | — | a | — | |
| Do. sack do..... | per sack | 2 25 | a | 2 50 | |
| SALTPETRE— | | | | | |
| Refined..... | per lb | — | a | 9 | 3c per lb. |
| Crude E. I..... | do | 7 1/2 | a | — | 3 1/2 do. |
| SHEETINGS— | | | | | |
| Russia, white..... | per piece | 11 00 | u | 11 50 | |
| Do. brown..... | do | 9 25 | a | 9 50 | 35 per ct |
| SHOT— | | | | | |
| Patent..... | per lb | 6 1/2 | a | 7 | |
| Buck..... | do | — | a | 7 | 4 cts per lb |
| SKINS— | | | | | |
| Deer, in hair, winter..... | per lb | 8 | a | 12 | |
| Do. summer..... | do | 15 | a | 20 | |
| Do. shaved..... | do | 16 | a | 30 | |
| Goat, Mogadore..... | per skin | 35 | a | 45 | |
| Do. Cape de Verd..... | do | 25 | a | 35 | |
| Do. Curacao..... | do | 33 | a | 38 | |
| Do. Maltra..... | do | 25 | a | 30 | |
| Do. German..... | do | 25 | a | 30 | |
| Do. Calcutta..... | do | 12 | a | 16 | |
| Bear, North..... | do | 3 00 | a | 5 00 | |
| Do. South & West..... | do | 1 00 | a | 2 75 | |
| For Seal, salted, clasp..... | do | 4 50 | a | 10 00 | |
| Hair do. do. do..... | do | 30 | a | 1 20 | |
| SOAP— | | | | | |
| New York, Brown..... | per lb | 5 | a | 8 | |
| Castile..... | do | — | a | 14 | 4 cts per lb |
| SPELTER— | | | | | |
| Do. brown..... | per lb | 2 1/2 | a | 3 | free. |
| SPIRITS— | | | | | |
| Brandy, Otard, D. & Co. gall | — | — | a | 1 57 1/2 | |
| Do. Rochelle..... | do | 1 97 1/2 | a | — | 4th proof/53 |
| Do. Bordeaux..... | do | 1 60 | a | 1 65 | cts per gall |
| Rum, Jam 4th proof..... | do | 1 00 | a | 1 15 | 63c per gall |
| Do. St. Croix, 3d do..... | do | 83 | a | 88 | |
| Do. Windward, 3d do..... | do | 80 | a | 82 | 87c do. |
| Do. N. Orleans, 1st do..... | do | 40 | a | 45 | |
| Do. N. Eng. 1st do..... | do | 35 | a | 38 | |
| Gin Holland, Scheldam..... | do | — | a | — | 57c do. |
| Do. Hour Glass..... | do | 1 13 1/2 | a | — | do. |
| Do. Meder Swan..... | do | — | a | 1 15 | do. |
| Do. Country..... | do | 40 | a | 36 | |
| Whiskey, Rye..... | do | 34 1/2 | a | 36 | |
| Cider Brandy..... | do | 40 | a | 42 | |
| SUGARS— | | | | | |
| British Island..... | do | 6 | a | 9 | |
| St. Croix..... | do | 7 | a | 9 | 3c per lb. |
| New Orleans..... | do | 5 | a | 7 | |
| Havana, White..... | do | 6 | a | 10 1/2 | 4c do. |
| Do. Brown..... | do | 6 1/2 | a | 7 1/2 | |
| Do. Muscovado..... | do | 6 | a | 6 1/2 | 3c do. |
| Porto Rico..... | do | 6 1/2 | a | 6 1/2 | |
| Brazil, White..... | do | 6 1/2 | a | 6 1/2 | 4c do. |
| Do. Brown..... | do | 5 | a | 6 1/2 | 3c do. |
| Manilla, Brown..... | do | 6 1/2 | a | 7 | |
| Lump..... | do | 13 | a | 14 | 10c do. |
| Loaf..... | do | 14 1/2 | a | 16 1/2 | 13c do. |
| SUMAC— | | | | | |
| Sicily..... | per ton | — | a | 75 00 | |
| Trieste..... | do | 45 00 | a | 50 00 | 12 1/2 per ct |
| American..... | do | 35 00 | a | — | |
| TALLOW— | | | | | |
| Foreign..... | do | — | a | — | 1s do. |
| American..... | do | 10 | a | 10 1/2 | |
| TEAS— | | | | | |
| Imperial..... | do | 1 10 | a | 1 44 | |
| Gunpowder..... | do | 1 10 | a | 1 50 | 50c do. |
| Hyson..... | do | 1 00 | a | 1 22 | |
| Young Hyson..... | do | 1 00 | a | 1 20 | 40c do. |
| Hyson Skin..... | do | 60 | a | 85 | 25c do. |
| Souchong..... | do | 65 | a | 75 | 35c do. |
| Bohea..... | do | 42 | a | 46 | 12c do. |
| TOBACCO— | | | | | |
| Richmond & Petersburg..... | do | 2 | a | 6 | |
| North Carolina..... | do | 3 | a | 4 1/2 | |
| Kentucky..... | do | 3 | a | 6 | |
| Cuba..... | do | 14 | a | 22 | |
| St. Domingo..... | do | 9 | a | 15 | 15c do. |
| Manufactured, No. 1..... | do | 10 | a | 12 | |
| Do. No. 2..... | do | 7 | a | 8 1/2 | |
| Do. No. 3..... | do | 6 1/2 | a | 7 | |
| Ladies' Twist..... | do | 14 | a | 16 | |
| Cavendish, Myer's..... | do | 12 | a | 10 | |
| WINES— | | | | | |
| Madeira..... | per gall | 1 25 | a | 2 50 | |
| Sherry..... | do | 1 10 | a | 3 00 | 50c per gall |
| Canary, Cogswell's..... | do | 95 | a | 1 37 1/2 | 1st wine |
| Teneriffe L. P..... | do | 85 | a | 1 25 | |
| Do. Cargo..... | do | 60 | a | 75 | 30c do. |
| Malaga, dry..... | do | 48 | a | 53 | |
| Do. sweet..... | do | 50 | a | 55 | 15c do. |
| Claret..... | per cask | 22 00 | a | 28 00 | |
| Do. in bottles..... | per doz | 2 50 | a | 7 00 | |
| Port..... | per gall | 70 | a | 1 50 | 30c do. |
| Lisbon..... | do | 80 | a | 1 25 | 30c do. |
| Marselles Madeira..... | do | 44 | a | 54 | 50c do. |
| Catalonia..... | do | 45 | a | — | 10c do. |
| WOOL— | | | | | |
| Merino, Am. fleeca..... | per lb | 45 | a | 65 | |
| Do. pulled..... | do | 45 | a | 50 | |
| Common..... | do | 25 | a | 36 | |
| Pulled, spinning..... | do | 40 | a | 45 | |
| Lambs, 1st quality..... | do | 53 | a | — | |
| Do. 2d quality..... | do | 38 | a | — | |
| Do. 3d quality..... | do | 26 | a | — | |

AMERICAN



RAIL-ROAD JOURNAL.

VOL. I.

NEW-YORK, JANUARY 7, 1832.

NO. 2.

The following description refers to the cut at the head of this Journal, which, although not one of the late improved by Engines, gives a very correct idea of a Locomotive Engine with its train attached:—

This is a sketch of the steam carriage employed on the Hutton Rail-way. A is the boiler, and B B the steam cylinders; the fire-place is within the boiler, and F is the entrance to it; C is the chimney; D D the floating pistons which support the carriage on the axles, and answer as springs in making it press equally on the rails. As the moving force is not equal at the same time on the wheels of both axles, it is necessary to connect the axles by a pitch

chain G, working into toothed wheels on the axles. The water for supplying the boiler, and the coals at b for the fire, are carried by a small carriage, called the tender; I is the water barrel, and a is a hose pipe which conveys the water to the force pump H, which is worked by the engine; W W are coal wagons, each of which carries 53 cwt. of coals. From 13 to 17 of these wagons are drawn in a train by one steam carriage; they are connected by the short chains c c. The connecting rods which communicate the power from the pistons to the wheels of the steam carriage are attached to the wheels, so that one piston is at half the length of its stroke, when the other is at the commencement of its stroke.

CONTINUATION OF THE "HISTORY AND PROGRESS OF RAIL-ROADS."

Figures 1, 2, and 3, should have appeared in the first number of the Journal; figures 1 and 2 should have followed the 9th, and figure 3 the 11th, para-

graph, under the head of "History and Progress of Rail-roads;" but they were not prepared in time.—They will serve to give an idea of the first attempts at, and partial success of, Rail-roads.



Fig 1

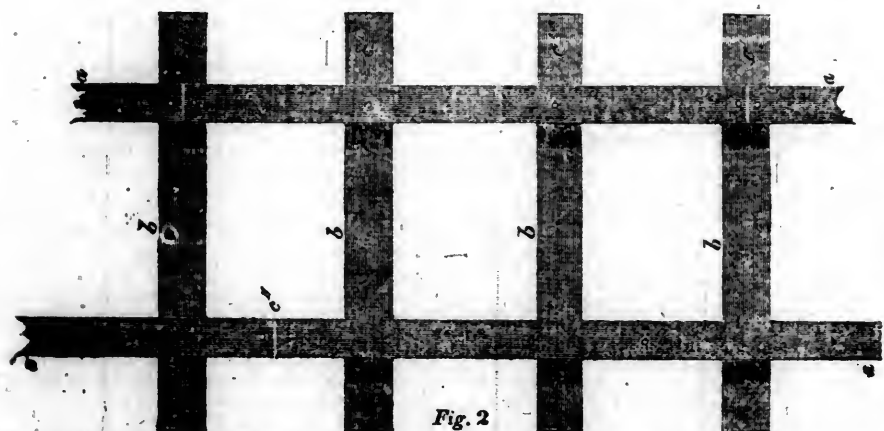


Fig. 2

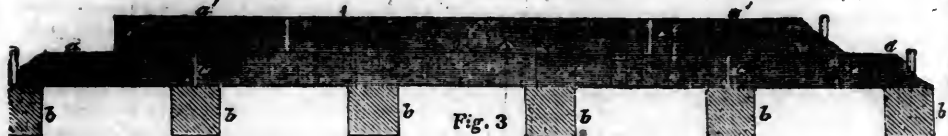


Fig. 3

Fig. 1 & 2 represent a plan and elevation of this being bored through the rail and sleepers, and the kind of Rail-road, which was called the "single-way;" a a, are the rails laid parallel to each other, upon the sleepers or transverse bearings, b b; the mode of fastening them together was by means of pins or pegs of wood, shown at c c; holes

down, and prevent them separating from each other.

Fig 3 is a representation of this form of rail; a a, are the rails fastened down upon the cross sleepers, b b, b b, similar to those of the "single-way;" a' a' the rails laid upon the other, and firmly secured to them by wooden pins, in the same manner as the other rails are fastened to the sleepers. In the single way, the joinings of the rails are necessarily upon a sleeper, as shown at c' c'; but in the double way it is not so, for being fastened down upon the surface of the under rail, which in every part presents a proper bearing, they can be secured anywhere upon it; c' c' shows the joinings of the upper rail, which is midway between the sleepers, but which can be varied at pleasure. This prevents the under rail from being destroyed by the frequent perforation of the pin-holes in receiving the upper or wearing rail, and saves the waste of timber thus occasioned by the use of the single-way.

The diminution of friction, by the plates of malleable iron, upon the wooden rails, is very likely to have suggested the propriety of using that material entirely; but I cannot find that wrought-iron was anywhere used alone until within a very recent period.

The next improvement, in the order of time, and also of importance, appears to have been the using of cast-iron, as a substitute for the wooden rails; and, like the introduction of Rail ways, though comparatively of a very modern date, the precise period of their adoption is involved in mystery.

A late anonymous writer says, without advancing his authority, "that, in 1738, cast-iron rails were first substituted for wooden ones; but owing to the old wagons continuing to be employed, which were of too much weight for the cast-iron, they did not completely succeed in the first attempt. However, about 1768, a simple contrivance was attempted, which was to make a number of smaller wagons, and link them together, and thus by diffusing the weight of one large wagon into many, the principal cause of the failure in the first attempt was removed, because the iron was more divided upon the iron." (Trans. Highland Society, vol. VI. p. 7.) It is somewhat singular, when the failure of the attempt to introduce cast iron arose from the want of strength in the rails, that it should require thirty years to discover that, with a lighter load, they could be made to answer.

Mr. R. Stephenson, whose inquiries into Rail-Road conveyance have been pretty extensive, states, "I some years since visited the great iron works of Celebrook-dale, in Shropshire, where cast iron was indisputably first applied in the construction of bridges, and, according to the information which I have been able to obtain, it was here also that Railways of that material were first constructed. It appears from the books of this extensive, and long-established company, that between five and six tons of rails were cast on the 13th of November, 1767, as an experiment, on the suggestion of Mr. Reynolds, one of the partners."—[To be continued.]

BALTIMORE AND OHIO RAIL-ROAD.—It would naturally be anticipated that among the earliest notices in an *American Rail-road Journal*, would be one of that Rail-road, which already, in the fourth year of its progress, and in spite of great difficulties and greater doubts at its outset, presents the *longest continuous line of Rail-road in the world*. We had accordingly collected some materials for preparing such a notice when a communication from the President of the Baltimore and Ohio Rail-road Company, to the Governor of Maryland, accompanying the Fifth Annual Report of the Company, met our eye; and it resumes so clearly and concisely the motives which led to the magnificent undertaking of connecting the waters of the Ohio with those of the Chesapeake bay, and relates so satisfactorily the progress already made in the work, that we have concluded to insert it, both as more authentic and more striking than any thing we could say.

It would seem, from experiments already made on this road, that there is no reason to doubt that the travel on it may be safely carried on at the rate of from 12 to 15 miles an hour, by the aid of steam power, and that passengers may be conveyed from Baltimore to the Ohio river within from 24 to 30 hours, at all seasons of the year—a distance little short we believe of 350 miles!!

It is a remarkable circumstance, and, for the final success of this noble work, one of most encouraging augury that on the whole line *only two summits* occur, where the employment of stationary engines will be necessary. On the rest of it, locomotive engines will be able to travel efficiently.

We cannot conclude these observations more appropriately than with the remarks made by Governor Howard of Maryland, in his speech to the Legislature:—

I herewith transmit a communication of the President and Directors of the Baltimore and Ohio Rail-road Company, together with their fifth annual report, exhibiting the progress of that work. It is with much satisfaction that I am enabled to felicitate you upon the rapid advancement of this magnificent enterprise, which is so eminently calculated to develop the resources of our State, and by its continued extension attract to our commercial metropolis the vast and rapidly increasing commerce of the Western country. Its value to our citizens, both present and prospective, has been so frequently and thoroughly demonstrated, that it would now be difficult to add any thing to the force of the arguments before the public; but having seen the operations upon it, to its entire present extent, I may add, that the aspirations of its most sanguine friends, may be considered as fully gratified. At no distant day Maryland will be highly distinguished for advancement in internal improvement.

BALTIMORE AND OHIO RAIL-ROAD.
OFFICE OF THE BALTIMORE AND OHIO RAIL-ROAD COMPANY, 20th Dec. 1831. }

To his Excellency the Governor,
and the Hon. Executive Council of Maryland:

Since the last report of the President and Directors of the Baltimore and Ohio Rail-road Company to the Executive of the State, the operations of this Company have been continued with unremitting activity, and the Rail-road has been opened for travel as far as to Frederick, a distance of 61 miles from the depot of the Company at the head of the basin in the city of Baltimore; a single line of tracks has also been so nearly completed to the "Point of Rocks," on the Potomac river, as to afford a full assurance that the communication between the tide waters of the Chesapeake bay and that river, will very soon be opened through this channel.

The President and Directors believe it due to the interests of the great work over which they preside, as well as to the legislature of the state, that they should, on this occasion, refer to some of the circumstances which led to the formation of this company.

The establishment of an efficient, speedy and economical means of intercommunication between the different sections of our country, had been for a long time deemed of such importance, as to involve, not only the well being, but perhaps the very existence of our social compact. The citizens of Baltimore, deeply sensible of this truth, and appreciating the

great benefits which would be derived from a participation in the commerce of the valleys of the Ohio and Upper Mississippi, which commerce has been forced to seek an outlet through several difficult and circuitous channels, were desirous of securing a more direct and easy means of communication with those fertile regions. It was therefore with intense anxiety they awaited the promulgation of the official report of the United States Engineers upon the subject of the proposed canal between the river Ohio and the waters of the Chesapeake bay. The facts however disclosed in that report only served to dissipate whatever favorable anticipations had been cherished in regard to a canal communication with the west. They saw with dismay, that a canal encumbered with 600 locks, a considerable portion of which would be elevated from 1200 to more than 2000 feet above the tide, and which would be sealed up with frost three or four months in the year, with only a limited and precarious supply of water in summer, must be wholly inadequate to the demands of the immense trade it was destined to accommodate.

Abandoning, therefore, all reliance upon such an insufficient means of communication, a number of the citizens of Baltimore held a meeting on the 12th day of February, 1827, for the purpose of devising the most effectual means of improving the intercourse between that city and the Western States, on which occasion various documents and statements were submitted, illustrating the efficiency of Rail-roads for the conveyance of articles of heavy carriage at a small expense, which being examined, and the superior advantages of this mode of transportation over turnpike roads and canals being satisfactorily shown, the documents were referred to a committee, who subsequently reported a mass of facts, derived principally from English authorities, of a highly interesting character, observing in conclusion, "that the stock of information now in possession of this committee is admitted not to be very extensive, but they have gleaned from several communications and reports which they have examined upon this interesting subject, enough to leave no doubt upon their minds that these roads are far better adapted to our situation and circumstances than a canal across the mountains; they therefore recommend that measures be taken to construct a double Rail-road between the city of Baltimore and some suitable point on the Ohio river; by the most eligible and direct route, and that a charter to incorporate a company to execute this work be obtained as early as possible."

The facts developed on this occasion were deemed so weighty and conclusive, that it was unanimously resolved to apply to the legislatures of the several states through which the contemplated Railroad might pass for acts of incorporation, authorizing the company to construct such a road. The legislatures of Maryland and Virginia, then in session, with a promptness which entitles them to the public gratitude, concurred in an act, incorporating a company as desired, and investing it with ample powers.—This act was subsequently acceded to by the legislature of Pennsylvania in the same liberal spirit.

The state of Maryland having provided, as a condition of its subscription to the stock of the company, that the road should be so located "that it shall go to or strike the Potomac river at some point between the mouth of the Monocacy river and the town of Cumberland, in Allegany county, and that it shall go into Frederick, Washington and Alleghany counties;" the road was located accordingly, subsequent examinations having demonstrated, that the Potomac presented the only feasible route along which it could be carried in this direction, consistently with correct scientific principles.

The commissioners appointed, having opened subscriptions for the stock, the amount required by the charter was immediately filled: whereupon, a board of directors was elected, and the company being duly organized, proceeded without delay to cause the necessary examinations and surveys to be made for the location of the road.

On the 4th of July, 1828, the ceremony of laying the first stone was performed; but it was not until the autumn of that year that active operations towards the construction of the work were commenced; since that period its prosecution has been pursued with energy and zeal.

Owing to the peculiarly unfavorable topography of the country, on the first division of the road, the difficulties there have been very great, and have necessarily involved a considerable delay and expense. Taking into view, however, the extent of the excavations, embankments, viaducts, bridges, and culverts, all of which have been accomplished in a manner not surpassed in this or any other country, it

is confidently believed that no similar undertaking has been advanced with greater despatch, either here or abroad.

Now that the company have accomplished the most difficult part of their undertaking, and acquired, by experience, much valuable information and many facilities, which, from the novelty of the subject, could only be gained from a course of practical experiments, all doubts have been removed, and they are encouraged, by the most cheering confidence, in the entire success of their enterprise; at the same time, judging from the results ascertained since the valley of the Patapsco has been gained, they entertain no doubt but that the graduation, masonry, and construction with a double set of tracks may be accomplished between the present termination of the road and the Ohio river at or nearly within the original estimated cost of \$20,000 per mile, and that in the event of the requisite funds being placed at the disposal of this company, the whole work might be completed and put into operation in five years.

From the extremely unfavorable surface over which the road was necessarily to pass for the first eight miles in order to reach the valley of the Patapsco, it was early perceived that the expenses across that district would be very heavy, but it had been ascertained that in adopting this route, a line of road would be secured, which, by some extensive embankments and deep cuttings near to the city of Baltimore, could be located with but a single summit for a distance of 180 miles, and with only two summits requiring stationary power along the entire line to the Ohio river, a result which, it is believed, has not been attained on any line of Rail-road projected for the same extent in any other country.—The approach to the first of these summits is by an acclivity so gradual as not to exceed an average of about 18 feet to the mile, and as the amount of tonnage passing westward will not be as great, as that passing eastward, this line will consequently be more advantageous than if it were a perfect level.

The inclined planes over the first summit, at Par Spring ridge, will be passed by an additional local power, and from the western side of that ridge to the coal mines near Cumberland, the route is so favorable as to be adopted along the whole distance to locomotive steam engines: taking therefore, the entire line together, it will be decidedly superior to a level road, since like that on the eastern side of the Par Ridge the acclivity for a very great portion of the distance is in the direction of the lesser tonnage which will pass upon the road.

From the eastern base of the Alleghany mountain a series of inclined planes will be required to overcome a summit of about 1200 feet; from thence it has been ascertained that the road may be conducted to the Ohio river upon a line so nearly level as to be traversed without difficulty by locomotive steam power.

Although at the time of the commencement of this great national work, the individuals who embarked in the undertaking, had arrived at the conclusion that the system was capable of affording greater facilities for the transportation of both merchandise and passengers than could be attained, either by the best constructed turnpike roads or canals, yet the anticipations then formed of its capabilities have been vastly more than realized; the many important improvements introduced within the last few years, both in the construction of Rail-roads and in the application of machinery upon them, having perhaps doubled their effective power. It is honorable to our country that the system is indebted for several of these improvements to the genius and science of American citizens.

The ordinary speed now attained upon the Liverpool and Manchester Rail-road, which work has not been so well executed as that part of our road laid on stone rails, is from 15 to 30 miles an hour, according to the horizontal position and structure of the road; and it is even asserted, that the whole distance of 32 miles, between these places, has been run in 33 minutes, or at the rate of 58 miles per hour.

From the experiments made upon the Baltimore and Ohio Rail-road, there is no reason to doubt but that the travelling on it may at least be safely carried at the rate of from 12 to 15 miles an hour, by the aid of steam power, and that passengers may be conveyed from Baltimore to the Ohio river within from 24 to 30 hours, at all seasons of the year.

The successful accomplishment of this work, so far as it has been extended; and within so short a time, under the numerous and complicated difficulties which opposed its progress, cannot but yield a high gratification to the people of Maryland, and affords a satisfactory guarantee that the resources of the state, added to the aid which may be relied on

from other quarters are fully adequate to the early and triumphant completion of the magnificent undertaking in which we have embarked.

Maryland has the honor of being the first state in the Union to incorporate a company for the construction of a Rail-road. She was the first state to embark the public resources in support of this system, and she may now boast of having within her limits the longest continuous Rail-way in the world. It is only necessary that she should continue her patronage to this great enterprise and she will certainly secure to herself the full development of all the advantages which her geographical position gives her in relation to the vast and rapidly increasing commerce of the west. She is happily so situated as to afford the shortest and by far the most convenient route of communication between the navigable waters of the west and of the ocean, and indeed between the Atlantic and those great inland seas which border upon our northern frontier, and which at no distant day, are destined to become the theatre of an immense commerce; and although limited in her territory to a much smaller extent than some of her sister states, by securing to herself the channel through which the interchange of commodities between the eastern and western states will mainly pass, and which her position gives her an opportunity of effecting, she will soon find herself, in point of commercial activity and capital, second to no state in the Union.

It is certain, that whatever advantages may be anticipated from the Rail-road system in Europe, they will be of minor importance when compared with the benefits we are destined to derive from the introduction of this system into our country. By the easy, convenient, and rapid intercourse which these roads afford, they are capable of placing, almost in juxtaposition the most remote sections of our widely extended republic, and will thus do more to perpetuate our institutions and preserve our Union than any political compacts or physical force could ever effect. The system, if advantageously applied and sufficiently extended, will give to the people of the United States an identity of feeling, a harmony of interests, and a facility of social intercourse, which must long bind themselves together as one great family: and to secure to our country all the advantages resulting from the productiveness of a mighty continent, with the conveniences of communication incident to a small island.

For a full and more detailed explanation of the operations of this company, within the past year, we ask leave respectfully, to refer the Executive to the Fifth Annual Report of the Board of Directors, a copy of which is herewith transmitted. On behalf of the Board, I am very respectfully, &c.

PHILIP E. THOMAS,
President B. & O. R. R. Co.

[FOR THE RAIL-ROAD JOURNAL.]

HUDSON AND DELAWARE RAIL-ROAD.

An act of incorporation under the above title, for the construction of a Rail-road from the village of Newburgh, through the county of Orange to the Delaware River, was passed by the Legislature, April 19th, 1830.

The Commissioners have this Summer caused a very minute survey of the various proposed routes to be made under the direction of H. G. Sargent, Esq. of Fort Anne, Washington county. His report will be ready for distribution to the public in the course of next month; in the meanwhile, the annexed letter from Mr. Sargent to one of the Commissioners, will show that the result of his survey has been very satisfactory.

This Railway will strike the Delaware River at or near Carpenter's Point, where it will come into connexion with the Delaware and Hudson Canal.

From the Delaware River, it is intended, under a charter from the State of Pennsylvania, passing the village of Milford, and crossing over Cobb's Gap, to enter the valley of the Lackawana in the very heart of the coal region; here a junction will be formed with the Lackawana Rail-road, (the stock of which we are informed has been partially engaged) which terminates at or near the Great Bend of the Susquehanna, thence along the level banks of that river to Owego, where we unite with the Ithica and Owego Rail-road, thus forming a complete communication from Ithica by Railways, to the village of Newburgh. Cobb's

Gap is ascertained to be three hundred feet lower than Rix's Gap, the pass over which the Railway of the Delaware and Hudson Canal Company is carried. I do not think that I hazard anything in affirming that by means of this work a load of coal may be taken from the mines and landed in the city of New-York in the course of 24 hours, the speed required not exceeding 7 1/3 miles per hour. Part of the capital of the Hudson and Delaware Rail-road, has been already subscribed, and as soon as the Engineer's Report is published, books will be opened in the city of New-York, for the subscription of the balance not taken up. The following is the letter alluded to:—

FORT-ANN, Dec. 26, 1831.

John W. Knevels, Esq.

Dear Sir:—Yours of the 19th inst. was duly received. In reply to your inquiries in anticipation of my report on the survey for a Rail-road from Newburgh to the Delaware River, at Carpenter's Point, thence to the valley of the Lackawana, I have the pleasure of being able to state, that from Newburgh to the Delaware, the longest and most level route is fifty-one miles; thence to the Lackawana is sixty-five, making a total distance of 116 miles. A report in detail will exhibit the entire practicability of the proposed work, at a sum probably not exceeding \$10,000 per mile. The utility of the project can not be doubted, whether it is considered in connexion with a line extending west from the valley of the Lackawana to unite with the Ithica and Owego Rail-road or not. This however is proposed to be done, and the continuation may justly be considered a part of the line under consideration; thus uniting the immense and increasing trade of the south western counties in the state of New-York, (which has now no better communication with the market than is afforded by the natural descending navigation of the Susquehanna river to Baltimore, or by the Pennsylvania Canal from Pittstown to Philadelphia,) with the coal trade from the valley of the Lackawana. I have not the slightest doubt the construction of the road will offer a safe and lucrative investment of capital, even if the work should cost double the amount.

The present want of fuel in the city of the New-York, and in all the towns and cities from New-York to Troy, and which prevails no less in the cities and large towns bordering on the Atlantic east of New-York, warrants the conclusion that some other communication with the valley of the Lackawana than is afforded by the Hudson and Delaware Canal is absolutely necessary.

The increasing demand for the Lackawana coal, destined as it is to supply the whole country north, east, and west of the cities of New-York, it is confidently believed will alone give full employment to a Rail-road with a single track on the route proposed.

I shall be able to lay the subject before you, in detail, by the 10th of January, which has caused me more brevity in replying to your present inquiries than would, under other circumstances, have been afforded. Yours respectfully, H. G. SARGENT.

[FOR THE RAIL-ROAD JOURNAL.]

THE PATERSON & HUDSON RIVER RAIL-ROAD.

On the 21st day of January, A. D. 1831, a company was incorporated by an act of the Legislature of the State of New-Jersey, with a capital of \$250,000, with the privilege of extending it to \$500,000, for the purpose of constructing a rail-road from Paterson to some point or points on the Hudson River opposite this city. At an early period after the charter was granted, the stock was taken, the company organized, surveys of several routes made, and the road definitely located from Paterson to the east side of Berry's Hill, a distance of eight miles. This part of the road was put under contract; and the contractors commenced grading the same about the middle of July last past, and have finished the grading to the Paterson Landing, a distance of five miles, formed the foundation and laid the rails on a considerable part of that distance, so that it will require but about a month's work to finish the road to the landing, which is the head of the navigation of the Passaic River. This part of the road will be in use early next spring, and must be of essential service to the town of Paterson, by facilitating their communication with tide water.

By the original charter, the company were required

to pass the Hackensack River at the present New Barbadoes Toll Bridge. Upon making the surveys this route appeared inexpedient; and therefore as to this part of the road nothing was done until the late meeting of the legislature, when the company obtained an amendment to their charter, authorizing them to locate their road from the east side of Berry's Hill to the Hudson River in such position as might be thought advisable; and under this supplement they have located their road in a more direct line, so that the whole distance, from Paterson to the Hudson River, is less than fifteen miles, and they are now actively engaged in making the road over the meadows; and it is expected that the whole route will be finished by next fall, if they pass the Bergen Hill by inclined planes. Different plans have been proposed for passing this hill; and it has been supposed by some that it would be advisable to form a tunnel for that purpose, and that the travelling would warrant the expense. With this view the company are now examining the formation of that hill, for the purpose of ascertaining the probable expense of forming such a tunnel, and thereby enabling them to judge correctly as to the propriety of undertaking the task. But as the cost of this work must necessarily be large and uncertain, it is presumed that it will not be undertaken without the greatest caution.

This road is graded for two tracks, but the company have thought it advisable to lay but one at present, leaving the other to be formed upon such improved plan as the ingenuity of our people may devise, and with the facility of the single track in transporting the materials for its formation.

It is confidently expected that the road will be finished, and the necessary cars and engines placed upon it, for the original capital of \$250,000.

There are many circumstances in favor of this road. In addition to the regular business travelling and transportation between this city and Paterson, the pleasure travelling must necessarily form a considerable item in the receipts of the company. And from a view of the country, it may reasonably be predicted that this road will form one link of the great chain which will soon connect the western part of New-Jersey with this metropolis. R. R.

New-York, Jan. 3d, 1832.

RAIL-ROAD MEETINGS.

IN MARYLAND.

Encouraged by the promise which her Great Rail-road holds out, Maryland seems intent upon reaping from similar enterprises, all the benefit possible. Accordingly, we find in a late Baltimore paper, the following proceedings relative to a Rail-road towards Pennsylvania:—

Rail-road Meeting.—At a large and respectable meeting of the inhabitants of the upper part of Cecil county, convened agreeably to public notice at the Hotel of Capt. Thomas Taylor, on Friday, 23d of December, to take into consideration the subject of forming a company for the purpose of making a Rail-road from the Maryland line at the termination of the contemplated Railway of the "Oxford Rail-road Company of Chester County," by the way of Port Deposit, to the city of Baltimore, the following preamble and resolutions were unanimously adopted:

Whereas, this meeting is already apprized of the fact, that a company was incorporated in 1828, by the Legislature of Pennsylvania, for the purpose of constructing a Rail-road, from a point intersecting the Pennsylvania Railroad in the great valley, in Chester County, to the Maryland Line, in a direction to Port Deposit; and this meeting being fully sensible of the immense benefits that would accrue not only to the emporium of our State, but also to the Counties of Cecil, Harford and Baltimore, in an agricultural point of view, by the extension of said Rail-road to the city of Baltimore;—and Whereas, the map of survey and reconnaissance made by J. Edgar Thompson, Esq. an engineer of much experience, together with the estimates now before the meeting, show the gratifying fact that the contemplated road, as now located, has advantages infinitely superior in point of geological adaptation to any other route, and seems designed by nature to become the connecting link between the cities of Baltimore and Philadelphia, therefore,

Resolved, That a committee of three persons, be appointed to draft a memorial to the Honorable Senate and House of Delegates, praying an act of Incorporation to a Company by the name and style of the "Baltimore, Port Deposit and Maryland Line Railroad Company."

IN KENTUCKY.

The following notice of a Rail-road Meeting, held at Shelby Court-house, shows that the inhabitants of that state are awake to their own interest:

[From the Shelbyville Examiner.]

RAIL-ROAD MEETING.—At a meeting of the inhabitants of Shelby, held at the Court-house, Shelbyville, on Saturday last, the 3d instant, to take into consideration the measures necessary to be adopted to procure the passage of the Lexington and Ohio Rail-road, through or near the town of Shelbyville, the following resolutions were adopted:

Resolved, That we highly approve of the public spirit exhibited by the Lexington and Ohio Rail-road Company, in their efforts to accomplish a work of so extensive utility as that in which they are at present engaged.

Resolved, That we will use our best endeavors to procure the passage of the Lexington and Ohio Rail-road, through or near the town of Shelbyville.

Resolved, That the Charter granted to the Lexington and Ohio Rail-road Company, was intended for the benefit of the State at large.

Resolved, That the present route surveyed for the Rail-road, pretermits the great Commercial trade of Shelby county, which, in extent, productiveness and all commercial means, is equal to, and if this great improvement should be effected, would in time exceed, that of any other county in the State.

Resolved, That John F. Graham, Samuel Harbison, James Bradshaw, Joshua Gore, Joseph M. Venable, Lloyd Tevis, John G. Simrall, P. Butler, and Geo. W. Johnston, be appointed a Committee to inquire into the trade of Shelby county, both import and export, to make surveys and reconnoissances, and to correspond with the Board of Directors of the Lexington and Ohio Rail-road Company.

Resolved, That this meeting adjourn until Saturday the 17th inst.

JOHN F. GRAHAM, Ch'm.

WILLIAM KNIGHT, Sec'y.

IN WESTERN NEW-YORK.

At a meeting of delegates from the counties of Chataque, Cataraugus, Allegany, Steuben, Tioga, Broome, Chenango, Delaware, Otsego, Greene, Sullivan, Tompkins and Seneca, convened at the village of Owego, on the 20th of Dec. 1831, GEO. MORELL, of Otsego, was appointed Pres't., Geo. M'CLURE, of Steuben, JAMES PUMPELLY, of Tioga, and S. S. HAIGHT, of Allegany, Vice-Presidents.—D. G. GARNSEY, of Chataque, SHERMAN PAGE, of Otsego, and JOHN C. CLARK, of Chenango, were appointed Secretaries.

Delegates from the following counties presented their credentials and took their seats—Chataque 3, Cataraugus 3, Allegany 3, Steuben 12, Tioga 13, Broome 7, Chenango 7, Delaware 5, Otsego 10, Sullivan 2, Greene 3, Tompkins 9, Seneca 6; and three gentlemen from N. Y. were invited to take seats—in all 86.

The following resolution was adopted:

Resolved, That Messrs. Morell and Woodcock, of Tompkins county, Avery and J. Pumpelly, of Tioga, delegates appointed at a Rail-Road convention held at Binghamton on the 15th instant, to attend this convention, be admitted to seats in the same.

Mr. Burrows offered the following resolution, which was adopted:

Resolved, That a committee consisting of one delegate from each county represented in this convention, be appointed to report resolutions for the consideration of the convention.

The committee was announced from the chair as follows:

Mr. Garnsey, of Chataque, Crooker, of Cataraugus, Haight, of Allegany, Leland, of Steuben, Burrows, of Tioga, Virgil Whitney, of Broome, Clark, of Chenango, Baxter, of Delaware, Page, of Otsego, Pelton, of Sullivan, Seaman, of Greene, Bloodgood, of Tompkins, Halsey, of Seneca, Wakemana, of New-York.

A Communication addressed to the President of the Convention, from Messrs. B. Robinson, E. Lord, Richard M. Lawrence, Robert White, J. D. Beers, Wm. G. Bucknor, Richard Ray, of the city of New York, on the subject of a Rail-road from Lake Erie to said city, was received, read, and referred to the above named committee.

The committee appointed to consider and report to the convention the subjects which should particularly occupy their attention at the present meeting, respectfully Report:

1st. That it is expedient that application be made to the Legislature of this State, at their ensuing session, for the incorporation of a company with the necessary privileges, to construct a Rail-road from Lake Erie, commencing at some point between the mouth of Cataraugus creek and the line of Pennsylvania, and to run from thence, through the South-western tier of counties, by the way of the village of Owego, to the Hudson river, or to connect with Rail-roads already chartered, or otherwise, as may be deemed most advisable, with a view to reach the city of New York, by the best Rail-road route, with a capital of \$5,000,000.

2d. That a notice of the foregoing application, emanating from this convention, and signed by the officers thereof, be forthwith published in the public papers, as the law directs.

3d. That a committee consisting of five members, be appointed to prepare and report to the convention a memorial to the legislature, embracing the above-mentioned objects.

4th. That Executive Committees be appointed in the several counties interested in this application, for the purpose of circulating and forwarding memorials, procuring the publication of notices, and doing such other things as may be necessary to forward the objects of this application.

5th. That a central corresponding committee be appointed, and also committees of correspondence for each of the counties interested in this application. All which is respectfully submitted.

D. G. GARNSEY, Chairman.

The following named gentlemen were appointed a committee to draft the memorial to the Legislature:

Messrs. Burrows, Leonard, Drake and Avery, of Tioga, and Clark of Chenango.

The following named gentlemen were appointed a corresponding committee:

Messrs. M'Clure, of Steuben, J. Pumpelly, of Tioga, V. Whitney, of Broome, Clark, of Chenango, Page, of Otsego.

On motion of Mr. Page, the following resolution was adopted:

Resolved, That the central committee be authorized to publish the proceedings of this convention, and notice of application, in all the counties immediately interested in this project, also in the cities of New York and Albany.

On motion of Mr. Burrows, the following resolution was adopted:

Resolved, That the convention cordially approve of the application to the Legislature, for the construction of a Rail-road from the village of Ithica to the village of Geneva.

The thanks of the Convention were voted to the President and officers, for the able discharge of their duties.

GEO. MORELL, President.

GEO. M'CLURE,

JAS. PUMPELLY,

S. S. HAIGHT,

V. Presidents.

S. Page,

D. G. Garnsey,

J. C. Clark,

Secretaries.

PENNSYLVANIA—NEW-YORK.

At a convention of Delegates, from counties of New York and Pennsylvania, interested in a project of a Rail Road from the village of Otsego to the city of New York, held at Binghamton on the 15th of December, 1831, Tracy Robinson, of Broome, was appointed President, James Pumpelly of Tioga, and Luther Gere, of Tompkins, Vice Presidents, Ben Johnson and George J. Pumpelly, Secretaries.

Delegates from the counties of Seneca, Tompkins, Tioga, Broome, Otsego, Susquehannah, Wayne and Luzerne, appeared present.

On motion, a committee of nine were selected by the chair to draft resolutions expressing the views of the convention.

Messrs. Seeley of Seneca, Bloodgood of Tompkins, Avery of Tioga, Doubleday of Broome, Collier of Otsego, Ward and Catlin of Susquehannah, Judson of Wayne, and Townsend of Luzerne, were the committee, which after a recess, presented the following resolutions, which were unanimously adopted by the convention.

Resolved, That this convention cordially unite in the general spirit evinced, in the many contemplated improvements of the day.

Resolved, That we particularly unite in and approve of the application for a Rail-Road from the termination of the Ithica and Owego Rail-Road, at Owego, to the city of New York, as immediately af-

fecting our own interests, and for that purpose a Committee be appointed whose duty it shall be to prepare and circulate a memorial to the Legislature, embracing all the advantages contemplated in the said project.

Resolved, That Messrs. Whiting of Ontario, De Mott of Seneca, Bloodgood and E. Mack of Tompkins, H. Pumpelly and Farrington of Tioga, J. Whitney and M. Whiting of Broome, be a committee to attend the Legislature at its next session, to express our views and urge our claims on that body.

Resolved, That we approve of the contemplated application for a Rail-Road from the village of Ithica to the village of Geneva, and that we will give it our cordial interest and support.

Resolved, That we approve of the projected Rail-Road from the village of Owego to Lake Erie, and that we will also give our cordial interest and support to this measure.

Resolved, That all the counties interested, and for which Delegates have not been chosen by this convention, be requested to send Delegates to Albany, to further the contemplated application.

Resolved, That the Delegates appointed to attend the session of the Legislature, have power to appoint their substitutes.

Resolved, That the delegates from Tompkins be the committee to draft the Memorial to the Legislature.

Resolved, That J. Pumpelly, G. Hewitt, T. Farrington, T. Robinson, and F. Bloodgood, be a committee of correspondence.

Resolved, That Messrs. Morell, Woodcock, J. Beebe, Waterman, Avery, and J. Pumpelly, be a committee to attend the convention at Owego on the 20th inst. to express to that body our own views, and to concert measures in furtherance of the objects of both conventions.

Resolved, That the Editors of Newspapers in N. York and Albany, and in all the counties interested be requested to publish the proceedings of this convention.

TRACY ROBINSON, Pres't.

JAMES PUMPELLY,

LUTHER GERE,

V. Pres'ts

Ben Johnson,

Geo. J. Pumpelly,

Sec'ys.

At a large and respectable meeting of the citizens of the town of Hinsdale and towns adjacent, held on the 29th of December instant, at the Methodist chapel in said town, for the purpose of taking into consideration the practicability of constructing a Rail Road from the city of Albany to the city of N. York—Augustus Tremain was called to the chair, and Frederic I. Curtiss appointed Secretary. The meeting was then opened by an address to the Throne of Grace, by the Rev. Joel Osborne. The object of the meeting was then stated by Abraham F. Holdridge, Esq. and moved that a committee of five be appointed by the chair to draft resolutions expressive of the sense of this meeting. The chair, in conformity to said motion, thereupon appointed John Snyder, William Murray, Henry Loop, Russel G. Dorr, and Milton Niles, as said committee. The following preamble and resolutions were then reported by said committee and unanimously adopted by the meeting:

Whereas, the necessity of a Rail-Road from Albany or Troy to New York, to keep open a communication by steam power throughout the year, is a desideratum loudly called for by the interests of perhaps nine tenths of the people of this state:

And whereas, a route through the eastern part of Columbia, Dutchess, Putnam, &c. has been explored by competent engineers, and found to be much more direct, and to present far less obstacles than any other route:

And whereas, no other practicable route is contemplated, save a circuitous one, through part of Massachusetts and Connecticut, being some ten or fifteen miles farther and over an altitude some hundreds of feet greater: Therefore

Resolved, That a respectful memorial be presented to our Legislature at their next session, for an act incorporating a company with usual powers, to construct a Rail-road from New-York through the counties of Westchester, Putnam and Dutchess, to Hinsdale, in the county of Columbia, thence to some point on the river opposite the city of Albany, with power to extend it to Troy, and construct branches on each side.

Resolved, That in the opinion of this meeting, our enlightened Legislature will not grant a Rail-road, any part of which shall, without a natural necessity, be in any adjoining State, (consequently beyond their control) thereby conferring great lateral

advantages on citizens of such State, in preference to her own constituents.

Resolved, That a Rail-Road through the counties aforesaid, from Albany to New York, thereby opening so expeditious and cheap a communication for passengers a freight, would be greatly beneficial, not only to New York and those passing and sending freight thereon, but particularly to the freeholders residing on and near its route, by the increased value of their real estate and all its productions.

Resolved, That a committee of eight be appointed by this meeting to present said memorial and to act as a committee of correspondence; and that Frederick I. Curtiss, John Snyder, Jacob Shaffer, Elisha Wilcox, Augustus Treman, John Wager, Abraham P. Holdridge and George Lawrence constitute said committee.

Resolved, That the proceedings of this meeting be signed by the chairman and Secretary, and published in the Hudson Gazette, Columbia Republican and Albany Argus.

AUGUSTUS TREMAIN, Ch'mn.

FREDERIC I. CURTISS, Sec'y.

[From the Pittsburg Gazette of Dec. 30.]

OHIO CANAL.—Deeming the successful operation of this improvement to be a matter of much interest to Pennsylvania, we feel it a duty to exhibit to our readers all the evidence which we can obtain upon that subject. The following account of produce, shipped from Dover for New York and Montreal, is taken from the Canton Repository, and may be relied upon as correct. Dover is situated upon the Ohio Canal, almost directly west from Pittsburg, and not more than ninety miles distant.

Before the Ohio canal was made, and when produce from that part of Ohio was sent to market by common roads, Pittsburg, Philadelphia and Baltimore, were the usual destinations of all the surplus productions of this section of country. There being no other mode of conveyance than these ordinary roads produce naturally sought the nearest market. The completion of the Ohio canal has produced an entire change in this respect. Owners of produce now find it cheaper to send their property seven or eight hundred miles to New York, by canal and lake navigation, than five hundred miles to Philadelphia, part of the distance by common roads. If a Rail-road or Canal is once completed hence to the Ohio canal, the inequality which now exists will be corrected, and produce will again seek the nearest market.

"Canal Navigation.—During the year ending on the 30th November, 1831, there were cleared at the port of Dover, Tuscarawas county, Ohio,

65,750 bushels of wheat, 3,804 barrels of flour, and 2,069,319 pounds of other produce, consisting principally of rye, corn, butter and tobacco. This embraces the articles shipped at Lockport, Trenton, Bevilard, Salesbury, New Comerstown, and Newport. The amount of tolls received was \$5,244 18 cents."

We some time since published an account of the produce shipped at Massillon. From these accounts it appears that there were sent from those two villages, neither of them one hundred miles from Pittsburg, in flour and wheat alone, as follows:

| | Bush. Wheat. | Bbl. Flour. |
|------------------------|--------------|-------------|
| From Massillon, 89,392 | | 16,072 |
| From Dover, 65,750 | | 3,804 |
| | 155,142 | 19,876 |

Well may the people of New York say that Ohio begins to furnish their mills with considerable quantities of grain.

Canal Navigation on a new plan.—An ingenious mechanic of Chillicothe, Mr. William McCarrell, has constructed a vehicle which, from the description given of it, appears admirably calculated for running on the Canal, when the severity of the weather renders the usual mode of navigation impracticable. It partakes of the nature of a sleigh and a canal boat; being fixed on runners, so as to move on the ice with great rapidity, and is made water tight, in order that it may float, in case of breaking through. It came up to this place on Wednesday evening, with a number of passengers; and we have been informed by some of our fellow citizens who have taken a ride in it, that it is a very easy, safe and comfortable mode of conveyance. It is the intention of the proprietor, we understand, to run it regularly between Chillicothe and Columbus, so long as the season will permit, should he meet with sufficient encouragement. —[Ohio State Journal.]

The Norfolk Beacon, of Dec. 30 states that the Diamond Swamp Canal, which was closed some time with ice, is again open; and that the obstruction to navigation through the whole line of transportation, by the Canal and Roanoke is entirely removed.

AMERICAN RAIL-ROAD JOURNAL.

NEW-YORK, JANUARY 7, 1832.

In presenting the second number of the American Rail-road Journal to the public, the publisher cannot refrain from expressing his thanks to the Editorial Corps for the uniform politeness with which the first number of his Journal has been received. The haste with which it was got up, (one week only having elapsed from the time he decided to publish it, before the first number was printed,) prevented him from giving it that finish which a specimen number usually receives; that nicety of dress, so requisite to the favorable impression which a traveller should desire to make upon intelligent strangers, or that variety of matter and propriety of arrangement which generally secure the confidence and patronage of the reading community. For the flattering notice taken of it by gentlemen connected with the press, he is willing to believe that he is rather indebted to the novelty of the undertaking, (or scheme, as it has been termed by some,) and to the well-earned reputation of the literary and miscellaneous department of the New-York American, from which he is permitted by its editor and proprietor to make up the greatest part of the Rail-road Journal, than to any merit of his own, in projecting and undertaking a work of the kind, without a single subscriber, or even a favorable expression of opinion from any one, until after the proposals were sent forth. So cordial a reception of one so entirely inexperienced in the duties of an editor, cannot but excite him to the most unremitting exertions, in order to insure a continuance of the good wishes of all; and especially of those who may think favorably of his Journal, or the great cause, the improvement of the internal communication of our country by Rail-roads and Canals, in which he is engaged. His thanks are also tendered to those gentlemen who have been so kind as to forward to him books and documents upon the subject of Rail-roads, now in progress and contemplation, and almost always accompanied by further and substantial evidence of their good wishes—a year's subscription in advance. Hence he is able to issue the second number more in accordance with his wishes and intentions. Several of the pamphlets and papers it has been impossible to examine in time for this number; they will receive attention in the next.—He is truly grateful for the prospect of a liberal patronage, of which he has the most undoubted evidence. Arrangements are making to secure the aid of experienced and practical men, and to obtain new publications upon the subject, that the variety and usefulness of the Journal may increase in proportion to its age.

We call attention to two communications in this number of the Journal. The one details the route and objects of a Rail-road, for which an act of incorporation has been already obtained, from Newburgh, through Orange county, to the Delaware river.—This road, if made, would open a new and short cut to the coal region of Lackawana. The other furnishes a notice of the Patterson and Hudson river Rail-road, which is, we are glad to see, so forward in its work, and which will, it is estimated by our correspondent, be completed and equipped—If so we may speak—for active business, for the original capital of \$250,000. The distance will be about fifteen miles. By a singular oversight, which is the more to be regretted as it refers to a work near to us, this Rail-road was omitted in the list published in the first number of the Journal. There were other errors also in that list, but we have not yet been able to obtain the necessary information to give a correct one, and therefore defer it for the present.

An Engineer is correct in his inference, our object is "as much to enlighten the public mind on this mammoth subject, as to aid useful projects."

and impartiality our aim: it is therefore desirable that all communications for this Journal should be accompanied by a responsible name. "An Engineer" is requested to call upon the editor, or leave his address, as the statements in his communication, if accurate, are of importance to the Rail-road-making public; but cannot be inserted without authority, and we have not the documents at hand.

We regret the necessity of omitting a particular notice of several interesting pamphlets sent us by a veteran pioneer upon the subject of Rail-roads in this country. They will be looked upon almost as prophecy. We will notice them in our next at length.

Accompanying the very acceptable communication upon the subject of the South Carolina Rail-road, we received from a gentleman familiar with the commencement and progress of that important work, the act of incorporation, By Laws, and the different Reports made to the Company by the Directors, together with the report of Alexander Black, Esq. Commissioner, dated October 18th, 1831, giving a minute detail of its present condition: from which we shall be able to give, in our next number, a concise history of it, which cannot fail to be highly creditable to the enterprize and public spirit of its projectors, as well as the perseverance of its Commissioners, Engineers, and contractors.

At the date of this report between ten and eleven miles were completed and in use, and the work on the entire line progressing rapidly.

RAIL-ROADS IN OHIO.—We find by the annexed paragraph from a recent number of the Dayton (Ohio) Journal, that in that young and enterprising state, which already boasts a canal nearly completed, second only in extent and usefulness to the Erie canal of this State—the Rail-road spirit is abroad.

The bill to incorporate the "Mad River and Lake Erie Rail-road Company," passed the Senate on Saturday, with a few slight amendments, which would no doubt be agreed to by the house; so that the bill will become a law. It provides that the capital stock shall be one million of dollars, in shares of \$50, with liberty to increase it to two millions; and authorizes the commencement of the work as soon as \$50,000 are subscribed. It gives the company the right to construct a double or single Rail-road from some point in Dayton to Springfield; thence to Urbana; thence to Bellfountain; thence to or near Tiffin; thence to Lower Sandusky City. The bill passed the House on Wednesday last, with only three dissenting votes, and in the Senate there was only one vote against it.—[Dayton Journal 27th December.]

The length of this Rail-road will be about 115 miles.

To the Editor of the American Rail-road Journal.—

SIR:—It was not until this morning that I was fully aware that you had commenced the publication of a Journal, professedly devoted to a subject of incalculable importance to this whole nation, yet but imperfectly understood.

Rail roads are no longer a chimera of the brain, but a fairly tested mode of transportation, and the most highly approved of all which have ever been introduced into any country.

To our country, especially, so vast in territory and diversified in products, as necessarily to require a perpetual and ever increasing internal commerce, it promises, and at no very distant day, to exceed in extent even those natural channels with which our favored land is so liberally supplied. The present season is peculiarly calculated to remind the public of the precariousness of water communication, and the necessity of something more to be depended upon. Amongst Railroads already in progress, (and I would say, nearly completed, if the obstacles to the commencement of this work were taken into view,) is one from Charleston, S. C. to Hamburg, on the Savannah river, opposite Augusta, 135 miles—particulars of which you shall here for your next number.

NEW-YORK AMERICAN.

DECEMBER 31, 1831—JANUARY 3, 4, 5, 6, 1832.

REVIEW OF THE WEEK.

THE QUARTERLY REVIEW, No. XC1.: London, — Murray.—The opening article in this able number of the London Quarterly is on the same subject as that in the latest number of its great rival the Edinburgh Review—*Croker's Boswell*; and it is as unmeasured, but neither as argumentative, nor as demonstrative, in its praise of this compilation of the late Secretary of the Admiralty, as the Edinburgh is in its condemnation. It is manifest, therefore, as has been insisted by several of the most respectable journals in this country, that party politics enter largely into these literary Reviews; and that this work, in particular, has been treated of by both sides, not so much with reference to its merits, as to the previous career and character of its compiler. Yet after reading both Reviews, and making all allowance for the inordinate praise of the one, and the, perhaps, inordinate censure of the other; there remains on our mind the impression, resulting from the proofs of gross inaccuracy and carelessness produced by the Edinburgh, that Mr. Croker's book, which we only knew from these Reviews, is, in regard of the anticipations concerning it, a failure. Yet of this book the London Quarterly says—"On the whole, in spite of a few trivial mistakes and inadvertencies easy to be corrected hereafter, we may safely pronounce this "*Boswell*" the best edition of an English book that has appeared in our time."—The charm which the Quarterly especially insists on, is "in the philosophical reflections on Johnson's character and genius," put forth in Mr. Croker's notes.

Dismissing however, the merits of this particular edition of *Boswell*—the article before us discusses with power and eloquence the value of such contributions as *Boswell* has furnished, to the most attractive, we are not sure but we may add—the most instructive species of reading—personal memoirs and biography. "What," exclaims the Reviewer—

What can the best character in any novel ever be, compared to a full length of the reality of genius? and what specimen of such reality will ever surpass the

OMNIS VOTIVA VELUTI DEPICTA TABELLÆ
VITA SENIS?—

—the first, and as yet by far the most complete picture of the whole life and conversation of one of that rare order of beings, the rarest, the most influential of all, whose mere genius entitles and enables them to act as great independent controlling powers upon the general tone of thought and feeling of their kind, and invests the very soil where it can be shown they ever set foot, with a living and sacred charm of interest, years and ages after the loftiest of the contemporaries, that did or did not condescend to notice them, shall be as much forgotten, even by the heirs of their own blood and honors, as if they had never strutted their hour on the glittering stage? Enlarged and illuminated, as we now have it, by the industrious researches and the sagacious running criticism of Mr. Croker, *Boswell's Johnson* is, without doubt,—excepting, yet hardly excepting, a few immortal monuments of creative genius,—that English book, which, were this island to be sunk tomorrow with all that it inhabits, would be most prized in other days and countries, by the students of us and of our history.—We may easily satisfy ourselves as to this point: what is that Greek or Latin book which the most ardent scholar would not sacrifice, so he could evoke from some sepulchral palimpsest a life of any intellectual giant of antiquity, a first rate luminary, both social and literary, of old Rome or Athens, conceived and executed after this model? Probably every one will answer 'Homer'; but who will make three exceptions besides? or at all events, who are the three persons that will agree as to what the three other exceptions ought to be?

And again, after combating the opinion of Wordsworth, that, "the lives of authors should not be pried into with the same diligent curiosity, and laid open with the same disregard of reserve," as those of men

who have borne an active part in the world—the writer adds this eloquent passage:

Surely the lamentable circumstance is, not that the Boswellian style should have been applied to the history of one great man, but that there should be so few even of the greatest men whose lives could be so dealt with without serious injury to their fame.—'There never,' says Mr. Croker, 'has existed any human being, all the details of whose life, all the motives of whose actions, all the thoughts of whose mind, have been so unreservedly brought before the public; even his prayers, his most secret meditations, and his most scrupulous self-reproaches, have been laid before the world.' They have all been sifted, too, and commented on, it may now be added, with as deliberate an exercise of studious acuteness as ever frightened a conscious imagination. All that curiosity could glean, or enthusiasm garner, philosophic penetration has bolted to the bran. 'There are, perhaps,' Mr. Croker says elsewhere, 'not many men who have practiced such self-examination as to know themselves as well as every reader knows Dr. Johnson.' And what is the result?—that, in spite of innumerable oddities, and of many laughable, and some few condemnable weaknesses, when we desire to call up the notions of a human being thoroughly, as far as our fallen clay admits the predication of such qualities, good and wise; in the whole of his mind lofty, of his temper generous, in the midst of misery incapable of shabbiness, 'every inch a man,'—the name of Samuel Johnson springs to every lip. Whatever our habits of self-examination may have been, we certainly knew him better than we are ever likely to do most of our own friends, and feel that, in one instance at least, the adage about heroes and their valets-de-chambre, does not hold. The character is before us bare, and throughout it stands erect, sincere, great; the thoughts habitually turned on great things, and yet the observation of the world equally keen and broad; the sympathy with human passions, interests, and occupations almost boundless; and the charity for frailty, and feebleness, and sin, most Christian.

It is, indeed, sad to consider how few even of the first could, after such a process of dissection, lay claim to this high, pervading nobility. If we want a foil for Johnson in his own 'order,' we have but to pick and choose among the few of recent times who have descended to the grave after having commanded anything like the same measure of public attention. On all sides, with hardly an exception, what 'fellies of the wise!'—what jealousies, what meannesses, what intrigues, what petty ambitions, what degrading indulgences, what shameful subserviencies and panderings to the worse parts of that common nature which genius is sent down among us the appointed instrument of heaven to rebuke, charm, and elevate! What a worship of wordly idols, what hankering after toys, what a want of sense, even in the midst of the most brilliant energy of the finest understandings, to comprehend the worth of their own place and destiny; what a maze of small vanity, and fierce self-love, and malice; how little either of moral repose, or even of intellectual pride! And what apologies are we called on to accept as quittance, when compared with these which, had he fallen as short of the right stature as the most gifted and worst of these, might have been advanced for him? Who had stronger passions, who more besetting temptations, who more painful physical infirmities, or a darker enemy to struggle against in the very spring of his essence; who, with such exquisite sensibilities, had to withstand such abject penury, such chilling scorn, on the one hand; or, doubly dangerous for contrast, a more lavish excess of assentation, after the world had been pleased to smile? Truly, it is enough to make the most compassionate heart swell, when we are gravely desired, in judging of more than one career that we could mention, to take such and such sorrows and grievances, and blandishments and allurements, into our account—and remember as who can forget? through what a sea of troubles this forlorn giant worked his way,—how Syrens and Circes, and Calypso assailed him in vain,—how safely he steered his heavy laden and laborious bark between the Scylla of disgust and the Charybdis of luxury, and with what calm self-possession he occupied the harbor he at last had found—"totus teres atque rotundus";—a proud, melancholy, ambitious spirit; yet neither to be shattered by affronts, nor bruised down by the tedious anguish of neglect, nor sapped by adulations. We happen to have at our elbow as we write a certain 'Correspondance Générale, et avec le Roi de Prusse,' in twenty-one volumes, 8vo., and Mr. Moore's two recent quartos; but we should be sorry to trust ourselves in a detail-

ed comparison of either Voltaire or Byron, with 'yours, *impransus*, Samuel Johnson.'

The next article which attracted us, was on "the proceedings of the Royal Geographical Society of London," a new society, of the usefulness of which, this, their first journal, affords high promise. We have little room for extracts, but cannot deny ourselves the pleasure of presenting the vivid picture of the city of Morocco—as drawn by Lieut. *Washington*, of the British Navy, who accompanied a diplomatic mission from Tangiers to Morocco:—

'Debouching from this rocky defile, the imperial city—with its buildings, its mosques, its minarets, and lofty tower, on a plain, in the midst of a forest of palms, backed by the eternal snows of the Atlas, rising to a height of eleven thousand feet, and brought forward in striking relief from the deep blue sky behind them—burst on our view. While we gazed with delight on this beautiful prospect, our Moorish leader, on first sight of Morocco, halted his troops, and one and all offered up prayers for the health of the sultan, their master, and thanksgiving for the happy termination of their journey; encamped for the night under the shade of the palm-trees; the contrast striking between this emblem of tropical and burning climes, and the snowy mountains, now rising almost immediately over our heads; at sunset many of the peaks still lighted up, while all below lies buried in one mass of shadow.'—p. 135.

The following day, the 10th December, they "Cross the river *Tensift*, at *Alkantra*, a bridge of thirty pointed arches, and continue over a perfectly level plain, through a forest of palms, towards the city; accompanied by the sultan's guards, all in white clothing, and the whole of the troops and male population of Morocco, not less than forty thousand persons; spirited charging of cavalry; firing of guns and crackers; barbarous music; incessant shouting; bawling, and piercing screams of women! in short, suffice it to say, every honor that could be offered, attended as we advanced. At high noon—at the moment the white flags were waving from the summits of the Minarets, and the loud and deep voice of the muezzin was heard from the lofty towers of the mosques, calling on the faithful Musselmans to acknowledge that 'there is no God but one God, and that Mohammed is his Prophet'—did we unbelieving Nazarenes enter the imperial city of Morocco. An abrupt turn brought us to our quarters, in a vast garden, "at once silent, shaded, verdant, and cool," and where we were at full liberty to take our repose.

The plain of Morocco extends in an east and west direction, between a low range of schistose hills to the north, and the lofty Atlas to the south, about twenty-five miles wide, and apparently a dead flat to the foot of the mountains, which rise abruptly to the height of eleven thousand feet, their peaks covered with snow. This plain, which has no limit as far as the eye can reach east or west, lying about fifteen hundred feet above the level of the sea, the soil of a light sandy loam, with numerous rolled stones of crystallized quartz, agates, flints, porphyry, a green stone, cornelians, &c. &c., is, generally speaking, covered with low brushwood of the thorny plant called *sedra nébach*, or buckthorn; the banks of the streamlets fringed with oleanders in great beauty, while to the north of the city is a forest of palm-trees and olives. The river *Tensift*, springing from the northern hills about forty miles eastward of the city, flows along at their base about four miles north of Morocco, and joined by several streamlets from Atlas, reaches the Atlantic about fifteen miles south of Saffy, nearly one hundred miles distant; the river is shallow, but rapid; the channel here about three hundred yards wide, but fordable except in the spring, in almost all places.

The City of Morocco lying on the northern side of this rich plain, is surrounded by a strongly built, machicolated wall of tadia work, thirty feet high, with foundations of Masonry; square towers about every fifty paces; the whole nearly six miles in circuit, entered by eleven strong double gates. But this vast area is far from being generally covered with buildings; it comprises large gardens, and open spaces from twenty to thirty acres in extent. The Sultan's Palace stands on the south of the city facing the Atlas, outside the main wall; but enclosed within walls of equal strength, in a large space of about fifteen hundred yards long, by six hundred wide, divided into squares laid out in gardens, round which are detached pavilions; forming the imperial residence; the floors of the rooms tessellated with various colored tiles; otherwise quite plain; a mat,

a small carpet at one end, and some cushions, form the furniture."—pp 135, 136.

He then describes the mosques, the fountains, the bazaars, streets, and houses—the aqueducts, cemetaries, and gardens. It was one of those belonging to the Sultan, in which the British mission were accommodated during their residence of a month in Morocco. It was called

'*Sebt el Mahmonia*, covering an extent of fifteen acres, planted in the wilderness style, with every variety of fruit tree—olive, orange, pomegranate, citron, mulberry, walnut, peach, apple, pear, vine, &c.; with cedar, poplar, acacia, rose, myrtle, jessamin—forming a luxuriant and dense mass of foliage only broken by the solemn cypress and more stately palm, and through which nothing was to be seen but the snowy peaks of Atlas rising almost immediately above our heads, and the tall tower of the principal mosque distant about a quarter of a mile. Nought but the playfulness of gazelles, and the abundant trickling of water in every direction, to break the stillness of this delightful spot, combining every thing to be desired in a burning clime, silence, shade, verdure, and fragrance. But, as a contrast to the bounded view of our garden, the terraced roof of our house commanded a view over the city, the extensive plain boundless to the east and west; and the whole *dahir*, or belt, of the Atlas, girding, as it were, the country from the south-west to the north-east with a band of snow; and few days passed during our stay in Morocco, that we did not spend the hours of sunrise and sunset gazing on this striking and beautiful object, noting its masses and peaks of snow, and deploring that this mighty range, combining, within one day's journey, every variety of climate, from the torrid to the frigid zone; and offering such a field to the naturalist, the geologist, and the botanist, should still remain unexplored, and present an impassable barrier to civilization."—p. 139.

An extract of *Lander's* journal which resulted in settling the question of the long sought termination of the Niger, or rather the *Quorra*, as now it must be called, is among the papers of the society noticed in this article, but we have not room for any of its statements. It is mentioned, and we repeat it as creditable to the liberality of Mr. Murray, the great London publisher, that he gave the *Lander's one thousand guineas* for their journal, with a view to publish it in the Family Library.

An admirable article on the *Bishop of Gloucester's life of Dr. Bentley*, will interest scholars and critics. It is succeeded by one on *Cholera*, which is very elaborate and puzzles us amazingly—for having arrived pretty satisfactorily at the conclusion established we thought in the last number of the *American Quarterly*, of the non-contagiousness of this Pestilence—we are taken all aback by the proofs here produced of its contagiousness. When Doctors disagree, it is not for us to attempt reconciling their opinions—and for ourselves we must be content to remain in doubt. There is a second article too in this number respecting the rules and regulations to be observed, in case of the appearance of Cholera in England, which certainly indicates great alarm, and proposes the most severe and inconvenient, and yet possibly necessary restrictions.

The concluding paper in the number is a bold and vehement denunciation of Reform in Parliament and of the Reform Ministry; and a spirited appeal to the Peers to persevere in their stand for the Constitution and laws of the land. It is written with great ability, and with deep conviction, apparently, that no change which can be made by Ministers in the Reform Bill will enable them to pass it in the House of Lords. The Cabinet Counsellors of the King are spoken of in a style quite new to the *Quarterly*, in regard to men in power; and Lord John Russell is especially the object of bitter comment. The expression in his letter of thanks to "the Birmingham Political Union," after the rejection of the Bill, that "it was impossible the whisper of a faction should prevail against the voice of a nation," is assumed to refer to the majority of the House of Lords, and is thus indignantly characterized:—

That the King's Minister should, even while returning thanks for a personal compliment—of which Lord John may be so short-sighted as not to detect the worthlessness—that he should not have expressed some dissent from the illegal and treasonable doctrines with which the compliment was accompanied, is sufficiently surprising; but *that*, though a serious dereliction of duty, is venial when compared with his characterizing the exercise of the undoubted and constitutional right of the second branch of the Legislature as the *whisper of a 'faction'*—the phrase in itself is as awkward and poor as its meaning seems to us indecent and dangerous. The opposition to the Reform Bill, forsooth, has been a *'whisper'*—a pretty audible whisper—expressed in one parliament so distinctly as to induce the Ministers to dissolve it: and in the new House of Commons we should have thought that, from the beginning of June to the end of September, on every day of every week, and every hour in every day, they had heard something more than a *'whisper'*—the *whispers*, indeed of Sir Charles Wetherell, of Mr. Croker, of Sir Robert Peel!—the *whispers* of Lord Carnarvon and Harrowby, and the Duke of Wellington! The whisper, too, of a *'Faction'*! We should be glad to have explained to us the tenets and objects of the *faction* which unites in one house Sir Robert Peel with Sir Charles Wetherell; Mr. Baring with Mr. Croker; Lord Chandoa with Lord Porchester; and in the other, the Duke of Wellington and Lord Eldon; Lord Lyndhurst and Lord Tenterden; Lord Carnarvon and Lord Harrowby. Except a conscientious and disinterested opposition to a revolutionary reform, is there any motive—any hope—any object which can be suspected of having pervaded all these gentlemen? and by what political dictionary is the concurrence in a speculative opinion of persons who never before concurred, who probably never may concur again, and who certainly never expected to reap any personal advantage from their concurrence, to be defined a *faction*? A *'whispering faction'*, composed of men who probably never met to discuss the subject except in their respective houses of parliament; and who there spoke trumpet-tongued, their unconcerted and hardly discordant sentiments on this single object:—*'a whispering faction'*!—why, the *'thundering legion'* would have been an infinitely more appropriate term!

It is declared by the writer to be impossible, after such an insult to the Peers, that Lord John, notwithstanding his disclaimer in the House of Commons of the application of the phrase in question to the Lords—can ever be permitted to act again as a Cabinet minister. If he should, the House of Lords, it is declared, will, on re-assembling, take notice of the insult. The *Press* and the *Populace* are, it is affirmed in this article, the actual rulers of England—and that such is the weakness of ministers—such their dread of "the Frankenstein-Monster" of their own creation, that by the firmness alone of the Peers, and a consequent defeat of reform, can tranquility and safety be restored. Of the Ministers—the *Quarterly*, the courtly *Quarterly* thus writes—but of *Whig* ministers it must be remembered:

Ask any man, Whig, Liberal, or Radical, in the Lords, in the Commons, or in the country—who is not immediately connected with the ministry—ask him what he thinks of the vigor, talent, and respectability of the government? You will receive no reply:—if you name Lord Althorp, he shakes his head—if Lord John Russell, he groans—if Lord Grey, he shrugs his shoulders—if the Lord High Chancellor, he laughs in your face. But it is, to be sure, the most entertaining Chancellor that ever rattled the seals or straddled on the woolstack; every thing he does is forcible, everything he says is clever, but, somehow, all is ludicrous. In the House is he great? No, but so amusing! On the bench is he awful? Bless your heart, he's droller than Liston! Declaiming—jeering—judging *against time*—an *Encyclopædia* interleaved with Joe Miller—the object of abundant wonder, but of scanty respect; with great talents, little character—and a combination of qualities, high and low, which leaves one in doubt whether their possessor is really a minister or only a mummer!

He reminds us of another politician who was called to the woolstack by the intrigues of a faction, knowing little of the law which he was to administer never having appeared in the court of Chancery until he surprised its usual inmates by his apparition as Chancellor. Of the faults and the merits of that Judge he has a large share—and of him we are con-

tent to say, (with some reservation, however,) a Dryden did of his predecessor—

Of these the false Achitophel was first—
A name to all succeeding ages curst;
For close designs and crooked counsells fit,
Sagacious, bold, and turbulent of wit;
Resolute, unfix'd in principles and place,
In power unpleas'd, impatient of disgrace....
But praise deserved no enemy can grudge;
The Statesman we abhor, but not the Judge.
In Israel's courts ne'er sat an Abethdin
With more discerning eyes or hands more clean—
Unbrib'd, unbought, the wretched to redress,
Swift with dispatch, and easy of access;
O had he been content to serve the crown
With virtues only proper to the gown.
Or had the rankness of the soil been freed
From cockle that oppress'd the noble seed—
David for him his tuneful harp had strung,
And heaven had wottell'd one immortal song:
But wild Ambition lov'd to slide, not stand,
And Fortune's ice prefers to Virtue's land;
Disdain the golden trait to gather free,
And lends the crowd his arm to shake the tree.

But all the multifarious talents of the mercurial Chancellor cannot redeem—nay, they enhance—the monotonous and mischievous imbecility of the majority of his colleagues.

SHAKESPEARE'S SEVEN AGES ILLUSTRATED, by John Evans, LL.D.; N. Y., Chas. P. Fosenden, No. 157 Broadway.—This is a reprint in a very good manner of a book, prepared originally by the author for his own pupils, and now addressed to the world at large. It is an amplification in prose and poetry of the well known passage in Shakespeare detailing the progress of Human Life,

All the world's a Stage,
And all the men and women merely players, &c. &c.
The style and tone of the extracts and original reflections, are well calculated to excite and sustain pure and virtuous feelings.

FLORA MAITLAND, by the author of *Harriet* and her Cousin; N. Y., Pendleton & Hill—is a charming little story for young persons, inculcating the best maxims in an agreeable way. We only object to the abruptness of its conclusion.

The *Encyclopædia Americana*, vol. VIII., the *History of the Northmen*, by H. Wheaton, and *Crowe's History of France*, Vol. III.—all from the press of Carey & Lea of Philadelphia—reached us too late for this week's Review. They shall be noticed in the next.

GLASSIANA.—To the man of taste, this work cannot fail of proving a rich banquet; to the antiquary in erudite compositions, it offers food for the gratification of his favorite pursuit; to the scholar, it cannot fail of being a treasure invaluable by so placing him in his hours of relaxation from severer studies; to the man of science, it presents a mirror in which he may see the mysteries of his craft exemplified in the practical results of experience and skill; to the sage, it will afford matter of the most lofty and interesting contemplation; to the fool, a subject of easy digestion; to the aged, consolation; to the young, anticipation; to married ladies, the means of establishing a firm and stable government in the domestic empire; and to the young, it comes in the shape of a Mentor to teach them a charm more potent than was ever contained in the cup of Circe, or circumscribed in the girdle of Venus.—And what does the reader think is the subject matter of this invaluable volume, for which we have coined the title at the head of this notice? *Cookery*—AMERICAN COOKERY—whose transcendent merits are thus put forth in a little book, from the press of the Harpers, by Miss Prudence Smith.

FASHIONABLE SATIRES, by Arthur Cragengelt-Gent—Peabody, Broadway—is received too late to do more than notice its appearance which in neatness of typography is creditable to the publisher.

THE YEAR 1832, is the title of a new work in 12 numbers, the first of which may be expected in a few hours "from the press of that indefatigable publisher," TIME. The volume is to be printed with a broad margin for annotation, and, when completed, will form a duodecimo of about 365 pages, which may be bound up with the centuries that have pre-

ceded it, from the same press; the whole forming a concise introduction (which it would be well to remember) to the greater work of ETERNITY, and consequently of much use to those who would prepare for that important sequel. As we may have occasion for daily comments upon passages of this publication as they present themselves for observation hereafter, do not let us begin yet the ungrateful task of criticism, but glance a moment at the old annual of '31, before putting our folder into the leaves of the new.

There it lies, with many a hope flattened between its pages, like faded rose leaves in an old novel. Like an old novel, too, it has many a passage crossed and underscored; some that reflection would obliterate, and others that judgment would preserve for future reference. And here is a marginal note of impatience to get on; there, a leaf turned down, where the reader would wish to delay. Sometimes, there are whole chapters turned over so cleanly, that they seem scarcely to have been read at all; and again, there are occasional pages thumbed as if the reader's patience had been well tasked to get through them. How various have been the feelings of the many who have perused this book! How similar are the feelings with which most of them now fling it aside for ever! A few sad regrets,—a few sober reflections,—many gay hopes, and many giddy anticipations;—some slight misgivings for the past, and some feeble apprehensions for the future;—an army of good intentions, officered by a few limping resolutions;—these are what most men transfer as naturally and as quietly, from one anniversary of life to another, as if each period of Time were the heritor of that which preceded it; and they would hand down their weaknesses through them, as heirlooms to Eternity.

In the inner world, then, that of the heart, affairs have gone on much the same this year as in the years that preceded it; in the external one, of human affairs, there has been continued commotion, and some changes. But though nations and volcanoes have together created considerable confusion upon the face of the earth, the old ball seems to maintain pretty much its usual situation in the regions of space; still sluggish and inert in its essential properties, as the slaves who have looked unmoved upon the tragedy that has violated its bosom. The theme of Poland is a hackneyed one, and at this moment belongs to the news-boy; but we cannot help venturing the observation, that, if Opinion should ever establish that empire over the world which enthusiasts assert that it will; the freshening up and warming into new life, of the bloodiest picture in the book of Time, that we have lately witnessed, will alone be sufficient to make the present era, in spite of its boasted march of intellect, its assumption of the most refined civilization, and its self-arrogated character for liberal and generous sentiment, regarded by posterity as a barbarous age. Take the bare facts of the case! stripped of all mawkish sentiment, and public-meeting humbug, and how do they stand? A nation that has been dismembered by foreign intrigue and violence, determines, under a favorable juncture of events, to rise against oppression, and re-assert its independence. It gives an earnest of its ability so to do, in the first throes of the struggle, and then appeals to Europe for assistance;—not to establish it as a new power, but merely to hasten its deliverance from subjection; to give it arms and a breathing moment from fighting, in which to erect fortresses, and secure the few positions that are tenable in a campaign country: in short, to afford it only a moment's vantage ground,—a *point d'appui*, where its own efforts could heave off the weight that was crushing it. The answer is, that, among all the new political systems that have been a-mongering since the fall of Napoleon, such an emergency is not provided for in

any:—who would think of purveying for the chained eagle, when hawks were abroad that must be fed? The answer is, that it is not *expedient* "to move." The answer is, a stone! and that to those who had a right to come for bread! For if courts of law took cognizance of these matters, would not Poland recover for every year that she maintained Christendom (against the Ottomans) after it came of martial age? So stands the subject denuded of all rhetorical accompaniments. Now clothe these cold and naked features, upon which the damps of the sepulchre are already settling, with all the drapery with which they may be rightfully invested,—from their own wardrobe, not that of imagination: the mellow-hued robe of ancient tradition and the dazzling mantle of eventful history, banners that have floated over the Austrian's towers, and waved triumphant in the capital of the Muscovite and the Prussian; standards that have been won in glorious fight from the conquering Turkoman; and pennons that for ages have fluttered from adventuring lances in every clime where men were up and doing, and chivalry in request;—breathe again into the fur thus gorgeously apparelled the breath of heroes, and let it cry to the rescue resound through the world. Let it be answered by the silence of the tomb, or sympathy in uselessness, as mocking as the pomp that would adorn it. Let the appeal be again and again repeated,—backed at each renewal by stronger and stronger claims for assistance,—until "Pole" becomes a term for prowess and patriotism, and "Poland" a name for unsolaced suffering. Will not the stolid, stupid indifference, or the short-sighted selfishness, with which the courts of Europe have looked on and seen one of its nations destroyed, reduced *usque ad cinerem*—to annihilation, be regarded by posterity as barbarous? Will it require the pen of a Scott or a Campbell, or of him who has celebrated "Europe's Craven Chivalry" in a native line, to tell of these things hereafter in a strain that may make the men of these days blush for their ancestry? No! nor to make them tremble for themselves! The greediness of rapacity grows by what it feeds on; and should England totter or France be untrue to herself, ruin and spoliation may not be the lot of Poland alone. The Scythian invader, the Hun and the Goth,—the Norman conqueror, the Saracen and the Turkish, all came from the North; and when once they started from their frozen homes, sooner or later found one in a more genial clime. Could the buried majesty of Henry the Great revisit the glimpses of the moon in the next age, it would hardly hold the benevolent scheme of federating all Europe into one commonwealth realized by finding it under one master. But a truce to these dreary thoughts. Turn we to our own bright land, where all is fresh and animating as a snow covered landscape upon a sparkling January morning. Look abroad cheerily upon all that there is here to inspire patriotism and give a glow to gratitude; and let prayer for the continuance of such bounties be mingled with thanksgiving for their possession.

And now, patient reader, one word with thee at parting till another year. We have jogged along sociably enough together for the last twelve months; and although all the conversation has been upon one side, believe us it has been for thy edification. Some interchange of sentiment might indeed be desirable, if not to modify our course, at least to cheer us on it when chosen. Yet, could we hear all thine own shrewd opinions and clever strictures upon ours, think ye our pen would be as free as now in giving the thoughts of the moment upon occurrences as they pass? We have a prodigious respect for thy discernment; and indeed stand so much in awe of it, most discriminating reader, that were we privy to half its exercise upon ourselves, never again could we venture an editorial opinion with due officialunction. Be then content that the judgment here exercis-

ed in ministering to thy entertainment and improvement, though differing often from thy own, is still unbiassed by that of others. Bethink thee, that the shafts of our wit, though they may find a different rest, are sent upon the same errand as thine. Our target is truth; and though our aim may be obstructed by what thy keener vision sees through, or miss the mark from want of vigor in the bow, the arm that draws it is true and untrammelled by any influence, save that of "the law." Beautiful reader!—for we begin to suspect that thou art a female, since this long rigmarole is not yet impatiently torn up to light a segar with—gentle and fair reader! have we not diligently catered for thee in the last year? Have we not given tales so long, that none but you would read them; and poetry so much, as with them would make an annual? Have we not given thee long reviews of novels, and short ones of histories? and have we not, and do we not now apologize to thee for being obliged to make room for the endless speeches and documents that those people at Washington will send home to their wives? Receive, then, courteously, our parting salutation, with the closing of this year; and remember, when twisting this lucubration into pills at the first hour of the next, that we are among the earliest in wishing thee, and those that are dear to thee, A HAPPY NEW YEAR.

The number of the New-Monthly Magazine that has just come to hand, is the first that has appeared since the author of Pelham assumed the editorship of that periodical. The article most likely to attract attention, is by the Editor, entitled "Ourselves, our Correspondents and the Public." It is made up in the shape of Blackwood's Noctes, but wants the racy spirit that animates that creation of whim, humor and talent, and, with some cleverness, is upon the whole a mediocre affair. Mr. Bulwer, in a complimentary notice of American letters, doubtless aware of his great popularity here, expresses some kindly feeling towards this country. The time is fast coming, he says, when America will be a country whose friendship, above all others, England must cultivate, and whose manners and institutions she must accurately know. Indeed the disposition to look hitherward is daily, in the existing state of England, becoming more general. In a late number of Blackwood's Noctes, North, after expressing his conviction that a revolution in England is approaching, adds, "Tis as well to be prepared." To which Tickler replies: "Internos, I have already put aside £10,000 in the American funds, my cock; and moreover, I have made a conquest, as we Parliament-house lads say, of a small cove of some fifty thousand acres, about forty of them cleared, towards the Alleghany region. *Omne forti solum patria*—that is to say, if you knock my old friend John Bull on the head, I mean to take up with brother Jonathan—who, after all, is a very decent fellow, and, in my opinion, more likely to have peace and quiet under his own figtree, by and by, than any other gentleman of our acquaintance." "America," says a late number of the London Literary Gazette, "is the Utopia of our pseudo politicians;" and so, too, it seems to be of their poets, judging by the following ironical observation by the author of "Corn-law Rhymes," in his introduction to "The Village Patriarch," just published:—"The unhappy people of the United States cannot bear to read Crabbe: they think him unnatural, and he is so to them; for, in their wretched country, cottagers are not paupers—young men are not compelled to marry or become preachers—marriage is not synonymous with misery—and partridge shooting is not religion to the elect."

The admirable article in the last number of the Edinburgh Review, upon Croker's Boswell's Johnson, part of which we extracted some time since, is thus spoken of in the New Monthly:—

The "Edinburgh Review" in its best days has never put forth an article equal in point, brilliancy, in critical genius, to that on Croker's edition of Boswell, and though most unmitigated in its severity, the severity is exceedingly just: I could not think it was just when I first saw the review. I imagined there must be some want of candor in blame so unaccompanied by praise. I thought the faults might be fairly satirized, but I doubted whether the merits had not been unfairly forgotten. I sent forthwith for the book; I have looked it through;—there it is on the table, and by the shade of Dr. Busby, I think the reviewer has been only too merciful in applying the scourge;—such an ostentation of slip-slop—such a pomposity of twaddle, as the editor has added in the way of notes, no man with a tithe of Mr. Croker's talent, ever before dreamt of obtruding into print.

This out-macgawler McGawler in ferocity, and is worthy in aptitude of expression of the genius of Augustus Temlinson. In reference to these opinions, we were not surprised to find in the London Quarterly, just come to hand, an article as warm in commendation as that of the Edinburgh was damnatory of Mr. Croker's book. Periodical criticism, so far as honesty of opinion is concerned, is not in a very exalted state at present in England. The new editor of the New Monthly speaks of its discreditable condition in unqualified terms, and, in recommending the Westminster Review as almost the only organ of literary opinions that can be depended upon, promises impartiality and independence in the conduct of his own periodical. He concludes his observations in the following animated strain:—

The world is awake and up: we must not lie a-bed, dreaming of old saws and mouldering fancies. In the lighter criticism we are willing to give a wide range. Letters, like the Laws in the Greek chorus, never grow old;—the interest that clings to literary men never departs.

"In them the God is great: nor fears
The withering waste of years."

But on graver matters our friends must not be wise in the wisdom of an hundred years ago. They must grapple with the time:—existing errors, living abuses—these are our enemies—strike them in the face! Again: to those literary communications that are merely frivolous, that mistake loose writing for light reading—sketches without meaning, and essays without point, we shall be more sturdy than the negative gentleman in Lord Normanby's novel. An object, and a purpose, we have in all things:—

"The bee proffers honey, but bears a sting;—"

to heighten, while we place on a proper basis, the moral standard of our countrymen,—that is the true object of a periodical work, to which Letters, Criticism, Politics, Manners are the ministers and alimant. It was for this that our first great predecessors, who, even in Anne's time—times like our own for fiery excitement and party controversy—brought Wisdom to the domestic circle and private hearth; to the solitary morning and the social eve;—it was for this that they wrote, and it was this that they effected. We, too, will be animated with the same zeal—a zeal that shall attract to our page the abilities of those who share the same sentiments. A bold front to the foes of truth, and a warm hand for her friends: a quick eye to all that passes around us; a door open to genius in every grade; an honest enthusiasm to warm, and a lofty end to guide us—these, please Heaven, while I, at least, have an influence in this work, shall become our attributes and distinction. Here, then, on a new field, we pitch our camp, and give our flag to the winds:—be that flag the rallying point to all who think in our principles and will assist in our cause.

This is bold, free and hearty,—worthy of the satirist of exclusivism in Pelham, and the successful assailant of political abuses in Paul Clifford. We doubt not that the promise, so spiritedly given, will be kept in a manner to elevate the character of the Magazine, and the reputation of him who now conducts it. Of Mr. Bulwer's style as a prose writer, as of his success as a poet, we have no very high opinion; but his talents are unquestioned. His brilliant and highly cultivated mind is of the finest order; and his abilities, not limited in their range, we believe to have been well and efficiently directed. The tendency of his works, in the circles for which

they were written, has been as much misapprehended generally in this country, as is the character of Pelham, individually, by modest young gentlemen who attempt to imitate only the tailor's part of its foppery.

SUCCEUR TO THE POLES.—The following letter from General Lafayette, of 29th October, acknowledges, as will be seen, the receipt of the money collected here for the Poles, and transmitted by Mr. James G. King:

PARIS, OCT. 29th, 1831.

My dear Sir—I have received the proceedings of the meeting held on the 5th 7ber, for the relief of the Poles, also the twenty thousand francs, and the twelve hundred and seventy one francs which you have been pleased to transmit.

The proceedings could not but excite warm feelings of patriotic pride and personal gratitude; the money and all other supplies we may receive from American sympathy, will be of the greatest importance for the relief of refugees from that heroic country, who are determined never to submit to the Russian despot.

Having requested the gentlemen of the first committee, who are still in town, to bear my communication on the subject, I beg leave to wait the departure of the next packet to have the honor to write to the New York committee. Be pleased in the meanwhile to offer to them my affectionate thanks and highest respects. Most truly and affectionately, your friend,

LAFAYETTE.

P. S. I have received a sum of money and a very excellent letter from my beloved young friends of the Westpoint Academy, also two fine colors from the young men of Boston, both of which I shall acknowledge immediately after the American meeting I have requested to examine with me, what is best to do, in the present circumstances, for the relief of the sons of Poland.

To James G. King.

The last No. of the African Repository and Colonial Journal, contains with other interesting intelligence relating to Liberia, a well written diary kept by Mr. J. Mecklin, upon a recent expedition to explore the country adjacent to Mesurado, and learn its adaptation to agricultural purposes. After ascending the river Mesurado for some distance, the exploring party crossed the country to the sources of the Junk River, which is described as being not more than three yards wide and two feet deep at the point of embarkation, in a canoe, but gradually expanding, until, at ten miles from its source, the stream is 150 yards wide, and deep enough to float a vessel of a hundred tons. At this point, the party embarked in a barge, and the scenery is thus described:

As we descended the river, it gradually expanded, and at the distance of 25 miles from its source, we found it fully a mile wide; it is very winding in its course, in some places describing three-fourths of a circle, and at others, the shores, swelling out on one side, and receding on the other, formed a series of graceful curves, which, at every turn, offered to our view a continued succession of objects, each presenting new beauties to admire. We passed several villages, delightfully situated on the banks, and embosomed in groves of plantain, banana, and palm-trees. The shores were covered with vegetation splendid beyond description. Trees of singular form and foliage, springing from a deep, rich soil, reared their heads to an amazing height: while their branches were covered with a beautiful drapery of vines, forming a dense shade, and hanging in many places in festoons, to the surface of the water. The fertility of the soil gave a depth and vividness to the green, which was finely relieved by the varied hues of the flowers that decked the forest, and the surface of the stream, as smooth as a polished mirror, reflected with the utmost minuteness the variegated beauties of the vegetation that clothed its banks. As we approached a native village, groups of the inhabitants would assemble on the shore, inviting us by their gestures to land; occasionally, a light canoe might be seen shooting across the stream, while overhead, troops of monkeys pursued their gambols among the trees: in short, everything combined to give animation to a landscape the beauties of which, description can never equal.

A land so beautiful, and soil so luxuriant, is almost sufficient to tempt a white emigrant to leave our colder skies, and less kindly vegetation for its sun-

ny clime and gorgeous forestry; to a colored man, who duly estimated the privileges of the colonists, one would think that the picture would be irresistible, especially with such a snug little back-ground as is given in the following description of a native African village:—

The houses are placed without any attention to order or regularity, and are generally of a circular form, with high conical roofs thatched with leaves, and are very dry and comfortable: the eaves project a considerable distance beyond the walls, and form a shade in which the natives, during the heat of the day, recline on rude couches formed of banks of clay hardened in the sun, and covered with mats; the spaces in front of the houses are swept twice a day; and no offals or any kind of dirt is suffered to be deposited within the limits of the town; in fact no place presents an air of greater neatness than a well ordered African village.

The nations of this region are rather anxious than otherwise, that the colonists should come and settle among them; and Mr. Mecklin appears to be decidedly in favor of the colony's availing itself of the agricultural advantages of so fertile a country. The land on either side of the Junk is described as sufficiently elevated to secure it from inundation.

In some places it gradually rises from the water's edge to the height of 100 to 200 feet; the country a little further removed from the river is higher and more diversified with hill and dale, and covered with dense forests of valuable timber, much of which will answer for shipbuilding. The soil is a deep rich, vegetable mould, which, for fertility, equals, if it does not surpass any in our territory, and I am confident, many situations for agricultural settlements might be selected, preferable in point of local advantages to any on the St. Paul's. The communication with Monrovia can be kept up either by sea by means of our small vessels, or by ascending to the head of the river and crossing the narrow strip of land that separates it from the Mesurado.

This is no mean acquisition to the resources of this now thriving colony; and, as the Monrovia seem to carry with them a share of the enterprise of the country whence they emigrate, their settlements will doubtless be soon extended into the interior, through the luxuriant region here described. Mr. Mecklin mentions elsewhere in his Journal that several of the "Kings" of the country, who formerly leagued against the emigrants, are now anxious to place themselves under the protection of the colony; a fact equally creditable to the energy and the moderation of the latter in its collisions with the natives, and chastisement of their insolence. In truth, the Quash (queer?) people and some other tribes, have, for the security that is extended to them, been induced to settle in the vicinity of Monrovia. The civilizing influence of the colony is therefore beginning to be already felt among these rude tribes, in healing their broils, and promoting the confidence of society among them. At a late "congress of sovereigns," they expressed themselves to this effect:—

The principal object of their meeting was to request us to take them under our protection, and establish a settlement in their neighborhood; and their motive for making this request was to secure themselves from King Boatwain, of whose power they have the greatest dread. They said they were well assured they would not be molested, if it was known we had received them as subjects of the Colony, as they had never known an instance where the colonists, or those protected by them, had been interfered with by any of the Boatwain's war parties.

The nomination of Levi Woodbury, as Secretary of the Navy, and that of Roger B. Taney, as Attorney General of the United States, have been confirmed by the Senate.

The President, with the consent of the Senate, has appointed Nicholas Biddle, Joshua Lippincott, John T. Sullivan, of Pennsylvania, J. Campbell, of New-York, and Hugh McElderry, of Maryland, Directors of the Bank of the United States.

MAYOR OF ALBANY.—On Thursday John Townsend was elected Mayor. His opponent was Francis Bloodgood, the present Mayor.

INTELLIGENCE OF THE WEEK.

LATER FROM EUROPE.—The Hibernia packet ship brings us London papers to the 16th and Liverpool to the 17th November—both inclusive. The Paris dates are of the 13th.

In respect to *Continental affairs*, it seems that Leopold has acceded formally to the 24 articles laid down by the Conference, and that, in consequence, he will be at once recognized by the Five Powers as King of Belgium, without waiting for the assent to those articles of the King of Holland. This monarch still holds out. We give from the *Journal des Debats* his reputed answer to the Conference, which if authentic indicates no disposition to yield, and would lead to the impression that he must be sustained in his opposition by Russia, and perhaps Prussia. The *Messenger des Chambres*, however, a sort of semi-official paper of the French Ministry, treats this answer as apocryphal, and states positively that no such document had been communicated to the French Ministry. It adds—"We know for a certainty that since the presentation of the twenty-four articles to the King of Holland, the Prussian Minister at the Hague has received from his Government orders to insist in the strongest and most pressing terms upon the prompt ratification of the Treaty. This step has taken place, and we offer it as the most formal contradiction to the pretended sanction of Powers of the North to the refusal of King William. The Prussian Government has not only honorably ratified the engagements made in its name, by its representative at the Conference, but has further, by direct and separate communication, expressed its approbation of all the decisions taken by the Powers for the maintenance of peace. After this conduct of the Prussian Government, and the presence of an English fleet at the mouth of the Scheldt, there is reason to believe that we shall not have to wait long for the true answer of the King of Holland, viz. his acceptance of the twenty-four articles."

In France the Peerage bill still lingered. It had not, at the latest date, been presented to the House of Peers. No hope seems to be entertained however, that it can be passed in that body, except by the election of Peers for that purpose, and great difficulty exists as to such a step. Indeed many to whom the peerage on condition, had been offered, are said to have refused, owing to the embarrassing dilemma in which they would be placed. The person thus situated, if he keeps his promise of supporting the bill (and no one will be created who will not give that promise), accepts an hereditary Peerage with the suicidal determination of voting the destruction of his own rights; if he votes against the bill he forfeits all claim to the title of a man of honor.

It is hinted as a possible alternative to which the Ministry may be driven on this question, that they will, for the purpose of destroying the hereditary Peerage, consider the Chamber of Deputies as a *Constituent Assembly*, authorized of itself to make or alter the organic law. This would be a *coup d'etat* in a new sense. A bill is before the Chamber to mobilize part of the National Guard; the meaning of which is, to take into local service, permanently, three hundred thousand of this well equipped and disciplined militia, and thus enlarge to that extent the disposable regular army. It is a measure received with favor by all parties, but which does not look much like the general "disarming" of which we heard something by previous packets.—A curious debate occurred in the Chamber on the 10th November, of which we give a report, respecting the taking of the sons of Ney into the French army, from a foreign service. It is chiefly remarkable as one among many indications of a great, and, we think, growing disposition, to all that savors of Napoleonism.

In ENGLAND rumors of an intended change in the

Ministry were prevalent. They are contradicted by the *Courier*; but it is certain that there is a degree of indecision in the policy of the Cabinet, which material strengthens the opposition. The hope of passing the Reform Bill by *conversions* among the Lords is admitted by the *Courier* to be fallacious,—twelve being the largest number of changes in favor of the Bill as yet counted on; and against that, are some three or four, who, from supporting, will now, it is said, oppose it. Nothing but a creation of Peers for that special purpose, can, it is said, carry the Bill. A further delay in the re-assembling of Parliament is confidently spoken of.

The alarm about the *Cholera*, notwithstanding its increase at Sunderland, was decreasing. France has taken the alarm, and imposes a quarantine on all vessels from England, not having a clear bill of health. In London too, a quarantine against the soldiers from Sunderland was enforced, while stage coaches are travelling, unrestrictedly, to and fro, between Sunderland and every part of the Kingdom. This is of a piece with the wisdom of quarantine laws generally. The progress of the disorder up to the 14th November, seems to be this:

It appeared in Sunderland about the 1st November, when six cases occurred, five of which proved fatal in less than 20 hours. On the 6th, six new cases were reported of which, two were fatal. Up to the evening of the 8th, twenty cases had occurred in all. Of these fifteen had terminated fatally, and four were considered bad cases. On the 9th seven new cases were declared and four deaths. On the 11th, 11 new cases, besides 14 of diarrhoea, and 2 deaths. On the 12th, 4 new cases, besides 11 diarrhoea, no deaths, 13th, 1 new case, besides 5 of diarrhoea.

The opinions of the medical men are most contradictory as to the nature of the malady, and all alike positive. It is well said by the *London Courier* that "all reliance upon symptoms and appearances after death must be at an end, if those which have taken place at Sunderland, do not justify a conclusion as to the nature of the complaint." The *Courier* has no hesitation in pronouncing that it is the Asiatic Cholera, "modified and changed" by the climate of England, which it adds, "bad as it is will kill an enemy." The following letter from the Marquess of Londonderry would do good by inspiring confidence.

Nov. 12 1831.

"My Lord,—The reasons why I have so long delayed any communication on the subject of cholera are, the perplexity that has been connected with the whole affair, and the quantity of time I have been compelled to consume upon it, which kept me in (conjunction with that requisite for other avocations) in such a bustle as precluded writing.

"The conclusions to which I have attained from all I have witnessed are—

"1st. That the disease has certainly not been imported.

"2d. That it is not contagious.

"3d. That it has attacked almost exclusively persons of the lowest order, living in the worst situations, and whose constitutions were broken down by previous disease, old age, or intemperance.

"4th. That it is very much subsiding, so much so that there is only one case discoverable to-day.

"5th. That the commercial restrictions are totally superfluous, as the disease is not communicable; and that by throwing the working classes out of employment, and consequently of bread, they will fearfully aggravate the evil.

"This is, my Lord, I think, the substance of what I have to say at present. As the agitation is rather subsiding, I shall probably have more breathing time, and will be able to communicate more regularly what occurs.

"The shipowners and merchants are in a sad uproar, and are about applying to Government to have the restrictions removed. There is a ship of war in the roads to prevent the craft from communicating with the adjacent coast. Vessels from here are subject to 15 days' quarantine. Your Lordship's obedient servant.

"J. BROWN."

"SEAHAM HALL, NOV. 13.

"Sir—The enclosed letter, if published in your widely-circulated paper, will tend much (I think) to

tranquillize the public mind as to the appearance of cholera at Sunderland.

"As I reside within five miles, I have taken every means to be informed on the subject, and I feel quite satisfied the reports and statements of this fatal malady have been grossly exaggerated. Individual opinions may be lightly treated; but so convinced am I of the fallacy of many of the accounts that have been printed, that I shall neither remove my family nor myself from the neighborhood; and from the constant intercourse of all my people with the town, I feel satisfied my means of information are as good as any that can be obtained on this head. I have not the least objection therefore to their being communicated to the public, and I have only to add, the letter I send is from Dr. Brown, a very old army medical officer, who served in the Peninsula with me, and who is now in constant attendance on my family, and a most able and experienced physician. I remain, Sir, your very obedient servant,

"VANE LONDONDERRY."

PARIS, 9th Nov.—The great Mr. Rothschild has been sentenced to 48 hours imprisonment for contumaciously refusing to comply with the police regulation, of having a number on his cabriolet. A fine imposed on a former occasion had no effect, and imprisonment is now resorted to—a striking and admirable proof that the Police Tribunals here are no respecters of persons.

CHAMBER OF DEPUTIES—Sitting of Nov. 10.

The order of the day was the discussion of the project of law relative to military promotion.

M. Larabit said that it was a matter of complaint that a rank obtained abroad, and not in the French armies, had been acknowledged.

The Minister of War, in reply to M. Larabit, admitted that the law of 1818 had been sometimes violated, but it was always restored. He admitted that there were some appointments of rank in the French army from services abroad which were illegal: one was made by his predecessor; for the other he was answerable. They both related to the sons of a Marshal of France, to whom the Chamber would hardly reproach the Ministers for having opened the career of arms. They are the sons of the Prince of Moscow (Marshal Ney). I am proud to have done this. (You did right.) I will even say that I should have willingly done more. If that is illegal I demand a Bill of Indemnity. (A voice from the right. "You do not want one.") M. Larabit had asked if the Royal Guard was to be restored, because some regiments of the army of the north have been treated with favor. He alluded, no doubt, to the regiments commanded by the Princes of the Blood.—Does he make it a reproach to our Princes that they demanded to shed their blood at the head of their regiments. (No, no.)

M. Lafitte (profound silence)—I have heard during the discussion that the sons of Marshal Ney, the eldest of whom has become my son, had been the object of favor by being introduced into the French army. I am ignorant of that. I know the law of justice better than the laws of war. The children of Marshal Ney have been punished for the misfortunes of their father. During 15 years they were proscribed, and forced to serve abroad, under the orders of Bernadotte. One of them fought valiantly in the days of July. I saw him, and on this point I trust faith will be placed in my testimony. The eldest, my son-in-law, was absent. He belonged to the National Guard, and was twice appointed Commandant of the National Guard *à cheval*. They have both entered the army. My son-in-law has obtained the rank of Second Captain, which he acquired during the hundred days. The widow of the Marshal was deprived of her pension for fifteen years; her children were proscribed.—I thought we were only doing them justice. I thought that this justice was agreeable to the law, but I now learn that it was a favor. I thank the Marshal for what he has done for my son-in-law, since it was a favor. As for his brother, the law has accorded him two promotions as a reward for having fought in July. If, however—as neither they nor I wish to ask favors—if the law is opposed to their retaining their rank, they are ready, at all times, to resign it. (Bravo! nobody contests these appointments.)

The 7th Article is, that no one should be a *chef de bataillon* who has not served three years as a captain. M. Labarit proposed that the term should be four years.

The Minister of Foreign Affairs supported the original motion, on the ground of its being for the interest of the State. "Nobody is ignorant (he said) that our success has always been owing to our youth, not only as colonels, but as generals. At

that time of life the force of genius shows itself, and the talents that are capable of leading regiments, battalions, and armies. Napoleon was a general at the age of 27. All the great captains, of ancient and modern times, obtained a high rank before they were far advanced in life. Many precautions had been taken. Before a man can be a corporal he must have served six months. Sergeants, Sub-Lieutenants, Lieutenants, must all serve a specific time, and why multiply the obstacles, and prevent the man of genius from rising in a moderate time to the command of armies?"

General Demarçay also supported the amendment, which was adopted by a small majority.

A report has been current for some time that the young King of Hungary will also be crowned King of Bohemia in the ensuing year, and that the States of the latter kingdom will consequently be assembled at Praga.

BELGIUM.—[From the *Belge* of Sunday.]—The King has issued the following Proclamation:—

Leopold, King of the Belgians.—To all to whom these presents shall come, greeting:—

Considering that the population of the territories, the cession of which is required by the treaty of separation between Belgium and Holland, were associated in the Belgian revolution, and contributed by their courage and sacrifices to establish the independence of their country:

That Belgium, although it yields to the law of necessity which imposes on it the abandonment of these territories, cannot forget the debt of gratitude which it owes towards its inhabitants, and which it can repay:

We have therefore, with the concurrence of the Chambers, decreed, and do decree the following:—

Art. 1. The inhabitants of these places and territories, which are to be separated from Belgium by the treaty imposed by the London Conference, will continue to be considered as Belgians, on condition that they consent to adopt the present arrangement of territory, and fix their residences in Belgium.—Their declaration will be made from the day of execution of the treaty, in the manner determined upon in Article 133 of the Constitution.

Art. 2. The functionaries of the judicial and administrative orders who shall have availed themselves of the preceding disposition, shall enjoy two-thirds of their present allowance, until they shall have been placed in the same title and rank in Belgium.

Art. 3. As soon as the financial department of Belgium shall allow it, a fund will be formed for the purpose of indemnifying those inhabitants who may have been seriously injured without being public functionaries, and who shall be established in Belgium, conformably with Art. 1, whose interests may have been affected by the new arrangements.

We command and ordain, &c.

Brussels, Nov. 7, 1231.

NOTOMB.

REPORTED REPLY OF THE KING OF HOLLAND.

The following is inserted under the head of Holland, in the *Journal des Debats*, as an answer of his Dutch Majesty to the invitation made to him by the London Conference, to accede to the treaty of separation between his dominions and Belgium.—The document is considered by many to be authentic:—

"HAGUE, NOV. 3.

"Until the basis of a treaty of separation, in harmony with the revision of the aforesaid articles, shall have been adopted, the King declines to declare his opinion definitive upon that which, according to the opinion of his Majesty, ought to be in harmony with that which has been established as a principle by the aforesaid protocols. The King, moreover, declares that nothing will be more agreeable to him than to reply effectually to the wishes of the powers for the preservation of a general peace, and that his Majesty will co-operate towards it with all his ability; but that this peace cannot, however, be purchased at the price of the honour, the preservation, and the well being of Holland. That admitting always that the kingdom of the Pays Bas, even when it existed entire, was not equal to the other Powers in the respect of force, his Majesty ought, however, looking to the treaty of Vienna, and the quality of an independent people, which old Holland already possessed, to insist upon his rights, which, as King, are equal in every respect to those of the other sovereigns. That his Majesty ought to preserve the inviolability of its rights for a nation which, by its perseverance, has long ago been able to obtain (after a war of 80 years) its independence and its liberty, and thus to acquire rank amongst the other Powers—for a people which has

again recently declared itself, and to which he is responsible so long as its honour, its prosperity, and dignity amongst nations are in question, and whose blood has been shed, and whose resources have been sacrificed with enthusiasm for the well-being of the country. And that, therefore, if the Conference should determine that it cannot accede to the just wishes of the King, it only remains for his Majesty to place his reliance on his good right and on the help of God; to wait the course of events; to place his armaments on such a footing, as to be prepared to chastise whomsoever should make an attempt upon his rights; always reserving to himself to act towards the Sovereigns his allies represented at the Conference of London, in such a manner as his Majesty shall ultimately think proper. To tranquilize the five Powers, the King informs them, that having nothing more at heart than to co-operate in the desire manifested to preserve the general peace, always reserving the employment of the warlike forces of the kingdom until he shall consider necessary to the national interests, he has decided not to commit any aggressive act of hostility, but that he will hold himself upon the defensive."

"That, without explaining himself relative to the letter of the 24 articles proposed, and without entering into discussion as to their nature, which would render them acceptable or not, his Majesty confines himself for the present to protesting against the form and character which the negotiation has lately taken; considering that the powers of the Dutch Plenipotentiaries accepted by the Conference, set forth that they are authorized to discuss, determine upon, and sign with the Conference, a treaty of separation between Holland and Belgium. Upon the strength of this diplomatic document, the Dutch Plenipotentiaries ought to declare to the Conference, that they are ready to enter into discussion with it upon the twenty-four articles, and determine upon and conclude with it a treaty of separation between Holland and Belgium, which will be the result of this discussion. 'Besides, in asserting the principle of their right to be admitted to the discussions of the Congress relative to such treaty, the Dutch Plenipotentiaries ought to rely upon the protocol of the Conference grounded upon that of Aix-la-Chapelle, November, 1818, and by which the rights of the King are assimilated to those of the other Powers, and which consequently places his Majesty in a totally different position with relation to the Conference to that of the insurgent Government of Belgium; the necessity that a treaty (as was originally acknowledged by the Conference) should comprise a revision of the eight articles of 1814, which revision ought to be, properly speaking, the basis of a new treaty—principles adopted by the Conference itself in its protocols Nos. 1, 11, 12 and 19, and which place his Majesty in a totally different aspect to the Belgians."

[From the *Daily Advertiser*.]

LATEST FROM COLOMBIA.—We have received from a correspondent Bogota papers to the 20th of November. The Convention were proceeding in their labors, and had agreed to form a separate state of New Grenada, with which a Choco has determined to unite itself. The other provinces of Cauca, it was hoped, would soon imitate this example.

A step has been taken of great importance to the commerce of the United States.

The constitution had passed a second reading; it contains several new features which are said to be important. The convention were also discussing a law relative to the public debt, another on the restoration of several laws abrogated under the dictatorship of Bolivar, &c. &c. A grant for a new road was under discussion, from the department of Jiron to San Pabloon the Magdalena, to avoid all the difficult part of the navigation. Steamboats will be able to reach there at all seasons, which will give an impulse to trade in the provinces of Pamplona and Socorro. A grant for a road from Chaparral to Tulua, in the valley of Cauca, is also under consideration. It is to traverse the cordillera at the most easy and lowest point, and offer a route for travelling thither with ease from Bogota in eight days.

BOGOTA, November 14th.—After long discussion, the Convention sanctioned, on the 10th inst., by 31 votes to 30, the following resolution:—"The provinces of the Centre of Colombia form a state under the name of New Grenada. It shall be formed and be provided with a Constitution by the present Convention." Very respectable names appear on both sides of this vote. Among those in favor are

Tovar, Polacias, Restrepo, Soto, Vargas, Aznoro, &c.

The last news received from Bogota at Carthagena was, that the convention had accepted the second resignation of Caycedo, and appointed Gen. Obando provincial Vice President of the republic in his place. He had given the Ministry of war to one of his own name, but a man in no way related to him.

BOGOTA, 14th Nov. 1831.

"The Congress sitting here has declared New Grenada an independent State. Venezuela and the Equator had separated long since from Colombia, which is now divided into three States; and probably a Federal government will be established in a few months.

"The government has made a decree this day, doing away with the exaction of 5 per cent. which has been collected on European goods when imported in vessels of the U. S. This arrangement will throw the whole of the business of Colombia through the U. States, and the decree will be of immense importance to your country.

The whole of the importations have been made by British merchants. They will now be made by Colombian merchants, who have sufficient capital to trade with the United States, but have not generally enough to do a large business with Europe." Yours, &c.

[From the *Norfolk Herald* of Wednesday last.]

LATEST FROM JANEIRO.—The brig *Mentor*, Willy, from Rio Janeiro, which place she left on the 17th Nov. has gone up the bay, bound to Baltimore.—From passengers who have arrived here, we learn that the political state of the country remained unsettled, and that the markets were overstocked with flour; great quantities of that article were momentarily expected. Coffee was scarce and high, selling at 7 3/4 and 8 cents.

The U. S. ships *Potomac*, Captain Downes, and *Lexington*, Capt. Duncan, had sailed thence, previous to the sailing of the *Mentor*; the former for the East Indies, the latter for Rio de la Plata.

The U. S. ship *Warren*, Capt. Cooper, was left at Rio to sail for the North in about 10 days; crews all well.

Appointment by the President.—by and with the advice and consent of the Senate. Henry D. Gilpin, of Philadelphia, to be District Attorney of the United States for the Eastern District of Pennsylvania, in the place of the Hon. Geo. M. Dallas, resigned..

RALEIGH, N. C. Dec. 30.—It is with feelings "more of sorrow than of anger," that we announce the rejection, on its second reading, in the House or Commons, of the Bill making provision for rebuilding the Capitol on Union Square, in this city, by a vote of 68 to 65.

Ohio River.—We copy the following from the *Wheeling Gazette* of Dec. 17:—

The river has been closed with ice since Sunday last. It has seldom, if ever, since the country has been inhabited by the present race, been frozen over so early in the season.

In the winter of 1825-6, it was frozen over about the 1st of Feb.—broke up on the 18th.

In the year 1826-7, it was closed with ice on the 29th of Dec. and broke up on the 17th of Jan.

The winter of 1827-8 was remarkably open.—The river was navigable the whole winter, and on the 21st of December it was 22 feet above low water mark.

In the winter of 1828-9, the river was navigable until the 12th of February. On the 21st it was frozen over, and broke up on the 9th of March.

Last winter, which was considered a very hard one, the river was not frozen over until the 22d of January. It broke up on the 18th of February.

The *Monmouth Enquirer*, published at Freehold, N. J. has this paragraph:—"Strange stories are told by some of our citizens of Captain Kid, the Phantom Ship, or something else, being on our coast.—An armed vessel carrying 36 guns is anchored off Squam river, taking in provisions and landing some of her crew. She is said to be full of armed men, who pay double price for beef and produce, though within a few hours sail of New-York, where they might be better accommodated. Three or four of the hands have been landed, and have proceeded to Philadelphia. They shew plenty of new Mexican dollars. Whether the vessel be a privateer, pirate, or public armed vessel, or where she belongs, is unknown, as she shows neither name or colors, or gives any account of herself."

LEGISLATURE OF NEW-YORK.

On Tuesday, the Governor transmitted, by his private Secretary, the following

MESSAGE.

Gentlemen of the Senate and Assembly—

In contemplating the occurrences of the past year, we cannot be too grateful to the Ruler of events for our condition, as contrasted with that of the people under other governments. While we are happy, in the enjoyment of peace and plenty, without restraint, under the mild influence of institutions of our own choice, and laws of our own enactment, they have been agitated with alarms, wasting themselves with internal or external warfare, and submitting to cruel sacrifices in their efforts to reform abuses, or to revolutionize their governments.

We, as men and as republicans, cannot be indifferent spectators of the struggle of liberty in any part of the globe, whether in the old or the new world, in classic Greece, heroic Poland, or along the shores of the Orinoko or La Platte. But for the wreck of Poland's hopes we have peculiar regrets. We cannot forget that her gallant sons, animated by the most disinterested love of liberty, and looking upon tyranny every where as the common enemy, encountered it in our army, and shed their blood in our defence. That generous and chivalrous nation, in this day of her adversity, is entitled to, and receives from us, fraternal sympathy.

The wealth, the trade, and the external pomp of a nation, do not always indicate a happy condition of the people who compose it. Through the perversions by man, of the blessings which a kind Providence designs for all his reasonable creatures, we sometimes witness the insolvency of great apparent national prosperity, while a large proportion of the population, deprived of every comfort, are absorbed in the cares of procuring the means to sustain life. It is not so with us. Here national prosperity is the prosperity of every individual. Not a cent is contributed by way of tax, not a dollar is expended from the public coffers, which is not assented to by the people, and employed to enlarge their means of enjoyment. Yet, with all these advantages, gloomy patriots have prefigured a speedy downfall of our government; and there have not been wanting others, who have employed themselves to convert such forebodings into history.

Some reflecting statesmen among us, have entertained a distrust of the perpetuity of our free institutions, from the tendency of large masses of people to blind infatuation, and common errors of opinion; and others, from the possibility of legislating our constitution into something different from its fair import; while a common infirmity of human nature, disposes us to change our position, whatever may be its advantages.

The ancient democrats were composed of small communities, and from the first of the above causes, were of short duration.—These examples, however, should give us no alarm, because we enjoy advantages for a durable republic, which were formerly unknown, in the intelligence of the great body of the people and in the extension of our popular institutions so as to embrace a great nation. Nor should we anticipate uninterrupted quiet, for communities the most enlightened may occasionally be affected by the contagious phrency of popular delusions, and push blindly forward to deeds of fatality; yet in such, the clouds of passion soon pass away, and ill-founded or ill-directed excitements vanish in the neighborhood of their source.

In relation to the second source of distrust, questions arise which always have divided, as they always will divide, the political opinions of the people. Hitherto all attempts which have been made to give, by legislation, a permanent enlargement to the provisions of the constitution, have, in the most unequivocal manner, been repelled by the people. Our present chief magistrate commended himself to the suffrages of his fellow citizens, by his ability, the patriotism of his persona sacrifices, and the soundness of his views on all these questions; and he owes their increasing affections, as well to the frank and fearless manner in which he has since avowed these opinions and acted upon them, as to the success, both at home and abroad, which has attended the measures of his administration.

The President's recent message to congress presents a gratifying picture of our foreign relations and internal condition.—We have nothing to fear from collision with any foreign power, with some of the principal nations of Europe; our differences of long standing have been adjusted, and our intercourse is upon the footing of reciprocal good will. At home, industry is branching into new channels, and its productiveness is evinced in the public enterprises for improving the internal condition of the state, and in a more general diffusion of individual wealth.

This state is so happily situated, from its geographical position, its fertile soil, its facilities for conducting manufacturing operations, its mineral treasures, and its great commercial city that no general causes of prosperity can prevail, without a large share of their advantages being enjoyed by us.

The revenues derived to the general government from commerce are annually increasing although our home industries have recently supplied our markets, wholly or in part, with many articles which formed a material proportion of our imports. Increase of revenue under such circumstances, affords another evidence of our prosperity, because the desire of enjoyment increases with the means of gratifying it; and so the amount of foreign trade is a proof of the wealth as well as the wants of a Nation.

The revenues are so abundant as to admit of no doubt that the national debt will be entirely paid off in the course of two years: indeed the President expresses his belief, that it may be extinguished during his present term of office. When this event occurs, it will be hailed with great joy by the people of this country, not so much on account of the burden which will have been removed, as by reason of its settling a political doctrine respecting debts contracted on legislative authority, by a precedent adverse to the theory which obtains under governments differently constituted.

Whatever may be thought of the fitness of borrowing money on the credit of the government, for its defence, or to prosecute great enterprises for the durable benefit of the country, no person can question the injustice of transmitting to those who come after us the burden of a heavy debt. No public debt should be created, but with ample provision for its liquidation within a reasonable time. It has never yet been determined by the representatives of a free people, what extent of moral obligation rests upon them to provide for the discharge of a debt, forwarded on for payment, by their predecessors in power.

The financial condition of our state is a source of congratulation. We have large funds secured for common schools and literary purposes; a large capital has been invested in internal improvements; and the state owes no debt except for the construction of its canals.

By a law of the last session, all the fiscal accounts of the state are to be closed on the thirtieth day of September, instead

of the thirtieth day of November, as formerly established. The exhibit therefore for the present year will embrace the transactions of ten months only, and the sums given must be taken with that qualification.

The canal debt amounted on the first day of January eighteen hundred and thirty-one, to seven millions, eight hundred and twenty-five thousand and thirty-five dollars. Nine thousand six hundred and fifty-three dollars of the stock has been cancelled, and two hundred and forty thousand, two hundred and sixty-three dollars has been borrowed during the past year for continuing the works upon the Chemung and Crooked lake canals, so that the debt on the first day of January instant, amounted to eight millions, fifty-five thousand, six hundred and forty-five dollars.

The receipts into the treasury of revenue on account of the canal fund during the past year, to the thirtieth day of September last are: On account of tolls, seven hundred and twenty-two thousand, eight hundred and ninety-six dollars; from other sources, three hundred and seven thousand and twelve dollars. These receipts, however, do not include the collections of tolls and salt duties for the month of September, as the arrangements with the depositing banks do not make these collections payable into the treasury until the fifteenth day of October.

The expenditures for the same time, on account of interest, repairs, superintendence, &c. amount to the sum of five hundred and six thousand, eight hundred and sixty-six dollars, which, deducted from the receipts, leaves five hundred and twenty-three thousand and forty-five dollars, which has been added to the fund under the control of the commissioners, applicable to the extinguishment of the canal debt.

This fund, amounting to two millions, two hundred and thirty-eight thousand, one hundred and ninety-eight dollars, and which deducted from the canal debt, leaves the balance of that incumbrance five millions, eight hundred and seven thousand four hundred and forty-seven dollars, is either invested in stocks or deposited in banks, at various rates of interest, from three and a half to five per cent.

It may be satisfactory to state, in addition to the operations of the fiscal year, that the whole amount of tolls received upon the canals up to the time of closing the navigation, is one million, two hundred and twenty-two thousand, four hundred and twenty-three dollars, of which, twenty-eight thousand, nine hundred and eighty-eight dollars, were received from the Oswego and Cayuga and Seneca canals.

The nominal amount of the general fund, on the thirtieth day of September last, was one million, one hundred and thirty-one thousand, two hundred and twenty-one dollars; its real value is supposed to be eight hundred and five thousand, nine hundred and eighty-seven dollars. The estimated receipts from it, applicable to the expenses of the government for the ensuing year, is one hundred and twelve thousand and one hundred dollars. The estimated expenditures for the same time, is two hundred and sixty-nine thousand, nine hundred and sixty-seven dollars. The actual payments out of the treasury during the past year, up to the thirtieth day of September, for the ordinary expenses of the government, including the incidental appropriations of the last session of the Legislature, amounted to two hundred and sixty-five thousand, five hundred and two dollars.

The amount of expenditures above the actual receipts of revenue, was paid out of the receipts into the treasury from the principal of the general fund, avails of the sales of escheated lands, and principal and interest of the school fund. The contributions from the last mentioned source will be returned by a transfer of securities from the principal of the general fund.

Having in my former messages given a precise and full account of the condition of the treasury, it will not be necessary for me now to present the state of the finances more at large.

As the time is fast approaching when the means now at command to supply the disbursements of the government will be exhausted, and when new sources of revenue must be opened, I feel it my duty to keep you admonished of the fact, and to suggest such measures of relief as occur to my mind.

Our great and growing State, from its extent, population, and activity in commerce and the productive arts, will require for its ordinary expenses, and to cherish its various interests, a large annual expenditure of money. The common schools are now adequately provided for, and liberal appropriations have been made for the advancement of education in higher departments; but the time may come when the funds set apart for their use must be enlarged. The interests of learning will in various forms require both occasional and permanent aid from the government; crime must be punished, vice suppressed, and the helpless taken care of. The physical resources of the State must be developed by extending to sections which have never partaken of the public bounty, the benefits of the public enterprise. The iron regions of the north should be opened to their appropriate markets; and the southern and southwestern counties should, through their various practicable channels, find outlets for their rich and valuable products.

It is, I conceive, one of the most imperative duties of a government to open, as far as it has the means to do so, consistently with other interests, all the important avenues for the trade of the state. The discharge of this duty should not be confined to private interests, with its direct as well as incidental power and influence, without necessity. We have already reaped much profit as well as glory in the construction of our two canals, along the main channels of the trade of the state. These enterprises were justified by plain indications, both of their utility and probable returns of profit, and the repayment of the debt was secured by an adequate appropriation from the public treasury.

I would not recommend a burden upon the people by way of tax, as heavy as that voluntarily assumed by our patriotic neighbors in Pennsylvania and Ohio; and I hope that by avoiding a large debt it will be unnecessary; but I propose to lay the foundation of a State fund to be sacredly appropriated to the purposes of Internal Improvements.

The means for the creation of a fund, and for revenue to defray the ordinary expenses of the government, are the residue of the general fund, the small remains of unappropriated land, the power of partial taxation, and of laying a general direct tax: the means in prospect are, the auction and salt duties, and tolls of our canals, when they shall be released from constitutional restrictions.

I had hoped that the people of the United States would see the justice and propriety of allowing the States to share in a fixed amount and permanent distribution of the surplus revenues; but the times seem unpropitious to measure for obtaining the necessary amendments of the constitution for that

purpose. A hope is held out to us, that the public lands, or the proceeds of the sale of them, may be distributed among the States.

If we should be thrown upon the necessity of imposing a direct tax to raise revenue for any purpose connected with the public welfare, I have sufficient confidence in the patriotism and intelligence of our fellow citizens to believe, that they will cheerfully assent to its imposition. They have heretofore done so without a murmur, when the amount of the tax was larger, than, with prudent foresight, we shall ever again want. They will not, I feel assured, require their representatives to delay a resort to this measure, until the public interests have materially suffered.

Many wise and well meaning statesmen imagine, that the revenue from our canals, when the debt shall be paid, will be abundant for all the purposes for which revenue is wanted, and even that it will bear some additional burdens in advance. This is but hypothesis, and is to a certain extent fallacious.

Although the canal tolls are greatly increasing, it is doubted whether the Erie canal will remain the sole, or even the favored, channel for the trade of the west. I allude to projected works diverging from it, at various points, which, with the enterprise of our neighboring States, may compel us to establish a rival way upon its borders. The canal debt though comparatively small, is intrinsically large, and the means of paying it should not be hazarded. There is but little probability that the annual expenses for repairs will ever be much less than at present. And reasons of public policy may, in future times, exist to reduce the tolls, and thus materially diminish the revenue to be derived from them. If, however, the canal revenues shall be carefully protected, and they should continue in their present flourishing condition, a very few years will place at the disposal of the State authorities, a large annual supply of money, to be employed for any useful purpose.

Among the improvements of the age, the science of road making, as being most intimately connected with our interests and our comfort, deserves to be mentioned. In governments of long standing, the most formidable impediments to good roads have been directly encountered, and works which astonish us by their magnitude have been accomplished by the accumulated labor of ages.

The Roman roads were so permanently built, that portions of them have withstood the ravages of two thousand years. They were made as nearly level as possible, by cutting through mountains and filling up valleys; and their surface was made smooth and firm, by laying heavy hewn stone in a bed of mortar. The French have great highways, radiating in all directions from their capital city, built after the Roman manner. In Holland, and other parts of the Netherlands, roads are made by preparing a firm foundation on which brick are laid in mortar.

Rail roads are of modern invention, more simple and less expensive than the Roman, French, or Dutch roads, and probably better adapted to a cheap, safe and rapid transmission of persons and commodities. There is reason to believe that for great thoroughfares, they will not only supersede every other kind of road, but enter into a successful competition with canals also. They are not so well adapted to general use, as either roads or canals, because they will admit upon their track none but public vehicles of a peculiar construction.

The directors of the Liverpool and Manchester rail-road in England say, in their report made last May, that they have been able to reduce the price of carrying goods one-third, and of passengers one-half; that the rail-way is peculiarly adapted to the conveyance of heavy and bulky articles, and that the conviction is now general, that travelling by the rail-way is the safest, as well as the cheapest and most expeditious.

The public papers have announced, that numerous applications will be made to you for charters to construct these roads in various parts of the State; and the questions will be presented for your decision, whether joint stock companies shall be created to make them, or whether this kind of improvement shall be no further extended. If it should be deemed expedient to progress in these works, then the embarrassing questions will arise, how many shall be made, under what restrictions, and what routes shall be selected.

It is very obvious that a long period must elapse; that this generation and many others, and even centuries, will pass away, before all those improvements, which are worthy of the enterprise of the government, and which in time will be wrought, can be undertaken upon the public means alone. Shall we then forbear to possess ourselves of these advantages, if they can be obtained without imposing public burthens? Charters create monopolies, which are odious to a certain extent, and ought not to be granted, except to accomplish some great public good, which cannot be effected without them. The good to be effected, as well as the impossibility of attaining it through other means than private interest, is manifest; and I trust that some of the most meritorious of these applications will receive your sanction, with proper reservations.

By inserting the clause, now so common in charters, saving to the Legislature the power to alter, modify and repeal them; and by reserving to the state the right to take possession of them as public property at pleasure, on equitable terms, charters for rail-roads may become eminently promotive of the public good, and I do not hesitate to recommend them as worthy of your profound consideration.

In lending a favorable ear to those projected improvements upon routes contiguous to, and intersecting our canals, or pointing to the sources of their trade, the legislature should be extremely careful to do nothing which may interfere with the canal revenues, or retard the payment of the debt. It is supposed that companies may be formed to take charters for rail roads upon the most important routes, with the condition of paying into the public treasury such rates of toll, that no loss of revenue will result from their interference with the business of our canals.

In reviewing the condition of our state, I am irresistibly impelled to notice the condition of our public highways; and in doing so, I aim at an object beyond your immediate legislation.

Our road tax is now generally looked upon as a burthen, and is worked out with as little fidelity in labor, or regard to time, as the laws and indulgent overseers

will permit. Although we some times witness operations in repairing highways conducted with skill, and evincing a laudable neighborhood pride; yet in most places they are managed without system, so that of the work of one year, scarcely any thing of value remains for the next. If our farmers, in whose hands these roads generally are, could be persuaded that a reasonable assessment, faithfully and judiciously worked out upon their roads, would be more profitable to them than the same amount of labor upon their farms; and that it would enable them to carry much larger loads, with less injury to carriages and horses, to their next market town, and thus raise the value of their produce, we might expect to see an active spirit abroad to produce a reform in this particular. In the course of time, I should hope a better system of road laws would be proposed, with the general assent of the community; for I am aware that no compulsory laws on this subject will be available, unless they have been previously sanctioned by the public voice.

The Secretary of state will present to you a full report of the condition of the common schools, and the operation of our poor laws.

On these subjects, I am not aware that any material legislation is necessary at this time. Both of the systems operate successfully; and from the public interest excited in their favor, and their intrinsic merits, such defects as shall be developed will not fail to be presented for correction to the proper tribunal.

The number of school districts and pupils instructed, have increased since the last year. There are nine thousand three hundred and sixteen school districts in the state and eight thousand eight hundred and eighteen of them have made returns according to the statute. The returns shew five hundred and eight thousand six hundred and fifty seven children between the ages of five and sixteen years; and that five hundred and five thousand nine hundred and forty three have been instructed in the schools from which returns have been received. The amount of money paid to teachers, derived from the public treasury, town taxes and funds, and voluntary contributions, is six hundred and five thousand seven hundred and twenty nine dollars.

The county poor-house system has been voluntarily assumed by so many counties, that we are permitted to hope that no compulsory legislation will be necessary to ensure its universal adoption. It has had the effect of providing more effectually and comfortably for the needy, and of repressing idleness; and when in complete operation, it will save to the people of the state, in poor rates alone, an amount equal to one half, and probably much more, of the ordinary expenses of administering the government.

May I not, in behalf of a class of beings, too powerless in all respects to lay their griefs before you, pray your early attention to their claims upon the paternal care of the State? Two years since, I called the attention of the Legislature to the condition of our insane poor. A committee of three highly intelligent members were appointed to collect information on that subject, during the recess of the Legislature, and to visit the hospitals for the insane, both in our own and the neighboring states. They made a report to the Legislature, at the last session, which embodies a vast amount of information upon a subject but little understood by the public, and presents powerful motives for legislative action. Recent discoveries shew that insanity invariably proceeds from a disordered body; that it becomes incurable from neglect and harsh treatment; and that of recent cases, at least nine tenths are discharged from hospitals properly conducted, restored. These facts speak volumes of reproach to us, for having so long neglected the subject. With that report before them, and a recollection of what they must have seen and felt if they have ever looked into a maniac's cell in a county poor house, I cannot believe that the members of the last Legislature refrained from establishing a system of relief for insane poor, on any other account than the want of time, and the pressure of accumulated business. I recommend the subject to you as worthy of your first care, in the hope that it will not be put aside for measures of less public importance, urged forward with the ardor of personal interests.

There is another subject which deserves to be mentioned in connexion with this: I allude to a penitentiary for females. The want of such an institution is an acknowledged evil; and the remedy for it has been frequently discussed in the Legislature, without coming to any result.

The female convicts belonging to the prison at Sing Sing are kept in a department of the almshouse in the city of New York, prepared for that purpose, at the great expense of one hundred dollars each. Their number was 49 on the 19th day of December last. The number of female convicts was, on the 17th December last, twenty-nine, who, for want of other accommodations, are confined together in one room. Among them are some of the most profligate of their sex, mingled with others who, under proper restraint and instruction, might be reclaimed. The keepers find it beyond their power to preserve order among them. On a late visit there, I noticed the decent demeanor of a female, whose sentence of death for murdering her husband, had been commuted by me to imprisonment for three years, under a belief that she had produced the death by inadvertence, and from representations that she was of good character but ignorant. The keepers informed me that her conduct had been orderly, and that she submitted with patience and gratitude to what she considered punishment administered with justice and great mercy. This is an extreme case of an individual remaining unharmed by that contaminating association; but there is an intermediate class of partially depraved young persons, who cannot escape utter pollution.

While I renew the recommendation, that a separate penitentiary be provided for female convicts, I remain of the opinion that it should be built at Sing Sing, so as to be under the superintendence of the officers of that institution. There would be a great saving in the expense of building and managing such a prison at that place; and reasons of a moral nature should influence the choice of a site in the vicinity of the city of New York.

To improve the condition of the county prisons should be an ever present care of the representatives of the people. In their present condition they are a prolific source of crime. Those prisons should be so arranged and managed as to

hinder their inmates from contaminating each other, and to prevent the growth of those parent vices, idleness, gambling and drunkenness. This subject should not be suffered to rest until a uniform improved system pervades our State.

I need not urge upon you the importance of striking at the root of crime. Every successful measure of that tendency strengthens the bands of society, lessens the amount of human misery, and diminishes the expenses of government in regard to pauperism and crime. The age in which we live is distinguished by the many successful efforts which have been made to diminish the provocatives, as well as to correct the predisposition to vice. It may be hailed as the glorious epoch when public opinion has chained to narrow limits that devouring monster intemperance; and when untiring philanthropy has perfected a system of instruction which promises much for the general diffusion of knowledge, and its results, the love of virtue and liberty. A system of infant instruction which was originally devised for charity scholars, has been found so attractive to children, and so perfectly adapted to their instruction in the rudiments of science, that teachers, initiated into all its mysteries, are establishing schools upon that plan, throughout the country, for the reception of pay scholars. Children are taken care of in these schools at an age so very early, that it is of importance to mothers, who are compelled to labor to place their infants in them.

I think it not improper to notice an interesting experiment now in progress in the village of Rochester, to combine mechanical labor with instruction in those sciences which appertain to a liberal education. The pupils rise at four o'clock, work three hours and study ten. I have looked over an account which has been kept with twenty students during the last quarter, and they are credited for earnings in coopering, joiner's work and printing, a sum amounting to a trifle short of all the charges against them. Mechanical alternates better with study, than agricultural labor. The institution was founded last spring; it numbers now sixty one pupils, and bids fair to realize the expectations of its generous patrons.

Our higher seminaries of learning, as creations of legislative wisdom, deserve legislative patronage, that they may fulfil the object for which they were founded.

Our state prison discipline is continued, with the same results, which have given to the system its high reputation. The two hundred cells, ordered to be built at Sing Sing, have been completed, and all of them will be soon occupied. That prison now contains one thousand cells; and nine hundred and sixty three convicts were confined in them on the 19th day of December last.

Having been informed that there was a surplus number of convicts at that prison, and learning that they might be better accommodated at Auburn, I ordered sixty to be removed to the latter place, which was done early in the month of November last. I thought it expedient to adjust the matter thus between the prisons, both of which had a surplus, and not to alter the districts again, until the legislature had signified its pleasure in regard to further appropriations for building. As now arranged, all the increase goes to Sing Sing; indeed the number at Auburn, exclusive of those received from Sing Sing, has declined twenty-nine since the first day of January, one thousand eight hundred and thirty one. Since the same time, the increase at Sing Sing has been two hundred and forty.

It is intended to persevere in a faithful experiment of our system; it is necessary that our prison room should be immediately enlarged. The number of male convicts at Auburn, on the 7th day of December last, including those received from Sing Sing, was six hundred and twenty two. Of that number, five hundred and fifty are confined in single cells in the north wing, the rest are in the south wing. The south wing may be so altered, as to construct within it, upon the plan of the north wing, separate cells for as many convicts as it will ever be thought proper to confine in that place. I recommend an appropriation for that purpose. It may be proper at the same time, to enlarge the prison at Sing Sing. The reports of the inspectors of both prisons will, I hope, be sufficiently full to enable you to decide, at once, upon the subject.

The earnings of the convicts, at Auburn, continue to amount to more than enough to defray the expenses of that institution; and I am informed by the agent at Sing Sing, that the prisoners at that place have earned during the last year, forty thousand dollars, beside building two hundred cells, and one wing of a permanent stone shop, one hundred and fifty feet long, by thirty-six feet wide.

Our criminal code may be improved, by reducing the number of cases subject to capital punishment, and by enlarging the power of the courts to punish in some cases of peculiarly aggravated larcenies. The circumstances attending the late robbery of a bank in the city of New York shew, that there are inducements for depredators to weigh, in advance, the value of expected booty against the power of the law to punish. This defect might be remedied by giving the more discretion to punish for grand larceny, and by elevating in the scale of crime certain cases of burglary in the third degree.

Among the causes to which the increase of convicts in the state prison is to be attributed, a very principal one is the increase of state prison offences, introduced into the statutes, at the revision. The limited discretion of the court to punish misdemeanors, by imprisonment in the county prisons, operates, in my opinion, injuriously to the city of New York, where they have a penitentiary as well adapted to the ends of punishment and reform as either of our state prisons. It is worthy of consideration whether the laws should not be so amended as to diminish the number of state prison cases; and to vest in the courts, particularly in New York, the power to imprison for misdemeanors for such a period of time, as would produce a reasonable hope of amendment.

I renew the suggestion I made in my last message, that provision be made for taking the statistics of crime in this state. I am satisfied that proper returns would shew, that the apparent increase of convicts, is owing to causes other than a disproportioned growth of crime.

I have pardoned out of the State Prison, during the last year, seventy-three convicts. A great proportion of these cases were brought to my notice, without the intervention of friends, for many of them had none; and their claims to pardon, in some cases, became equitable,

on account of the mitigated punishments for similar crimes, prescribed by the revision of the laws.

There have been four cases of conviction for capital crimes reported to me, during the last year. In one of those cases, I felt called upon by my duty, to arrest the execution & I commuted the punishment to imprisonment in the State Prison for seven years.

A law was passed at the last session to abolish imprisonment for debt; but its operation was suspended until the first day of March next, to enable the public to judge of its merits, and to afford an opportunity to make such alterations, as might be found necessary. The importance of that matter will induce you to give it an early consideration. The attainment of the desired object, with as little modification of the existing laws, and a few statutory provisions as possible, will be, undoubtedly your aim. Brevity in laws leaves less to the discretion of the court, and brings them nearer to the common understanding.

A resolution passed both houses of the last legislature to alter the constitution so as to admit a reduction of the duty on salt manufactured within this state, to six cents per bushel. This will infringe upon no other interest public or private, and is both just and politic. The legislature will be enabled thereby, to relieve, when necessary, a branch of home industry, important to the country on account of the article, and to the government on the score of revenue. Those who have embarked their fortunes in a business which pays a duty of nearly double the value of the manufactured article, and who may be ruined by a change in the policy of our revenue laws, have a claim to be placed at least within the range of legislative discretion. I hope, therefore, that the resolution will receive your sanction, in order that it may be submitted to the people at next election; for their approbation as a proposed amendment of the constitution.

The reports of the Adjutant General and Commissary General, which will be forwarded to you in due season, will present the military force of the state. The number of the militia, as near as it can now be ascertained, is one hundred and eighty-nine thousand. We have in our arsenals forty eight thousand five hundred and forty-seven muskets, two thousand four hundred and ninety rifles, and three hundred and forty pieces of ordnance. Of the latter, about two hundred and twenty pieces are mounted for field service, and distributed to artillery companies.

It is believed that some improvements in the militia system are necessary to make it conform to the changes which have taken place in the condition of the country since it was put in operation, that the public may be relieved of a portion of the burden, consistently with all the objects which it was intended to secure. If, on examination, it should appear to the legislature, that the paramount powers of Congress over the subject present an insuperable obstacle to the accomplishment of this object by state legislation, it will be worthy of consideration whether the senators from this state ought not to be instructed to propose such amendments to the act of Congress, regulating the enrollment and organization of the militia, as may be necessary to secure the required relief.

Our claims upon the national government, on the ordinance account, have not yet been adjusted; but I am assured that there is a probability of that matter being brought to a close during your present session.

Whatever will foster the great interests of agriculture, commerce and manufactures, cannot fail to engage your attention on that account. Although our former agricultural societies, from inherent defects, were speedily dissolved in most of the counties, yet they produced much good. I would recommend their revival by state authority, under an organization more simple, and therefore more durable. I should not advise the appropriation of any money out of the treasury, or the granting of power to raise any; and I very much doubt the policy of granting any rewards or prizes. The main object of any agricultural society should be, to bring farmers together once or twice a year, to receive and communicate information on the subject of their pursuits, and to exhibit the productions of their farms, their industry and their skill. Under its patronage, and subject to its government, well regulated fairs might be permitted to become permanently established.

It is not forty years since cotton began to be cultivated in our southern states as an article of commerce, and sugar has been much more recently introduced; yet now they are the staple commodities of many of those states. Most articles of culture are said to flourish best near the northern margin of the zone of their growth; thus, the Sea Island cotton, transplanted from a more southern latitude, has attained to a length of staple, beauty and strength of fibre, in some of our southern states, which renders it an unrivalled article in the market; and the sweet potatoe, indigenous under a tropical sun, where it expends itself in vines, becomes a valuable edible in a more northern situation, and flourishes well even in this climate. With such results before us, we should not despair of seeing the vine, the mulberry, and various productions of our own and more southern latitudes, which are not now raised, or for the cultivation of which feeble attempts are made, among the ordinary productions of our agricultural industry.

The United States census having been completed, it will devolve upon you to reorganize the districts for electing representatives in Congress. I presume the ratio will be determined in season to enable you to discharge that duty before your adjournment.

Several communications, received from the respective Governors of the states of New-Hampshire, Maine, Connecticut and Delaware, accompanied by reports and resolutions from the several legislatures of these respective states, are transmitted to you herewith.

[After urging upon the attention of the Legislature the services and claims of the survivors of the Revolution, the Governor thus concludes:]

Permit me, in conclusion, to assure you of my readiness to co-operate with you in all such measures as tend to strengthen our political institutions, to promote the honor and prosperity of the country, and to add to the happiness of our fellow-Citizens.

E. T. THROOP.

Albany, January 3, 1832.

TWENTY-SECOND CONGRESS—1st SESSION.

[From the Telegraph of Thursday.]

CONGRESS.—In the Senate, Wednesday, after the presentation of various petitions and memorials, and first and second readings of bills, the following bills were read the third time and passed. The bill to amend the act passed for the benefit of George Johnson, 2nd March 1830, the bill for the relief of John H. Harrison; the bill to revive and continue in force the act providing for reporting the decisions of the Supreme Court; and the bill supplementary to the several laws for the sale of the public lands. When the bill to provide for the armanent of certain fortifications of the United States came up, Mr. Benton, from the Committee on Military Affairs, moved its indefinite postponement. A short debate then followed, in which the motion was supported by Messrs. Benton, Hayne, and Holmes, and opposed by Mr. Smith. The question was finally decided by yeas and nays in the affirmative, yeas 31, nays 7. The Senate spent a short time in the consideration of Executive business.

In the House of Representatives, among the petitions presented was one by Mr. Choate, of Mass., from a lady named Smith, the widow of Lieut. Jesse Smith, of the United States Navy, one of the gallant and ill-fated crew lost in the sloop of war Hornet.—Mr. Wickliffe, from the Public Lands Committee, reported a bill to grant pre-emption rights to actual settlers on the public domain, who might purchase a quarter section of land, at the rate of one dollar and twenty five cents per acre. It was read twice and committed. A large number of private bills were discussed and acted upon; and the MILITARY APPROPRIATION BILL FOR 1832, was introduced by Mr. McDuffie, from the Committee of Ways and Means, and read twice and committed to a Committee of the Whole on the state of the Union.—The resolutions of Mr. Blair, of Tenn., and Mr. Duncan, on the subject of the distribution of the public lands, were further discussed until the close of the hour, when the House took up the question of the South Carolina claims, (the special order of the day) which was passed through the Committee of the Whole, and afterwards considered in the House till the adjournment.

[From the Globe.]

CONGRESSIONAL ANALYSIS.—In the Senate, Thursday, very little business was transacted. The Committee on Public Lands reported upon the proposition referred to them to reduce the price of the public lands, that it was inexpedient to act on the subject at this time. The bill to authorize the State of Illinois to sell 20,000 acres of the 'Ohio Saline' was passed; and the bill providing for the establishment of an additional Land Office in the State of Louisiana, was ordered to a third reading; Mr. Benton introduced a bill to abolish the duty on Alum Salt.

In the House of Representatives, among the petitions presented, was one, submitted by the Speaker, of several thousand females of the city of Philadelphia and its vicinity, in relation to slavery in the United States. It was laid on the table. Mr. Root resumed his remarks on the resolution in relation to the proceeds of the sales of the Public Lands. He had not concluded when the hour expired. The bill to provide for the settlement of the claims of the State of South Carolina, for advances made during the late war, was further discussed at some length; but the debate was arrested by an adjournment.

In the Senate, on Friday, Mr. Benton's bill for abolishing the duty on Alum Salt was taken up for consideration, and on the motion of Mr. Benton to refer it to the Committee on Finance, a discussion arose, in which Messrs. Benton, Hayne, and Smith, supported the motion, and Messrs. Clay, and Dickerson, opposed it. The motion was lost—yeas 17—nays 23. On motion of Mr. Dickerson the bill was referred to the Committee on Manufactures. Some time was spent in the consideration of Executive business. The Senate adjourned over to Tuesday next.

In the House of Representatives, Mr. Root, concluded his remarks on the resolution in relation to the proceeds of the sales of the Public Lands. Mr. Mitchell of South Carolina, offered an amendment in lieu of that proposed by Mr. Duncan, in substance that a Select Committee be raised to inquire into the expediency of selling the Public Lands to the States in which they are situated, at a low price and on a liberal credit, and of apportioning the proceeds of such sales among the States according to the terms of the several deeds of cession. Before the question was taken on the amendment, the hour allotted to resolutions expired. Mr. McDuffie, from

the Committee of Ways and Means, reported bills making appropriations for the Indian Department, and for fortifications for the year 1832. A number of local bills were acted on; after which, the House adjourned over to Tuesday next.

MISCELLANY.

THE VENDEAN STORY.—The royalists had retired from the siege of Nantes, a city which was held by the representatives of the French convention.—Although the people of this devoted city had remained quiet during the siege, although they had taken no part in the horrible war of the Vendee—yet it was decreed that it should suffer the tortures of a revolutionary tribunal, that its wealthy and quiet citizens should be massacred by hundreds, because, in the significant language of the day, they were "rich and aristocratic." Carrier, a man whose name should be associated with those of Marat and Robespierre, was commissioned by the legislators of Republican France to pour out upon the devoted cities of the Vendee, the full vials of Republican wrath. Nantes suffered most severely. Its very streets ran with blood—and the tranquil bosom of the Loire bore witness of "many a foul and midnight murder."

We had laid long in prison. The world seemed to have forgotten us. It was only when our surly keepers bestowed upon us their curses, with the miserable sustenance which we were compelled to partake of, that the horrible monotony of our confinement was broken. We indeed knew nothing of all that was going on around, and our fears could never have equalled the frightful reality. Separated from our families, alike ignorant of their fate and our own destiny, hope at length deserted us, and we were silent in despair.

We were, at last, roused by the entrance of a republican officer—one of the Guards of Carrier. I had noticed him before my confinement and marked him as I would some dangerous serpent. The impress of the demon was upon his countenance. I had seen him once when a group of pleasant farm houses were hursting into flames, and the work of destruction going on, writhing his scarred visage into a smile. I never had seen such a smile before. It told of dark and hateful passions—of exultation like that which an infernal spirit might be supposed to feel when some new victim is engaged to the unquenchable fire of torment.

He told us he had orders to conduct us from the prison. Eager questions were made as to the design of this command. He made no reply, but commanded the door of our dungeon to be thrown open. We passed out—many, with a joyous hope of speedy release, and the enjoyment of their home. A band of soldiers received us and conducted us into the open air.

It was a beautiful night of moonshine. The soft light rested on the hills around us, silvering the pointed roofs and old spires that stood up among them. The broad sheet of the Loire lay before us, like a vein of silver upon a ground of emerald.—Nantes—the once rich and beautiful metropolis of the Vendee, was silent as a sepulchre. Black smoke curled up at intervals into the moonlight, from the smouldering ashes of fallen dwellings. The hand of the spoiler had been there, the tides of revolutionary madness had gone over the fair city in a mingled wave of fire and blood.

We reached the water's edge. A low, dark hulled vessel lay ready to receive us. "On board, traitors!" said the officer who had guarded us thither. "You are destined for Bellisle." I marked his features as he spoke. The same infernal smile was playing upon them—but more fiendish—more revolting than ever. Bellisle lay at the mouth of the Loire. The outline of its fortress was just visible, grim and rugged, towering to the sky. The Revolutionary banner was flapping above it, like a bird of evil, hovering over its destined prey.

We were hurried on board the vessel, which to our astonishment, was already crowded with prisoners like ourselves. The young and beautiful and high born of both sexes were there. There were many, very many familiar faces in that group, seer dimly in the lamplight—proud men and lovely women, whom I had known in happier hours—but there was no look of recognition given or received; every one felt the pressure of some unshared and peculiar anguish, and our meeting was in silence, broken only by the thick sob and passionate burst of tears.

A light hand fell upon my shoulder, and a voice, to whose tones my spirit would have responded from the very threshold of eternity, announced my

name. I started at the sound. The next instant I was clasping to my bosom the fairest maid of Nantes—the last and brightest link in the broken chain of my affections. High seuled and noble hearted girl! I see thee now through the dark medium of years, with a perception as clear as if thou wert a being of yesterday. That clear expanse of brow, so touched with intellectual paleness, and that eye so proud, and yet so full of tenderness, are living before me. The pencil of memory is an unerring one, when its powers are called forth by an affection, which but gathers a deeper intensity from despair.

There are moments in life, when the affection of indifference, and the constrained coldness of ceremony, are forgotten, and the deep and holier feelings of the heart itself are poured out in all their freshness and original purity. Such moments cannot exist in the sun lit places of worldly prosperity. They are found in the shadowy paths of adversity—or never. When the great and busy world around us has proved but a vain and gorgeous deception, a mockery, rendered more terrible by its promise of beauty, then it is that the fountains of deep sympathy are broken up, and hearts are mingled together in a love which belongs not to earth.

It was so at this moment. Agnes and myself had both tasted bitterness from the same fountain. The crimes—I should rather say the virtues—of our parents had been visited on us in vengeance. We were thrown together at a moment when every whim and caprice of our enemies became unquestioned authority for deeds of abhorrent cruelty. We knew that we were in the hands of those who would exult at our destruction—fiends who feasted upon human suffering, and trampled down the altar, and extinguished the household fire, with a zeal surpassed only by the enormity of their crimes. We knew all this, and yet that moment was the happiest of our lives.

A shout rang from the deck above us, and a quick dashing of oars succeeded. Then there was a crash, as if the planks beneath us were rent away by a strong hand. The horrible truth burst upon us. The vessel had been fitted up with a *sous pape*, or false bottom—the fatal bar had been withdrawn—we were in the middle of the Loire, and the uprushing of its waters was already felt.

Never shall I forget the awful shriek that went up at this moment. I had been on the red battle field, and heard, in the pauses of the fight, the groans of intolerable anguish arise from a thousand writhing victims, but never, never, had my ears been tortured by a cry like this. It was an unearthly embodiment of terror, which can be compared to nothing but the shrieks of the doomed multitude, when the last curse shall have smitten them from the presence of the just made perfect. It rose wild and horrible for a moment,—then followed the dreadful sounds of strangulation, blended with the groanings of the vessel, as the water forced its way upwards.

I remember a suffocating sensation—a struggle—a sinking down—a convulsive shudder!

I rose to the surface. The bosom of the river was ruffled and black. Boats were hurrying across it, filled with demons in human form. Wherever a victim struggled above the waves, a corse floated, or a garment caught the moonshine, pistol shot and sabre blows were directed.—I had passed many boats unnoticed, and hope began to invigorate my limbs, when suddenly a drowning person caught hold of me. My motion was retarded. I shook off and spurned away the wretched sufferer. The body sunk before me—I saw the dead like countenance, and, Oh God! it was that of Agnes! I saw one imploring extension of the arms, one look of agonizing supplication, and she went down—down to her cold sepulchre, and almost within my reach.

One moment of unutterable anguish followed, and my reason forsook me. How I escaped from the river I know not, but my returning consciousness found me in the dwelling of a peasant, who, I afterwards learned had discovered me, insensible, upon the margin of the river. The horrid recollection of the past came over me, and fled from my deliverer as if to escape the dreadful thought which has from that moment to the present, never ceased to haunt me. The images which it conjures up are distinct and living—fearful blendings of tenderness and terror. At one moment I behold my lost Agnes, mild and beautiful as an angel, with the words of her affection melting upon a music voice.

Then the scene changes—the shriek—the engulfing waters, and all the horrors of that night of agony, are present in my mind. I feel the death-clasp upon my arm, and a strong shudder goes over me, as if I were again shaking the dying from my support.

Then the outstretched arms—the pale and supplicating countenance—the mute appeal for succor, and the vain attempt to afford it, darken the cloud of memory which settles upon my soul.

My story is told. Those who have marvelled at dejection, who have mocked at grief which they could not fathom, may here learn the secret, which for years has lain upon my soul like the malison of a parent.

I have been a wanderer and an outcast in the land of my fathers. I have seen its populous places made desolate, and its orange groves sprinkled with the blood of those who had nursed them. I have seen the multitude shake off the chains of priestcraft, drag the cowed head in the dust, extinguish the sacred flame of the altar, and trample on the crucifix. They had set up a new idol—a new divinity which they knelt to under the sacred name of Liberty. It was that liberty which opens the floodgates of crime, and casts off from the arm of the assassin, the fetters of the law.

Yet a change came. I have seen one herde of assassins swept away by another. The wretch who conducted the fatal Noyade, himself perished by the hand of his fellows. I saw him on the stained scaffold, awaiting his inevitable doom, with a grim and terrible composure. He bent himself to the block, and died with a curse upon his lips!

I am a broken down and gray-haired man—yet it is not worth the weight of years, or the silverying of time. Sorrow has more than done their work; and I go out among the smiling faces of mankind, and the glorious creations of the divinity, with a spirit which takes no hue of gladness from the beauty and harmony around me. One thought from which there is no escape, rests like an evil shadow upon me, and lends to the glory and loveliness of earth, its own sombre coloring. But the light of my earthly existence is rapidly waning, and I look forward with a blessed hope to the moment, when, casting off the sorrows of humanity, the tired and weary spirit shall rejoice in that destiny which awaits the afflicted and truly penitent of earth.

According to the annual report from the Ordnance Office, the work performed at the several arsenals and armories, in the year ending 30th September last, was as follows:—110 gun carriages and equipments, 997 holsters, about 830 sets of accoutrements for small arms, have been made at the arsenals; and that 16,741 small arms have been cleaned and repaired, and 26,481 muskets and their appendages have been manufactured at the National Armories. Of these, the army and marines have obtained 34 field gun carriages, 33 field guns, 2,209 complete muskets, and about 700 sets of accoutrements for small arms. The militia have procured under the act of 1808, for arming and equipping the militia, 58 six pounder cannon, 103 field carriages with equipments complete, 150 sets of timber for gun carriages, and 10,230 stands of muskets and rifles. The total number of the militia is given at 1,262,315 [1,756 being of the District of Columbia]; and the total of arms delivered to the militia during the year, is, 1 brass mortar, 47 fourteen pounder cannon, 22,575 muskets, 6,463 rifles, 2,913 pistols, 921 artillery and non-commissioned officers' swords, 1461 cavalry sabres, and the necessary accompaniments of caissons, harness, accoutrements, belts, holsters, and cartridge boxes.—[Nat. Jour.]

[From the Churchman.]

THE PARTING YEAR.

Farewell! I go to that shadowy land,
Where my fathers slumber—a mighty band;
I go to the years that have passed away,
To the ages that sleep in their silent decay,
To the buried joys, to the hopes and the fears,
That have smiled on, or darkened, the vanished years.

I go, and farewell to thee, dreary earth,
There's a cloud on thy joy, there's a tear in thy mirth;
For transient and faint is thy sunniest day,
And thy visions of gladness will fade away,
And the song, and the dance, and the festival, are o'er,
And the harp's wild music is heard no more.

Farewell! since I smiled in infancy's bloom,
A thousand have gone to the silent tomb;
A father weeps o'er his cherished son,
And a mother laments for her nursing gone;
The sailor-boy sleeps in the briny wave,
And the soldier has found an early grave.

Farewell, farewell! for the summer hours
Have faded away like the dewy flowers;
The bird has flown to a warmer clime;
The bee has forgotten her favorite thyme,
And winter is here, with his snow-wreath'd brow—
Farewell! I may not abide with you now.

Mortals, I go to that shadowy land
Where my fathers slumber—a mighty band;
O! ever remember, to you must come
The fatal hour that will seal your doom:
Then seek that bright world where the angels dwell—
Where years have no ending—Farewell, farewell! M.

AMERICAN RAIL-ROAD JOURNAL.

The subscriber is now publishing a weekly paper, called the **AMERICAN RAILROAD JOURNAL**. A principal object in offering the proposed work to the Public, is to diffuse a more general knowledge of this important mode of internal communication, which, at this time, appears to engage the attention of almost every section of our country.

THE **AMERICAN RAILROAD JOURNAL** is printed on a sheet of the largest size, (mammoth) and put up in a convenient form for binding, each number containing sixteen large octavo pages of three columns each. The selections, upon the subject of railroads and other works of internal improvement, will be from the best authors, both of Europe and America, and will be occasionally illustrated by engravings. A part of this Journal will be devoted to the subject of internal improvement—giving a history of the first introduction of railroads into England and their improvements to the present day. It will also notice the meetings, in different sections of the country, upon the subject of railroads. The remaining part of the paper will contain the **LITERARY, MISCELLANEOUS AND NEWS** matter of the **NEW-YORK AMERICAN**, as prepared for that paper, omitting all political subjects, except such as are of general concern.

The terms of the American Railroad Journal are **THREE** dollars per annum, payable in advance; and will not be sent without. Any person who will obtain eight subscribers and remit the amount, shall have a copy gratis; and to companies of ten subscribers, who associate and remit twenty-five dollars, it will be sent for \$2.50 each per annum. The Journal will be sent for any length of time desired, if paid in advance. It will be published on **Saturdays**.

Letters upon the subject of the **AMERICAN RAILROAD JOURNAL**, may be addressed, free of postage, to the publisher and part proprietor,

D. K. MINOR,

No. 35 Wall-street, New-York.

NEW-YORK AMERICAN, TRI-WEEKLY.

The **NEW-YORK AMERICAN** is now published **THREE TIMES A-WEEK**, in addition to the *Daily* and *Semi-weekly*, as usual. This arrangement is made to accommodate a large class of business-men in the country, who are desirous of seeing the advertisements of the day, yet are unwilling to encounter the expense of subscription and postage of a daily paper. By this arrangement, it will easily be perceived, their wishes may be gratified, at one half the expense of a daily paper, as most of the advertisements, both of the *Daily* and *Semi-weekly* papers, will appear in the *Tri-Weekly American*; and the reading matter as published in the *Daily* paper. It will be issued on **Tuesdays, Thursdays, and Saturdays**, at **FIVE** dollars per annum in advance, to subscribers out of the city of New-York, and forwarded, according to their order, and for any length of time.

All letters relating to the **TRI-WEEKLY AMERICAN** may be addressed to the Publisher and part Proprietor,

D. K. MINOR, No. 35 Wall-st. N.Y.

The **New-York American** is published **DAILY** at \$10 per annum, and **SEMI-WEEKLY**, at \$4 per annum, in advance, as heretofore, at No. 36 Wall street, New-York.

MARRIED—

On Sunday evening, 1st inst. by the Rev. Cyrus Mason, George Lewis, to Clara Musson.

At Cincinnati, Ohio, on the 17th instant, by the Rev. Dr. Wilson, Mr. John B. Whetten, of this city, to Miss Jane Amelia Sherwood, daughter of Dr. Henry H. Sherwood, formerly of Watertown, N.Y.

At North Hempstead, L.I. on Tuesday last, by the Rev. Mr. Wheeler, Wm. W. Kissam, M.D. of Jamaica, L.I. to Miss Jane daughter of Whitehead Hewlett, Esq. of the former place.

DIED—

On Thursday, Mary Hannah, infant daughter of John A. Holly.

On the 6th instant, of consumption, on his passage to St. Augustine, on board the schooner Agnes, Mr. James McKinney, from the neighborhood of Londonderry, Ireland, but for several years a resident of this city, aged about 32 years.

At Bellville, N. J. on Saturday evening, last, Miss Gertrude Van Cortlandt, in the 70th year of her age.

On Monday morning, 2d instant, Lucy Ann, daughter of John and Miriam F. Lewis, aged seven years.

On Saturday morning, after a few days illness, Mrs. Sarah L. Mills, aged 36 years, wife of Mr. Drake Mills.

On Monday morning, 2d inst. Mrs. Arietta Bancker, widow of Abm. B. Bancker, in the 90th year of her age.

In Albany on Thursday evening, 22d instant, by the Rev. Mr. Kirk, Mr. Anthony Gould, of the firm of W. & A. Gould & Co. Law Bookellers, to Miss Martha Jennit Bellows, adopted daughter of Christian H. Shear, Esq. all of that city.

This morning, 31st inst. of the Croup, James Paul, infant child of James F. Wright, aged 8 months and 20 days.

The Morristown, N. J. and Charleston, S. C. papers will please copy the above.

On Friday evening, Mrs. Catherine Wilkinson, in the 71st year of her age.

This morning, Julia Ann, daughter of Henry J. Knapp, aged 1 year and 4 months.

The funeral will take place to-morrow afternoon at 4 o'clock, at No. 37 Bowery.

At Croton, Ct. Mrs. Elizabeth Hoyt, aged 83.

This morning, 4th inst. at the seat of Joshua Clibborn, Esq. near Manhattanville, Mrs. Sarah Barrett, relict of the late Joseph Barrett, Esq. of Boston, (Mass.) aged 80 years.

This morning, 4th inst. after a short illness, Capt. Wm. G. Brooks, late master of schr. Naomi.

In this city, on Thursday last, in the 25th year of his age, Elijah Smith, Jr. late of Chester, Windsor County, Vermont.

It is our painful duty to announce the death of John Willie, a gentleman advantageously known for several years past, to the commercial community of the United States, as Editor of the Commercial Intelligencer, and more recently as the proprietor of this Price Current. He expired on the night of the 13th ult. after an illness of four days only. Few citizens in his sphere have been more generally esteemed during their life or in their death more regretted.—[N. O. Commercial Report.]

PASSENGERS:

In the schr. Railway, for Havana:—Mr Ferdinand Clark, merchant, Havana; Geo. W. Brackerhoff, supercargo; Geo. M. Merrill.

In the ship Wm. Drayton, Halsey, from Charleston:—Mrs. Howard, Messrs. Bascom, Van Geason, Wrightman, Raymond, Burden, Langur, and A. A. Humphreys, of U. S. Army.

In the ship Hibernia, Maxwell, from Liverpool:—Miss Lauder, of Baltimore; Mr. Soar, of Boston; Mr. Knight, of Havana; Mr. Walter, of London; Mr. E. O. Ledward, of Mexico; Mr. C. O. Ledward, of Liverpool; Mr. Ruedoofen, of Munich; Messrs. W. Heromann, Muhlaue, Meyer, Haertt, and S. Heromann, Members of the Royal Academy of Music, at Munich, and E. Abel, of Middletown, (Conn.)

COMMERCIAL RECORD.

DECREASE OF DUTIES.—The following table presents the rate of duties now payable, since 1st instant, on the articles enumerated, and of those previously in force:

Decrease of Duties on Teas, Coffee, and Salt, from and after the 1st January, 1832.

TEAS—From China, in vessels of the U. States.

| | Late duty. | Present duty. |
|--|----------------|---------------|
| Bohea | per lb. 12cts. | 4cts. |
| Souchong and Black | 25 | 10 |
| Campoy or Congo (considered as Souchong) | 25 | 10 |
| Gomee, Gunpowder, or Imp'l | 50 | 25 |
| Hyson, and Young Hyson | 40 | 18 |
| Hyson Skin and other Green | 28 | 12 |

TEAS—From any other place than China, or in vessels of or in any other than vessels of the United States—

| | | |
|---|----|----|
| Bohea | 14 | 6 |
| Souchong and other Black | 34 | 18 |
| Campoy or Congo, (considered as Souchong) | 34 | 18 |
| Gomee, Gunpowder or Imperial | 68 | 37 |
| Hyson and Young Hyson | 56 | 27 |
| Hyson Skin and other Green | 38 | 20 |
| COFFEE—Per lb. | 2 | 1 |
| SALT—Per bushel, weighing 56 lb. | 15 | 10 |

Extract from a letter dated Liverpool, 15th Nov., 1831.

"The unsettled state of affairs abroad, with the present excitement at home, together with the dread of the Cholera extending itself, has interfered much with business the last two weeks. We are happy to state now that the fears of the Cholera are daily diminishing.

The transactions in cotton have been very limited: sales the past week only 8239 bales, and so far this week less has been done; in good qualities we notice no alteration, but in the lower descriptions prices have given way 1 per lb. The supplies of grain from Ireland and coastwise readily find buyers: new Irish red wheat at 7s. 10d. a 8s. 2d. per 70 lb. In bonded grain some purchases have been made; St. Petersburg hard wheat at 6s.; and for American as high as 7s. 3d. has been obtained. The sales in flour are for super 21s., and sweet 22s. a 24s. per bbl.—Cotton, uplands, 3d. a 4d.; Orleans 3d. a 3d.; Alabama 4d. a 4d.

LIVERPOOL COTTON MARKET, Nov. 16.—Our Cotton market is still gloomy; the trade continue to purchase sparingly, the supplies very moderate, still prices have not declined.

Savannah papers to Dec. 24, state that freights had improved: to Liverpool, for cotton, 1/2 had been paid; to France, 1/2 cents; to New-York, 1/2 cent, and one dollar per bale on deck.

Export of cotton from New-York since October 1, 1831, 29,273 bales, of which shipped to Great Britain 13,349 bales, to France 18,114 do.

SALES OF REAL ESTATE AT AUCTION.

By James Bleeker & Sons—Dec. 28.

| | |
|--|---------|
| Four lots on Broadway, between Bleeker and Amity streets, 23 by 100 feet, each lot | \$5,400 |
| One lot on Attorney st. 37 1/2 by 100 | 1,800 |
| One lot on 14th st. near 7th Avenue (low ground) | 950 |
| Brick front house and lot, 67 Clinton st., between Livingston and Delancy sts., lot 25 1/2 by 75 1/2 | 2,125 |

December 29.

| | |
|---|----------|
| The store and lot No. 161 Pearl st. between Pine and Wall sts. 19 1/2 by 4 in. in front, 27 1/2 in. in rear, and about 90 ft. deep. | 40,000 |
| Three story brick store and lot, NE. corner of Pine and Water sts., 23 1/2 by 9 in. on Water at 69 1/2 in. on Pine stand 23 1/2 in. rear, 65 1/2 in. on easterly side | 19,750 |
| Four story brick store and lot No. 36 Pine st. between Water and Front sts. 17 1/2 by 23 1/2 | 5,000 |
| The dwelling house adjoining the above, No. 38, 15 1/2 by 22 1/2 in. | 4,350 |
| The three story store and lot No. 4 De Peyster st. 16 1/2 by 37 1/2 | 2,600 |
| | \$71,750 |

| | |
|--|----------|
| Six lots of ground in 11th Ward, in the block formed by Livingston, Stanton, Ridge and Pitt sts. 3 lots on Pitt st. and 3 on Stanton st. each 26 by 100. | 5,350 |
| 2374 acres of land in Herkimer Co. at \$3.00 per acre, | 7,122 |
| 321 do do do do \$1.50 do | 481 |
| | \$35,153 |

POSTSCRIPT.

LEGISLATURE OF NEW-YORK.

IN ASSEMBLY.—Jan. 3, 1832.

At 12 o'clock to-day the Clerk called the House to order. The Members were sworn in by the Secretary of State; when they proceeded to Ballot for Speaker, which resulted as follows:—

Charles L. Livingston 93
Francis Granger 31

Messrs. Litchfield and Otis were appointed to conduct the Speaker elect to the Chair, upon assuming which he tendered his acknowledgements for the honor conferred upon him, in the following Address:—

Gentlemen—In accepting the station to which, by your partiality, I am called, I sensibly feel the undeserved honor thus conferred. For this flattering manifestation of your confidence, I offer, in return, the sincere acknowledgements of a grateful heart.

The duties of the Chair have ever been considered arduous, requiring, in their discharge, prudence, industry and firmness, joined to a perfect understanding of the Rules and Orders of the House. In enumerating these as some of the qualifications essential for a presiding officer, I am conscious how few of them I possess. Although frequent difficulties and embarrassments will be encountered, growing out of the complicated forms of Legislation, still, I am cheered with the belief, that in the execution of the trust assigned to me, I shall receive your cordial co-operation.

If I should fail to display the ability that may be expected from a presiding officer, I trust, that I may at least exhibit an uprightness of intention, an unbiased impartiality, and a due respect for every member of the Assembly. Upon your generous liberality, I rely for pardon of all involuntary errors, and upon your aid and assistance in correcting them.—Feeling as you all do, the solemn responsibility of your stations,—animated as you must be, by an ardent desire that the legislation of this Session may exert an auspicious influence over the best interests of the State, we may safely engage in the several duties that may be assigned to us.

Francis Seger, was unanimously re-appointed Clerk.

Mr. Scollard, was then appointed Sergeant-at-Arms, and Messrs. Crosby and Courters Door-Keepers, by resolution.

The Speaker then appointed Mr. Granger and Mr. Ostrander, a committee to inform his Excellency the Governor, that the House was organized and ready to proceed to business.

Messrs. Moulton and Tilford were appointed to convey a similar message to the Hon. the Senate.

IN SENATE.—Wednesday, Jan. 4.

Mr. Westcott presented a petition of the inhabitants of Newburgh for the incorporation of a Whaling Company in that village.

The Senate then went into committee of the whole on the Governor's message, Mr. Westcott in the chair; and the several subjects of the message were referred to the appropriate committees; Adjourned.

IN ASSEMBLY.—Tuesday.

Mr. Remer offered the usual resolution furnishing the members with newspapers, which was adopted.

Mr. Seymour offered the usual resolution for the appointment of Chaplains, which, on motion of Mr. Moulton, was laid upon the table.

On motion of Mr. Stillwell, the Speaker was directed to appoint a standing committee on Railroads.

A report was received from the commissioners of the canal fund, and ordered to be printed; and then the House adjourned.

IN ASSEMBLY.—Wednesday.

Petitions presented.

For the Steuben County Bank, at Bath; for the Mechanics' Bank, at Rochester; for a Bank at Waterloo; for a Bank at Seneca Falls; for a Bank at Homer, Courtlandt county; for an alteration of the location of the Farmers' & Traders' Bank; for a Bank at Brooklyn; for the Troy City Bank; for the Tompkins County Bank, at Ithaca; for the Westchester County Bank; for a Rail-road from Troy to Whitehall; for the Chemung Canal Bank; for the Merchants' Bank at Albany; for a Rail-road from Buffalo to Westfield; for a Bank at Fort Covington; for a Rail-road from the Catskill and Canajoharie Rail-road to the Susquehanna river; for a Bank at Martinsburg; for a Bank at Little Falls; for the New-York Loan Bank; for a Bank at Schoenectady; for a Rail-road from the Ithaca Rail-road to New-York; for the Rensselaer Bank, at Troy;

for a Bank at Attica, Genesee; for a Bank at Le Roy; for a Rail-road from Rochester to the Alleghany; for a bank at Courtlandt Villie; for a bank at Watervliet; for an increase to the capital of the Bank of Genesee; for the Leather and Manufacturers' bank in New York; for a Rail-road from New York to Albany and Troy; for a Savings Bank in the 8th and 9th Wards of New York; for a Bank at Oswego; from the county of Dutchess against employing chaplains by the House; for the incorporation of the Mutual Benefit Society of the city of New York.

Mr. Stillwell offered a resolution for inquiring into the expediency of abolishing Capital punishments in this State, which was adopted.

The House then resolved itself into a committee of the whole, on the Message of the Governor, which was referred to the appropriate Committees.

Mr. Seymour called for the consideration of the Resolution for the appointment of Chaplains.

Mr. Moulton stated that there were petitions against the resolution, and he hoped it would be laid on the table till the petitions were acted upon.

Mr. King hoped it would not be laid on the table. If the resolution was laid over, it would lose much of its grace. Chaplains have always been appointed by the House. It was an old and salutary custom, which he hoped would not be departed from.

Mr. Moulton replied, insisting upon the postponement.

The motion to postpone was lost. Mr. Milldollar moved to amend the resolution so as to invite the Clergymen to officiate without compensation.

Mr. Granger said that after the Red Book yesterday, the Chancellor, and two Carpets to-day, he doubted the expediency of turning economists by cutting off the compensation to the Clergy.

Mr. Milldollar hoped that the motion to amend the resolution by asking the Clergy to officiate without compensation, would not create an "excitement" in the House.

Mr. Otis thought the laborer in all honest vocations, was worthy of his hire.

Mr. Milldollar withdrew his amendment; but it was renewed by Mr. Moulton.

Mr. Myers thought there was a constitutional objection to paying the Clergy. He was opposed to paying them on every ground. He was apprehensive of a connection between Church and State. He would rather dispense with services of the Clergy in this house, and listen to their instructions in their Churches.

Mr. Butler, of Columbia, opposed the amendment and was in favor of the resolution. He never had learned, as a part of his creed, that it was unconstitutional for the state to acknowledge the authority of a Supreme Being.

Mr. Hammond, of New York, was opposed to the amendment, and in favor of the resolution.

Mr. Otis replied to the constitutional objection. Mr. O. had a great repugnance to discussing religious matters in this House.

Mr. Myers moved to refer the subject to the select committee which had charge of the Dutchess petition, which was lost by a vote of 69 to 41.

Mr. Arnold, of New York, was in favor of the amendment, and it that was lost he should vote for the resolution.

The amendment was lost, ayes 35, noes 85.

Mr. Kemble, of Troy, offered an amendment, directing the payment of the Clergy by subscription from the Members. This proposition was rejected by a vote of 86 to 27.

And then the Resolution was adopted by a vote of 96 to 27.

SHIP & BOAT SPIKES.
BOAT SPIKES, 7 in. 6 in. 5 in. 4 in. 3 in.—SHIP SPIKES, 3 in. 4 in. 5 in. 6 in. 7 in. 8 in. 9 in. 10 in.

PATENT WROUGHT SHIP & BOAT SPIKES.
THE TROY IRON AND NAIL FACTORY keep constantly for sale a very extensive assortment of Wrought Spikes and Nails, manufactured by the subscriber's Patent Machinery, which after five years successful operation and now almost universal use in the U. States (as well as England, where the subscriber obtained a Patent,) are found superior to any ever offered in market.

RAIL-ROAD COMPANIES MAY BE SUPPLIED WITH SPIKES having countersunk heads suitable to the holes in the iron rails, to any amount and on short notice. Almost all the Rail roads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. Y., will be punctually attended to. HENRY BURDEN, Agent.

Troy, N. Y., July, 1831.
Spikes are kept for sale, at factory prices, by L. & J. Townsend, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Brower, 225 Water street, New-York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

COUNTING-ROOM ALMANAC FOR 1832.

| | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|----------------|--------|--------|---------|-----------|----------|--------|----------|
| JANUARY..... | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| | 29 | 30 | 31 | | | | |
| FEBRUARY..... | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| | 29 | 30 | | | | | |
| MARCH..... | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| | 29 | 30 | 31 | | | | |
| APRIL..... | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| | 29 | 30 | | | | | |
| MAY..... | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
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| OCTOBER..... | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
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Corrected weekly for the N. Y. American—Jan. 6.

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AMERICAN

RAIL-ROAD JOURNAL.

VOL. I.

NEW-YORK, JANUARY 14, 1832.

NO. 3.

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AMERICAN RAIL-ROAD JOURNAL.

NEW-YORK, JANUARY 14, 1832.

This is the third number of the Rail-road Journal; and as "3" has always been considered a magical figure, let us treat it here as if we acknowledged its mystic influence, and pause a moment upon the reflections the present paper calls forth upon this our undertaking. And first, as to the title of this periodical, we have been not a little amused at the comments it has excited. "The Rail-road Journal!" "Phoebus what a name!" "I should as soon think," cried a gentleman in our hearing, "of a Patent-Furnace or Cooking-Stove-Journal! A newspaper devoted to Rail-roads? You might as well have an 'Aqueduct Chronicle,' or a 'Turnpike Commentator,' as a Rail-road Journal!" "Certainly," echoes another; "and 'the Steamboat-Egis,' or 'the Steam-Bath-Locomotive,' or 'the Steam-Scouring-Visiter,' would be a far more attractive title!" So they might—so they might, Gentlemen; and you may add, that 'the Automaton-Working-Man' would be a more engaging title still to those who sit with their arms folded quietly at home, and when the whole world is awake and bustling about them, not only put their hands to no work of enterprise, but close their ears to the din of business, and shut out all sounds that would remind them of strenuous exertion. But, happily for the success of our undertaking, in this country there are but few such. They who would chill the ardor of enterprise by an infusion of phlegm into its aspirations, or dash its endeavors with a sneer, are in a small minority here; at least, so far as this little project is concerned, a table covered with complimentary letters from every part of the Union,—but few of which are not marked double postage,—implies such to be the fact. And here, while acknowledging this early

accession of patronage to the Rail-road Journal, we take the opportunity of thanking the Editorial Corps generally, for the liberal commendation with which they have noticed the appearance of this publication. In doing this, we are bound to admit, that whatever merit may be ascribed to the paper, must be due rather to the manner in which it shall be hereafter conducted, than to the attempt to start it: for it is our own conviction, that there is an actual call for such a Journal in the country, and that in establishing this one, we only meet public opinion upon these matters; and we do not aim at leading, though we may attempt regulating and giving efficiency to, its operations.—The subject to which our columns are chiefly devoted, is one upon which light is flowing from many sources, and facts accumulating from many points. Be it our task to collect, condense, and modify the scattered rays of intelligence and experience, and pour them forth again in one broad stream throughout the land.

Rail-roads are in the physical world what Printing is in the moral: "Time is money," says Dr. Franklin, and if it be allowed that *Distance is Time*, surely the means of over-coming the one are second in importance only to those which facilitate the improvement of the other! To collect and disseminate practical information with regard to those means, is the object of the Rail-road Journal, and it certainly is not more extravagant, nor less feasible than those of the different publications among us, whose aim it is to illustrate the progress of certain branches of literature or science, or to further the advancement of the Fine Arts, or of particular professions. As a publication of immediate utility the claims of this Journal can be questioned only by those who are ignorant of the general interest the subject of it is exciting, or who look with apathy upon the strides of improvement through our widely extended land: and as valuable to bind up for future reference, it will be prized by every person of intelligence who collects that, embodying as it does the records of measures daily transpiring in every part of the Union, it will contain the actual history of Rail-roads in this country. But in projecting such a paper, there were other objects, which, though secondary, have not been the less cordially embraced within our plan. The first of these is, to publish a constant record of what is doing in the literary world, and keep the attention of our readers awake by giving them the earliest notice of what men of learning and talent are from day to day, in every country, contributing to the stores of literature and science. This inten-

tion we find ourselves able amply to fulfil by the literary matter of a leading journal in this city being completely at our disposal. The second additional object we had in view, was to supply all the foreign news of interest, and miscellaneous intelligence of the day that would tend to make our columns entertaining to the general reader; and this, too, we are enabled to do by having the matter of the American at our command. Our opportunities, therefore, of ministering to the instruction and entertainment of our readers, upon subjects other than those of Rail-roads, it will be perceived, are by no means slender, and do, in fact, bear comparison with those of any other Journal around us; and we are enabled—if the conceit be excused—to promote the cause of "overcoming Time" not less by assisting to make it pass usefully and agreeably, than by disseminating information regarding Rail-roads and Locomotives. It remains to be seen whether this attempt to engraft the interests of business upon those of amusement, and to unite what is practically useful with what tends to embellish life, will be sustained with the same liberality that it has met at the outset. May we not be permitted to promise that it shall be deserved?

HARLAEM RAIL-ROAD.—The Harlaem Rail-road, of which so much has been said, is now located by an ordinance of the Corporation of this city. It is to commence at 23d street, and pass through the centre of the 4th, or Broadway avenue, to Harlaem River, at a point about 300 yards above the bridge. The distance is five miles. The contracts are all to be made by the 1st of February, when operations are to be commenced. It is intended that this road shall be constructed in the most permanent manner, with double track, and the cost to be about \$50,000 per mile. Application will be made to the Legislature at its present session, for permission to continue the Rail-road down to 14th street, and to such other part of the city as the Corporation may permit. There is little doubt but this will prove a profitable investment to the stockholders, even if no other use should be made of it than for passengers. It is however so located as to meet the road now in contemplation from Albany to New York, on the east side of the Hudson river, a more particular account of which we hope to be able to give in our next number.

The following gentlemen, says the Mercantile Advertiser, were chosen Directors of the Providence and Boston Rail-road Company, on Wednesday, at an election held for that purpose, in Boston. Wm. W. Woolsey, of New York; Thos. B. Wales, J. W. Revvu, P. T. Jackson, and J. F. Loring, of Boston.

CONTINUATION OF THE "HISTORY AND PROGRESS OF RAIL-ROADS."

I think there is every reason to believe that the latter is the more probable term of the first introduction of cast-iron rails. In the first place, iron wheels were not used until about 1753, and at that time only very partially; it was not until several years after, that they came into general use—so long therefore, as wooden wheels were made use of, we may suppose that cast-iron rails had not been invented.

Mr. Carr, in his *Coal Viewer and Engine Builder*, published in 1797, says, "the making and using of iron Rail-roads were the first of my inventions, and were introduced at the Sheffield colliery, about twenty-one years ago." This would make the date of their introduction about 1776, which is subsequent to that of Colebrookdale.

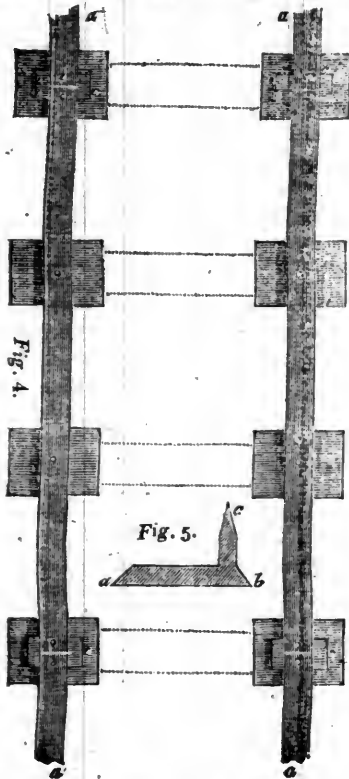


Fig. 4. Represents the form of Mr. Carr's cast-iron rails, which were used under-ground at the Duke of Norfolk's colliery, near Sheffield; a a a are the rails, which were six feet long, and in form as shewn in Fig. 5; near each end of the rail small holes were cast, through which a nail was driven into the sleepers, which was of the same description as those of the wooden rails, Fig. 2, and shown by the dotted lines in Fig. 4; at the joinings of the rail at c c c, they were merely laid against each other at the ends, and nailed down to the sleeper, the intermediate sleepers having only one nailing; Fig. V. shows a section of this form of rail; a b, the horizontal bearing in which the wheel travelled; and b c, the upright ledge or projection to prevent the wheels from running off the road.

Various forms of this rail, which is called the "Plate Rail," appear to have been used with either wooden sleepers stretched across the whole breadth of the Rail-road, or short square wooden sleepers, as shewn in Fig. IV., on which the rails were nailed. In the year 1800, we are told that Mr. Benjamin Outram, an engineer, in adopting this rail on the public Rail-way at Little Eton, in Derbyshire, introduced stone props instead of timber, for supporting the ends and joinings of the rails.

Mr. Outram, however, was not the first who made use of stone supports, as the late Mr. Barnes employed them in forming the first iron Rail-road which was laid down in the neighborhood of Newcastle-upon-Tyne, viz. from Lawson's colliery to the river, in 1797.—[To be continued.]

RAIL-ROAD FROM PULASKI TO SALINA.—A numerous meeting of the citizens of Onondaga and Oswego counties was held at Union Square, Oswego county, on the 23rd ult. for the purpose of considering the propriety of an application for a Rail-road from Pulaski to Salina, N. J. Roosevelt, esq. chairman, Hiram Hubbell, esq. vice-president, and Rufus Tiffany and Erasmus Stone, secretaries. The object of the

meeting was stated by H. Hubbell, esq. and several statements and addresses made. It was resolved to make the proposed application, and a committee of nine persons appointed to present the petition to the legislature and solicit the passage of a charter. The committee consists of Hiram Hubbell, B. K. Wright, Isaac Hatch, I. Torry, Gideon Dykeman, N. J. Roosevelt, Miles Hotchkiss, Erasmus Stone and Hunter Crane. In one of the resolutions adopted by the meeting, it is urged in favor of this improvement, that "as a connecting link at Salina, with the great contemplated road from Albany to Buffalo, and its intersection at Pulaski with the proposed road from Watertown to Rome, thereby opening a direct Rail-road communication from the northern counties of this state and Lower Canada, to the fertile and populous regions of the south and west, it will command an importance for the transportation of passengers possessed by few routes of equal distance in the state."—[Alb. Argus.]

An extract from the report of Alexander Black, Esq., commissioner, President of the Charleston and Hamburg Rail-road, exhibiting the condition of that work on the 18th of October last:

To Elias Horry, Esq., President of the So. Carolina Canal and Rail-road Company:

SIR—In conformity with the resolution of the Board, requiring a minute report of the present state, and probable progress of the work on the Rail-road; I have the honor to submit the following particulars; which are as circumstantial as time will permit, without neglecting other duties, indispensable to a steady advancement of the work, and which, I trust, will embrace the objects contemplated therein.

Since I last had the pleasure of communicating in detail to the Board, the work generally has progressed with as much expedition and efficiency, as was then calculated on; and is as far advanced (all circumstances considered) as could have been expected at any period of our career. The late extensive freshets, which inundated the whole of the adjacent low-lands, prohibited for a while all operations on the contracts of Col. Thompson and Mr. De Witt, situated on the east and west margin of the Edisto river, and compelled them to suspend field work, for sometime after the waters had subsided, owing to the impossibility of hauling materials over the ground in its oozy state. These interruptions were, however, only partial. In situations remote from the large water courses, both the ground and the climate have been as favorable as usual.

The annexed tabular statement will exhibit in a succinct form, the exact situation of the work in all its bearings: The arrangements made, and preparations in train, to urge the work on to a speedy completion, are on a scale which will secure all the available aid that can be procured; even at prices beyond the usual value of labor. To prosecute the work with the utmost vigor, is regarded, for many considerations, of primary importance.

It has been previously stated, that nearly the whole line to the Horse-creek Bridge in the vicinity of Hamburg, was placed out under contract. In a few instances of minor extent, the contractors failed to fulfil their engagements. These failures are ascribable, either to unskillful management, negligence or the intervention of the sickly season, which deterred those who were not acclimated from remaining, and have all occurred on this side of the Four-Holes Swamp. The work is now placed in more competent and diligent hands, who are doing their duty.

It is known to the Board, that the road is completed in a connected line between ten and eleven miles from the depository; and that a station, with a revolving platform, is located about eight and a half miles in distance on the road, immediately parallel with, and about a half mile from, the Tennille house, on the State-road. So soon as a regular system of arrival and departure of the Engine is organized, the advantages of this station will be developed. Travellers, in terminating a journey, will gladly relinquish the fatigues of common travelling, and finish their trip on the Rail-road; the horses will be relieved of part of their burden over decidedly the most heavy and distressing section of road (to them) in the State, viz., at the Quarter-house; or they may remain to recruit over night.

By an arrangement with the proprietors of the stages, the expense of keeping up one change of horses can be saved,—the mails from Columbia and Camden delivered two hours sooner, and the passengers accommodated by a pleasing relief. It is a point also at which our fuel will be supplied on

much cheaper terms than from the city, as the surrounding country abounds in light wood, and light wood knots; the latter, though hitherto valueless as a marketable article, is suitable for our purpose.

It may be considered an act of supererogation on my part, to travel out of the obvious line of official duty into miscellaneous matter: still, the current objections urged by those who withhold their aid and patronage, should be noticed. Among the most prominent of these objections is the destructibility of the material. It is commonly remarked, "that the road will not last;" "that one end will be rotten before the other can be completed;" "if it was built of stone or iron it would have confidence," &c. I have heard these observations frequently made by persons sensible on other subjects, and seen them acceded to as truisms, by the by-standers, and by them, no doubt, again reiterated.

It is the province of wisdom to conform to circumstances, to the means and resources available. In a country where stone and iron abound, and capital is redundant, roads, houses and bridges are chiefly constructed of those materials. In many situations it is economy to do so, owing to the high price of timber. The timber which was used to make one mile of the State Road, would cost in England an amount sufficient to construct two miles of their ordinary turnpike roads made of stone. It would therefore be unwise in England to build a road of wood, and it would have been worse than folly, to have foregone the advantages of the State Road, until we could afford to build one of stone. Houses, wharves, and bridges, built of wood, are everywhere around. It is known they will not last for ever—'tis sufficient to know that the benefit derived justifies the investment. By a judicious selection of material and due care, they may be made to subserve the purposes intended during the life of man. It is surely not unfair to apply the same principles of reasoning to the Rail-road.

The repairs and renewals will be no more felt than in keeping up a bridge, when a piece of timber exhibits symptoms of decay or weakness, it is removed and a substantial one substituted. How many bridges have been maintained 20, 30, or 40 years, and so frequently renewed that perhaps not one original piece of timber remained, without producing any serious inconvenience to the Public or the Proprietors?

By referring to the original reports on the subject of this Rail-road, it will be remembered, in the calculations made as to the probable nett revenue, that 20,000 dollars was previously deducted from the assumed gross income, and set apart for repairs and reconstruction—a sum nearly adequate to keep it up in perpetuity, admitting it should require renewal of the perishable material every ten years.

That attention must be bestowed on it, and means taken to protect the timber against the influence of the weather, is admitted. Paint is used to protect a house; tar, varnish and pitch to preserve a ship: omit these precautionary measures, and how soon does the one become a ruin, and the other a wreck. Turpentine and oil well laid on in a hot state, is the preparation applied to the transverse pieces and rails. A regard to economy influenced the selection of these ingredients from the many which were proposed for the purpose.

The ulterior substitution of stone as the foundation when the wooden supports give way, is a view of the subject which early occurred to the Board.—This question is to be determined at a future day.—It may, however, be gratifying to know that the facilities for accomplishing this object are within our reach whenever the expediency of so doing is determined. I am informed that there are several beds of stone contiguous to the line of road, between the Upper Three Runs and Hamburg, which readily yields to the workman's chisel, and by exposure to the atmosphere becomes very hard. Should our expectations as to its fitness be disappointed, on a minute examination, recourse may be had to those vast bodies of granite which lie on the margin of the Savannah river, within a few miles of Hamburg.

The transportation of the material to the spot where it is wanted, will add very little to the annual expenditure. The crop is generally conveyed to the sea-board market by the latter end of June. There will therefore be but little descending trade in the months of July, August, September, and October. In the two latter months, considerable up freight in merchandise will offer. On the return trips, the moving power had better be used in conveying the stone than wasted, no interruption to the regular transit of commodities will be in consequence occasioned.

But, even should there be no compensating employment, it is obvious that arrival and departure must be regulated by a system as certain and prompt as the mail arrangements. The attendants must be retained throughout the year, and whether profitably employed, or not, receive their wages and maintenance.

By charging them with the performance of this business, nothing is added to the annual expenditure, except an increase of fuel. The wooden foundation may be thus gradually transformed into stone, without interrupting the regular trips, by incurring no other expense except that of shaping and adjusting the stone support; and it is believed can be effected for the amount estimated for repairs and renewals, if permitted to accumulate for the term of ten years.

ALEXANDER BLACK, Commissioner.

The following report shows the facility with which a Rail-road may be made to connect the Western Lakes with the valley of the Mississippi. The whole rise and fall, in a distance of about 90 miles, including the Rapids of the Illinois river, being only 195 feet; which the Engineer says can be readily overcome without stationary engines. Surveys were made both for a Canal and Rail-road, with a view to ascertain which might be constructed with the greatest facility; and the opinion is decidedly in favor of a Rail-road, as will always be the case where their comparative advantages are understood.

[From the Illinois Intelligencer, of Dec. 24, 1831.]

SPRINGFIELD, 21st Nov. 1831.

To Charles Dunn, Acting Commissioner of the Illinois and Michigan Canal.

Sir: Having (in conformity to your instructions) finished the examination of the Calumet river, together with a series of surveys in the valleys of the Des Plaines and Illinois rivers, necessary to the development of their true character, with reference to the projected improvement of the communication between Lake Michigan and the navigable waters of the Illinois river, by means of a Canal or Rail-way—a detailed report of the results, including the maps and profiles of the different lines surveyed, will be furnished the Board as soon as practicable.

The objects of the examination of the Calumet river were in a great measure attained. But with every facility afforded for the supply of the summit level with water, at the most favorable elevation, the facts elicited by the examination of the route of the proposed Canal, are unfavorable to the practicability of its safe and economical construction. The route examined for a Rail-way commencing at Chicago, crossing the Des Plaines at Laughton's ford, and pursuing the N.W. bank of the Des Plaines, was found extremely favorable for the adoption of that species of improvement. The ascent from Chicago to the summit level, is 25 feet, and the descent from thence to the foot of the Rapids of the Illinois, 170 ft.; which can be readily overcome by locomotive power, without the aid of stationary engines, at a rate of graduation rarely attaining, and seldom exceeding, 30 feet to a mile. Materials of stone and timber are generally found in the immediate vicinity of the line.

The comparative estimates of the cost of improving the navigation of the Rapids, and of the continuation of the Canal and Rail-way from the mouth of Fox river to their termination, not being completed, the Board is respectfully referred to the final report for information on that subject.

Very respectfully, your ob't. serv't.

J. M. BUCKLIN, Engineer M. & I. C.

RAIL-ROADS IN VIRGINIA.—The Old Dominion has strong predilections for old ways. To such an extent, indeed, does it carry this predilection, that it is almost proverbial for bad roads; which, because they were good enough for the fathers, are now thought good enough for the sons; and, for being somewhat behind-hand in the improvements which other States have accomplished or are rushing into.

The improvement, however, above Richmond, of the James River—a main artery of Virginia—is now seriously contemplated, and, according to extracts we find in the Richmond Whig, from the Chief Engineer's report, it is by a Rail-road that this improvement is to be effected.

Capt. Crozet, the Chief Engineer, thus states the amount of the trade of the James River, for 1830:

Produce and merchandize, 50,000 tons,
Coal, 700,000 bushels.
The net revenue on each style of improvement up to Lynchburg, might be, including for water and ground rent, \$5,477.

| Canal. | Locks and Dams. | Rail-road. |
|----------|-----------------|------------|
| \$29,237 | \$126,770 40 | \$39,402 |

Allowing for tolls on each respectively, for the whole distance:

| | 6 12 | 6 67 |
|--------|------|------|
| \$6 00 | | |

This year, as was expected, the trade of the river has continued to increase, even under the unfavorable circumstances of the present navigation; the tolls received up to the first of December were,

| |
|----------|
| \$59,716 |
| 53,931 |
| 58,777 |

Last year for the same time they were
And for the whole year,
A single proportion shows that the tolls of this year would consequently be

| |
|--------|
| 65,082 |
|--------|

Which is an increase of nearly 11 per cent. and would be the result of probably:

| |
|---------------------------------------|
| Produce and merchandize, 57,500 tons, |
| Coal, 760,000 bushels. |

The increase of revenue, at the above tolls, would therefore be (supposing always one half only from and to Lynchburg)

| Canal. | Locks and Dams. | Rail-Road. |
|--------|-----------------|------------|
| 33,750 | 34,425 | 37,500 |

| |
|--|
| To which add for increase of coal, 600 |
| Do. of ground and water rent, 1,300 |
| \$1,900 |

| Canal. | Locks and Dams. | Rail-Road. |
|--------|-----------------|------------|
| 35,650 | 36,350 | 39,400 |

Which added to the net revenues estimated for last year would make them this year:

| | | |
|--------|------------|--------|
| 54,887 | 168,020 40 | 78,892 |
|--------|------------|--------|

This is the capability of the present commerce of James River, between Richmond and Lynchburg.—These receipts, it must be recollected are the surplus to be deposited into the Treasury free from all the annual charges of the improvement of the section up to Lynchburg.

Captain Crozet then carefully examines the advantages and disadvantages of each of the three modes proposed—that of locks and dams, that of a canal, and that of a Rail-road, and thus states his conclusion:—

Having reviewed the three modes of improvement spoken of between Richmond and Lynchburg, I now proceed to give my own opinion of the improvement up to Lynchburg.

If economy is to have a great weight in the decision of the question, and the present sectional exigencies of the trade up to Lynchburg only are considered, a lock and dam improvement would suffice.

But if it is wished to adopt, at once, that style of improvement best adapted to secure to Virginia the great and extensive advantages she can command by her geographical situation, a Rail-road is undoubtedly the system I should prefer.

This opinion, to which I have inclined for some time, has been fortified in my mind by the operations of the past seasons, which have proved the connection with the west to be most remarkably practicable: and if Virginia is prepared to expend three millions of dollars upon an improvement up to the mountains, it is certainly not to a canal I should wish to see them applied.

I will not trouble you with a repetition of the many arguments urged by the respective friends of canals and Rail-roads, as I do not think the question ought to be decided here between them in the abstract: but rather by the local and peculiar considerations belonging to the case.

In the first place, the cost of a Rail-road, (double track,) would not exceed \$20,000 a mile, as is now fully established by the experience of the Baltimore and Ohio Rail-road.

In the next, this central line being in a direction which will invite travelling, the improvement would derive from this source an additional revenue, not to be expected on the canal.

But the principal and most decisive consideration I have to offer is, that uniformity in the mode of transportation is highly desirable: it saves the expense and other inconveniences of translation every where, and in this particular instance, may save the whole trade. For, if now the trade of Tennessee goes to Baltimore, over the worst of roads, how much more readily would it take that course, if a Rail-road from Tennessee or Kanawha to James river, was met there by one coming along the valley of the Shenandoah?

Let us picture to ourselves a train coming rapidly down to James river, across which is a Rail-road via-

duct: on this an elegant locomotive engine is in waiting, which, in one day will carry the whole train to Baltimore, without delay, without unloading; on the other side are negroes, resting on their poles, inviting the produce to the safe conveyance of their boat under lock and key, down to Richmond, at the rate of 2 1-2 miles an hour, that is in 30 hours! (7 average days!) from Pattonsburgh—the power, said negroes themselves, or some harness and whip-striped mules. Which of these, I ask, will tempt the trade? I answer, the locomotive engine, which will be in Baltimore long before a transfer could be made into the boats, and at a less cost.

The danger of such a contingency may not be immediate, but it may, it will come; and will the state make a canal now, at great cost, with a prospect of being placed hereafter under the necessity of converting it into a Rail-road in self defence? Certainly not; she will prefer to make that work at once, which, while it will best guard her interests, will procure her an uninterrupted and uniform line of transportation; which will cost no more than an ordinary canal, produce more revenue, give greater celerity and momentum to her commerce, facilitate travelling and intercourse, save much useful time to industry, which neither frosts nor droughts can impede, and whose ramifications may so easily be extended in every direction, and even search the tide-water district, so well adapted to it, and infuse into it the life of trade. Activity of capital is wealth, and it is best promoted by this particular system.—Moreover, canals have done their best: Rail-roads, now at least equal to them, are still advancing towards perfection.

Persons who have not watched the progress of things, may be disposed to tax me with mutability of opinion, but a short inquiry will convince them, that new circumstances, by modifying my data, have necessarily introduced corresponding modifications into my opinions, and that I have invariably adopted, without hesitation, whatever has become best, in consequence of the rapid improvements of the age.

In 1826, when only navigation was thought of, the advances made in steam engines, induced me to investigate their application to a system of navigation hitherto untried; and I demonstrated, I think, that on a broad river, with a very small fall, as is James river up to Lynchburg, the use of steamboats on an improvement by locks and dams, would possess several advantages. Steamboats have since been brought to greater perfection, which is still more favorable to the system: and human invention is constantly directed to the substitution of steam to other power.

At that time, I could not advocate Rail-roads;—neither the power nor the vehicles used then were advantageous, the velocities obtained being small and the loads carried light. It is now hardly two years since the important improvements in this mode of conveyance have been made; they have been rapid and astonishing.

As late as the 25th of April, 1829, the Directors of the Liverpool and Manchester Rail-road offered a premium for a Locomotive Engine, requiring only, that

"The engine, if it weighs six tons, must be capable of drawing, on a level plane, a train of carriages of the gross weight of 20 tons, including tender and water tank, at the rate of ten miles an hour, with a pressure of steam in the boiler not exceeding 50 pounds on the square inch."

These were their utmost requisition and expectations, yet they were greatly exceeded. An engine was produced weighing only 4 1-4 tons, which carried as much as 46 1-4 tons gross, at the rate of 13.34 miles an hour. Greater results have been obtained since.

A single, but larger engine, the *Sampson*, for instance we are informed has drawn 150 tons at an average rate of 12 miles an hour, the coke burned not being quite 1 3 of a pound per ton per mile.

While the moving power has received these beautiful improvements, the means of diminishing the resistance have not been neglected. A few years ago, Fredgold estimated the friction at 1 in 130; Wood ventured as far as 1 in 200. Now, I have already mentioned that the *Winan's* car enabled 1 pound to draw 450, with small wheels; and that with outside bearings and chilled boxes, round cars will probably be made with enlarged wheels to be drawn by 1 pound out of 400, and perhaps more.

The considerable diminution of resistance on one hand, on the other, the fortunate application of the beautiful and cheap power of locomotive engines, capable alike of an energy and velocity which animal power and speed at defiance, and without perfectly under control, are now circumstances to

which the most obdurate obstinacy only could refuse conviction. The Rail-road system is the triumph of the age—the ultimate effects of its introduction are incalculable, and with the certainty that it will produce important changes in the commercial and even political world, its early adoption, is safer than its rejection in favor of another system, from which no farther developments are to be expected. Such are my opinions and such their motives.

All of which is respectfully submitted.

C. CROZET, Principal Engineer.
Richmond, 26th Dec., 1831.

The Buffalo Journal of 4th inst. thus anticipates the value to New-York of the Rail-road it refers to in Ohio:—

Ohio Rail-road.—By a private letter from Ohio, to a gentleman in this village, we learn that the Dayton and Sandusky Rail-road bill has become a law. No event, since the completion of the Erie Canal, equals this in its consequences to the State of New-York. It annihilates space between the navigable waters of the Ohio and Lake Erie, and removes the last barrier to a regular, rapid, and cheap communication between the valley of the Mississippi and the city of New-York. When that road is finished, it will draw all the travel from the south-west through this place to our State metropolis. Let those who shall doubt us—and there will be many such—bear our assertion in mind, and cast it in our teeth when time has proved it erroneous. They will be wearied with waiting.

DOCUMENTS

Tending to prove the superior advantages of Rail-ways and Steam-Carriages over Canal Navigation.
New York, T. & J. Swords, 1812.

Under the above title a pamphlet appeared in this city just twenty years ago—from which we extract, in this place, the introduction, referring to a subsequent page for explanation of, and comments on it. It may be well to premise that the documents here alluded to, were propositions submitted by Col. J. STEVENS, of Hoboken, New Jersey, to the Canal Commissioners of New York, before a spade had been struck into the ground, for connecting Lake Erie with the Hudson by a Rail-road in preference to a Canal:

INTRODUCTION.—The following documents, on a subject calculated, I should suppose, to attract public attention, are committed to the press from an estimation of their importance, and from a full conviction of the practicability of the proposed improvement. On a subject of such deep interest to the community at large, I presume no apology will be necessary for the liberty I now take of laying before the public private communications.

Had the subject matter of this publication been exhibited to public view in the shape of an entire and connected essay, written expressly for the purpose, numerous repetitions and inaccuracies, both in style and matter, would not have occurred. But, I am inclined to believe, that the desultory manner in which it is now handled, and the unavoidable repetitions necessarily resulting therefrom, will render it more generally impressive.

Although my proposal has failed to gain the approbation of the Commissioners for the improvement of inland navigation in the state of New York, yet I feel by no means discouraged respecting the final success of the project. The very objections their Committee have brought forward serve only to increase, if possible, my confidence in the superiority of the proposed rail-ways to canals.

So many and so important are the advantages which these states would derive from the general adoption of the proposed rail-ways, that they ought, in my humble opinion, to become an object of primary attention to the national government. The insignificant sum of two or three thousand dollars would be adequate to give the project a fair trial.—On the success of this experiment a plan should be digested, “a general system of internal communication and conveyance” adopted, and the necessary surveys made for the extension of these ways in all directions, so as to embrace and unite every section of this extensive empire. It may then indeed be truly said, that these states would constitute one family, intimately connected, and held together in indissoluble bonds of union.

Should the national government be induced to make an appropriation to the amount above stated, an experiment could soon be made, either in the vi-

city of this city, or at Washington, as may be deemed most expedient.

But the attention of the general government is urged more imperatively to this object from the consideration of its great national importance in a fiscal point of view. If any reliance can be placed on the calculations I have made, the revenue which this mode of transportation, when brought into general use, would be capable of producing, would far exceed the aggregate amount of duties on foreign importations. However extravagant this position may at first appear, I contend that it is capable of the strictest demonstration. It is an indisputable fact, that the aggregate amount of internal commerce is vastly greater than that of external commerce. But one half of the latter, viz. exports, are, by the constitution, exempt from the payment of duties; the other half, foreign imports only, are subject to the payment of duties.

The far greater part of domestic commerce consists of bulky articles, many of which now pay fifty per cent. on transportation to market. By the introduction of the proposed rail-ways, nine-tenths, at least, of this enormous tax would, in many instances be saved, and the expense of transportation reduced from fifty to five per cent. A toll of five per cent. would raise it to ten per cent. But still the farmer, remotely situated, would save four-fifths of his present expense in the transportation of his produce to market. An average toll, then, of five per cent. would constitute a very moderate impost. But the product of such an impost would, at no distant period, be immense. That it would far exceed any amount which could possibly be derived from duties on foreign imports, cannot admit of doubt.

At a period like the present when the ordinary sources of revenue continue no longer to pour into the treasury of the United States their tributary streams, and when too we are called upon to make “arrangements and exertions for the general security;” at such a period the merits of a system promising not merely to facilitate most astonishingly “internal communication and conveyance,” but to furnish new and abundant sources of revenue, ought surely to command the attention of the general government, and cannot fail to “be seen in the strongest lights.”

The extension and completion of the main arteries of such a system of communication would by no means be a work of time. It would be exempted totally from the difficulties, embarrassments, casualties, interruptions and delays incident to the formation of canals. Requiring no supply of water—no precision and accuracy of level, the work could be commenced and carried on in various detached parts—its progress would be rapid, and its completion could be ascertained with certainty. Innumerable ramifications would from time to time be extended in every direction. Thus would the sources of private and public wealth, going hand in hand, increase with a rapidity beyond all parallel. For every shilling contributed towards the revenue, a dollar at least would be put into the hands of individuals.

But there remains another important point of view in which this improvement demands the attention of the general government. The celerity of communication it would afford with the distant sections of our wide extended empire, is a consideration of the utmost moment. To the rapidity of the motion of a steam-carriage on these rail-ways, no definite limit can be set. The flying Proas, as they are called by voyagers, belonging to the natives of the Islands in the Pacific Ocean, are said at times to sail at the rate of more than twenty miles an hour. But as the resistance of the water to the progress of a vessel increases as the squares of her velocity, it is obvious that the power required to propel her must also be increased in the same ratio. Not so with the steam-carriage—as it moves in a fluid 800 times more rare than water, the resistance will be proportionably diminished. Indeed the principal resistance to its motion arises from friction, which does not even increase in a direct ratio with the velocity of the carriage. If, then, a Proa can be driven by the wind (the propulsive power of which is constantly diminishing as the velocity of the Proa increases) through so dense a fluid as water, at the rate of twenty miles an hour, I can see nothing to hinder a steam-carriage from moving on these ways with a velocity of one hundred miles an hour.*

I will now just observe, that should it be considered an object of sufficient importance, sails might be used whenever the wind was favorable. Van Bram gives a curious account of the peasantry in the country round Pekin availing themselves of sails, when the wind favored them, for propelling the wheel-

barrows in which their products are carried to market.

In a military point of view, the advantages resulting from the establishment of these Rail-ways and steam-carriages, would be incalculable. It would at once render our frontiers on every side invulnerable. Armies could be conveyed in twenty-four hours a greater distance than it would now take them weeks or perhaps months to march.

Thus then this improvement would afford us prompt and effectual means, not only of guarding against the attacks of foreign enemies, but of expeditiously quelling internal commotions; and thus securing and preserving for ever domestic tranquility. Whatever constitutional doubts may be entertained respecting the power of Congress to cut and form canals, there can be none about the power to lay out and make roads.

I shall now close this topic with an extract of a Message from President Madison to the Senate and House of Representatives of the United States.

“The utility of canal navigation is universally admitted, and it is not less certain, that scarcely any country offers more extensive opportunities for that branch of improvements than the United States; and none, perhaps, inducements equally persuasive, to make the most of them. The particular undertaking contemplated by the State of New York, which marks an honorable spirit of enterprise, and comprising objects of national, as well as more limited importance, will recall the attention of Congress to the signal advantages to be derived to the United States, from a general system of internal communication and conveyance; and suggest to their consideration whatever steps may be proper on their part, towards its introduction and accomplishment. As some of those advantages have intimate connection with arrangements and exertions for the general security, it is a period calling for these, that the merits of such a system will be seen in the strongest lights.”

Washington, Dec. 2, 1811.

“JAMES MADISON.”

From local circumstances, these Rail-ways are calculated to become pre-eminently beneficial to the southern States. The great predominance of sand, and the deficiency of gravel or stone, precludes the practicability of making good turnpike roads; but the level surface, and great abundance of pine timber throughout this district of country, would not only render the construction of these rail-ways very cheap, but peculiarly advantageous. By preserving nearly a horizontal level, the power requisite for the transportation of heavy bodies would be reduced astonishingly. The cheapness of fuel would reduce too the expense of supporting this power to almost nothing. Articles would be transported one hundred miles on these ways, at less expense than they could now be carried one mile on a deep sandy road. This projected improvement is surely then an object worthy of the most serious attention of the inhabitants of the southern States. It would at once more than double the value of their products. It appears to me calculated to hold out the most flattering prospects of gain to such enterprising individuals or companies as might be induced to embark a capital in this object.

But, I consider it, in every point of view, so exclusively an object of national concern, that I shall give no encouragement to private speculations, until it is ascertained that Congress will not be disposed to pay any attention to it.

Should it, however, be destined to remain unnoticed by the general government, I must confess I shall feel much regret, not so much from personal as from public considerations. I am anxious and ambitious that my native country should have the honor of being the first to introduce an improvement of such immense importance to society at large, and should feel the utmost reluctance at being compelled to resort to foreigners in the first instance. As no doubt exists in my mind, but that the value of the improvement would be duly appreciated, and carried into immediate effect by trans-atlantic governments, I have been the more urgent in pressing the subject on the attention of Congress. Whatever then may be its fate, should this appeal be considered obtrusive and unimportant, or from whatever other cause or motive should it be suffered to remain unheeded, I still have the consolation of having performed what I conceive to be a public duty.

JOHN STEVENS.

New York, May 15, 1812.

* This astonishing velocity is considered here as merely possible. It is probable that it may not in practice be convenient to exceed twenty or thirty miles per hour. Actual experiments however, can alone determine this matter, and, I should not be surprised at seeing steam-carriages propelled at the rate of forty or fifty miles per hour.

[From the Baltimore American.]

BALTIMORE AND OHIO RAIL-ROAD COMPANY.—We stated on Thursday that the case recently argued at Annapolis,—the Baltimore and Ohio Rail-road Company vs. the Chesapeake and Ohio Canal Company,—was decided against the former Company; Judges Buchanan, Earl and Stephen concurring, and Judge

Dorsey and Archer dissenting. The illness of Judge Martin prevented him from attending on the bench. It appears that "no written opinions were prepared; the Chief Justice stated the opinion of the majority of the Court to be, that the Canal Company were entitled to the prior choice of route." Should this decision go to exclude us, ultimately, from the route which has hitherto been fixed upon, we are happy to be able to add that it will not arrest the progress of our great work towards its final termination on the Ohio. The Board of Directors, it will be seen by the proceedings annexed, have resolved to prosecute the enterprise by the best route which may be still left open, and they have accordingly determined that examinations for that purpose shall be promptly made. This course the Board owed to themselves, to the city, to the State, and to the Nation; and although circumstances should render a great effort necessary in order to achieve the object in view, yet Baltimore and Maryland, and the United States, are all interested in making that effort, and it will be made.

*Office of the Baltimore and Ohio Rail-road Co. }
January 5th, 1832. }*

At a special meeting of the Board of Directors, held this day, the President stated that he had received intelligence from the Counsel of the Company, that the Court of Appeals had reversed the decision of the Chancellor, in the case of the Baltimore and Ohio Rail-road Company, against the Chesapeake and Ohio Canal Company, by which the Rail-road Company might be effectually excluded from the route that had been selected, and obliged to seek another site for the continuation of the road westward, beyond the Point of Rocks. Whereupon, the following resolutions were unanimously adopted:

Resolved, That, although the Company shall be excluded from the route which had been selected for the construction of the Rail-road, on the North Bank of the Potomac, in compliance with the condition annexed to the subscription of Maryland to the Stock of the Company, in 1827, yet the Board of Directors have an undiminished confidence in the practicability of constructing the road to the West, within the time originally contemplated, and with results not less beneficial to the State of Maryland, the Union, and the City of Baltimore, than profitable to the Stockholders; which confidence is founded upon the well known character of the country, admitting of the construction of the road in Virginia, with all the advantages of a close connexion with the rich valley of that State,—upon the now confessed superiority of a Rail-road over all other known modes as a means of intercommunication, both with regard to time, economy and commercial advantages,—and upon the strong conviction, which is rapidly gaining ground in the public mind, that this claim of superiority is placed beyond doubt by the experience of this country and of England.

Resolved, That the President be directed to take the most efficient measures to ascertain the best route to the Ohio River that may be still left open to this Company, by causing examinations to be made by the Chief Engineer, with a view to this object, and that he report thereon at the earliest practicable date.

Resolved, That this Board cannot too highly estimate the support that it has hitherto received from the Stockholders, and holds itself pledged to omit no measures that may in any way conduce to the accomplishment of the great object in view,—an object, national in its every aspect; and which, when completed, must be of incalculable advantage to our country, and place Baltimore, in wealth and reputation, upon the vantage ground which her admirable situation entitles her to hold.

P. E. THOMAS.

President B. and O. R. R. Co.

The Report of J. M. Bucklin, Esq., Engineer of the Illinois and Michigan Canal Co. published in this number of the Journal, is one of much interest. He had just completed a survey of different routes, from Lake Michigan one by the way of the Calumet river, from the southern extremity of the lake, and the other from Chicago, on the southwesterly side of the lake to the foot of the Illinois Rapids, a distance of 97 miles. In his report he states the fact that the rise and fall in that distance is only 195 feet, or two feet* to the mile; which is the more remarkable as it passes the dividing ridge between the Mississippi and the St. Lawrence. The Engineer reports decidedly in favor of a Rail-road, and is of opinion, from the nature of the route (being a continued plain) and

abundance of materials, that for \$8,000 per mile, or for something less than \$800,000, a good and substantial Rail-road with a single track may be constructed, which will connect the Valley of the Mississippi with the Lakes. His detailed report, with maps and profiles, will soon be prepared for the Commissioners; in the meantime, we understand that a gentleman is now in this city in possession of the necessary information, which will be laid before a meeting to be called in reference to the contemplated Rail-road from Lake Erie to this city, to show the entire practicability of the undertaking, as well as the immense advantage which would result to New-York by its speedy construction. A Rail-road on this route would open a direct and easy communication with St. Louis, and the whole Valley of the Mississippi; it would bring into use some of the best water power in the Union, surrounded by the most fertile soil in the world, and inhabited as it is by a rapidly increasing population, it could hardly fail to prove a safe and profitable investment; and we wish all the success to the enterprising projectors, which the importance of the work seems to warrant. We hope soon to be able to give a statistical account of this interesting and fertile section of the country.

* The report "seldom exceeding twenty feet to the mile," it should read "two feet."

We have given some extracts from the report of Alexander Black, Esq., Commissioner of the Charleston and Hamburg Rail-road. It was our intention to give it entire, but its length prevents, as it would exclude several other interesting articles prepared for this number. The following facts, however, show conclusively that much credit is due to those having the management of it, for their perseverance:

The charter was granted in January, 1828, and the books opened in the following March—but a small portion only of the stock was taken, yet the company was organized and proceeded to collect such facts as would shed light upon the undertaking. In the winter of 1828, 29, an experimental line of survey was executed, and in the winter of 1829, '30, the route was explored by Mr. Horatio Allen; in the meantime a section of three or four miles was constructed and put into operation; doubts and fears were in a measure dispelled, and by great exertion the subscription to the stock was increased to 600 thousand dollars in August, 1830, when the affairs of the company assumed a promising aspect, and the work has progressed rapidly, as will be seen by the annexed tabular statement referred to in the first part of the report. In the construction of this road wood alone is used, with the exception of a flat bar of iron on the surface. Piles are driven into the earth on each side of the path, on the top of which and at right angles with the path, a sleeper is placed; the rail of wood, six by ten inches square, is fastened to the sleepers. This is a very cheap mode of construction, and very liable to decay; it however answers present purposes, and will enable them to rebuild it at a future period, of more permanent materials, at a much less expense.

| | |
|---|----------|
| Distance cleared and grubbed thirty feet in width | 95 miles |
| Track opened, 200 feet wide | 19 1/2 |
| Distance of line where the excavation is finished | 45 1/4 |
| Piles driven | 48 1/8 |
| Caps fitted on | 31 1/4 |
| Rails laid and wedged | 21 |
| Hands employed | 637 |

It is the intention of the publisher, should the encouragement warrant the undertaking, (and thus far it is very flattering,) to publish in detail some of the best English books upon Rail-roads, with most of

their engravings of rails, engines, carriages, machinery, &c. &c. The expense of such an undertaking will be great; yet, he is confident that the interest taken by the American people in the subject of Rail-roads, at this time, will sustain him, and therefore he will pursue it.

COL. J. STEVENS, of Hoboken.—The introduction we give in this number to a pamphlet published twenty years ago, by the venerable individual whose name is at the head of this article, and who still happily survives to witness the realization, to the letter almost, of his sagacious views respecting Rail-roads, entitles him to the rank of Father of that system of internal improvements in the United States.

It is scarcely possible to impart to our readers an adequate idea of the satisfaction we have derived from perusing—in the presence as it were, of the fact that great and flourishing Rail-roads are now in use both in this country and in England—the clear, distinct, and accurate views on this subject, entertained and expressed in 1812, by Col. Stevens. On the other hand, in the objections to his theory—for it was all theory then with him, but theory founded on cautious observation and reasoning—stated as they were by such men as Gouverneur Morris, Robert L. Livingston, and De Witt Clinton, there is, seeing the results we now see from Rail-roads, much to induce distrust in even the loftiest intellects. There is scarcely one of those objections, advanced at the time with most undoubting confidence, which experience has not proved to be unfounded; there is scarcely one of the anticipations, or even calculations of Col. S. respecting the construction of Rail-roads, and the probable velocity and power on them of steam carriages, which like experience has not verified.—Yet, in their day and generation, the objectors—looked up to, as men of enlarged minds and sound common sense—prevailed; and he, whose schemes time and experience have ratified, was treated as a visionary Theorist. Nor, to say truth, are we astonished at such a decision; for how many men, twenty, nay ten years ago, would have considered such an assertion as that we are about to quote, other than the wildest vision:—"It is probable," says Col. Stevens, in a note in the pamphlet before us on the possible velocity of a steam carriage on Railways, "that it may not in practice be convenient to exceed twenty or thirty miles an hour. Actual experiment, however, can alone determine this matter, and I should not be surprised at seeing steam carriages propelled at the rate of forty or fifty miles an hour." How completely has the Liverpool and Manchester Rail-road verified both branches of this remark! how incredible, up to the very day when it was thus verified, did such results seem to the immense majority of mankind! Finding his suggestions unheeded in New York, Col. Stevens some years afterwards, (in 1818 or 1819,) addressed a memorial to the Legislature of Pennsylvania, then beginning to be moved by the spirit of internal improvement, recommending a communication between the waters of the Ohio and those of the Delaware, by a Rail-road from Pittsburgh to Philadelphia. But the public mind was not yet ripe; Col. Stevens was in advance of his age, and his counsels fell on closed ears.

It may now justly be claimed for this enterprising, sagacious and disinterested gentleman, that what others are effecting, he foresaw and recommended long years ago; and the honor is fairly his, of having first suggested, in this country, the advantages of Rail-roads and steam carriages, and of having accurately estimated their speed and power.

Our readers will, we are sure, think the space well occupied, which has thus been devoted in this first American Rail-road Journal, to an assertion of the sagacity and services of the first American projector of Rail-roads.

Many of our citizens assembled yesterday on Bowly's, and the adjacent Wharves, to witness the novel and enterprising project of opening a track through the ice, quite 12 inches thick. Our readers have been already apprized that the steamboat *Inde* has been fitted out for this important service, and we are happy to state, that after proceeding a general hundred yards, her performance justified the opinion that the result will fully accord with the most sanguine expectations of all interested. It is, however, considered an enterprize of great labor and risk, and if persevered in, will, we presume, be amply remunerated, as it deserves to be. — [Baltimore Chronicle.]

NEW-YORK AMERICAN.

JANUARY 7, 9, 10, 11, 12, 13, 1832.

REVIEW OF THE WEEK.

LIBRARY OF RELIGIOUS KNOWLEDGE, Vol. I. II. and III. New-York: Joda. Leavitt.—From the title given to this work, it is, we presume, to be a continuous one, and intended to embody, in the popular form which these convenient and compendious collections have taken, subjects especially calculated to promote and advance the cause of religious knowledge. The three volumes before us, attractive by the excellence of the paper, and a clear type, present a "Journal of Voyages and Travels, by the Rev. Daniel Tyerman and Geo. Bennet," Esq. who, between the years 1821 and 1829, visited, under the direction of the London Missionary Society, their various stations in the South Sea Islands, China, India, &c. The scope here given to the observations of educated and intelligent travellers, independently of any interest in the main objects of the mission, is, it will be perceived, large; and those who have read the Journal of our own Mr. Stewart, through a portion of the same region, will feel how such opportunities may be improved. The editor of this Journal, which is compiled from an immense mass of original documents, is James Montgomery, author of "The World before the Flood," and other poems, which, owing to their having been unduly praised by injudicious friends, have disappointed general readers. This compilation appears to us judiciously made: the style of the Journal is easy and natural, of which the short passages we shall extract may be received as evidence.

The calumnies and other inventions of Capt. Otto Van Kotzebue, of the Russian Navy, respecting the injury to the communities of the Society Islands, occasioned by the introduction of Christianity, and the residence there of the Missionaries, are indignantly noticed and refuted.

We shall have occasion, at a season of more leisure and space for literary extracts, to return to this Journal: at present, we give some few passages from it, and take leave of it, with expressing the earnest hope, that the enterprize of this *Library of Religious Knowledge* may, as, if judiciously conducted, it must, succeed abundantly.

Our travellers are in Java, and thus describe a portion of that oddest of all people, the Chinese, of whom a colony inhabit Batavia:—

Batavia is regularly built; the streets cross each other at right angles, and are of suitable width, well paved, and having broad footpaths of granite, or tiles, on each side; the carriage-way between is gravelled.

There is a portion, however, of the city, strongly contrasted with the European parts, inhabited solely by Chinese, and called their *camp*. These foreigners live generally in small low houses, to each of which was attached a shop, with all manner of wares, drugs, fruit, &c. &c. exposed for sale within and without. In every shop, opposite the front door, is an idol, painted on paper—a fat, squat old man, a fiery flying dragon, a monstrous fish, or some horrible figure: before which is placed a petty altar—a little pot containing fragrant gums, or sticks of sandal wood, which are kept continually burning. The ashes are carefully preserved, and accumulate in the vessel, till one or another of the family are going on a journey or a voyage, when a handful is taken

out of the precious deposit, and thrown upon the road or water, to make the way safe, and the adventure prosperous. Mr. Medhurst conversed from door to door with many of these people, in their own language. They were exceedingly courteous and offered us tea and tobacco from time to time.—The tea is prepared in porcelain pots holding about a pint each, and dealt out in very small cups without any addition of sugar or cream. In one of these shops we found a famous quack doctor, who tramps about town and country, hawking his nostrums. He attracts company by beating a drum which he carries with him, made of a bamboo, five feet in length, which he strikes alternately with a fan and with his fist; producing no very unlike sounds. Attached to this dull drum is a large flag, which he flings over his shoulder, and displays at his back, having pencilled upon it, in Chinese characters, the marvellous cures his various lotions and pills have performed. This fellow is called a fool; he may be one, but there are fools enough besides to be delighted with his drollery, and taken with his pretensions, so that he lives well and thrives on his phsyis, whatever his patients may do.

We next visited a Chinese temple, where idol-worship is occasionally performed. It stands in an inclosure of high brick walls, and consists of various compartments, quite open to the air on one side. Before these are placed tables for altars, behind which are groups of images, of many sizes, shapes, and colors; some gilt, others plain; many adorned with fantastic trappings of tinsel, &c.; while sweet odors and sandal-wood are kept burning in their presence. Transparent lanterns are also suspended from suitable places. We were allowed to walk through the sanctuaries, and even handle the idols as we pleased, though several of the attendants were at work in the court-yard. While conversing with a priest he said to us, "Don't you think I am a very good man?" "Why should you think so?" was our reply. "Because," said he, "I am so very tall."

Chinese men are seen every where carrying on their shoulders a kind of apparatus, which serves many useful purposes. At the end of a bamboo a square cage-like frame, about eighteen inches each way, is suspended, in which is kept a pot for cooking their food, or boiling water in it to make tea. At the other end of the bamboo is a similar cage, containing provisions, or articles which they have to sell. These they place in the streets, under the shadow of a tree, and are at once at home wherever they happen to rest—tent, kitchen, and shop, being thus over their head and on either hand. There are said to be fifty thousand of these people here, who are distinguished not only by the peculiar cast of their countenances, but by long plaited tails dangling from the back of their heads.

The terrors of the *Bokun Upas* tree, it is now generally known, are only rhetorical flourishes, and that the green herb will spring up as pure, as fresh, and as innocuous beneath the shade of its mighty limbs, as under that of the royal oak, or the towering palm-tree. It may not be amiss, however, to introduce here what these travellers say of it:—

On our journey, at Baitenzorg, we saw, in the garden of the governor, a small *Upas* tree growing there. It is five feet high, and as many years old, having a straight stem, with a few twigs and leaves upon them at the top. The leaves are very rough, serrated at the edge, and of a deep green color. It is from the bark of the roots (as we understand) that the famous poison is extracted, by a process known to the natives only, and kept by them as an invaluable secret of mischievous knowledge. The tree grows nowhere to perfection except towards the eastern extremity of the island, where it sometimes attains the height of a hundred and fifty feet. It is unnecessary now to say, that its presence produces none of the blasting effects formerly and fabulously attributed to it. We were permitted to take away several leaves from this plant, which we plucked with our naked fingers with impunity. From the footstalks a white milky sap exuded.

One other extract, relating to the art and mystery of Printing—that art which now governs the world—we give; which, with those that precede it, is calculated to display the style, and the general spirit of observation, evinced throughout this Journal, and to show how attractive it may be to all readers.

We were much pleased with observing the process of Chinese printing in Mr. Medhurst's office. Nothing can be more simple or more effective, in its kind. All the characters are cut in wood, of a fine but not

very hard texture. Each block is about an inch in thickness and the width of two pages. Being planned and smoothed on the upper surface, to receive the characters, these are, in the first place, carefully written on paper, which is laid upon the wood with the written side downward, and then pasted over.—Before the paste is dry the paper is carefully peeled off, when the characters are seen transfixed to the block. The blank spaces are then accurately cut away, by means of a sharp-pointed tool, and the written parts remain in alto relievo, about the eighth of an inch high, like figures and letters in metal types, or pictures in what are called wood cuts among us.—

Mr. Medhurst employs two China-men in this work, to whom he pays seven rupees (about twelve shillings) for every thousand characters. Each man will execute about three thousand of these in a month, or a hundred a day on the average. The blocks being finished, they are placed on a table, at which the printer sits. The paper, squared ready to the proper size, is laid dry before him; and, on a board at his right hand, the ink, which is little else than soot and water well tempered. With a brush, made of fine vegetable fibres, he first blackens the characters; then, having nicely, with both hands, spread the paper over the same, with another flat, soft brush, he rubs the sheet down upon the face of the block. This, when taken off exhibits the perfected impression. A clever printer will throw off several thousand such copies in a day. The paper is brought from China; it is manufactured from the bamboo, is exceedingly thin and never printed on both sides.

CROWE'S HISTORY OF FRANCE, vol. III.; Philadelphia, Carey & Lea.—This, as our readers know, is another in the series of Dr. Lardner's Cabinet Library, in the course of republication by Carey & Lea; and the volume before us completes the History of France down to the first abdication of Napoleon in April, 1814, and there stops. It may serve as an illustration of the intense interest attached to the annals of France since the revolution commenced in 89, that this volume is devoted to the incidents which occurred between 1792 and 1814, a period of only 22 years, while each of the two former volumes comprises periods of some hundred years. The same tone of general fairness and of discriminating selection which we have heretofore noticed as belonging to this work, prevails throughout this last volume; at the close of which, moreover, is a copious and well arranged alphabetical index, referring to every important name and fact recorded in the history.

HISTORY OF THE NORTHMEN, by H. Wheaton, 1 vol. 8vo., pp. 367: Carey and Lea, Philadelphia.—This reprint from the English edition of this erudite work of our countryman, Mr. Wheaton, is creditable to the publishers in its execution. Of the work itself, we have heretofore had occasion to speak with so much satisfaction, and have given such copious extracts from it in this journal, that we have only now to congratulate readers generally upon having it within their reach from an American press.

ENCYCLOPEDIA AMERICANA, vol. VIII.; Philadelphia, Carey & Lea.—This work goes bravely on, and each number enhances its value to, and claims on the public. The present volume comprises the materials between LIN and MON. The biographies, as usual, are among the most attractive articles; and that of Louis XVI. does justice to the virtues, without concealing the weaknesses of that ill-fated prince.

DE VERE; OR, THE MAN OF INDEPENDENCE: by the author of "Tremaine." Harper's Library of Select Novels, No. XV.—Tremaine deservedly gave Mr. Ward a high reputation, and we believe he is now held as one of the most orthodox of novel writers. But though the book before us has been stamped with that approval of critics and moralists which fairly entitles it to be considered a "select novel," we cannot, in spite of the praise it has received on both sides of the water, bring ourselves to admire *De Vere*. The story is bald in its invention, and barren of incident; the characters are, with the exception perhaps of Wentworth, overdrawn and un-

natural, and the style, generally labored, and sometimes careless, is never easy and flowing. This is wholesale condemnation to be sure, of a book that has been much admired; but we go even farther, and find fault with the general train of sentiment as sophisticated, and often absurd. De Vere is a youth of birth and talent, who is shut up in a moated house, till seventeen, with a Welch parson, who teaches him his accidence, and that he has the longest pedigree in the kingdom, as the most useful knowledge in his power to impart to his poor, but nobly descended pupil. With these notions, the stripling is sent out into the world, to revive the fortunes of his family; and the author never lets him speak of himself, without alluding to his "blood," as if he were recommending a race-horse. This, which would be in bad taste at any time, becomes ridiculous when, instead of being among such scenes and individuals as give its bold relief to that most glorious creation of Scott's glorious pen, the character of Ravenswood, it is in the circles of busy life and among the good people of but fifty years since. Upon this overbearing conceit of the importance of his family blood, the whole character of De Vere turns, and his being a "man of independence" arises from his sustaining, under all circumstances, that honorable department which he considers due, not to himself as a man and a gentleman, but to the name of his ancestors, as one of their race,—so that we may conclude that if he had been stolen by gypsies in his infancy, and called Snuggins or Higgenbottom, instead of De Vere, he might have turned out a very shabby fellow. But the importance which is here given to birth, among those who are all equally noble—there being but one parvenu for a foil—becomes still more preposterous when the operation of the sentiment among all parties is brought into collision with that of respect for wealth. "The man of independence" is then found, in spite of his pride of birth, to look with so much reverence upon money, that he hesitates to marry a woman he loves, because she has twenty, while he has but five thousand a year. This is called noble pride by the author; but is it not the shadow of meanness? He whom fortune or the exercise of his own talents, invests with competence, is not only in a rational, but a worldly sense, upon a par with the wealthiest. And what kind of love is that which succumbs *not to principle*, but to pride? How strong must that passion be which is still subservient to another; and what are its energies worth, be it either love, ambition or avarice, if it is not the master passion? Poor Cupid has his power sufficiently circumscribed by the rules of common sense and the dictates of duty; but his empire is at an end, if he cannot reign despotic over Fancy and Feeling, and put musty prejudice and idle fantasy alike beneath his feet. But the we thus quarrel with the author's conception of "a man of independence," we cannot deny that De Vere is a man of exalted honor, and a strongly drawn, though tritely conceived character. The same too may be said of the female characters. Lady de Vere does well enough for what she was meant for, though she does move about as if dressed in a herald's tabard, and talk as if Brett's peerage were her Bible; but Constance, though a little tame, is worthy in feminine loveliness, and delicacy of character, of the painter of Georgiana in Tremaine. Of the other personages who figure in these pages, they are, for the most part, with the exception of Wentworth, the old set of novel supernumeraries. This exception is, however, an important one; and the character of Canning, as drawn under that name, with the various animated conversations in which he takes a part and the erudition and knowledge of men they call forth, give a value to the book far above that of an ordinary novel. Nor can we do less, after denying, as at the outset of these remarks, the merit of De Vere as a novel, than al-

low its great merit as a collection of rambling essays in disguise.

In accordance with this view of De Vere, we take leave of it with the observations we have here embraced in one quotation, upon the comparative value of Literary and Political Fame:

How little more than upon a level is often the reputation of the greatest statesman with the fame of those who, by their genius, their philosophy, or love of letters, improve and gladden life even after they are gone.

The superiority in the temple of Fame, is enjoyed by men distinguished for their efforts in song or history (but who might have been mere beggars when alive) over those who flaunted it superciliously over them in a pomp and pride which are now absolutely forgotten. Public men fill a larger space in the eye of mankind; that is, of contemporary mankind. But extinguish their power, no matter by what means,—whether by losing favor at court, or being turned out by the country, to both which they are alike subject; let death forcibly remove them, or a queen die, and their light, like Bolingbroke's, goes out of itself; their influence is certainly gone, and where is even their reputation? It may glimmer for a minute, like the dying flame of a taper, after which they soon cease to be mentioned, perhaps even remembered.

And yet have we not all heard of a maxim, appealing to all lovers of political fame—that nobody is missed? Alas! then, are we not compelled to burst out with the poet:—

What boots it with incessant care,
To tend the homely, slighted shepherd's trade;
And strictly meditate the thankless muse!
Were it not better done, as others use,
To sport with Amaryllis in the shade,
Or with the tangles of Nessus's hair?

In short, when a statesman or even a conqueror is departed, it depends upon the happier poet or philosophic historian to make even his name known to posterity; while the historian or poet acquires immortality for himself, in conferring upon his heroes an inferior existence.

Look at Plutarch, and ask which are most esteemed, himself or those he records? Look at the old Claudii and Manlii of Livy; or the characters in Tacitus; or Mæcenas, Agrippa, or Augustus himself—princes, emperors, ministers, esteemed by contemporaries as gods! Fancy their splendor in the eye of the multitude while the multitude followed them! Look at them now! Spite even of their beautiful historians, we have often difficulty in rummaging out their old names; while those who wrote or sang of them live before our eyes. The benefits they conferred passed in a minute, while the compositions that record them last for ever.

Lord Burleigh, who, in reference to Spenser, thought a hundred pounds an immense sum for a song! Which is now thought of, or most loved, the calculating minister or the poor poet? the puissant treasurer, or he who was left in suing long to bide?

I might make the same question as to Horace and Mæcenas; and yet, I dare say, Horace was as proud of being taken into Mæcenas' coach to the capitol, as the Dean of St. Patrick's in Oxford's or Bolingbroke's to Windsor. Yet Oxford is even now chiefly remembered through that very dean, and so perhaps, would Bolingbroke, but that he is an author, and a very considerable one, himself. We may recollect the manner in which Whitelock mentions Milton—that "one Milton, a blind man," was made secretary to Cromwell. Whitelock was then the first subject in the state, and lived in all the pomp of the seals, and all the splendor of Buhstrode; while the blind man was waked at early morn, to listen to the lark bidding him good morrow at his cottage window. Where is the lord-keeper now?—where the blind man? What is known of Addison as secretary of state? and how can his excellency compare with the man who charms us so exquisitely in his writings? When I have visited his interesting house at Bilton, sat in his very study and read his very books, no words can describe my emotions. I breathe his official atmosphere here, but without thinking of him at all. In short, there is this delightful superiority in literary over political fame, that the one, to say the best of it, stalks in cold grandeur upon stilts like a French actor, while the other winds itself into our warm hearts, and is hugged there with all the affection of a friend, and all the admiration of a lover.

FAMILY CABINET AND JUVENILE ENCYCLOPEDIA OF USEFUL KNOWLEDGE, Pondleton & Hill, No 94 Broadway.—This appears to be a work well worthy of encouragement both for its usefulness and cheapness.

The design says the prospectus, of the "Family Cabinet Encyclopedia," will be to furnish the Youth of this country, in a cheap and convenient form, with a large mass of valuable matter for reading, to which they have not generally access. It will be published in monthly numbers, to enable families and young persons in limited pecuniary circumstances to possess it. As these numbers will be furnished at regular intervals of time, each subscriber will be able not only to pay for it with convenience, as the work progresses, but also to read every article in it.

With regard to the character of the work, we are told that the Family Cabinet, will be a literary rather than a scientific work; and will be suited to the use of families generally, as well as to the use of youth in particular. Each number will be accompanied with a handsome engraving, embracing subjects of general interest, such as the Capitol of the United States, City Hall, &c.

The Number before us is neatly printed, and gives a fair promise in several well prepared articles, of the future value of the work. The following are the terms of publication:—

The work will be completed in twenty-four numbers; or if found necessary to exceed that number, all beyond it will be furnished to subscribers gratis. The price will be twenty-five cents for each number of forty royal octavo pages; the price is fixed thus low, from a belief that there will be an extensive patronage. From the time of publishing the first number, which will be in January 1832, they will appear regularly on the first of each month. It will be edited by the Rev. J. L. Blake, A. M. Rector of St. Matthews Church (Boston), and author of a Geography for Children, Historical Atlas, First Book in Astronomy, Biblical Reader, and other works of Education.

THE POLES.—We publish below the letter of thanks addressed by the late Envoys of the Polish government to France, to Mr. J. F. Cooper, for subscriptions, &c., transmitted from this country.—This letter, as Mr. C. justly observes, is "a noble expression of those feelings which have rendered Poland remarkable for centuries." We are also enabled to state for the satisfaction of American contributors, that the money remitted hence will, in the opinion of Gen. Lafayette, and of the American committee who act with, and in subordination to, him, confer a greater amount of benefit among the expatriated and destitute Poles, than if it had reached the nation while yet erect.

General Lafayette meets weekly with the committee in Paris, speaks with great feeling of the Poles, with enthusiasm of American sympathy and liberality—and says that this transacting of business with (to use his own words) "my countrymen," in the aid of the oppressed and unfortunate, "is like old times." He has not, our letter says, grown old at all since his visit to America.

An address to their countrymen, by the American committee, has been transmitted by the Formosa arrived yesterday, setting forth what is substantially here stated.

We will not detain our readers any longer from the letter of the Polish Envoys.

PARIS, NOVEMBER 5th, 1831.

To the Editor of the American:

SIR,—I have just received a letter from the late Envoys of the Polish Government, in this country, which I beg you will be good enough to publish.—The letter was written in French, and I have translated it from a desire to retain the original, by which means it may have lost some of its force; though I think you will believe it, with me, a noble expression of those feelings which have rendered Poland remarkable for centuries. I shall refer you to the official account of the proceedings of the American Polish Committee, at Paris, for further information on the melancholy and interesting results of the late war, as they are connected with the

contributions of our own citizens. I am, Sir, with much respect, yours,
J. FENIMORE COOPER.

SIR,—General Lafayette has just informed us of his having received 20,000 francs from the citizens of New-York, as well as a generous donation from the celebrated Military Academy at Westpoint, destined to sustain the cause of Poland. He has also shown us two flags that the young men of Boston have dedicated to our brave defenders. This liberal succor—this proof of the recollection of the countrymen of Washington, for those of Kosciuszko,—has reached us, alas! too late. Poland, as an independent State, exists no longer! Cruelly abandoned by the Cabinets, she has fallen!—but the Polish nation has been evercome; it has not yielded. The conqueror, master of fortresses and country, can act his will,—for Europe and Fortune have left him the opportunity,—but it exceeds even his power to change our hearts. On the Vistula and the Dnieper, in the deserts on each side of the Ural,—wherever, in fine, a Pole exists, an exile or a slave, he dreams only of Poland and Liberty! Our children will hie these sacred words—our women will blend them with their songs of sorrow—and as for us, actors in, and witnesses of, the late events, they express our latest thoughts, as they contain our final desires. Thus will it be, until it shall please God to command justice to be done to a people spoiled of their rights—until the names of so many martyrs and heroes, the fallen of so many wars, the dead of countless fields, shall be avenged! Thus shall it be, until Poland has obtained that triumph of right over oppression, which has rendered America independent of England, Portugal of Spain, the Russians themselves of the Tartars.

The day of Poland's liberation will come. The we may not, our descendants will, see that hour; and let it come, sooner or later, we can never forget those who have joined their efforts to our efforts, their prayers to our prayers! We remember, with affection, the meeting at which you presided in July last, and the offering then made in our behalf. We thanked you at the time, and we thank you now, both for your countrymen here and in America, for what you have done, and what you have wished, in the cause of Liberty and Justice! The flags and the donations last received have a sacred character in our eyes, for they reach us as the last organs of a country that ceases to exist!

Assume the office, we beg of you, Sir, to transmit to your great and noble nation this expression of Polish gratitude. Let our thanks be known over the whole of the vast extent of your states; they come in the voice of a people mute within their own borders. May America, the model for all free countries, preserve the remembrance of our efforts and of our wrongs: the recollection of her spontaneous and generous sympathy will ever be dear to the Pole.—Paris, Oct. 21, 1831.

(Signed) THE GEN. KNIRZIEWICZ.
L. PLATER.

To Mr. J. Fenimore Cooper.

SUCCOUR TO THE POLES.—The annexed letter addressed to President Duer, as chairman of the committee, was received by him on Wednesday, and is published for the information of the contributors and others:—

PARIS, NOVEMBER 9th, 1831.

Gentlemen: The proceedings of the meeting held in the city of New York on the 5th of September, have excited in my heart feelings of patriotic gratification and personal gratitude, which, for doing them justice, I trust more to your own sentiments than to any expressions I could find. Happy I will be on every occasion to meet the confidence so kindly and honorably reposed in me. Nor can your sympathetic intentions be frustrated by the late overthrow of

an heroic resistance. Far from it; never were your generous donations more seasonable, than at a time when the revenge and proscription of despotism combined with a virtuous reluctance to the Russian yoke, send the sons of Poland, wandering on the western part of Europe, destitute of every thing, but a sense of their glory, the sympathy of the friends of independence and freedom, and an indelible spirit of nationality. Numbers of them, among whom highly distinguished characters, are every day coming to France, where a regular committee composed of members of the two Houses is intended to be formed. A provisory one is now appointed, with whom the American and French committees in Paris will consult on the disposal of the donations. You have been informed that at my request a committee of American fellow citizens have been pleased to assist me with their co operation in the discharge of the trust you have done me the honor to confide to my care. They transmit to you an account of what has been agreed upon. The twenty thousand francs from the New York Committee, the West Point donation of two hundred and forty-eight dollars, and the contribution from Utica, which shall be acknowledged by the next packet, have been duly received.

Be pleased, gentlemen, to accept and transmit to the New York donors, the homage of my most grateful and affectionate respect. LAFAYETTE.

The Gentlemen of the N. Y. Committee.

CONSTITUTIONAL HISTORY.—The life of Gouverneur Morris by Mr. Sparks, now in the course of publication, connected as it was with the foundation of the constitution, will necessarily excite much interest, whenever it shall appear. As a prelude, the Boston Daily Advertiser has published an extract, which we make room for to-day, in which the honor, commonly ascribed to Mr. Morris, of having given its present form and finish to the Constitution of the United States, is confirmed to him on the unimpeachable testimony of Mr. Madison.

Convention for forming the Constitution of the United States.

[From Sparks' Life of Gouverneur Morris, now in press.] Having resided seven years in Pennsylvania, since he ceased to be a member of Congress, Mr. Morris was considered a citizen, and was elected one of the delegates from that state to the Convention for forming the Constitution of the United States. The Convention assembled at Philadelphia in May, 1787, and continued together more than four months, before the Constitution was completed.

As there is not a note or memorandum among his papers, indicating his acts in the Convention, very little can be said on that subject. In a letter to Col. Pickering, written two years before his death, he remarks: 'While I sat in the convention, my mind was too much occupied by the interests of our country, to keep notes of what we had done. Some gentlemen, I was told, passed their evenings in transcribing speeches from short-hand minutes of the day. My faculties were on the stretch to further our business, remove impediments, obviate objections, and conciliate jarring opinions.' In sundry letters to his friends, contained in his published correspondence, and written after constitutional questions began to be much agitated in Congress, particularly one to Mr. Walsh, he explains his views on those topics, and alludes to the proceedings of the Convention, but this only in general terms and rather as an interpreter of its intentions, than a historian of its deeds.

Thus destitute of written or printed materials on this subject, I applied to Mr. Madison, the only survivor of this list of worthies, who attended the Convention, and signed the great charter of union and freedom. The following are extracts of a letter to Mr. Madison:

'It is said by several persons, who profess to know the fact, that the Constitution in its present form and language is from the pen of Gouverneur Morris; that, after all the debates were finished, and each part had been adopted in substance, the instrument was put into his hands to be wrought into proper phraseology and style. His friends are in the habit of thinking, that much is due to him for the clear, simple, and expressive language, in which the Constitution is clothed.

'The following anecdote is also current:—While the Convention was sitting, Mr. Morris was absent for several days. On his return to Philadelphia, he called at the house of Robert Morris, where he found General Washington, who, as well as Robert Morris, was much dejected at what they regarded the deplorable state of things in the Convention. Debates had run high, conflicting opinions were obstinately adhered to, animosities were kindling, some of the members were threatening to go home, and, at this alarming crisis, a dissolution of the Convention was hourly to be apprehended. Instructed, in these particulars, Gouverneur Morris went into the Convention on the day following, and spoke with such eloquence and power, on the necessity of union, of partial sacrifices and temperate discussion, that he contributed much to work a change in the feelings of the members, which was the means of restoring harmony and ultimately of attaining the objects of the Convention. It is added, that, as his absence had prevented his partaking of the warmth which had been excited by the previous discussions, his counsel and coolness had the greater effect.'

Concerning these points, and in reply to queries on others, Mr. Madison wrote an answer, which every reader will be glad to see entire.

—MONTPELLIER, April 8th, 1831.

'Dear Sir, I have duly received your letter of March 30th. In answer to your inquiries, "respecting the part acted by Gouverneur Morris in the Federal Convention of 1787, and the political doctrines maintained by him," it may be justly said, that he was an able, an eloquent, and an active member, and shared largely in the discussions succeeding the 1st of July, previous to which, with the exception of a few of the early days, he was absent.

'Whether he accorded precisely with the "political doctrines of Hamilton," I cannot say. He certainly did not "incline to the democratic side," and was very frank in avowing his opinions, when most at variance with those prevailing in the Convention. He did not propose any outline of a constitution, as was done by Hamilton; but contended for certain articles, (a Senate for life particularly) which he held essential to the stability and energy of a government capable of protecting the rights of property against the spirit of democracy. He wished to make the weight of wealth balance that of numbers, which he pronounced to be the only effectual security to each, against the encroachments of the other.

'The finish given to the style and arrangement of the Constitution fairly belongs to the pen of Mr. Morris; the task having, probably been handed over to him by the chairman of the committee, himself a highly respectable member, and with the ready concurrence of the others. A better choice could not have been made, as the performance of the task proved. It is true, that the state of the materials, consisting of a reported draft in detail, and subsequent resolutions accurately penned, and falling easily in to their proper places, was a good preparation for the symmetry and phraseology of the instrument, but there was sufficient room for the talents and taste stamped by the author on the face of it. The alterations made by the committee are not recollected. They were not such as to impair the merit of the composition. Those verbal and others, made in the Convention, may be gathered from the Journal, and will be found also to leave their merit altogether unimpaired.

'The anecdote you mention may not be without a foundation, but not in the extent supposed. It is certain, that the return of Mr. Morris to the convention was at a critical stage of its proceedings. The knot, felt as the Gordian one, was the question between the larger and the smaller States, on the rule of voting in the senatorial branch of the legislature, the latter claiming, the former opposing, the rule of equality. Great zeal and pertinacity had been shown on both sides, and an equal division of votes on the question had been reiterated and prolonged, till it had become not only distressing, but seriously alarming. It was during that period of gloom, that Dr. Franklin made the proposition for a religious service in the convention, an account of which was so erroneously given, with every semblance of authenticity, through the National Intelligencer, several years ago. The crisis was not over, when Mr. Morris is said to have had an interview and conversation with Gen. Washington and Mr. Robert Morris, such as may well have occurred.—But it appears that, on the day of his re-entering the convention, a proposition had been made, from another quarter, to refer the knotty question to a committee, with a view to some compromise, the indications being manifest, that sundry members from the larger States were relaxing in their opposition, and that some ground of

compromise was contemplated, such as finally took place, and as may be seen in the printed Journal.—Mr. Morris was in the deputation from the large State of Pennsylvania, and combatted the compromise throughout. The tradition is, however, correct, that, on the day of resuming his seat, he entered with anxious feelings into the debate, and, in one of his speeches, painted the consequences of an abortive result to the convention, in all the deep colors suited to the occasion. But it is not believed, that any material influence on the turn which things took, could be ascribed to his efforts. For, besides the mingling with them some of his most disrelished ideas, the topics of his eloquent appeals to the members had been exhausted during his absence, and their minds were too much made up to be susceptible of new impressions.

"It is due to Mr. Morris to remark, that, to the brilliancy of his genius, he added, what is too rare, a candid surrender of his opinions, when the lights of discussion satisfied him, that they had been too hastily formed, and a readiness to aid in making the best of measures in which he had been over-ruled.

"In making this hastened communication, I have more confidence in the discretion with which it will be used, than in its fulfilment of your anticipations. I hope it will, at least, be accepted as a proof of my respect for your object, and of the sincerity with which I tender to you a re-assurance of my cordial esteem and good wishes. "JAMES MADISON."

In Yates' minutes of the Convention, there is a brief report of a speech which was made by Mr. Morris on the second of July, and in which sentiments are advanced in accordance with those above ascribed to him by Mr. Madison. He followed Roger Sherman, who had just said, "it seems we have not to a point, where we cannot move one way or the other." Mr. Morris avowed himself the advocate of "a strong government, but admitted that the aristocratic tendency of wealth ought to be guarded." The House of Representatives, as originating from the people, he thought would be subject to precipitancy, changeableness, and excess, which could be checked only by virtue and ability in the Senate. For this reason, he would have the Senate composed of men possessing large property, whose pride would be enlisted in support of their consistency and permanency, and who, to make them completely independent, should be appointed for life.

He allowed that examples from history proved wealth to incline naturally to tyranny; power always seeks to enlarge its bounds and fortify itself; but he believed this aristocratic feature of the senate would be balanced by the democratic branch, and that together they would secure the stability of the government. Vacancies in the Senate he thought should be filled by the executive; for, if the senators were chosen either by the people or any other mode of election by the States, they would not be a sufficient check upon the representative branch, they would partake too much of the same character, be imbued with local and State prejudices, and overlook the general government, which it ought to be their special province to strengthen and uphold.

It had been proposed, that the Senators should be incapable of holding any office under the national government. To this idea he objected. He would give them every inducement to take an interest in the government, as a means of making them more attentive to its welfare, and bringing their weight to act in the scale of its confederate powers.

Whatever may have been Mr. Morris's opinions in the Convention, and however he may have approved or disapproved parts of the Constitution, it can be affirmed in his praise, that no one put his name to the whole instrument with a more willing mind, or felt a livelier concern as to its final success with the people; or was more zealous in all his after life to maintain its integrity, as the palladium of national freedom and happiness. In one of his letters he says, that Hamilton requested him to join the gifted trio in writing the 'Federalist.' Why he declined the proposal he does not tell, but it may be presumed, that the multiplicity and pressure of his private affairs at that time absorbed his whole attention, and left him no leisure to engage in elaborate compositions.

It must be confessed, however, and it is a tribute due to so rare an instance of public virtue, that, after the Constitution had passed the ordeal of the Convention, no one exhibited a more illustrious example of disinterestedness and patriotism, sacrifices and efforts, than Hamilton. He had presented a plan of his own, which differed radically from the one that was carried through; he labored long and hard, with the full force of the mind and eloquence, to impress his conviction on others;—his

character as a statesman, and as an accurate observer and judge of human events, was pledged on the side of his faith and predictions; but all in vain, the current set against him, and was resistless. Yet, with a nobleness of spirit seldom seen on similar occasions, he rose above defeat, sacrificed the pride of opinions on the altar of public good, signed the Constitution, and was ever afterwards in the very front ranks of its ablest defenders.

BANK OF THE UNITED STATES.—It will be seen that the memorial of the President of the Bank of the U. States, praying for a renewal of the charter, was presented in both Houses of Congress on Monday. The memorial sets forth perspicuously and strongly the reasons which render a decision at this session expedient.

Mr. Dallas, who presented the memorial in the Senate, said, that although he had dissuaded from the application at present, he was a willing, and, indeed, by his State, virtually an instructed agent in furthering the views of the memorialists. The Select committee to which this memorial was referred in the Senate; are favorable to the application.

In the House, considerable debate occurred in referring the memorial; and the decision against Mr. Cambreleng's proposition of reference to a Select committee, and its final reference to the Committee of Ways and Means, of which Mr. McDuffie is chairman, must be taken to indicate measurably the sense of the House in favor of the applicants; the composition of the Select committee in the Senate probably does the same with regard to that House. The National Intelligencer remarks that "some members voted against the reference to the Committee of Ways and Means, who are, nevertheless, friendly to the renewal of the charter."

BANK OF THE UNITED STATES.—At an election held by the Stockholders of this Bank, at their Banking House in Philadelphia on the 2d and 3d inst. the following gentlemen were chosen Directors for the ensuing year:—Nicholas Biddle, John Bohles, Richard Willing, Henry Pratt, Matthew L. Bevan, John R. Neff, Horace Binney, Edward Coleman, Manual Eyre, William Platt, Ambrose White, Thomas Cadwalader, John S. Henry, John Pötter, of South Carolina, Robert Gilmore, of Maryland, Isaac Carew, of New York, John Rathbone, Jr. New York, Thomas H. Perkins, of Massachusetts, B. W. Crowningshield, of Massachusetts. And at a meeting of the Directors on the 3d inst. Nicholas Biddle, Esq. was unanimously re-elected President of the Board.

STATE OF MAINE.—The Legislature of Maine convened on the 4th inst. at the new Capital Augusta, whither the seat of Government has been transferred from Portland.

In the Senate R. P. Dunlap was chosen President, only two dissenting votes. Benjamin White was chosen Speaker of the House by 118 out of 173 votes.

MASSACHUSETTS.—The Legislature assembled on Thursday morning, and was organized by the choice in the Senate of Wm. Thorndyke as President, upon the third ballot—and of Wm. B. Calhoun as Speaker of the House; there were we observe 450 members voting in the House of Representatives—a perfect mob.

STATE OF DELAWARE.—The Legislature assembled at Dover on the 3d inst. —in the Senate, James P. Lofland, Esq. was elected Speaker, and James A. Sparks, Clerk: in the House of Representatives, Thomas Davis, Esq. was elected Speaker, and Ignatius T. Cooper, Clerk.

The President has recognized Henry G. F. Mali, as Belgian Consul, at New York.

The number of deaths that occurred in Philadelphia last week, was 120. Of these, seventeen were the victims of consumption, five of catarrh, seven

teen of scarlet fever, six of influenza, and two of madness from rum.

The number of deaths in Baltimore in 1830 was 2308 out of a population of 80,990. Consumption numbered 340 victims in this list, and scarlet fever 161.

LOSS OF THE PACKET SHIP GEORGE CANNING, FROM LIVERPOOL.—The annexed letter, for a copy of which we are indebted to the Journal of Commerce, gives the information of the loss of this ship. No other particulars are known. The George Canning's day of sailing was 24th November. *Absecom Beach* is about forty miles South of Sandy Hook. The ship was insured in this city, and probably much of the cargo:—

PHILADELPHIA, 10th Jan. 1832.

By express this morning from Great Egg Harbor, N. J., I received information that the packet ship George Canning, Capt. Allyn, from Liverpool, with dry goods, hardware, &c., was wrecked on Absecom beach, on Saturday night, about 11 o'clock. On Sunday the sloop Bridget, Capt. Ireland, passing her, bound into Great Egg Harbor, took off the Capt. and passengers, and brought them in yesterday.

The Captain and others were making preparations for saving the cargo.

Also put into Great Egg Harbor, in distress, schooner —, of Boston, from a port in the West Indies, with part of a cargo of rum—Came in on the 8th, and on the 9th lay near the Inlet. I shall probably hear more to-morrow, and will communicate. Yours, &c.

CANAL COMMERCE.—It appears from the Annual Report of the Canal Collector at Albany, that the quantity of down freight, which arrived at Albany on the Canals during the year 1831, was as follows:

| | In 1831. | In 1830. |
|--------------------|------------|------------|
| Barrels of Flour | 327,021 | 396,900 |
| " Ashes | 19,342 | 25,671 |
| " Provisions | 16,805 | 22,008 |
| Bushels of Salt | 25,306 | 42,601 |
| Barrels of Whiskey | 18,681 | 28,907 |
| Hhds. of do. | 1,875 | 1,490 |
| Boxes of Glass | 2,994 | 6,374 |
| Barrels of Lime | 254 | 2,405 |
| Bushels of Wheat | 134,321 | 209,011 |
| " Corn, Rye & Oats | 127,533 | 114,989 |
| " Barley | 177,624 | 182,783 |
| Cords of Wood | 15,193 | 12,976 |
| Feet of Timber | 18,087 | 31,521 |
| M Shingles | 12,290 | 11,810 |
| Feet of Lumber | 40,569,719 | 25,832,142 |

The number of tons of merchandize which passed up the canals in 1831 was 47,968. In 1830, 39,979.

Whole number of canal boats which arrived at and departed from Albany in 1831, 14,963. In 1830, 12,890.

The abstract from the returns of the 70 Banks in Massachusetts, showing their condition the first Saturday of October, 1831, prepared for the use of the Legislature, furnishes the following aggregates:—

| | |
|--|-----------------|
| Capital stock paid in, | \$31,430,900 00 |
| Bills in circulation, | 7,739,317 00 |
| Net profits on hand, | 734,313 33 |
| Balances due to other Banks, | 3,477,615 43 |
| Cash deposited, &c. not bearing interest, | 4,401,865 62 |
| Cash deposited bearing interest, | 4,550,847 68 |
| Due from the Banks, | 41,293,063 38 |
| Gold, silver, &c. in Banks, | 919,959 78 |
| Real estate, | 683,307 80 |
| Bills of Banks in this State, | 1,104,367 29 |
| Bills of Banks elsewhere, | 270,606 96 |
| Balances due from other Banks, | 3,427,679 37 |
| Due to the Banks, excepting balances, | 36,040,760 76 |
| Total resources of the Banks, | 41,445,700 09 |
| Amount of last dividend, | 666,715 00 |
| Amount of reserved profits, | 409,125 76 |
| Debts secured by pledge of stock, | 753,312 37 |
| Debts due, and considered doubtful, | 266,687 81 |
| Rate of dividend on amount of capital of the banks, as existing when dividend was made, 3 per cent., less $\frac{1}{2}$ of 1-100 part of 1 per cent. | |

The nomination by the President of the United States, of James Buchanan, of Pennsylvania, to be Minister Plenipotentiary and Envoy Extraordinary to Russia, was on Wednesday confirmed by the Senate. The nomination of Mr. Dorezac, to be Chargé des Affaires to the Netherlands, was confirmed by the Senate on Tuesday.

FOREIGN INTELLIGENCE.

LATER FROM EUROPE.—By the Havre, from Havre, we have our Paris files to the 23d inclusive, and are indebted to Capt. Depeyster for *Galignani's Messenger* of the latest date.

The most important intelligence is that of the creation by the King of France of *thirty-six Peers for life*, in order to carry the bill in the House of Peers, for the abolition of an hereditary Peerage. It is somewhat remarkable that this act, deemed indispensable by the Ministry, in order to carry a measure for which the nation had clamored, is condemned unsparringly by all that portion of the Paris press, which claims especially to speak in behalf of the nation. The *Journal des Debats*, heretofore the able and vigorous defender of the Hereditary Peerage, and *La France Nouvelle*, are the only two Journals in which we have seen any vindication of the ordinance creating the new Peers. The censure of the papers is unmeasured, characterizing the proceeding as a *coup d'état*, and assimilating it to the ordinances which led to the overthrow of Charles Xth.

The King of Holland still held out against the terms prescribed by the Conference. Meanwhile, they had been formally assented to by the Belgians, and the ratification thereof, between that Government and the Ministers of the Five Powers, had been exchanged. The London Times of 19th, in an article we have copied, insists that the British Ambassador should be withdrawn from the Hague, asserting its conviction, at the same time, that the Dutch King has no reason to count upon either Prussia or Russia to uphold him in his obstinate opposition.

The CHOLERA in England, still was confined to Sunderland, and there caused little havoc. Its characteristic on the Continent was rapidity of extension, after it had appeared. Of this characteristic, at Sunderland, it seems wholly divested—spreading slowly, and not very fatally. The Paris Constitutionnel states that letters had been received from London, containing the intelligence of the cholera having made its appearance on board of vessels in the Docks. The London papers, which are vigilant observers on such occasions, are quite silent on this piece of news; it may therefore be set down among the unfounded rumors of the day.

The Reform question and the meeting of Parliament were still in suspense. A further prorogation of Parliament was determined on, but for how long was not ascertained. The Times insists that the only alternative for ministers, is a creation of Peers; and that to talk of carrying the bill by conversions was all "babble." Possibly the example of the French ministers in creating Peers, if the measure shall prove efficacious in France, may impart to the English Cabinet sufficient energy for a like step. The *Gazette de France*, of the 23d, thus speculates upon English affairs:—

"Affairs in England are becoming more complicated; the Political Unions established to promote the success of the Reform bill, or rather to bring about changes in her institutions, are taking a military organization, and the committees of these Unions are making considerable purchases of arms and ammunition. The partisans and members of these Unions dwell principally in towns. The Tories are forming associations of agriculturists and landowners—they are to be raised in the counties and to be called County Associations, for the protection of persons and property. They are also to possess arms, and as they will exercise great influence over the militia regiments and the yeomanry cavalry, they will soon constitute vigorous opponents of the Political Unions. The Government is extremely embarrassed meanwhile, though it has declared its intention to propose legislative enactments against the Political Unions; but it will hardly be strong enough to carry such a measure, and, at any rate, will get into difficulties thereby with its own friends."

This, it must be admitted, is a somewhat alarming picture; though we are not sure that it is not accurate.

The paragraph in the Daily Advertiser of this morning, importing that the ship *Othello* sailed from Havre on 22d November, having on board twenty two millions of francs, in satisfaction of American Claims, must be inaccurate,—because the Treaty stipulating the conditions of this indemnity is not yet ratified;—and, moreover, because five years are allowed for its payment.

Mrs. Pittcairn, known under the name of Paniela, and as the wife and widow of Lord Edward Fitzgerald, died at Paris recently.

Creation of New Peers of France.

PARIS, Nov. 20.—The *Moniteur* of yesterday contains three royal ordinances, all dated the 19th inst. By the first, the following personages have been created Peers of France for life:

Count d'Aubusson de Lafeuille, duke de Bassano, prince de Beauveau, marquis de Bizemout, count de Bondy, lieutenant gen. count Bonet, lieutenant gen. count Caffarelli, viscount de Cassini, lieutenant gen. count de Casac, baron Cuvier, lieutenant gen. count Danihouard, baron John Charles Davillier, lieutenant gen. count Droust, lieutenant gen. count M. Dumas, vice admiral count Emerian, lieutenant gen. count d'Erlon, lieutenant gen. count Excelman, lieutenant gen. count de Flaubert, count Francois, (of Nantes) count Fernand Foy, lieutenant gen. count Gazan, count Gilbert de Voisins, duke de Gramont Caderousse, vice admiral Jacob, lieutenant gen. count Alex. de Larochehoucauld, major gen. de Lacours, president Lepoittevin, prince de la Moscowa, lieutenant gen. count Pajol, count Perregaux, lieutenant gen. viscount Rogniat, lieutenant gen. count Roguet, lieutenant gen. count Philip de Segur, lieutenant gen. count de St. Sulpice, count de Turenne.

The second and third Ordinances raise Lieutenant Gen. Marquis de Grouchy to the dignity of Honorary Marshal of France, and Vice Admiral Count Truguet to Honorary Admiral. The *Moniteur* also contains a report wherein, after stating that a sense of national justice led his Majesty to desire to reinstate in their various ranks all such officers as had been promoted between the 20th of March and the 7th July, 1815, but had subsequently been deprived of their commissions, he says that he found, on referring to the rolls of the army, that 4 Lieut. Generals, 12 Major Generals, 13 Colonels, 7 Lieut. Colonels, 25 Majors, 23 Captains, 24 Lieutenants, and 1 Sub-Lieutenant, making 114 Officers, were fully entitled to such restitution.

CHAMBER OF PEERS—Sitting of Nov. 22.

The Duke de Bassano, the Count de Bondy, Baron Cuvier, Baron Davillier, General Count de Casac, Count Gilbert de Voisins, President Lepoittevin, and the Count de Turenne, eight of the newly nominated Peers, were introduced by the Duke de Choiseul and the Marquis de Barbe-Marbois, and took the oath and their seats. They all took their places on the last bench of the *cote droit*. All the Ministers were present in official costume.

The Minister of Finances brought up the Bill passed by the Chamber of Deputies, as to the division of the reserved fund of the Bank of France.—Ordered to be printed.

The Minister of War brought up the Bill regulating the Laws of Recruitments, and that concerning Army Promotions—both of which had also been passed by the Chamber of Deputies. Ordered to be printed.

The President of the Council then brought up the Bill for revising the 23d Article of the Charter, relative to the constitution of the Peerage. The speech of the Hon. Minister, on introducing the Bill, was little more than a repetition of the feelings of Government on the question, which he had already presented to the Chamber of Deputies on introducing the Bill there. He repeated the motives, founded on the conviction of actual necessity, which had induced Government to sacrifice its own desire for the maintenance of an Hereditary Peerage, and urged the Chamber to show a similar abandonment of selfish views and opinions. He then gave a rapid review of the discussion in the Chamber of Deputies; and, in alluding to the categories inserted by the Chamber in the Bill, said that Government had not opposed them, because, though it felt strong doubts both as to their utility and efficacy, it did not consider them incompatible with the free exercise of the Royal prerogative. He, however, referred more particularly to the 21st paragraph, which declares that individuals paying 3000 francs per annum direct taxes, must, before they can be nominated to the Peerage, have been six years Members of a General Council; and repeated the arguments which he had urged in the Chamber of

Deputies against the adoption of it. The Hon. Minister did not, however, directly call on the Chamber of Peers to reject it, but merely left to their sage consideration whether, casting such an implied suspicion on wealth and property, was not contrary to the spirit of the institutions of the country, and also to sound policy? He then, after mentioning the late creation of Peers, as a proof of the wisdom and discretion with which the Crown would use the unlimited power of nominating new Peers, with which it was proposed to entrust it, continued as follows:—"In fact all enlightened men perceive that the object was not merely to obtain a majority (for in this Chamber a majority is always certain in favor of any patriotic determination,) but rather to take a respectful precaution against your personal generosity, which would have impressed on the resolution of the Chamber the character rather of an act of self devotion than of a legislative enactment. We felt that names national by their high attributes, being associated with those which now shed a lustre over this Assembly, but not having, like you, the merit of sacrificing a vested right, would give to your decision a sanction which would not have merely the character of a generous disinterestedness. Besides, was it not expedient to fill up, at least in part, the vacancies left in this Chamber, and thus assure the deliberation and decision of a question of such importance the concurrence of a greater number of intelligent minds. Your feelings of honor which last year led you to refer the decision of a most delicate question to the Royal wisdom, but which, this year, when the Charter is in the zenith of its power and action, are compelled to guide you to decide yourselves a question which is at least half a personal one, your feelings of honor, I say, will have understood our motives, and the choice of individuals made by the King will, we venture to assert, have completed their justification in your eyes. For ourselves, Gentlemen, we conceive that we have, under existing circumstances, rather offered a homage worthy of the French Peerage, than in any manner outraged its independence or glory. Our conscience tells us that we have given satisfaction to the delicacy of yours." He then reminded the Chamber that powerful institutions perish at times from too great concessions, at others from too obstinate refusal, and that true wisdom was to be shown in examining and appreciating the existing state of affairs, in order to decide whether concessions were expedient, or whether refusal were safe. For himself he expressed his decided opinion that the present moment was one in which concessions judiciously made would be the surest pledges of safety; and in conclusion, repeated his sanguine hope, that the chamber would not allow itself to be the means of impeding the consolidation of the Revolution, and thence plunging the country into new tumults and dissensions, but would readily sacrifice its own future privileges to the welfare of the nation, and thus put the finishing stroke to the great work of general reconciliation.

The Bill was ordered to be printed, and distributed to the members in the usual manner.

Le Journal du Commerce, says—"The new Ordinances have been the subject of conversation every where. The commentaries made upon them in the journals, and in the public and private circles, appear to be symptoms of a political crisis. Hitherto no apprehensions have been entertained of any opposition on the part of the new peers. Some journals hinted at the possibility of a refusal by the young Prince of Moskowa. The news, however, is not confirmed. It appears that the Prince intends to take his seat in the Chamber of Peers not in virtue of the Ordinance, but in consequence of the hereditary title conferred in 1814 on the illustrious unfortunate Marshal. On entering this Assembly, which still contains among its members fifty-nine of those who pronounced sentence on his father, he purposes, it is said, to demand the immediate revision of this shameful judgment. Before the chamber of Peers had received a copy of the Ordinance of Nov. 20 four of the new Peers named therein had already deposited their titles; they were Messrs. Cuvier, de Bassano, de Bonda and d'Aubusson. The chamber received the ministerial communication with cold indifference. In the meanwhile, great agitation prevailed in the chamber of Deputies. Many of the benches remained empty during part of the sitting. About a hundred Deputies, among whom were many who vote habitually with the Ministry, assembled in the office of the fourth standing committee, to deliberate on the steps to be taken in order to secure the rights and dignity of the chamber. First, it was proposed to draw up immediately an Address to the King, and lay it on the table during the sitting.—

Afterwards, it was decided no hasty step should be taken, and a committee should be appointed to draw up the address. This committee is composed of nine members:—Messrs. Odilon Barrot, Cormenin, Dubois, (of the Loire Inferieure,) Dupont de l'Eure, Mauguin, Merilhou, de Sade, Salverte, and de Tracy. Another meeting was fixed upon for the definite arrangement of the address, which is to be presented to the Chamber to-morrow.—P. S. A numerous meeting was held this evening at Leintier's, and as in the first meeting, many Deputies were remarked who do not usually vote with the opposition. A project of address, it is said, was discussed and adopted, which protests in strong terms against the creation of new Peers as a violation of the rights of the nation, and against the arbitrary pretension of effecting by ordonnances what the two chambers had found to be within the scope of the laws. We will abstain from every reflection.—To-morrow's sitting will prove to France whether the chamber of Deputies at length opens its eyes to the state of the country, and whether it possesses sufficient energy to demand and enforce its rights, which are those of the nation itself. It is said that M. Cormenin was charged to draw up the address, and that M. Dupont de l'Eure will move its adoption.

Le Courrier de l'Europe says:—"It was expected that some strong questions would have been made by the Opposition yesterday. All the Ministers were in their places at the Chamber of Deputies waiting for the attack, but the sitting passed off without any thing occurring beyond the business of the day. The Opposition remained silent; a flagrant violation of the Charter was not sufficient to excite its generous indignation against the audacious enterprize of a Ministry creating Peers for the sole purpose of obtaining a majority.

La Tribune exults in the prospect which this "new act of illegality" opens to France of a liberation from the dominion of the present system. It maintains that the immediate duty of the Chamber of Peers is to refuse to acknowledge the new creations; and that of the Chamber of Deputies, to impeach the Minister who has dared to countersign it.

Le Temps likewise joins the ranks of the opposition on the occasion, and argues that the new creation of Peers cannot be legal under any point of view in which it may be regarded. It also expresses a doubt whether the purpose of the Ministry will be answered by it, as 83 votes will be necessary to constitute a majority, and although the new 36 added to the 55 already premised would make 91, it is not only possible that some of the former may turn round and support the hereditary Peerage, but also by no means improbable that many of the latter will be so much disgusted by the new creations as to withdraw their promises of support.

Le Constitutionnel. "Thirty six peers have been created. We will not speak of those who are selected, nor of those who are left out; it might appear that we felt some regret on account of the latter, or that they themselves experienced similar feelings; while on the contrary, if we can judge of their sentiments by our own, they rather congratulate themselves at not being called upon to give this proof of devotion to the Minister. We can perfectly understand the refusals; but some of the acceptances have painfully surprised us. We have now a second Chamber composed by excluding a part of its old members and the adjunction of new ones; an adjunction purely administrative, and made between the decisions of the two legislative bodies:—a second Chamber of elements in no respect homogeneous, whose mission is to reject whatever may have glided into the now Art. 23 a little in conformity with the wishes of the nation! What will be derived from this branch so unnaturally grafted upon the legislature? What degree of respect will its laws inspire? What will be done if, no matter from what motive, but under the pretence of its unconstitutionality, obedience is refused to its decisions? In our present state of deep affliction we dare not venture to give an answer."

November 21.—Le Courrier Francais echoes the same sentiments both on the creation of Peers and the Ordonnance respecting the officers of the Hundred Days; and calls on the Chamber of Peers itself to take the initiative in protesting the illegality of the intrusion of 36 new Members.

Le Journal du Commerce also characterizes the Ordonnances as a direct coup d'etat, and dwells particularly on the fact of new Peers being perfect anomalies, since they are neither hereditary according to the old law, nor chosen from among the categories designated by that which it is proposed to substitute for it; the Prince of Moskowa, for example, being under 30 years of age, and M. Ferdinand Foy, under 18.

Le Journal des Debats, after remarking on the inconsistency of those who were the most eager for the abolition of an hereditary Peerage being now the first to blame the adoption of the only means by which it could be effected, says:—"The whole argument of the opposition amounts to this: that the Chamber of 1830, by submitting the 23d article of the Charter to a revision, suspended the Royal right of nominating Peers which is conferred by that article. It is also added, that since the presentation of the Bill, which however has only been adopted by one branch of the Legislature, the 23d article has received its death-blow, and that therefore the Crown can neither use that 23d article, which is thus suspended and paralysed, nor the new Bill, which is not yet invested with the authority of a Legislative act. What would be the necessary consequence of the admission of this argument? That with the suspension of the 23d Article of the Charter, the Representative Monarchy itself would be suspended also. In a Representative Government, the existence of the Throne is impossible without the double prerogative of dissolving the Chamber of Deputies and nominating new Members of the chamber of Peers." It then points out the numerous cases in which the existence of a factious majority in either chamber might assume a despotic control over the two other branches of the Legislative Body, and totally paralyse the action of Government, if the King had not the moderating power of renewing both chambers, the one by a dissolution, the other by the creation of new Peers; and shows the consequences which would have resulted from the possible refusal of the chamber of Peers to adopt the various laws (particularly those on the Elections and the Budget) presented for its sanction since the Revolution of July; and adds, that to be consistent, the Opposition ought to maintain that the legislative functions of the chamber of Peers were suspended, as well as the Royal prerogative of creation. It then examines the question as to whether the 23d Article was in fact suspended at all, and argues that, on the contrary, it was only in the situation of the laws of education, the municipal and departmental laws, and many others, which are not only subject to revision but are every day undergoing alteration, but which maintain their full force and authority until formally abrogated. This was proved when Marshal Soult, and Admiral Duperré were nominated Peers, since the Revolution in July, without the slightest objection being made to the measure. It then alludes to the argument founded on the fact of the new Bill having been adopted by the Chamber of Deputies as still more destitute of any solid basis, since it is one of the first principles of a representative government, that a measure while in progress, and until it has received the sanction of all the branches of the legislative body is quasi non-existent, and can have no effect in diminishing the validity of subsisting provisions. In conclusion, after remarking that the real clue to the conduct of the Opposition is to be found in their rage and disappointment at finding that the Ministry has not fallen under the weight of the Peerage question, it says:—"We have shown better feelings. We firmly and frankly supported the maintenance of an Hereditary Peerage, because we thought it good in itself. A measure now comes which gives the death blow to our cause; but this measure, however it may be reproached by others, is legal, and strictly within the prerogatives of the Crown. When, therefore, we heard this sacred right furiously attacked, we felt at once that it was the duty of all the friends of order and the happiness of France to lend all their efforts to its support."

[From the London Times of Dec. 19.]

It cannot be endured with patience that the peace of Europe should be longer menaced by two of its insignificant states. The formal recognition of King Leopold by the Allies, must, we think, bring his Dutch Majesty to a more reasonable estimate of his present situation. Instead of frankly presenting to the States General, like his neighbor King Leopold, a project of law to authorize his definitive consent to the London Conference, and lamenting, like him, that he was compelled, from a regard to his Allies, to accept conditions to which his personal opinion was repugnant, he entertains the Assembly with the steps which he had taken to postpone the conclusion of peace, and to procure a hopeless modification of a convention declared by its authors to be final. England, which like the other four Powers, is sincerely desirous of peace, and is convinced that the general tranquillity cannot be maintained if hostilities are permitted in such an inviting field of foreign adventure as the Netherlands, has shown a just displeasure at this selfish obstina-

cy or temporising ambition. Sir C. Bagot, our Ambassador at the Hague, is said to have demanded his passports, unless his Dutch Majesty would immediately adopt the twenty-four Articles. His Majesty's answer is said to be, that he would not accept them, but that he would consult the States General. If this be really his answer, he shows more duplicity than any but his enemies have hitherto ascribed to his character. When, in the beginning of September, 1830, deputations from Brussels and Liege waited upon him with their complaints, he offered to convoke the States General to deliberate on the redress of their wrongs. The States General accordingly met, and, though very equivocally, he called upon them to determine the question of a separate Administration for the northern and southern provinces of his kingdom. He showed no directness or frankness in his proceedings; the Belgians distrusted him, and suspected that he wished to evade their demands; the conflict of Brussels was the fruit of this temporizing policy, the bombardment of Antwerp followed, and Belgium was lost forever to the Nassau family. On the present occasion he has not even laid the propositions of the Conference fairly before his Legislative Chambers, thinking, no doubt, that he can treat his Allies with more contempt than he did his revolted subjects! What is the secret of this conduct? what is the key to this enigma? It cannot be sheer stupidity, for his Majesty is an "enlightened" Sovereign; it cannot be any well-grounded reliance on Russia or Prussia, because we have proved before that they are zealous parties to the treaty. It must, therefore, be either the pure chapter of accidents, or a calculation of some speedy change in the councils of England, which warrant his Majesty in standing out against the award of the London Conference. Sir C. Bagot is said to stand recalled, if his Dutch Majesty proves refractory. But why was Sir C. not recalled long ago? Why was he at the Hague on such an occasion? and may not his Majesty have proved refractory because he was there?

LONDON, Nov. 21.—The news from Sunderland is unfavorable. A letter from that place dated the 17th says, "I arrived at the instant of the meeting of the Commission of health, and I am sorry to say there are six sudden deaths, and many bad cases.—Every body maintains that the disease is not contagious, because no person attached to the sick has been infected. It is said there are also more cases at Stockton and New Castle. There are not, after all, more deaths here than are common at this season, perhaps less."

DOMESTIC SUMMARY.

It is stated in the United States Gazette that Mrs. Haslam, a niece of the late Stephen Girard, is preparing a biography of her uncle, from the papers and continued diary which he kept. A likeness of Mr. Girard will accompany the work.

REGULARITY.—It is stated in the Report of the Paymaster-General, which accompanies the Report of the Secretary of War, that within the last eight years, upwards of nine millions of dollars have been disbursed by that department in small sums, without the loss of a single cent to the government, and without having had resort to a single coercive measure to compel a more prompt settlement of accounts.

The great case which has been depending for some time in Maryland, between the Baltimore and Ohio Rail-Road Company, and the Chesapeake and Ohio Canal Company, has been decided by the Court of Appeal sitting at Annapolis, against the Rail Road Company. The main point in dispute was, we believe, as to a particular spot, called the Point of Rocks, on the Potomac, a narrow pass, of which the possession is essential to both Companies, as the routes of their respective undertakings are laid down. Both proceeded to acquire possession, whereupon the Rail-Road Company obtained from the Chancellor of Maryland an injunction restraining the Canal Company from proceeding. Against this injunction the Canal Company appealed. The Court have set aside the injunction, leaving each company free to proceed according to their rights.

From this decision there is no appeal to the Supreme Court of the United States, as the parties de-

ated belong to the State, of which the court decided against them.

AFFAIRS OF STATE.

TWENTY-SECOND CONGRESS—1st Session.

In Senate—Tuesday, Jan. 3.

Mr. Waggaman of Louisiana, and Mr. Tipton of Indiana, took their seats. A petition from Philadelphia, for the improvement of the Navigation of Back Creek, was referred to the Committee on Commerce.

Mr. Hayne, from the Committee on Naval Affairs, reported a bill "to provide for the distribution of the duties of the Commissioners of the Navy, and for other purposes;" and a bill "concerning Navy Agents;" which were severally read and ordered to a second reading.

A bill, from the House of Representatives, to alter the time of holding the spring term of the Circuit Court of the United States for the Southern district of New York, was twice read, and referred.

Mr. Dallas was appointed a member of the Committee of Military Affairs and of the Militia, in place of Mr. Barnard, resigned; and Mr. Tipton a member of the Committee on Public Lands, in place of Mr. Hanna.

The Senate sat some time with closed doors.

In the House of Representatives, the following resolutions were adopted:—

By Mr. Hogan—

Resolved, That the Committee on Internal Improvements be instructed to inquire into the expediency of constructing a breakwater for the protection of the Harbor of Plattsburg, and for erecting a Light House on Cumberland head, on Lake Champlain.

By Mr. Dearborn—

Resolved, That the Committee on Commerce be instructed to inquire into the expediency of requiring the Secretary of the Treasury, annually to prepare and lay before Congress statistical accounts of the commerce and navigation between the several states, for each preceding year, in the manner prescribed by the act of February 10, 1820, for the commerce with foreign nations.

The following, submitted by Mr. Pendleton, were laid on the table and ordered to be printed:—

1. Resolved, That it is expedient to bring in a bill to regulate and declare the appellate jurisdiction of the Supreme Court of the United States in Criminal Cases arising in the State Courts.

2. Resolved, That in the proposed bill, the provisions of the 24th section of the Act, "To establish the Judicial Courts of the United States," passed September 24, 1789, shall be declared to apply: the final judgments in Criminal Cases, which are now depending, or which shall hereafter arise in the State Courts.

3. Resolved, That in the proposed bill, adequate provisions shall be inserted, to enforce the return of all process and proceedings in the Court below to the Supreme Court of the United States.

4. Resolved, That in the proposed bill, it will be expedient to provide, that in all cases a writ of error be allowed in pursuance of the Act, shall have the effect to suspend the execution of the judgment complained of, and that adequate penalties shall be imposed upon any person or persons who shall, in this respect, violate the provisions of the Act.

Mr. Mercer offered the subjoined:—

Resolved, That, as soon as the Public Debt of the United States shall have been discharged, or such provision made therefor, as shall release the public lands from the claims of the public creditors, the net proceeds of the sales of those lands shall be applied, under such regulations as the Legislatures of the several states and territories may respectively provide in the proportion of one moiety to popular education, and the other to the removal of such free people of color thereof, as may desire to emigrate to Liberia, in Africa, or elsewhere, beyond the limits of the United States and of their Territories.

Resolved, That in effecting the preceding purposes, the proceedings of the sales of the public lands be distributed among the several States and Territories according to their respective numbers.

In the Senate, on Wednesday, a bill was reported, by the Committee on Naval Affairs, to establish the office of Surgeon-General of the Navy; and another, by the Military Committee, to organize the Ordnance Department. The bill to provide for the settlement of claims by the States on the United States, for interest on advances during the late war, was ordered to a third reading. Some time was spent in Executive business.

In the House of Representatives, Mr. Mercer's resolutions respecting the Public Lands were laid on the table by a vote of 124 to 54. The Military Committee reported a bill for the erection of a National Armory on the Western waters; and a bill was reported to apportion representatives according to the fifth census. Mr. Blair's resolution respecting the Public Lands was laid on the table by a vote of 109 to 70. Among the resolutions adopted were the following:—

By Mr. Davis of South-Carolina—

Resolved, That the Committee on Foreign Relations be instructed to inquire into the expediency of reducing the number of our Foreign Ministers, resident abroad, above the grade of Chargé d'Affaires, to three, viz.: to the Courts of England, France and Russia.

By Mr. Drayton—

Resolved, That the Committee on Naval Affairs be instructed to inquire into the expediency of increasing the pay and emoluments of the Officers of the United States' Navy, so as to place them upon an equality with officers of the same rank in the Army of the United States.

By Mr. Wickliffe—

Resolved, That the Committee on Military Affairs be instructed to inquire into the expediency of vacating all present, and prohibiting all future appointments in the staff of the army from the Captains of the line; and to require that each Captain shall be kept with, and in command of his appropriate company. That the Executive be vested with a discretion to appoint from the non-commissioned officers of the army, when they may be found worthy of promotion, a certain portion of the Second Lieutenants. That, in order to enable the President to do this, the Committee further inquire into the expediency of reducing the number of Cadets in the Military Academy at West Point, and to prohibit the appointment of any Cadet who has not attained the age of 17 years.

CONGRESSIONAL ANALYSIS.—In the Senate, Thursday, a number of private bills were passed, and others matured. The bill providing for the final settlement of claims for interest on advances made during the late war, by the several States to the United States, was passed. Mr. Benton's bill to reduce the duties on Indian blankets and other Indian goods, having received two readings, Mr. Benton moved its reference to the Committee on Finance. After some discussion, this motion was lost; Ayes 17, Noes 25. Mr. Dickerson's motion to refer it to the Committee on Manufactures prevailed by a vote of 25 to 18. Some time was spent in the consideration of Executive business. The Senate adjourned over to Monday next.

In the House of Representatives, Mr. Drayton, from the Committee on Military Affairs, reported a bill making further provision for the Military Academy at West Point. A bill to add a part of the Southern to the Northern District of the State of Alabama, was passed. A discussion of some length took place upon a motion to recommit to the Committee on Claims, the bill reported from the Committee on Military Affairs providing for the adjustment of the claims of the State of South Carolina against the United States, in which Messrs. Adams, McPuffie, Speight, E. Everett, Burges, Williams, Reed, of Massachusetts, Drayton, Davis of Massachusetts, and Barbour, of Virginia, took a part. The motion to recommit was lost by a large majority, and the House adjourned without taking the question on the amendment to the bill reported by the Committee of the Whole.

CONGRESS—Friday.

The Senate did not sit.

In the House of Representatives, Gen. Hawkins, of North Carolina, appeared and was qualified, and took his seat. A number of bills were reported, and among them the naval appropriation bill for the year 1832, which was read twice, committed to a Committee of the Whole on the state of the Union. Mr. Kerr, from the Committee on the Territories, reported a bill establishing the territorial government of Ouiscensiu; which also was read a first and second time, and committed to a Committee of the Whole on the state of the Union. The report of the Committee of Claims on the South Carolina claims was ordered to be printed. The remainder of the day was devoted to private business.—[Telegraph.]

LEGISLATURE OF NEW-YORK.

In Senate—Thursday, Jan. 5.

The President announced the appointment of the Standing Committees.

Committee on Claims—Messrs. Hubbard, Sherman, and Fuller.

On Finance—Messrs. Bronson, Dodge, and Fisk. On the Judiciary—Messrs. Beardsley, Talmadge, and Edmunds.

On the Militia—Messrs. Foster, Deitz and Gere. On Canals—Messrs. Edmonds, Hubbard and Armstrong.

On Roads and Bridges—Messrs. Westcott, Lynde and Halsey.

On Literature—Messrs. McLean, Mather and Lansing.

On the State Prisons—Messrs. McDonald, Allen, and Seward.

On Banks and Insurance Companies—Messrs. Allen, Beardsley and Eaton.

On the Division of Counties and Towns—Messrs. Dodge, Conklin and McDowell.

On Agriculture—Messrs. Rexford, Gere, and Cropsey.

On Manufactures—Messrs. Armstrong, Quackenboss and Cary.

On Privileges and Elections—Messrs. McDowell, McLean and Westcott.

On Enrolled Bills—Messrs. Mather, Seward and Foster.

On Indian Affairs—Messrs. Lansing, Conklin and Birdsall.

On Expiring Laws—Messrs. Tracy, McDonald and Cropsey.

On Expenditures—Messrs. Eaton, Carey and Quackenboss.

On the Incorporation of Cities and Villages—Messrs. Maynard, Sherman and Birdsall.

On Rail-Roads—Messrs. Talmadge, Maynard and Halsey.

Select Committees on the Governor's Message.—In relation to Insane Poor, and County Poor Houses—Messrs. Sherman, Bronson and Dietz.

In relation to the survivors of the Revolutionary War—Messrs. Fisk, Fuller and Rexford.

IN ASSEMBLY.

Various petitions for Rail-roads, Banks, &c. &c., were presented, and some unimportant business was transacted, which we have not room to record.

In Senate—Friday.

A petition was presented by Mr. Maynard, of Jno. Jacob Astor and others, for the incorporation of a company to construct a Railroad from Schenectady to Buffalo.

A bill for the improvement of the Literature Fund was twice read, and ordered to be printed.

On motion of Mr. Fuller,

Resolved, That the Attorney General submit to the Senate an opinion on the legal effect of the provision in section 4, at page 600 of the 1st volume of the Revised Statutes, on acts of incorporation, in cases where the acts themselves contain no such provision; and also an opinion on the legal effect of those provisions, by which the Legislature reserves to itself the right to alter, modify and repeal certain acts, in cases where such reservation is contained within the act.

After the consideration of executive business, the annual report of trustees of the state library was received and referred to the committee on literature.

IN ASSEMBLY.

Petitions.—To authorize the Troy road and Railroad company, to construct a Railroad from Troy to Schenectady; for a Bank at Lyons; for a Railroad from Owego to New York; for the Central Bank of Genesee; to renew the charter of the Lansingburgh bank; for a Railroad from Troy to Whitehall; to incorporate a company to construct a Railroad from Schenectady to the west shore opposite Troy; for the Rail-road bank at Schenectady; from three towns in Delaware co. for the Delaware county bank at Delhi; for a bank at Le Roy.

Resolved, if the Senate concur, That the Senators in Congress from this state be instructed, and the representatives of the people of this state in Congress be requested to use their exertions to procure such an alteration of the act of Congress, passed in the year 1792, organizing the militia of the United States, as shall exempt from the performance of military duty all such citizens as shall not have attained the age of 21 years or shall have passed the age of 40 years.

On motion of Mr. Varian, resolved that the Comptroller report to this House the amount of Bank Capital in each county of this State, and that the same be arranged by counties, designating the towns in which the several banks are located.

In Senate—Saturday, Jan. 7.

The only business of interest this day was the ordering of the bill to incorporate the Newburg Whaling Company to a third reading. Adjourned to Monday.

IN ASSEMBLY.

Petitions presented.—For the incorporation of the Oneida and Oswego Rail-road Company.
For a Rail-road from Rochester to Allegany.
For a Rail-road from Troy to Whitehall.
Do. from Saratoga Springs to Whitehall.
A Rail-road from New-York to Albany, through Dutchess county.

For a Rail-road from New-York to Albany, through Putnam county. For a Bank at Delhi.

From Dutchess county, for the Leather Manufacturer's Bank, New-York.

The Speaker announced the following Standing Committees of the Assembly.

On Ways and Means.—Messrs. Litchfield, Hammond, Craig, Howell, Andrews.

On Grievances.—Messrs. Granger, Hardenburgh, Fitch, Colwell, Mercereau.

On Privileges and Elections.—Messrs. Resmer, Speed, Angel, Martin, Ely.

On the Judiciary.—Messrs. Otis, McKeon, Deig, Skinner, Young.

On Expiring Laws.—Messrs. Walker, Coulter, Brinkerhoff, Hoses, Bennett, Batchelor.

On Claims.—Messrs. J. Miller, Couch, Blawvelt, Masters, Gates.

On Colleges, Academies, and Common Schools.—Messrs. McDonald, Van Schaick, King, E. Dodge, Norton.

On Engrossed Bills.—Messrs. Varian, Williamson, Watson, Per, Lee, Whitney.

On the erection and division of Towns and Counties.—Messrs. Tilford, Coffin, Strong, Barnum, Anderson.

On the Incorporation of Cities and Villages.—Messrs. Ostrander, Lennebacker, Dorn, Gillett, Mason.

On Agriculture.—Messrs. Butler, Barker, Nicholas, Hugston, Sprague.

On the Incorporation of Religious and Charitable Societies.—Messrs. Downing, Vandewarker, McBurney, Thompson, Brown.

On the Incorporation and Alteration of the Charters of Banking and Insurance Companies.—Messrs. Bishop, Sawyer, Ten Broeck, M.W. Bennett, Arnold.

On Aliens.—Messrs. R. R. Miller, Brisbane, Hamilton, N. Smith, Patterson.

On Canals and Internal Improvements.—Messrs. Howell, Spencer, Woods, Twitchell, Litchfield.

On Roads, Bridges and Turnpike Companies.—Messrs. Moulton, Juliard, Diebrow, Landon, Clark.

State Prisons and the Penitentiary System.—Messrs. Van Duzer, Boardsley, Talmadge, Ostrander, Frost.

Militia, &c.—Messrs. Mayers, Genet, Salisbury, Allen, Wood.

Indian Affairs.—Messrs. R. D. Dodge, Ross, Van Arnum, Head, Mills.

Manufacture of Salt.—Messrs. Curtis, Hogeboom, Dygert, Cone, Hough.

Medical Societies and Colleges.—Messrs. Milldoller, Maxwell, Winfield, Hamilton, Stevenson.

Two third Bills.—Messrs. Woods, Woodworth, L'Hommedieu, Hiram, Bennett, Bellows.

Public Lands.—Messrs. Cruikshank, Dickson, Thorp, Bliss, Collins.

Trade and Manufactures.—Messrs. Seymour, Morgan, Falth, Humeston, Hawkins.

Rail-Roads.—Messrs. Stilwell, Kemble, Seymour, Mack, Remor.

On so much of the Governor's Message as relates to insane paupers and poor laws.—Messrs. Kemble, Winfield, Otis, Spadbolt, Risby.

Imprisonment for Debt.—Messrs. Stilwell, Genet, T. Smith, Phelps, White.

The Treasurer's annual report was received and ordered to be printed.

IN SENATE.—Monday.

A petition for a Rail-road from Schenectady to Buffalo was presented.

A resolution by Mr. Allen, respecting the Bank Fund, was adopted. The bill incorporating the Newburg Whaling Company was passed, after an amendment excluding foreigners from any interest in it.

Appointment of Canal Commissioner.

At 12 o'clock, the Senate proceeded to appoint a canal commissioner in the place of Henry Seymour resigned, each Senator rising in his place and naming his candidate. The result was as follows—

For Jonas Earll Jr.—15.

For A. P. Granger—6.

A resolution was then passed declaring Mr. Earll appointed on the part of the Senate.

The Senate then proceeded to compare nominations with the Assembly, and they were found to agree, and the Senate adjourned.

IN ASSEMBLY.

Petitions presented.—For a bank at Le Roy; for a bank at Fredonia; further petitions for the Rochester and Alleghany Rail-road; further petitions for a bank at Homer; to increase the capital of the Phoenix Bank in New York; for a Rail-road Bank at Schenectady; to renew the charter of the New York Eye Infirmary; further petitions for a Bank at Albion; for a Bank at Little Falls; for a Rail-road from Lake Champlain to the St. Lawrence river; for a Bank at Brockport, Monroe county; of the Steuben manufacturing company, for an act of incorporation for hydraulic purposes; further petitions for the New York Leather manufacturers' Bank; for a Rail-road from the Canajoharie Rail-road to the Susquehanna river; further petitions for the Steuben Co. Bank.

On motion of Mr. Dodge, the Rail-road committee were discharged from the further consideration of the petition for a Rail-road from Watertown to Rome.

The hour having arrived for the appointment of a Canal Commissioner, the House proceeded to nominate, the result of which was for Jonas Earll, Jr. 86 votes; for Amos P. Granger 27 votes: for Ambrose Spencer 1 vote; and one for Walker Todd.

The Senate met the Assembly, and their nominations agreeing, Mr. Earll was declared to be duly elected. And then the House adjourned.

[FROM THE ALBANY ARGUS.]

Annual Report of the Commissioners of the Canal Fund, made to the Legislature of New York, January 3, 1832.

The Commissioners of the Canal Fund, pursuant to chapter nine, title two, of the first part of the Revised Statutes, respectfully submit the following Report:

CANAL FUNDS.

The canal funds are as follows, viz:

Erie and Champlain Canal Fund.

The canals, \$

Lands given by John Hornby

Do. do. Gideon Granger do 1000

Bonds for sales of Lands.

Bond of Alpha Hawley, for one half the consideration on the sale to him of the 100,65 acres of land in Cataugus county, given to the canal fund by the Holland Land Company, \$14,105 13

Bonds for sales of land on Grand Island, 5,863 83

19,968 96

Stocks.

State stock, 5 per cent. issued to the Del. & Hudson canal company, \$200,000.

Do. do. issued to the New York Navigation Co. 10,000

Do. do. issued for the construction of Crooked lake canal 100,000—310,000 00

Loans.

Loan to the city of Albany, at 5 p.c. 75,000 00

Deposits.

Cash on deposit in banks with which collectors of tolls make their deposits at 4 1/2 per cent. \$315,075 38

Cash on deposit in the Mechanics and Farmers' Bank of Albany, at 3 1/2 per cent. 749,56 507

Cash on deposit in the N.Y. State Bank at Albany, at 3 1/2 per cent. 748,971 39

Cash on deposit in the Manhattan Bank of N.Y. placed there with a view to be drawn upon the purchase of stock, and bearing no interest, 19,615 14

1,833,229 41

\$2,238,198 37

Oswego Canal Fund.

The canal, \$

Bonds for lands sold in the Onondaga salt springs reservation, 1,852 50

Cayuga and Seneca Canal Fund.

The canal, \$

RECEIPTS AND EXPENDITURES FROM THE 1ST OF JANUARY TO THE 30TH SEPTEMBER, 1831.

Erie and Champlain Canal Fund.

Balance of the revenue of this fund in the hands of the Commissioners on the 1st of January, 1831, \$1,388,096 95

Received by the Commissioners during the year, 1,077,202 96

Expended during the year, \$2,465,299 91

Balance on hand Sept. 30th, 1831, 632,070 50

\$1,833,229 41

Oswego Canal Fund.

Received by the Commissioners during the year, \$40,717 21

Expended during the year, 40,717 21

Cayuga and Seneca Canal.

Received by the Commissioners during the year, \$15,794 69

Expended during the year, 15,794 69

Chemung Canal.

Balance on hand 1st January, 1831, \$93,379 00

Received by the Commissioners during the year, 164,261 37

Expended during the year, 257,640 37

Balance on hand Sept. 30th, 1831, 155,671 96

\$101,968 41

Crooked Lake Canal.

Received by the Commissioners during the year, \$100,000 00

Paid by the Commissioners, 12,887 67

Balance on hand 30th Sept. 1831, \$87,112 33

SUMMARY.

Bal. in hand of Erie & Champlain canal fund, \$1,833,229 41

do. Oswego, do. 0,000 00

do. Cayuga & Seneca, do. 0,000 00

do. Chemung, do. 101,968 41

do. Crooked lake, do. 87,112 33

Total, \$2,022,310 15

The balances in hand were on deposit, to the credit of the Commissioners, on the 30th September, as follows, viz:

Belonging to the Erie and Champlain canal fund.

In Mechanics' and Farmers' Bank, \$749,567 50

New York State Bank, 748,971 39

Bank of Manhattan Co. 19,615 14

Bank of Troy, 76,972 03

Saratoga County Bank, 8,329 54

Ontario Branch Bank, 28,382 61

Bank of Geneva, 32,913 65

Onondaga County Bank, 13,036 24

Wayne County Bank, 16,300 33

Bank of Rochester, 94,452 11

Bank of Monroe, 12,062 81

Lockport Bank, 32,626 06

1,833,229 41

Belonging to the Chemung canal.

In Merchants and Mechanics' Bank, Troy, \$50,000 00

Commercial Bank, 3,860 80

Bank of Troy, 2,107 55

101,968 41

Belonging to the Crooked lake canal.

In Merchants' & Mechanics' Bank, Troy, 87,112 33

Total, \$2,022,310 15

ESTIMATE OF RECEIPTS AND EXPENDITURES FOR THE YEAR 1832.

Erie and Champlain Canal Fund.

Revenue.

Canal tolls, exclusive of the tolls collected and paid over to the proprietors of the Albany Basin, \$1,100,000 00

Vendue duty, 200,000 00

Salt duty, 150,000 00

Interest on bonds for lands sold, 900 00

Rents for surplus waters, 1,500 00

1,452,400 00

In addition to the above estimate of the regular income of this fund, the following revenues arising from investments of its surplus moneys, should be added, viz:

Interest upon \$200,000 of a 5 per cent state stock, issued to the Delaware and Hudson Canal Company, \$10,000 00

Interest upon \$10,000 of 5 per cent. state

| | |
|--|-----------|
| stock, issued to the Neversink Navigation Company, | 50 000 |
| Interest upon \$100,000 of 5 per cent. state stock, issued for the construction of the Crooked Lake canal, | 5,000 00 |
| Interest upon a loan of \$75,000 at 5 per cent. to the city of Albany, | 3,750 00 |
| Interest upon \$150,000 deposited with the National Bank in the city of New-York, at 4 per cent. | 6,000 00 |
| Interest upon \$500,000 deposited with sundry other banks upon contract, 4 1/2 per cent. | 16,875 00 |
| Interest upon, say \$300,000, the average amount which will be retained by the banks receiving the tolls from the collectors, at 4 1/2 per cent. | 13,500 00 |
| Interest upon the general deposits of the fund in the depositing banks in Albany, where moneys are paid and drawn without notice, at 3 1/2 per cent. | 42,000 00 |
| | 97,625 00 |

Showing the whole estimated income for the year 1832, to be \$1,550,025 00

Expenditures.

For interest on loans, \$379,586 80

By superintendants of repairs, 210,000 00

For the collection of tolls, including the pay of inspectors, and all expenses of the collector's offices, 23,000 00

By the Canal Commissioners, including payments for damages, 10,000 00

For salaries of weigh-masters, the pay of their assistants, and the expenses of the weigh-locks, 4,500 00

For printing, including blanks, circulars, and all other printing for the canals, 1,700 00

For compensation of the canal appraisers, 1,000 00

For incidental expenses of the commissioners of the canal fund, 400 00

For extra allowances by the canal board, 500 00

For costs in suits instituted for the recovery of penalties for violations of the canal law and regulations, &c., 500 00

For clerk hire of the canal room, 1,880 00

For expenses of changing the certificates of canal stock, pursuant to chapter 320 of the laws of 1831, 1,000 00

Which expenditure being deducted from the estimated income, as above given, will show an estimated surplus for the year 1832, of \$915,958 20

Oswego Canal Fund.

Revenue.

Canal tolls, \$15,000 00

Rents of surplus waters, 800 00

15,800 00

Expenditures.

For interest upon loans, \$21,367 36

By the superintendant of repairs, including payments to lock-tenders, 10,000 00

By the canal commissioners, including payments for damages, 2,000 00

For the collection of tolls, including all the expenses of the collectors' offices, 1,800 00

35,167 36

Thus showing a deficiency in the revenue of this fund to meet the charges upon it for the year 1832, of \$19,367 36

Cayuga and Seneca Canal Fund.

Revenue.

Canal tolls, \$14,000 00

Expenditures.

For interest on loans, \$11,850 00

By the superintendant of repairs, including payments to lock-tenders, 4,500 00

By the canal commissioners, including payments for damages, 2,000 00

For the collection of tolls, including all the expenses of the collectors' offices, 1,000 00

19,350 00

Thus showing a deficiency of the revenue of this canal to meet the charges upon it for the year 1832, of \$5,350 00

[The residue of the Report, 26 octavo pages, consists of remarks relative to the mode of investing the surplus canal revenues, and the condition of the various canal stocks and loans issued by the State, with an appendix of tables explanatory of the above statements. It will be perceived that these statements embrace but three quarters of the present year, the last Annual Report of the Commissioners having brought their accounts up to the 31st December last, and the accounts being now directed by law to be closed on the 30th September, in each year.]

SILAS WRIGHT, JR.

A. C. FLAGG,

GREENE C. BRONSON,

A. KEYSER,

SIMEON DE WITT,

Commissioners of the Canal Fund.

Dated Albany, December 1, 1831.

[From the Albany Argus of Friday.]

COMPTROLLER'S REPORT.

The Annual Report of the Comptroller was made to the Assembly on Wednesday. The document is too voluminous to admit of its insertion entire, while our columns are necessarily so much occupied by the other legislative proceedings. We therefore make from it the following brief abstract, as presenting in a small compass the most interesting facts in relation to the finances of the state.

The nominal capital of the general fund, as exhibited in the report, is \$1,131,026 05

By a law of the last session, the Comptroller was directed to ascertain, from an actual examination of the securities in his office, the amount of the actual value of the capital of this fund, separate from those portions included within its nominal capital, which are supposed to be doubtful, or are known to be bad. The report exhibits the real value, thus ascertained, to be 803,291 62

Leaving a difference between the nominal and real value of the capital of the fund of 327,734 43

This difference is accounted for principally by a detailed statement annexed to the report.

The capital of the school fund is represented as being entirely sound and productive, with the exception of \$50,000 Middle District Bank Stock, and is stated at \$1,754,159 40

The capital of the literature fund, devoted to the aid of academies and the higher classes of schools, is represented to be also sound and productive, and is stated at \$263,507 96

The capital of the Bank Fund is only the contribution of the first year after its establishment, and when but a very small portion of the capital now contributing to it was subjected to the provisions of the law establishing the fund, and is stated at \$26,496 79

The total receipts into the Treasury during the time covered by the report, are stated as follows:

For account of the General Fund \$240,367 82

| | |
|-------------------------------|----------------|
| Erie and Champlain canal fund | 1,250,523 05 |
| Oswego canal fund | 19,019 44 |
| Cayuga and Seneca canal | 10,043 94 |
| Common school fund | 165,182 69 |
| Literature fund | 19,309 32 |
| Bank fund | 27,084 70 |
| | \$1,740,530 96 |

The whole amount of warrants drawn upon the Treasury, during the same time, are given as follows:—

| | |
|----------------------------------|----------------|
| For account of the General fund, | \$343,531 31 |
| Erie & Champlain canal fund, | 1,250,523 05 |
| Oswego canal fund, | 19,019 44 |
| Cayuga & Seneca canal | 10,043 94 |
| Common school fund | 104,359 39 |
| Literature fund, | 5,653 56 |
| Bank fund | 14,966 33 |
| | \$1,748,087 02 |

Excess of warrants drawn over the receipts of the year, as shown by the above 7,556 96

The following is given as the state of the Treasury, on the 30th day of September last, that being the close of the fiscal year:

| | |
|--|--------------|
| Balance in the Treasury on the 30th Nov. 1830 | \$69,893 84 |
| Receipts into the Treasury, from the last date, to the 30th Sept. 1831 | 1,740,531 16 |
| | 1,810,425 00 |

During the same period the payments from the Treasury have been as follows, viz.

Amount of warrants outstanding 30th Nov. 1830, \$790 48

Amount of warrants drawn from 30th Nov. 1830, to 30th Sept. 1831, as above 1,748,087 02

\$1,748,877 50

Deduct amount of warrants outstanding on the 30th Sept. 1831, 890 05

1,747,987 45

Leaving a balance in the Treasury on the 30th Sept. 1831, applicable to the ordinary expenses of the government, and to meet the claims of the common school, literature and bank funds, on the Treasury, of \$62,437 55

Amount due from the general fund to the common school, literature and bank funds, as follows, viz.:

To the common school fund, capital \$61,887 64

Revenue 80,662 33

\$142,549 97

To literature fund, capital 16,083 75

revenue 10 905 67

To the bank fund, capital 26,989 42

12,118 37

181,657 76

From which deduct the balance in the Treasury on 30th Sept. 1831, as above, 62,437 55

And there will remain a deficit of means in the treasury to meet the debt to the specific funds of \$119,220 21

which sum constitutes the existing debt against the treasury, separate from the canal debt.

The canal debt is stated in the report as follows: Loaned at 6 per cent \$2,542,300 00

" 5 " 5,112,145 86

Making a total of \$8,055,645 86

The estimated ordinary expenses of the government for the current year, as exhibited in the report, are \$269,967 36

The estimated income from the general fund, composed both of capital and revenue, and applicable to these expenses, is only 112,100 00

Leaving a deficiency in the income, from the fund applicable to it, to meet the ordinary expenses, of \$157,867 36

APPOINTMENTS BY THE PRESIDENT.

By and with the advice and consent of the Senate.

Samuel A. Morse, to be Collector of the Customs for the District, and Inspector of the Revenue for the Port of Machias, in the State of Maine, from the 28th of January, 1832, when his present commission will expire.

Nathaniel Bullock, to be Collector of the Customs for the district of Bristol and Warren, in the State of Rhode Island, from the 2d of January, 1832, when his commission expired.

William Halloway, to be Surveyor and Inspector of the Revenue for the Port of North Kingston, in the State of Rhode Island, from the 15th of February, 1832, when his present commission will expire.

H. G. S. Key, to be Surveyor and Inspector of the Revenue for the port of Llewellynburgh, in the State of Maryland, from the 19th of February, 1832, when his present commission will expire.

Francis B. Armistead, to be Surveyor and Inspector of the Revenue for the Port of East River, in the State of Virginia, from the 9th of January, 1832, when his present commission will expire.

Duncan McDonald, to be Collector of the Customs for the District and Inspector of the Revenue for the Port of Edenton in the State of North Carolina, from the 29th of February 1832, when his present commission will expire.

James R. Pringle, to be Collector of the Customs for the District of Charleston in the State of South Carolina, from the 29th of January 1832, when his present commission will expire.

John Shellman, to be Surveyor of the District and Inspector of the Revenue for the Port of Savannah in the State of Georgia, from the 2d of January 1832, when his present commission expired.—[Globe.]

POETRY.

To the Editor of the N. Y. American :

Sir—I am one of the many who derive gratification from the early notice to be found in your columns of all new and interesting publications, and therefore take a pleasure in some degree reciprocating the favor, by sending you the enclosed extract from a poem that can hardly as yet have met the public eye. The fragment that is thus placed at your service, probably a proof sheet, came home to my wife yesterday in the shape of a wrapper to a jar of pickled oysters, which I had ordered from Boston Crummell's. With much respect, your obt. serv't,

CONCH.

Extract from the Loves of the Shell-Fishes, an unpublished poem:—

Not in the land where beauty loves to dwell,
And birds to sing that beauty dwelleth there:
Not in the land where rules th' enchanter's spell,
And fashions beings beautiful and rare;
Not in such land are laid the scenes I tell.
No odors float upon its sunny air;
No ruddy vintage, and no untined flowers
Gladden its fields or bloom within its bowers.
Mine is a lowlier lay—the unquiet deep—
The world of waters; where man's puny skill
Has but along its surface dared to creep;
The quaking vessel of its wayward will,
Exultant only when its calm waves sleep,
And its rough voice is noiseless all and still,
And trembling when its crested hosts arise,
Roused from their slumbers by the wind's wild cries.
None but the dead have visited its caves;
None but the dead pressed its untrampled floor.
Eyes, but all sightless, glare beneath the waves,
And forms earth's worshippers might well adore,
Lie in their low and ever freshened graves,
All cold and loveless far beneath its roar.
The bright-eyed maiden and the fair haired bride,
And sons and sons whose shadows slide by side.
The decorated dead—there's sought above
More calmly soft or delicately fair.
Our picturing fancies, when in dreams they rove,
Create no forms that may with them compare.
Match me ye eyes of light—ye forms of love,
That glad the dimness of our upper air:
Match me your living beauties like to those
The sea's vast charnel holds in deep repose.
What though our gorgeous sun deny its light—
What though its nights are starless—yet there beams
Within its element, all pure and bright,
A living radiance that by far out gleams
The dimmest glory of our day or night.

Flowing from out a thousand radiant streams,
The very essence of that lower world,
Where night's dark drapery never is unfurled.
The festering fingers of earth-born decay
Mar not the forms that sleep in beauty there:
The change that visits all of human clay,
Passes as lightly as the summer air
Over the slumberer's face: the wayward play
Of living passion, or the tread of care,
Leave on our brows their foot-prints far more deep.
Than the soft change that marks their dreamless sleep.
Smile not ye wise ones at my lowly lay,
Nor deem it strange that underneath a shell
High thoughts exert their ever ruling sway
And soft affections score not there to dwell.
That in an oyster's breast the living ray
Of mind beams forth; or that its young thoughts swell
Less raimingly in pride of place or birth
Than ought that breathes upon our upper earth.
Of blighted hopes and confidence betrayed—
Of princely dames and wights of low degree—
The story of a high born oyster said
And her claim lover, of low family:
And how they met beneath their oft sought shade,
The spreading branches of a coral tree,
Attended by a periwinkle page,
Selected chiefly for his tender age,
Singing softly more.

TO THE MEMORY OF A BROTHER.

Behold the glorious morn! and where art thou,
To feel his first rich breath on thy sweet brow,
Child of our hope and love;
And stand with the spring flowers about thee waking,
And catch the early music that is breaking
From valley and fresh grove?
Were these to thee a weariness—the birds,
And the bright waters, and the earnest words
Of strong affection shed,
A mother's love, whose only influence fell,
In its deep truth and its unchanging spell,
Like light, upon thy head.
"Young brother!" had the sound no joy for thee,
That in the dust this hour thy form should be,
And mute thy blessed voice!
Oh! there be yearnings for thee, gentle one,
Gone with thy grace and thy sweet laughter's tone!
Meet were thy footsteps for the world of flowers,
And thy lost beauty for the coming hours
Of the crowned summer's reign;
And thou within the silent grave art laid,
And melody of bird and breeze is made
Henceforth to thee in vain!
And there are dancing o'er the joyous earth,
Light hearted children in their fearless mirth,
And they remember not
The clasping of thy gentle hand, thou child,
The spirit beautiful and undefiled,
Now parted from their lot.
But I will speak of thee at eventide,
When in their watchfulness the pure stars glide
Above thy narrow bed,
And when, alas, shall come the morning's gleam
Bringing all beauty unto leaf and stream,
Yet reaching not the dead.
I will remember! and the dream shall be
Forevermore a welcome thing to me,
Child of my bosom's love!
And I will deem thou'rt standing even now,
With the hair parted on thy sinless brow,
In a bright world above.

DIED—

On Monday, at 9 o'clock, JAMES M. PENDLETON, M. D., in the 36th year of his age.

When death deprives us of a fellow being whom we have loved for his virtues, admired for his talents, and honored for his philanthropy, it is the privilege of friendship to pay a tribute to his memory. The case before us is one well calculated to show the comparative nothingness of man, and teach him the uncertainty of all human actions.

Dr. Pendleton entered on his professional career with the most flattering prospects arrayed before him—with a mind anxious for improvement, and a heart filled with a desire to benefit mankind. By his assiduity and arduousness, he had gained the full confidence of the community; by his honorable professional conduct, he had commanded the esteem and friendship of his fellow practitioners. His feelings naturally led him to the cultivation of those virtues which always adorn human nature, and without which man can never live with honor to himself and credit to his friends. He was sincere in the sense of religion; he was a practical Christian. The trials of his bereavement are to be found, not among the wealthy and proud, but in the hearts of the helpless widow and orphan.

The resignation with which he yielded to the call of death—the tranquil and affectionate farewell to his family and friends—fully demonstrate the purity of his heart; and tell us, in language too forcible for cavil, that it was his good fortune to possess, in the fullest extent, the "mens sibi conscia recti."

G. S. B.

Sunday evening, 8th inst. in the 4th year of her age, Henrietta, daughter of President Duver.

Last evening, 8th inst., Anna Valeria, daughter of William W. Tindall, aged 4 months.

Yesterday, 8th inst. Clarissa Gilbert, daughter of Charles Oakley, in the 6th year of her age.

On the 8th instant, of a lingering illness, which she bore with Christian fortitude, Miss Catherine Black, aged 21 years, eldest daughter of Mr. John Black.

On Tuesday evening, Mrs. Elizabeth Brower, in the 72d year of her age, consort of Mr. John Brower.

At Brooklyn, Sunday morning, 8th inst. in the 35th year of her age, Maria Warner, wife of Thomas Warner White, and daughter of the late George Whately, of Cork.

At his country seat near Columbus, the Hon. Isaac Minor, President of the Board of Canal Commissioners for the Ohio Canal.

At St. Croix, the 8th December, where he had gone for the benefit of his health, Fergus Cochran, of the firm of Cochran & Brothers, of this city.

In Paris, 1st October, Mr. William Cooper, eldest son of the late Wm. Cooper, Esq. of Cooperstown, in the twenty-second year of his age. This young gentleman had been travelling for the last five years, with his uncle Mr. Fennimore Cooper, and was about to return to his native country, when he fell a victim to a rapid decline.

PASSENGERS—

In the packet ship York, for Liverpool:—Captain Fiodar, of the 15th Regiment Br. Army; Mr. George Nicholls of Quebec; Mr. Wm. Gambles of Leeds, Eng.; Mr. A. Methley of Quebec; Mr. Lewis of Madeira; Mr. John Mc Nider of Quebec; Mr. John Gossard of Lower Canada; Mr. Wm. Laurie of Quebec.

In the Packet ship Formosa from Havre:—Mr. Hollingsworth, of Baltimore; Mr. Hollingsworth, of Paris; Messrs. Engler and Dornier, of Switzerland; Ehrmann and Miss Basse, of Germany; Mr. Prevost, of Philadelphia; Mr. Hurton, of Pennsylvania; and 40 in the steerage.

AMERICAN RAIL-ROAD JOURNAL.

The subscriber is now publishing a weekly paper, called the AMERICAN RAILROAD JOURNAL. A principal object in offering the proposed work to the Public, is to diffuse a more general knowledge of this important mode of internal communication, which, at this time, appears to engage the attention of almost every section of our country.

THE AMERICAN RAILROAD JOURNAL is printed on a sheet of the largest size, (mammoth) and put up in a convenient form for binding, each number containing sixteen large octavo pages of three columns each. The selections, upon the subject of railroads and other works of internal improvement, will be from the best authors, both of Europe and America, and will be occasionally illustrated by engravings. A part of this Journal will be devoted to the subject of internal improvement—giving a history of the first introduction of railroads into England and their improvements to the present day. It will also notice the meetings, in different sections of the country, upon the subject of railroads. The remaining part of the paper will contain the LITERARY, MISCELLANEOUS AND NEWS matter of the NEW-YORK AMERICAN, as prepared for that paper, omitting all political subjects, except such as are of general concern.

The terms of the American Railroad Journal are THREE dollars per annum, payable in advance; and will not be sent without. Any person who will obtain eight subscribers and remit the amount, shall have a copy gratis: and to companies of ten subscribers, who associate and remit twenty-five dollars, it will be sent for \$2.50 each per annum. The Journal will be sent for any length of time desired, if paid in advance. It will be published on Saturdays.

Letters upon the subject of the AMERICAN RAILROAD JOURNAL, may be addressed, free of postage, to the publisher and part proprietor,

D. K. MINOR,

No. 35 Wall-street, New-York

NEW-YORK AMERICAN, TRI-WEEKLY.

The NEW-YORK AMERICAN is now published THREE TIMES A-WEEK, in addition to the Daily and Semi-weekly, as usual. This arrangement is made to accommodate a large class of business-men in the country, who are desirous of seeing the advertisements of the day, yet are unwilling to encounter the expense of subscription and postage of a daily paper. By this arrangement, it will easily be perceived, their wishes may be gratified, at one half the expense of a daily paper, as most of the advertisements, both of the Daily and Semi-weekly papers, will appear in the Tri-weekly American; and the reading matter as published in the Daily paper. It will be issued on Tuesdays, Thursdays, and Saturdays, at FIVE dollars per annum in advance,—to subscribers out of the city of New-York, and forwarded, according to their order, and for any length of time.

All letters relating to the TRI-WEEKLY AMERICAN may be addressed to the Publisher and part Proprietor,

D. K. MINOR, No. 35 Wall-st. N.Y.

The New-York American is published DAILY at \$5 per annum, and SEMI-WEEKLY, at \$4 per annum, in advance, as heretofore, at No. 35 Wall-street, New-York.

SHIP & BOAT SPIKES.

SHIP SPIKES, 3 in. 2 in. 4 in. 5 in. 6 in. 7 in. 8 in. 9 in. 10 in. BOAT SPIKES, 3 in. 4 in. 5 in. 6 in. 7 in. 8 in. 9 in. 10 in.

PATENT WROUGHT SHIP & BOAT SPIKES.

THE TROY IRON AND NAIL FACTORY keep constantly for sale a very extensive assortment of Wrought Spikes and Nails, manufactured by the subscriber's Patent Machinery, which have been proved and approved by the most eminent and experienced men in the U. States (as well as England, where the subscriber obtained a Patent), and are found superior to any ever offered in market.

RAIL-ROAD COMPANIES MAY BE SUPPLIED WITH SPIKES having countersink heads suitable to the holes in the iron rails, to any amount and on short notice. Almost all the Rail roads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. Y., will be punctually attended to.

HENRY BURDEN, Agent.

Troy, N. Y., July, 1831.

Spikes are kept for sale, at factory prices, by I. & J. Townsend, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Brower, 321 Water street, New-York; A. M. Jones, Philadelphia; T. Paxton, Baltimore; E. Pratt & Smith, Boston.

PRICES OF STOCKS.

Corrected weekly for the N. Y. American—Jan. 11.

| offer. ask. | offer. ask. |
|-----------------------------------|---------------------------------|
| U. S. Five, 1895.....104 105 | Jackson Marine.....95 96 |
| U. S. Five, 1891.....99 100 | Fire Ins. Cos. |
| Do. 1893.....99 100 | Mutual.....108 109 |
| Do. 1895.....95 96 | Washington.....130 131 |
| Canal Five, 1897.....114 115 | Globe.....115 116 |
| Do. 1845.....114 115 | Franklin.....106 107 |
| Canal Five, 1897.....114 115 | Merchants.....106 107 |
| Do. 1845.....114 115 | Fulton.....106 107 |
| Do. 1846.....114 115 | Manhattan.....106 107 |
| Do. 1847.....114 115 | Mercantile.....106 107 |
| Do. 1850.....114 115 | North River.....119 120 |
| N. Y. State 4.....107 110 | Farmers' Loan.....96 97 |
| Ohio Sixes, 1850.....121 122 | Equitable.....94 95 |
| Ohio Fives, 1850.....110 111 | Phoenix.....84 85 |
| Corporate Fives, 1850.....103 104 | Jefferson.....106 107 |
| Do. 1831.....103 104 | United States.....107 108 |
| | Contributions.....107 108 |
| | Alta.....103 104 |
| | Traders.....107 108 |
| | Traders'.....107 108 |
| | Howard.....117 118 |
| | Firemen's.....107 108 |
| | Brooklyn.....107 108 |
| | |
| | Railroad Companies. |
| | Mohawk & Hudson.....134 137 |
| | Do. (new scrip).....135 138 |
| | Paterson & Hudson.....110 111 |
| | Canejohn & Catskill.....94 95 |
| | Ithaca & Owego.....103 104 |
| | Saratoga.....103 104 |
| | N. Y. & Harlem.....101 102 |
| | Boston & Providence.....96 97 |
| | |
| | Miscellaneous. |
| | Manhattan Gas L. Co.....144 145 |
| | N. Y. Gas Light Co.....144 145 |
| | N. Y. Lombard.....59 60 |
| | N. Y. & S. Coal Co.....59 60 |
| | Merch. Exchange.....103 104 |
| | |
| | EXCHANGE— |
| | On London.....109 110 |
| | On Amsterdam.....40 |
| | On France.....5:15 |
| | American Gold.....100 101 |
| | Portuguese Gold.....100 101 |
| | Sovereigns.....100 101 |
| | Heavy Guineas.....100 101 |
| | Five Franc Pieces.....100 101 |
| | Spanish Dollars.....100 101 |
| | Mexican do.....100 101 |
| | Head Pistareens.....100 101 |
| | Doublons.....100 101 |
| | Do. Patriot.....100 101 |

NEW-YORK PRICES CURRENT.

Corrected from the New-York Shipping and Commercial List, Wednesday, January 11, 1882.

| | |
|---------------------------------|---------------------|
| ASHES— | |
| Pot, first sort.....per 100 lbs | 5 12 1/2 a 5 15 |
| Pearl.....do | 5 16 a — |
| BARILLA— | |
| Tonerlife.....per ton | 38 00 a 46 00 free. |
| BEEWAX— | |
| White.....per lb | 44 a 45 |
| Yellow.....do | 19 a 20 |
| BOTTLES— | |
| Bristol, Porter.....per gross | 7 00 a 8 00 |
| Newcastle Wines.....do | 7 00 a 7 50 |
| BREAD— | |
| Navy.....do | — a 3 1/2 |
| Pilot.....do | — a 3 |
| Crackers.....do | — a 6 |
| BRISTLES— | |
| Russia, first sort.....do | 60 a 70 |
| Do. common.....do | 20 a 40 |
| American.....do | 15 a 60 |
| CANDLES— | |
| Mould, tallow.....do | 13 a — |
| Dipped.....do | 11 1/2 a 12 |
| Sperm.....do | 32 a 33 |
| COAL— | |
| Liverpool.....per chaldron | 16 00 a 16 00 |
| Scotch.....do | — a — |
| Sidney & Bridgeport.....do | 12 50 a 14 50 |
| Albion.....do | — a — |
| Virginia.....do | 6 75 a 10 00 |
| Anthracite.....per ton | 10 00 a 16 00 |
| COCOA— | |
| Caracas.....per lb | 15 a — |
| Trinidad.....do | 5 a 6 |
| W. I. common.....do | 4 a — |
| Para.....do | 5 a — |
| COFFEE— | |
| Cuba.....do | 11 1/2 a 13 1/2 |
| Brazil.....do | — a 13 |
| Porto Rico.....do | 12 a 14 |
| Laguaira.....do | 11 1/2 a 13 |
| St. Domingo.....do | 12 1/2 a 13 |
| Java.....do | — a 13 |
| Jamaica.....do | 12 a 13 |
| COPPER— | |
| Sheeting.....do | 22 a 23 |
| Plg.....do | 18 a — |
| Old.....do | 18 a — |
| Bolt.....do | 24 a — |
| CORDAGE— | |
| Foreign.....do | 10 a 11 |
| Am. Patent.....per cwt | 11 a 11 1/2 |
| COTTON— | |
| New Orleans.....per lb | 10 a 11 1/2 |
| U. S. 60.....do | 7 a 8 |
| Alabama.....do | 7 a 11 |
| Tennessee.....do | 7 a 9 |
| COTTON BAGGING— | |
| Hemp.....per yd | 13 a 17 |
| Flax.....do | 12 a 18 |
| Do. American.....do | 19 a 21 |
| DIAPERS— | |
| Russia, broad.....per piece | 2 3/4 a — |

| | |
|---------------------------------|-----------------|
| FEATHERS— | |
| Live, Foreign.....per lb | 14 a 20 |
| Do. American.....do | 35 a 37 1/2 |
| FISH— | |
| Dry Cod.....per cwt | — a 2 75 |
| Scale.....do | 1 75 a — |
| Pickled Cod.....per brl | 3 00 a — |
| Do. Salmon.....do | 12 00 a 13 00 |
| Smoked.....do | — a — |
| Mackerel No. 1.....per cwt | 5 50 a 6 25 |
| Do. No. 2.....do | 4 50 a 4 75 |
| Do. No. 3.....do | 2 75 a 2 91 |
| Shad, Conn. Mess.....do | 8 50 a 9 25 |
| Herrings.....do | 2 76 a — |
| Do. Smoked.....per box | 25 a 30 |
| FLOUR AND MEAL— | |
| New York superfine, per brl | 6 37 1/2 a 6 50 |
| Troy.....do | — a — |
| Western Canal.....do | 6 75 a 7 00 |
| Ohio, via do.....do | — a 6 25 |
| Philadelphia.....do | — a 6 50 |
| Baltimore Howard.....do | — a 6 75 |
| Richmond City Mills.....do | 6 75 a 7 00 |
| Do. Country.....do | 6 37 1/2 a 6 50 |
| Alexandria & George.....do | 8 37 1/2 a 6 75 |
| Fredericksburg.....do | 6 25 a 6 37 1/2 |
| Petersburg.....do | 6 25 a 6 50 |
| Scratched and fine.....do | 6 00 a 6 13 1/2 |
| Fine middlings.....do | 6 50 a 6 75 |
| Rye Flour.....do | 4 75 a — |
| Indian Meal.....do | 3 50 a — |
| Do. do.....per hhd | 16 00 a — |
| FRUIT— | |
| Raisins, Malaga.....per cask | — a 8 75 |
| Do. bloom.....per box | 3 00 a 3 25 |
| Do. muscatel.....do | 3 25 a 3 50 |
| Do. bunch.....do | 3 75 a — |
| Do. Smyrna.....per lb | 8 a 8 |
| Currents, Zante.....do | 8 a 8 |
| Almonds, soft shell.....do | 10 1/2 a 11 1/2 |
| Do. shelled.....do | 14 a 16 |
| Figs, Smyrna.....do | 9 1/2 a 10 |
| Filberts.....do | 6 a 7 |
| Prunes Bordeaux.....do | 14 a 19 |
| Tamarinds.....do | 4 a 6 |
| GRAIN— | |
| Wheat, North riv. per bush | — a — |
| Do. Genesee.....do | — a — |
| Do. Virginia.....do | 1 12 a 1 19 |
| Do. North Carolina.....do | 1 12 1/2 a 1 16 |
| Rye, Northern.....do | 94 a — |
| Corn, Yellow, Northern.....do | — a 70 |
| Do. White, L. I. & N. J.....do | — a — |
| Do. Southern.....do | 60 a 62 |
| Barley, North river.....do | — a — |
| Oats, South & North.....do | 40 a 50 |
| Peas, white dry, per 7 bush | 6 00 a 7 00 |
| Do. black eyed.....do | — a 80 |
| Beans.....do | 7 30 a 9 00 |
| HEMP— | |
| Russia.....per ton | 210 00 a 225 00 |
| Manilla.....do | — a 245 00 |
| Sisal.....do | — a — |
| American dew-rol.....do | 150 00 a — |
| Yarns, Kentucky.....lb | 9 a — |
| HIDES— | |
| La Plata.....per lb. | 15 a 15 |
| Rio Grande.....do | 11 1/2 a 13 |
| Brazil.....do | 7 1/2 a — |
| Do. wet salted.....do | 14 a — |
| Oronoco.....do | 14 a — |
| West India & Southern.....do | 11 a 13 1/2 |
| S. A. Horse.....per pce | 1 55 a 1 62 1/2 |
| HOPS— | |
| First sort, 1831.....per lb. | 12 1/2 a 14 |
| Second sort, do.....do | 10 1/2 a 12 |
| HORN— | |
| Ox.....per 100 | 5 00 a 20 00 |
| INDIGO— | |
| Bengal.....per lb. | 1 00 a 1 65 |
| Manilla.....do | 75 a 1 12 1/2 |
| Caracas.....do | 1 12 1/2 a 1 35 |
| Guatemala.....do | 75 a 1 25 |
| IRON— | |
| Fig, Engl. & Scotch.....per ton | 40 00 a 47 50 |
| American.....do | 30 00 a 40 00 |
| Bar, do.....do | 80 00 a 85 00 |
| Russia, P. S. L.....do | 100 00 a 102 50 |
| Do. new Sable.....do | 84 00 a 85 00 |
| Swedes.....do | 88 00 a — |
| English ass'd.....do | — a 72 00 |
| Sheet, English.....per cwt. | 6 75 a 8 00 |
| Peru Iron Co. flat & sq.....do | — a 105 00 |
| Round.....do | 120 00 a 140 00 |
| Hoop, American.....per cwt | 5 50 a 7 00 |
| Do. English.....do | 6 62 1/2 a 6 75 |
| LEAD— | |
| Fig.....per lb | 6 1/2 a 5 1/2 |
| Bar.....do | 6 a — |
| Sheet.....do | 6 1/2 a — |
| Old.....do | — a 6 |
| LEATHER— | |
| Sole, Oak tanned.....per lb | 22 a 28 |
| Do. Hemlock.....do | 20 a 23 |
| Do. damaged.....do | 12 a 19 |
| Upper, dressed.....side | 1 75 a 2 75 |
| Do. undressed.....do | 1 60 a 2 50 |
| LUMBER— | |
| Boards, N. R.....per M ft | — a 15 00 |
| Do. East'n Pine.....do | 16 00 a 17 00 |
| Do. Albany do. p. piece | 16 a 17 |
| Plank, Georgia do. per M ft | 25 00 a 35 00 |
| Staves, W. O. pipe per M ft | 56 00 a 60 00 |
| Do. do hhd.....do | 36 00 a 40 00 |
| Do. do brl.....do | 29 00 a 32 00 |
| Do. R. O. hhd.....do | 27 00 a — |
| Heading W. O.....do | 54 00 a 55 00 |
| Hoops.....do | 25 00 a 33 00 |
| Scantling, Pine.....do | 15 00 a 16 00 |
| Do. Oak.....do | 20 00 a 25 00 |
| Timber, Oak.....per sq. ft | 20 a 25 |
| Do. Yellow Pine.....do | 25 a 30 |
| Shingles, Cypress.....per M ft | 3 75 a 4 00 |
| Do. Pine.....per bundle | 2 50 a 3 00 |
| MAHOGANY— | |
| St. Domingo.....per ft | 6 a 40 |
| Honduras.....do | 5 a 15 |

| | |
|---------------------------------|---------------------|
| MOLASSES— | |
| Martinique & Guad.....per gall | 26 a 27 |
| English Islands.....do | 27 a 28 |
| Havana & Matanzas.....do | 25 a 26 |
| Trinidad de Cuba.....do | 28 a 29 |
| New Orleans.....do | 26 a 30 |
| NAILS— | |
| Cut, 4d to 10d.....per lb | 6 1/2 a — |
| Cut, 3d.....do | 7 1/2 a 8 |
| Cut, 2d.....do | 8 1/2 a 9 |
| Wrought.....do | 10 a 16 1/2 |
| NAVAL STORES— | |
| Tar.....per brl | 1 50 a 1 66 |
| Pitch.....do | — a 1 62 1/2 |
| Rosin.....do | 1 12 1/2 a 1 62 1/2 |
| Turpentine Wilm'n soil.....do | — a 2 37 1/2 |
| Do. North Co. do.....do | 2 12 1/2 a 2 14 1/2 |
| Spirits Turpentine.....per gall | 30 a 33 |
| OILS— | |
| Florence 30 flasks.....per box | 6 00 a — |
| French 12 bottles.....per bask | 4 00 a 4 50 |
| Olive.....per gall | 85 a 90 |
| Linseed, American.....do | 95 a — |
| Do. Dutch.....do | — a — |
| Whale.....do | 31 a 33 |
| Do. refined.....do | — a 45 |
| Sperm, Summer.....do | — a 80 |
| Do. Winter.....do | 95 a 98 |
| Liver, Straits.....per brl | 16 50 a — |
| Do. Bank & Shore.....do | — a 14 80 |
| OSNABURGS— | |
| PLASTER PARIS.....per yd | — a — |
| PROVISIONS— | |
| Beef, Mess.....per brl | 9 00 a 9 25 |
| Do. Prime.....do | 5 50 a 6 25 |
| Do. Cargo.....do | — a — |
| Butter, N. Y. Dairy.....per lb | 15 a 18 |
| Do. Shipping.....do | 10 1/2 a 12 |
| Do. Philadelphia.....do | 10 1/2 a 11 |
| Hog's Lard.....per lb | 9 a 10 1/2 |
| Pork, Mess.....do | 13 00 a 13 75 |
| Do. Prime.....do | 11 50 a 11 75 |
| Do. Cargo.....do | — a — |
| Cheese, American.....per lb | 5 a 7 |
| Hams, Virginia.....do | 10 a — |
| Do. Northern.....do | 9 a 10 |
| RAGS— | |
| Foreign.....do | 4 a 6 1/2 |
| Country.....do | 3 a 6 |
| RICE— | |
| per 100 lb | 3 25 a 3 50 |
| SALT— | |
| Turk's Island.....per bush | 45 a — |
| Isle of May.....do | — a — |
| St. Ubes.....do | — a — |
| Cadiz.....do | — a — |
| Liebon.....do | — a — |
| Liverpool ground.....do | 40 a — |
| Do. blown.....do | — a — |
| Do. sack do.....per sack | 2 25 a 2 50 |
| SPEETER— | |
| SPIRITS— | |
| Brandy, Otard, D. & Co. gall | — a 1 87 1/2 |
| Do. Rochelle.....do | 1 87 1/2 a — |
| Do. Bordeaux.....do | 1 50 a 1 65 |
| Rum, Jam. 4th proof.....do | 1 00 a 1 15 |
| Do. St. Croix, 3d do.....do | 93 a 88 |
| Do. Windw. Isl. 3d do.....do | 80 a 82 |
| Do. N. Orleans, 1st do.....do | 40 a 45 |
| Do. N. Eng. 1st do.....do | 36 a 38 |
| Gin Holland, Scheidam.....do | — a — |
| Do. Hour Glass.....do | — a 1 16 do. |
| Do. Meder Swan.....do | — a 1 15 do. |
| Do. Country.....do | 40 a 44 |
| Whiskey, Rye.....do | 36 a 37 |
| Cider Brandy.....do | 40 a 42 |
| STEEL— | |
| German, Has.....per lb | 10 1/2 a 12 1/2 |
| English.....do | 11 a 14 |
| Trieste, in boxes.....do | 5 a 6 1/2 |
| American.....do | 5 1/2 a 6 |
| SUGARS— | |
| British Island.....do | 6 a 9 |
| St. Croix.....do | 7 a 9 |
| New Orleans.....do | 6 a 6 1/2 |
| Havana, White.....do | 9 a 10 1/2 |
| Do. Brown.....do | 6 a 7 |
| Do. Muscovado.....do | 5 a 6 1/2 |
| Porto Rico.....do | 6 a 7 1/2 |
| Brazil, White.....do | 6 a 8 1/2 |
| Do. Brown.....do | 5 a 6 1/2 |
| Manilla, Brown.....do | 6 1/2 a 7 |
| Lump.....do | 12 a 13 |
| Leaf.....do | 14 a 17 |
| SUMAC— | |
| Sicily.....per ton | 80 00 a 85 00 |
| Trieste.....do | 60 00 a 55 00 |
| American.....do | 35 00 a — |
| TEAS— | |
| Imperial.....do | 1 10 a 1 25 |
| Gunpowder.....do | 1 10 a 1 25 |
| Hyson.....do | 78 a 94 |
| Young Hyson.....do | 76 a 90 |
| Hyson Skin.....do | 45 a 72 |
| Souchong.....do | 40 a 62 |
| Bohea.....do | 35 a 38 |
| TORTOISE SHELL— | |
| do | 11 00 a 13 00 |
| WINES— | |
| Madeira.....per gall | 1 25 a 2 50 |
| Sherry.....do | 1 10 a 2 00 |
| Canary, Cogswell's.....do | 95 a 1 37 1/2 |
| Teneriffe L. P.....do | 63 a 1 25 |
| Do. Cargo.....do | 60 a 75 |
| Malaga, dry.....do | 48 a 53 |
| Do. sweet.....do | 60 a 55 |
| Claret.....per cask | 22 00 a 29 00 |
| Do. in bottles.....per doz | 2 50 a 7 00 |
| Port.....per gall | 70 a 1 50 |
| Lisbon.....do | 80 a 1 25 |
| Marseilles Madeira.....do | 44 a 54 |
| Catalonia.....do | 44 a — |
| WOOL— | |
| Merino, Am. fleece.....per lb | 45 a 65 |
| Do. pulled.....do | 45 a 50 |
| Common.....do | 23 a 33 |
| Pulled, spinning.....do | 40 a 45 |
| Lambs, 1st quality.....do | — a 48 |
| Do. 2d quality.....do | — a 38 |
| Do. 3d quality.....do | 28 a — |

A M E R I C A N



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NEW-YORK, JANUARY 21, 1832.

NO. 4.

AMERICAN RAIL-ROAD JOURNAL.

NEW-YORK, JANUARY 21, 1832.

RAIL-ROAD JOURNAL.—This, the 4th number of the **AMERICAN RAIL-ROAD JOURNAL**, makes its appearance under far more favorable auspices than either of its predecessors. The universal favor with which it has been received, and the extent of its subscription list, thus far almost *unprecedented*, places its continuance beyond a doubt, with those who are familiar with the foundation upon which it is established; but for the satisfaction of those who are not acquainted with these facts, and to whom the publisher is unknown, he has been permitted to refer to the following gentlemen, whose names, he is sure, are a sufficient guarantee that those who may patronize the Journal will not be disappointed in the performance of what has been promised.

WILLIAM A. DUEB, Esq. President of Columbia College.
JAMES RENWICK, Professor in Columbia College.
JAMES G. KING, Esq. of the City of New-York.
SAMUEL SWARTWOUT, Esq. Collector of the Port.
Messrs. GRACIE, PRIME & CO., Merchants.

With this assurance, we again issue an extra number of copies, which will be sent to gentlemen in this city and in different sections of the Union, with a hope that many, *aye*, very many, who may receive it, or see it in the hands of others, will consider it worthy of their patronage, and remit immediately, *in advance and free of postage*, \$3, the amount of one year's subscription, as it is *only* upon these terms that a paper containing so much, and of so varied a character, can be afforded at that price.

THE ILLINOIS AND MICHIGAN RAIL-ROAD.—We desire to call the attention of our readers, and especially the citizens of New York, to this important work. It is surprising that, after the completion of the Erie Canal, so little has been said in relation to the communication between Lake Michigan and the Steam Boat Navigation of the Illinois; and it is still more surprising, that the country, its advantages, fertility and commerce, with which this work would bring us into direct intercourse, is so little known to our citizens. Any person can perceive, by a glance at the map, that a part only of the objects of the Erie Canal are attained, until the completion of the Ohio Canal, together with some mode of direct and easy communication between Lake Michigan and the navigable waters of the Illinois, which will turn almost the entire trade of a vast and fertile region of country bordering upon the Ohio, Illinois, Upper Mississippi and Missouri rivers, to New York for a market for its products and the purchase of its mil-

lions of merchandize. The Erie Canal was intended, by its enlightened projectors, as a *first* link in the vast chain of internal communication which is to unite the east with the *far* west, and to make neighbors of the inhabitants of a thousand miles distance. They saw with almost a prophetic eye, the importance of connecting that rapidly improving country with this city by an easy mode of transportation, and various routes have been suggested, at different times, for uniting, by a canal, the Lakes with the Ohio, the Wabash, and the Illinois. Ohio, next to New York in *enterprise*, has taken the first step to accomplish this noble project, and her canal is nearly completed. Illinois, although comparatively in her infancy, now comes forward with a proposition to do her share in the great work. She wishes to direct the current of her rapidly increasing trade through the Erie Canal to this city. And if it comes—it will not be alone, but in company with that of Indiana, Missouri, and the numerous states yet to be formed in that direction. An easy communication from the navigable waters of the Illinois with Lake Michigan will, in *ten* years, bring in this direction an amount of business nearly, if not *quite*, equal to that which is *now* done through the Erie Canal, which will otherwise find a market elsewhere; and the return trade will be proportionably great. Is not this circumstance worthy of the consideration of the citizens of the State, but more especially of the city of New York? Who then are more deeply interested in the success of this work than those who would receive tribute for the passage of its immense trade through their canals, and commissions upon its sales? Who, indeed, are so much interested in its success as the merchants of this city, whose business would thereby be greatly extended, and whose profits, of course, proportionably increased? None—none, perhaps, unless it be the owners of *real-estate* here, and of military bounty lands in Illinois, the value of which would be so much enhanced. But it is insisted by some, that the period has not yet arrived for the commencement of this work. So was it contended by some of our most enlightened citizens, when the *Erie Canal* was the subject of discussion, and so has it ever been in all undertakings of magnitude and public utility. What are the effects of the successful termination of that gigantic, of that *splendid* enterprise? Behold them in the vastly increased trade and enhanced value of property in this city. Behold them in the flourishing condition of that section of country benefitted by the facilities it affords. Behold them, indeed, spread over a vast extent of coun-

try whose inhabitants have taken lessons in the *primary* school of New York, and are now engaged in works of a similar character.

If such are the benefits arising from Canals, upon which transportation may be effected at the rate of three or four miles an hour, for eight or nine months in the year, what will be the results of the new mode of communication by Rail-roads, upon which transportation may be effected at the rate of ten, fifteen, and even *twenty* miles an hour, during the whole year? We are bold to say that they will be, at *least* in proportion, superior to the *present*, as it is to that which preceded; and that the prosperity and intelligence of the country will be comparatively great. If, then, such are to be the advantages of Rail-roads in this country, and if the benefits are to be in proportion to the facilities afforded for a given amount of capital, perhaps none of the numerous Rail roads now in contemplation in this country, will be more productive than that named at the head of this article.

This Rail-road is to commence at Chicago on Lake Michigan, and continue in a south-westerly direction eleven and a half miles to the summit level; in which distance the ascent is only 25 feet, or a fraction over two feet to the mile. A short distance after passing the summit level it is to cross and continue along the river Des Plaines, passing in its course the Du Page, Wreck or Aux Sable, and Fox rivers, to the foot of the Illinois Rapids, the distance of eighty-five miles, with a descent of one hundred and seventy feet, or precisely two feet to the mile, thus giving in the distance of 96.12 miles, only 195 feet rise and fall, and which is so uniform through the whole distance, that the route may be performed by locomotive engines, with their trains attached, at any reasonable velocity, without the aid of a single stationary engine, a remarkable circumstance, which perhaps cannot be found on *any other* route of the same extent—where the water courses afford such valuable manufacturing privileges.

The extensive fertile country bordering upon the noble rivers which would be tributary to this Rail-road, and the Galena lead mines, the produce of which would mostly take this direction to market, and is said to be equal to the entire consumption of the United States, together with the return trade, must furnish an amount of business which would insure to the capitalist a liberal return upon his investment in a stock that would continue to increase in value as the population of the country increased in numbers. [For want of room, we are compelled to defer, until our next, the most interesting part of this article.]

CONTINUATION OF THE "HISTORY AND PROGRESS OF RAIL-ROADS."



Fig. VI. is a ground plan: Fig. VII. a side view: and Fig. VIII. a section of the most improved form of this kind of rail:—c c c are the rails, four feet long, placed upon stone supports, about a foot square, and eight inches deep, as shewn in Figs. VI. and VII.: at the ends of each rail, when they are laid against each other on the stone support, a small square piece is cut or left out in casting the metal, increasing in size upwards, so that when the two ends are laid together, these two holes form a sort of square hole through the ends of the rail, narrowing downwards; a perfectly level and horizontal groove is then made on the top of the stone, and the rail imbedded in it; a hole, corresponding with the square hole of the rails, is drilled into the stone, about half the depth; an iron pin is then driven into the stone through the hole in the rails, which having a bevelled head fastens them down to the stone, one half of the pin securing one rail, and the other half the adjoining rail, as shewn in the drawing; these nails are generally from three to four inches long.

Fig. VIII. is a section of the rail; a d, the bottom or wheel track, about four inches wide and an inch thick, which is made quite level; d e, the flange or upright ledge to keep the wheel upon the part a d, of the rail, and a f a, the flange projecting downwards to strengthen the rail; the upright flange is the same height throughout the whole length of the rail, as shewn in Fig. VII. being no higher than is necessary to secure the wheel upon the proper track, and which of course requires no greater depth in one part than another, and the height adding to the friction of the carriage-wheels, it will necessarily be made as low as possible; hence we find it never exceeding three inches. This restriction in the height of the upright edge limits the form of the section, and renders it not that of the greatest strength; the resistance to fracture being as the breadth and square of the depth, the horizontal part a d of the rail, while it adds to the cost, does not in the same degree add to the strength; the upright section d i, being the only part in that position which presents the strongest form of section; this, however, as previously stated, being limited in height or downright projection, has been cast upon the opposite side of the buoying section of the rail shown by a f, Fig. VIII. and a f a, Fig. VII., the form of this as shewn in the latter figure, is such as to secure equal strength in every part of the rail, being deeper in the middle, f, and tapering away in a parabolic or semi-elliptic form, in both directions, to the ends of the rail.

This form of rail, with very trifling modifications, constitutes the most modern plate rail; until very lately they were universally made of cast-iron; but about a year ago some were made of wrought-iron; the latter have as yet, however, been very partially used.

Soon after the introduction of cast-iron rails, a form of rail, called the "Edge Rail," was brought into use. Mr. W. Jessop, in 1789, formed the public Rail-road at Loughborough with this kind of rail, the upper surface of which was of an elliptical figure, with flanges upon the wheels to guide them upon the tracks of the road.



In the wooden Rail-ways, the upper rails were convex on the surface, and upon one side of the periphery of the wheels a flange projected downwards about an inch, which served to keep the wheel upon the rail; when the plate rail was introduced, the form of the periphery of the wheel would be altered, being made quite flat and of less breadth; and the rim of wheel, for the edge-rail, was again brought back to the same form as that of the wooden Rail-road.

Fig. IX. represents an elevation or side view of the edge-rail, as mostly used in late years, which consists of a bar of cast-iron, from three to four feet long, and about one-half or three-quarters of an inch thick, swelling out at the upper part to two or two inches and a half broad, for the wheel to run upon, and placed upright, within a sort of chair, upon the stone supports. These rails, when first used, were not secured upon the stone or wooden sleeper by a separate chair or pedestal, but had a flat bearing projecting outwards, on each side, at the end of the rail, through which were square holes for the pins or nails to pass, that fastened them to the sleepers.

It is evident that this form of rail combines the greatest strength with the least expenditure of material; for, being placed upright, they present the greatest depth in the direction of the stress or strain upon them.—[To be continued.]

[From the Danville (Livingston County) Chronicle, Jan. 5.]

ROCHESTER AND DANVILLE RAIL-ROAD.—Subjoined is an extract from a letter from a distinguished individual of Rochester to a gentleman of this village. In addition to the information it affords upon the subject of the Rail-road, it shows that those who have the best opportunity of judging of the probable success of the enterprise, entertain the most sanguine expectation of its accomplishment. Indeed the importance of the work, not only to the region of country through which the Road will pass, but to the state, as it will certainly benefit the state property by increasing the

business on the canal, forbids the belief that a charter will be withheld by the Legislature. Should the charter be obtained, as is expected, this winter, the stock will undoubtedly be speedily taken. (The Rail-road first referred to by the writer below, and of which he is the superintendent, extends from Rochester to Carthage.)

"I find, in pursuing the Rail-road from the canal to the head of ship navigation in this place, which is under my care, and have the direction appertaining thereto, that it will be materially useful in understanding what may be done on the one to Danville. We have had the route surveyed and an estimate of the excavation, which requires cutting and embanking the whole distance, and for nearly half a mile averaging 10 feet cutting. This excavation, or grading, as it is called, is under \$1,000 per mile, and our contracts can be made for a stone foundation, and the road completed at the following estimate:—

| | | |
|--|-----------|-----------------|
| Grading Rail, say | per mile. | D 1,000 00 |
| Iron, with flange for Rail | | 1,286 00 |
| Spike | | 75 00 |
| 2112 large blocks of stone, 4 cubic feet, at 25 cents, | | 528 00 |
| Chips of stone, or rubble, | | 132 00 |
| Yellow pine rail, 6 by 9 inches, at 5 cts. per foot, | | 528 00 |
| Building road, 1,50 per rod, | | 480 00 |
| Gravel for horse path, and engineering, | | 250 00 |
| Cost per mile, | | 4,279 00 |

We find that we can contract for large stone blocks, weighing one fourth of a ton, delivered at from 20 to 25 cents each. I think the following would be a fair estimate of the Danville Road:

| | |
|---|----------|
| For grading, per mile, | D 500 00 |
| Large stone blocks at 30 cts. 2112 | 633 60 |
| Yellow or Norway Pine Rails, 6 by 9 in. 10560 feet, at 4 cts. | 422 40 |
| Iron with flange for rail per mile, | 1800 00 |
| Spike, | 88 00 |
| Laying or building road when materials are delivered, D1 50 cts. per rod, | 480 00 |
| Engineering per mile, | 250 00 |
| Chips of stone placed round the large stone blocks near surface, | 126 00 |
| D 3,800 00 | |

We are now satisfied that it is best for us to build our road with large stone blocks, five feet from center to center, and increase the size of the rail, and bolt or pin the rail to the stone, without iron castings, &c. and you perceive the stone may cost 40 cents nearly, and bring the estimate at D4,000 per mile. We shall early in the spring, have a specimen of road and its cost. The more this subject is investigated, the more importance you will find it for your place, as well as the whole Valley of the River, and no exertion should be spared to get a favorable charter. I have had some correspondence with certain capitalists, and there is no doubt of the stock being taken, and hope we may be prepered as soon as possible completed, I do not know of any road that will be proposed, that the expense would be more limited in its construction. There will probably be great confusion in the Councils of our legislature in consequence of the multiplicity of Railroad applications, and this circumstance may in general defeat all the applications, unless this subject is well managed.—This application will be more likely to succeed than any other known to me. In further explanation of the use of stone for the foundation, our plan is to use large stone of any description: the round, or irregular granite stone, or hard heads as they are called, or any stone, no matter how rough, if it has sufficient bulk. These small blocks, as they may be called, with the best side up, placed five feet from centre to centre, and one inch, say, above the line, or bottom of rail, with the rail scribed to the stone, in place of the stone being hewn, and the rail pointed or screwed by wooden pins, with holes drilled into the stone, will make a much better road than the Schenectady road.

The rail will be placed within two or three inches of the ground, and chips of stone, or small stone placed around the large ones, near the surface, if we guard against frost. These irregular stones can generally be had convenient to the route, where are not quarries, and are, I think, better than any other.—These stones are all under ground, except a small portion of the upper side, and the larger they are the more solid the road. Art cannot form a better foundation than the stone alluded to, as you see them embedded in the cleared lands.

I have thus stated the subject to show the simplicity of thus placing stone, and the laying of a wooden rail, six by eight or nine inches. Collectively there can be no doubt of a road being constructed, covering all contingencies, and a far superior road to the Schenectady road, (if done by practical men,) for \$5000 per mile, secure against frost, and permanent, except once, say, in ten years, to renew the wooden rail.

RAIL-ROAD IN FRANCE.—A Rail-road is certainly about to be constructed from Paris to Rouen, with branches to Havre and Dieppe. The capital will thereby become connected with the principal manufacturing town, and the seaports on the channel. This work must be attended with immense advantages to the internal prosperity and trade of France, which, owing to the want of good roads, and channels of communication between the different parts of the Kingdom, has hitherto presented a striking spectacle of inactivity when compared with the extraordinary life and bustle pervading every portion of the neighboring Kingdom of Great Britain.—[Baltimore American.]

SUSPENSION RAIL-WAY.—The following notice of a plan for such a Rail-way, is from the Boston Centinel of 13th instant. We shall seek some further information in relation to it:

There is at this time no subject of more general interest than that of Rail-ways. They appear to be the order of the day, from one end of the country to the other: the Legislatures of many of the States now in session, are beset with petitions on the subject: a New York paper says that the Speaker's table is covered with them: half a dozen petitions are now before our own Legislature, by different companies, for a Rail-way to Salem. The subject is of peculiar interest to Massachusetts and those parts of New England which have not the advantage of large rivers. The great desideratum, therefore, is to ascertain what kind of Rail-way is best adapted to our climate, face of the country and resources.

The Railways hitherto brought into use in this country and Europe, have consisted of double parallel rails, adapted to the double wheels of the carriages used. We have recently had an opportunity to examine a model of a Suspension Rail Way, constructed on a different principle and requiring but a single rail, and altogether adequate to perform the functions of the two rails hitherto used to advantage. However startling this may appear at first blush, the difficulties will disappear on inspection. This is none other than Sargent's Suspension Rail-Way, invented by Col. Henry Sargent, of this city. Instead of resting on an embankment near the ground, the rail in this instance, is elevated some sixteen or twenty feet above the surface, on a series of wooden supporters, inserted in the ground, in the shape of an inverted V, represented imperfectly thus,—

These supporters run up into a more acute angle than is here represented and the bases are on different sides of the middle of the way. The carriages or cars are attached to fixtures moving on a single wheel on the rail above, and straddling the rail somewhat as a pair of saddle-bags hang over the sides of the saddle. The effect is, that although supported by a single wheel, there is no liability to fall over, or to lose its balance in the least. The centre of gravity being always far below the centre of oscillation, the carriages must necessarily remain suspended without the possibility of being dismounted.

But it is impossible to convey any adequate idea of this Rail-way, on paper, without accompanying it with an accurate draught of the whole apparatus, to present which is not within the range of our ordinary types. In the above meagre diagram, keeping in view that the bases of the angle are not immediately under the line of the rail, but for stability placed on each side of it, the principle will be seen. The result is that cars for the conveyance of passengers or merchandize may be borne on a single rail. The first grand advantage proposed by this kind of Rail-way, is the substitution of one rail for two, and a consequently saving of expense on this account. The next advantage is the substitution of a wooden frame work, for the common embankment of earth and stone, and the consequent saving of expense in this country, where wood is abundant, and the labor of entrenching comparatively dear. Moreover, this kind of work could be carried over rivers with more facility than if a double rail were requisite, and slight undulations in the surface of the ground passed over, would be met without difficulty, by varying the length of the supporters. Considerations of this kind are of vast importance in the construction of

Rail-ways. There are also other advantages proposed in favor of the "Suspension Rail-way," which it would be impossible to detail in the brief space and time which we now have to devote to the subject.—Our present object is to attract attention to this peculiar kind of Rail-way.

We have stated that this invention was made by Col. Sargent, of this city, and a model was made by him, and exhibited to many individuals nearly thirty years ago, but the subject was then new, and it was suffered to languish in obscurity. Within a few years, however, a Suspension Rail-way has been introduced in England, and a patent secured by a man by name of Palmer, and it is now called "Palmer's Suspension Rail-way." The model has there been approved of by scientific men. On examination, it proves to be on precisely the same principle of the Suspension Rail-Way invented more than twenty years before by Col. Sargent.

Without professing to be versed in the science of Rail-ways, and without presuming to pronounce this kind superior to others, we do insist that it is worthy of the public attention. We are all comparatively ignorant on the subject: the science is new, and imperfect advances have as yet been made, either in this country or Europe. Every new improvement is therefore worthy of consideration. Perfection is only to be obtained by trying all sorts of experiments, and abiding by that which proves best by actual experiment. Let the unerring test be applied to this model, which has been invented by one of our own citizens: if it be more valuable than others hitherto in use, it will be of immense benefit to the different Rail-way companies, which are about to commence operations in our country. If it bear not the test of experiment, the expense will not be great; but should it prove successful, then, as the glory of having successfully applied the mighty power of steam to navigation already belongs to an American citizen, so will the honor of having projected the most approved Rail-way belong to a citizen of Boston.

[FOR THE AMERICAN RAIL-ROAD JOURNAL.]

UNIFORMITY IN RAIL-WAY TRACKS.—It is matter of regret with many of the friends of Rail-road improvements, that no measure has been taken to insure a uniform width of track. The advantages of such uniformity must be perfectly obvious, for the wheels of locomotive engines and cars must be so nicely adapted to the width of the track, that a very slight variation of this sort in the track of any two Rail-roads, will totally preclude the vehicles adapted to one road from being used on the other. So long as Rail-ways remain detached and distant from each other, no inconvenience will arise; but when we consider that most of the principal Rail-ways now in progress are connected by lines of steamboats, and that those Rail-ways must soon intersect each other, either by the extension of present lines or the formation of new ones, we are forced to conclude that this discrepancy in the width of tracks, will ultimately produce an infinitude of vexations, transfers and delays which might easily have been avoided. The establishment of a specific width, by statute, in two or three of the principal States, would probably have influence sufficient to produce the desired uniformity in most cases throughout the United States; and even a conventional rule, agreed to by a few of the principal Rail-road Companies might, perhaps, be the means of effecting this object. To show that there can be no valid objection to such a standard, it is sufficient to state that on the principal Rail-ways now being constructed, the actual difference of track is barely sufficient to produce the evil, and the tracks now in use might each have been conformed to the mean width of the whole without any possible detriment. Perhaps it may not now be too late to apply the remedy, either by an enactment of our own Legislature, or by a recommendatory resolution of Congress. Some provision of this kind seems necessary, in order to prevent much inconvenience when these works are brought to unite with each other, and united they must be, sooner or later, and it will then be too late to attempt a remedy.

Should our country at a future period be engaged in war, the evils of a dissimilarity in Rail-way tracks and the advantage of uniformity would be greatly magnified. Every intelligent mind must perceive

that military operations, either for offence or defence, must hereafter depend greatly upon Rail-roads for their efficiency and means.

If we can produce a uniformity in the structure of our great lines of Railway, and of their various interconnections by which our country will be traversed at a future day, the government may possess or command trains of carriages sufficient to transport a large force, with the necessary material, in any direction, and to almost any distance, with the greatest facility and dispatch, but on the disjointed and ill-adapted structures, which we are now in a fair way to obtain, no such concert and despatch of movement could be effected. By timely efforts the future usefulness of Rail-ways may be greatly increased, and such efforts to be successful need but to be properly concerted, and require no sacrifice of capital or of present advantages.

[FOR THE RAIL-ROAD JOURNAL.]

Mr. Editor.—Your scheme of a Rail-road Journal has my hearty approval; a subject of great importance, from what has already been done, it is yet of far more engrossing magnitude when regarded in prospective. Lift the curtain; look ahead twenty years; if you have the nerve to peep into futurity. What behold you? A Rail-road from Portsmouth, to Boston, Providence, New York, Philadelphia, Baltimore, Washington, Richmond, Charleston, Savannah. One is from Washington to New Orleans, one to Buffalo, one to Nashville, one to Lexington, and the Mail running 25 to 30 miles an hour on each. Of lesser Rail-ways the number will be too great for me to pretend to indicate by special designation. To the country at large, the increased facilities of communication must be productive of the most beneficial results. How important, then, is it, that a faithful record should be kept of what is done, that information, at once popular and scientific, should be duly recorded and disseminated; that the sentiments and plans of intelligent men, on the subject, should be elicited, and put forth; in short, that the public, so nearly concerned, should have full and accurate information on the matter. Taking these considerations into view, it has appeared to me that a Journal, such as you propose to publish, and have commenced, to which writers may contribute, knowing that the information they convey will be sought in your pages, and to which readers desirous of information will naturally resort, cannot fail to be of high public utility. I wish you success with all my heart.

In one of your numbers I have seen a communication touching a Rail-road from Newburg to the seat of the Lackawanna Coal Mines. The now known and duly estimated value of Anthracite Coal has so largely increased the demand and consumption as to warrant the construction of the proposed work, was this to be the exclusive article of transportation thereon. Canal stock in England—chiefly sustained by the coal trade—is in numerous instances from two to three hundred per cent. above par. A Rail-road striking the heart of the coal region, where, of course, the perfectly pure Anthracite is found in abundance, (so very superior is it to that taken from the outskirts or extreme edge of the coal fields,) would have decided advantages over works that go only to the edge of the Anthracite mines. Moreover, it would seem to me, that, striking near to the Susquehanna, so as to communicate with the populous, busy, and prosperous settlements at Wyoming, would insure a return trade, at once profitable to the New-York merchant, from whose importations and stores goods of every description would be sent by that conveyance into the country; and the tolls of the company would be increased by a valuable return trade.

In the noble rivalry, existing between Baltimore, Philadelphia, and New-York, for the trade, in Northern counties, the consideration suggested, cannot but commend itself to New-York with much force. Our shrewd merchants will see, that while they tap the heart of the Anthracite Coal region, bringing a stream of that rich mineral to our wharves, if they can, and at the same time tap the Susquehanna, arrest the descending trade of that noble stream, an hundred miles below the New-York state line, that they accomplish a most important object. A word to the wise. The State of New-York ought not to hesitate to advance as much to this work as half a million to ensure its early completion.

CLINTON.

To the Editor of the American Rail-road Journal:—

In the last number of the American Rail-road Journal, I find you have inserted an extract from a pamphlet published by me more than twenty years ago. The statements therein contained, have happily been recently realized. This has emboldened me to suggest some further improvements, the object of which is to render the introduction of Rail-ways, through the streets of the city of New York, practicable.

The Harlem Rail-road Company, I perceive, have, at length, obtained, by an ordinance of the Corporation, a location of their road, commencing at 23d street, and passing through the centre of the 4th or Broadway Avenue, to Harlem river, a distance of 5 miles. It would surely be a very important object to render it practicable to continue the Rail-ways through Broadway as far as Trinity Church, opposite Wall street. That this can be effected, without causing any impediment to the passage of carriages of every description, I feel the utmost confidence.

JOHN STEVENS.

Hoboken, Jan. 18th, 1832.

We are indebted to the politeness of the President of the Baltimore and Ohio Rail-way Company, for a number of interesting documents in relation to the stupendous undertaking from which that company takes its name. It is our intention to give, in a future number, a brief but general view of the country which the Rail-road traverses, and the advantages which must accrue to it from this most splendid link in the grand chain of internal improvement that must shortly bind our far spreading land together, not less firmly by physical, than it has been hitherto by moral bonds. In the meantime we prefix a short compiled account of the Rail-way, to the second report of the Chief Engineer, the most interesting details of which are copied below.

At a public meeting held at Baltimore in February, 1827, to take into consideration the best means of restoring to the city of Baltimore that portion of the western trade which had been diverted from it by steam navigation upon the Mississippi, a committee was appointed to report upon the efficiency of Rail-roads, and their comparative advantages over other means of internal communication as applied to the object in view. This committee, after a thorough examination of the subject, reported in favor of "A direct Rail-road from Baltimore to some eligible point upon the Ohio river," and their report was unanimously approved by the meeting, and application forthwith made to the Maryland Legislature, for an act incorporating a joint stock company with a capital of five millions of dollars, to be styled "The Baltimore and Ohio Rail-way Company."

In April 1828, the engineers, who had in the meantime been appointed and entered upon their duties, reported on the reconnaissance and surveys made in reference to the road. From this report, which is very comprehensive in its materials, we shall take another opportunity of giving some extracts. During this year a route for the road was secured from Baltimore to the Potomac river, a distance of sixty-six miles, and after overcoming the most formidable difficulties, and being at great expense for cutting and embankments, twenty-five miles of the road were ready for the reception of rails within the year; a very short space of time, when it is recollected that the quantity of excavation between the city of Baltimore and the valley of the Patapsco in a distance of seven miles is 655,563 cubic yards. The embankments along the same distance are 628,629 cubic yards, making together 1,284,197 cubic yards. The masonry on the section within the city, and on the first and second divisions of the road, is upwards of 56,000 perches of stone work, and along the valley of the Patapsco it has, in many places, been found necessary to conduct the road through extensive beds of hard granite or limestone, and at the "Buzzard Rock" the road has been carried through a solid mass of rock rising 58 feet above the surface.

In October, 1829, the annual report of the Board of Directors represents them in possession of much valuable information, and no little experience. Occurrences, however, had taken place which prevented some of the views which their improved judgment suggested, from being carried into effect.—Certain subscribers to the Stock of the Chesapeake and Ohio Canal Company, a body not then organized, and some of the members of the Potomac Company, conceiving themselves interested in the proceedings of the Board of Directors on the Bank of the Potomac, obtained an injunction from the County Court of Washington County, restraining the further proceedings of the Board, in obtaining titles to lands over which the Rail-road had been definitively located. This led to a state of litigation between the two companies, which cramped the measures of both. The work of the Rail-way, however, went on at points where it was not affected by this collision, while the Directors, in order to ensure to the Company the practical benefits of whatever knowledge and experience works of this kind in Great Britain might afford, embraced the earliest opportunity to combine with the science already at their disposal, an acquaintance with the manipulations of workmen, and the means generally resorted to, in the various details of construction in that country.

To the accomplishment of this end Jonathan Knight, Civil Engineer, and Capt. Wm. Gibbs McNeill, of the United States Top. Engineers, with Lieut. George W. Whistler of the United States Army, embarked for England on the mission to which they had been deputed, and prior to their return to this country, they minutely examined every Rail-road of note or consequence in the United Kingdom.

They marked the rude execution of the original conception, and traced its gradual improvement, until it reached its present perfection, and unhesitatingly expressed their "entire conviction, of the general efficacy of Rail-roads as a speedy, certain, and economical means of conveyance." The objects of this mission are stated in the report from which these facts are derived, to have been attained in bringing within reach of the Directors, and at their control, a knowledge of the means best recommended by previous experience in the execution of similar works; and it is surprising to observe the effect of this information in giving renewed vigor to the enterprise, and moderating the expenditures incident to it. And here it is worth recording as highly creditable to the liberality and intelligence of the districts through which the route was laid, that the Directors are enabled to state in their report of this year that "so general has been the good will of the public towards this undertaking, that a right of way for the road has been voluntarily conceded for the whole distance as far as the work has advanced, except in a single instance, where it was obtained by process of condemnation."

From the Board of Directors' Fourth Annual Report, made in October 1830, we learn for the first time, that the organization of an Engineer Department had been effected, and a plan digested, for the future government and regulation of all the operations of the company. The able Chief Engineer appointed under this re-organization, in his first annual report at this time, gives an encouraging view of the progress of the road, and mentions several improvements in the Rail-way, which circumstances suggested. In the location of the Baltimore and Ohio Rail-road, it had frequently been found necessary, in consequence of the unevenness of the ground, and the sinuosities of the ravines to be traversed, to submit to curvatures of a radius of 400 feet.

Hence, one rail being longer than the other, sliding must take place over the difference of the distance, and as much more power is required to slide than to roll the wheels, consequently, much loss of power would ensue, unless it should be prevented by a coned surface to the wheel, which should cause it to run on the rail with circumferences of different lengths. With assiduous attention to the subject, the ingenuity of the Chief Engineer, by a combination of the cone and cylinder wheel, produced what is called

the cone and cylinder wheel, which has been made and brought into use, and found to be productive of the most valuable results on Rail-ways. Several minor improvements and many valuable observations are also recorded in this Report. The completion of the contracts for the double track to Ellicott's Mills, and a single track for twelve miles farther, occupied the remainder of this season. Of the present state of the road, the reader may judge for himself by perusing the following extract from the last report of the Chief Engineer, rendered October 1st, 1831:—

Second annual report upon the progress and present condition of the graduation and masonry of the Baltimore and Ohio Rail-road.

CITY, FIRST AND SECOND DIVISIONS.—At the date of my first annual report, the city and first and second divisions of the road were finished, with the exception of the 26th section of the first, and the first section of the second divisions. Statements were then rendered exhibiting the actual cost of the sections completed, and an estimate of the two sections at that time unfinished.

The city division commences at Pratt street, and ends at the "first stone," or S. W. boundary of the city of Baltimore:—The first division begins at the termination of the city division and ends at a point on the northern edge of the Frederick turnpike road, at Ellicott's Mills. These two divisions embrace a distance of 13 miles and 22 78.100 poles. Their cost for graduation alone has been \$381,599 27.1.2, or per pole \$91 23 1.10, being equal to \$29,193 92 per mile. Their cost for masonry alone has been \$224,313 31 1.2, or per pole of road \$53 62 7.100, and per mile \$17,160 64: And the cost for graduation and masonry together \$605,912 59, or per pole, \$144 85 8.108, and per mile, \$46,354 56.

On those divisions, several very large bridges, some smaller ones and a great number of culverts, were built, containing together 47,300 1.2 perches of masonry, at an average cost of \$4 74.100 a perch of 25 cubic feet. A particular description of these structures may be found in my last annual report.—It is satisfactory to be able now to state that they have all stood the test of time, although they were constructed with unusual rapidity, and some of them were hastily loaded with embankments rising above the apex of their arches from twenty to upwards of 30 feet in height.

The second division commences at Ellicott's Mills and ends at the Forks of the Patapsco river, comprising a distance of 11 miles and 219 89.100 poles. Its cost for graduation alone has been 89,447 7.1.2, or per pole 23 91 7.10, and per mile, 7,653 44, and for masonry alone 28,830 4 1.2, or per pole 7 72 2.10, and per mile 2,471 04. Its cost for graduation and masonry together has been 118,327 12, or per pole 31 63 9.10, and per mile 10,124 48.

The bridges and culverts built upon this division contain 9,837 1.2 perches, and cost 2 93 1.2 a perch.

THIRD DIVISION.—This division begins at the Forks of the Patapsco and terminates on the summit of Parr's ridge. It is divided into 41 sections. The first 35 sections were commenced in August and September, 1830, immediately previous to the date of my last report. An estimate was then reported of their expected cost for graduation and masonry amounting to the sum of 100,020 97. They have all been finished and their actual cost has been 99,712 58, being 10,308 39 less than the estimate.

The remaining six sections were only placed under contract in the month of June last, and the work was not generally commenced until about the middle of July. On these sections are the inclined planes No. 1 and 2, the graduation of which is heavy. It is, however, expected that they will be finished by the 20th of this month. The masonry on them will be completed by that time, with the exception of the stone viaduct across the Frederick turnpike road, which was begun only a few days since, it having been previously intended to pass the Rail-way over that road on a wooden structure. This viaduct will be so far completed by the 1st November as to offer no impediment to the laying down of the rails.

Tables M and N show the actual and estimated cost of the various sections of this division, both for graduation and masonry,—the lengths of the sections,—the quantum and description of the masonry on each, &c. The length of the division is shown to be 17 miles and 104 29.100 poles, and its actual and estimated cost for graduation alone is 103,518 55, or per pole 20 38 5.10 and, per mile 6,523 20,—for masonry alone 19,171 08, or per pole 3 45 7.10, and per mile 1,106 24: And for graduation and masonry together, 132,196 28, or per pole 23 84 2.10, and per mile 7,629 44.

Table N, shows that the quantity of masonry built and to be built in common culverts and detached walls, is estimated at 4,465 3.4 perches, at a cost of 6,357 39 1.4, or per perch 1 42 3.10.

That the masonry already constructed and to be constructed in bridges, is estimated at 3,438 perches, at a cost of 12,813 68 3.4, or per perch 3 72 7.10.

That the masonry of every description on this division will amount to 7,903 3 4 perches, and will cost 19,171 08, or per perch 2 42 1.2.

On this division there are four bridges and one viaduct; the chords of the arches of these bridges are respectively, 12—40—20 and 25 feet, and that of the viaduct 20 feet.

FOURTH DIVISION.—This division begins on the summit of Parr's ridge, 42 miles and 26 96-100 poles from Pratt-street, Baltimore, and terminates on the west bank of the Monocacy river. It pursues the ravine of Bush creek, on the south side of that stream for about 4.12 miles, when it crosses to the north side over a stone bridge of one arch of 25 feet chord. Thence it traverses the north side of the stream to its confluence with the Monocacy, over which river it passes upon a bridge of three hundred and fifty feet in length. This division is divided into 26 sections.

The last or western ten sections, were commenced in December, 1830. Those sections are all finished and the rails laid upon them excepting a few hundred feet, embracing a hard rocky cut of forty feet in depth. It is believed, that this short piece will be prepared for the reception of the rails, in the course of fifteen or twenty days. An estimate of the cost of those ten sections was furnished in January last, for graduation and masonry, amounting to the sum of 47,183.70. It is now ascertained, that the cost cannot exceed the sum of 45,375 70, being 1,808 less than the estimate.

In the month of June last, the 16 eastern sections of this division were put under contract, but the work upon them was not generally commenced until about the 20th of July. The inclined planes, Nos. 3 and 4, are on the first and third sections. Those sections include a distance of 48,663 feet, of which about 38,000 feet are now prepared for the reception of the rails. And upon the 5th and 6th sections, the rails have been already laid, as well as upon several other parts. These two sections embrace a distance of 7,700 feet, or very nearly 1.12 miles. They pass through a dense and heavily timbered forest, and although the work on them was not begun before the 25th day of July, yet the rails were placed upon them before the 25th of September, being within 60 days from the time they were commenced.

Tables O and P exhibit the actual cost of such sections of this division as are finished, and an estimate of such as are not yet completed. By these tables the length of the division is shown to be 14 miles 163 08-100 poles—the cost of the graduation alone to be 103,518 55, or per pole 22,29 5.10 and per mile 7,134 40—that of the masonry alone, including the cost of two superstructures of wood, to be 32,719 29 1.4, or per pole 7.04 6.10, and per mile 2,254 72; and that of the graduation and masonry together, to be 136,237 84 1.4, or per pole 29.35 1.10, and per mile 9,389 12.

Table P shows that the number of perches of masonry in common culverts and detached walls will be 4,240 1.2, and will cost 6,600 98, or per perch 1.55 6.10.

That the number of perches in bridge or arched masonry will be 5,347 1.4, and will cost, including a superstructure of wood of 12 feet span over a farm road, and that of the superstructure of wood of 350 feet over the river Monocacy, 26,118 31 1.4 or per perch 4.88 4.10.

That the whole number of perches of masonry on this division, of all kinds, will be 9,587 3.4, and will cost, including the expense of the above superstructures of wood, 32,719 29 1.4, or per perch 3.41 2.10.

On this division there are six stone bridges, viz: four of arches of 12 feet chord each, and two of arches of 10 and 25 feet respectively; and one viaduct over a farm road of 12 feet span, composed of stone abutments and wooden superstructure. Also a bridge across the Monocacy, the abutments and pierce of which are of stone and superstructure of wood. This bridge has three arches of 110 feet span each, the chords of which are elevated above the low water-line of the Monocacy 26 feet. Its whole length is 350 feet 3 inches, and its width is 23 feet 8 inches. It is so constructed that its floor forms a roof impervious to water, and securely protects the timbers beneath from the weather. The sides are to be weather boarded and painted. The masonry in the abutments and piers amounts to about

3,000 perches. The piers are ten feet thick at the top, and they, as well as the abutments, were raised from a rock foundation at a slope of one inch base to one foot altitude. They rise 22 feet above low water. This bridge was undertaken last November, by Mr. Lewis Wernwag. Every possible exertion has been made by that skillful and enterprising bridge builder, assisted by two of his sons to complete the work within the time stipulated by contract. It was fully expected that the abutments and piers could have been founded last fall, but an unusual rise of the river rendered this impracticable. But for this circumstance, the bridge would have been finished before the present time. No doubt, however, exists but that it will be placed in such condition, if not entirely finished during this month, as to admit of the rails being laid upon it.

This bridge affords to the river three clear vents of 104 feet each. If it should be thought advisable hereafter, to substitute stone or brick arches for the present wooden arches, this may easily be effected by the erection of three additional piers, and the construction of six arches of about 45 feet chord each. The abutments and piers now built, are considered to be sufficiently substantial to support arches of that size.

FIFTH DIVISION.—This division is divided into 16 sections and commences at the western end of the Monocacy bridge, and after pursuing the descending valley of that river for about a mile and a half, gently diverges from it, and, in its route to the "Point of Rocks" on the Potomac river, its point of termination, passes over one of the most fertile sections of our country, part of which is the large and beautiful manor of the venerable Charles Carroll of Carrollton.

The work on this division was not generally commenced until the month of January last. Indeed, that on the 11th, 12th and 13th sections was not begun until April. The proprietors (Messrs. Michaels,) of the land over which these 3 sections pass, having positively refused to permit the entrance of the agents of the Company, within their limits, before the right of way was condemned by a jury, and the inclemency of the winter was such, that a jury could not act before spring.

An estimate of the cost of this division for graduation and masonry, was submitted last January, amounting to the sum of \$95,296 91. It is now fully ascertained that its cost cannot exceed \$78,682 50, thus showing that the actual cost will fall short of the estimate, about \$16,600.

The whole of the masonry on this division has been finished, and the graduation also, with the exception of a few hundred feet on each of the following sections, viz: 6th, 11th, and 13th. The 6th and 11th will be completed within the present month, but it is feared that the 13th cannot be finished before the middle of November. This latter section passes for several hundred feet in length, and a part of the way, at least 20 feet in depth, through a solid mass of conglomerate marble, which has been found to be extremely difficult of excavation. The contractor is now making vigorous exertions, and the opinion is confidently entertained, that it will interpose no obstacle to the completion, to the laying down of the rails within the present year.

Tables Q and R, exhibit the number and length of the sections of this division, and their respective cost, both for graduation and masonry. The length of the Division is 11 miles and 9 12-100 poles. The actual and estimated cost of the graduation is shown to be \$66,614 29, or per pole \$18 87 1.2, and per mile \$6,040,—for masonry alone, including the cost of a viaduct for the Georgetown turnpike, where it passes over the Rail-road,—to be \$12,068 21 3.4, or per pole \$3 41 9 10, and per mile \$1,094 08.—And for graduation and masonry together \$78,682 50 3.4 or per pole \$22 29 4-100, and per mile \$7,134 08.

Table R shows the number of perches of masonry built in culverts, and detached walls, to be 2,335 1.4, and to have cost \$3,316 37 1.2, or per perch \$1 42.

That the number of perches of arched or bridge masonry is 2,756 1.2, and has cost, including the superstructure of wood of the viaduct on the Georgetown turnpike road, 8,751 84 1.4, or per perch 3 18 1.10.

That the masonry of every kind on this division, numbers 5,085 1.4 perches, and has cost, including the aforesaid superstructure of wood, 12,068 21 3.4, or per perch 2 37 2.10.

On this division there are only three bridges, of one arch each, and of the following chords, to wit, 30, 20, and 10 feet respectively, and one viaduct over the Rail-road for the accommodation of the Georgetown and Frederick turnpike road, of stone abut-

ments and superstructure of wood of 24 feet span.—This viaduct is elevated 16 1.2 feet above the graduated surface of the Rail-road.

LATERAL ROAD TO FREDERICK.—This branch commences at a point, ten poles west of the western end of the bridge over the Monocacy, and pursuing the western margin of that river upwards, for about one mile, diverges from it to the northwest, and after crossing the land intermediate to that river, and Carroll's creek, terminates at the western boundary of the Depot at Frederick. Its point of termination is 60 miles and ten poles from Pratt street, Baltimore.

The work on this branch was generally commenced in the beginning of the month of July last.—The graduation may be considered heavy. Upon it is one long and deep excavation through solid time-stone rock, besides several other rocky cuts of less magnitude.

Tables S and T, show the length of this branch to be 3 miles and 130 poles. That the estimated cost of the graduation will be 29,338 45, or per pole 26 91 6.10, and per mile 8,613 12.

That the cost of the masonry, which is all finished, has been 920 46 1.4, or the pole 0 84 4 10, and per mile 270 08: And for graduation and masonry together, will be 30,258 91 1.4, or per pole 27 76, and per mile 8,883 20.

The greater portion of this branch is now ready for the reception of the rails and the remainder, it is believed, will be finished in the course of 15 or 20 days. On it there are no bridges. Table T shows the number of perches built in common culverts, and detached walls to be 588 at a cost of 920 46 1.4, or per perch 1 56 1.2.

Graduation and Masonry of the whole line.

Table W is a condensed abstract taken from the tables herein before referred to, and from some of the tables which accompanied my last annual report. It exhibits the divisions, the sections and their respective lengths, the cost of the graduation, the quality, quantity and cost of the masonry on each section, and the aggregate cost of the graduation and masonry on the whole line from Pratt street, Baltimore, to the "Point of Rocks" on the river Potomac.

From this table the following facts are derived:—

1. That the distance from Pratt street, Baltimore, to the Potomac will be 67 miles and 199 16-100 poles, or 67½ miles—and that the distance from Baltimore to Frederick will be 60 miles and 10 poles.
2. That the whole cost of the city and first divisions, for graduation and masonry has been \$605,912.50, or per pole \$144.55 8-10, and per mile \$46,354.56.
3. That the whole cost of the 2d division for graduation and masonry has been \$118,327.12, or per pole \$31.63 9-10, and per mile \$10,124.48.
4. That the whole cost of the 3d division for graduation and masonry will not exceed \$132,196.26, or per pole \$32.84 2-10, and per mile \$7,629.44.
5. That the whole cost of the graduation and masonry on the 4th division will not exceed \$126,237.84, or per pole \$29.35 1-10 and per mile \$9,389.12.
6. That the whole cost of the graduation and masonry of the 5th division will not exceed \$78,682.50, or per pole \$22.29 4-10, and per mile \$7,134.08.
7. That the whole cost of the graduation and masonry of the lateral branch to Frederick will not exceed \$30,258.91, or per pole \$27.76 and per mile \$8,883.20.
8. That the total cost of the graduation alone of the whole line will not exceed the sum of \$754,204.39, or per pole \$34.55 3-10, and per mile \$11,152.96.
9. That the total cost of the masonry of all descriptions on the whole line, including the cost of the superstructures of wood of two viaducts, to wit, one over a farm road,—the other over the railway for the accommodation of the Georgetown turnpike road, and including also the large wooden superstructure across the Monocacy river, \$317,151.95, or per pole \$14.65 6-10, and per mile \$4,699.92.
10. That the total cost of both the graduation and masonry, including the cost of the aforesaid superstructures of wood, on the whole line, will not exceed \$1,071,356.34, or per pole \$39.51, and per mile \$15,853.30.
11. That the total quantum of masonry built, and to be built on the whole line, the lateral road inclusive, will be 80,303½ perches, being on an average 1131 perches to a mile, and which, including the cost of the aforesaid superstructures of wood, will not exceed in cost \$318,072.14, or per perch \$3.96.
12. That the graduation and masonry on the main stem and lateral road, being together a distance of 71 miles 9 16-100 poles, will cost \$1,101,615.25, or per pole \$38.46 7-10, and per mile \$15,509.44.
13. That the graduation of the first 13 miles has cost \$8,994.16 more than the next 5½ miles, that is, between Ellicott's mills and the "Point of Rocks" on the Potomac, will cost.
14. That the masonry on the first 13 miles exceeds in quantum that on the next 5½ miles by upwards of 14,000 perches, and has cost \$131,474.63 more than that on the 5½ miles will cost, including the expense of several superstructures of wood.
15. That the whole cost of the 2d, 3d, 4th and 5th divisions, extending from Ellicott's mills to the Potomac, will be for graduation and masonry \$465,443.75, or per pole \$26.66 3-10, and per mile \$8,532.16,— whilst as shown above, that of the first 13 miles between Baltimore and Ellicott's mills has been \$605,912.50, or per pole \$144.55 8-10, and per mile \$46,354.56,—thus shewing that the first 13 miles has cost \$140,469.74 more than the next 5½ miles will cost; and has cost per mile about 5½ times as much.
16. That the graduation and masonry of the first 12½ miles has cost as much as the remaining 5½ miles will cost.
17. That the masonry on the first 8½ miles has cost as much as that on the next 5½ miles will cost.
18. That the graduation and masonry together has cost on the first 11 miles \$33,600 more than it will cost on the next 6½ miles.

ATLANTIC AND MICHIGAN RAIL-WAY.—The construction of a Great Western Rail-way, is recommended to the attentive consideration of every citi-

zen who feels an interest in the prosperity of his country, and wishes to promote its rapid advancement in wealth and power, by the multiplication of those physical resources which constitute national greatness, and best promote individual happiness and prosperity.

The proposed Rail-way has for its object, not only the connection of the great cities on the borders of the Atlantic with the magnificent lakes and rivers of the West, by a channel, available at all seasons of the year, but also the development of the latent wealth and resources of large and valuable tracts of country, comprising the border counties of the states of New-York, New-Jersey, and Pennsylvania, and extending along the more remote portions of the route which are not now traversed by any of the great works which have been constructed, or are in progress under the patronage of the several states. It affords happy facilities for accomplishing those great objects, in a manner that will best subserve the interests of the whole community; and by connecting the great canals of New-York, Pennsylvania, Ohio, and Indiana, at different points, will afford important collateral aid to the plans of internal improvement, which have been adopted in these states.

The route commences on the Hudson river, in the vicinity of the city of New York, at a point accessible at all seasons to steam ferry-boats, and from thence proceeds through a favorable and productive country to the valley of the Delaware river, near the north-west corner of New Jersey. Here it forms a junction with the route of the Delaware, Lehigh, and Lackawaxen canals, which are in progress in Pennsylvania, and with the Delaware and Hudson canal in New York. From thence the route ascends the valley of the Delaware to a point that affords the nearest and most favorable crossing to the valley of the Susquehanna, at or near the great bend of that river.

Pursuing a westerly course through the fertile valleys of the Susquehanna and Tioga rivers, the route crosses the head waters of the Genesee; having in its course intersected the terminating points of the Ithaca and Owego Rail-way; the Chenango and the Chemung canals in New York; the great Susquehanna canal in Pennsylvania; and several other points that afford important facilities for internal communication.

From the Genesee river, our route enters the valley of the Alleghany, and proceeds along that river; which affords a navigable communication with Pittsburgh, the Pennsylvania canals, and the Ohio river. From the Alleghany, the route intersects the outlet of the Chataque Lake, opening thereby a communication with Lake Erie, and proceeds to the head waters of the French Creek, in Pennsylvania, from whence it again communicates with the Alleghany and the Pennsylvania canals, on the one hand, and with the harbor of Erie on the other.

The benefits that would result from the construction of a Rail-way, on the route which we have followed, and its capacity to multiply the elements of individual and national prosperity, can be best appreciated by those who have carefully observed the effects of such improvements; but that portion of our route, which remains to be considered, offers to our view results of the highest and most invaluable character.

From French Creek, the western branch of the Alleghany, we proceed into the rich northern counties of Ohio, intersecting various streams, and the great canal of that State, in a direction parallel to the shore of Lake Erie, till we arrive at the rivers which empty into the western extremity of that Lake.

Having crossed the Sandusky, Maumee, and St. Joseph's rivers, tributaries of Lake Erie, the route enters Indiana; passes the head waters of the Wabash and the St. Joseph's of Lake Michigan; crosses the canal which is to unite the Wabash river with the lakes; enters the State of Illinois, and, passing along the course of the Kankakee, continues to the head of steamboat navigation on the Illinois river; from whence provision has been made for opening a communication with Lake Michigan. This portion of the Rail-way would open to immediate occupation, immense tracts of the public lands, of the most exuberant fertility; and offers to the enterprising industry of our hardy settlers, such facilities, in the pursuit of wealth and prosperity, as even the giant growth of our young and flourishing country has never afforded.

The Illinois affords good depth of water for steamboats, and its current is so slight as to be in many places hardly perceptible. It affords, perhaps, the best navigation in America, for two hundred and fifty miles, through a country of unbounded fertility, to the Mississippi river, near the mouth of

the Missouri, and the flourishing and important town of St. Louis.

Having accomplished this grand object, our Rail-way continues from near the bend of the Illinois, and at a distance of little more than sixty miles, reaches the banks of the Mississippi.

The proposed point of junction with that immense river, is immediately above the Rock Island rapids, from whence the navigation is at all seasons uninterrupted to the river St. Peters, and the Falls of St. Anthony. The country bordering on the Mississippi, for a great distance above the termination of the Rail-way route, besides its immense fertility, abounds with lead; 12,000,000 pounds of which, were, it is said, obtained during the last year.

The whole distance from the Hudson river to the Mississippi, at the junction of Rock river, is less than one thousand miles. The route extends along one of the best parallels of temperate latitude, and in great part through the most fertile and valuable portions of our country. A Rail-road constructed upon this route would connect, in the most advantageous manner, the agricultural, navigating, and commercial interests of the regions bordering on the numerous rivers, canals and lakes with which it communicates; and would extend the production and dissemination of valuable commodities throughout the most distant portions of our common country.

In a military, as well as commercial point of view, the results of such a Rail-way would surpass the power of calculation. With such ample means for throwing any amount of military force and material, at any time, to almost any point of our frontier, with a rapidity resembling that of an express-rider, we should have little occasion to claim the respect of our proudest foes, whether savage or foreign.

The whole extent of the proposed Rail-way could be constructed for a sum, little, if at all, exceeding that which the state of New York has expended on its justly celebrated canals; and its cost would be trifling in comparison with its benefits, or even to the increased value, which it would give to the lands which border on the route. It would, when completed, be far more beneficial in its effects on the intervening country, and on our national prosperity, than to turn the Mississippi itself into the same course. Free from the inundations, the currents, the rapids, the ice, and the sandbars of that mighty stream, the rich products of its wide spread valley would be driven to the shores of the Atlantic, with far greater speed, than if wafted by the wings of the wind; and the rapid return of commercial equivalents would spread life and prosperity over the face of the finest and fairest portion of the habitable world.

Without inquiring whether such a work could be best accomplished by the several states through which the route extends; or by incorporations, aided by grants of money or lands from the general Government; or by appropriations from the surplus funds, which will soon be at the disposal of that government; it is sufficient to assert, that our citizens have only to appreciate the value of the enterprise, and raise their voices in its favor, and it will be accomplished.

Topographical and other Memoranda.—The various and aggregate distances, on the route described in the preceding pages, may be estimated as in the following tables, in which an average of about ten per cent. is added to the supposed rectilinear distances, which, on some parts of the route, it is supposed, will more than compensate for the sinuosities of the Rail-way.

| | |
|--|----------|
| From the Hudson to the valley of the Delaware river, | 50 miles |
| Up the Delaware valley, and to the Susquehanna, | 80 |
| To the Susquehanna canal, near the Junction of Tioga river, | 60 |
| To Genesee river, | 90 |
| To Ocean on the Alleghany, | 30 |
| To the outlet of Chataque Lake, | 30 |
| To navigable waters of French Creek, | 40—400 |
| From French Creek to the Ohio line, | 35 |
| To the Ohio canal, | 70 |
| To Black river, | 30 |
| Huron river, | 35 |
| Sandusky river, | 25 |
| Maumee river, at Fort Defiance, (Junction of the Auslaes.) | 65—260 |
| From Fort Defiance to the state line of Indiana, | 25 |
| St. Joseph's of Lake Michigan, | 45 |
| State line of Illinois, | 100 |
| Head of Illinois river (Junction of the Kankakee and Des Plaines.) | 40 |
| Steamboat navigation at the bend of the Illinois, | 60—270 |
| From the Illinois to Rock river, | 56 |
| Mississippi river, | 75—62 |

Great Extent of Internal Navigation united by the Rail-way.—The actual extent of the internal com-

munication by the various rivers, lakes, canals, and Rail-ways connected with this route, and with each other, cannot be estimated at less than twelve thousand miles, and probably much exceeds that distance.

To effect such an extensive connexion by means of a canal, would, if practicable, be of much less utility than the Rail-way, by reason of the interruption of navigation in the Winter season, which would be much more detrimental than on an ordinary canal through a less extensive country. To this must be added the advantage afforded by the Rail-way, of conveying passengers and the public mails, in the most rapid manner, through such an extensive and important region of country.

The business of the grand canal of New York, which connects with the great lakes, and extensively, with our more western waters, is chiefly derived from the country through which it passes, and owing to the interruptions of winter, and the hazards of lake navigation, supplies but very imperfectly the wants of the great western country. In the present state of knowledge it would be absurd to rely alone upon canals, valuable as they are, for a communication with our surpassingly rich and extensive interior. And in opening its resources and its extensive navigation to free access by a Rail-way, it would be equally absurd to locate its eastern termination on the inland portion of a river or canal that should be liable to obstruction by ice. To realize the full value of our canals, rivers, and lakes, we must unite them by a grand arterial communication, which shall promote and impel the circulation and exchange of all products, at all seasons, throughout the whole region of country in which they extend.

NEW-YORK AMERICAN.

JANUARY 14, 16, 17, 19, 20—1832.

LITERARY NOTICES.

POEMS BY WILLIAM CULLEN BRYANT; New York, E. Bliss.—Lord Byron says that a Poet is always ranked according to his execution, and not according to his branch of the art. "The Poet who executes best is the highest, whatever his department, and will ever be so rated in the world's esteem." Judging by this criterion, we risk little in asserting that the author of these poems will take order with the first bards of the present day. The mirror was never held up to nature more faithfully than it is in these pages; and if happiness in catching her features and fidelity in portraying them constitute "execution," Mr. Bryant, in the language of "the schools," is a master of his art. But he is more—he is the slave of it—the creature of its inspiration. The spirit of song pervades every fibre of his intellectual frame, and gives a vitality to its offspring which is independent of codes of taste and classifications of genius, and which neither fashion or time can deaden or destroy. He has gone up to the primeval spring of Poesy; from the bosom of Nature herself does he draw his inspiration; and that so richly and abundantly, that the vaunted aids of European genius—those sources of historical association, which the dogmas of critics would have us believe are indispensable to its successful efforts,—are set at naught. He proves that an untracked forest teems as luxuriantly with poetry as a grove hallowed by ancient superstition; that streams may flash and ripple in the sunshine and the music of true poetry, though they flow by no storied ruins; that skies are not less genial nor less glorious, because they are not pierced by obelisks and pyramids, or suspended over crumbling towers and temples, solemn with decay. He has, in a word, done for the landscape of his country with his pen, what Cole did for it with his pencil, and brought a mine of those treasures to light which Byron, when wishing to express his conception of the richest stores of fancy, termed "the poetry which inhabits the forests of America."

Though this volume contains much that will be new to many of our readers, they are already so familiar with the principal pieces of it, "The Ages," "Thanatopsis" and "The Past," that we shall quote neither of them at present. To those, after all, and especially the two latter sublime produc-

cious, their author will probably be indebted for this rank which shall be assigned him hereafter among the poetical aristocracy of the age. But our business is not at present with his fame, nor the order of poetry to which his writings belong; we aim at nothing more than illustrating here their more popular beauties—those which, in their unpretending charms, make a more familiar appeal to our sympathies, and cause the witchery of his muse to steal over the senses as delightfully as the warm haze of an Indian summer's day in December; thawing out the heart from the icy fetters with which the world invests it, and breaking up for the time the coating of factitious tastes, that envelope and benumb its faculties.

If what Lord Chesterfield says be true, of the effect of winning poetry in pressing a love suit, there is courtship ready made in the following recipe for wooing:—

Woo her, whea, with rosy blush,
Summer eve is sinking;
When, on rills that softly gush,
Stars are softly winking;
When, through boughs that knit the bower,
Moonlight gleams are stealing;
Woo her, till the gentle hour
Wake a gentler feeling.

How buoyantly is the gladness of nature set forth in this stanza:—

The clouds are at play in the azure space,
And their shadows at play on the bright green vale,
And here they stretch to the frolic chape,
And there they roll on the easy gale.

And these skies! are they not a fit domain for such clouds to traverse?—

The sun, the gorgeous sun, is thine,
The pomp that brings and shuts the day,
The clouds that round him change and shine,
The air that fan his way.
Thence look the thoughtful stars, and there
The meek moon walks the silent air.

There is all the atmosphere of one of Claude's pictures in the autumn woods here painted:—

Let in through all the trees
Come the strange rays; the forest depths are bright;
Their sunny-colored foliage, in the breeze,
Twinkles like beams of light.
The rivulet, late unseen,
Where bickering through the shrubs its waters run,
Shines with the image of its golden screen,
And glimmerings of the sun.

And the savage force of Salvator Rosa's pencil in this terrific sketch:—

Seven blackened corpses before me lie,
In the blaze of the sun and the winds of the sky.
I have watched them through the burning day,
And driven the vulture and raven away;
And the cormorant wheeled in circles round,
Yet feared to alight on the guarded ground.
And, when the shadows of twilight came,
I have seen the hyena's eyes of flame,
And heard at my side his stealthy tread,
But aye at my shout the savage fled!
And I threw the lighted brand, to fright
The jackal and wolf that yelled in the night.

The passage reminds one of the celebrated description in the *Siege of Corinth*:—

"I saw the lean dogs beneath the wall
Hold over the dead their carnival," &c.

The belief, to which many cling so fondly, of departed spirits revisiting the earth, is beautifully alluded to in the following passage:—

'Tis said that when life is ended here,
The spirit is borne to a distant sphere;
That it visits its earthly home no more,
Nor looks on the haunts it loved before.
But why should the bodiless soul be sent
Far off, to a long, long banishment?
Talk not of the light and the living green:
It will pine for the dear familiar scene;
It will yearn, in that strange bright world, to behold
The rock and the stream it knew of old.

Here is cheerfulness in a church-yard:—

'Tis a wild hill—but green and bright
In the summer warmth, and the midday light;
There's the hum of the bee and the chirp of the wren,
And the dash of the brook from the alder glen;
There's the sound of a bell from the scattered flock,
And the shade of the beech lies cool on the rock,
And fresh from the west is the free wind's breath,
There's nothing here that speaks of death.

One can see this stream sparkling by him:—

Yet pure its waters—its shallows are bright
With colored pebbles and sparkles of light,
And clear the depths where its eddies play,
And dimples deepen and whirl away,
And the plane-tree's speckled arms o'ershoot
The swifter current that mines its root,
Through whose shilling leaves, as you walk the hill,
The quivering glimmer of sun and rill,
With a sudden flash on the eye is thrown,
Like the ray that streams from the diamond stone.

And hear the murmur of this:—

Thou, ever joyous livulat,
Dost dimple, leap, and prattle yet;
And sporting with the sands that pave
The windings of the silver wave,
And dandling to thy own wild chime,
Thou laughest at the lapse of time.
The same sweet sounds are in my ear
My early childhood loved to hear;
As pure thy limpid waters run,
As bright they sparkle to the sun;
As fresh and thick the bending ranks
Of herbs that line thy oozy banks;
The violet there, in soft May dew,
Comes up, as molested and as blue;
As green amid thy current's stress,
Floats the scarce-rooted water cress;
And the brown ground bird, in thy glen,
Still chirps as merrily as then.

But our limits will not admit of delaying in this fairy ground, where the rarest flowers spring to our hand on every side. Those that we have plucked have been snatched almost at random, and flung before the reader rather to prove the profusion than the quality of what is worth gathering.

Mr. Bryant sketches nature with a charmed pencil, and his outlines are not the less bold and free, than their filling up is minute and elaborately finished. All the incidents of the scene he would describe are rehearsed, but there is nothing of the vocabulary in the enumeration of their forms. The whole volume is not less distinctly before you, that you can place your finger upon any passage. He draws a tulip-tree, for instance, and brings the towering mass of vegetation so near, that you can see the port chickadee regaling on sumac berries, or the frolic chipmuck wantoning in the furze at its base, but the fane of the forest and the eagle that is settling on its summit, are what arrest and fix your attention. A susceptibility to the beauties of nature, amounting almost to tenderness of thought; a close observation of all her visible forms, and an exquisite delicacy of expression in painting them when detected; these, with a breathing freshness of imagery, and a diction elaborately polished, are the characteristics of Bryant's poetry. There is no weakness or redundancy in the mechanical part—no wire drawn ideas or accumulated epithets to lengthen out a line, and, we may add, none of the sparkling conceits or pompous mystifyings which are such favorites with the poets of our time. The simplicity of his writings would find favor for them with either a child or a philosopher. What is more natural, and more perfect, and more poetical, than this description of an insect:—

So darted up and down the butterfly,
That seemed a living blossom of the air.

Or more redolent of life than this of a waterfall:—

Each light spray,
Nodding and tinkling in the breath of Heaven,
Is studded with its trembling water drops,
That stream with rainbow radiance as they move.

But we are warned to bring our remarks upon this volume to a close, and though our specimens of its beauties are already more numerous than the commentaries that should accompany them, there are a thousand passages like the following, upon which we would gladly linger:—

So doth thy meek and quiet eye,
Look through its fringes to the sky;
Blue blue, as if that sky let fall
A flower from its cerulean wall.

Well is it for the world, that he who could write like this,

Though forced to drudge for the dregs of men,
And scrawl strange words with the barbarous pen,
And mingle with the jostling crowd,
Where the sons of strife are subtle and loud;—

has still found time to answer the call that he has translated in these words:—

Still came, and lingered on my sight
Of flowers and stars the bloom and light,
And glory of the stars and sun;
And these and poetry are one.
They, are the world had held me long,
Recalled me to the love of song.

There is one merit in these poems to which we have only as yet alluded, and that is their strong nationality. They are American in every line, and relish throughout of a land and a climate which Nature has richly endowed with poetic subjects, though men want a soul to appreciate them. Mr. Bryant has done the

well in identifying himself with the soil of his country; like Antæus he draws his strength from his mother Earth, and his strength is that of a giant. We are content that this volume should go abroad as a specimen of "American Poetry."

NEW ENGLAND MAGAZINE.—No. 6 of this well edited periodical has just come to hand, and we shall take an opportunity of giving some extracts from it. The present number, in addition to the usual quantity of matter that comes under the several heads of Politics, Statistics, Literary Notices, and Miscellanies, contains the following original papers, viz: The New Year; The Masked Cavalier; Is a Belief in Ghosts consistent with Reason?; The American Colonization Society; Hymn to Plutus; Feeling and Sentiment; The Employments of Death; Domestic Architecture; The Dilemma; Virginia; Old Books; The Songs of the Fairies; Letters from Ohio—No. 4; The Progress of Ridicule; Dead Letters revived; The Hebrew Minstrel's Lament; A Legend of Christmas Eve; Reform; Sonnet; To Mary; A Brief Farewell.

The following lively observations are from a clever article upon the New Year:

It seems to have been customary, in all ages, and among almost all nations, to make the first day of new year, a sort of festival; yet one may almost wonder why. At the first view of the matter, the lapse of time does not seem a thing to rejoice at.—What reason in the world, is there, that the maiden who has lived nine and twenty years, in single blessedness, should rejoice that the year has begun which brings with it, her thirtieth birth-day? Or what pleasure can any body, at any age, have, to find that youth is passing and old age coming on?

If, indeed, there were any truth in the melancholy doctrine, that human life is but another name for human misery,—if it were indisputable that the sum of suffering exceeds the sum of enjoyment, and life were, what some poets have represented it, a burning fever and painful delirium, which there is no temptation to prolong, and which is best ended when soonest ended;—then, indeed, there would seem to be a good reason for celebrating the end of the year as something which brings us nearer to the end of a toilsome and painful journey. But the truth is, that, let poets and philosophers speculate as they may, men and women, as the world goes, think the pleasures of living by no means contemptible. They love to eat, they love to drink, they are very fond of sleeping, and they hate to find themselves growing old.

How happens it, then, that they do not rather lament the beginning of a new year than rejoice at it? Instead of visiting, dancing, making presents, and making merry, ought we not to look grave and thoughtful, like men who have lost a great treasure, and should they not lament, in sad accents, or in sober silence, the irreparable flight of Time?

No,—the world is right; the impulses of nature are more trustworthy than the refinements of speculation. Though time be our greatest treasure, yet the lapse of time is not a thing to be lamented. Life is, in its nature, progressive; we cannot live without moving forward; to stop, is annihilation. Who that has felt the pleasure of rolling rapidly along a mecadamized road, does not know, that, the faster his horses move, the sooner his pleasure will be over? Yet does he wish them to move slower? So it is with the vehicle of life. To be whirled along at a good round pace, to be surprised that it is dinner time so soon, to find the week ended before you had thought of it, and the year finished before it seemed well begun;—this is the highest enjoyment of which human souls are capable.

Life may be likened to a bottle of champagne; it cannot last forever, it cannot last long; it must be tossed off before its spirit evaporates; it will not do to sit sipping and sipping. Time is like money; it must be spent to be enjoyed; it cannot be hoarded up in dark corners, made much of, and kept all to one's self; the greatest pleasure it affords is the pleasure of parting with it.

Subscriptions for this work, at \$5. are taken, we observe, by Peabody & Co. 232 Broadway.

AMERICAN TURF REGISTER AND SPORTING MAGAZINE, No. 5, Vol. III.—A neat portrait of "Sir Hal," said by Colonel Johnson to be the handsomest horse when at full speed that he had ever seen on a race track, with the following contents, are the re-

commendations of this number:—Memoir of Sir Hal; Thoughts on blood horses, &c. by an old Turfman; Memoir of Black Maria; Anecdote of race horses; Aliment, aloe, and bleeding; Proper charge for the rifle—to keep the rifle clean; Essay on fox hunting; Snake fight; A Georgia fox chase; The sportsman in style; Indefatigable perseverance of two young fox hounds; A good shot; Gen. Gibson's fishing tackle; On the delights of trout fishing; Rifle shooting—a match proposed; Greatest sporting feat of exertion on record; Rare sport; Characteristic epitaph; Sweepstakes to be run over the Central Course; Sussex; Remarks on "Godolphin's" account of the Central Course races; On the pedigree of Florizel; Lancaster races—corrections; On the improvement of race courses; Language of the turf, &c.; Ages of horses; Hints for the improvement of the Central Race Course, by a Stranger; Races at Bowling Green, Va., Milton, N. C., Gum Spring, Va., and Raritan, N. J.; Oglethorpe (Geo.) Association; Pedigrees.

We copy the following account of a snake fight to keep company with the "passage of arms" between a bear and an alligator that we took from a previous number:

SNAKE FIGHT.—The late Major T. of the army, a gallant officer, who was severely wounded at the sortie of Fort Erie, and died afterwards from the effect of his wound, while a representative from his native state in Congress, used to relate the following account of a battle which he once witnessed, between a black and a rattle snake.

He was riding on horseback, when he observed the snakes in the road, a short distance ahead of him. They were moving round in a circle, and apparently following each other. A gentleman who was with the Major, and who had witnessed a similar scene before, remarked that it was the prelude to a fight, and worthy of the loss of a little time to witness. They accordingly stopped their horses and watched the snakes. The cautious manoeuvre of following each other, in a kind of circle, was pursued for some time, closing at each round, until, when within a few feet, the black snake was observed to stop, coil and place himself in an attitude to strike. The rattle snake now passed round his antagonist two or three times, lessening the distance at each round, when he also stopped and began to coil. But before he was ready to strike, the black snake suddenly darted upon him. His evolutions were too rapid to be detected, and when he was again distinctly observed, both snakes were stretched out at full length—the rattle snake enveloped in the folds of the black, which had also seized the rattle snake at the back of the head and held him there. After a short interval, the black snake gradually unfolded himself, loosened the grip with his mouth from the rattle snake's head, and moved away.

On examination, the rattle snake was found to be dead, and apparently every bone in his body was crushed. The black snake is a constrictor, and usually destroys its prey by enfolding and crushing it.

"FEATHERS FROM MY OWN WINGS"—by Charles Edwards, Esqre. We hope these are not pin-feathers, for we feel an irresistible propensity to pull them to the quick: what could induce a person in his senses to publish such stuff as the following, we cannot conceive:—

"A ring of gold she gave to me;
I hung a braid above her heart;
My wine was tears upon her cheek;
She wrote me word, 'twas death to part;
'Twas death indeed: for willows wave
Above her home within the vale;
My native isle is now a grave;
My Mary is a primrose pale;
A nightingale pours out her woes,
Where our song danced around the rose."

We confess ourselves, after reading this song, in the situation of the foreign commentator, upon the readings of Shakespeare, who need to get over the disputed passages by admitting "that when you no understand Shakespeare, he always mean something grand—something terrible—something *very fine*;" our readers, perhaps, however, may receive more distinctly defined enjoyment from other passages, and we therefore regale their senses with the following

His crownlet, dispersed, as a dull serpent closed;
His robe mingled strangely with jungle and lair.

Ponder o'er the lay of one,
Who may be within his grave,
Ere the silver time is spun,
With a tress of golden wave.

Jewels, for a mother's arms!
Be the crystal signets there;
Urim, for the earthly charms;
Gems, upon the mine of care.
Kisses from a child are sweet:
Give them to a mother dear;
Be the lamps to guide her feet;
Stars of beauty to her tear.

But we do not wish to bewilder our readers, by uncovering every delicacy of this sumptuous repast: some of them are not quite so highly seasoned as the rest, but there is many a *merceus friend* to recommend the whole. We quote the two following verses, however, not mischievously, but to show with what innocent absurdity can trench upon profanity:—

I led my young one by the arm,
To where the moon and planets smiled;
The scene transfixed him like a charm,
The Godhead seemed to fill the child.

That night I never shall forget;
Aliving Bible was my boy;
And still he weaves a moral net
Around my path of earthly joy.

And yet the writer of such trash as this has his admirers; people who praise his namby-pamby because it is in rhyme, forgetful that besides poetry and prose, there is a third species of writing, which comes under the head of Nonsense. To the pernicious effect of such misplaced encouragement must the motive that has prompted these remarks, if deemed harsh, be ascribed. The author, we should judge from this little volume, is an amiable man; and we are told that he has shown ability in a legal work of some repute; it is, therefore, melancholy to see him expose himself in a publication like the one before us. Let him continue to seek reputation in the path where he has already found it, and not abandon it for one where he can only meet with mortification. But if he persists in thinking himself a poet, we can only wish in his own words, that

"May his lake of thinking,
Know no tide of sinking."

Below, we present a copy of the reply of Lafayette to the letter from the corps of Cadets accompanying their contributions to the Poles.

It is like all that proceeds from the pen of that great and good man, wonderfully appropriate.

It may not perhaps be generally known, that in writing to Americans, "the American Veteran" always uses their language; so that the following letter is just as he wrote it:—

Copy of a letter from General Lafayette to the Corps of Cadets, dated

PARIS, Nov. 9th, 1831.

My Dear Young Friends:

While every opportunity cheers my heart with new testimonies of what you are pleased to call filial affection, it is on my part with patriotic pride and fraternal love that I have received your donation in behalf of heroic and now unhappy Poland.

Sad news from that illustrious part of Europe will have reached you not long after your sympathetic letter was on its way to us. But it is now, more than ever, that the vanquished, although not subdued, Poles, are in need of friendly assistance; thousands of them had rather perish on a foreign land, than acknowledge their patriotism as guilt, and submit to the yoke of a Russian despot. In no instance, not even during the struggle, could he so well employed, the contributions of the friends of true glory; that which is founded on the basis of independence and freedom.

An American Committee has, at my request, been formed in Paris, to assist in the discharge of the duty conferred upon them by the donors in the United States. We keep up an understanding with the National Polish Committee that has lately been formed in this city, and with the French Commit-

tee, in order that the distribution be as judicious as possible.

It is from the monument which your predecessors had raised to Kosciuszko on your classic ground of Westpoint, that the first succors to his countrymen have crossed the Atlantic; let us hope for the day when on that same monument the resurrection of Poland shall be celebrated.

Receive, my dear young friends, the parental affection and blessing of the American veteran.

LAFAYETTE.

FOREIGN INTELLIGENCE.

By the Columbia, arrived at last, the files of London papers complete have been duly received, and afford many articles of interest.

The riots at Lyons appear to have been most serious and bloody, though unconnected, apparently, with any political causes. It was the manufacturers fighting for bread and wages.

Mr. Atkinson, a passenger from the Columbia, states, that on the evening of the 30th, as he was leaving London, criers were announcing in the streets publications in type, which would contain accounts of an insurrection at Lisbon, and the flight of Don Miguel!

The Cholera had, it was feared, certainly extended from Sunderland to Newcastle. From the commencement of the disease on the 26th October to the 26th November, there had been 291 cases, and 86 deaths. A letter, dated 28th November, from Sunderland, says—"Various means of cure have been tried, but none have proved efficacious; friction seems the best means to restore the natural action of the capillary vessels, which if once effected, Doctor Daun thinks recovery might follow. Ten new cases were reported yesterday, and eight deaths this morning. The disease is evidently on the increase, and three cases have been reported in Newcastle. Laudanum and Brandy have done little benefit."

"The use of pork and vegetables of all kinds, and acid fruits are forbidden as they are considered injurious in this complaint."

The Dutch King yet holds out.

The amnesty proclaimed by the Emperor Nicholas to the Poles, is a cruel mockery, excepting, as it does, almost all the active functionaries, and officers of the attempted revolution.

DISTURBANCES AT LYONS.

LYONS, Nov. 21.—I am sorry to inform you that this city still continues the scene of the greatest confusion and riot, by a contest between the manufacturers and workmen. The entrance of every street is guarded, and no one is suffered to pass unless he lives in the street, and a guard is sent with him to his door.

Tuesday morning.—At eight o'clock this morning the firing recommenced in several parts of the city. Several thousand workmen collected in the night in the Batteaux, the other side of the Rhone, and have made themselves masters of all the bridges, and consequently cut off all communication with the Swiss side of the Rhone. A sharp cannonading is going on from the city, as also from the Croix Rousse, which is not yet taken. Up to ten o'clock I have seen carried past my window upwards of 300 killed and wounded. The number killed on the other side must be enormous, as every cannon brings a row of them down. I have just heard that Mr. Ajax, the shawl manufacturer, is shot. Colonel of the Line and six officers. In the first charge cavalry, one officer and six men were killed, together with nine horses. M. Plazman, the elder, is wounded in the head; also, Gentelet, of the house of Gentelet & Dubois, riband manufacturers—report says he has since died.

Wednesday morning 5 o'clock.—Tremendous fire. The hotel de Ville is taken by the rioters—also the powder magazine, and the whole city is at the fury of the mob. Houses are beginning to burn in all quarters, and large fires are lighted on all the public places, into which they throw all the books, stocks, and furniture, &c., of the different houses.

they enter. The largest fire is opposite our counting house, which they have entered, but only to search for arms, which not finding, they have quietly withdrawn themselves.

10 o'clock.—I shall close my letter now, as there seems a chance of my being able to get to the post-office. The men are too much occupied in pillaging and burning to intercept the different passages leading to the post-office. The fires are at this moment tremendous—the loss of property incalculable.—There is not a single individual to oppose them; so how it will terminate no one can say. They were joined yesterday by the workmen of Grenoble, and all the surrounding country, and are well supplied with arms and ammunition.—[Morning Paper.]

From the first of the morning, (of the 21st) it was easy to judge that the struggle would be terrible. New troops had arrived—the 13th, and the whole, or part of the 40th of the line. The military authority had made its arrangements. On their part the workmen had not remained inactive, at least as far as it is possible to judge by the results of the second day.

At 8 o'clock, and even before, the firing recommenced in the direction of the Croix Rousse. It was kept up with great vigor. Discharges of grape shot killed or wounded a great many people. At one time a report was spread that the workmen forced in their positions, were retreating by the new fortifications of Montessier, and that they would disperse in the country. It appeared in fact that the display of a considerable military force could not fail of bringing about this result. Suddenly the news of important advantages obtained by the workmen circulated from mouth to mouth. The noise of the firing came nearer the interior of the city, so as to leave no sort of doubt on the subject.

It was known that the workmen had obtained possession of the Barracks of the Bon Pasteur, and had disarmed the artillerymen who occupied it. Almost at the same instant they made themselves masters of the large establishment of M. Brunet, in the quarter St. Vincent. From this advantageous position they, for some time, kept up a heavy fire upon the troops of the line entrenched in the Rue de l'Annuciade. There were twenty other places of contest in different parts of the city.

On every side barriers were raised, and the streets and quays were untraveled. It was announced that the posts occupied on both sides of the Saone and Rhone by the National Guards were in the power of the workmen; some of them fell a prey to the flames, and in others a sentinel was placed.

Towards the Pont St. Vincent, the military chests of the line were stopped, in the midst of a heavy fire. The tocsin was sounded in the Faubourgs and St. Paul. A part of the 13th of the line, it is said, laid down their arms, and a similar report was spread respecting the 40th. It was announced that, at the gates of St. Clair, a piece of cannon was taken by the workmen from a detachment of cannoniers of the National Guard. The latter having made resistance, five of them were killed. While this piece was fired in the direction of the Quai St. Clair, that of the workmen of la Guillotiere swept the avenues of Pont Merand. The brigades du Concert, de la Guillotiere, de l'Archeveché, and several others, are strongly fortified with barricades formed of carriages and paving stones. The Corps de Garde of the Place Belcour is in flames. It is stated that several posts of the line have been disarmed. The noise of cannon and musketry only ceased at night. The number of victims of this frightful day is not yet known; but would it be an exaggeration if the number of dead and wounded were to be estimated at 1000 or 1200?

P. S.—General Ordonneau was, at three o'clock this morning, set at liberty. We have heard that a large sum was paid for his ransom, as well as for that of the Prefect.

At seven o'clock in the evening, the workmen, exasperated by the firing from the windows of the Place des Terreaux and the vicinity, set fire to two or three houses with lighted faggots, but we have not heard the consequences of these incendiary acts. This quarter is unapproachable.

LYONS, Nov. 23.—Unhappily a great number of atrocities have been committed. Yesterday, no National Guard durst appear in the streets in his uniform. Unoffending tradesmen were killed by the work-people; and workmen, equally unoffending, were killed by the regular troops—thus cutting each other's throats in the most frightful manner. On the

other military posts of the town were seized by 224, all the work-people, and yesterday evening, all the work-people who continued to offer any resistance were confined in the Hotel de Ville. At length, about three o'clock in the morning, despairing of being

able to maintain themselves in this position, the National Guards and the regular forces opened a passage for themselves through the lines of their assailants, and retired with Generals Roguet and Ordonneau to the fortress of Montessuy. The whole town is this morning in the power of the work-people, who have constituted themselves into a National Guard, and have established posts and patrols for the purpose of securing the public tranquillity. Since these arrangements have been effected, the lives and persons of the inhabitants have been secure; but property was for some time the object of their vengeance. Their intention was openly announced of destroying all the houses from the windows of which there had been firing on the previous evening, together with the warehouses of several merchants who who had incurred their displeasure. They put, in fact, their threats in execution on the Pearl Coffee House, the furniture of which has been destroyed, and on several apartments of the house of Auried, the contents of which have been burnt. The money found there, however, had been put into a place of safety. Several thieves were shot on the spot, and others sent to prison.

The present aspect of affairs is sullen but tranquil. Respect for property is this evening proclaimed through the streets, and the National Guards are invited to assemble at their usual places of rendezvous under arms, but without uniform, and to fraternize with the work-people.

The state in which we now are is cruel and alarming. It is said that Gen. Roguet is assembling a large force, and is preparing to re-enter the town. In that case we shall be exposed to further evils.

P. S. Nearly 200 wounded have been received at the Hotel Dieu. Most of the wounded are serious; although all the balls have passed through the bodies of the wounded, many of them breaking bones in their passage. The number of the wounded who have been received into private houses is quite unknown. The whole of the buildings for levying the local taxes, called the Octroi, have been delivered to the flames.

LYONS, FRIDAY, Nov. 25.—If the government shall attack Lyons, it will be reduced to ashes before 60,000 workmen under arms will surrender. If the masters will adopt the tariff, all will be arranged without shedding a drop more of French blood.—I hope and believe this will be the case. The bulletin does not contain another word, but it harmonizes with the account given by the Government that the workmen are ready to return to their labor on the tariff being adopted. The adoption of that tariff is of course a concession made to the workman—but a momentary concession is certainly much better than a civil war.

[From the Paris Moniteur of Nov. 28.]

A despatch of the 25th, arrived at the hotel of the President of the Council by express, announces that the night had been perfectly calm, and that order continued gradually to be re-established. The shops were beginning to open, and the workmen, still under arms, already began to evince a desire to return to their occupations.

On all sides we learn that the population in the neighborhood of Lyons manifested the most decided sentiments against the spirit of discord and anarchy. The inhabitants, as well of the country as of the towns, are unanimous. Everywhere the National Guards offer to march, if necessary, to re-establish the authority of the laws. It is much to be hoped that their devotion will not have occasion to be put to the test.

In the course of yesterday, Nov. 27, the Prefect of the Rhone had sent to the President of the Council a telegraphic despatch, dated the 27th, beginning with these words:—"Always the same tranquillity."

The subject of these riots, was submitted to the Chamber of Deputies on the 25th by the President of the Council, who, after recapitulating the circumstances of the case, so far as then known, concluded thus:

"We have nothing to ask from the Chamber beyond that usual concurrence from which we require no specific manifestation, except in cases of urgent necessity. It is sufficient for us on the present occasion to lay before you the real state of things, for truth is ever the surest source of power. Confide in the Government, Gentlemen, as it takes pleasure in confiding in you—(applause.) The courage and wisdom of the nation have achieved its liberty, and the same courage and wisdom will defend that order, without which even liberty itself ceases to be a blessing." On the 26th the following address to the King was agreed to by the Chamber, 294 to 18. It was presented on the evening of the same day.

[Here follows the Address of the Deputies, in which they de-

precate the disturbances, and proffer their utmost services to restore tranquillity. Honorable mention is also made of the King's son, for the promptitude with which he repaired to the scene of disorder, &c. The answer of the King acknowledges and reciprocates the friendly and patriotic feeling of the Deputies.]

[From the Journal des Debats.]

It seems certain that the King always intended the welfare of the distressed classes, and, especially struck with evils which the manufacturers of Lyons suffer, gave orders a few days ago for silk hanging to the value of a million, for which he has no occasion whatever.

Proclamation of the Emperor of Russia.

"MOSCOW, Nov. 2.—We, Nicholas I., by the grace of God, Emperor and Autocrat of all the Russias, King of Poland, &c. &c.

[After dwelling upon his signal clemency, his great justice, and his deep sensibility at the sufferings of Poland, the Emperor then ordains:]

"1. A complete and unconditional amnesty is granted to all those of our subjects in the kingdom of Poland who have returned to their obedience. None of those included in this amnesty shall now or at any future time be condemned or prosecuted for the actions or political opinions done or expressed during the whole time of the insurrection.

"2. The following are excepted:

"1. The authors of the bloody insurrection of the 29th November, 1830; those who on that night repaired to the Belvedere Palace with a view to take the life of our beloved brother the deceased Cesar-witch: the murderers of the Generals and of the Russian and Polish Officers.

"2. The authors of the horrors which occurred in Warsaw on the 15th August last.

"3. Those who since the 25th of January have at different times been concerned as chiefs or members of the Government illegally established in the kingdom of Poland, and who have not sent in their submission previously to the 13th of September, as well as those who, after the subjection of Warsaw, formed an illegal Government at Zakroczyn, and thereby forfeited all claim to our mercy.

"4. The members of the Diet who proposed or supported to act of deposition of the 26th of January.

"5. The officers belonging to the corps of Remarino, Roszyck, Kaminski, and Rybnicki.

"6. The subjects of the western governments who may have participated in the Polish insurrection."

HOLLAND AND BELGIUM.

BRUSSELS, Nov. 23.—The new journal of Amsterdam contains the following passage: "It is said that the King has been again invited to accept, without alteration, the 24 Articles, but that his Majesty has answered that he abideth by his first answer, neither to accept or to reject these Articles, desiring to enter into a negotiation on the subject."

BRUSSELS, Nov. 25.—The Budget has been made up for 1832, and shows a great deficit.

The amount required to meet the expenditure is 40,000,000 florins.

The resources, calculated according to the receipts for 1831 29,000,000

Deficit 11,000,000

This does not include the interest to be paid to Holland in conformity with the 24 Articles.

The government feel it impossible to conduct the affairs of the country without a loan of some sort. Another forced loan is out of the question, and therefore, London is to be tried; for that purpose Messrs. Osy and Rittweger, the Directors of the Antwerp Bank, are about to proceed to England. Their success is considered doubtful, until the acceptance of the Treaty by the King of Holland, and of this there appears little probability at the present moment.

COWES, Nov. 18.—The Keasington, U. States corvette, which has been purchased by the Emperor of Russia, was fitted up in the most superb manner; the brass work alone cost 30,000 dollars, a brass arm binnacle cost 800 dollars, each of her belaying pins (128 in number) cost 4 1/2 dollars, the aprons of her guns, each 13 1/2 dollars; her belaying cleats for the fore and main sheets and braces, and likewise her pump gear, solid brass. Her dimensions are, length 158ft. 6in.; breadth 43ft. 6in.; depth of hold 20ft. 6in.; and 1400 tons; mounts 30 long 26 pounders on one deck, guns each 7 1/2 feet long, and 4000 lbs. each; draft of water at 19 feet, forward 16 1/2 feet, height between decks 7ft. 1in., height of the bill of the middle port 9ft. 6in.

On the 1st of October, about a week after her arrival at Crenstadt, the Emperor Nicholas came on board to visit her, dressed in a green coat with silver epaulettes, and without any stars or decorations, so that we did not at first know which was the Emperor; he had on a plain white clothcap with a band of light blue, and black leather front: he is a well made man, about six feet two inches, of a very fine pleasing benevolent countenance, pale and very fair, rather a melancholy shade has been observed on his countenance since the Poles first revolted; he was exceedingly affable, seemed perfectly acquainted with every part of the ship, and remained on board about two hours, inspecting every part, even in the holds; when Capt. R. presented him with a handsome boat for his son, the Grand Duke Alexander,

he shook hands very cordially with Capt. R. and thanked him for it; when he went to the cabin Capt. R. requested him to take a glass of wine—he did so with much good nature, and drank to Capt. R., his officers, and his country, and Capt. R. drank the health of the Emperor in return; on leaving the ship, the Emperor again shook hands with Capt. R., he seemed much pleased with the ship, and admired the height between decks; and when he got on shore at Cronstadt, he announced to his Admirals that he should name her the Paskewitch, in honor of the General of that name; we understand she is to be kept for a yacht for his Majesty; before we left Cronstadt the Emperor sent a present of 200 ducats to be given to the ship's company.—[London Morn. Chron.]

POLAND.—Condemnation of the Polish General Chlopicki.—The St. Petersburg papers state that His Imperial Majesty has confirmed the sentence of the Court Martial, by which General Chlopicki is condemned as a traitor, to the loss of his rank and nobility, and to banishment to Siberia, and to be employed there in the public works.

Accounts from Berlin state that Poland is in all respects to be considered as a Russian Province.—Three thousand Poles have been sent to Siberia; among whom are a number of the Diet who remained at Warsaw, with several of the principal Generals.

FRANCE.

To the Editor of the London Morning Chronicle.

PARIS NOV. 19, 1831.

SIR—I am no lover of Napoleon—and never was so. He hated liberty, except the liberty of his sovereign will, and he fired on the people as Charles X. afterwards did in 1830; and yet I cannot write "The Bourbons and the Descendants of Napoleon" are to be "banished" without my cheek feeling flushed, without my eyes flashing with a mixed feeling of surprise and indignation, and I naturally ask myself, "What, then, was Napoleon also anti-national?" This is a grave subject, and must be discussed seriously. I shall avail myself of an early occasion to make some revelations to the Morning Chronicle, which will not be void either of interest or importance. I know what the Napoleonists are about. I know their influence, their wealth, their numbers, their associations, their foreign relations, and their object. It is the fault of M. Casimir Perrier and of Louis Philip that this party exists and flourishes as it does on the 19th of November, 1831. If M. Perrier and our Citizen Monarch had understood the Revolution of July, all the Napoleonists would have rallied round his Throne, and the Duke of Reichstadt might have remained at Vienna speaking German French with a bad pronunciation during the rest of his days. But neither M. Perrier nor Louis Philip have understood the revolution of July! They have tried to convert it into a sort of quasi legitimacy, and, now, I am obliged to add, the Napoleon party in France is most formidable! "Most formidable!" I repeat, and you will not fail to remember these words on a future, and not very distant occasion.

"The Bourbons are to be banished." This is just and natural! But why should they be banished by law? I must explain to you. 1st. Because Louis Philip has required that such a law should be passed. 2d. Because it is contended by M. Perrier and his colleagues that the adoption of this law now by both Chambers will be a legislative sanction to the July revolution. Just as if we want to make a legal revolution! and a legal dethroning of Charles X! and a legal appointment of a Citizen King!—Here is another proof that these men do not understand the character of that principle to which we are indebted for the revolution, viz: national sovereignty. 3d. The Bourbons are to be banished by law, because by such a measure their return will be illegal, and they will subject themselves to be tried by the tribunals. 4th. Because it affords an opportunity for passing other clauses in the same bill for selling the property of the Bourbons in France, and appropriating the proceeds. And 5th, Because when this law shall have passed, the new monarchy is to become legitimate! and as good as any of the rest in Europe, which claim the characteristics of Divine right! and of that innate force which is irrespective of the people.

The only tolerable reason for passing this law, however, is this—that in consequence of the conduct of Louis Philip and of his ministers, since the moment when General Lafayette resigned his functions of Commander in Chief of the National Guards of France, it has become almost necessary to re-assure us that an actual restoration of Charles X. or the Duke of Bordeaux was not contemplated, and

that really and truly there was not an intention of abdicating in their favor.

The passing of this law, and the affixing of the Royal sanction to the project, will at least prove that up to that moment the new Government is pledged to maintain the exclusion of the Bourbons, although the conduct of the new dynasty and its Counsellors would have appeared to indicate different sentiments. This is the only sensible reason for passing the law, as far as it relates to the Bourbons. Because, as to all other reasons, it would be a most useless project in the teeth of a national rising in favor of the Bourbons (should such an event be possible), and it is quite an unnecessary measure so long as the whole nation demands their permanent banishment. If France should become Bourbonite, why the law would not prevent the return of these Royal Jesuits, and if France should remain Anti-Bourbonite, as she is at present, why all the laws in Christendom would be of no avail either to strengthen or to weaken such a feeling. So then the law is unnecessary, except as it re-acknowledges that the Revolution of July was really made to banish the Bourbons and their policy from France, notwithstanding the conduct of those who have since governed this country would lead us to think very differently.

But the law is without a penalty! It may be broken by whoever shall dare to break it—and the country or the tribunals, the Chamber or the people, must decide, when it is broken, what shall be done with the violators of its provisions. Why is this? 1st, Because no penalty short of death could be enacted in the opinions of those Jurisconsults for such an offence. Solitary imprisonment for life would surely, however, be a sufficient pain for such a mad proceeding. 2d, Because neither Chamber would consent to apply the penalty of death to the members of the family of Buonaparte; and 3dly, Because, as Louis Philip and his Ministers are a vast deal more afraid of the Duke of Reichstadt than they are of the Duke of Bordeaux, they wish Napoleon's family to be banished by the same law as that which proscribes Charles X. and his descendants.

The descendants of Napoleon then are to be banished! It is true that the penalty of death which was attached to the law passed against his family in the reign of Louis XVIII. is now repealed; and it is also true that an amendment of M. Comte being carried, the proscribing law, as against Napoleon's descendants, is of recent date, whilst that against the Bourbons is entirely new; but still this new law proscribes them—and yet repeals the penalty attached to their return! Now why is this? 1st, Because Louis Philip and his family have great apprehensions of the Duke of Reichstadt. 2d. Because Austria has refused to state what her intentions are with reference to the young Duke, whom she always keeps "as a great card in reserve." 3d. Because the *just milieu* are resolved on persevering in their system, and they have well grounded fears lest that continuance should lead to resistance, and 1st that resistance might be followed by a Napoleon II. conspiracy, or national *complot*; and 4th, Because the Royalists have urged on and voted for the proscription of the members of Napoleon's family, in order to render unpopular the law which banishes alike their idol, the Duke of Bordeaux.

One word more on this subject, and we will pass to something else. The law at last was opposed by 69 Deputies, who voted against it! This is a fact to be remembered! Sixty-nine deputies voted against it!! Who were they? lovers of Charles X. and of the Duke of Bordeaux? No; but Napoleonists!—Why are they Napoleonists under the reign of Louis Philip? Because the Revolution of July has not attained its object, and has been arrested by those who should have led it. Allow me, also, to direct your attention to the fact that M. Comte alone understood, or, at least, alone sought to establish the principle of this law of Bourbon exclusion, but which was, nevertheless, not adopted. He proposed to the Chamber of Deputies to declare, that the Bourbons were banished not merely for the Ordonnances of July, as some absurdly imagine, but the Bourbons were banished because they were anti-national—because their principles and policy were opposed to the national sovereignty, and because they had been restored twice by foreign bayonets and by the Holy Alliance! This was the law which should have been passed, and then we should have advanced a step in the Revolution; but the majority were afraid, and M. Comte's amendment was rejected.

Poland is to be incorporated with Russia! I state this as a fact, and not as an opinion. I speak after the best information I have been enabled to procure from St. Petersburg and Moscow, as well as from Berlin, Vienna, and unhappy Warsaw. The

Emperor is to issue proclamations—make promises of pardon—and affect generosity; but Poland is not to have a national government—a national army—a national chief (subject to Russia)—a national constitution (though promised by the Congress of Vienna)—a national Diet—a national language; or, in fine, that national existence, which Louis Philip declared, a few weeks since, was "not to be allowed to perish!" Prince Talleyrand is not attended to—Lord Palmerston is not listened to—Poland has pleaded in vain—Prussia has counselled in vain—no real act of substantial justice is to be accorded to—and Poland is not to be an independent kingdom! This is the present position of affairs, and I defy the denial of this announcement. Well, there is a Whig Government in England—a Government composed of such men as Grey, Brougham, Palmerston, and Althorp, about to consent to such a violation of the rights of men, and to such a denial of justice as well as to such an act of suicide on the part of Russia—and to a measure which must lead to new revolutions in Europe!—Can it be, that Poland is to be sacrificed to Russian ambition, and that even the Treaties of Vienna, which have been maintained against all people, are now to be violated, in order to secure the same object—the destruction of liberty in Europe? I put this question through *The Morning Chronicle* to the lovers of freedom all the world over; and I ask, what security does Great Britain possess for the peace of the continent—for her continental possessions—and for that equilibrium which it is so necessary to preserve, if Russia is thus to be allowed to violate with impunity the most solemn engagements, and to oppress with so atrocious a tyranny?

M. Casimir Perrier is to propose that France shall disarm! This is his favorite project—this is the subject of interview after interview, and conversation after conversation, between M. Casimir Perrier and the Austrian Ambassador—this is the reason why courier after courier proceeds to and leaves Vienna for Paris—this is the vast result which the President of the Council hopes to bring about. For this purpose the German Journals are instructed to call on France to disarm! For this purpose articles are written by order of Prince Metternich and are sent to the Augsburg Gazette—for this purpose the Journal des Debats, the France Nouvelle, and the Messager des Chambres, are ordered by M. Perrier to translate, word for word, these paragraphs from the German Papers into these French Ministerial Journals! For this purpose, the law has been introduced as proposed by M. Casimir Perrier, for a nominal organization of three hundred thousand movable National Guards; and, finally, for this purpose, diplomatic dinners have been recently given—diplomatic assurances exchanged—and the Austrian Ambassador "drinks the health of M. Casimir Perrier, as the Saviour of Europe!!!" But who is to begin?

Austria has done very little, after all, towards a practical disarming! Prussia has done still less! and Russia, Holland and Spain have done nothing at all! "Never mind that (says Count d'Appony to M. Perrier), let France begin, and the rest will follow." M. Perrier has nearly brought up his courage to this sticking point—and he is to propose that France shall begin, and that France shall disarm? I will tell you. It will satisfy the rentiers, the proprietors and the capitalists—but it will mortify, enrage and render indignant the millions! Thus the conflict will go on, and we shall yet have to see "which will prevail, the pitcher or the wall?"

The position of Dutch and Belgian affairs is not a little embarrassing. The recognition of Belgium of the twenty-four articles by the five Powers does not get rid of the King of Holland—does not evacuate Antwerp—does not divide Luxembourg or Limbourg—does not evacuate Maestricht—and does not ensure peace between Holland and Belgium. The King of Holland remains obstinate. Will the five Powers blockade the Dutch coast, seize the Dutch vessels, march an army to Amsterdam or the Hague—order all Ambassadors to quit the seat of Dutch Government, and suspend the amicable relationships subsisting between the five Powers and the Dutch King! If so, then, indeed the Conference will become a reality—and the Protocols something more than waste paper—but, till then, of what use is a Treaty not yet confirmed, and which is not to be ratified for two months to come? Between now and the two months the King of Holland will satisfy the Emperor of Russia that he ought not to accept of such conditions—and that the proposed treaty may not be ratified. Besides this, let the lovers of freedom bear in mind, that although upon this occasion the conference of London may decide in favor of the

Belgian Revolution and against the King of Holland—yet that if a new Holy Alliance is to be thus allowed to dictate and decide on European affairs, their next decision may be as unfavorable to liberty as this has been to the King of the Dutch.

What is Russia about? This is the first and most pressing subject of the day. In this letter I can do no more than put the question. Do you know what she is about? Conspiring against England, against France, against Austria, against Poland, and against Turkey! We will examine the policy of Russia very shortly, for it is most dangerous and most fearful.

The affairs of Greece and Italy are in *statu quo*. The Pope makes no concessions. The Austrian army is always there on the frontiers of his states to defend him. The Romans are persecuted. The Duchess of Parma is as cruel as ever—and the Duke of Modena has imprisoned and persecuted all who did not escape from his fangs. In Greece there is anarchy and confusion. The Greece of the Protocols is not sufficiently extensive—and the Porte will hesitate before it will consent to its enlargement. Thus the horizon is cloudy, and the Revolution of July, 1830, has been arrested. But will this state of things always continue? No. We must get through the winter first, and the spring of the year will return with new and most important events.—You may be sure of this.

Your obedient servant,

O. P. Q.

AFFAIRS AT HOME.

TWENTY-SECOND CONGRESS—1st SESSION.

Jan. 9.—Considerable discussion occurred in both Houses, on a reference of the petition of the President and Directors of the United States Bank, for a renewal of their charter. The petition was finally referred, in the Senate to a Select Committee, and in the House of Representatives to the Committee of Way and Means.

IN SENATE—Jan. 10.

On motion of Mr. Clay, The Senate postponed until to-morrow, the consideration of the resolution introduced by him directing the Committee on Finance to report a bill to abolish the duties on imported articles which come into competition with those of American manufacture. The bill to erect barracks and store houses in the vicinity of New-Orleans was, after a debate in which Messrs. Smith, Benton, Hayne, and Forsyth participated, passed. The bill concerning Navy Agents was also passed. Several important resolutions on the subject of the Bank of the United States were introduced by Mr. Benton, and will be found in our report of this day's proceedings.

In the House of Representatives, all the unfinished business before the Committee of the District of Columbia, during the last session of Congress, was, on motion of the chairman, Mr. Doddridge, committed to the present committee on that subject. Mr. Drayton from the committee on Military Affairs, reported the appropriation bill for the Engineer and Ordnance Departments; and it was read a first and second time and committed to a committee of the Whole House on the state of the Union. The resolution offered by Mr. Carter, of N. Y. respecting property lost during the late war, was taken up and considered. Mr. Cooke addressed the House in its favor until the close of the hour. The bill for the settlement of the South Carolina claims was the next business in order; but on motion of Mr. Polk, its consideration was postponed; and the House resolved itself into a committee of the Whole on the state of the Union, Mr. Hoffman in the Chair and took up the bill for the apportionment of Representatives among the several States according to the fifth census. The bill fixes the ratio of representation at *forty-eight thousand*, instead of *forty thousand* as at present. Mr. Craig moved to strike out the words *48,000*, and Mr. Jarvis moved that the ratio be *seventy-five thousand*, but the latter proposition was negatived. Mr. Jenifer moved that it be *forty-five thousand*, but before a vote was taken, the committee rose and reported progress, and the House adjourned.—[U. S. Telegraph.]

Jan. 11.—Mr. Clay made his first speech in the Senate in support of his proposition to abolish the duties on articles not competing with those grown or made at home. It appears by the concurrent testimony of all parties, that it was listened to with gratification by an assemblage so large, as to have encroached (the lady portion of

it) on the seats of Senators. Mr. Hayne, of South Carolina, made a short rejoinder, asking the postponement of the subject till next Monday, and intimating, that the proposition of Mr. Clay could not be accepted by South-Carolina.

CONGRESS—Thursday.

In the Senate a report was received from the Secretary of the Treasury, containing the names of the applicants under the act for relief of certain insolvent debtors of the United States, and the amount of the debts due from each; also, of the names of those who have obtained a release, together with the terms of compromise made in each case. After the adoption of the resolutions of Wednesday, and the ordering of several bills to a third reading, the following bills were passed: The bill providing for the laying out and constructing a road from Lane Creek to Chatahoochie and for other purposes; the bill for the relief of William King and others; and the bill for the relief of Henry Kilbourn. The Senate spent some time in the consideration of Executive business.

In the House of Representatives, Mr. Jenifer introduced a resolution for the appointment of a select committee to inquire into the expediency of a removal from the country by the general government of the free colored population, which, after some discussion, was postponed till Monday. Mr. Thomas, of Maryland introduced a resolution on the subject of ascertaining the amount, if any, of indemnity due to the State of Maryland for losses sustained during the late war, which was referred to the committee on Military Affairs. The resolution introduced on a former day by Mr. Bouldin, on the subject of *ad valorem* duties on certain goods, was then taken up; Mr. Stewart moved to refer it to the committee on Manufactures instead of the Committee on Commerce. A debate ensued, which continued till the expiration of the hour. The House then went into a Committee of the Whole on the state of the Union, Mr. Hoffman in the chair, on the apportionment bill; the amendment of Mr. Jenifer, to fix the ratio at forty-five thousand, was negatived. Mr. Stewart proposed another amendment to fix it at forty-six thousand. This was discussed until near 4 o'clock, when the committee rose, and the House adjourned.—[U. S. Telegraph.]

Friday.

The Senate spent the greater part of the day in the consideration of Executive business, having gone through with the usual morning business at an early hour. A few petitions were presented, and resolutions were submitted by Messrs. Hendricks and Moore. Several bills from the House of Representatives were passed through their first and second readings and referred to appropriate committees.

In the House of Representatives numerous bills were reported from the committees, and acted upon by the House. Consideration of Mr. Bouldin's resolution was resumed, and the subject was further discussed by Mr. Cambreleng and Mr. Dearborn. Mr. Davis, of Massachusetts, was proceeding to move a further amendment, when the hour expired, and the House passed to the order of the day. The resolution introduced by Mr. Vance, respecting the abolition of the office of Assistant Engineer, was ordered to a third reading. The remainder of the sitting was devoted to the consideration of private bills.—[Telegraph.]

NEW YORK LEGISLATURE.

Tuesday 10th.—In the Senate, the act for the improvement of the Literature Fund was passed; and in the Assembly, the time was principally consumed in receiving petitions, among which were several for the construction of Rail-roads.

Wednesday, 11th.—In Senate.—Petitions: For a Rail-road from Jefferson to Oneida Lake; that Erie Canal be supplied with water from Oneida Lake.

The Attorney-General reported on the resolution of the Senate, which was offered by Mr. Allen, relative to the "Safety Fund" act. The question was whether the salaries of the Bank Commissioners could be paid out of the principal, or only out of the interest of said fund. The Attorney-General is of opinion that the salaries may be paid out of the principal, until the interest is sufficient to pay them.

In the House, after the presentation of various petitions, a discussion took place on a bill to prevent the exhibition of Shows, which was finally laid on the table.

LEGISLATURE OF NEW-YORK—Thursday.—In the Senate the resolution from the Assembly instructing our Senators and requesting our Representatives in Congress to use their exertions to procure

a general Bankrupt Law, was referred to the Judiciary Committee. Mr. Crosey offered resolutions, which were agreed to, to consult the Attorney-General as to the precise effect of grants, under the Revised Statutes, from the Commissioners of the Land Office, of lands under water around Staten Island. A bill was ordered to a third reading for bringing to a close the affairs of the Commissioner of the Loan Office in this city and county.

IN ASSEMBLY.

Petitions presented and referred:

For the Chemung canal bank at Elmira; for a bank at Herkimer; for a bank at Little Falls; for a bank at Ovid; for a bank at Waterloo; for a Rail-road from New-York to Albany; for a Rail-road from Warrensburg to Glen's Falls; of the Mohawk turnpike company to construct a Rail-road on the north side of the Mohawk from Schenectady to Utica; for a Rail-road from Troy to Whitehall; for a Rail-road bank at Schenectady; for a bank at Le Roy; two petitions for a bank at Waterloo.

Mr. Myers gave notice of his intention to introduce a bill to increase the salaries of the Chancellor, Justices of the Supreme Court and Circuit Judges. The concurrent resolution for the amendment of the Constitution, so as to render the Mayor of New-York eligible by the people, was passed unanimously.

The Committee of the Whole passed the bill to incorporate the Mechanics' Mutual Benefit Society in New-York, and it was ordered to a third reading. The rest of the day was spent in debate, but without result, on the bill relative to public shows, &c.

IN SENATE—Jan. 13.

Petition:—For the incorporation of a company to construct a Rail-road from Watertown to Rome.

Bills read a third time and passed.

To incorporate the Newburgh Whaling company—yeas 23, nays 1.

Respecting the loan officers of the city and county of New-York.

After the consideration of Executive business, the senate adjourned.

IN ASSEMBLY.

Petitions: For a canal from Oneida Lake to the Erie canal; for the American Insurance Company; seven petitions for a bank at Cortland village; for a Rail-road from the Catskill and Canajoharie Rail-road to the Susquehanna river; for a branch Rail-road from the Hudson and Mohawk Rail-road through the city of Albany to the Hudson river; for the Rail-road Bank at Schenectady; that the Albany and New York Rail-road may pass through the towns of Pawling, Dover and Amenia; of sundry citizens of New York against certain unconstitutional laws; to incorporate the North American mining company.

By Mr. Myers, pursuant to notice, to increase the salaries of the chancellor, judges of the supreme court and circuit judges. [Fixes the salaries of the chancellor and judges at 2,500 dollars per annum, and circuit judges at 1,600 dollars.]

Mr. Curtis laid on the table a concurrent resolution for the amendment of the constitution, so as to authorize a reduction of the duty on salt manufactured in this State.

The bill to incorporate the N. Y. Mechanics' Mutual Benefit Society, was read a third time and passed.

The committee of the whole, resumed the consideration of the bill, directing the justices of the peace to exact a sum not less than \$5, nor more than \$25, for the exhibition of shows. A long, animated and interesting debate ensued. The motion to strike out the first section was lost 45 to 65. The first section was then carried, 59 to 33. The second section was amended so as to direct the amount of license to be paid to the town overseers where the distinction between town and country poor is not abolished, and in other cases to the county treasurer; and was then adopted. Mr. Moulton moved an additional section limiting the continuance of the license to one year in each case; which was lost. The bill was passed, and ordered to a third reading. Adjourned.

In the Legislature on Saturday, the ordinary proceedings were suspended on information being communicated of the death of Mr. Walker, a member of Assembly from Clinton country. The Assembly appointed a committee to conduct the funeral, and having informed the Senate of the death, &c., the body passed the ordinary resolution of mourning, and then both Houses adjourned.

The Legislature only met on Monday in order to attend the funeral of Mr. Walker, of the Assembly. The Court of Errors also opened on that day, and immediately adjourned till the next day.

IN SENATE—Tuesday. Petitions.

From inhabitants of Dutchess for a Rail-road from Poughkeepsie to the Connecticut line; also from a Rail-road Convention recently held at Kingston for a Rail-road from Kingston to Oswego or Chenango Point; for a Rail-road from Watertown to Rome.

The Assembly sent four bills for concurrence.

Also, the joint resolution of last year for an amendment of the constitution, so that the Mayor of the city of New York may be elected by the people.

Mr. Maynard, offered the following resolution, and made some observations to show its propriety.—It was adopted, with an amendment offered by Mr. Steward, including Auburn State Prison, and is as follows, to wit:

Resolved, That the Committee on Canals inquire whether Stone for Bridges, Aqueducts, Slope walls, and other uses of the Canals of this State can advantageously be prepared, and furnished at the States Prison at Sing Sing and Auburn, and if so, that said Committee report a bill to effect that object.

The Senate suspended Legislative business, and the Court of Errors was opened.

B. E. Butler, Esq. moved a re-hearing in the case of Mr. McCarty, appellant vs. Teller, respondent.

The motion was opposed by J. Rhoades, Esq.

Whereupon the Court adjourned to the first Monday of February next, to decide this motion, and the Senate went into executive business; after the consideration of which, adjourned till 11 o'clock to-morrow morning.

IN ASSEMBLY.

PETITIONS.—To incorporate the New-York Pearl-street Bank; for the Somers Bank in Westchester; for a Rail-Road from Buffalo via Westfield to Pennsylvania; for a Rail-Road from Buffalo to Schenectady; for the New-York Fire Insurance Company; against changing the location of the Traders' Bank, in New-York; for a Rail-road from Utica to Pennsylvania; for a Rail-road from Jamaica to Brooklyn; for the Clinton County Bank at Plattsburgh; for a Bank at Medina, Orleans county; for the Commercial and Marine Insurance in New-York; for a Rail-road from Rochester, through the valley of the Tannawanta, to the Allegany; for a Rail-road from Whitehall to the Vermont Line.

The Speaker communicated an invitation of the Executive Committee of the State Temperance Society, to attend its annual meeting this evening.

Mr. Arnold called for the consideration of his resolution asking such a modification of the Militia Law as to exempt persons under 21 and over 40 from service.

The House in committee of the whole, had the bill to incorporate the Newburg Whaling Company under consideration.

On motion of Mr. Bishop, who wanted time to examine the principles of the bill, the committee rose and reported.

Abstracts from Superintendents of the Poor, were communicated by the Secretary of State.

APPOINTMENTS BY THE GOVERNOR AND SENATE.

New-York.—Thomas J. Shankland, inspector of distilled spirits; Samuel A. Porter, Notary Public; Campbell P. White, Quartermaster-General; Abraham Mason, inspector of the 1st Brigade of Artillery.

APPOINTMENTS BY THE PRESIDENT.

By and with the advice and consent of the Senate.

Daniel S. McCauley, of Pennsylvania, to be Consul of the United States, for the city and kingdom of Tripoli, vice Charles D. Coxe, deceased.

Samuel I. Carr, of South Carolina, to be Consul of the United States, for the Empire of Morocco, vice John Mallowney, deceased.

John Martin Baker, of Pennsylvania, to be Consul of the United States, for the port of Rio de Janeiro, vice W. H. C. Wright, removed, at the request of the Brazilian Government.

George Strobel, of Pennsylvania, to be Consul of the United States, for the port of Bordeaux, in France, vice Daniel Strobel resigned.

Frederick E. Bunker, of New-York, to be Consul of the United States, at Constantinople.

George Walker, of Florida, to be Attorney of the United States for the Western District of Florida, vice John K. Campbell, transferred to the Middle District.

Thomas Easton Randolph, of Florida, to be Mar-

shal of the United States, for the District of Florida, vice Alexander Adair, deceased.

Samuel Blair, of Florida, to be Marshal of the U. States for the Eastern District of Florida, vice Waters Smith, deceased.

John K. Campbell, of Florida, to be Attorney of the U. States for the Middle District of Florida, vice James A. Dunlap, deceased.

Matthew Hall McAllister, of Georgia, to be Attorney of the United States for the District of Georgia.

James C. Cole, to be Collector of the Customs for the District, and Inspector of the Revenue, for the port of Newbern, in the state of North Carolina, vice Francis Hawks, deceased.—[Globe.]

MASSACHUSETTS.—Gov. Lincoln's Message was sent on Monday. It is long, as is the custom now-a-days, but confined to topics of local legislation.

On the subject of the improved condition of the State Prison, there are these encouraging paragraphs:—

Honor to the wisdom, the moral confidence and courage, the determined and persevering purpose of successive Legislatures in a few years past, that, by liberal appropriations from the Treasury to the means of experiment in penitentiary regulation and discipline, a mere *Prison House*, for the physical restraint of the body, has been converted into a *School* of salutary instruction and reform to the minds of the most vicious and abandoned of our fellow-men. Although but little more than two years have elapsed since the introduction of a new system of employment and control into the Prison, the beneficial effects are distinctly visible, both within and without the walls. The demeanor of the convicts has been softened and corrected, and from the admonitions afforded here, and the greater terror inspired abroad, commitments have sensibly diminished. Within the last year, the number of prisoners was reduced from 290, at its commencement, to 256 at its close. The Directors express the opinion, "that crimes of an atrocious character are less frequent than was once the case; and that the majority of the convicts appear to be inferior in intelligence and information to the average of any class of our citizens." A most instructive result is also produced by the curious and critical investigations of the Chaplain, into the characters and lives of these miserable men. Of 250 convicts, whom his inquiries respected, he ascertained that 156 were led by intemperance to the commission of the offences for which they suffer; that 182 of the first mentioned number had lived in the habitual neglect and violation of the Sabbath; 82 were permitted to grow up from infancy, without any regular employment; 68 had been truants to their parents while in their minority; 61 could not write, and many were wholly unable to read. The intimate connexion and association of ignorance with vice, of dissoluteness with outrages upon the laws, are here distinctly traced:—

The balance of the annual account which, for several of the preceding years, had been found to be large against the Institution, in the exhibit of this year, is diminished to the inconsiderable sum of \$477,41 dollars; and against this, even, it should be understood, there are numerous considerations of credit, particularly mentioned in the Reports, which, if they had been taken into the account, would materially and most favorably have affected the result. In 1828, the excess of expenditure was more than 12,000 dollars; in 1829 it was between 7 and 8000, and, in 1830, it approached to 7,000. There can be but little doubt, that, henceforth, the earnings of the Prison will meet the ordinary expenses of its government and support, and leave something, annually, for repairs and such additional accommodations as utility or convenience may require.

The question of the N. E. boundary of Maine is thus treated:

The reference of the boundary question to the king of the Netherlands, has been wholly ineffectual to its just decision. He has palpably departed from the plain terms of the submission, and substituted a proposition to a compromise of difficulties, for an award upon the matter directly in issue between the parties. As an arbitrator, his office strictly was, to apply a descriptive line of boundary to corresponding appearances on the face of nature. Rejecting these, he has attempted to establish a new course of division, denoted by monuments totally dissimilar, and through a tract of country distant and widely different. By no rule of municipal or international law can such decision be made of binding obligation.

* * * * * Confidently believing that the award as an adjudication is altogether void, I can see no constitutional power in the nation to require an acquiescence in it, on the part of the States which would be prejudiced by its adoption. This must be left to their own volition. Massachusetts, it is true, can suffer directly only in the loss of property; but her sympathies are not the less due to the State of Maine, in the greater stake of physical and political strength which is there at hazard. Were it not for the act of separation, her condition had been our own.

The Finances of the State are not flourishing—the expenditures being 381,481 dollars—the receipts 326,659; shewing a deficiency of 56,000. Of the aggregate expenditure, 101,227 dollars were for payment of members of the Legislature!

There are some five or six hundred members in the House of Representatives of Massachusetts.

STATE OF MAINE.—We have the message of Gov. Smith, transmitted on the 9th inst. It too is long, though from the necessity of entering somewhat largely into the all absorbing question in Maine, concerning the N. E. boundary and the award of the King of the Netherlands—there is more apology for length in this, than in most cases.

The tone in which Gov. Smith treats that question, is highly commendable throughout. More decisive measures on the part of Maine would perhaps have been acceptable to some of its citizens, but we think the Governor acts wisely and for the general good when he determines to rely that justice will be done by the United States. This sentiment he thus expresses:

"Under existing circumstances, therefore, and while the question is pending before Congress, it is believed to be necessary, as well as expedient, that we should rely upon the government of the Union for the enforcement of our rights; and when we appeal to that government to protect our territory against invasion, we ask not a favor, which may be granted or withheld—but claim a right which the constitution authorizes the state to demand."

STATE OF DELAWARE.—The Governor's Message which was sent to that Legislature on the 4th ult. is like almost all similar documents—too long. We cannot cease from repeating this censure. If these annual messages are intended to benefit the public, the length to which they are extended, absolutely defeats that object. The constant repetition year after year of first principles, the recurrence to the elements of society, and to the motives of men, for forming governments, &c. may now surely be omitted in this country, where all this is taken for granted.

Subject to these exceptions common to it with so many others, the message of Governor Hazard, is what it should be—of local interest—leaving general politics to the general government.

VIRGINIA.—The proceedings of the House of Delegates, on the 11th inst. (copied below) give promise of a better condition of things in that great Commonwealth, than we had dared to hope for at this early day. Slavery—whenever the interdiction which heretofore has closed all lips, and palsied every hand in Virginia against its discussion, shall be removed—will appear and be acknowledged there as the source alike of danger and of poverty—horrible in itself—horrible in its consequences, both to master and slave. The opinions of that State, when enlightened by discussion, must arrive at the conclusion, that if the evil can be eradicated, it should be.

Most anxiously will the people of the free States watch the progress of this discussion—most earnestly will they desire that it may be conducted with the calmness and solemnity which its deep importance merits—and most happy, we are sure, would they be, if, by any aid of sympathy, or of their portion of the public treasure, they could con-

tribute to the certain, though prospective and even distant, abolition of slavery in Virginia:—

On motion of Mr. Goode,

Resolved, That the Select Committee raised on the subject of Slaves, Free Negroes, and the melancholy occurrences growing out of the tragical massacre in Southampton, be discharged from the farther consideration of all petitions, memorials and resolutions which have for their object, the manumission of persons held in servitude under the existing laws of this Commonwealth, and that it is not expedient to legislate on the subject.

Mr. Randolph moved to amend the resolution of Mr. Goode, by striking therefrom, the whole after the word Southampton, and insert in lieu thereof the following—"be instructed to inquire into the expediency of submitting to the vote of the qualified voters in the several towns, cities, boroughs, and counties of this Commonwealth, the propriety of providing by law, that the children of all female slaves who may be born in this State, on or after the 4th of July, 1840, shall become the property of the Commonwealth, the males at the age of 21 years, and females at the age of 18 years, if detained by the owners within the limits of Virginia, until they shall respectively arrive at the ages aforesaid, to be hired out until the nett sum arising therefrom, shall be sufficient to defray the expense of their removal beyond the limits of the U. States, and that said Committee have leave to report by bill or otherwise.

Mr. Goode addressed the house in a very earnest and emphatic style, in support of his resolution.

Mr. Bryce of Frederick, briefly expressed his hostility to both resolutions, and whilst he was opposed and instructed to oppose any scheme of abolition, desired that the Committee might report.

Mr. Moore followed in opposition to the resolution, and in decided support of the abolition of slavery, the course of which he exhibited by a variety of strong and interesting views.

Mr. Bolling succeeded Mr. Moore, in opposition to the resolution of Mr. Goode, and commanded the attention of the House in the delivery of a speech replete with fine thoughts, wise reflection, and generous sentiment.

Mr. Randolph next took the floor, and eloquently supported his resolution, and depicted the necessity of acting, but through the instrumentality of public opinion in the first place.

When he had concluded,

On motion of Mr. Gholson, the resolutions were, for the present, laid on the table, and the House adjourned.

[From the Richmond Whig of 13th inst.]

In the House of Delegates yesterday, an effort was made to preclude farther debate on the resolution offered by Mr. Goode, to discharge the Committee, and declaring it inexpedient to legislate on the subject of Slavery, and Mr. Randolph's substitute thereto. Both sides of the House voted against the attempt to arrest debate, six only being opposed to taking up the resolutions. When taken up, Mr. Gholson, who was entitled to the floor, spoke upwards of two hours in support of the resolution to discharge, and in reply to gentlemen who had preceded him. He was followed by Mr. Rives, who sustained Mr. Randolph's substitute, in a bold, manly and concise argument. The House then adjourned.

The termination of the debate, and the result, we shall not attempt to conjecture. The incalculable weight of the question, and the deep excitement which it has occasioned, will multiply disputants and prolong discussion. Originally sought by one side, and subsequently demanded by the other, the debate will not stop probably until the mighty question which it involves is explored in all its bearings.

[From the National Gazette.]

On Friday, a grand Temperance Meeting was held at Washington.

"The meeting was called to order by the Hon. Lewis Condict, member of Congress from the State of New Jersey: who moved, that the Hon. Lewis Cass, Secretary of War, be invited to take the Chair.

"The Hon. John Blair, member of Congress from the State of Tennessee, then moved that Walter Lowrie, Esq. Secretary of the Senate, be appointed Secretary of the meeting."

The meeting was addressed by Felix Grundy, Theodore Frelinghuysen, Mr. Bates, Mr. Wayne, Mr. Webster, all members of Congress. Resolutions were passed against the use of spirituous liquors.—The National Intelligencer says—

"We noticed among the audience most of the

Members of both Houses of Congress; also many of the officers of government, and gentlemen of the army and navy. The meeting was such as cannot fail to give the cause of Temperance a powerful impulse throughout the country. We understand the speeches of the gentlemen who addressed the meeting will be published in a pamphlet form, and extensively distributed."

[From the Journal of Commerce.]

CONSUMPTION OF ARDENT SPIRITS.—The amount of ardent spirits imported into the United States

| | |
|--------------|-----------------|
| In 1824, was | 5,285,047 gals. |
| 1825 | 4,114,046 do |
| 1826 | 3,322,380 do |
| 1827 | 3,465,302 do |
| 1828 | 4,446,699 do |
| 1829 | 2,462,308 do |
| 1830 | 1,095,488 do |

Here is an exhibition which cannot fail to gratify the friends of Temperance, and encourage the efforts of Temperance Societies. During the six years prior to 1830, the average annual importation was 3,849,296 gallons; or 3 1-2 times as much as was imported in 1830. During the five years prior to 1829, the average annual importation was 4,126,694 gallons; or 3 3-4 times as much as was imported in 1830. Moreover, the imports in 1830 were less than half the amount imported in 1829, and less than quarter the amount imported in 1825.

To all this it may be replied, that the diminution of imported liquors is owing to the practice, now very common, of manufacturing foreign liquors out of domestic; adding only a sufficient quantity of the real foreign, to impart a flavor to the compound.—In the next place, then, we will turn our attention to domestic liquors.

The amount of such liquors inspected in this city in 1828, was 111,564 casks; in 1829, 79,913; in 1830, 72,768; in 1831. Showing a diminution, in two years, of more than one third.

The amount of whiskey which arrived at Albany on the canals in 1829, was 18,194 bbls. and 3,744 hhd., equal to 33,170 bbls; in 1830, 28,207 bbls. and 1,420 hhd., equal to 33,887 bbls; in 1831, 18,681 bbls. and 1,875 hhd., equal to 26,181 bbls. Showing a considerable diminution, notwithstanding the general business of the canals has greatly increased.

The amount of whiskey which arrived at New Orleans from the interior in 1827, was 35,982 bbls; in 1828, 44,507; in 1829, 26,449; in 1830, 24,549; in 1831, 30,579. Showing a diminution as compared with former years, although most other articles from the interior have increased with amazing rapidity.

The quantity of whiskey which passed the Miami Canal at Dayton, Ohio, in 1829, was 7,378 bbls; in 1830, 7,142; in 1831, 4,244.

On the whole, then, it is fair to conclude that the extraordinary diminution in the consumption of foreign spirits is not counterbalanced by an increase of the domestic article, but on the contrary, that the consumption of domestic spirits is also diminishing, notwithstanding the great increase of population.

Contrasted with the state of the country in former years, these facts are most cheering; but compared with what they ought to be, they are melancholy in the extreme. The nation still makes way, every year, with a sufficient quantity of these abominable drinks, to form a navigable river; and ninety-nine hundredths of the whole amount is exhaled in oaths and curses, tears and blood, misery and death! When shall this sweeping pestilence cease to stalk through the land? When shall American citizens, one and all, become as temperate as the beasts that serve them? Enough has been effected to shew what can be done by united and persevering exertions:—enough remains undone to fill the heart with anguish. In conclusion, we subjoin the following paragraph, which shows that the Temperance Reformation is not confined to the United States:

Decrease in the Consumption of Spirituous Liquors.—Up to 1829 there was a progressive increase in the consumption of spirits in Ireland. In 1830, there was a decrease on home-made spirits alone of 210,903 gallons; and in the first half of 1831, a decrease of 721,564 gallons; while in Scotland, during the same time, the decrease was 513,697 gallons. In the Langan district, comprehending Belfast and its vicinity, there has been for the last year

* We have not been able, as yet, to obtain the Inspector's returns for 1831, but learn that the amount is considerably less than in 1830.

a decrease of 84,808 gallons, being nearly one third of the whole consumption.—[Belfast News Letter.]

Mount Pleasant State Prison.—The annual report of the inspectors of the state prison at Mount Pleasant was made to the Senate on Thursday.

From the 1st day of November 1830, to the 30th day of September 1831, the agent for the prison, Robert Wiltse, Esq., received for its use the sum of \$75,701 17

Of which there was expended during the same period for the use and benefit of the prison, the sum of \$72,334 71

Leaving a balance in the hands of the agent on the 30th of September, of \$3,336 46

The sales from the labor of convicts during the same period amount to \$40,011 93, deducting from which \$1,473 00, the cost of the purchased materials, iron, &c., included in the sales, leaves \$38,538 93, the actual amount produced by the labor of the convicts.

The additional 200 cells, heretofore directed to be built, are finished, and the prison is now five stories high and contains 1000 cells. There has also been erected during the past year, one wing of a substantial and permanent workshop, 156 feet long by 36 feet wide; a fire proof powder magazine; and last winter at the time of the alarm of small pox, a building of wood for a hospital, 60 feet long by 20 feet wide, was erected, to be in readiness against the introduction of that or any other contagious and alarming disease. The kitchen, wash-room and store-room, originally intended for the accommodation of 800 men, have been necessarily enlarged, to meet the wants occasioned by an increased number of convicts.

The quarries at the prison have been extended, and a new one opened at the south part of the farm, at some distance from the prison, and a road worked to it; but the value of this, as well as of the other quarries, is diminished, by the immense amount of labor necessary to remove the superincumbent earth and rubbish, and by the excess of inferior stone over the marble of a good quality. These causes, it is feared, will continue, as heretofore, to lessen the productiveness, which might at first have been expected from the quarries at this prison.

The number of convicts at the prison on the 31st day of October, 1830, was 770

From that time to the 30th day of September, 1831, there was received 338

There were discharged during the same period by expiration of sentence 65

By death 28

By pardon 34

And drowned in attempting to escape 1

128

Leaving in the prison Sept. 30, 1831 980

Making an increase of 210 during the 11 months previous.

The estimated expense for the current year is \$77,638 88, of which it is believed \$48,000 will be realized from the labor of convicts, leaving about \$29,000 to be supplied from the treasury.

The report concludes as follows:

"In conclusion, the agent and officers of this prison are believed to be faithfully and zealously engaged in promoting its welfare and success. In their fidelity the inspectors have the most entire confidence, and would recommend them to the confidence and support of community.—[Albany Argus.]

Onondaga Salt Springs.—The annual report of the superintendent of the Salt Springs, and the inspector of salt in the town of Salina, was yesterday communicated to both houses of the legislature.

It appears by the report, that during the year 1831, there were 1,514,037 bushels of salt inspected in the town of Salina: 189,000 bushels of which was coarse salt; 166,000 having been made by solar evaporation, and the residue by solar heat and artificial heat combined.

The number of manufactories of salt by artificial heat in that town, is 135, containing 3076 kettles. The manufactories making salt by solar heat or evaporation are, the Onondaga salt company, the Syracuse salt company, and Henry Gifford's works: in all, consisting of 1,303,024 superficial feet of lots.—[Albany Arg. of 13th.]

The Secretary of the Navy has announced that a Board for the examination of Midshipmen will be convened at Baltimore on the third Monday of March next.

SUMMARY.

The Washington correspondent of the Daily Advertiser, states that the nomination of Mr. Livingston, as Secretary of State, was unanimously confirmed by the Senate on Thursday. The nomination, therefore, of Mr. McLane, as Secretary of the Treasury, is the only one of the Cabinet officers still to be acted on.

MERCANTILE LIBRARY ASSOCIATION.—The Annual Report of this Association represents its concerns to be in a prosperous condition, and its efforts increasingly useful. The receipts during the year have exceeded the estimate—the number of members have increased from 966 to 1300—and 750 volumes have been added to the library. The whole number of volumes at the present time is about 6650. During the winter the delivery of books to subscribers will average 300 per day, and during the year will net all much short of 50,000 volumes.—[Jour. of Com.]

BANK CAPITAL.—In the Assembly, on Wednesday, the Comptroller, agreeably to a resolution of the 6th, made a report of the amount of Bank Capital in the different counties and towns of this state. The amount actually paid in is as follows:—

| | | | |
|------------|------------|--------------|--------------|
| Albany | 1,576,800 | Niagara | 100,000 |
| Broome | 100,000 | Oneida | 700,000 |
| Cayuga | 300,000 | Onondaga | 150,000 |
| Chautauque | 100,000 | Ontario | 800,000 |
| Chemung | 120,000 | Orange | 245,660 |
| Columbia | 180,000 | Oswego | 150,000 |
| Dutchess | 175,000 | Otsego | 220,000 |
| Erie | 200,000 | Rensselaer | 190,000 |
| Genesee | 100,000 | Saratoga | 100,000 |
| Greene | 250,000 | Schenectady | 165,000 |
| Jefferson | 80,000 | St. Lawrence | 100,000 |
| Kings | 300,000 | Tompkins | 200,000 |
| Livingston | 100,000 | Ulster | 100,000 |
| Madison | 100,000 | Washington | 100,000 |
| Montgomery | 100,000 | Wayne | 100,000 |
| Monroe | 550,000 | Yates | 100,000 |
| New-York | 15,561,000 | | |
| | | | \$24,133,260 |

Cheap Fuel.—In Germany, where the price of wood is comparatively as high as in New York, *Tann* which has been used by the Tanners, is made by them into square cakes, similar to Dutch turf. It gives a steady though not a very hot fire, and when used in a stove, together with wood, leaves better coals than wood alone.—It proves a great saving, the price being only 4 1-2 guilders per 1000 cakes, which is about equal to one dollar seventy-five.

From the Cincinnati (Ohio) Chronicle of 7th inst. we extract the following account of the breaking up of the ice.

The ice in Licking river broke up early this morning. It has rushed out into the Ohio, with such violence, as to do great injury to the boats at the wharf of this city. Of 7 steamboats lying at it, three are already—(3 P. M.) the New Jersey, Chesapeake, and Lady Washington—wholly destroyed. All the others are injured and in all probability will also be lost. The ice in the Ohio, above this place is not yet broken up.

PITTSBURGH, JAN. 10.—Our Rivers.—The ice in the Ohio and Monongahela rivers, which had obstructed our navigation for the last seven weeks, broke up on Saturday night last, at about nine o'clock. The Alleghany is still closed. Yesterday at twelve o'clock, the river was thirteen feet above low water, and rising. Navigation, by steam-boats commenced last evening, and will probably continue for sometime, except while obstructed by the ice from the Alleghany, which may be expected in a few days. The opening of the navigation at this season is so unusual an occurrence, that no person can pretend to say how long it may remain open.

Sudden Death of a Member of the Legislature.—The Hon. John Walker, a member of the Assembly from the county of Clinton, was found dead in his bed, at the Merchants' Exchange, about half past 11 o'clock this forenoon. Mr. W. has been in feeble health for several weeks, but was in his seat yesterday, and retired last night, after passing the evening in cheerful conversation with his friends, as well as he had been during the session.

His absence at the breakfast table was not remarked; nor was he missed until Mr. Wright had occasion to open his room door, when he was discovered lying on his side, without the distortion of a muscle, and apparently in a quiet sleep. But upon attempting to awaken him, it was discovered that he had fallen into the sleep of death! The spirit had departed.

Doct. Maxwell, who visited the remains, informs us that Mr. Walker's death was occasioned by the rupture of a blood vessel near the heart, and that he undoubtedly died without any consciousness of his situation.—[Alb. Even. Jour. of Saturday.]

A FIRE broke out this morning about six o'clock, in the piano forte manufactory of — Gibson, in the rear of his house in Barclay street, which soon communicated with the large new three story brick house of Samuel Boyd, Esq., fronting on College Place, and with the adjoining house of W. Aspinwall, Esq. The wooden tenement in which the fire originated was soon destroyed. The roof and window frames, and much of the wood work in the interior of Mr. Boyd's house, were consumed—and that of Mr. Aspinwall was considerably injured in the same way. Happily the families were all removed in safety—but in wine, plate and furniture, there must be considerable loss. Mr. Boyd's library and papers were all saved.

The houses were, we understand, insured.

[From the Washington Intelligencer.]

UNFORTUNATE RALEIGH!—Private letters yesterday received from Raleigh, in North Carolina, bring information of a most destructive fire, by which nearly half the town has been destroyed, and with it a large amount of merchandise of all descriptions. About 4 o'clock on Sunday morning, the fire broke out on the east side of Fayetteville-street, and it spread with consuming rage, destroying the whole of that square, and the square north of it, as far as Mr. John Stuart's house. It is a remarkable circumstance that, some years ago, a fire which broke out on the same building lot as this fire did, consumed property on precisely the same ground, and was arrested at the same house of Mr. Stewart. Since then, the whole had been rebuilt in a handsome manner, and was occupied principally by stores. One individual has lost goods to the amount of 20,000; others have probably lost as much, if not more.

MISCELLANY.

The following animated and fanciful description of the Sea, written by Mr. N. P. Willis, who is now abroad, is taken from the New-York Mirror, where it appears under the title of "First Impressions of Europe.—No. 1."

AT SEA.—It is a day to make one in love with life. The remains of the long storm, before which we have been driven for a week, lie in white, turreted masses around the horizon, the sky overhead is spotlessly blue, the sun is warm, the wind steady and fresh, but soft as a child's breath, and the sea—I must sketch it to you more elaborately. We are in the Gulf Stream. The water here, as you know, even to the cold banks of Newfoundland, is always blood-warm, and the temperature of the air mild at all seasons, and just now, like a south wind on land in June. Hundreds of sea-birds are sailing round us—the spungy sea-weeds washed from the West Indian rocks, a thousand miles away in the southern latitudes, float by in large masses—the sailors, bare-foot and bareheaded, are scattered over the rigging, doing "fair-weather work"—and just at the edge of the horizon, hidden by every swell, stand two vessels with all sail spread, making, with the first fair wind they have had in many days, for America.

This is the first day that I have been able to be long enough on deck to study the sea. Even were it not, however, there has been a constant and chilly rain which would have prevented me from enjoying its grandeur, so that I am reconciled to my unusually severe sickness. I came on deck this morning and looked around, and for an hour or two I could scarce realize that it was not a dream. Much as I had watched the sea from our bold promontory at Nahant, and well as I thought I knew its character in storms and calms, the scene which was before me, surprised and bewildered me utterly. At the first glance, we were just in the gorge of the sea, and looking over the leeward quarter, I saw, stretching up from the keel, what I can only describe as a hill of dazzling blue, thirty or forty feet in real altitude, but sloped so far away that the white crest seemed to me a cloud, and the space between a sky of the most wonderful beauty and brightness. A moment more, and the crest burst over with a splendid volume of foam; the sun struck through the thinner part of the swell in a line of vivid emerald, and the whole mass swept under us, the big rising and riding on the summit with the buoyancy and grace of a bird.

The single view of the ocean which I got at that moment, will be impressed upon my mind forever.—

Nothing that I ever saw on land at all compares with it for splendor. No sunset, no lake scene of hill and water, no fall, not even Niagara, no glen or mountain gap ever approached it. The waves had had no time to "knock down," as the sailors phrase it, and it was a storm at sea without the hurricane and rain. I looked off to the horizon, and the long majestic swells were heaving into the sky upon its distant limit, and between it and my eye lay a radius of twelve miles, an immense plain flashing with green and blue and white, and changing place and color so rapidly as to be almost painful to the sight. I stood holding by the taffrail an hour, gazing on it with a childish delight and wonder. The spray had broken over me repeatedly, and as we shipped half a sea at the scuppers at every roll, I was standing half the time up to the knees in water; but the warm wind on my forehead, after a week's confinement to my berth, and the excessive beauty lavished upon my sight were so delicious, that I forgot all, and it was only in compliance with the captain's repeated suggestion that I changed my position.

I mounted the quarter-deck, and pulling off my shoes, like a school-boy, sat over the rails, and with my feet dripping into the warm sea at every lurch, gazed at the glorious show for hours. I do not hesitate to say that the formation, progress, and final burst of a sea-wave, in a bright sun, are the most gorgeously beautiful sight under heaven. I must describe it like a jeweller to you, or I can never convey my impressions.

First of all, a quarter of a mile away to windward your eye is caught by an uncommonly high wave, rushing right upon your track, and heaping up slowly and constantly as it comes, as if some huge animal were ploughing his path steadily and powerfully beneath the surface. Its "ground," as a painter would say, is of a deep indigo, clear and smooth as enamel, its front curved inward, like a shell, and turned over at the summit with a crest of foam, flashing and changing perpetually in the sunshine, like the sudden out-burst of a million of "uncut diamonds," and right through its bosom, as the sea falls off, or the angle of refraction changes, there runs a shifting band of the most vivid green, that you would take to have been the cestus of Venus as she rose from the sea, it is so supernaturally translucent and beautiful. As it nears you, it looks in shape like the prow of Cleopatra's barge, as they paint it in the old pictures; but its colors, and the grace and majesty of its march, and its murmur, (like the low tones of an organ, deep and full, and, to my ear, ten times as articulate and solemn) almost startle you into the belief that it is a sentient being, risen glorious and breathing from the ocean. As it reaches the ship, she rises gradually, for there is apparently an under-wave driven before it, which prepares her for its power; and as it touches the quarter, the whole magnificent wall breaks down beneath you with a deafening surge, and a volume of foam issues from its bosom, green and blue and white, as if it had been a mighty casket in which the whole wealth of the sea, crysoprase, and emerald, and brilliant spars had been heaped and lavished at a throw. This is the "tenth wave," and, for four or five minutes, the sea will be smooth about you, and the sparkling and dying foam falls into the wake, and may be seen like a white path, stretching away over the swells behind, till you are tired of gazing at it. Then comes another from the same direction, and with the same shape and motion, and so on till the sun sets, or your eyes are blinded and your brain giddy with splendor.

I am sure this language will seem exaggerated to you, but, upon the faith of a lonely man, (the captain has turned in, and it is near midnight and a dead calm) it is a mere skeleton, a goldsmith's inventory of the reality. I long ago learned that first lesson of a man of the world, "to be astonished at nothing," but the sea has overreached my philosophy—quite. I am changed to a mere child, in my wonder. Be assured no view of the ocean from land can give you a shadow of an idea of it. Within even the outermost Capes, the swell is broken, and the color of the water in soundings is essentially different—more dull and earthy. Go to the mineral cabinets of Cambridge or New-Haven, and look at *fluor spar* and the *turquoises*, and the clearer specimens of *crysoprase* and *quartz* and *diamond*, and imagine them all polished and clear, and hung at your feet by millions in a noon day sun, and it may help your conceptions of the sea after a storm. You may "swim on bladders" at Nahant and Rockaway till you are gray, and never the wiser.

The "middle watch" is called, and the second mate, a fine rough old sailor, promoted from "the mast," is walking the quarter deck, stopping his whistle now and then with a gruff, "how do you

ahead!" or "keep her up, you lubber," to the man at the helm; the "silver shell" of a waning moon, is just visible through the dead lights over my shoulder. (It has been up two hours, to me, and by the difference of our present meridians, is just rising now over a certain hill, and peeping softly in at an eastern window that I have watched many a time when its pines have been silvered by the same chaste alchemy) and so, after a walk on the deck for an hour to look at the stars and watch the phosphorus in the wake and think of—, I'll get to my own uneven pillow, and sleep too!

POETRY.

A BIRTH-DAY BALLAD.—By Miss Jewsbury.

Thou art plucking spring roses, Genie,
And a little red rose art thou;
Thou hast unfolded to-day, Genie,
Another bright leaf, I trow;
But the roses will live and die, Genie,
Many and many a time,
Ere thou hast unfolded quite, Genie—
Grown into maiden prime.

Thou art looking now at the birds, Genie,
But O, do not wish their wing,
That would only tempt the fowler, Genie,
Stay thou on earth and sing;
Stay in the nursing nest, Genie,
Be not seen these beguiled,
Thou wilt ne'er find a second, Genie;
Never be twice a child.

Thou art building towers of pebbles, Genie—
Pile them up brave and high;
And leave them to follow a bee, Genie,
As he wanders singing by;
But thy towers fall down, Genie,
And if the brown bee is lost,
Never weep, for thou must learn, Genie,
That soon life's schemes are crost.

Thy hand is in a bright boy's, Genie,
He calls thee his sweet wife,
But let not thy little heart think, Genie,
Childhood the prophet of life;
It may be life's minstrel, Genie,
And sing sweet songs and clear;
But minstrel and prophet now, Genie,
Are not united here.

What will thy future fate be, Genie?
Alas! shall I live to see?
For thou art scarce a sapling, Genie,
And I am a moss grown tree!
I am shedding life's leaves fast, Genie,
Thou art in blossom sweet;
But think of the grave, Genie,
Where young and old old meet.

MARRIAGES.

MARRIED—On Thursday evening, the 12th inst., by the Rev. Dr. Brownlee, *Joseph Fouke, Jr.* to Miss Lydia, youngest daughter of John Beekman, Esq.—all of this city.

At Philadelphia, on the 11th inst., by the Rev. Mr. Winchester, *Robert C. Hill* to *Susan*, daughter of Jacob Clarkson.

Last evening, by the Rev. Dr. Knox, *Mr. Charles Lambert*, of the firm of C. & R. Lambert, of Augusta, Geo. to Miss *Augusta*, daughter of the late John A. Snyder, of this city.

At Glen Brook, on Wednesday the 11th inst. by the Rev. Mr. Lee, *Joseph T. Byrnes*, of Fishkill, to *Martha Clementine Newbold*, of the former place.

DEATHS.

DIED—On Saturday morning, 14th inst., at his residence in Hudson square, Col. ROBERT TROUP, in the 75th year of his age.

At the commencement of the American Revolution Col. Troup was engaged in the study of the law in the office of John Jay, afterwards Chief Justice of the United States and Governor of this State: he quitted his studies and solicited and obtained the appointment of Lieutenant; and with that rank joined the Continental Army, then stationed upon Long Island, under the command of Gen. Sullivan, early in the year 1776: he was shortly afterwards appointed Aide-de-Camp to Brig. Gen. Woodhull, and was with the latter at the encampment near Brooklyn, when the Americans were attacked and defeated, on the 27th August, by the British forces under the command of Generals Sir Henry Clinton, Percy, and Cornwallis. In that action several Generals and Col. Troup were made prisoners: Col. Troup was confined for some time in the Jersey Prison Ship at the Wallabout, and subsequently transferred to the Provost Prison in this city, where he remained until the spring of 1777, when he was exchanged, and joined the army in New-Jersey. Gen. Gates having been, in the same spring, appointed by Congress to the command of the northern army, selected and appointed Col. Troup one of his Aide-de-Camp, and he joined that army, in that capacity, at Saratoga in August of the same year—was present at the action at Stillwater, and at the surrender of the British army, commanded by Gen. Burgoyne, on the 17th October.

In Feb. 1779, Col. Troup was appointed by Congress Secretary of the Board of War, appointed to sit at the seat of government, of which Gen. Gates was President, and continued to act as such Secretary until the Board was dissolved, in the following year, after which Col. Troup went to New-Jersey and completed his law studies with the late Judge Patterson, of the Supreme Court. Some years after the peace, Col. Troup was appointed Judge of the District Court of the United States for the District of New-York, held that office for several years, and then retired to private life.

On Sunday evening, 15th inst. after a short illness, *Catharine E. wife of Abraham M. Hazlehurst* in her 21st year.

Last evening, 14th inst. *Frances S. Ludlow*, in the 98th year of her age.

At Brooklyn, this morning, 16th inst. *Geo. A. Hicks*, aged 30.

On Wednesday night, 11th inst. *George*, infant child of the late Alexander C. Jackson, aged 10 months—being the fourth one of the family that has died within the last 3 weeks.

On Monday evening, 16th inst. after a short illness, *Emeline*, wife of Edmund B. Bostwick, and only daughter of Thos. R. Smith.

On Monday afternoon 16th inst. *Mrs. Mary Thomson*, wife of Mr. Adam Thomson, in the 51st year of her age.

On Thursday evening, 12th inst. in the 38th year of his age, *John Morgan Glover*, M. D. eldest son of Thomas Glover, Esq.

On Friday, 12th inst. after a short and severe illness, *Mrs. Catherine C. Black*, in the 50th year of her age, wife of John Black.

On Friday, in the 76th year of her age, *Mrs. Mary Stiles*, *Catharine Virginia*, 3d daughter of Henry R. Shanklin, aged two years.

At Providence, January 6th, *Anna Elizabeth*, wife of the late Marshall G. Wright, of New-York, and daughter of Col. Thomas L. Halsey.

Thursday morning, 12th inst. *George Berkebeck*, Engineer, in the 38th year of his age.

On Wednesday evening, the 11th inst. *Mary B.*, daughter of Henry Banks, Esq. aged 5 years and 5 months.

Yesterday afternoon, 10th inst. in the 84th year of her age, *Mary*, relict of the late William Ellison, of Orange County.

At Paris, on the 24th October, *Joseph Dorr*, Esq. formerly merchant of Boston, aged 62.

On Friday, the 23d Dec. at the residence of Wm. Green, Mecklenburg county, Va. *Dorthea Ripley*, perhaps the most extraordinary woman in the world. We need say no more than truth of her—she was born at Whitby, England, in the year 1767—her parents were pious Methodists, her father one of Wesley's preachers. She was impressed very young with the necessity of religion, and underwent a most awful and tremendous conviction, and joined the Methodists, to which Society she remained attached for some years—but it appeared she would have to become a public minister, and as they did not encourage their women to preach, she left them and made several attempts to join the Society of Friends, to most of whose rules and regulations she strictly adhered—but as she was much in the habit of travelling in the ministry without leave from the Society, contrary to their rules, she never was able to obtain admission as a member. She has crossed the Atlantic 19 times, 11 of which, since the beginning of 1825—and has travelled no doubt more than any other woman in the world—perhaps a hundred thousand miles—has preached to hundreds of thousands of nearly all classes under the sun, and to the great comfort of very many. It is requested that publishers of newspapers throughout the United States will give this notice an insertion, as her acquaintance was very extensive, particularly in the Northern States. She has been heard to speak of several trunks, &c. which she had left at different places; persons in possession of such articles, will please forward any information of them to John Maddox, Richmond, Va. that it may be communicated to her niece, Mrs. Green, of Mecklenburg county, Va.—[Richmond Compiler.]

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 149 persons during the week ending on Saturday last, viz: 26 men, 33 women, 55 boys, and 35 girls—of whom 45 were of and under the age of 1 year, 12 between 1 and 2, 23 between 2 and 5, 10 between 5 and 10, 5 between 10 and 20, 11 between 20 and 30, 19 between 30 and 40, 9 between 40 and 50, 4 between 50 and 60, 5 between 60 and 70, 4 between 70 and 80, and 2 between 80 and 90. Diseases—Burned or scalded 1, casualty 1, childhood 1, consumption 29, convulsions 6, dropsy 3, dropsy in the head 9, dysentery 2, erysipelas 1, fever 1, fever bilious 1, fever scarlet 1, frozen 10, gravel 1, hives or crop 2, jaundice 1, inflammation of the bowels 5, inflammation of the brain 1, inflammation of the liver 1, influenza 6, intemperance 3, marasmus 6, measles 15, mortification 1, old age 4, palsy 2, peripneumony 3, pneumonia typhoid 1, small pox 9, sore throat 3, stillborn 11, tabes mesenterica 1, unknown 2, whooping cough 3, worms 2.

ABRAHAM D. STEPHENS. City Inspector.

PASSENGERS.

In ship St. Louis, from New Orleans—Mr. and Miss Brown, Mr. Thomas, Mr. Tucker.

In brig Mary, from Trieste—G. Sacchi.

In schr Splendid, from Puerto Cabello—Chas. Massinger.

COMMERCIAL RECORD.

SALES OF REAL ESTATE AT PRIVATE SALE.

By James Bleecker & Sons—Jan. 9.

The Store No. 37 Pine street, purchaser to pay assessment for widening the street—\$18,000.

Stores Nos. 50 and 52 Pine street—\$51,000.

Lot N.W. corner of Pearl and Fulton sts., 18 ft. front, 20 rear, by 62 in depth, \$27,250.

Lot adjoining on Pearl street, 16 7 by 50, 16,000.

Lot do do 18 by 61, 17,100.

(Belonging to the estate of the late Moses Judah,) \$60,350.

Lots at Williamsburgh.

2 lots on First street, each \$420, \$840.

5 do do do 270, 1250.

3 do do do 250, 750.

1 do do do 255, 255.

1 do do do 185, 185.

2 do do do 110, 220.

6 do do do 140, 1400.

8 do on Grand street, 1610.

8 do do 1365.

21 do on First street, 2125.

January 10.

The New York Arcade, on Maiden Lane, 56 ft. 9 in. and on John st. 54 ft. 1 in. for \$98,250.

1 lot of ground on Pike street 27 by 85, 2820.

1 do do do 25 by 85, 2925.

1 do do do 25 by 85, 2975.

1 do on Division street 189 by 67, 4050.

1 do on Henry street 25 by 100, 2500.

1 do cor. Henry and Gouverneur sts. 24 by 60, 1250.

House and lease of lot 81 Warren st. 25 by 75, 15,600.

Two lots on Cherry, and two on Water sts. 53 by 120, 8800.

Three-story house and lot, 132 Greenwich, near Cedar street, 10,000.

Jan. 14.

The two story double brick House and Lot 39 Cedar-st. near William street, lot 38 feet 7 front, 36 10 rear, and about 60 deep, for \$21,000.

The three story brick House and Lot 19 Park Place, lot 25 by 75 feet, 14,000.

The two story brick House and Lot 553 Greenwich-st. corner of Charlton street, lot 25 by 75, 5,000.

Jan. 16.—Four lots of ground, with a large building thereon, on Front street, between Gouverneur's slip and Walnut street, 100 by 100, \$12,000.

1 lot adjoining the above on Front street, 23 feet on Front street, extending into the River, 1,300.

1 do. do. same dimensions, 1,350.

1 do. opposite side Front street, 20 by 70, 750.

1 do. do. do. 1,000.

2 do. do. with frame building, 2,300.

1 do. do. 24 by 70, 840.

The above lots are subject to a quit rent to the Corporation.

1 lot No. 659 Water street, 25 by 70, 900.

3 two story frame dwellings and lots, Nos. 647, 649 and 651 Water street, lots each 16 8 by 70, \$1,325 each, 3,975.

The 3 story brick house and lot No. 13 Chambers street, 38 8 in front, with a 3 story brick building in the rear on Augustus street, 11,500.

1 lot in Mercer street, between Prince and Houston streets, 25 by 100, 2,300.

The house and lot No. 287 Division street, lot 20 6 by 40, 2,000.

LONDON, Nov. 30.—We have no foreign arrival this morning, but it is stated that a considerable decline had taken place in the French Funds on Monday, 3 per cent being 68 1/2. Although we cannot trace the rumor to any authentic source, it has however produced a heaviness in the Consol market which opened at 83 1/2 and is now quoted at 83 1/4. One o'clock.—The reported decline in the French Funds not being directly confirmed, the Consol market has rather improved, being now 83 1/4. Half past one.—Consols remain steady.

LIVERPOOL, Nov. 26.—Cotton Market languid; total sales 10,300 bags; 100 S. I. 10 1/2 a 17 1/2; 2000 N. O. 5 1/2 a 7 1/2; 1440 Alab. 1 1/2 a 7 1/2; 4160 Bowed 5 a 6 1/2. 300 Am. taken for export. Ashes in limited demand. Tobacco in good demand. Transactions in bonded Flour and Grain not extensive but prices steady. In Hides no improvement.

AMERICAN RAIL-ROAD JOURNAL.

The subscriber is now publishing a weekly paper, called the **AMERICAN RAILROAD JOURNAL**. A principal object in offering the proposed work to the Public, is to diffuse a more general knowledge of this important mode of internal communication, which, at this time, appears to engage the attention of almost every section of our country.

THE AMERICAN RAILROAD JOURNAL is printed on a sheet of the largest size, (mammoth) and put up in a convenient form for binding, each number containing sixteen large octavo pages of three columns each. The selections, upon the subject of railroads and other works of internal improvement, will be from the best authors, both of Europe and America, and will be occasionally illustrated by engravings. A part of this Journal will be devoted to the subject of internal improvement—giving a history of the first introduction of railroads into England and their improvements to the present day. It will also notice the meetings, in different sections of the country, upon the subject of railroads. The remaining part of the paper will contain the LITERARY, MISCELLANEOUS AND NEWS matter of the NEW-YORK AMERICAN, as prepared for that paper, omitting all political subjects, except such as are of general concern.

The terms of the American Railroad Journal are THREE dollars per annum, payable in advance; and will not be sent without. Any person who will obtain eight subscribers and remit the amount, shall have a copy gratis; and to companies of ten subscribers, who associate and remit twenty-five dollars, it will be sent for \$2.50 each per annum. The Journal will be sent for any length of time desired, if paid in advance. It will be published on Saturdays.

Letters upon the subject of the AMERICAN RAILROAD JOURNAL may be addressed, free of postage, to the publisher and part proprietor,

D. K. MINOR,

No. 35 Wall-street, New-York.

NEW-YORK AMERICAN, TRI-WEEKLY.

The NEW-YORK AMERICAN is now published THREE TIMES A-WEEK, in addition to the Daily and Semi-weekly, as usual. This arrangement is made to accommodate a large class of business-men in the country, who are desirous of seeing the advertisements of the day, yet are unwilling to encounter the expense of subscription and postage of a daily paper. By this arrangement, it will easily be perceived, their wishes may be gratified, at one half the expense of a daily paper, as most of the advertisements, both of the Daily and Semi-weekly papers, will appear in the Tri-weekly American; and the reading matter as published in the Daily paper, it will be issued on Tuesdays, Thursdays, and Saturdays, at FIVE dollars per annum in advance, to subscribers out of the city of New-York, and forwarded, according to their order, and for any length of time.

All letters relating to the TRI-WEEKLY AMERICAN may be addressed to the Publisher and part Proprietor,

D. K. MINOR, No. 36 Wall-st. N.Y.

The New-York American is published DAILY at \$10 per annum, and SEMI-WEEKLY, at \$4 per annum, in advance, as heretofore, at No. 36 Wall-street, New-York.

SHIP & BOAT SPIKES.
BOAT SPIKES, 7 in. 6 in. 5 in. 4 in. 3 in.—SHIP SPIKES, 3 in. 4 in. 5 in. 6 in. 7 in. 8 in. 9 in. 10 in.

PATENT WROUGHT SHIP & BOAT SPIKES.
THE TROY IRON AND NAIL FACTORY keep constantly for sale a very extensive assortment of Wrought Spikes and Nails, manufactured by the subscriber's Patent Machinery, which after five years successful operation and now almost universal use in the U. States (as well as England, where the subscriber obtained a Patent,) are found superior to any ever offered in market.

RAIL-ROAD COMPANIES MAY BE SUPPLIED WITH SPIKES having countersink heads suitable to the holes in the iron rails, to any amount and on short notice. Almost all the Railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, TROY, N. Y., will be punctually attended to. HENRY BURDEN, Agent, Troy, N. Y., July, 1851.

Spikes are kept for sale, at factory prices, by L. & J. Townsend, Albany, and the principal Iron Merchants in Albany and Troy; J. L. Brower, 223 Water street, New-York; A. M. Jones, Philadelphia; T. Janvier, Baltimore; DeGrand & Smith, Boston.

POSTSCRIPT.

We have been obliged to omit the publication in this number, of the memorials to the Legislature upon the subject of Rail-roads, a part of which is in type, to make room for the interesting account of the Baltimore and Ohio Rail-road, which was first in hand. They will be attended to in our next, which will be devoted principally to a review of what has been published in the first four numbers of the Journal.

The numerous requests for exchange with this Journal, have induced the publisher to make the following proposition: The Rail-road Journal will be forwarded to those Editors who will publish weekly its List of Contents.

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NEW-YORK AMERICAN.—Literary Notices, 54; Lafayette's letter, Foreign Intelligence, 55; Affairs at Home—Congress, N. Y. Legislature, 56; Appointments, Massachusetts, Maine, Delaware, Virginia, 57; Temperance Meeting, Consumption of Ardent Spirits, Mount Pleasant State Prison, Onondaga Salt Springs, 61; Summary, Miscellaneous, 62; Poetry, Marriages, Deaths, Commercial Record, 63; Postscript, 64.

LATER FROM FRANCE.—By the Charles Carroll, packet ship from Havre, we have papers of 30th November, which are chiefly occupied with the insurrection of Lyons, and present no continental news of interest, except the repeated rumors of a general intention among the great Powers to disarm.

Lyons was still at the latest dates in the power of the operatives: who, however, had permitted the municipality to resume its functions, and to restore and preserve order. No account had reached the Government of the arrival in the revolted city of the Duke of Orleans and Marshal Soult. Uneasiness was beginning to be felt at the silence of the government respecting the course it meant to pursue with regard to Lyons; and from the large military force directed upon it, it was feared the most extreme measures would be resorted to, unless averted by unconditional submission on the part of the insurgents. It is manifest that political feeling had no share in these troubles; for even at their height, the efforts of some few individuals to give them a political bias were wholly unavailing. Low wages, and want of steady employment even at low wages, caused the difficulties.

Other parts of France remained tranquil, the National Guard everywhere evincing the best spirit. Marshal Lobau commanding them in Paris, in an order of the day of 28th Nov., compliments them highly on the alacrity and regularity of their service since the events of Lyons, and specifies as a valuable evidence of it, that on the preceding day, of 1000 men ordered for service 12 only were absent, and some of them unavoidably. Measures were taking to deprive the population of Paris (except the National Guard) of all arms.

Among the suggestions made to the ministry for disposing of the refractory "operatives" of Lyons, is one that they should be colonized at Algiers with all the means of carrying on their accustomed trades.

WARSAW, Nov. 16.—The Cholera has broken out afresh here. Several persons have been attacked so violently, as to be carried off in the twenty-four hours.

Sales at Havre, Nov. 30.—Cotton, 44 bales Georgia, 86¢ duty paid; 35 do 85¢ do; 52 do 83¢ do; 33 do 91¢ do; 66 do 78¢ do; 36 do 76¢ do; 105 do 74¢ do; 13 do 56¢ do; 18 do 83¢ do; 30 do 77¢ do; Sugar, 25 hhds raw, 63 do.

Stocks on hand at Havre.—Cotton, Nov. 30, 1831, 14,000 bales; Nov. 30, 1830, 50,000 bales.—Coffee, Nov. 30, 1831, 1,000,000 lbs; Nov. 30, 1830, 3,000,000 lbs.—Sugar, from Martinique and Guadeloupe, Nov. 30, 1831, 13,000 hhds; Nov. 30, 1830, 11,000 hhds.

Paris Exchange, Nov. 30.—5 per cents 95 10; 3 per cents 65 70.

Exchange on London, 1 mo. 35 20.

Mr. Hayne made his rejoinder to Mr. Clay on Monday last. It was listened to by an immense audience, and the spirit of it is commended as being at once conciliating and frank.

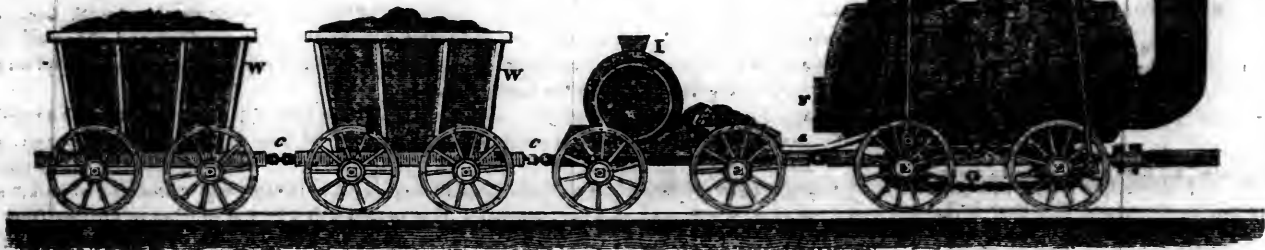
Mr. Clayton, of Delaware, whom severe indisposition had detained from his seat in the Senate, has, we are happy to state, at length been enabled to resume it.

NEW-YORK PRICES CURRENT:

Corrected from the New-York Shipping and Commercial List—Wednesday, January 18, 1831.

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| ASHES— Pot, first sort.....100 lbs 5 10 a 5 15 Pearl.....do 5 15 a — | BARILLA— Teneriffe.....ton 39 00 a 45 00 | BEESEWAX— White.....per lb 44 a 45 Yellow.....do 13 a 20 | BOTTLES— Bristol, Porter.....gross 7 00 a 8 00 Newcastle Wines.....do 7 00 a 7 50 | BREAD— Navy.....do — a 3 1/2 Pilot.....per lb — a 3 Crackers.....do 6 a 6 1/2 | BRISTLES— Russia, first sort.....do 60 a 70 Do. common.....do 20 a 40 Do. American.....do 15 a 50 | CANDLES— Mould, tallow.....do 13 a — Dipped.....do 11 1/2 a 12 Sperm.....do 32 a 33 | COAL— Liverpool, per chaldron 15 00 a 16 00 Scotch.....do — a — Sidney & Bridgeport, do 12 50 a 14 50 Albion.....do — a — Virginia.....do 6 75 a 10 00 Anthracite.....per ton 10 00 a 16 00 | COCOA— Caraccas.....per lb 16 a — Trinidad.....do 5 a 6 W. I. common.....do 4 a — Fara.....do 5 a — | COFFEE— Cuba.....do 11 1/2 a 13 1/2 Brazil.....do — a 13 Porto Rico.....do 12 a 14 Laguaira.....do 11 1/2 a 13 St. Domingo.....do 12 1/2 a — Java.....do — a 13 Jamaica.....do 12 a 13 | COPPER— Sheeting.....do 22 a 23 Pig.....do 18 a 19 1/2 Old.....do 19 a — Solt.....do 24 a — | CORDAGE— Foreign.....do 10 a — Am. Patent.....per cwt 11 a — | CORKS— Velvet.....per gross 38 a 45 Common.....do 20 a 35 Phial.....do 6 a 10 | COTTON— New Orleans.....per lb 10 a 11 1/2 Upland.....do 7 a 11 Alabama.....do 7 1/2 a 10 Tennessee.....do 7 1/2 a 9 | COTTON BAGGING— Hemp.....per yd 13 a 17 Flax.....do 12 a 16 Do. American.....do 19 a 21 | DIAPERS— Russia, broad.....piece 2 37 1/2 a — Duck— Russia, U. X.....per bolt 19 00 a — Do. Bruniague.....do 19 00 a — Do. Zottoff & Konopff 17 50 a 18 00 Do. 3d quality.....do 15 50 a 16 00 Do. Inferior.....do 13 00 a 15 00 German, Half.....do 10 00 a 11 00 Holland, A. A.....do 24 00 a 25 00 Ravens.....do 8 50 a 10 00 Amer. Joys, all flax, No. 1 & 2.....do 15 50 a 19 00 Do. Phenix Mills, Paterson, flax, No. 1 & 2.....do 14 00 a 10 00 Do. cotton, Paterson, No. 1 & 2.....per yd 26 a 39 | DYE WOODS— Brazilletto.....per ton 35 00 a 36 00 Camwood.....do — a 80 00 Fustic, Cuba.....do 23 00 a 24 00 Do. Tampico.....do 21 00 a 23 00 Do. Maine.....do 13 00 a 15 00 Logwood, Camphyr.....do 25 00 a 26 00 Do. St. Dom.....do 20 00 a 21 00 Do. Jamaica.....do — a 19 00 Do. Nicaragua, Bonaire.....do — a 30 00 Do. Coro.....do — a 35 00 Do. Maracai.....do 40 00 a 45 00 Do. Hache.....do 60 00 a 70 00 | FEATHERS— Live, Foreign.....per lb 14 a 30 Do. American.....do 35 a 37 1/2 | FISH— Dry Cod.....per cwt 2 75 a 2 37 1/2 Scale.....do 1 75 a 1 57 1/2 Pickled Cod.....per brl — a 3 75 Do. Salmon.....do 12 00 a 13 00 Smoked do.....per cwt — a — Mackerel No. 1, per brl 6 50 a 6 52 1/2 Do. No. 2.....do 4 50 a 4 52 1/2 Do. No. 3.....do — a 2 75 Shad, Conn. Mess.....do 8 50 a 9 25 Herrings.....do 2 75 a — Do. Smoked.....box 25 a 26 | FLOUR AND MEAL— New York suprfine, brl Troy.....do — a 6 25 Do. Western Canal.....do 6 25 a 6 75 Do. Ohio, via do.....do 6 50 a — Philadelphia.....do 6 25 a — Baltimore Howard st.....do 6 50 a — Richmond City Mills.....do — a 6 25 Do. Country.....do — a 6 25 Alexandria & George-town.....do 6 25 a 6 60 Fredericksburg.....do 6 25 a — Petersburg.....do 6 25 a — Scratched and fine.....do 6 00 a — Fine middlings.....do 6 50 a — | Rye Flour.....do 4 75 a — Indian Meal.....do 3 37 1/2 a 3 50 Do.....hhd 16 00 a — | FRUIT— Raisins, Malaga.....cask — a 8 75 Do. bloom.....box 3 00 a 3 25 Do. muscatel.....do 3 25 a 3 50 Do. bunch.....do 3 75 a — Do. Smyrna.....lb 6 a 8 Currants, Zante.....do 8 a 8 1/2 Almonds, soft shell.....do 11 a 12 Do. shelled.....do 14 a 16 Figs, Smyrna.....do 9 1/2 a 10 Filberts.....do 6 a 7 Prunes Bordeaux.....do 14 a 18 Tamarinds.....do 4 a 6 | GRAIN— Wheat, North riv. bushel — a — Do. Genesee.....do — a — Do. Virginia.....do 1 12 a 1 15 Do. N. Carolina.....do 1 12 a — Rye, Northern.....do 90 a 94 Corn, Yellow, North do 70 a — Do. White, L. I. & N. J. do — a — Do. Southern.....do 55 a 62 Barley, North river.....do — a — Oats, South & North do 40 a 50 Peas, white dry.....7 bushels 6 00 a 7 00 Do. black eyed.....do — a 80 Beans.....do 7 60 a 9 00 | HEMP— Russia.....ton 310 00 a 225 00 Manilla.....do — a 245 00 Sisal.....do — a — American dew-rox.....do 150 00 a — Yarna, Kentucky.....lb 9 a — | HIDES— La Plata.....lb } 15 a — Rio Grande.....do } — a — Brazil.....do 11 1/2 a 13 Do. wet salted.....do 7 1/2 a — Oronoco.....do 13 1/2 a 14 W. India & Southern do 11 a 13 1/2 S. A. Horse.....piece 1 55 a 1 63 1/2 | HOPS— First sort, 1831.....lb 12 1/2 a 14 Second sort, do.....do 10 1/2 a 12 | HORNS—Ox.....100 5 00 a 20 00 | IRON— Bengal.....lb 1 00 a 1 65 Manilla.....do 75 a 1 12 1/2 Caraccas.....do 1 12 1/2 a 1 34 Guantanamo.....do 75 a 1 25 | LEATHER— Pig, Engl. & Scotch.....ton 40 00 a 47 50 Do. American.....do 30 00 a 40 00 Bar, do.....do 80 00 a 85 00 Do. Russia, F. S. L. do 100 00 a 102 50 Do. new Sable.....do 94 00 a 85 00 Swedes.....do 98 00 a — English ass'd.....do — a 72 00 Sheet, English.....cwt 6 75 a 8 00 Peru I. Co. flat & eq. ton — a 105 00 Round.....do 120 00 a 140 00 Hoop, American.....cwt 5 50 a 7 00 Do. English.....do 6 52 1/2 a 6 75 | LEAD— Pig.....per lb 6 1/2 a 6 1/2 Bar.....do — a 6 1/2 Sheet.....do 6 1/2 a 6 1/2 Old.....do — a 6 | SOLE, OAK TANNED.....22 a 28 Do. Hemlock.....do 20 a 23 Do. damaged.....do 12 a 19 Upper, dressed.....side 1 75 a 2 75 Do. undressed.....do 1 50 a 2 50 | LUMBER— Boards, N. R.....M ft — a 15 00 Do. East'n Pine.....do 16 00 a 17 00 Do. Albany de pce 16 a 17 Plank, Georgia do M ft 25 00 a 35 00 Staves, W. O. pipe.....do 56 00 a 60 00 Do. do hhd.....do 36 00 a 40 00 Do. do brl.....do 29 00 a 32 00 Do. R. O. hhd.....do 27 00 a — Heading W. O. do 54 00 a 55 00 Roops.....do 25 00 a 33 00 Scantling, Pine.....do 15 00 a 16 00 Do. Oak.....do 20 00 a 25 00 Fimber, Oak.....sq. ft 20 a 25 Do. Yellow Pine.....do 25 a 30 Shingle, Cypress.....M ft 3 75 a 4 00 Do. Pine.....bundle 3 50 a 3 00 | MOLASSES— Martinique & Guad. gall 26 a — English Islands.....do 24 a 26 Havana & Matanzas do 23 a 26 Trinidad de Cuba.....do 27 a — New Orleans.....do 26 a 29 | NAILES— Cut, 4d to 40d.....per lb 6 1/2 a — Cut, 3d.....do 7 a 8 Cut, 2d.....do 8 1/2 a 9 Wrought.....do 10 a 16 1/2 | NAVAL STORES— Tar.....per brl 1 50 a 1 56 Pitch.....do — a 1 62 1/2 Rosin.....do 1 12 1/2 a 1 62 1/2 Turpentine Wilms. soft.....do — a 2 75 Do. North Co. do do 2 12 1/2 a 2 18 1/2 Spirits Turpentine gall 30 a 33 | OILS— Florence 30 flasks.....box 6 00 a — French 12 bottles.....bkt 4 00 a 4 50 Olive.....per gall 85 a 90 Linseed, American.....do 95 a 1 00 Do. Dutch.....do — a — Whale.....do 30 a 33 Do. refined.....do — a 45 Sperm, Summer.....do — a 80 Do. Winter.....do 95 a 98 Liver, Straits.....per brl 16 50 a — Do. Bank & Shore do — a 14 50 | PROVISIONS— Beef, Mess.....per brl 9 00 a 9 25 Do. Prime.....do 8 50 a 8 25 Do. Cargo.....do — a — Butter, N. Y. Dairy.....lb 15 a 18 Do. Shipping.....do 10 1/2 a 12 Do. Philadelphia do 10 1/2 a 11 Hog's Lard.....per lb 13 1/2 a 14 1/2 Pork, Mess.....do 13 00 a 13 50 Do. Prime.....do 11 60 a 11 62 1/2 Do. Cargo.....do — a — Cheese, American.....lb 5 a 7 Hams, Virginia.....do 10 a — Do. Northern.....do 9 a 10 | RAGS— Foreign.....do 4 a 5 1/2 Country.....do 3 a 5 | RICE.....100 lb 3 12 1/2 a 3 25 | SALT— Turk's Island.....per bush 43 a — Isle of May.....do — a — St. Ubes.....do — a — Cadiz.....do — a — Lisbon.....do — a — Liverpool ground.....do 40 a — Do. blown.....do — a — Do. sack do.....per sack 1 87 1/2 a 2 00 | SALTPETRE— Refined.....per lb — a 9 Crude E. I.....do 7 1/2 a — | SHEETINGS— Russia, white.....piece 11 00 a 11 50 Do. brown.....do 9 25 a 9 50 | SOAP— New-York, Brown.....lb 5 a 6 Castle.....do — a 14 Spelter.....lb 2 1/2 a 3 | SPICES— Cassia, in mats.....lb 21 a 28 Cloves.....do 45 a 48 Ginger, race.....do 6 a 9 Do. ground.....do 7 a 10 Nutmegs.....do 1 50 a — Pepper.....do 14 a — Pimento, Jam.....do — a 16 | SPIRITS— Brandy, O. D. & Co. gall — a 1 57 1/2 Do. Rochelle.....do 1 51 1/2 a 1 57 1/2 Do. Bordeaux.....do 1 50 a 1 55 Rum, Jam. 4th proof.....do 1 00 a 1 16 Do. St. Croix, 3d do do 83 a 89 Do. Wind Isl. 3d do do 80 a 82 Do. Norfolk, 1st do do 40 a 45 Do. N. Eng. 1st do do 36 a 38 Gin-Holland, Meder Swan 1 25 a — Do. Hour Glass, de 1 26 a — Do. Scheidam.....do — a — Do. Country.....do 40 a 44 Whiskey, Rye.....do 34 a 36 Cider Brandy.....do 40 a 48 | STEEL— German, Has.....per lb 10 1/2 a 12 1/2 English.....do 11 a 13 Trieste, in boxes.....do 5 a 6 1/2 American.....do 5 1/2 a 6 | SUGARS— British Island.....do 6 a 9 St. Croix.....do 7 a 9 New Orleans.....do 5 a 6 1/2 Havana, White.....do 9 a 10 Do. Brown.....do 9 a 7 1/2 Do. Muscovado.....do 5 a 6 1/2 Porto Rico.....do 5 1/2 a 7 Brazil, White.....do 6 1/2 a 8 Do. Brown.....do 5 a 6 1/2 Manilla, Brown.....do 6 1/2 a 7 Lump.....do 12 a 13 Loaf.....do 14 a 17 | TALLOW— Foreign.....do — a — American.....do 10 a 10 1/2 | TEAS— Imperial.....do 1 00 a 1 25 Gunpowder.....do 1 10 a 1 25 Hysan.....do 78 a 94 Young Hysan.....do 76 a 90 Hysan Skin.....do 45 a 72 Souheong.....do 40 a 62 Bohea.....do 33 a 36 | TOBACCO— Richmond & Petersb. do 3 a 6 North Carolina.....do 3 a 4 1/2 Kentucky.....do 3 a 6 Cuba.....do 12 a 20 St. Domingo.....do 9 a 15 Manufactured, No. 1 do 16 a 12 Do. No. 2 do 7 1/2 a 8 1/2 Do. No. 3 do 6 1/2 a 7 Ladies' Twist.....do 14 a 16 Cavendish, Myers's do 12 a 20 | WHALEBONE— Sleb.....do — a 23 | WINES— Madeira.....per gall 1 25 a 2 50 Sherry.....do 1 10 a 2 00 Canary, Cogwell's.....do 95 a 1 57 1/2 Teneriffe L. F. do do 85 a 1 26 Do. Cargo.....do 60 a 75 Do. Malaga, dry.....do 48 a 53 Do. sweet.....do 50 a 45 Claret.....per cask 22 00 a 28 00 Do. in bottles.....per doz 2 50 a 7 00 Port.....per gall 70 a 1 50 Lisbon.....do 80 a 1 25 Marselles Madeira.....do 41 a 54 Catalonia.....do 40 a 45 | WOOL— Merino, Am. fleece.....lb 45 a 65 Do. pulled.....do 45 a 50 Common.....pulled.....do 25 a 35 Pulled, spinning.....do 40 a 45 Lambs, 1st quality.....do — a 48 Do. 2d quality.....do — a 28 Do. 3d quality.....do 38 a — |
|---|--|---|--|---|---|---|--|--|--|--|---|---|---|---|---|--|---|--|---|--|---|---|---|---|---|--------------------------------------|---|--|--|--|---|--|---|--|--|---|--|--|---|--|--|--|---|--|--|--|---|---|--|---|--|---|

A M E R I C A N



RAIL-ROAD JOURNAL.

OFFICE, 35 WALL-STREET.

NEW-YORK, JANUARY 28, 1832.

VOLUME I...NO. 5.

AMERICAN RAIL-ROAD JOURNAL.

The subscriber is now publishing a weekly paper, called the **AMERICAN RAILROAD JOURNAL**. A principal object in offering the proposed work to the Public, is to diffuse a more general knowledge of this important mode of internal communication, which, at this time, appears to engage the attention of almost every section of our country.

THE AMERICAN RAILROAD JOURNAL is printed on a sheet of the largest size, (mammoth) and put up in a convenient form for binding, each number containing sixteen large octavo pages of three columns each. The selections, upon the subject of railroads and other works of internal improvement, will be from the best authors, both of Europe and America, and will be occasionally illustrated by engravings. A part of this Journal will be devoted to the subject of internal improvement—giving a history of the first introduction of railroads into England and their improvements to the present day. It will also notice the meetings, in different sections of the country, upon the subject of railroads. The remaining part of the paper will contain the **LITERARY, MISCELLANEOUS AND NEWS** matter of the **NEW-YORK AMERICAN**, as prepared for that paper, omitting all political subjects, except such as are of general concern.

The terms of the American Railroad Journal are **THREE** dollars per annum, payable in advance; and will not be sent without. Any person who will obtain eight subscribers and remit the amount, shall have a copy gratis: and to companies of ten subscribers, who associate and remit twenty-five dollars, it will be sent for \$2.50 each per annum. The Journal will be sent for any length of time desired, if paid in advance. It will be published on **Saturdays**.

Letters upon the subject of the **AMERICAN RAILROAD JOURNAL** may be addressed, free of postage, to the publisher, **D. K. MINOR**, and part proprietor,

No. 35 Wall-street, New-York.

AMERICAN RAIL-ROAD JOURNAL.

NEW-YORK, JANUARY 28, 1832.

ILLINOIS AND MICHIGAN RAIL-ROAD.—We again resume this subject with increased pleasure, not only from a more firm conviction of its great importance, to this state, and more especially to this city, but also from a knowledge of its having met with the decided approval of, and that it is viewed in a very favorable light by, those who are more familiar with the location, the beautiful country by which it is surrounded, and its immense resources, than we are.

We view it as the easiest and the cheapest, and therefore the most likely to be accomplished, of any route that has been proposed, (although it is not the most direct) by which a continued line of internal communication may be opened between this city and New Orleans—and when completed it will open a door by which the produce of a more extensive and fertile section of country than can be found elsewhere in North America, may be brought to this market, and at such a rate of transportation as will ensure to the enterprising agriculturist ample returns for his

industry. The construction of a cheap and easy mode of communication from the Illinois to the Michigan, would be in a few years, to the present inland trade of New York, what the opening of a channel from an immense Lake upon an elevated plain, would be to the stream passing leisurely at its base—the current from the lake would assume the mastery, and the now immense trade of New York would be more than doubled in ten years.

In 1820 the inhabitants of Illinois amounted only to a fraction over 80,000, and in 1830 they exceeded 162,000—having more than doubled in ten years. In 1845 Illinois will number, should this Rail-road be constructed within two years from this time, over 400,000 as enterprising and intelligent inhabitants as can be found in any other state in the Union.—Its fertile soil, mild climate and advantages of location between the two great natural seaports of the United States, will ensure a rapid and healthy increase of population almost unprecedented.

We give the following extracts from the *Courier & Enquirer* of the 23d inst., written by a gentleman familiar with the ground, which fully sustains all we have said upon the subject:—

"Of the importance of this work it is scarcely necessary to speak. The great and growing market of the West which would thus be thrown open to our citizens—the business it would furnish our canal—the certainty of its being a profitable investment—are all so obvious, that should not individuals subscribe for the half of the stock, the Legislature of the State and the Corporation of our city, would be justifiable in taking it.

"The Illinois is formed by the junction of the rivers Des Plaines and Kankakee; the former of which takes its rise between Lake Michigan and the Mississippi, in latitude about 42 1-2, and runs southerly, passing within eleven miles of where the Chicago river, empties itself into the Lake. Its course is through a rich prairie country, and apparently its bed is on a level with the Lake; but in the spring of the year when the river overflows its banks, the water flows to the Chicago and through it to the Lake, and trading boats pass to and from the river to the lake without inconvenience. At the distance of about thirty miles from Chicago, the Des Plaines receives the waters of the Kankakee from the east, and the river then assumes the name of the Illinois.—It is somewhat rapid in its course with innumerable sand bars and other obstructions until it reaches the Falls as they are termed, but which are more properly speaking rapids, impassable for boats. Immediately below the falls or rapids, the water is at all times and in the driest seasons, about seven feet in depth; from thence to its junction with the Mississippi, it varies in depth, but in no place having less than seven feet water, except on a bar opposite the site of old Fort CLARK, where, in the drier seasons, the water has been found only four and a half feet deep. It is consequently navigable for Steamboats at

all seasons to the Falls, and the construction of a Rail-road from Chicago to the foot of the rapids, will perfect the facilities for the transportation of merchandise from this city to Missouri, and of produce from the western states to this commercial emporium of the union. To the summit level and thence to the falls on the Illinois, the surface of the country to the eye of the traveller, is as level as the floor of a room, and were it not for the course of the streams he would not be able to determine whether the descent was to the north or to the south. The whole country is of the richest description of prairie, covered with a luxuriant growth of grass, but without a shrub or tree except on the margins of the streams, and occasional "islands" of woods as they are termed by the Indian trader and emigrant. No grading of any kind will be required in the construction of a Rail-road; all that is requisite is to form a good foundation for the rails and to ditch on each side of the tracks. The only two points which will require additional expenditure, are the crossing of the Des Plaines eleven miles and a half from the Lake, and of the Fox river fifteen miles from the foot of the Falls or termination of the road. The banks of the latter stream are perpendicular, of limestone rock formation, and the crossing will not be attended with any difficulty and with but trifling expense. The banks of the Des Plaines at the place where Indian traders have heretofore passed it, are also elevated above high water mark, and it is to this elevation the survey has been made which determines the elevation from the Lake to be twenty-five feet.

"From the facts within our own knowledge, we are satisfied that the road can be constructed for much less expense than over any other piece of country of the same extent this side of the Mississippi; and foreseeing as we do, the great advantages which this city and State must derive from its early completion, we trust that our enterprising capitalists will not hesitate to embark in the undertaking.

The process of farming consists in merely turning the sod over and planting, or sowing upon it, and then dragging in the small grain, from which abundant crops are gathered. Steam flouring mills of a fine order are, it is said, in operation, and others are now in contemplation.

The present products of the country are Horses, Cattle, Pork, all descriptions of small Grain, Flour, Tobacco and Hemp, large quantities of which are now valueless for want of an easy communication with a good market.

The annexed extracts from a letter from Enoch C. Marsh, Esq. an intelligent merchant of St. Louis, whose enterprise and perseverance are worthy of high commendation, will give a good idea of the advantages of this route, even now, over the circuitous voyage by New-Orleans, or by Pittsburgh.

"All looked at my late experiment [of taking merchandise to St. Louis through the Erie Canal,

Lakes, and across by land to the Illinois, in wagons, and then by steamboat to St. Louis] as one certain of failure. But when my goods were received in good order, and when they were informed of the cost of transportation, they were greatly surprised, and some have come to the conclusion that the Insurance Companies of New York in this instance, insured for less than the usual rates, in order to divert the western trade from Philadelphia (which was not the case). After the reception of my goods Richard H. McGill (a merchant of this place) returned from Lake Michigan, where he had gone with others on business. He found that the merchants of the Wabash were preferring that route (i. e. via Chicago) to any other, and that the facilities of transportation from Michigan to the Wabash were inferior to those from the Lake to St. Louis.

He is under the conviction that when a pier is erected at the mouth of Chicago river, it will be for the interest of all the merchants in the vicinity of the Illinois and Mississippi rivers, to transport their goods as I have done, and that they will doubtless do so. Mr. McGill however has determined for himself, that whether there be pier or no pier, Canal, Railway, or not, he will bring out his own goods next fall by the way of the Lakes, and so down the Illinois river. I have no doubt that others of our merchants will do the same.

You inquire 1st "Admitting a Rail-way or canal to be completed—what would be the comparative cost of transportation from the city of New York or other Atlantic port to the city of St. Louis, between the two routes?"

To this I answer—that I can now save one third of the cost.

2nd "What would be the comparative difference as to the safety of a cargo and vessel?"

I clearly think, that as the Illinois is the safest of our rivers, and as the lakes are not of difficult navigation, the difference is in favor of the Northern route.

3rd "What would be the comparative difference as to expedition?"

I can get goods on from New York in twenty-five days when the arrangements of the next year are effected.

4th "What would be the difference as to the safety of particular articles from the effect of climate?"

There are no articles of merchandize brought to this country, that can suffer by any cold temperature, or can in any way be effected by cold, in a manner, or degree, different from what they would be exposed on their arrival here. Oil is the only article which can be affected by the climate of the lakes.—But that would congeal here about as soon. And as it is a fact that oil will never congeal except when exposed to a temperature colder than that at which it was strained, we may safely conclude that winter strained oil will not be materially changed on its passage from the East by the route of the Rail-way. There are several articles, such as fruits, woollen goods, hats, &c., which would not be injured on the route by way of New Orleans if they were speedily forwarded, but which by being detained frequently at that city, are often injured. Such goods therefore ought to avoid the Southern route. I would say then that the difference would be in favor of the lake passage.

5th. "What would be the probable increase or diminution of the commercial intercourse between these portions of the western country, and the Atlantic ports or any one of them, by the completion and use of the work contemplated?"

In my opinion the intercourse between the East and the West would be much increased by means of this new communication. What would be the proportion of that increase it is difficult to estimate. It is reasonable to suppose, that the facilities of travelling, the diminished expense of transporting goods, and the lower rates at which they will be finally sold, together with a safe, cheap, and expeditious mode of transporting the produce of the country to the eastern markets, will all combine to hasten the settlement of the State, and thereby add to the now increasing intercourse between the East and the West.

All the gentlemen of this city with whom I have conversed and who have had opportunities of personal observation, concur with me in the views I have expressed."

Thus it will be seen that what was by all deemed not only hazardous, but as certain of failure, has been, by individual enterprise, shown to be both practicable and highly advantageous. It shows, too, beyond a doubt, that when a Rail-road from the foot of the Illinois Rapids to Lake Michigan shall have been completed, it will be the great thoroughfare for trade and travel for a great extent of country watered by the rivers of the south-west.

RAIL-ROAD FROM THE CITY OF NEW YORK TO LAKE ERIE.—A petition was presented in the Assembly, on Monday last, signed by Morgan Lewis, Stephen Whitney, and other of our substantial citizens, in favor of the projected Rail-road from this city to Lake Erie. Many similar petitions are now in the course of receiving signatures here, and will be forwarded to Albany. The proposed route of this road is from the southerly line of the State in the county of Rockland, through the south-western tier of counties, to Lake Erie—striking the Lake at some point between Cattaraugus and the Pennsylvania line. The objects of bringing the road down to the southerly line of Rockland are—first, because at that point, about the Tappan Sea, the Hudson is never—or so rarely that we may say never—frozen; and that steamboats and other craft can ply between it and the city at all times of the year, winter and summer; secondly, that inasmuch as the Legislature of New Jersey have, it is believed, already authorized the construction of a Rail-road from Paterson to the northern line of that State, the Erie road might there be made to connect with it, and thus, by means of the Paterson Rail-road, make a continuous chain down to Hoboken opposite the city. So, as to the object of striking Lake Erie, so far to the South; the distance is thereby lengthened; but the important end would be attained of having an open navigation of the Lake in the spring and fall some weeks longer, perhaps, than if the point of termination were further to the northeast. Thus much as to the two extremes of this projected Rail-road. The region through which it is to pass, and which, if we may use with regard to such an outlet the term applied to rivers, it would drain, is populous, fertile and vastly varied in its productions. Not the least important of these would be the article of coal; for besides crossing the track of the Lackawanna coal, it would almost touch upon a range of country in Pennsylvania abounding in bituminous coal, which hitherto has not been able for want of an outlet to find its way to market. This consideration will be very sensibly felt just now, when winter has come back upon us with all its rigors, and without any new supply of fuel having been received; since, if such a road be once established, the supply would be as regular and as cheap, or almost so, in winter as in summer. The counties through which this road would pass, are all alive to the benefits they would derive from it; and if seconded by this city, which has, after all, the greatest comparative interest in promoting such enterprises, because each one of them pours fresh treasures into her lap,—it will undoubtedly be undertaken—provided always the Legislature shall sanction it. It is possible the objection may be made, that such a road, if perfected, might divert a great part of the Ohio trade, and through the Seneca Lake and other sources, much of the produce of the more northern counties, from the Canal, and thereby impair its revenues. Even if this were certain, it should form no obstacle on public grounds, to refuse the application, because that route which is shortest and cheapest must eventually be most advantageous, both to individuals and the State. But the truth is, the actual surplus of our canal fund, and that which would still accumulate before the completion of the N. York and Erie Rail-road, should suffice to allay any uneasiness about the ability and indeed facility of shortly redeeming the canal debt, even though after the construction of such a Rail-road as is here in question, the tolls should be materially diminished.

From these considerations, we cannot but think the project of a Rail-road from the banks of the Hudson to Lake Erie, is entitled to the support of our citizens, and to such a degree of favor from the Legislature, as that they will permit those who are willing to spend their money on such an undertaking, to do so, under the protection of an act of incorporation.

UNIFORMITY OF RAIL-ROAD TRACKS.—The communication on this subject published in our last number, seems to us so important in its suggestions as to induce us to revert to, and dwell anew upon, it. The object which it is desired to accomplish is, either by the common consent of Rail-road companies, or concurring legislation on the part of the States—for, from obvious reasons, the general government could not interfere in the matter—to produce uniformity in the width of the carriage track, and such general resemblance in the form and shape of the rail, as will enable the same carriage to travel on every Rail-road.

The immense advantages of such a regulation will occur at once to every one. One great cause of expense in the transportation of goods and merchandize, is the frequent "breaking of bulk," as it is called—that is, the shifting of articles from one vessel or vehicle to another. Now if, as we suppose may for the sake of argument be assumed, continuous Rail-roads shall one day connect the most distant points of our empire—and especially that along the sea-board there will be such a connected chain—the great advantage, both in safety and economy, of loading cars at the point of departure which shall be carried to their ultimate destination without any necessity for unloading, or in any way deranging them, cannot fail to appear. In such a state of roads we should have cars, "the Yankee pedlars" for instance, numbered from 1 to 20—or as many, more or less, as experience may teach to be the proper average number of a brigade for a busy bustling locomotive—duly stowed, locked up and sealed, which starting from the banks of the Merrimac, or from those of the Connecticut, shall travel away diligently to the Potomac, perhaps even to the Rappahannock, if John "of that ilk" be not there with his double barreled gun to warn them off—to the Santee, the Savannah, and the far Mississippi, delivering upon each the tribute destined for its vicinity, and bringing back again under the lock and seal of the respective consignees, whatever those regions might afford as return cargoes. Surely this would be in all respects better than that (as in stage travelling) at the end of each contractor's route, the carriage should be changed, and the goods be unladen unceremoniously in a great public yard. Those who know how human creatures are, in the night-time, and bad weather, frequently bundled out of a stage into soft places of mingled mire and manure, will be at no loss to conjecture how dainty, but inanimate packages of dry goods and other damageable commodities, might fare under like circumstances.

It is however, we confess, easier to make this suggestion of uniformity, than to point out the manner in which it may be carried into effect. Perhaps we may rightfully look to the Baltimore and Ohio Rail-road Company, as at the head of the vastest and most forward enterprise of this sort, to take the lead in any measures that may produce so desirable a result. At any rate, it is worth the consideration, as we think, of all such companies, and of the public.

As a beginning, on our part, we will endeavor to ascertain, as soon as practicable, the width of track and form of rail and of wheel, now used on such Rail-roads as are already in operation; and will publish the result of our inquiries.

[In the communication upon this subject published in our last, the concluding word of the second paragraph was erroneously printed *means*. It should have been "success."]

As doubts have been expressed at a distance as to the continuance of the RAIL-ROAD JOURNAL, it is but justice to those who are subscribers to say that its permanency is certain. The publisher is permitted to refer to the following gentlemen: WILLIAM A. DUER, Esq. President of Columbia College. JAMES RENWICK, Professor in Columbia College. ROBERT L. STEVENS, Esq. Engineer. JAMES G. KING, Esq. of the city of New-York. SAMUEL SWARTWOUT, Esq. Collector of the Port. Messrs. GRACE, PRIME & CO., Merchants.

. Editors who have published the Prospectus, are requested to give the above six insertions.

In the second number of the Journal was published a communication and letter upon the subject of the contemplated Rail-road, from Newburgh to the Delaware river, the Lackawana coal mines, and to Owego, where it would connect with that which is now constructing to Ithaca. We are now enabled to give the result of the surveys and estimates of its cost, which is only \$8,640 50 per mile, and the whole distance from Newburgh to Ithaca 235 miles.

The estimates appear to us too low for a good road; yet we have no doubt of the correctness of the policy, in our country, where so much depends upon a ready means of transportation, and where surplus capital is not very abundant, of constructing Rail-roads with less durable materials, than those of which the Liverpool and Manchester, or the Baltimore and Ohio Rail-road is built. A permanent one would doubtless be preferable; but, for want of the ability to make one worth twenty-five thousand, shall we do without any, whilst a pretty good one, that will last ten or twelve years may be constructed for seven or eight thousand dollars? Would it not be more for the convenience and prosperity of the community to have the cheap Rail-road, and thereby obtain the means of constructing, hereafter, and at our leisure, one of permanent materials? Would not the difference between eight and twenty-five, or seventeen thousand dollars, build a better road ten years hence, with the aid of the cheap road and the experience of that period of time, than the twenty-five thousand dollars would now? There cannot be a doubt of it. With this view of the subject we are in favor of permanent and substantial Rail-roads where the business will warrant the expenditure; but of those of a less durable nature where it will not.

We give below the statement alluded to, and hope the work may be completed within the estimate:—

To the Editor of the Rail-road Journal:

Sir—Having, since my former communication, received Mr. Sargent's Report of his Surveys from Newburgh west, perhaps the following summary, exhibiting the general results obtained, may be interesting to the readers of your Rail-road Journal:

| | Distance. | Estimated Cost. |
|--------------------------------------|---------------------------|-----------------|
| From Newburgh to the Delaware river, | 51 miles 69 6-100 chains, | \$510,221 17 |
| Thence to Lackawana, | 65 do 67 13-100 do | 647,728 43 |
| Thence to the State line, | 81 do 60 do | 468,750 00 |
| Thence to Owego, | 95 do 10 do | 234,812 50 |
| Thence to Ithaca, | 29 6-10 miles | 172,000 00 |
| Total, Newburgh to Ithaca, | 235 miles 14 21-100 do | \$3,030,521 10 |

I am respectfully yours, &c.

By the notice of a meeting held at New London, Conn., which is inserted below, it will be seen that measures are about to be taken to continue the Boston and Providence Rail-road to that place.—Should this be accomplished, the facilities for business with the Eastern cities will be greatly increased, as we believe the harbor of New London is never closed by ice. By this route the passage to and from Boston might be performed in from 17 to 20 hours, both by passengers and merchandize, with as much ease in winter as it is now performed in summer, in twenty-four hours,—affording at the same time important advantages to the inhabitants of more than double the distance on the route; a consideration of the first importance in the construction of works of intercommunication, as but a small part of the benefits resulting from such works are attained when the interest of those at the extremes are only consulted. In this, as in all other Rail-roads tending in this direction, the city of New-York is deeply interested.

[From the New London Gazette of Jan. 17.]

RAIL-ROADS.—As the attention of our citizens is much excited on the subject of a Rail-road from this place to Providence, and the speculations on the expense in many instances are widely variant, we present them with the following data, for their consid-

eration and as a rational basis for their calculations.

| | |
|--|----------|
| The Baltimore and Ohio Rail-road is estimated to cost per mile. | \$20,000 |
| Mauch Chunk, | 4,700 |
| Ithaca, | 4,000 |
| Lackawana, | 6,500 |
| Boston to Providence, to Albany to Brattleborough, each estimated at | 15,000 |

The tract of country between this place and Providence has been cursorily inspected with a view to a Rail-road, by a distinguished engineer, who gave it as his opinion, that it was very feasible for the purpose—no considerable obstacles presenting themselves.—It is therefore fair to presume, that the contemplated Road would not cost more than the last three mentioned, but probably much less.

It gives us much pleasure to learn that our enterprising friends and neighbors at Norwich, are alive to this highly important project.—The Road if it should be made through Stonington, will be about 45 or 46 miles long; if through Norwich the length will be but little increased.

At a meeting of a few of the citizens of New-London, convened at Prentiss's Hotel on Friday evening last, friendly to the construction of a Rail-road between Providence and this town, Wm. P. Cleveland was called to the Chair, Andrew M. Frink, appointed Secretary.

Several gentlemen addressed the meeting on the importance of taking immediate measures to secure this important object; and a Committee was appointed consisting of the following gentlemen whose duty it shall be to obtain such information as to a survey of a route, &c. as might be necessary, and to call a general meeting of the citizens at an early day, and report their proceedings.

Jonathan Coit,
Ebenezer Learned,
Win. F. Brainard,
Coleby Chew,
Hezekiah Goddard,
Win. P. Cleveland,
Andrew M. Frink,

COMMITTEE.

New-London, Jan. 17.

We have received No. 1 of the beautiful Views on the Baltimore and Ohio Railroad, from the Lithographic Press of Messrs. Endicott & Swett, of Baltimore. It contains a view of the Carrollton Viaduct, Buzzard's Rock, the Patterson Viaduct, and the Tarpeian Rock, accompanied by a short description of each, which we annex. They may be had at 111 Nassau street.

The Carrollton Viaduct is the first prominent object which attracts the attention of the traveller in his route to the west—and, which for its beauty, solidity, and extent, is unrivalled in this country. The wing, wall, and abutments are laid upon a solid rocky foundation. The viaduct is three hundred and twelve feet in length, and sixty-three feet nine inches in height, span of the arch eighty feet and three inches, travelling path is twenty-six feet six inches in width. The whole viaduct is composed of dressed granite, finished in a manner which combines the essential requisites of every mechanical work; beauty, simplicity, and strength.

The granite used in the construction was principally obtained from the quarries in the neighborhood of Ellicott's Mills.

Buzzard's Rock takes its name from the fact that those birds have built their nests and hatched their young on its summit in perfect safety, it being about two hundred feet above the bed of the river. The scenery about this rock is wild and romantic, and but few travellers look upon the stupendous work, without feeling a degree of admiration for the energy and untiring zeal manifested by the constructors of the great road which is to insure prosperity to Baltimore.

The Patterson Viaduct is the most extensive on the Rail-road, so far as finished, by which, the road crosses the Patuxent. This immense structure is common with the other viaducts, is composed of the granite drawn from the quarries above spoken of. It is three hundred and seventy-five feet in length, the width of the road surface is upwards of twenty-eight feet. The two centre arches have each a span of about fifty-five feet, and rise fifteen feet above their chords. The small arches at each side of these are intended for the country roads which pass through them; and in case of a freshet, will afford an additional passage for the increase body of water. The most striking feature in the construction of this

bridge is the peculiar style of architecture appropriately denominated "rustic work" by which the surface of the stones which compose this work, remains in the rough and rugged state in which they come from the quarry, while those parts which come in contact are accurately finished. This novel style is in admirable accordance with the rapid stream over which it is thrown, and the wild and romantic scenery by which it is surrounded.

The Tarpeian Rock is a laborious cut through a solid rock, situated a few hundred yards beyond the Oliver viaduct. It received its classic name many years before the rail-road was contemplated, and was always much resorted to, by company, on account of the picturesque view from its summit. Since the cut has been made through this rock, it has been looked upon as a curiosity, and is much resorted to.

Gentlemen having the superintendence of Rail-roads now completed or constructing, will greatly oblige us, and aid in the success of our Journal, by communicating at an early period the condition and prospects of the work [under their care]—the mode of constructing—materials used—width of track, and shape of Rails, together with other particulars which may be of use or interest to those who seek information upon the subject.

ANTICIPATED.—We were not a little surprised, a day or two since, in looking over our exchange papers, to find that ours was not the only publication devoted to the same cause.—We had never heard that there was another Rail-road paper published; but were pleasantly disappointed on beholding "The Rail-road Advocate," a co-worker in the great cause—a quarto semi-monthly paper, published at Rogersville, Tennessee, conducted by an Association of Gentlemen. We are obliged to them for the 12th number of their interesting "Advocate" of Rail-roads, and shall be still more obliged if they will send us their back numbers, as we have ours to them.

"Whole Pigs."—Two last spring's pigs, only eight months and twenty-three days old, were slaughtered last week by Capt. Samuel Bradley, of Wolcottville, one of which weighed, when dressed, 369 pounds, the other 310. Capt. Bradley informs us that he was in the habit of frequently giving them charcoal with their food. Who can beat this?—[Litchfield Inquirer.]

Similar instances of lusty porkers are not uncommon in the interior of our country. Who, then, will refuse to aid in the construction of Rail-roads, that they may be brought to market at so cheap a rate that we of this city may have pork with our cabbage, and our country friends be enabled to raise cabbage to eat with their pork.

INTERNAL IMPROVEMENT—ITS BENEFITS.—By the facilities for transportation on the Baltimore and Ohio Rail-road, wood has been kept down in Baltimore to 5 and 6 dollars a cord, while in New-York and Philadelphia, at the same time, it has been up to 12 and 16 dollars.

We have been disappointed in obtaining for this number the necessary information to give a fair statement of the advantages which would result from the construction of a Rail-road from this city to Albany, on the east side of the Hudson. We are particularly desirous to obtain the statements, which were made at a meeting we believe held in Dutchess county, of the amount of transportation which would naturally pass upon a Rail-road on that route. Any gentleman possessing those statements will oblige us by their communication.

RAIL-ROAD FROM NEW-YORK TO ALBANY.—Annexed we give the proceedings of a meeting held at Amenia, Dutchess county, the fore part of last month, to take into consideration the expediency and practicability of constructing a Rail-road on the east side of the Hudson River, to connect the cities of New-York and Albany, and to adopt measures relative thereto. Delegates were present from New-York city, from the counties of Rensselaer, Columbia, Dutchess and Westchester, N. Y.; from Berkshire county, Mass.; and from Fairfield and Litchfield counties in the State of Connecticut.

Albro Akin, Esq. of Dutchess, was called to the chair, and Abraham P. Holdridge, Esq. of Columbia, appointed Secretary. The account of the proceedings says—

The Delegates present stated, that, owing to the

inclemency of the weather, and other causes, a large proportion of their colleagues, who had been appointed to attend, were deprived of the ability.

The objects of the meeting having been stated, a Committee was appointed to draft resolutions expressive of the views, who reported the following, which were unanimously adopted:

Resolved, That this Convention view with deep solicitude the proposed establishment of a Rail-road between the cities of New-York and Albany, on the easterly side of the Hudson river, believing that it will not only promote the Agricultural and Manufacturing interest of the region through which it would pass, and be highly beneficial to the cities which would be the points of termination, but afford an ample remuneration to the capital employed in its construction. It would open a way from our great seaport into the interior, for four months in the year, during which the navigable waters are closed.

It would thus keep up among us the transportation of merchandize, and the interchange of commodities throughout the year, without cessation; and consequently render the demand for labor, in all the departments of industry connected with transportation constant.

It would bring all the places along its route, which are now shut out from the advantages of commerce, near by a sea port and market.

And it would necessarily lead to a nearer connexion and more constant intercourse with New England, from all the western parts of which, their various agricultural products, their manufactures of cotton and wool, and their marble, lime, iron, and other minerals, would pass speedily and continually to our cities, for sale or export.

Resolved, That we cannot doubt the ready acquiescence of the Legislature of this enlightened State in granting such an act of incorporation for these objects, as, while it might abundantly protect the rights of others, would furnish inducements for the investment of capital in this enterprise.

Resolved, That we are equally confident in the good feelings of our brethren in other parts of the State, who have been materially benefited by the appropriation of public funds in works producing great local advantages, and we look to them for their support in our proposed application.

Resolved, That the members of this Convention will use their individual exertions, and procure the co-operation of their townsmen, in endeavoring to obtain from the Legislature of this State at their approaching session, a charter for the object in view.

Resolved, That we recommend to our fellow-citizens of Massachusetts and Connecticut, to endeavor to obtain from the Legislatures of their respective States, correspondent charters for branches to connect with the proposed route, believing that such branches would afford important avenues for the products of their industry, and prove highly beneficial to the stocks of the incorporation.

Resolved, That a committee of one from each town represented in this convention, be appointed to form a general committee of correspondence, and to adopt such other measures, as may appear calculated to advance the objects of this convention, with power to increase their number by the addition of one from each town interested in the route but not represented.

The following suggestions, upon the subject of Rail-roads through the streets of New York, are from the pen of a gentleman who has reflected much upon the subject, and whose opinions, as we have already shown, are entitled to great respect:

To the Editor of the American Rail-Road Journal:

Sir,—In my late short communication to you, I have merely asserted my full confidence in the practicability of my project, without going into any details on the mode of construction.

My plan is to erect single posts on each side of the street in immediate contact with the curb stone.—These posts to rise ten or twelve feet high from the level of the pavement, and to be placed at such distances from each other as will ensure stability to the rails fixed thereon, which may be either single or double; I should, however, prefer double ones as being most out of the way. The posts, if thought necessary, may be housed, but, I am inclined to believe, the pine from South Carolina or Georgia may be made sufficiently durable by burning and thereby

charing the lower ends, and if thought necessary, by boring also.

In passing through the lower part of Broadway it will become necessary to elevate the rails in order to preserve the necessary approach to a level.

Hoboken, Jan. 23, 1832.

JOHN STEVENS.

The following letter has been inadvertently omitted until the present number. It however loses none of its interest by delay. We shall be pleased to hear often from the same source:

GREENBUSH, JANUARY 9, 1832.

To the Editor of the Rail-road Journal:

Sir—Enclosed you will find the amount of my subscription to your interesting and useful paper.—At a time like the present, when Rail-roads seem to promise all the benefits to our country that can be anticipated from this novel mode of conveyance, such a work is almost indispensably necessary.

As I have been engaged on the Schenectady and Saratoga Rail-road almost from the time of its commencement, some information relative to the progress of that work may not be uninteresting to you. The entire length of the Road with the exception of a few miles, is completely graded and ready for the reception of the rails. On one section, the stone blocks are laid nearly throughout its whole length, and had it not been for the premature arrival of winter, the work would have progressed to a degree scarcely anticipated by its most sanguine friends.

It is presumed that by the first of July next, it will be sufficiently completed to admit of the conveyance of passengers and freight.

As both Ballston (through which place the Road passes) and Saratoga are the annual resorts of thousands of the "beau monde," as well as of invalids, the Road can depend upon an overwhelming amount of conveyance during the summer months. Doubtless numbers (who have never before visited those places) will, on account of the reduced rate of travel, be induced to take a "trip to the Springs," where they can have so good an opportunity of witnessing the successful application of those scientific principles which have wrought such wonders in England, and are now rapidly being introduced into our flourishing country.

As I shall be at leisure this winter, I shall take pleasure in forwarding you such information respecting Rail-roads as I think interesting to you.

Respectfully, yours, &c.

L.

The following letter is from a source which renders it alike gratifying to us, and its suggestions worthy of the attention of those engaged upon or interested in Rail-roads. We shall look for more of equal interest from the same able pen:

BALTIMORE AND OHIO RAIL-ROAD, JAN. 16.

To the Editor of the Rail-road Journal:

DEAR SIR—Accident threw in my way a day or two since the 2d number of your Journal. I can express the satisfaction a perusal of it afforded to myself and to others in no better way than by enclosing \$6, and requesting you to consider Mr. R. G. B., and myself, subscribers from the commencement of the work.

The tendency of your publication, if aided and supported, as I feel no doubt it will be by a liberal public, cannot fail to be highly serviceable to the cause of Rail-roads. Something of the kind has for a long time appeared necessary as a means by which the variety of information connected with this subject, might be collected and disseminated. Rail-roads, unlike other means of Internal communication, have various modes of construction. Canals and turnpikes differ very little under any circumstances. But you will scarcely find two of all the numerous projects of Rail-roads now in progress in this country, whose construction is after the same plan.—Even on the same work a variety of modes is sometimes used—as, for instance, upon the Baltimore and Ohio Rail-road, where four different methods of construction, or more definitely, of laying the rails, have been pursued.

If Engineers or other persons feeling sufficient interest in the matter, were to make communications from time to time, imparting such information in re-

lation to the work on which they may be engaged, as would lead to a knowledge of the manner of its construction, noticing defects, suggesting improvements, and, in a word, giving any statements which might be deemed valuable, a fund of information would be collected, and through your useful paper disseminated, that would lead to results in the Rail-road department of Engineering, highly important and advantageous to the public.

I may, in accordance with this view, offer you occasionally some matter for publication relative to the important work on which my services are now engaged. Wishing you every success, I am very respectfully,

R.

RAIL-ROAD MEMORIALS.

The proceedings of divers inhabitants of the City of New-York, on the subject of a Rail-road from the City of New-York to the City of Albany.

At a Meeting of the inhabitants of the city of New York, held at the Bank Coffee-House in the said city, on the sixth day of January, 1832, to take into consideration the feasibility and propriety of making a Rail-road from the city of New York to the city of Albany, on the eastern bank of the Hudson river, Dr. DAVID HOSACK was called to the Chair, and JAMES SMITH, Esq., appointed Secretary.

The object of the meeting having been stated, it was Resolved that it was practicable, and would be highly beneficial to the people of this State, to construct a Rail-road on the eastern bank of the Hudson river, from the city of New York to the city of Albany. Whereupon, John Slidell, James Smith, and Elijah Paine, were appointed a Committee to draw up a Memorial to the Legislature of this State; for a charter for said road, which Memorial should briefly state the advantages that would arise from the road in question.

Resolved, also, That the said Committee make their Report in the premises, on Friday next the 13th day of January inst. at 4 o'clock, P. M. to which time the meeting adjourned.

Friday, January 13, 1832, the Meeting met pursuant to adjournment, when Doctor Hosack resumed the Chair. The minutes of the preceding Meeting having been read and approved, the Committee appointed to draw the Memorial to the Legislature made their report in the premises and the same was read. After which it was Resolved that the said Memorial be approved of, and that a Committee be appointed to present the same to the Legislature of this State at its present session, and to solicit a charter pursuant to the prayer thereof.

DAVID HOSACK, Chairman.

JAMES SMITH, Secretary.

To the Honorable the Legislature of the State of New-York, in Senate and Assembly convened:

The Memorial of the President, Directors and Company of the Highland Turnpike, and others associated with them, respectfully represent—

That the said Company was chartered by your honorable body in the year of our Lord, 1806, and that a short time after they had become organized, and had expended a large sum of money in making a portion of their road, steamboats were introduced and so far engrossed the travelling between the cities of New-York and Albany, as to render the aforesaid charter of no value, and as to occasion an entire loss of the capital already invested upon the said road. That your memorialists do now consider that a Rail road between the cities of New-York and Albany upon the banks of the Hudson river, would be an object of great public utility, and one by which the interests of the principal part of the inhabitants of this state would be materially promoted; that the route in question has many decided advantages over any other which has been proposed, as well in respect to the construction and operation of the road as to the general benefit to be derived from it; and they beg leave to enumerate some of the reasons which occur to them in support of this position.

It is agreed that nothing is more important in the construction of a Rail-road, than a dead level, and that this advantage can only be obtained on the margin of the river. With such a route, many of the expenses of reducing hills, filling up valleys, of deep cuts, and of stationary engines, are avoided.—That the general course of the Hudson, and the character of its shores, banks, and inlets, are considered by your Memorialists as presenting no obstacles to the work in question; but rather (by the facility with which they may be overcome,) as giving this a decided preference over any other route. In a climate like ours, the frequency of snow storms and severe frosts in the winter season, forms a serious objection to a Rail-road constructed in the inte-

rior of a country, where high banks or deep cuts must often be unavoidable. The trenches thus formed are sure to be filled with snow, and there being no place to which it can be removed, the road will often be obstructed and travelling be suspended at the very season of the year, when the facility of rail-road transportation would be chiefly required. These objections are obviated on the proposed route: here there would be no valleys or deep cuts, and the snow which might fall upon the road, could be readily thrown into the river. A Rail-road from New-York to Albany will be principally required after the frost has closed the navigation of the river. While it remains open, it is presumed that produce can be transported cheaper by water, and that travelling would chiefly continue to be performed by steamboats. The proposed road, therefore, will not prejudice, but rather benefit the proprietors of sloops, docks, and steam boats; and while the navigation of the river should continue closed, the inhabitants residing on both sides of it, might avail themselves of a Rail-road upon its margin, and thus be in some measure indemnified for the suspension of navigation. Whereas your Memorialists insist that if a Rail-road (between the aforesaid cities) should be constructed some thirty or forty miles east of the Hudson river, only a small part of the inhabitants of this state, would derive any benefit from the same. Those residing in the counties on the west, and in the towns and villages immediately on the east side of the river would seldom if ever travel upon it. The proposed eastern route might indeed accommodate travellers passing from the city of New-York to Albany, or vice versa; but it would afford no facilities to a majority of those who reside in the intermediate counties, while the river route would be convenient for ninety-nine hundredths of those who pass to or from the capital in the direction of the city of New-York. There are, as your Memorialists believe, very few travellers permanently residing on the proposed eastern route, compared to the number of those inhabiting the banks of the Hudson; and with respect to produce, the country through which it would pass furnishes no important articles, such as coal, plaster of paris, &c. The farmers and manufacturers residing on it, are situated between two navigable rivers, the Hudson and the Connecticut, and all their produce is now brought to the city of New-York on one or the other of those rivers, at a less expense than could be afforded by Rail-road transportation. Before the frost closes the navigation of those rivers, all produce (which has not been reserved for consumption during the winter) has been sent to market, and the farmer has nothing in addition to sell until the severity and length of the winter is ascertained. But if any portion of the freight or produce which now comes to the city of New-York on either of those rivers, could be withdrawn from its usual channels, and be transported at even the same expense on a Rail-road, what advantage would be gained by it? It would only give to the proprietors of a new and unnecessary mode of transportation, a fair per centage for money uselessly expended, while it would impoverish and injure every owner of sloops, docks, dwelling houses, store houses, and tow boats, upon either the Hudson or the Connecticut rivers—it would benefit very few, while it would seriously injure very many of the constituents of your honorable body. Whereas if erected on the margin of the river, without injuring any, it greatly tend to the general convenience of this community.

It would form a connexion with the great Rail-road that may be brought from the west into the thrifty towns of Catskill, Newburgh, &c. &c. It would, while the Navigation of the river is closed, enable the Delaware and Hudson Canal Company to transport to the city of New-York, any quantity of coal from their great place of deposit at Bolton, where it can, until required, remain yarded without expense.

It would enable the state of New-York to transport from Sing-Sing to market, large quantities of marble, which are required faster than it can be delivered, and which trade is wholly suspended while the river remains closed.

It would enable all owners of produce brought to any of the market towns on the river, or remaining in market vessels or tow boats overtaken by the ice, to carry the same forthwith to market, and also to get from the city such articles for the winter's supply, as an early frost may have prevented dealers or others from obtaining.

It would, in the winter season, greatly facilitate the intercourse between the cities of New-York and Albany, and all of the intermediate towns and counties.

It would be much preferred by all travellers, to a route in the interior of the country, because being a dead level, the danger of all stationary engines would be avoided; and because, also, the road would pass through many populous towns and villages, where the comforts of travelling and the means of providing for the reparation of Rail-road accidents could be readily obtained.

Your memorialists do further represent, that they are induced to believe that three millions of dollars will be sufficient to defray the costs and expenses of constructing the said road on the margin of the river, and they submit to your honorable body, that inasmuch as the Highland Turnpike Company have already certain vested rights in respect to their said road, and have greatly suffered by the means herein first above mentioned, that they are entitled to the favorable consideration of the Legislature in regard to the present application.

And they therefore pray that a charter may be granted to your memorialists, by the name of the *Hudson River Rail-road Company*, for constructing a Rail-road from the city of New-York to the city of Albany, on, or adjacent to, the eastern bank of the Hudson river, with a capital of three millions of dollars, with power to increase the same to any sum not exceeding four millions, giving to them such privileges and advantages, and subjecting them to such regulations and restrictions, as to your honorable body may seem meet.

And your memorialists, as in duty bound, will ever pray, &c.

To the Honorable the Senate and Assembly of the State of New-York.

The Memorial of the undersigned citizens of the State of New-York, residing in the City of New-York, and in the Southern and Western counties of said state, respectfully represents:

That your memorialists have associated themselves with a large number of their fellow citizens in the several counties aforesaid, for the purpose of applying to your Honorable Body for an act of incorporation, authorizing the construction of a Rail-road from the City of New-York, or its vicinity, through the Southern counties of the state, at as great a distance from the Erie Canal as the topography of the country will admit, to the Chemung Canal, in the town of Elmira, and county of Tioga, with power to construct branches to the borders of each county through which it may pass.

Your memorialists need not press upon the attention of the Legislature the manifold advantages which would result to our commercial metropolis and to the country at large from the establishment of such a line of conveyance through the country in question. Owing to the early establishment of important roads in the more northern counties, and their proximity to inland waters, their early settlement and increase in wealth has been greatly accelerated, and these primary advantages have been greatly increased by the construction of the Erie Canal, a work of unrivalled utility, which, while its construction imposed equal burdens and responsibilities upon the Southern counties, has tended to lessen the comparative value of their lands and labor, and thus to affect unfavorably every department of their industry. So soon as this great work had been brought to a completion, a sense of justice induced the proposition for opening a great road to Lake Erie for the relief of these counties, and their inhabitants indulged the hope of enjoying, in some degree, the benefits derived by their more fortunate fellow-citizens from an unexampled expenditure from the public Treasury. It is not the design of your memorialists to inquire into the causes which have hitherto rendered all such hopes delusive; but to urge upon the consideration of your Honors the important fact that these counties are now to a great extent deprived of a market in their own State, and forced to convey their productions through hazardous and uncertain channels to the markets of Baltimore and Philadelphia; and if new outlets are about to be opened to a small portion of these citizens it is in a direction contrary to the market sought, and must be attended with an expense which will greatly affect the net value of their productions, and lessen the rewards of their industry. Owing to the want of proper communications, large and valuable districts in this region still remain to a great extent uncultivated, which, by the aid of Rail-roads, are capable of adding millions to the wealth and resources of the State.

Your memorialists feel it incumbent on them to draw the attention of your Honorable Body to the importance of a communication by Railway, through the counties aforesaid, as connected with the per-

manent interests and prosperity of both city and country, in affording a certain and speedy mode of transport for property and persons at those seasons of the year in which our canals and rivers are frozen, and our roads rendered impassable by excess of moisture. Our great seaport would, by this means, maintain an active business in winter, like that enjoyed by our more southern cities. Our farmers would dispose of their surplus products to the best advantage at a season of leisure, and, thus assisted, could bring a larger number of acres under profitable cultivation. Our manufactures would spring up in places now unknown and flourish unshackled by the restrictions which winter imposes. Our trading and mercantile classes would be enabled to multiply their exchanges and the advantages and productiveness of active capital be increased. Beyond all this the resources of our common country would be greatly multiplied, and its strength in time of war be augmented to an extent which is greatly beyond the range of our ordinary conceptions. In no part of our country could arsenals and depots be established with so much advantage, and from no other position could military force or supplies be thrown in such various directions, and upon so many important points with celerity and effect as from the region contiguous to this route.

But your memorialists cannot conclude, without alluding with much interest to the benefits which the inhabitants of our Atlantic cities may hope to enjoy from the establishment of such a Rail-way, which, by means of short branches, shall have an access even in the most inclement seasons to the rich coal beds of Carbondale, and to the extensive fields of bituminous coal which are found near the termination of the route. By this means a profitable tonnage will not only be secured, but we may hope that the distress among the poorest classes in these cities, which in winter so often occurs, will, in a great degree, be prevented.

Your memorialists, in view of these and numerous other considerations which will suggest themselves to the wisdom of your Honorable body, respectfully solicit an act of incorporation upon principles which will demonstrate that important internal improvements can be as efficiently and liberally patronized by state authority, when located in border counties as when leading through the central districts of a state.

And your memorialists, as in duty bound, will pray, &c.

To the Honorable the Legislature of New-York, &c.

The subscribers, inhabitants of the County of New-York, respectfully represent:

That the excellence of the harbor of New-York, its easiness of access; and, more especially, its uninterrupted navigation, at all times and seasons, and during every period of the year—has constituted the city of New-York the great depository to which are freighted the productions of every quarter of the globe, to be distributed, in exchange, for those of our own state and of the greater portion of our continent. A very considerable, if not the principal, part of the personal intercourse and correspondence of foreigners with the North American region, is also diverted, by these advantages, through the channel of the same city.

This our great mart, so easily approachable by foreigners, their merchandise, and their manufactures, was, to a vast majority of our citizens, living in the interior of this and of the surrounding states, only accessible at a heavy expense of time and labor.

The Erie and Champlain Canals have remedied this evil to a considerable extent; but they have, of necessity, been constructed so as to pass only through the more northern sections of our state. The waters of these Canals, and of that part of the Lakes and of the Hudson River with which they are connected, consequently become frozen at a very early, and so continue for an extended period of the colder seasons of the year: At the junction of the Great Canal with Lake Erie, the latter remains blocked up with ice some time after the Canal is open to navigation: thus is the interchange of our own western interior, and of the western states, with the port of New-York, entirely suspended for a period of from three to five months, or more, in the year.

To counteract, as far as practicable, so very serious an interruption to the Commercial Relations of our State, and of our Country, it becomes extremely desirable to connect the port of New-York with a more southerly part of Lake Erie by the means of some direct and immediate communications through the Southern section of the State, which will not be liable to obstruction from the severity of the climate, in any degree, or in an great degree, as are the waters of a Canal.

This your Memorialists believe can be accomplished by the construction of a Rail-road, which will not only remedy in part, or altogether, the evils complained of, but will also afford the greatest facilities of active and social intercourse and correspondence.

Your Memorialists therefore pray for the passage of an Act incorporating a Company with a capital of six millions of dollars and the right of extending it to ten millions of dollars, for the construction of a Rail-road from the City or County of New-York, or from the western side of the North River, at or near the Southernly line of the State in the County of Rockland, to that part of Lake Erie lying between the mouth of Cataractus Creek and the Pennsylvania line; together with a branch to the Allegheny River; and also, for the establishment of a Ferry across such part of the North River as the route of the main Rail-road may pass over; with the liberty, also, of constructing a branch Rail-road to the Southernly line of the State in the County of Rockland.

NAVIGATION OF THE MISSISSIPPI.—Captain Shreve has been several years employed in clearing away the snags, &c. that obstruct the navigation of the Mississippi, and other rivers at the west. During the present year, he has removed 2265 snags from the bed of the Mississippi, and since he has been in this employment, he has cut two channels, so as to turn the whole current of the river, and shorten its length nearly 50 miles. And all this has been done by steam power. From the bottom of the Ohio, logs, roots, &c. have been taken in numbers almost beyond credibility.

We have been politely furnished, (says the Frederick, Md. Examiner,) by the Agents of the Rail-Road Company at this place, with the following statement of the amount of produce forwarded from the Depot since the 1st inst. A similar statement will be regularly published, made up to Tuesday evening of each week.

| | Tons. | Cwt. | qr. | lbs. | Bbls. Flour |
|-----------|-------|------|-----|------|-------------|
| January 2 | 39 | 5 | 0 | 24 | 390 |
| 3 | 26 | 8 | 3 | 14 | 262 |
| 4 | 17 | 1 | 2 | 19 | 167 |
| 5 | 34 | 11 | 1 | | 331 |
| 6 | 41 | 9 | | | 411 1/2 |
| 7 | 44 | 6 | | 4 | 459 1/2 |
| 9 | 36 | 19 | | 16 | 404 |
| 10 | 37 | 11 | 2 | 12 | 352 |
| 11 | 27 | 5 | 1 | 4 | 262 |
| 12 | 45 | 8 | 3 | 12 | 371 |
| 13 | 52 | 14 | 2 | 12 | 511 |
| 14 | 51 | 8 | 2 | | 532 |
| 16 | 55 | 16 | 1 | 13 | 549 |
| 17 | 54 | 4 | 3 | 8 | 538 |

5540

MISCELLANEOUS.—37 cwt. pork, 8 bbls. whiskey, 16 boxes of candles, a lot of carpeting woolen yarn, buckskins, &c. 24 bbls. of tallow, 15 bales of ox-burns, 41 bags of rye, 1 bbl. of brandy, tobacco, 850 bush. of shorts, 100 bush. corn, &c. with a large amount of miscellaneous articles. 2 boxes lime.

The passengers transported from Jan 1st to the 17th inclusive, excluding those in the employ of the company were 500.

The daily receipts of the Rail-road Company amount to \$350.

ALBANY AND NEW YORK RAIL-ROAD.—Mr. Adams: I forward to you a copy of resolutions adopted by the citizens of this town, on the subject of the Rail-road now in contemplation between the cities of New York and Albany, with the hope that the citizens of adjacent towns in this county may co-operate with us.

In behalf of the Committee of Correspondence.
Salisbury, Jan. 16, 1832. SAMUEL CHURCH.

At a meeting of a number of the inhabitants of the town of Salisbury, held at the Town Hall, in relation to the contemplated Rail-road between New-York and Albany, on the 23d day of November, 1831, John M. Holley, Esq. was chosen Moderator, and Albert Moore, Clerk. The following votes and resolutions were adopted:—

Resolved, That it is expedient that a Rail-road be constructed from the city of Albany to the city of New York, to pass through this town—and that we will afford to the accomplishment of this object every reasonable exertion.

Voted, That a Committee of Correspondence be appointed, to consist of John M. Holley, Samuel Church, Elisha Sterling, Lot Norton, Martin Strong, and Frederick Plumb.

Voted, That a committee of one person in each School District be appointed to ascertain the amount of tonnage in their respective districts, and report the same to the adjourned meeting.

Voted, That this meeting be adjourned to the first Monday of January next.

Monday, Jan. 2.—The meeting opened according to adjournment. The committee appointed to ascertain the tonnage of this town, reported the same to amount to 3574 tons.

Voted, That the Committee on Tonnage be directed to ascertain the number of passengers in this town to and from the city of New York annually; also, to and from the city of Albany annually; and report the same to the Committee of Correspondence,

appointed for this town at the Convention lately held at Leedsville, N. Y.

Voted, That a Committee of seven be appointed, to unite with committees to be appointed by neighboring towns, to prepare and present a petition to the Legislature of this State, for an act of incorporation relating to said Rail-road. John M. Holley, Elisha Sterling, Samuel Church, Lot Norton, Eliphalet Whittlesey, Jared S. Harrison and John C. Coffing, were appointed on said Committee.

Voted, That a permanent Committee of Correspondence be appointed, with power to call meetings at their discretion. Samuel Church, John M. Holley, and William C. Sterling, were chosen on said committee. ALBERT MOORE, Clerk.

Rail-road to the Ohio Canal.—A meeting was held at St. Clairsville on Monday last, for the purpose of petitioning the Legislature of Ohio to incorporate a Company to make a Rail-road from the Ohio river to the Ohio Canal. The Meeting was attended by a number of citizens from different parts of the county, and a memorial which had been prepared by a committee previously appointed, was read and adopted.

There can be no doubt but a company will be incorporated and we sincerely hope the work will be speedily executed. The advantages that will result from it are daily becoming more apparent, and although not yet duly appreciated by all, the project is rapidly gaining friends. The distance from the Lake to the Ohio river by this route will be about two hundred miles less than by the canal. We venture to predict that the business that will be done on it in transporting passengers, produce and merchandise, will exceed the most sanguine expectations even of those who are now its warmest advocates. The ground is so favorable, requiring little or no grading, no expensive excavations or embankments, and the materials for its construction being abundant and cheap, the work will cost less than the same extent of Rail-road in almost any other place; consequently the stock will be profitable, more so, probably than in any other work of internal improvement in the country.—[Wheeling Gazette.]

MISCELLANY.

THE BLIND STRIFLING.

I have no way, and therefore want no eyes;
I tremble when I saw: full oft 'tis seen,
Our men secure us; and our mere defects
Prove our commodities.

It is a general idea, that variety forms, to those who have the full enjoyment of their senses, the very beauty of life. When we observe any person deprived of the use of a faculty or an organ, we sigh as we think upon the loss which such a being, from such a cause, sustains. Should the finch of the ear have lost its due vibrating power, the notes of some beautiful air seem to float upon our own sense, while we grieve to know the tones cannot be received by him who stands a man amongst us. When a friend's eye is as colourless as an alabaster urn without its flame, we look at the landscape through our own tears.

Yet, after all, a considerable part of our enjoyment arises from education and association of ideas. We must be schooled into a knowledge of the sublime and beautiful.

Some few years ago (this is the way, we believe, most stories commence) there lived a lad in the county of Devon, in England. He was born blind, and yet remarkably lively, and although he had an intense anxiety to have the surrounding waters, woods, and meadows, depicted upon his cloudy visions, still he was never dissatisfied. If he heard a bird rise from the earth in order to shake the dew from her feathers and get her wings polished in the sun beams, he would mimic her song and then laugh at his own skill. He had learned every song contained in the budget of an old soldier, who bore about with him a wooden leg with which he beat time, and an ill rosined fiddle with which he spoiled it.

In every happy circle, the blind boy's merriment was to be observed; and his frankness always secured for him a boon companion and kind guide.

He had two sisters, who were singularly affectionate and attentive; and he returned their love by considering them as the very pillars of his strength and the comforters and instructors of his mind. When the lad felt the warm wind flatter about his hair, he would ask the maidens about this cheering essence from the All Merciful. And then would they tell him of the exquisite power of this wind, and try to make him understand how it

moved over the tops of the forest and skimmed along the grass, heralding fruits and flowers. If he held up his face in the open air, to catch the light which appeared to him to tremble upon his features, the sisters spoke of the mighty orb which sends a blessing before it in the morning, and leaves another at twilight ere it has kissed the ocean.

It is well known that the scenery of the county of Devon is highly picturesque; and as it was the case that the maidens had good sense and were nice observers, the sensitive young man drank in their explanations with delight. These things continued until he had almost attained to manhood.

His parents were recommended to apply to an eminent surgeon for advice, as to the value of an operation upon their son's eyes. The information they received was delightful: it plainly appeared that sight might be given! "Joy, joy!" said the blind one, jumping up and clapping his hands together repeatedly, "joy, joy—then I shall see hedge-flowers like those which my dear sisters have put into my hands. I shall know the birds I have heard sing. I shall view the moon and the planets which are above me."

He readily submitted to the pain which was caused by the operator's instruments. It was necessary to put a slight bandage across the eyes immediately after the skilful surgeon had done his work. But the time came when it was to be removed.

At the earnest request of the sisters, the patient was taken to a spot which was supposed to command the finest scenery for many miles round. The light was trembling upon the water. The butterflies were flirting about. The sheep hardly shook their bells. Everything spoke of pleasure, comfort, and the glory of nature. A happy group hung about the anxious boy, ready to enjoy his exclamations of delight.

When all things were nicely arranged, the covering was withdrawn from the eye. And the searching light traced a way through the delicate retina:—"Twas strange! He stood, but for a moment only, like an embodied Grecian statue, and as if to receive and yet contend against the overpowering beauties which were to beam upon him. And it was but for a moment he thus appeared. For, with all the marks of disappointment depicted upon every line of his features, he shaded his eyes with his hands and burst into a violent flood of tears. Nor could he now be comforted. His favorite sisters redoubled their efforts to please, and all who loved him tried to drive away the sad spirit which had spoiled his gaiety and taken possession of his heart. It was not to be accomplished. He could hardly be got to speak to any one. Yet he would often sigh.

Day after day he pined; and even the stars saw his sorrow. Melancholy left the throne for consumption; and death soon sealed up the eyes of this once happy stripling of the county of Devon.—[Feathers from My Own Wings.]

[From the Philadelphia Gazette.]

We give the annexed extracts,—from the letter of J. J. Audubon, Esq. the Ornithologist,—which were omitted on Saturday. The amphibious habits of the rattlesnake at the South, are certainly novelties in the history of that species of serpent.

"I have discovered a most extraordinary fact in the habits of the rattlesnake which abounds in this country;—it is no less than that the reptiles swim across the salt rivers which divide in a continued line the main, from the sea islands;—swimming in some instances, fully one mile. I have indeed heard the dubious assertion that they coiled themselves on the water, on being approached by a man, as they do on land, without sinking. This I prefer to see, before I can believe.

When we leave this I proceed to Indian River, the whole of which, with its tributaries, I must explore. I intend to be employed thus, about two months.

I design, if possible, to go in the U. S. schooner now at St. Augustine, up to the head waters of the St. John River, and afterwards to Cape Florida and Key West. If I should be disappointed in this, I shall probably be forced to return to Charleston, and charter a small vessel for that purpose."

January 2, 1832.

Husk Mattresses.—Mr. Cobbett is making an effort to introduce the use of husk mattresses, and claims we believe, to be the first to suggest the use of them. Husk mattresses to a large amount, have been made in this city for some two or three years past. They are much esteemed by those who have used them. They are light, comfortable, and cheap.—[Cincinnati Chronicle.]

NEW-YORK AMERICAN.

JANUARY 21, 22, 23, 24, 25, 26, 27—1832.

LITERARY NOTICES.

NORTH AMERICAN REVIEW, No. LXXIV.: Boston.—This number contains twelve articles, on subjects sufficiently varied to suit every taste. We will endeavor to make the extracts we have room for, display the general excellence of the papers whence they are culled.

Observations on Greece, by Mr. Anderson, one of the secretaries of the American Board of Commissioners for Foreign Missions—furnish the Reviewers occasion to descant upon the benefits that may be derived to the Greeks from the efforts of Americans to further the cause of education in that country.—Mr. Anderson sailed from Boston for Malta towards the close of 1828, with a view of ascertaining, among other things, what kind of efforts it was incumbent on the board that deputed him, to make for the improvement of liberated Greece. In the performance of this duty he visited the Peloponnesus and the Islands; and the little volume which records his observations, is pronounced to be one of "uncommon interest and sterling value."

As to the cause of education and improvement in Greece, and the claims of that cause upon this country, we will let the Reviewer speak for himself:

But why, we shall be asked, all this zeal about the emancipation and the improvement of Greece? Why this enthusiasm to build up, on that particular spot, a free and prosperous State? It is conceded, that the attempt to restore the Greeks to their ancient ascendancy in the world, would be the idlest dream of classical fanaticism. Why then attempt to do anything with them? To these questions, which probably express the feelings even now of a majority of men, on the subject of Grecian affairs, we shall return a brief answer.

We desire, hope, and attempt to promote the improvement of Greece, because a combination of circumstances exists on her soil, which is necessary for the foundation of a free State; and without which such a State cannot be founded. We doubt not there is a soil more fertile in the Sandwich Islands and Australasia. There too is sandal wood, and the bread-fruit, and a tropical climate. There are delightful spots on the shores of the sea of Azof, and beyond the Caspian; and we doubt not a fine territory for a settlement might be selected in the interior of Brazil, without encroaching on Dr. Francia. But this is not enough to create the foundation of a State. There must be a strong moral principle animating the population already existing on the chosen spot, or attracting to it an oppressed and persecuted people looking out, like the fathers of America, for a new abode. Such a principle exists in Greece. The renown of its inhabitants in ancient times enters largely into that principle, though not exclusively. It is not that the Greeks for themselves, or their friends for them, expect to revive the glories of Miltiades and Plato, but the consciousness of treading the very spots, which were trod by these men and their countrymen, and the actual survey of the shores, the mountains, and the rivers immortalized in their writings, or by their exploits:—the aspect of the beautiful ruins of the wonderful fabrics of their fathers; the substantial identity of their language with the language of classic Greece; the re-action upon themselves of the enthusiasm of the world around them,—all these constitute a moral principle adequate with other influences to form a bond of union to a people.

What in the name of Heaven, brought our fathers to New England; protected and preserved them here, and built them up into the prosperous commonwealth, of which we are citizens? Was it the inviting aspect of our coast, frowning with its black and inhospitable rocks, except as they were covered deep with wintry glaciers and overhanging snows? Was it the tempting expanse of pine woods; or the weary waste of intervening seas? Was it honor, adventure, or wealth, that attracted the pilgrims? No, but in the utter failure of all the more natural temptations; in a destitution, like that of the tomb, of all the lights and comforts of mere worldly existence, there was a moral principle at the foundation of the enterprise, which piloted the forlorn hope of our fathers across the Atlantic.

It is this principle, which has given vitality to the

cause of Greece at home and abroad: at home, in the hearts of her children; abroad, in the hearts of her friends. This supported her population under the iron mace of the Turkish despotism; and cheered her friends under the sneers and evil auguries of those statesmen, who draw their rules of policy exclusively from the head. Operating in both these ways, it was the indomitable force, with which the war of opinion was carried on and brought to its successful issue in their favor. How few years have passed, since it was currently believed and proclaimed, that the cause of Greece was desperate; that she was already sacrificed and lost! Such was perhaps the general opinion, at the time when the armies of Egypt were raging unopposed through the Morea, the Turkish fleet encircled its coasts, and her wretched inhabitants had no allies, but her enthusiastic friends in Europe and America. In two years, that fleet was annihilated by the squadrons of three great rival powers, which never before all coalesced for one object; those armies, like a congregation of felons, were quietly deported to the banks of the Nile from whence they came; and to this day, and after all the developments, which time and the explanations of Minister and parliamentary inquiries have thrown upon the subject, there is no intelligible solution of the mysterious manner, in which the interference of the allies was begun, pursued, and accomplished, but that which ascribes it to the irresistible agency of the public opinion of the world. That public opinion had its chief foundation in the historical associations of Greece.

God forbid that we should count for nothing the spectacle of a Christian people struggling for liberty, independent of any associations with older time. Nor do we say, that there is no other natural source of the moral principle, on which a nation is to be reared up. We say only, that the national descent of the Greeks is such a principle. It has sufficient energy for the purpose; that energy has been evinced, and warrants us to look forward, as we do, to the perfecting of the work, which has already so auspiciously begun.

Education will be one of the most efficient agents of its farther promotion. The good which will be effected by spreading the means of education in Greece, is inestimable. There is no moral calculus, by which it can be estimated. A village school on one of the islands; a spelling-book in the recesses of Arcadia; the labors of one judicious teacher in the most humble corner of this field, at the present juncture of the fate of Greece,—taking her affairs at this tide, which is now rolling in, swelling up, and leading her on to civilization, liberty, and long lost arts,—may be the instrument of working out greater good than can be set forth or conceived. The names of the learned Greeks are embalmed in history who fled from their country on the capture of Constantinople, and brought the philosophy and literature of their forefathers into Italy. A like renown awaits the benevolent and pious men, who shall take the lead in carrying back to Greece the improvements of Western Europe and America.

Reform in England is the next article—written before the decision on the bill was known here. It is a sequel to the article in the July number, which excited so much attention on both sides of the Atlantic; and its speculations—which proceed on the assumption that the bill would pass—will be read with even added interest, now that after having been rejected, the same measure substantially is again to be passed upon. The conclusions of the writer—and they are stated with great force—are, that a reformed House of Commons elected after an appeal by the King to the people, "for the purpose of ascertaining their sense" upon the question, must produce essential alterations in the British constitution.—These are topics, however, which, in these notices, we generally seek to avoid—though it is justly enough contended in this case, that the question of Reform in England; is so far an American question, as that our greatest commercial connexions being with that nation, we are deeply interested in all that touches her welfare, and the stability of her institutions. The effect upon our own prosperity, of political connexions in those states of Europe with which we have most intercourse, cannot be more strikingly illustrated than by the fact, now for the first time prominently brought to our notice in this article of the Review,—that owing to the sense of insecurity produced by the Revolution of July in

Paris, "the export of our cotton to France, which in the year ending Sept. 1830, was two hundred thousand, seven hundred and ninety-one bales, sunk in the year ending Sept. 1831, to one hundred twenty-seven thousand, seventy-nine bales, a decline of one-third." How much more calamitous to us would be a state of commotion and civil discord in England?

Pass we to a gentler theme, *The Defence of Poetry*, in which, after introducing us to Sir Philip Sydney, his "Arcadia," and his "Defence of Poetry," the Reviewer descants upon the influence of natural scenery and climate upon the character of poetical composition, with particular reference to the scenery of our own happy and beautiful land, and thus in conclusion exhorts our native poets to sing of national objects, and in a national strain.

We repeat, then, that we wish our native poets would give a more national character to their writings. In order to effect this they have only to write more naturally, to write from their own feelings and impressions, from the influence of what they see around them, and not from any preconceived notions of what poetry ought to be, caught by reading many books, and imitating many models. This is peculiarly true in descriptions of natural scenery. In these, let us have no more sky-larks and nightingales. For us they only warble in books. A painter might as well introduce an elephant or a rhinoceros into a New England landscape. We would not restrict our poets in the choice of their subjects, or the scenes of their story; but when they sing under an American sky, and describe a native landscape, let the description be graphic, as if it had been seen and not imagined. We wish too, to see the figures and imagery of poetry a little more characteristic, as if drawn from nature, and not from books. Of this we have constantly recurring examples in the language of our North American Indians. Our readers will all recollect the last words of Pushmataha, the Choctaw Chief, who died at Washington in the year 1824. "I shali die, but you will return to your brethren. As you go along the paths, you will see the flowers, and hear the birds; but Pushmataha will see them and hear them no more. When you come to your home, they will ask you, where is Pushmataha? and you will say to them, He is no more. They will hear the tidings like the sound of the fall of a mighty oak in the stillness of the wood." More attention on the part of our writers, to these particulars, would give a new and delightful expression to the face of our poetry. But the difficulty is, that instead of coming forward as bold, original thinkers, they have imbibed the degenerate spirit of modern English poetry. They have hitherto been imitators either of decidedly bad, or of, at best, very indifferent models. It has been the fashion to write strong lines,—to aim at point and antithesis. This has made writers turgid and extravagant. Instead of ideas, they give us merely the signs of ideas. They erect a great bridge of words pompous and imposing, where there is hardly a drop of thought to trickle beneath. Is not he, who apostrophizes the clouds, "Ye posters of the wakeless air?"—quite as extravagant as the Spanish poet, who calls a star, a "burning doblon of the celestial bank? *Doblen ardiente del celeste banco!*"

The spirit of imitation has spread far and wide. But a few years ago, what an sping of Lord Byron exhibited itself throughout the country! It was not an imitation of the brighter characteristics of his intellect, but a mimicry of his sullen misanthropy and irreligious gloom. We do not wish to make a bog-beast of Lord Byron's name, nor figuratively to disturb his bones; still we cannot but express our belief, that no writer has done half so much to corrupt the literary taste as well as the moral principle of our country, as the author of Childe Harold. Minds that could not understand his beauties, could imitate his great and glaring defects. Souls that could not fathom his depths, could grasp the straw and bubbles that floated upon the agitated surface, until at length every city, town and village had its little Byron, its self-tormenting scoffer at morality, its gloomy misanthropist in song. Happily, this noxious influence has been in some measure checked and counteracted by the writings of Wordsworth, whose pure and gentle philosophy has been gradually gaining the ascendancy over the bold and visionary speculations of an unhealthy imagination. The sobriety, and, if we may use the expression, the republican simplicity of his poetry, are in unison with our moral and political doctrines. But even Wordsworth, with

all his simplicity of diction and exquisite moral feeling, is a very unsafe model for imitation; and it is worth while to observe, how invariably those who have imitated him have fallen into tedious mannerism. As the human mind is so constituted, that all men receive to a greater or less degree a complexion from those with whom they are conversant, the writer who means to school himself to poetic composition—we mean so far as regards style and diction—should be very careful what authors he studies. He should leave the present age, and go back to the olden time. He should make, not the writings of an individual, but the whole body of English classical literature, his study. There is a strength of expression, a clearness, and force and raciness of thought in the elder English poets, which we may look for in vain among those who flourish in these days of verbiage. Truly the degeneracy of modern poetry is no school-boy declamation! The stream, whose fabled fountain gushes from the Grecian mount, flowed brightly through those ages, when the souls of men stood forth in the rugged freedom of nature, and gave a wild and romantic character to the ideal landscape. But in these practical days, whose spirit has so unsparingly levelled to the even surface of utility the bold irregularities of human genius, and lopped off the luxuriance of poetic feeling, which once lent its grateful shade to the haunts of song, that stream has spread itself into stagnant pools, which exhale an unhealthy atmosphere, whilst the parti-colored bubbles that glister on its surface, show the corruption from which they spring.

Another circumstance which tends to give an effeminate and unmanly character to our literature, is the precocity of our writers. Premature exhibitions of talent are an unstable foundation to build a national literature upon. Roger Ascham, the schoolmaster of princes, and for the sake of antithesis, we suppose, called the Prince of Schoolmasters, has well said of precocious minds:—'They be like trees that shew forth faire blossoms and broad leaves in spring time, but bring out small and not long-lasting fruit in harvest-time; and that only such as fall and rott before they be ripe, and so never, or seldom come to any good at all.' It is natural that the young should be enticed by the wreaths of literary fame, whose hues are so passing beautiful even to the more sober-sighted, and whose flowers breathe around them such exquisite perfumes. Many are deceived into a misconception of their talents by the indiscreet and indiscriminate praise of friends. They think themselves destined to redeem the glory of their age and country; to shine as 'bright particular stars;' but, in reality, their genius

'Like the glow-worm's light, the apex no wonder'd at,
Whil'st when they gather'd sticks and laid upon't,
And blew—and blew,—turn'd tail and went out presently.'

We have set forth the portrait of modern poetry in rather gloomy colors; for we really think, that the greater part of what is published in this book-writing age, ought in justice to suffer the fate of the children of Thotie, whose immortality was tried by fire. We hope, however, that ere long, some one of our most gifted bards will throw his fetters off, and relying on himself alone, fathom the recesses of his own mind, and bring up rich pearls from the secret depths of thought.

We will conclude these suggestions to our native poets, by quoting Ben Johnson's 'Ode to Himself,' which we address to each of them individually.

'Where dost thou careless lie,
Buried in ease and sloth?
Knowledge, that sleeps, doth die;
And this securitie

Is the common moth
That eats on wits, and arts, and quite destroyes them both.

'Are all th' Aonian springs
Dried up? hee Thespia waste,
Dithyrambs harp want strings:
That not a nymph now sings:
Or droop they as disgraçt,

To see their seats and bowers by chattering pies defaçt?

'If hence thy silence be,
As 'tis too just a cause,
Let this thought quicken thee,
Minds that are great and free
Should not on fortune pause;

'Tis enough to virtue still, her owne applause.

'What though the greedy frie
Be taken with false baytes
Of worded ballads, dries,
And think it poesie?

They die with their conceits,
And only pitious scenes upon their folly waies.

Silliman's "Elements of Chemistry" occupy the next article, and the opinion is pronounced of that book, that, "if the excellence of a work consists mainly in its adaptation to the professed object for which it was written," that of presenting the science in the most intelligible form to those who are learn-

ing its elements, this "is truly one of the best productions on the subject of Chemistry."

Croker's *Boswell* occupies a large space, but of that so much has already been said in our columns, that we dismiss it with this mere mention. *Griffin's Remains*, and the admirable biographical memoir, are justly praised. The life of *Mary Queen of Scots*, by W. Bell, as prepared for the Family Library, is made the occasion, in the next article, of an exposition of the main incidents in the life of that ill-fated and ill-treated Queen, and of vindicating her innocence. The remaining articles of the number, which we have room only to enumerate by their titles, are *The two Conventions*, *Popular Superstitions*, *Effects of Machinery*, *Military Academy*, and *Encyclopedia Americana*.

In the January number of the *CHRISTIAN EXAMINER*, is a paper on *Self-Education*, from which we would gladly extract largely, as inculcating with eloquence and effect, the important truth, that, unless a student will work hard himself, all the instruction of schools, and labor of masters is, for any great results, thrown away.

"Education," says this forcible writer,—considered in reference to the grand divisions of man's intellectual and moral nature, is of two kinds:—that which teaches him to know, and that which induces him to be; that which instructs him, and that which improves him: that which makes him a wiser being, and that which makes him a better being; that which fills his mind with light, and that which fills his heart with love; that which opens to him a fuller communion with the intelligence of the Deity, and that which brings him into an ever-increasing conformity to his moral perfections.

Education, further, viewed in reference to the modes in which it is conducted, is of three kinds.

First, there is that which consists of direct instruction, and is communicated by parents, teachers, and in seminaries prepared for this purpose.

Secondly, there is that instruction which is indirect, and consists of the insensible influence of events, and of the condition in which, in providence, we are placed. It is that, for example, which a child sees, when we perceive not him; what he hears, when we are unmindful that he is a listener; what he thinks of us and of our conduct, when we do not think of him; his silent inferences from our modes of life, habits, opinions, likings, and prejudices; the unsuspected influences of our associates and of his own; in a word, all the influence of all the circumstances wherein he is placed, which, though quiet and unsuspected in their operation, are very palpable and decisive in their effects.

And, thirdly, there is that education which the individual accomplishes in and for himself, that self-education, which is the result of voluntary effort and self-discipline.

Of these three modes of education, the first, namely, direct instruction, which is commonly thought to be of the greatest importance, has least influence in the formation of character; the second, or the silent education of events and circumstances, exerts a more decisive influence; and the third, Self-Education, is, on all accounts, the most essential.

A little further on the indispensableness of this Self-Education is thus insisted on:—

There is a vague notion, as has been justly remarked, widely prevalent, that schools, and ampler seminaries, are able, by a power inherent in themselves, to fill the mind with learning; or that it is to be received inertly, like the influences of the atmosphere, by a mere residence at the places of instruction.—But this is a sad mistake. Something in this way, doubtless, may be effected. Something may be thus insensibly imbibed. A young person cannot pass his time, for years, in scenes like these, without catching something from the inspiration of the place. Intercourse, conversation, sympathy with his companions, will, without much voluntary effort on his part, convey some information, and mould, in some degree, the habits of his mind. But this, admitting it in its full extent, amounts to but very little. It is, moreover, too vague to be of any practical value. The truth, after all, is, that the most elaborate and manifold apparatus of instruction can impart nothing of importance to the passive and inert mind. It is almost as unavailing as the warmth and light of the sun, and all the sweet influences of the heavens, shed upon the desert sands. 'The schoolmaster,' we are told by one, who, be it observed, is him-

self a prodigy of self-education, 'the schoolmaster is abroad.' The word has been caught up by the nations as prophetic of mighty changes. But the schoolmaster is abroad to little purpose, unless his pupils stand ready in their places to receive him with open and active minds, and to labor with him for their own benefit. And it would be a happier auspice still, for the great cause of human improvement, if it could be said, that men were bent on becoming, each in his several station, their own instructors.—If all the means of education which are scattered over the world, and if all the philosophers and teachers of ancient and modern times, were to be collected together, and made to bring their combined efforts to bear upon an individual; all they could do would be to afford the opportunity of improvement. They could not give him a single valuable thought independently of his own exertion. All that could be accomplished must still be done within the little compass of his own mind; and they could not approach this, by a hair's breadth nearer, than access was made for them by his own co-operation. Nothing short of a miracle can teach a man anything independently of this. All that he learns is effected by self-discipline, and self-discipline is the mind's own work. We all are, under God, intellectually, the makers of ourselves.

After adverting to the danger, that in the strife to make learning easy and popular, mere superficial knowledge only will be obtained, the writer takes this other view of the evil consequences of such instruction: and with this extract we must leave him.

There is another view of this subject which seems to us to be, at this time especially, worthy of particular attention. It is the influence which the attempts to render every thing popular amongst us are liable to exert on the growth and establishment of a sound, a vigorous, an elevated, and truly national literature. How much this has become a crying want of the country, has been amply shown in a former number of this journal. Indeed, does not our present condition as a people render such a literature vitally necessary? Do we not need it to control our selfish pursuits; to adorn our prosperity; to bridle the lust, and shame the pride of wealth; to rebuke frivolity in all its forms; to raise the tone of public sentiment; to purify the public taste; to neutralize, in some measure, the effects of that dark and portentous bigotry, which is now spreading over the land; to give us 'a name and a praise' among the nations of the earth? We have proved ourselves, confessedly, an active, shrewd, enterprising, and indefatigable people. Our yeomanry are among the happiest, most enlightened, and most efficient of any upon earth. Our commercial enterprises have, almost literally, no limits. The productive arts receive and reward a full share of attention. The various professions meet the claims of society, and will, necessarily, always monopolize a large part of the talent of the country. Natural science, in all its branches, is not neglected, and our mechanical invention has made Europeans, in some remarkable instances, our reluctant as well as ungrateful pupils. Our systems of common-school education, and of religious instruction, are, of themselves alone, monuments of prophetic wisdom and of true public spirit, which place the founders of our republic among the greatest legislators who have lived. But while the immediately profitable and necessary interests of life are thus worthily cared for, and a degree of information more widely diffused in our country, than in any other; it should not be kept out of view, that the higher branches of literature, using the term in its widest extent, have languished for want of culture. More, indeed, has been done, than has been willingly allowed to us; but still it must be confessed, that profound scholars, in every department of learning, are rare. There are comparatively very few, within the compass of our broad land, whose attainments have depth, solidity, and finish. Such, until recently, has been the natural, and, perhaps, the necessary course of things. America, like the Spartan children, was cradled upon a shield; and the din of arms was the only music of her infancy. The cares of subsistence, then, and the more productive arts and professions, received, as they ought, the first attention. But we are now becoming rich and powerful, and it is quite time to lay deep and strong the foundations of intellectual greatness. Let us reverently take counsel of our ancestors in this respect. When the country was yet new, and scarcely a spot in the thick and boundless forest was penetrable to a sun-beam, they, with a meek and sublime confidence in their own virtue and energy, and a holy trust in God, who had divided the waters before them and been the pillar and cloud of their

pilgrimage, founded our colleges and schools, and framed all their institutions, not for themselves merely, nor for any merely temporary advantages, but with reference to a future empire. Their endeavors have, as we have said, been greatly blessed.—And it now remains for their children to prove themselves worthy of such sires, by carrying forward and perfecting the institutions which they began, with a wise reference to the improved condition of society. The savage has been driven off. The forests have given place to smiling harvest-fields. The resources of the country are every where developing themselves. Good institutions have gained a prescriptive title to our regard. The fabric of government, we may hope, is settling down to a firmer base, and gaining strength by age. Let us now strive for a better literature, and a sounder learning; for some of the real refinement and grace of life. Let no profligate reviler, with any appearance of truth, again say of our native land,

Mind, mind alone, without whose quickening ray,
The world's a wilderness, and man but clay,
Mind, mind alone, in barren still repose,
Nor blooms, nor rises, nor expands, nor flows.

When that day comes, when we shall neglect all liberal pursuits, because they do not minister palpably and directly to personal advancement, or a sordid love of gain; when the remoter influences of letters and taste on individual character shall be disregarded and despised; when we shall listen exclusively to those political economists, who legislate for men's bodies, but forget that they have souls; when we shall blight, by a cold derision, all generous purposes and high aspirations;—when that day comes,

Sed mihi vel tellus optem prius ima dehiscat!

the era of our national decline will have begun; our ancestral honors will be our shame and our reproach; ignorance and barbarism will spread over and blight all that endears or ennobles life. We may live for a while, indeed, on the patrimony of which we have proved ourselves unworthy, we may have for a while, a Tyrian or a Turkish greatness, but "thick darkness will cover the land, and gross darkness the people."

THE LITERARY REMAINS OF J. B. LADD, M. D. with a sketch of the author's life, 1 vol. 12mo. pp. 228.—New York, H. C. Sleight.—The faithfulness of a sister's affection has now, for the first time, collected and made public, these remains of a youth of high promise, who nearly fifty years ago, at the early age of 22, fell in a duel in South Carolina. The memoir of the life of this young man illustrates forcibly the value and effects of that self-education respecting which we have already given such eloquent extracts to-day. He was wholly self-taught, and that too in spite of all obstacles, and the discouragements of his own family circle. A native of Rhode Island, he raised for himself there so high a character, that when her cherished son, General Green, returned, after the peace, to enjoy at home his well earned honors, young Ladd soon attracted his notice and conciliated his esteem, and finally at his suggestion, and upon the strength of introductions from him, the saviour of the South determined to go to S. Carolina and practice his profession. Accordingly, at the age of 20 he began his career as a physician, in Charleston, and soon became distinguished, alike for his professional skill and literary acquirements, and was proceeding in a route that promised fame and affluence, when a frivolous quarrel, as the memoir states, was fastened upon him; he received a challenge, and, though disapproving the practice, could not reconcile himself to the disgrace a refusal might entail upon him, fought and fell.

These "remains" consist of short poems on various subjects, a fragment of an oration on the 4th July, 1785, delivered at the request of and before Gov. Moultrie, a critique on the style of Dr. Johnson, and some other prose pieces; and, taken, as they must be, as the productions of a very young man, who, in despite of all obstacles, had educated himself, they are of no ordinary promise.

THE BRITISH SATIRIST: C. P. Fessenden, Broad. way.—Without going deeper into the philosophy of the heart, the cause of the popularity of satirical

writings may be found in the familiar couplet of Swift:—

"We laugh our hearts out one and all,
To see a comrade get a fall."

For however earnestly the moralist may enjoin upon us, that ridicule is no test of truth, it is unhappily the general disposition of men to receive it as such, and join in the laugh against the subject of it. Still it must be admitted, that the literature of no country presents such a body of satirical writings as can compete at all in quantity with those upon other subjects; a fact that is easily accounted for, when we recollect that most satires are local in their application, and from referring to characters and manners that are ephemeral and transient, they must have singular merit to redeem them from oblivion when these have passed away. It is Quintillian, we believe, who claims the invention of this species of poetry for the Romans; among whom the Poet Ennius had the credit of first modifying the scurrilous extravaganzas that formed the preludes of their stage into the shape of a regular poem, and by refining its grossness and polishing its asperity, recommended this species of writing to the men of letters of his time, and the Horaces and Juvenals that came after them. English literature, though it has produced no moral satirist to equal these, is peculiarly rich in satirical poetry; and the volume before us, though it commences with Pope, and consequently excludes, with Butler and Dryden, all who flourished before his time, contains specimens of no less than twelve different poets. Among these are the Dunce, and Byron's "English Bards and Scotch Reviewers." Perhaps the most attractive pieces just now, however, while Mr. Croker's book is the subject of so much comment in the literary world, are two poems taking of Boswell, by Dr. Walcott, better known as Peter Pindar. The opening lines of the "Congratulatory Epistle" to the Prince of Biograph, running—

"O Boswell, Bozzy, Bruce, whatever thy name,
Thou mighty Shark for anecdote and fame,
Thou Jackall leading Lion Johnson forth
To eat Macpherson in his native north."

are almost as applicable to Mr. Croker, as to him to whom they were addressed,—except that, since Mr. C.'s book got into the maw of the Edinburgh Review, the Eating at the North has been all on the other side. Little did the satirist know how completely his words were sooth when he told Boswell—

"Triumphant thou through Time's vast gulf shall sail,
The pilot of our literary whale."

But here, again, Mr. Croker might divide honors with Boswell:—

"Thou curious scampmonger shalt live in song,
When Death has stilled the rattle of thy tongue."
"Yes, his broad wing has raised thee, (no bad hack)
A Tom Tit twittering on an Eagle's back."

"And while the Rambler shall a comet blaze,
And gild a world of Darkness with its rays,
Thou too that world of wonderment shall hail,
A lively, bouncing Cracker at its tail."

The last line, it will be observed, requires only the change of a letter to make it, literatim as well as verbatim, applicable to Mr. C. These pieces, however, though witty enough, exhibit the usual asperity and want of delicacy of Peter Pindar's writings. Though in his day, the most popular of British satirists, to him least of any them, can those lines, in which Perseus so exquisitely describes Horace, be applied:—

Omne vas et vitium ridenti Flaccus amico
Tangit, et admissus circum præcordia ludit,
Callidus excussit populum suspendere naso.

Which might be thus paraphrased:—

Aitch Flaccus tented with a subtle art
Of simpering friends each weakness of the heart
Sprung throughout its inmost chambers played,
And fond for jeering slyly thence conveyed;
While easy tools were of their faults beguiled,
Exposed their fallacies and dissected smiled.

The following lines upon Dr. Johnson, by Peter Pindar, as they have never been published in his

works, may not be inaptly introduced among these rambling observations:—

Down I like not Johnson's turgid style,
That gives an inch the importance of a mile;
Casts of manure a wagon-load around
To raise a simple daisy from the ground;
Uplifts the club of Hercules—for what?
To crush a butterfly or brain a gnat;
Creates a whirlwind from the earth to draw
A goose's feather or exalt a straw;
Sets wheels on wheels in motion—such a clatter!—
To force upon poor nippelkin of water;
Bids ocean labor with tremendous roar,
To heave a cockle-shell upon the shore.
Alike in every theme his pompous art,
Heaven's awful thunder, or a rumbling cart!

Of Pope, since Byron offered to sacrifice himself upon the altar of his fame, it is unnecessary here to speak as of one coming again into fashion. He always has been and always will be read, by those whose taste is not cramped by a fondness for some new-fangled school, or vitiated by the rage for some popular favorite. Just now, however, when poets and players are neither much in fashion, there seems to be a disposition to go back to the masterpieces of their art—the productions of Massinger and Ford, Dryden and Pope. As for Swift, in spite of his pointed wit and biting satire, he will be prevented by his revolting grossness from again becoming a general favorite. A book that one dares not leave lying about a parlor, must sooner or later be found in the libraries of scholars alone. Churchill, strong but coarse, flings the tomahawk of satire so much at random, that in our age of nice manipulation he would be tolerated with as little patience as the unprofessional dissecting of Captain Lawton, by the scientific Dr. Sitgreaves. But we must not attempt here to comment upon all the names that we find in the index of this volume, to each of which by the by there is already a short critical notice attached. Canning we think is overrated by the editor as a poet. The universality of this great man's genius is what most awakens admiration for it, and if pre-eminence is to be claimed for him in any thing, oratory should take the preference. The following lines from his "New Morality" are as applicable to the late commotions in France as if they were written to send hither by the last packet.

We heard by her "of Loire's ensanguined flood
Choked up with slain—of Lyons drenched in blood,
Of crimes that blot the land, the age with shame,
And sickly o'er the hue of Freedom's name."

In conclusion, we have only to remark that this little duodecimo is a clever collection of English satire; though want of room is but a poor excuse for omitting the satires of Young, and not letting the name of the English Juvenal grace the title-page by including the Boeviad and Mœviad in the collection.

ORIGINAL SYMPTOMS AND CURE OF THE INFLUENZA.—From the office of the Journal of Health, Philadelphia. This is a treatise touching a malady which few have escaped, and, as it is written with good sense and without any affectation of learning, may be generally read with advantage. We learn from it what was new to us, the derivation of the word *Influenza*. This it seems is a comparatively modern name for the epidemic catarrh, long known to medical men, and was first given to it by the Italian physicians, from the supposition that the disease owed its origin to planetary influence.

LETTERS TO MARRIED LADIES, by Hugh Smith, M. D. is the title of a book of advice to mothers and candidates for the honors of maternity,—treating of certain mysterious subjects of which we must not be supposed to know anything, and shall therefore not comment upon them. The work having gone through three editions, is probably such as Lords who love their ladies would recommend to them when "as ladies would wish to be who love their lords."

THE WEATHER.—An observant friend has sent us a table of the range of the thermometer and barometer during the first fortnight of this month, which we publish to day; and shall be enabled, by his kindness, to make a similar publication every fortnight.

If it were merely on the plea that mercy is sweeter than justice, we would insert the annexed communication; but in fact, both mercy and justice unite in claiming its publication. Of the volume referred to, the writer of these lines knows nothing, except from the notice of it by another hand, in the *American* of Saturday 14th, and in the severe justice of that notice, judging from the extracts given, he entirely concurred. Of former opinions on the particular pieces to which they related, he is not disposed to retract anything.

[FOR THE NEW-YORK AMERICAN.]

"Feathers from your own Wings."

The numerous readers of the *American* were surprised and almost frightened, a few days since, by the extreme severity of punishment inflicted upon a new adventurer in the paths of literature. We had been accustomed to different feelings by the amiable and forbearing character of the criticisms in your paper; and after an attentive examination of the condemned book, to which I was led by friendship for the author, as well as by the perverse curiosity which severe strictures are apt to produce, I am not convinced the "Feathers from my own Wings" are as destitute of beauty and merit, as they who read the opinions of the "*American*" will be induced to believe.

The weight of authority, as a lawyer would say, is not, after all, against the merits of this book. The pieces of poetry and prose of which it is composed, had, previously to their present publication, appeared in many of our Journals, and will, I think, upon examination, be found not unworthy of quotation.

One of the Journals, which has long controlled my political and literary opinions, speaks thus of some verses by the author, entitled "The Absent Packet Ship": "There is taste, pathos, and simplicity in the annexed lines, from the unknown writer of which we shall be glad to receive future contributions."

This is the opinion of *The New-York American* of the 7th of June, 1826!

On the 30th of June of the same year, I remember to have read, with pleasure, another production of the author, in the well selected pages of *The New-York American*.

The verses in this little work, entitled "A Travelers reminiscence," were judged worthy of insertion on the 8th of July 1826 in the columns of the *New York American*.

In the same month, rendered ever memorable by the deaths of Jefferson and Adams, some lines of blank verse, by the author, on the event with which the continent rang from side to side, were introduced to the public by one for whose opinion I shall never cease to feel respect, with the following remarks: "The annexed lines, sent to us by a valued correspondent, express in fitting language the feelings of all hearts on this occasion—an occasion glorious and mournful." These were the remarks of the Editor of the *New York American*.

In August 1826, I remember to have read another piece by the same author, in the same journal—the same *New York American*.

And not to crowd your paper with records of equal antiquity, I will conclude this division of my case with one other citation, in which this author, just then commencing a periodical paper, called the *Crystal Hunter*, is thus spoken of:—"A new weekly publication under the title of the *Crystal Hunter* is about to be issued in this city; and having some knowledge of the gentleman who is to conduct it, we take leave to say that he has in several poetical pieces, published in this paper, with the initials G. E. B., evinced much fancy and poetical talent. We shall gladly greet him in his new undertaking."

This encouraging and generous notice was published on the 17th of November, 1826, in the *New York American*.

Now, Mr. Editor, unless your critical Journal "leads to bewilder, and dazzles to blind," an author is scarcely to be charged with presumption, who collects his scattered essays when stamped with such unsolicited and impartial commendation. May I not go further, and appealing from "Philip drunk to Philip sober," assert that more weight is to be given to first opinions of the *American* in the days of its generous youth, before it had assumed the ferule and the pen of the professed and hardened critic.

Some of these pieces have appeared in the *London Literary Gazette*, and *Campbell's New Monthly Magazine*. The *Crystal Hunter* attracted the notice of the editor of the Magazine, who spoke of it in terms

of commendation. I am informed, moreover, that several of our standard books of selections contain extracts from this work: and Pierpont in his *National Reader*, and the author of "*Sabbath Recreations*" have considered them not ill-adapted to form the taste and cultivate the piety of the American youth. It is a fact, too, that several of the pieces have been translated into Danish and have been read and admired in Copenhagen.

Surrounded by such authorities, I may venture to express my own humble opinion that this unpretending little work did not deserve the unrelenting and unmeasured condemnation it received from your journal. It contains taste, pathos and simplicity, much fancy and poetical talent; it will reward an hour spent in its perusal, and will touch the feelings of the candid reader. The story of "The Boy with the golden locks," cannot be read without emotion and admiration; and his feelings are under better control than mine, to whom the simple pathos of "The widow and her son," is addressed in vain.

These few remarks, will answer their purpose, if they shall induce your readers to recall their decision and to examine for themselves. K.

The writer of the criticism on the book above referred to, cannot let K.'s forcible "appeal from Philip drunk to Philip sober," go to the reader without a word in arrest of judgment from the former Philip. K. himself cannot feel greater respect for so estimable a character, as he represents his friend to be, than do we ourselves, and it gives us some disagreeable twinges to have given it one humiliating feeling. We do not arrogate "the pen of the professed," and if we have "assumed the ferule of the hardened critic," the use of it has blistered our own hands. But the surgeon who withholds the knife from a diseased member, because he shrinks from marring the form to which it belongs, or who hesitates to apply the cautery, where there is a call for it, because he may burn his own fingers in the operation, is unworthy to be trusted; and, therefore, though we regret that there should have been occasion for the strictures that appear so harsh to K., we do not repent that they were made. We regret—we grieve that, by any chance, it has been our lot to wound the respectable self-love of any one that is true-hearted, kind, and amiable, we should regret it more if, instead of being a man of abilities "and not unknown to fame," as K. represents him, he had been simple, friendless, and obscure, and without so able a champion to sustain him, but we cannot repent of observations that were made from a conviction of their truth and propriety.

Criticism to be efficacious must be unshackled, and to be unshackled it should be anonymous. Such when editorial in a daily paper, it can scarcely be. It is unnecessary to observe, therefore, that the duty it entails, if honestly performed, must to a mind of delicacy or sensibility, be often disagreeable and even disgusting—to a mind of delicacy, because its opinions to be respected should be delivered ex cathedra, and he who thus pronounces them must submit to be charged with assumption and conceit for sitting in judgement where, probably, he ought himself to be arraigned: to a mind of sensibility, because the fondest weaknesses of the generous and kind hearted must be often rudely handled in conforming to the dictates of justice. It is from these convictions, with others that we need not mention, that we have never "assumed the ferule and the pen of the professed and hardened critic," but confined ourselves, in literary notices, to some sketchy observations upon such books as have been placed before us.

To this rule, however, we have made one class of exceptions; and that is, in passing upon works of taste, which originate in this country among ourselves. We have at last an American literature; a very young, but a very thriving literature. Among the names that adorn it, are some that have already stood for generations the oaks of the goodly plantation, around whose trunks many a sapling is

clustering and growing into vigor and size: but the vegetation is rank as well as luxuriant; and, like all new soils, that which cherishes these, sends up many an idle and noxious weed; which, if allowed to climb and flaunt among their branches, will embarrass and distort their figure, and impede their growth; and deform, in short, the beauty of the whole grove. To dismiss metaphor, there are names such as those of Hamilton and Ames, Brockden Brown, Irving, Walsh, Verplanck, Everett, Channing and Halleck, Sedgwick, Cooper and Bryant, which, with some others, were a foreigner now insultingly to ask, "who reads an American author?" we could repeat with pride and honor. The possessors of these names have won by actual labor the right of this distinction. They are no longer candidates for fame; but however those of them who are living should fall off in their writing, and whatever talent or genius, may hereafter arise in the country, these must be honored as the founders of American literature. Do we accord them this honor? Do we fix the attention of European critics upon their works by commending them to each other at home? Do we ever speak of them, except in praising some new aspirant, to rank his name with theirs? And what is the character of most of these new comers who thus take the first seat at the table? Some of them mere twaddlers in literature. Many of them young men of talent, but young men whose talent has not been rendered productive by cultivation, and whose tastes are neither matured by study or regulated by criticism: a few of undoubted genius; who, if not spoiled by premature praise, might in time have the reversion of the places which they are too eager to occupy at once. The greater part, however, are those whose productions are the weeds that we have described as flaunting among the more generous scions, and which, not only when expanded into importance by the unwholesome breath of praise, shut them out from the sun of favor, but offending the eyes of strangers, disgust them with the more healthy productions of the same soil, and forbid their examining further into its resources. To destroy this miserable growth, to purify the baneful atmosphere that cherishes its sickly being, and to sear each shoot that would extend its pernicious influence is, we confess, an object of ambition with us, when calling the attention of our readers to the comparative merits of native authors. What man of honorable pride will put forth his powers, and become a candidate for literary fame in a community where the awards of praise, like the rain of Heaven, which falls alike upon the just and the unjust, are showered equally upon clamorous pretension, and real merit. At this day, and in our land, literary talent, thank Heaven, need look to no private patronage to foster its exertions. The time is gone by for ever when the man of letters was compelled to make appeal, in fulsome dedications, to individual munificence for countenance in his undertakings. The public at large are his patrons. Does it not behoove that public to exercise at least the discrimination of an individual, in promoting those that are worthy of success? The press is the representative of that public; and while it is its business fully to represent the feelings and opinions of its constituents, it is its duty to see that their views are not distorted abroad, as well as its privilege upon every question, to have a free and fearless voice of its own. But enough of this digression, if such it be: we have been led into it unwittingly, by the feeling with which, it seems, our critique has been received. The work which K. has so ingeniously advocated, appeared under circumstances that called our attention particularly to it. "Feathers from my own Wings" had been mounting upon these of praise for a whole week, and kept an even flight so far with Bryant's poems, when we were so unfortunately led to rattle them. The two books appeared from

the press, if we are not mistaken, upon the same day, and were commended to the reader in almost the same terms, in more than one paper. We read them together, and we reviewed them together, and there, so far as we were concerned, their fellowship ended. The author of the work we condemned was unknown to us, except through the medium of newspaper praise. We judged him from his book alone, the title-page of which, K. must be aware, is not likely to conciliate favor by the particular modesty of its appearance. The unusual tail of the Esquire appended to the author's name, carried pretension, to our eye, in its very length. The pieces we quoted, so far from having been unfairly chosen, we found already culled to our hand by the author's admirers, in other journals; and two of them were actually cut within the same hour that our critique was written, and handed to the printer, from a respectable morning paper, where we found them stamped with approval. And here we might mention, that several of the author's pieces, of which K. speaks, as having been previously complimented in this paper, are not in the volume. This, however, we are content to pass over, from a belief that there may be beauties in the work which escaped our eye, while they were detected by the more delicate scrutiny of K.; and though we can hardly join with the author of "the National Reader, in recommending" the whole garden "to the American youth to cultivate their taste in," we are ready to admit that our shears in topping the weeds of its parterres, may have glided over an occasional flower which is worthy of cherishing. We wish, and think, the wish is but the father to the thought—that for the sake of the amiable author, it may be so. We cannot but believe, that when he shall have attained to distinction upon that graver path of ambition he is said to be so reputably pursuing, he himself will look back with a smile upon these trifles of his lighter hours, and with complacency upon the censures they have elicited. Blackstone's Farewell to his Muse, owes half its celebrity to his Commentaries; and it was the legal reputation, rather than the poetic promise of Mansfield, which inspired the regret, that

So sweet an Ovid was in Murray lost.

And if our author reflects upon the similar interest which distinction in the same profession would throw about his early productions, he will not regard a rebuff that has driven him to more profitable studies, among the least efficient of

all things
That may with reasonable swiftness, add
New feathers to his wings.—*Hen. F.*

[From the Jour. of Commerce.]

THE AMERICAN REPUBLICS.—There are now eleven Republics upon the American continent, and at the head of every one of them is a "military chief-tain."

The following, we believe, is a correct list of the presiding officers:

| | |
|---------------|-----------------|
| United States | Gen. Jackson |
| Mexico | Gen. Bustamante |
| Guatemala | Gen. Morazan |
| New Grenada | Gen. O'bando |
| Venezuela | Gen. Paez |
| Ecuador | Gen. Flores |
| Peru | Gen. Gamarrta |
| Chili | Gen. Prieto |
| Bolivia | Gen. Santa Cruz |
| Buenos Ayres | Gen. Rosas |
| Havil. | Gen. Boyer |

Bustamante and O'bando are Vice Presidents, acting as Presidents. Rosas has tendered his resignation, but being still in power at the date of the last accounts, and it being uncertain whether his resignation will be accepted, we have put him down accordingly.

OUR SAILORS.—Mr. Granger, of the Assembly, in the debate on incorporating the Newburg Whaling Company illustrated his argument as follows:—

"Bold and venturesome as our seamen generally, this is a branch of commerce whose daring calls forth the highest cast of skill and courage. Every hand on board is interested in the cargo. It is this fact which has given to the sailors of whaling ships the

proud character which they sustain and which, during the late war, when these men were driven from their accustomed pursuits, gave to our Navy such seamen as the world had never before seen. When the Constitution frigate captured the Cyane and Levant, she could show upon her deck 100 freeholders: men, who, enured to toil, and bred to danger, felt that they were fighting not only for fame, but for their wives, their children and their household Gods.—Such only are the men who can be profitably employed in taking the whale. The ordinary wages of seamen cannot command the services of those, who have the spirit to encounter this monarch of the deep, and to hold Leviathan as with a cord."

FOREIGN INTELLIGENCE.

FROM BERMUDA.—We are indebted to Capt. Armstrong, of the brig Emperor, for Bermuda papers to the 10th inst. The paper of the 3d. says,—

A terrific storm of wind, rain and hail, accompanied with thunder and lightning, passed over these islands on Wednesday night last, the violence of which was felt in many parts. The only damage of moment caused by it—where life was placed in imminent danger—was the electric fluid striking the mainmast and main-mast of His Majesty's ship Ariadne, Capt. Phillips, lying at Grassy Bay, which it shivered to pieces, and a large part of the foremast spar fell on deck. The fluid passed down to the main deck, but no further mischief was done. The watch was, fortunately, a few moments before, ordered below.

REMARKABLE TEMPEST IN TURKEY.

[From the London Literary Gazette.]

Extract of a Letter, dated October 11.—About seven o'clock of the 5th of Oct. as we were preparing for our daily excursion, we perceived a black cloud gathering over the neighboring hills, and heard the mutterings of distant thunder. We therefore postponed our walk, and watched the darkness that was rapidly overshadowing the Bosphorus.—Suddenly we were surprised to see the water boiling up like a cauldron, in a particular spot; and before our surmises were at an end, something similar to a large paving stone fell into the sea under our window, and was immediately followed by another.—After gazing at this for a little time, we were startled by a volley of the same material against our windows, which, in a few moments, shattered them into a thousand pieces. The work of destruction was fairly commenced; and to avoid the fragments of broken glass, I rushed into the landing-place.—Here, however, matters were worse instead of better: the roof had been beaten in, and huge masses of ice were rebounding from wall to wall. These immense balls continued falling for about ten minutes: they became gradually smaller, and the elementary riot concluded by a common hail-shower. The stones were of sufficient weight to perforate the tiled roof like bullets, and were 6 inches in diameter.

Commodore Porter, the ambassador from the United States, was going hence to Constantinople, in his caïque, with presents to the Sultan, when he was overtaken by this terrible storm. He afterwards declared, that he had been in battles, earthquakes, and dangers by sea, and land, but had never felt in such an awful situation before. To use his own powerful expression, "it seemed as if the canopy of heaven was congealed, and had suddenly burst open, and descended in large masses of ice." The hand of one of his boatmen was crushed to pieces. Every one in the caïque silently waited his doom; for they expected nothing less than death.

The cloud which carried this destruction passed over Pera and Constantinople, and shattered all the houses which the recent fires had spared. Happy England! with all its little agitations, which you think so much of! Here we live in perpetual terror of real misfortunes—fire plague, cholera, and now this storm—all rendered more striking when contrasted with the beauty of the climate, than which nothing can be more delightful. I must not forget to mention, that this evil cloud was limited in breadth. It passed from the Sea of Marmora to the Black Sea, all along one side of the Bosphorus, the European shore, and did not touch the Asiatic.—

HOME AFFAIRS.

[From the Albany Argus.]

SUPPORT OF THE POOR.—The Secretary of State made a report to the Assembly on Tuesday last, giving an abstract of the returns made to his office by the superintendents of the poor of the several counties. Returns have been received from fifty-

four counties, leaving only one county delinquent; this is Queens county, in which there is no poor house.

The abstracts show that 15,564 paupers have been relieved or supported during the year: Of this number 13,573 were county paupers, and 1990 town paupers. The whole expense of supporting all the paupers for the year, is \$245,433 21.

There has been paid for the transportation of paupers \$4,042 13 cents; to superintendents, \$7,481 05 cents; to overseers, \$5,162 91 cents; justices, \$1,627 03 cents; to keepers and officers, \$17,545 06 cents; that the value of the labor of the paupers was \$12,663 26 cents: the amount saved in consequence of labor of paupers, \$17,546 74 cents; and that the average expense of supporting a pauper at a poor house is \$33 28 cents per year, or 64 8.10 cents per week.

There are 5221 acres of land attached to the poor houses, and the total value of all the poor house establishments in the state is \$830,350 46 cents; that 10,896 paupers have been received into the poor houses during the year; that there were born in the poor houses in the same time 170; died during the year 1157; bound out 318; discharged 5962; absconded 545; total females in poor houses Dec. 1, 1831, 2532, males 2862—total of both sexes 5554.—That of those relieved during the year, there were 2795 foreigners, 410 lunatics, 224 idiots, and 30 mutes.

The report exhibits the number of children under 16 years of age in all the poor houses, and the arrangements which are made for their instruction.—The number of females under 16 is 745; males 1050—total of both sexes 1780.

In 29 counties the distinction between town and county poor has been abolished; leaving 26 counties in which the distinction has not been abolished.

Ten counties more have made returns this year than reported the preceding year; of these 6 or 8 have recently adopted the poor house system; notwithstanding the increase of counties making returns, there are only fifty-eight more paupers reported as having been relieved or supported during the year, than were embraced in the returns of last year.

The poor house system is now generally adopted, and operates satisfactorily. The county of Dutchess is one of the counties which has voluntarily adopted the system and erected a poor house during the past year; and it is estimated by the superintendents, that the poor house will save one half of the expense of supporting the poor. It is believed that the average saving throughout the state is at least one half, compared with the former mode of supporting the poor of the several towns and counties. If so, the poor house system produces a total saving in all the counties, of about \$245,000.

MASSACHUSETTS.—The seventh trial to elect a Representative to Congress from the Bristol District, has resulted in the choice of Mr. Hodges. The vote stood for Hodges 3438—Ruggles 3217—Scattering 147—Majority for Mr. Hodges 74.

Another unsuccessful attempt has been made to elect a Representative in Congress from the Essex North District, in Massachusetts. The returns from twelve towns give Cushing 1633—Kittridge 1010—Osgood 941—Scattering 15. This is the seventh abortive trial.

[From the Raleigh Register.]

NORTH-CAROLINA.—The General Assembly of this State adjourned on Saturday 14th inst. The session lasted fifty-five days; during which time 60 acts of a public and 106 acts of a private nature were passed.

The resolution protesting against an extension of the Charter of the Bank of the United States, and instructing our delegation in Congress to oppose it, was not taken up, doubtless from motives of policy. If we know anything of enlightened public sentiment in this State, it is decidedly favorable to that institution; and we are confident, had the question been stirred in the Legislature, that the votes in favor of the resolution would have been "few and far between."

Neither were the resolutions acted on, which denounced the Tariff as unjust and unconstitutional, and called upon our representatives in Congress, to make an effort to effect its modification or repeal.

The resolution authorizing the appropriation of five thousand dollars to Mr. Ball Hughes for restoring Canova's Statue of Washington, passed both Houses by large majorities. This is honorable to the State.

TWENTY-SECOND CONGRESS—1st Session.

CONGRESSIONAL ANALYSIS.—In the Senate, Monday, Mr. Clayton, Senator from Delaware, appeared and took his seat. Mr. Dallas, presented two memorials from inhabitants of the City of Philadelphia, trading to the Western country, praying for a renewal of the charter of the Bank of the United States. The bill providing for the organization of the Ordinance Department, was passed. The consideration of Mr. Clay's resolution for the abolition or reduction of duties on unprotected articles, was resumed, and Mr. Hayne offered an amendment to the same, providing for the reduction of the revenue to the present scale of expenditure, after the payment of the public debt, and for the gradual reduction of the present duties on protected articles.—This amendment, Mr. Hayne supported in a speech of three hours in length. On motion of Mr. Dickerson, the further consideration of the resolution and amendment was postponed to Monday next.

In the House of Representatives, Mr. McDuffie, from the committee of Ways and Means, reported a bill making appropriations for certain Internal Improvements for the year 1832. Mr. McDuffie, from the same committee reported a resolution calling on the Secretary of the Treasury for information as to the extent and condition generally of the manufactures of wool, cotton, hemp, iron, sugar, salt, &c. in the United States, and also requesting the Secretary to accompany his report on the subject, with such a Tariff of duties upon imports, as, in his opinion, may be best adapted to the advancement of the public interests. The resolution lies one day. Mr. Drayton, from the committee on Military Affairs, reported a bill making appropriations for laying out and making a military road from Fort Howard at Green Bay, to Fort Crawford on the Mississippi. Mr. Irvin, from the committee on the Public Lands, reported a bill authorizing the Governor of Arkansas to lease the salt springs in that Territory, and for other purposes. Mr. Barbour, of Virginia, from a select committee, reported a bill to provide for adjusting and paying certain claims of the commonwealth of Virginia. The resolutions submitted on the 27th ult. by Mr. Bouldin, ordering an inquiry into the operation of the Tariff laws upon the importation of certain cloths, was further discussed by Messrs. Davis, of Massachusetts, Cambreleng and the mover—but before the question was taken on Mr. Stewart's amendment to refer this inquiry to the committee on Manufactures instead of the Committee on Commerce, the House adjourned.

IN SENATE—Tuesday.

Among the petitions presented was one from citizens of Philadelphia, for the renewal of the charter of the United States Bank. The consideration of Executive business occupied the time principally till the hour of adjournment.

In the House of Representatives, Mr. Johnson, of Kentucky, from the select committee appointed for that purpose, reported a bill to abolish imprisonment for debt, which was read twice, and, together with the report of the committee, ordered to be printed. The provisions of this important bill are as follows: Section 1 prohibits the issuing of any process by any of the courts of the United States to arrest or imprison the body for debt accruing after the 4th of July next. Section 2, renders unnecessary bail or security for defendant in action for debt, where the cause of action shall have accrued after the 4th of July, unless oath is made that there is reason to believe the defendant intends to remove from the State or Territory, or otherwise abscond, in which case, bail for double the amount of the debt shall be required, though the application for it shall be dismissed by the court, if the allegations of the intended flight of the debtor appear unfounded. No person shall be held to bail but in the State or Territory where the debt was contracted, unless the debtor has absconded or is about to leave the United States. Section 3, nothing in the act shall prevent the issuing of *ne exeat* by any of the courts of the United States. Sec. 4, no females, or males above 70 years of age, shall be held to bail on special bail for debt; and all process against them for recovery of debt, shall be by summons or attachment. Section 6, extends the provisions of the act to the Territories and the District of Columbia. The House then resumed the consideration of the resolution of Mr. Bouldin.—Mr. Stewart announced his intention to withdraw the amendment he had proposed, to send the resolution to the Committee on Manufactures instead of the Committee on Commerce, and entered into an argument to show that the tariff had been produc-

tive of beneficial result to the community. Before he had concluded, however, the hour expired, and the House, on the motion of Mr. Polk, proceeded to the order of the day. The engrossed bills on the table were read a third time and passed, and the House went into a Committee of the Whole on the state of the Union, Mr. Hoffman in the chair, and took up the bill for the apportionment of representatives. The amendment of Mr. Stewart, to fix the ratio at forty-six thousand, was negative. The proposition of Mr. Craig, to strike out forty-eight thousand, was also rejected. Mr. Hubbard proposed another amendment to fix the ratio at forty-four thousand. The committee rose before voting on the proposition, and the House, at half past 3 o'clock, adjourned.

[From the Washington Globe.]

CONGRESSIONAL ANALYSIS.—In the Senate, Wednesday, Mr. Sprague's resolution, calling for the correspondence which led to the selection of the arbitrator of the disputed boundary question, was adopted, with a proviso, that the correspondence should be communicated "confidentially or otherwise," as the President may think proper. The bill for altering the draw of the bridge over the river Potomac, was, after some discussion, ordered to a third reading.—There was a debate of considerable length on the bill for the relief of the representative of Colonel John Laurens, which was ended by laying the bill on the table, for the present. Mr. Benton gave notice that he would, to-morrow, ask leave to introduce a bill declaratory of the meaning of the Charter of the Bank of the United States, in respect to the currency.

Mr. Benton explained the import of the bill to be, that the currency in the shape of orders from the Parent Bank, upon the Branches, was illegal and contrary to the meaning and intent of the charter.

In the House of Representatives, Mr. Stewart concluded his remarks on Mr. Bouldin's resolution on the subject of the Tariff. Mr. Davis, of Massachusetts, offered an amendment in lieu of the original resolution, directing the committee on Manufactures, to inquire into the practical effect of the revenue laws upon the commerce, agriculture and manufactures of this country; and whether frauds are not perpetrated in the importation of goods, and the revenue thereby reduced, and how such frauds may be suppressed, &c. Mr. Wickliffe moved the previous question which was sustained by a vote of 96 to 77. The question was then propounded, "shall the main question be now put?" which was decided in the negative, by Yeas 93, Nays 96. Considerable time was spent in Committee of the Whole on the state of the Union on the apportionment Bill. The merits and principles of the bill were discussed with much zeal upon Mr. Hubbard's motion to amend by striking out 48,000 as the ratio, and to insert 44,000. Before the question was taken on this amendment, the Committee rose, reported progress, and the House adjourned.

CONGRESSIONAL ANALYSIS.—The Senate on Thursday, at half past twelve o'clock, having finished the morning business, proceeded, on motion of Mr. Mr. Tazewell, to the consideration of Executive business in which they were engaged till 4 o'clock.

In the House of Representatives, Mr. Adams, from the Committee on Manufactures, reported a resolution directing the Secretary of the Treasury to report to the House the quantities and kinds of the several articles manufactured in the United States, during the year ending on the 30th September last, particularly those of iron, cotton, wool, hemp and sugar, &c. together with such information as he may deem material, and such suggestions as he may think useful, with a view to the adjustment of the Tariff. The resolution was adopted. The resolution submitted on Monday by Mr. McDuffie, from the Committee of Ways and Means, of a similar character to the above, was then considered and agreed to. Mr. Davis of South Carolina, from the Committee on the Judiciary, reported a bill to refund the fine imposed on the late *Mathew Lyon* under the Sedition Law, to his heirs and representatives. The House again resolved itself into a Committee of the Whole on the state of the Union on the Apportionment Bill. A discussion of some length ensued, but before the question on Mr. Hubbard's amendment to strike out 48,000 as the ratio, and insert 44,000, the Committee rose reported progress, and the House adjourned.

The National Intelligencer announces the presence at Washington, of Mr. Duponceau, whose object is to promote the adoption, by Congress, of measures to encourage the culture of silk in this country.

LEGISLATURE OF NEW-YORK.

IN SENATE—Wednesday.

Petition: By Mr. Birdsell, from inhabitants of Chautauque county for a Bank.

The Committee of the Whole entered upon the consideration of the bill to incorporate the city of Utica; and spent the remainder of the day thereon.

IN ASSEMBLY.

Petitions read and Referred.

Of the New York Medical Society for an amendment of the Medical law; for a Rail-road from Glenna-Falls to Caldwell; for a Bank at Keeseville; for a Rail-road from Whitehall to the Vermont line; for a Rail-road from Rochester to Charlotte, at the mouth of the Genesee River; to incorporate the New York White Lead manufactory.

The House, in committee of the whole, again considered the bill incorporating the Newburg Whaling Company.

Mr. Myers opposed the bill. He was opposed to all commercial monopolies. If the principle is established, there would, he said, be no end to applications of this nature.

Mr. King was also opposed to the bill. Heretofore the whale fisheries have been prosecuted by individual skill, perseverance and responsibility.—Shall these enterprising individuals be now compelled to combat an incorporated monopoly? Is it not enough that the earth is covered with incorporations? Shall we attempt to trammel the Ocean with monopolies? He hoped with the gentleman from New York, that the committee would give this bill their deliberate consideration, before it adopted principles fraught with much evil to our commerce.

Mr. Van Duzer re-urged, for the information of gentlemen who were out, the arguments which he presented yesterday, in favor of the bill.

The committee rose and reported without taking any question.

IN SENATE—Thursday.

Petitions: From Erie county, for the construction of a Rail-road from Buffalo to Schenectady. For a Rail-road from Poughkeepsie to the Connecticut line. For a Rail-road from Watertown to Rome.

Reports, &c. By Mr. Hubbard, from the majority of the Canal Committee, a detailed history of the several attempts since 1824, which have been unsuccessfully made for the passage of a law for the construction of the CHENANGO CANAL. The report occupied an hour in the reading, and concluded by introducing a bill for the construction of said canal, which was twice read and committed. By Mr. Beardsley of the Judiciary Committee against the petition of the Society of Friends for a repeal of so much of the Revised Statutes as exempts the property of ministers of the Gospel, to a certain amount, from taxation.

The report was adopted *nem. con.*

Mr. Stewart gave notice of, and on leave introduced a bill to repeal so much of the Revised Statutes as require the Clerks of the Supreme Court to make and keep transcripts of Judgments rendered in the district and Circuit Courts of the United States, which was twice read and referred to the committee on the Judiciary.

The committee of the whole, entered upon the consideration of the bill to incorporate the Hudson river Coal Company. Capital \$100,000, with privilege to increase it to \$200,000. The committee rose and reported.

The committee passed the bill to incorporate the Mutual Benefit Society of Mechanics in the city of New-York. Adjourned.

IN ASSEMBLY.

Petitions: For the Good-Hope Marine Insurance Co.; for a Rail-road from Schenectady to Utica on the north side of the Mohawk river; for a Rail-road from Utica along the Susquehannah and Unadilla river, to the Pennsylvania line; relating to the Hallitt's Cove Rail-way Company; for a Rail-road from New York to the Chenung canal.

A report was presented authorizing Henry Barclay to maintain a toll bridge across the Esopus Creek at the village of Ulster.

The House, in committee of the whole, resumed the consideration of the bill to incorporate the Newburgh Whaling Company.

Mr. Hammond offered a section prohibiting the company from purchasing sperm or oil in the United States, which was adopted.

Some other amendments were made, when the bill was adopted, and the committee rose and reported.

The House in committee of the whole, had a bill relating to Loan Offices in the city of New York, under consideration, but rose and reported without taking a question.

The committee of the whole passed the bill incorporating the New York Hebrew Society; and the bill incorporating the New York Conference Society.

IN SENATE—Friday.

Mr. Tallmadge, from the committee on Rail-roads, reported a bill to incorporate the Dutchess County Rail-road Company. [Authorizes the company to construct a Rail-road from the village of Poughkeepsie to the Connecticut line. Capital \$500,000, with liberty to increase to \$1,000,000.] Ordered printed.

Mr. McDonald, from the committee on State prisons, reported a bill concerning the State prison at Mount Pleasant.

The bill to incorporate the Mechanics' Mutual Benefit Society in the city of New-York, was read a third time and passed.

The committee of the whole again considered the bill to incorporate the Hudson River Coal Company. Several of the sections were amended, but without passing the bill, and the committee rose and reported progress.

After the consideration of Executive business, the Senate adjourned.

IN ASSEMBLY.

Petitions: For a bank at Albion; a Rail-road from Rochester to the Alleghany river; a bank at Sackett's Harbor; for a bank at Lyons; for a bank at Homer; for a Rail-road from Buffalo to the Pennsylvania line; for a bank at Greenbush; for the Brewers' Bank at Albany; for a bank at Courtlandt village; for a Rail-road from Lake Erie, via Owego, to New-York.

A communication was received from Jonas Earll, jr. signifying his acceptance of the office of canal commissioner.

The bill to incorporate the Newburg Whaling Company having been read a third time, its final passage was contested, when a long and interesting debate ensued; after which the bill was passed, yeas 100, nays 20.

The bill to re-organize the Navy, reported to the House of Representatives on Wednesday, was twice read and committed on the same day. It provides for the appointment of not less than one Admiral, two Rear Admirals, thirty Captains, thirty Masters Commandant, two hundred and thirty Lieutenants, four hundred Midshipmen, including those who have passed examination, thirty five Surgeons with fifty Assistants, thirty-five Purser, &c. It authorizes the President, if necessary, according to his judgment, to increase the number of Captains to forty, of Commanders to fifty, of Lieutenants to two hundred and fifty, of Midshipmen to five hundred, of Surgeons to forty five with sixty Assistants, of Purser to forty, &c. The shore pay is fixed at four thousand dollars for the Admiral, Rear Admirals three thousand. Captains twenty five hundred, Commanders sixteen hundred, Schoolmasters at a Navy Yard seven hundred and twenty, and elsewhere three hundred and fifty. The pay of other officers to remain as heretofore.

Officers employed in actual service, at sea, to be paid at these rates:—

Each Admiral 5,000 dollars.

Each Rear Admiral 4,500 dollars

A Captain commanding a squadron of 150 guns and upwards, 4,000 dollars.

A Captain commanding a squadron mounting less than 150 guns, 3,500 dollars per annum.

A Captain commanding a ship of the line, 3,200 dollars.

A Captain commanding a frigate of the first class, 3,200.

A Captain commanding a frigate of the second class, 2,800.

A Master Commandant, 2,900.

A Lieutenant commanding a brig or schooner, or acting as First Lieutenant of a ship of the line, 1,600 dollars per annum.

A First Lieutenant of a frigate, 1,400 dollars per annum.

A First Lieutenant of a sloop of war, 1,300 per annum.

A First Lieutenant of a brig or schooner, 1,200 dollars per annum.

A Sailing Master of a ship of the line, 950 dollars per annum.

A Chaplain at sea, 1000 dollars per annum.

A Boatswain, Gunner, Sailmaker or Carpenter, of a ship of the line, 700 dollars; of a frigate 600; of a sloop, 500 dollars per annum.

A Schoolmaster, 850 dollars per annum.

Additional pay, allowance, or emolument, either at sea or on shore, is excluded.

VALUE OF PUBLIC LIBRARIES.—The President of Harvard University, in a report to the Board of Overseers, makes this statement:—

"The Library of the University now consists of forty thousand volumes. Nominally it belongs to Harvard University. Virtually, and to every beneficial purpose, it is the property of the Commonwealth. Learned men, engaged in useful works in any part of the State, have free access to it for any use connected with the objects of their pursuit. It cannot be questioned, that its destruction would sensibly affect the state of general intelligence and the progress of science in the Commonwealth, and create a want of facilities for the diffusion of knowledge, which the wealth and exertions of half a century could not effectually supply. Very many of the works it contains, if lost, could not be replaced. In some of them the libraries of Europe are now deficient.

"In the recent controversy between the United States and England relative to the boundaries of the State of Maine, maps and works highly important, and, in the opinion of the counsel of the United States, in some respects conclusive in favor of the right of the United States, were found in this library, which could not be obtained elsewhere, either in Europe or America; and as such, the use of them was solicited by the General Government, and granted by the Corporation, for the purpose of sending them with the American Commissioners to Europe, in support of the claims of the United States.

"By the munificence of private individuals, the department of the library relative to American history is unrivalled, both in extent and completeness. The same may be said concerning the collection of maps and charts. In respect to each of these departments of science, it has no competitor on the continent of America; perhaps none in the world.

"The use of its treasures is opened with a liberality that is limited only by the necessity which requires them essentially to be at the command of the students in the University, and of the several literary men or learned associations connected with it, or residing or established in its immediate vicinity. Specific provisions, however, exist, and are daily acted upon, by which persons engaged in useful works, in any part of the Commonwealth, are permitted to have the use of any books which are important to their researches, and which cannot be obtained elsewhere. It is scarcely possible for any library to be more truly public than that of this institution."

SUMMARY.

MINT OF THE U. S.—The report of the Director of the Mint, transmitted to Congress on Monday, by the President, states that the coinage effected within the past year amounts to \$3,923,473 60; comprising \$714,270 in gold coins; \$3,175,600 in silver, and \$33,603 60 in copper, and consisting of 11,792,284 pieces of coin, viz: 140,594 Half Eagles 4,520 Quarter Eagles; 5,873,660 Half Dollars; 398,000 Quarter Dollars; 771,350 Dimes; 1,242,700 Half Dimes; 3,359,260 Cents; and 2,200 Half Cents. Of the gold coin, \$26,000 worth was received from Virginia; \$294,000 from North Carolina; \$22,000 from South Carolina; and \$176,000 from Georgia. About \$1,000 worth was also received from Alabama, and the like amount from Tennessee; an amount, in the two latter cases, as the report states, "meriting little regard, except as indicating the progressive development of the gold region."—The profit of the copper coinage, for the last year, will exceed \$10,000. The whole expense of the mint, for the past year, will in consequence not amount to more than \$28,000.

The Savannah Georgian says,— "The brig Columbo, Watson, cleared yesterday for Norfolk, having on board 49 slaves, emancipated by Dr. James Bradley, late of Oglethorpe county, Ga. upon condition of their emigrating to Liberia."

COLONIZATION SOCIETY.—One of the signs of the times, says the Richmond Whig, was the overflowing numbers which attended the annual meeting of the Colonization Society of Virginia, last evening, in the Capitol. The society heretofore has met with the most active and decided enmity from many who have recently grounded their arms, and in future, converted enemies will be among its most efficient advocates. Circumstances have achieved for it, what reason and argument in vain labored to effect. The annual meeting of the Society held at Washington, on Monday last, was thronged, and is said to have excited unusual interest. Letters were read from Chief Justice Marshall, Mr. Madison, and General Lafayette, all expressing hearty approbation of the association. Speeches were delivered by Mr. Bacon, of Connecticut, Mr. Everett, of Massachusetts, and Mr. Archer, of Virginia; the latter giving a history of the change wrought in his opinions respecting the practicability of the designs of the institution. Thanks were voted to Mr. McClure, of Kentucky, for his munificent subscription of ten thousand dollars, payable in ten annual instalments, the first of which has been received.

Imports and Exports.—The total value of imports into the United States during the year ending 30th September, 1830, was \$70,876,920; of which value, \$35,624,070, or more than half, arrived at the single port of New-York.

The total value of exports during the same year, was \$73,849,508, of which \$59,462,029 were of domestic produce. Of such articles the exports from New-York amounted to \$13,618,278, Louisiana \$13,042,740, South-Carolina \$7,580,821, Georgia \$5,336,626, Virginia \$4,788,804, Massachusetts \$3,599,952, Maryland \$3,075,985, Pennsylvania \$2,924,452, Alabama \$2,291,825, District of Columbia \$746,591, which exceeds the domestic exports of any State not above mentioned.

Of the whole \$59,462,020, \$22,138,671 were shipped from the States north of Maryland and the Ohio river, and \$37,323,358 (nearly two thirds) from the Southern section of the Union, including Delaware and Maryland.—[Journal of Commerce.]

We feel much gratified says the Raleigh (N. C.) Register, in stating that the House of Commons have passed the Resolution authorizing Mr. Ball Hughes to repair the Statue of Washington; and we are also gratified, that there were but thirty dissentients to the measure. We cannot doubt its passage in the Senate.

The Trustees of the Baltimore Almshouse state that out of 1160 paupers admitted into that Institution during the past year, it has been ascertained that 1006 have been reduced to pauperism through intemperance, and, on the other hand, that only 45 have been admitted whose temperate habits are unquestioned.

No argument or eloquence can be half as effective, as such facts as these.

Miami Canal.—The number of barrels of Flour, Whiskey, Pork and Lard forwarded from this place by the canal, during the last three years is as follows—taken from the Collector's books.

| | Flour | Whiskey | Pork | Lard |
|-------|--------|---------|-------|------|
| 1820, | 27,121 | 7,378 | 3,429 | 423 |
| 1830, | 56,864 | 7,142 | 2,497 | 281 |
| 1831, | 59,550 | 5,602 | 4,244 | 344 |

Total, 143,535 20,113 10,170 1,048

During the year 1831, the bacon and bulk pork shipped from this place, amounted to 563,000 lbs. and 4,714 kegs of lard were sent off within the same time. The tolls collected at this port in 1831 was \$12,047 64. It was \$10,541 10 in 1830, and \$6,738 31 in 1829.—[Dayton (Ohio) Journal.]

The quantity of Bar Iron made in the U. States in the year 1830 was 112,066 tons.

Pig Iron, the whole quantity made being computed as such, 191,536 do. Value, \$13,322,760 Number of men employed, 29,254 Number of persons subsisted, 146,273 Annual wages, \$8,776,420 Paid for food furnished by farmers, 4,000,400

The Boston Gazette states that the number of prosecutions in the Police Court were 300 less in 1831 than in 1830; the civil suits in the Justice's Court, which has jurisdiction over \$20 debts, 400 less.

Semi-Annual Dividends.—The Globe and American Insurance Companies, of Boston, have declared semi-annual dividends of five per cent. each; and the Atlas, Franklin and Atlantic, four each.

NAVIGATION OF THE SUSQUEHANNA BY STEAM.—The last Owego Gazette announces that the inhabitants of that village, and places upon the river, are about establishing steamboats to ply between Owego and the Pennsylvania Canal. The coal beds at Towanda will come into use, and it is ascertained that the navigation of the river by steamboats of a certain description is perfectly practicable.

SHIP GEORGE CANNING.—Captain Dayton informs us that the ship was got off on Tuesday last. The thick weather coming on, an attempt was made to take her into Absecom, when she again grounded inside of the outer Bar; and it is expected, that as soon as the weather moderates, she will be taken further up the Inlet, where she can be hove down and her leaks stopped.

Western Navigation.—The Cincinnati Daily Advertiser of the 16th inst. gives the annexed statement of the state of the river, ice, steamboating, &c.:—

Since Thursday last, the water has fallen several feet; the ice continues to run in small quantities, not sufficient to prevent navigation, and boating may be said to have recommenced in good earnest. We have had several arrivals from above, but there has been none from below as late as last evening.—The quay has presented a very business-like appearance for several days past, from the number of boats loading and unloading. Among the departures on Saturday, were the splendid new boats Senator and Samson, with full cargoes, for New Orleans. Yesterday the wharf was thronged with spectators, viewing the departure of boats; among which, the Philadelphia, also for New Orleans, attracted great attention.

The opening of navigation appears to have infused a new spirit into all classes of our citizens. Wood has arrived in considerable quantities within the last day or two, and has fallen to \$3 a \$4 per cord.

We have heard several additional rumors respecting the loss of steamboats, but nothing certain.—The destruction of flat boats has been very great. In addition to those mentioned as having been lost near Aurora, we are informed a gentleman at Pittsburg had seventeen flats loaded with coal, every one of which were lost! We have the Louisville papers of Tuesday last, but they make no mention of the breaking up of the ice.

Mr. Elijah Cook, a native of Massachusetts, was on Thursday last, thrown from a wagon on Second street road, five miles from the city, and almost instantly killed. [Philadelphia Gazette.]

APPOINTMENTS BY THE PRESIDENT,

By and with the advice and consent of the Senate.

Alexander Thomson, of New York, to be Consul of the United States for the port of Glasgow, in Great Britain, vice David Walker deceased.

Garnett Taylor, of Indiana, to be Marshall of the United States for the District of Indiana, vice Wm. Marshall, resigned.

Benjamin S. Bonsall, of Pennsylvania, to be Marshall of the United States for the Eastern District of Pennsylvania, vice Abiah Sharpe, resigned.

Roger C. Weigman and James Ord, of the District of Columbia, to be Justices of the Peace for the county of Washington, in said District, whose commissions had expired.

The following gentlemen were admitted at the January term of the Supreme Court:—

Attorneys.—Otis Allen, E. A. Baldwin, Henry Bennett, Henry Brewster, Oscar S. Burges, A. S. Chew, G. A. S. Crooker, Eliphaz Fay, John Fitch, Jas. Gough, Stephen Grosbeck, Nathaniel Hawks, Charles H. Higby, Jas. H. Jackson, John M. Pelton, J. V. L. Bruyn, A. Richmond, L. C. Saxton, Horatio Seymour, Henry Shepherd, Thos. G. Smith, I. N. Stoddard, Thos. B. Stoddard, Jas. S. Wordsworth, Joseph Wait, Samuel G. Watson.

Counselors.—A. Bacorn, Wm. M. Bayard, Geo. W. Bulkley, J. B. Cooley, J. A. Dix, A. Dean, P. C. Fuller, Seth M. Gates, Samuel Gordon, R. J. Hilton, Luther J. Howe, John N'Keon, Fr. N. Mann, Jonathan Mason, Everett Mullett, Wm. Ruger, Homan C. Whepley.

Baltimore and New Orleans Packets.—We are much gratified to learn that the enterprising firm of Messrs. Singleton & Mezick, are about to establish a line of first rate packets, to sail between Baltimore and New Orleans, and as a commencement, will

despatch this day a new first class brig, the Canada. She is a large vessel of great strength, and is expected to be a fast sailer. [Baltimore Patriot.]

The Montreal Herald of Wednesday week says:—On Sunday night last, Mr. Duvernay, the Editor of the French paper called the Minervie, and Mr. Tracy, the Editor of the Vindicator newspaper, both published in this city, were taken into custody by the Sergeant at Arms of the Legislative Council, under warrants issued to that effect, and were conveyed to Quebec in charge of Mr. Ginger, to answer at the Bar of the Council for the libelous matter which has appeared in their respective papers.

The following singular notice is from a late Savannah paper:—

"All persons are hereby not only warned, but absolutely forbid, to give me credit on any pretence whatsoever; as from this day forward, I shall not pay any debt contracted by myself—so help me God. (Signed) JOHN HEWITT."

The three Addresses to the King, Ministers, and the House of Commons, in favor of the Reform Bill, agreed to at the late reform meeting of the county of York, were sent up to London for presentation. To each Address 140,275 signatures were attached; and each of them weighed one hundred weight, and was five hundred yards in length!

Narrow Escape.—A sled, containing the U. S. mail and seven passengers, was upset at Crooked Creek near Cambridge, O. on the 7th inst. and three of the passengers were thrown over the parapet wall, two fell into the creek; one swam out, and the other, a lady, clung to a cake of ice until she was rescued by her companions. The third fell on the edge of the stream; none of them were materially injured, although the height of the wall is upwards of 20 feet. [Wheeling Gazettee.]

PHILADELPHIA, WEDNESDAY, quarter past eleven o'clock, A. M.—The ice has entirely disappeared from the Delaware. As far as the eye can reach, the navigation is unobstructed. The steamboat Emerald, Capt. Wildin, has just left the wharf at Race street, for Wilmington—gliding down at a rapid rate, with a strong breeze from the north west. It is quite gratifying to witness the activity on the wharves. All is bustle and animation. [Chron.]

Very Diminutive.—A Kentuckian who had just witnessed an act of exceeding meanness thus gave way to his feelings:—Ten thousand such souls as these, he said, might live in the shell of a tobacco seed—and have rooms to let!

The annexed paragraph is copied from the Philadelphia Chronicle, under an impression that similar cases may exist in this city.

It is known that many decent women, at service in the city, or otherwise too much occupied to take proper care of their own children, place them out to nurse, and often pay the greater part of their wages to persons who take care of them. A woman who makes her living from this class of mothers, lately called in one of our most respectable medical gentlemen to prescribe for one of her nurslings that was ill. The physician was surprised at perceiving strong symptoms of *mania a potu*. He asked the woman what was the infant's food, and she said bread. Being further questioned she said, "He won't eat bread, Sir, unless it's sopped in whiskey. They are very fond of that, and it's an excellent thing for keeping them quiet. It makes them sleep from morning to night."

The steamboat Bolivar came up on Friday, and the pilot reported, that the ice made last night a half of a mile outside of Robins's Reef. The ice was from the point of Staten Island up to Bedlow's Island when he came up. The Hoboken and Jersey City steamboats run from Whitehall: they cross with a great deal of difficulty. The North River is nearly frozen over.

[From the Journal of Commerce.]

FROM LIBERIA.—By the brig Criterion, Captain Lowell, we have received the Liberia Herald (published monthly) of October 22d and November 22d. The arrival of the Criterion out, is thus noticed in the paper of the latest date:

Arrival of the Expedition.—It is with much pleasure we announce the safe arrival of the brig Criterion, with forty-five emigrants, after a passage of 87 days. They are all in good health. Among them are the Rev. Mr. Cesar and lady, members of the Episcopal Church.

We are further pleased to learn that Mrs. Cesar comes out under the patronage of a few Ladies of

Philadelphia, as an instructress; and as it is also Mr. Cesar's intention to teach school, we should be proud to learn that some benevolent individuals in the United States, had extended an open hand towards him also. Our friends in America can hardly conceive the great need we stand in of able instructors, and the many openings which daily offer for the labors of teachers.

Order of the Day, for the first of December 1831.

The military committee of the Colony of Liberia convened at the Town House, on the 14th of November, 1831, for the purpose of making suitable arrangements for the celebration of the 1st of December, the anniversary of the victory achieved over our savage foes in 1822, have adopted the following as the order of the day:

1st. At sunrise a salute of nine guns will be fired from central Fort, when the flag of the Colony will be unfurled: at 9 o'clock, A. M. the troops will assemble in Broad street, take up the line of march to the Agency House, where the Agent, Vice Agent, Council, Clergy, and Civil Officers will join the procession. From thence the troops will move through the principal streets to the Baptist Church, where a prayer to Almighty God will be offered in behalf of the Colony, by Mr. Francis Devany, and a religious discourse delivered by the Rev. Colin Teage. After services the troops will again take up the line of march, return to the Agency House, and then proceed to the parade ground and be dismissed. The day will conclude with a discharge of nine guns from the Artillery, when the colors will be struck.

The movements of the troops will be announced by the discharge of a gun from central Fort.

JOHN N. LEWIS, Sec'y.

Little Bassa.—What new Spain was to the old, and North Carolina at the present day is to speculators from the Northern States, is Little Bassa to our citizens. It is our land of promise, not abounding in gold or silver, but in the far more useful commodity, Camwood.

The beach is lined with Liberians of all ages, from twelve to fifty years, eager in the pursuit of traffic, and in the acquisition of Camwood; and it is astonishing what little time is necessary to qualify even the youngest to drive as hard a bargain as any roving merchant from the land of steady habits, with his assortment of tin ware, nutmegs, books, or dry goods.

Here the simile ends, for it is to be wished that our Liberians would follow their prototypes in the mother country, throughout, and be as careful in keeping as in acquiring.

The Liberian is certainly a great man, and what is more, by the natives he is considered a white man; though many degrees from that standard; for to be thought acquainted with the white man's fashions and to be treated as one, are considered as marks of great distinction, among the Bassas and other nations.

Little Bassa belongs to King Tom Bassa, whose wars we have often laid before our readers, and if reports are true, the contending parties are each preparing for another effort as soon as the waters fall somewhat. Little Bassa has from time immemorial been a place of resort for slavers, and three or four slave factories still remain to curse this otherwise happy land. Here the late Don Miguel had his factory, and on the beach repose his remains. Our sensations, our readers must be well aware, were great on visiting the spot where stood his frame house and barricado; but great as they really were, the sight of his lonely dog wandering on the sea shore, almost over his master's grave, increased them. Is this animal, then, the only one that exists of the many who were fed by his hand? Not a stone or pillar remains of this mighty man's wealth, and the only article which was pointed out to us as his, was a large iron pot, from which his slaves received their pitiful allowance of rice. We were told that there were two, but that Tom Bassa in his last war with Boat-swain broke up the other for shot, and it is very likely this will shortly share its fate. It is really astonishing how infatuated the natives are on the subject of the slave trade, and even during our short stay, gregories were daily made for the appearance of a slaver to enrich the coffers of the King and head men; but if we augur truly, many days will elapse before another seats himself as securely as did Don Miguel on the beach. Of a truth, we know it would be risking too much, since the destruction of Thompson and the Messurado. The day we hope is not far distant, when none of the coast claimed by us will be polluted by the footsteps of a slaver, and tho' we cannot do away the domestic slavery which exists among the natives, we may hope to soften its rigors, by affording protection to all who flee within our immediate jurisdiction, from its chains.

[FOR THE NEW-YORK AMERICAN.]

Mr. Editor:—The following observations taken from an accurate thermometer will show the variability of our climate.

JANUARY, 1832.

| Days. | A. | M. | P. | M. | Weather. | Remarks. |
|-------|-----|-------------|-----|-----|----------|--------------------------------|
| 31 | 33° | 30° | 30° | 30° | Clear. | Snow last night 4 inches deep. |
| 29 | 22° | 22° | 21° | 21° | Clear. | |
| 28 | 18° | 27° | 28° | 28° | Clear. | |
| 27 | 35° | 40° | 27° | 27° | Rainy. | |
| 26 | 36° | 34° | 13° | 13° | Snowy. | Snow P. M. 3 inches deep. |
| 25 | 4° | 12° | 6° | 6° | Clear. | |
| 24 | 2° | below zero. | | | Clear. | |

Yesterday morning the mercury fell 4 degrees lower than at any previous time this winter, and 1 degree lower than on any morning since January 1827. This morning the Mercury has fallen 3 degrees lower in the same thermometer, and the same exposure, than at any time since January 5, 1822. A thermometer in a more open exposure at 7 A. M. this morning indicated 4 1/2 degrees below zero.

RANGE OF THE THERMOMETER AND BAROMETER. JANUARY, 1832.

| | Thermometer. | Barometer. |
|--------|--------------|------------|
| | Highest. | Lowest. |
| Jan. 1 | 30 | 29.80 |
| 2 | 30 | 29.80 |
| 3 | 36 | 29.83 |
| 4 | 23 | 29.83 |
| 5 | 37 | 29.85 |
| 6 | 41 | 29.72 |
| 7 | 34 | 29.18 |
| 8 | 34 | 30.9 |
| 9 | 42 | 29.71 |
| 10 | 40 | 29.74 |
| 11 | 40 | 29.70 |
| 12 | 30 | 30.6 |
| 13 | 30 | 30.4 |
| 14 | 40 | 30.30 |
| 15 | 44 | 30.25 |

The Thermometers have a westerly exposure.

PRICES OF STOCKS:

Corrected weekly for the N. Y. American—Jan. 27.

| U. S. Fives, 1835. | offer. ask. | National, old. | offer. ask. |
|-------------------------|-----------------|---------------------|-------------|
| U. S. Fives, 1835. | 104 1/2 105 1/2 | Do. new. | 83 1/2 84 |
| Do. 1832. | 100 | Pacific. | 69 1/2 70 |
| Do. 1833. | 101 1/2 102 | Atlantic. | 118 130 |
| U. S. Threes. | 96 1/2 97 | Nepenthe. | 124 135 |
| Canal Sixes, 1837. | 113 1/2 114 | N. Y. State Marine. | 92 84 |
| Do. 1845. | 113 1/2 114 | Jackson Marine. | 98 93 |
| Canal Fives, 1837. | 104 1/2 105 | | |
| Do. 1845. | 113 1/2 114 | | |
| Do. 1846. | 113 1/2 114 | | |
| Do. 1847. | 113 1/2 114 | | |
| Do. 1848. | 113 1/2 114 | | |
| N. Y. State 4 1/2. | 107 1/2 108 1/2 | | |
| Ohio Sixes, 1830. | 123 1/2 124 | | |
| Ohio Fives, 1830. | 123 1/2 124 | | |
| Corporate Fives, 1830. | 123 1/2 124 | | |
| Banks. | | | |
| United States Bank. | 125 125 1/2 | | |
| Bank of New York. | 124 125 | | |
| Manhattan Bank. | 125 126 1/2 | | |
| Mechanics Bank. | 109 | | |
| Mechanics Bank. | 112 113 | | |
| Union Bank. | 104 107 | | |
| Bank of America. | 99 99 1/2 | | |
| City Bank. | 111 114 | | |
| Phoenix Bank. | 127 130 | | |
| North River Bank. | 115 115 1/2 | | |
| Trade Bank. | 109 112 | | |
| Chemical Bank. | 95 97 | | |
| Fulton Bank, old st. | 116 117 | | |
| Do. new st. | 116 117 | | |
| Del. & Hudson Bank. | 64 65 | | |
| Dry Dock Bank. | 109 109 1/2 | | |
| Greenwich Bank. | 109 109 1/2 | | |
| Louisiana Bank. | 52 59 | | |
| Morris Canal Bank. | 52 59 | | |
| Long Island Bank. | 119 | | |
| Life & Trust Ins. Co. | 119 | | |
| Butchers & Drovers. | 100 | | |
| Mechanics & Traders. | 100 106 1/2 | | |
| National Bank. | 103 106 1/2 | | |
| Merchants Exchange. | 107 107 1/2 | | |
| Canal Bk. Orleans. | 102 103 1/2 | | |
| Marine Ins. Cos. | | | |
| New York. | 137 139 1/2 | | |
| Ocean. | 137 139 1/2 | | |
| American. | 165 | | |

SALES OF STOCKS.

At the N. Y. Stock and Exchange Board—Jan. 27.

| | |
|-------------------------------------|---------|
| 93500 United States Fives, 1835. | 104 1/2 |
| 50 shares United States Bank. | 125 1/2 |
| 50 do. do. | 125 1/2 |
| 50 do. do. | 125 1/2 |
| 50 do. do. | 125 1/2 |
| 11 Bank of America. | 99 1/2 |
| 150 North River Bank. | 115 1/2 |
| 60 Del. & Hudson Canal Bank. | 64 1/2 |
| 10 do. do. | 65 1/2 |
| 100 Greenwich Bank. | 109 1/2 |
| 150 Canal Bank, New Orleans. | 103 1/2 |
| 100 do. do. | 102 1/2 |
| 10 Union Insurance Company. | 69 1/2 |
| 40 Merchants Insurance Company. | 105 1/2 |
| 10 Mohawk Railroad Co. [old stock]. | 126 1/2 |
| 20 do. do. | 130 1/2 |
| 20 Harlem Railroad Company. | 102 1/2 |

NEW-YORK PRICES CURRENT:

Corrected from the "New-York Shipping and Commercial List"—Wednesday, January 25, 1831.

| | | | |
|---|---|---|---|
| ASHES— Pot, first sort. 100 lbs 5 10 a Peat, first sort. 5 10 a | BAKING— Teneriffe. 39 00 a 45 00 BREAD— White. 44 a 45 Yellow. 13 a 20 BOTTLES— Bristol, Porter. gross 8 00 a 8 00 Newcastle Wines. 7 00 a 7 50 BREAD— Navy. 34 Pilot. 34 Crackers. 6 a 6 1/2 BRISTLES— Russia, first sort. 60 a 70 Do. common. 20 a 40 American. 15 a 50 CANDLES— Mould, tallow. 13 a Dipped. 11 1/2 a 12 Sperm. 32 a 33 COAL— Liverpool. per chaldron 14 00 a Do. Scotch. 11 00 a 13 00 Do. Sydney & Bridgeport. 11 00 a 13 00 Do. Albion. 6 75 a 10 00 Do. Virginia. 6 75 a 10 00 Do. Anthracite. 10 00 a 14 00 COCOA— Caracas. 15 a Trinidad. 5 a W. I. common. 4 a Para. 5 a COFFEE— Cuba. 11 1/2 a 13 1/2 Brazil. 11 a 13 Porto Rico. 12 a 14 Laguaira. 11 1/2 a 13 1/2 St. Domingo. 12 a 14 Java. 12 a 14 Jamaica. 12 a 14 COPPER— Sheathing. 22 a 23 Pig. 18 a 19 1/2 Oiled. 18 a Bolt. 24 a CORDAGE— Foreign. 10 a Am. Patent. 11 a CORKS— Velvet. 38 a 45 Common. 20 a 35 Phial. 5 a 10 COTTON— New Orleans. 10 a 11 1/2 Upland. 7 1/2 a 10 Alabama. 7 1/2 a 11 Tennessee. 7 1/2 a 9 COTTON BAGGING— Hemp. 13 a 17 Flax. 12 a 16 Do. American. 19 a 21 DIAPERS— Russia, broad. 2 37 1/2 a DUCK— Russia, U. X. 19 00 a Do. Bruguine. 19 00 a Do. Zottof & Konepoff. 17 50 a 18 00 Do. 3 1/2 quality. 15 50 a 16 00 Do. inferior. 13 00 a 15 00 German, Half. 19 00 a 11 00 Holland, A. A. 24 00 a 25 00 Ravens. 8 50 a 10 00 Amer. Joy's, all flax. 15 50 a 12 00 Do. Phenix Mills, Pa. 14 00 a 10 00 Do. cotton, Paterson. 26 a 38 No. 1 a 16. per yd DYE WOODS— Brazilito. 35 00 a 36 00 Canwood. 35 00 a 36 00 Fustic, Cuba. 23 00 a 24 00 Do. Tampico. 24 00 a 25 00 Do. Maine. 13 00 a 13 00 Logwood, Camp'ly. 25 00 a 26 00 Do. St. Domingo. 20 00 a 21 00 Do. Jamaica. 19 00 a 20 00 Do. Nicaragua. 30 00 a 30 00 Do. Coro. 35 00 a 35 00 Do. Maracaibo. 40 00 a 45 00 Do. Hache. 60 00 a 70 00 FEATHERS— Live, Foreign. 14 a 20 Do. American. 35 a 37 1/2 FISH— Dry Cod. 2 75 a 2 97 1/2 Scale. 1 75 a 1 87 1/2 Pickled Cod. 12 00 a 13 00 Do. Salmon. 5 50 a 6 00 Do. No. 2. 4 50 a 4 62 1/2 Do. No. 3. 2 75 a 2 97 1/2 Shad, Conn. Mess. 8 50 a 9 26 Herrings. 2 75 a Do. Smoked. 25 a 85 FLOUR AND MEAL— New York sup'fine. 6 00 a 6 09 Do. Western. 6 50 a 6 75 Do. Ohio, via do. 6 25 a 6 25 Philadelphia. 6 12 1/2 a 6 25 Baltimore Howard st. do. 6 50 a Richmond City Mills. 6 00 a Do. Alexandria & George. 6 00 a 6 25 Fredericksburg. 5 87 1/2 a 6 00 Petersburg. 6 00 a Scratched and fine. 6 00 a 6 75 Fine middlings. 5 25 a 5 25 | Rye Flour. 4 75 a Indian Meal. 3 37 1/2 a 3 60 Do. bhd 16 00 a FRUIT— Raisins, Mulaga. 6 75 a Do. bloom. 3 00 a 3 25 Do. muscatel. 3 25 a 3 50 Do. bunch. 3 75 a Do. Smyrna. 6 a 8 Currants, Zante. 8 a 8 1/2 Almonds, soft shell. 11 a 12 Do. shell. 14 a 16 Figs, Smyrna. 8 1/2 a 10 Fibers. 6 a 7 Prunes Bordeaux. 14 a 18 Tamarinds. 4 a 6 GRAIN— Wheat, North riv. bshl. 1 12 a 1 15 Do. Genesee. 1 12 a 1 15 Do. Virginia. 1 12 a 1 15 Do. N. Carolina. 1 12 a 1 15 Rye, Northern. 90 a Corn, Yellow, North do. 60 1/2 a Do. White, L. & N. J. 55 a 56 Do. Southern. 55 a 56 Barley, North river. 38 a 44 Oats, South & North do. 6 00 a 7 00 Peas, white dry. 7 bshls 6 00 a 7 00 Do. black eyed. 7 50 a 9 00 Beans. 7 50 a 9 00 HEMP— Russia. 210 00 a 235 00 Manilla. 245 00 a Sisal. 150 00 a American dew-rot. 150 00 a Yarns, Kentucky. 9 a HIDES— La Plata. 15 a Rio Grande. 11 1/2 a 13 Brazil. 11 1/2 a 13 Do. wet salted. 7 a 7 1/2 Oronoco. 13 a 14 S. W. India & Southern. 11 a 12 S. A. Horse. 1 55 a First sort, 1831. 12 a 14 Second sort, do. 10 a 12 HORN-OS. 100 5 00 a 20 00 LINDIGO— Bengal. 1 00 a 1 65 Manilla. 75 a 1 12 1/2 Caracas. 1 12 a 1 36 Guatemala. 75 a 1 25 IRON— Pig, Engl. & Scotch. 40 00 a 47 50 Do. American. 30 00 a 40 00 Bar. do. 80 00 a 85 00 Do. Russia, P. S. L. do. 100 00 a 102 50 Do. new Sable. 84 00 a 85 00 Swedes. 88 00 a English ass'd. 73 00 a Sheet, English. 6 75 a 8 00 Peru L. Co. flat & sq. ton 105 00 a Round. 120 00 a 140 00 Hoop, American. 5 50 a 7 00 Do. English. 6 62 1/2 a 6 75 LEAD— Pig. 5 1/2 a 6 Bar. 6 1/2 a 6 1/2 Sheet. 6 1/2 a 7 Old. 5 a 5 LEATHER— Sole, Oak tanned. 22 a 28 Do. Hemlock. 20 a 25 Do. damaged. 12 a 19 Upper, dressed. 1 75 a 2 75 Do. undressed. 1 50 a 2 50 LUMBER— Boards, N. R. M. ft. 15 00 a Do. East'n Pine. 16 00 a 17 00 Do. Albany de pce. 16 a 17 Plank, Georgia do. M. ft. 25 00 a 35 00 Staves, W. O. pipe. 56 00 a 60 00 Do. do. hhd. 36 00 a 40 00 Do. do. bhd. 29 00 a 32 00 Do. R. O. hhd. 27 00 a Heading W. O. do. 54 00 a 55 00 Hoops. 25 00 a 30 00 Scantling, Pine. 15 00 a 16 00 Do. Oak. 20 00 a 25 00 Timber, Oak. 20 a 25 Do. Yellow Pine. 25 a 30 Shingles, Cypress. M. ft. 3 75 a 4 00 Do. Pine. bundle 2 50 a 3 00 MOLASSES— Martinique & Guad. gall 26 a English Islands. 21 a 28 Havana & Matanzas do. 23 a 26 Trinidad do. 27 a New Orleans. 26 a 28 NAILS— Cut, 4d to 10d. 6 1/2 a Cut, 3d. 7 a 8 Cut, 2 1/2. 8 1/2 a 9 Wrought. 10 a 16 1/2 Pitch. 1 12 1/2 a 1 62 1/2 Rosin. 1 12 1/2 a 1 62 1/2 Turpentine Wilm. soft. 2 37 1/2 a 2 50 Do. North Co. do. 2 18 a Spirits Turpentine. gall 30 a 33 OILS— Florence 30 flasks. box 5 75 a 6 06 French 12 bottles. bskt 4 00 a 4 50 Olive. 85 a 90 Lined, American. 95 a 1 00 Do. Dutch. 30 a 33 Whale. 30 a 33 Do. refined. 30 a 33 Sperm, Summer. 30 a 30 Do. Winter. 35 a 36 Liver, Straits. per bbl 16 50 a Do. Bank & Shore. do. 14 50 a | PROVISIONS— Beef, Mess. per bbl 9 00 a 9 25 Do. Prime. 8 50 a 8 12 1/2 Do. Carg. 4 50 a Butter, N. Y. Dairy. lb 15 a 18 Do. Shipping. 11 a 13 Hog's Lard. per lb 9 a 10 Pork, Mess. 13 00 a 13 50 Do. Prime. 11 00 a 11 50 Do. Carg. 10 00 a Cheese, American. lb 5 a 7 Hams, Virginia. 10 a Do. Northern. 9 a 10 RAGS— Foreign. 4 a 6 Country. 3 a 5 RICE— SALT— Turk's Island. per bush 44 a 43 Late of May. 4 a St. Ubes. 4 a Cadia. 4 a Lisbon. 4 a Liverpool ground. 40 a Do. blown. 4 a Do. sack 110. per sack 1 87 1/2 a 2 00 SALT PETRE— Refined. per lb 71 a Crude K. I. 71 a SHEETINGS— Russia, white. piece 11 00 a 11 50 Do. brown. 9 25 a 9 50 SOAP— New York, Brown. lb 5 a 6 Castile. 4 a 14 SPELTER. lb 2 1/2 a 3 SPICES— Cassia, in mate. lb 22 a 28 Cloves. 45 a 48 Ginger, race. 8 a 9 Do. ground. 7 a 10 Nutmegs. 1 50 a Pepper. 14 a Pimento, Jam. do. 16 a SPIRITS— Brandy, O. D. & Co. gall 1 87 1/2 a 1 97 1/2 Do. Redbelle. 1 81 1/2 a 1 97 1/2 Do. Bortaux. 1 44 a 1 50 Rum, Jam. 4th proof. 1 00 a 1 15 Do. St. Croix. 3d do. 1 00 a 1 15 Do. Wind. 1st 3d do. 80 a 85 Do. N. Orleans. 1st do. 40 a 45 Do. N. Eng. 1st do. 36 a 38 Gin. Holl. 4. Meder Swan 1 25 a Do. Hour Glass. 1 25 a Do. Scheidam. 1 a Do. Country. 40 a 44 Whiskey, Rye. 33 a 35 Cider Brandy. 4 a STEEL— German, Has. per lb 10 1/2 a 12 1/2 English. 11 a 14 Trieste. in boxes. 5 a 6 American. 6 1/2 a 6 SUGARS— British Island. 6 a 9 St. Croix. 7 a 9 New Orleans. 5 a 6 Havana, White. 9 a 10 Do. Brown. 6 a 7 Do. Muscovado. 6 a 6 1/2 Porto Rico. 6 1/2 a 7 Brazil, White. 6 1/2 a 9 Do. Brown. 5 a 6 1/2 Manilla, Brown. 6 1/2 a 7 Lump. 12 a 13 Loaf. 14 a 17 TALLOW— Foreign. 10 a American. 10 a 10 1/2 TEAS— Imperial. 1 00 a 1 25 Gunpowder. 1 10 a 1 25 Hyson. 73 a 84 Young Hyson. 73 a 80 Hyson Skin. 43 a 65 Soucheung. 35 a 42 Bohea. 33 a 36 TOBACCO— Richmond & Petersb. do 3 a 6 North Carolina. 3 a 4 1/2 Kentucky. 3 a 6 Cuba. 12 a 30 St. Domingo. 9 a 12 Manufactured, No. 1. do 10 a 15 Do. No. 2. do 7 1/2 a 8 1/2 Do. No. 3. do 6 1/2 a 7 Ladies' Twist. do 14 a 16 Cavendish, Myer's. do 12 a 30 1/2 WHALEBONE— Steb. 2 a 2 1/2 WINES— Madeira. per gall 1 25 a 2 50 Sherry. 1 10 a 2 00 Canary, Cogswell's. do 95 a 1 37 Teneriffe L. P. do 85 a 1 25 Do. Carg. do 60 a 75 Malaga, dry. do 46 a 52 Do. sweet. do 50 a 65 Claret. per cask 22 00 a 25 00 Do. in bottles. per doz 2 30 a 7 00 Port. 70 a 1 00 Lisbon. 60 a 1 25 Marselles Madeira. do 44 a 54 Catalonia. do 40 a 46 WOOL— Merino, Am. fleec. lb 45 a 65 Do. pulled. do 45 a 60 Common. 26 a 36 Pulled, spinning. 40 a 43 Lambs, 1st quality. do 46 a 48 Do. 2d quality. do 34 a 34 Do. 3d quality. do 28 a 34 |
|---|---|---|---|

POETRY.

[FOR THE NEW YORK AMERICAN.]

SONNET

Written in St. Mark's Church Yard, New York.

(St. Mark's Church yard is situated in a beautiful and retired place, originally about three miles distant from New York, but the city, so rapid in its growth, has already nearly reached it, and will, undoubtedly, in a few years, entirely surround it.)

Ye dead, a gentle feeling pure I deem,
Prompted the wish, when life's short day was past,
Calmly to sleep, in this sweet place at last—
Courtied by wild flowers and the pale moon's gleam:
Where pensive meditation loves to dream,
O thou, too frail to bear life's chilling blast,
For whom on earth a bitter lot was cast—
Who dropt into oblivion's sunless stream,
Like a green leaf, snapt from a summer's bough!
Ah! soon no more shall silence round thee reign,
(No more the wild birds trill sweet notes for thee!)
But soulless sound, and a revelry profane—
Yea, hark! comes tolling onward even now,
The multitudinous city, like a sea!

• Once a dear young friend of the writer's.

The following beautiful lines are from the "Juvenile Forget-Me-Not" for 1832. They are written by Mr. Laman Blanchard upon the picture of a boy endeavoring to lay salt upon the tail of a bird:

"Gently, gently yet, young stranger!
Light of heart and light of heel:
Ere the bird perceives its danger,
Oa it softly steal.
Silence!—ha! your scheme is failing—
No: pursue your pretty prey;
See, your shadow on the paling
Startles it away.

Much! your step some note is giving;
Not a whisper—not a breath!
Watchful be as aught that's living,
And be mute as death!
Oide on, ghost-like, still inclining
Downwards o'er it; or, as sure
As the sun is on us shining,
'Twill escape the lure.

Caution! now you're nearer creeping;
Nearer yet—how still it seems!
Sure the winged creature's sleeping,
Wrap in forest dreams!
Golden sights that bird is seeing,
Nest of green, or mossy bough;
Not a thought it hath of fleeing—
Yea, you'll teach it now!

Now your eyes begin to twinkle!
Silence, and you'll scarcely fail;
Now stoop down, and softly sprinkle
Salt upon its tail.
Yes, you have it in your tether,
Never more to skim the skies;
Lodge the salt on this long feather—
Ha! it flies, it flies!

Hear it—hark! among the bushes,
Laughing at your idle lures!
Boy, the selfsame feeling gushes
Through my heart and yours.
Baffled sportsman, childish Mentor,
How have I been—hapless fault!
Led like you my hopes to centre
In a grain of salt!

Time, thy feathers turn to arrows;
I for salt have used thy sand,
Wasting it on hopes, like sparrows,
That elude the hand.
On what captures I've been counting,
Stooping here, and creeping there,
All to see my bright hope mounting
High into the air!

Half my life I've been pursuing
Plains I'd often tried before,
Rhapsodies that end in ruin—
I, and thousands more.
This, young sportsman, be your warning—
Though you've lost some hours to day,
Others spend their life's fair morning
In no wiser way.

What hath been my holiest treasure?
What were ye unto my eyes,
Love, and peace, and hope, and pleasure?
Birds of Paradise!
Spirits that we think to capture
By a false and childish scheme,
Until we dissolve our rapture—
Darkness ends our dream.

Thus are objects loved the dearest,
Distant as the dazzling star;
And when we appear the nearest,
Farthest off we are.

Thus have children of all ages,
Seeing bliss before them fly,
Found their hearts but empty cages,
And their hopes—on high!"

[The following lines of Mr. Bowles, are a congenial tribute to the author of the Morning and Evening Hymn.]

"THE GRAVE OF KEN."

On yonder heap of earth forlorn,
Where Ken his place of burial chose,
Peacefully shies, O sabbath morn!
And, eye, with gentlest hush repose.
To him is rear'd no marble tomb
Within the dim cathedral fane;
But some faint flowers of summer bloom,
And silent falls the winter's rain.

No village monumental stone

Records a verse, a date, a name:
What boots it? When thy task is done,
Christian, how vain the sound of fame!

Oh, far more grateful to thy God
The voices of poor children rise,
Who hasten o'er the dewy sod,
'To pay their morning sacrifice.'

And can we listen to their hymn,
Heard, haply, when the evening knell
Sounds, where the village tower is dim,
As if to bid the world farewell.

Without a thought, that from the dust
The morn shall wake the sleeping clay,
And bid the faithful and the just
Up spring to heaven's eternal day?"

MOONLIGHT.

[From the "Amulet" for 1832.]

There are no stars: thou lonely moon,
Thou art alone amid the sky;
Methinks thou must be sad to hold
Such solitary watch on high!
'Tis but a tale of the old time—
When all of feeling or of thought,
And all the mysteries of the heart,
Around them some fine fiction wrought—
Which said that thou didst turn to earth
Thy radiant eyes, to watch and weep
Over the rest thou couldst not break—
Endymion's passion-haunted sleep.
Beneath this moonlight fable's guise,
They pictured the immortal mind,
Which seeks upon this weary earth
The love that it may never find.
For though upon an eagle's wing
The spirit for a while may roam,
The phylons need some gentler tie,
The heavenward wanderer seeks a home;
And deems the heart can be that home,
Deems that affection is that tie,
And gives its likeness to its hope—
The pure, the beautiful, the high.
Fair queen, this fable of thy love
Is but the doom Fate sets apart
For earth's imaginative child,
Who makes a temple of the heart.

MARRIAGES.

MARRIED.—On Thursday evening, 19th inst. by the Rev. Dr. Milnor, Mr. Wm. H. Coles, to Harriet, daughter of the late James Oram—both of this city.

On Thursday evening last, (19th inst.) by the Rev. John A. Clark, Dr. James H. Kissam, to Miss Mary M. Butler, daughter of Thos. C. Butler, Esq. all of this city.

At Oswego, N. Y. on the 5th instant, by the Rev. Dr. Yates, Andrew J. Yates, to Matilda Huger, daughter of Rudolph Bunner.

DEATHS.

DIED.—In the 41st year of his age, William Seaman, Esq. late Alderman of the 7th Ward.

On the 21st inst. Mrs. Lavinia Fuller, aged 47 years. Suddenly on Wednesday morning, the 18th instant, Antoine Marc André François, infant son of the Rev. A. Verren.

On Wednesday morning, 18th inst. Furman Rossett, in the 21 year of his age, youngest son of Abraham Rossett. This morning, 19th inst. in her 65th year, Mrs. Mary Furman, relict of the late Richard Furman.

This morning, 19th inst. Jane Mun o, daughter of A. S. Marvin. In the 4th year of her age.

Wednesday morning, 18th inst. Isabella, daughter of Ralph Hoyt, aged 7 months.

On Monday evening, 16th inst. after a short illness, Emmeline, wife of Edmund B. Boetwick, and only daughter of Thos. R. Smith.

On Monday afternoon 16th inst. Mrs. Mary Thomson, wife of Mr. Adam Thomson, in the 51st year of her age.

On Monday evening, 16th inst. in the 6th year of her age, Mrs. Sebe Broome, widow of the late Thomas Broome.

On the 9th day of November last, at Havana, in the Island of Cuba, Vincent Grey, Esq. at an advanced age. This gentleman was a native of the state of Virginia, and for more than thirty years had resided at the place of his death, where his memory will be long embalmed in the hearts of his countrymen, both residents and sojourners, by a retrospect of the attention and kindness which they uniformly received at his hands, and by the disinterested and benevolent tenor of his character.—[Nat. Intell.]

Hydrophobia.—Died, at Franklin Furnace, on the 29th Dec. of Hydrophobia, Garrett Lucas, Jr. in the 16th year of his age, deeply lamented by all his friends and acquaintance.

The deceased was bitten on the hand by a rabid fox on the On Tuesday morning, 24th inst. Margaret Cleveland Allen, youngest daughter of Samuel Allen, aged 17 years.

On Tuesday morning, 24th inst. Mary Monroe, youngest child of James Monroe, of this city.

30th of October last; the animal was not known at that time to be mad, and no danger being apprehended, the wound was permitted to heal and he suffered no inconvenience until the 26th ult. when symptoms of Hydrophobia made their appearance.—Medical aid was called in on the 28th, until which time he and his relatives remained insensible of the nature of his disease or the perilousness of his situation. The disease having already made rapid advances his case was pronounced hopeless by his physician. The symptoms continued to increase rapidly and steadily until about 12 o'clock, on the 28th ult. when his system sunk under the pressure of misery; nearly two months after he received the wound. This is not the only case of Hydrophobia that has occurred in this country produced by the same cause, viz: a bite of a pet fox, and this is a melancholy proof that ought to be sufficient to convince individuals of the danger and folly of attempting to domesticate these very vicious and entirely useless animals. It is to be hoped the public will profit by the very lamentable cases that have occurred and make use of every precaution to prevent if possible the recurrence of that dreadful and uncontrollable malady that still remains almost complete master of medical skill.—[Chambersburg Rep.]

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 150 persons during the week ending on Saturday last, viz:—Of whom 35 were of the age of 1 year and under, 21 between 1 and 3, 22 between 3 and 5, 7 between 5 and 10, 5 between 10 and 20, 21 between 20 and

20, 12 between 30 and 40, 12 between 40 and 50, 8 between 50 and 60, 6 between 60 and 70, 4 between 70 and 80, and 2 between 80 and 90. Diseases.—Anthrax 1, apoplexy 2, burned or scalded 1, caries 1, childhood 2, consumption 23, convulsions 4, dropsy 2, dropsy in the head 10, dysentery 1, fever inflammatory 1, fever scarlet 15, fever typhus 1, hives or croup 6, inflammation of the bowels 3, inflammation of the brain 2, inflammation of the chest 2, inflammation of the liver 1, inflammation of the stomach 4, influenza 4, intemperance 2, marasmus 2, measles 17, mortification 1, old age 4, peripneumony 8, pneumonia typhoides 2, rheumatism 1, scirrhus of the liver 1, small pox 10, sprue 1, still-born 5, teething 1, unknown 2, whooping cough 3.

ABRAHAM D. STEPHENS, City Inspector.

PASSENGERS:

Per Bremen barque Elizabeth—Messrs. Seuff, Bollermann, Topken, and 111 the steerage.

In the ship Great Britain, from Liverpool—Capt. Smith, of New York; Mrs. Gibson and 6 daughters, of Edinburgh; T. Maquell, do; Mr. Ring and lady, of Baltimore; W. Shaw, lady and daughter, and 8 Shaw, of Sheffield; W. Whitehead, of Saddleworth; J. Ferguson, of Limerick, and 129 in the steerage.

In the ship Columbia, from London—A. Atkinson, J. Smith, E. Friquet, lady and two daughters, Aspasie Henri, Sarah Vane, Ed. Thompson, son, and two daughters, Thos. Edwards, Geo. Henry, purser—243 in the steerage.

In ship Franklin, from St. Petersburg—Dr. Charles Mifflin, Lieuts. Wm. Hudson and Ezra T. Doughty, U. S. Navy.

SALES OF REAL ESTATE AT AUCTION.

By James Bleecker & Sons.

The two-story brick House and Lot, No. 243 Bowery, lot 24:3 by 114 feet \$6,100

The three-story brick House and Lot, No. 11 Cliff st., lot 25 by 103 feet, 11,900

The House No. 13, adjoining, and 15 years lease of the lot, \$200 per annum ground rent, 7,000

The three-story brick House and Lot, No. 79 Market street, lot 21 by 51 feet 3,400

The three-story House and 4 Lots, No. 34 Hammond st., 2 lots on Hammond st. and 2 on Perry st. 26 by 95 ft., 8,000

One Lot on Concord street, Brooklyn, 1,225

Do do do do do do 1,050

Do do do do do do 1,275

Do do (corner) do do 2,550

Do do Washington st. do do 1,350

Two four-story brick stores, No 270 Pearl st., 90 feet 4 inches in front, on Pearl st. \$19,000

Two lots south of Eighteenth st. between 9th and 9th Avenue, 25 by 92 feet, each, 800

House and lot in Amos-st. near Factory-st. 26:5 by 65, \$1,900

House and lot No. 47 Leonard-st. 25 by 106, 5,500

do do 87 Liberty-st. 27:6 by 110:5, 16,000

Store and lot No. 129 State-st. 25 by 65, 16,500

Two houses and leases of lots Nos. 214 and 216 Division street, 3,200

Lease of a lot on Division street, 100

Two lots of ground on Broadway, nearly opposite Sixth street, 23:10 by 115, 9,500

House and lot No. 746 Broadway, 7,500

House and lot No. 748 Broadway, 4,500

The two-story double brick house and Lot 29 Cedar-st. near William street, lot 36 feet 7 in. 36 10 rear, and about 60 deep, for \$21,000

The three-story brick House and Lot 10 Park Place, lot 25 by 75 feet, 14,000

The two-story brick House and Lot 553 Greenwich-st. corner of Charlton street, lot 25 by 74, 4,000

By Micks, Lawrence and Co.—Jan. 16.

The House and Lot 356 Broadway—House 30 feet 6 inches front and rear, and 60 feet deep. Lot 175 feet, extending to Benson street, with stable, &c. in the rear, was sold for \$26,000

NEW-YORK AMERICAN, TRI-WEEKLY.

The NEW-YORK AMERICAN is now published THREE TIMES A-WEEK, in addition to the Daily and Semi-weekly, as usual. This arrangement is made to accommodate a large class of business-men in the country, who are desirous of seeing the advertisements of the day, yet are unwilling to encounter the expense of subscription and postage of a daily paper. By this arrangement, it will easily be perceived, their wishes may be gratified, at one half the expense of a daily paper, as most of the advertisements, both of the Daily and Semi-weekly papers, will appear in the Tri-Weekly American; and the reading matter as published in the Daily paper. It will be issued on Tuesdays, Thursdays, and Saturdays, at FIVE dollars per annum in advance, to subscribers out of the city of New-York, and forwarded, according to their order, and for any length of time.

All letters relating to the TRI-WEEKLY AMERICAN may be addressed to the Publisher and part Proprietor.

D. K. MINOR, No. 35 Wall-st. N.Y.

The New-York American is published DAILY at \$10 per annum, and SEMI-WEEKLY, at \$4 per annum, in advance, as heretofore, at No. 36 Wallstreet, New-York.

PATENT, RAIL-ROAD, SHIP AND BOAT SPIKES.

THE TROY IRON & NAIL FACTORY keep constantly for sale a very extensive assortment of Wrought Spikes & Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years successful operation and now almost universal use in the United States (as well as England, where the subscriber obtained a Patent,) are found superior to any ever offered in market.

RAIL-ROAD COMPANIES MAY BE SUPPLIED WITH SPIKES having countersink heads suitable to the holes in the iron rails, to any amount and on short notice. Almost all the Rail-roads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. Y., will be punctually attended to. HENRY BURDEN, Agent.

Troy, N. Y., July, 1831.

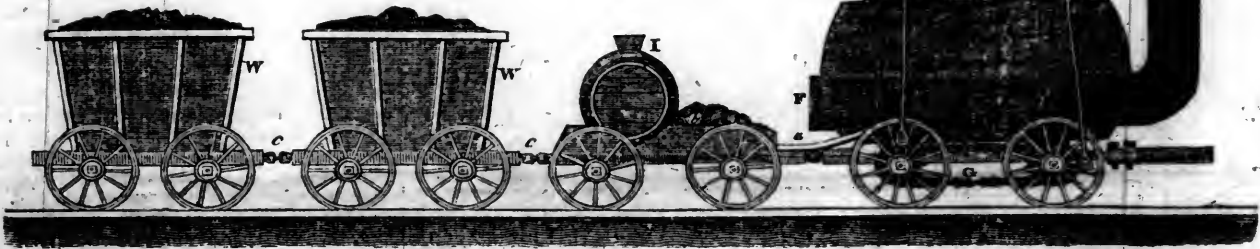
Spikes are kept for sale, at factory prices, by L. & J. Townsend, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Brower, 222 Water street, New-York; A. M. Jones, Philadelphia; T. Janvier, Baltimore; Degrand & Smith, Boston.

P.S. Rail-road Companies would do well to forward their orders as early as practical, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand for his Spikes.

J23 lam if

H. BURDEN.

A M E R I C A N



RAIL-ROAD JOURNAL.

OFFICE, 35 WALL-STREET.

NEW-YORK, FEBRUARY 4, 1832.

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AMERICAN RAIL-ROAD JOURNAL.

NEW-YORK, FEBRUARY 4, 1832.

We already find that notices of Rail-roads in progress and in contemplation thicken upon us; and we are much encouraged thereby in the confidence that this Journal will prove a focus for the concentration of a great deal of useful information on the subject to which it is especially devoted. Among the works heretofore little known in this part of the country is that of which a description will be found in the article from the National Gazette, the *Newcastle and Frenchtown Rail-road*. This is a route to connect the travel on the Delaware with that on the Susquehanna, and will materially abridge the time, already much shortened, of a journey from Philadelphia to Baltimore—both for travellers and light merchandise. The Delaware and Chesapeake canal will of course still be the great channel of communication across the isthmus which separates the waters of those noble bays, for produce and merchandize generally; because the vessels laden with them, can pass thro' that canal; but the Rail-road will undoubtedly carry the passengers, and such light freight as it may be an object to transport rapidly. There will be enough for both; for we are not now to learn how much intercourse, both of trade and amusement, is increased by diminishing difficulties and adding to its comforts, celerity and certainty. We are, therefore, far from considering this Rail-road as an injurious rival of the

Delaware and Chesapeake canal. It is apparently well constructed; for it will be seen by the communication already referred to, that this Rail-road, of which the very name is now for the first time probably announced to most of our readers, and which has been going along so noiselessly, is "now nearly ready to go into operation." The distance is short; the ascents nowhere great; and the cost complete, with cars, engines, &c., will "not exceed four hundred thousand dollars"—equal to about \$25,000 per mile.

This Rail-road is one great link, which, when the Camden and Amboy Rail-road is finished, will become still more important, in the great chain which, in our day to stretch along the Atlantic coast, and bring its chief capitals in rapid, constant and mutually beneficial relation with each other. New York must desire, and should always be prepared to advance, the completion of such a chain.

[From the National Gazette.]

THE NEW CASTLE AND FRENCHTOWN RAIL-ROAD. Perhaps no work of equal magnitude and importance has progressed so rapidly and noiselessly towards completion as the New Castle and Frenchtown Rail-road, now nearly to go into operation.

As this road will constitute an important link in the chain of communication between New York and Washington city, and as it appears to have thus far attracted but little of the public attention, the following description of it may not be entirely devoid of interest.

The road commences at the town of New Castle on the Delaware, and terminates on the Elk River near Frenchtown. Its length is a fraction less than 16 1-2 miles, being but 853 yards more than would be a perfectly straight line drawn from one end to the other.

It is composed of six curves and six straight lines, three of the curves deflecting to the North and three to the South.

| | | | |
|--|-------------------------------|--------|--|
| The 1st curve on leaving New Castle is | | | |
| | 4750 ft. long, on a radius of | 14,898 | |
| 2d do. do. | 2890 do. do. | 10,560 | |
| 3d do. do. | 4396 do. do. | 10,560 | |
| 4th do. do. | 1939 do. do. | 10,560 | |
| 5th do. do. | 4968 do. do. | 20,000 | |
| 6th do. do. | 8296 do. do. | 13,243 | |

Variations so slight as these must be admitted to be altogether unimportant; we may therefore safely assume that for all practical purposes this road is as perfect as if it were entirely straight.

The aggregate length of the curves is 27,240 feet, 5 16-100 miles; that of the straight line, 59,670 feet, or 11 3-10 miles. The longest straight line is nearly six miles in extent. The graduation of the road varies from a perfect level to ascents and descents, or slopes, of 10 feet 6 in. to 40 feet 4. in the mile, and at one place, for a distance of about 4000 ft. the slope is at the rate of 29 feet to the mile.

The whole amount of excavation is about 500,000 cubic yards of earth, exclusive of the side drains, which are on a magnificent scale. The amount of

embankment is about 420,000 cubic yards. At two points the excavation has been attended with great difficulty and expense, especially at the western termination of the road, where the cutting was 37 feet deep, through a solid mass of tough red and black clay for a considerable distance.

There are six principal embankments, varying in length from twelve hundred to three thousand feet each, and in height from fifteen to twenty-five feet each, or thereabouts.

The road crosses four bridges or viaducts, varying in dimensions from 12 feet by 10, to 5 feet by 6; and 29 culverts, varying from 12 feet by 4, to 2 feet by 2. The whole of the bridges and culverts are of substantial stone masonry. The width of the road bed is 26 feet exclusive of the side drains. It is fenced on both sides its whole length, the fences enclosing an area of never less than 70 feet in width, and at the western deep cut of 170 feet. The superstructure of the road is formed partly of stone blocks containing two cubic feet of stone, each weighing about 360 lbs. and partly of substantial white oak sleepers, upon which are laid and secured in the most approved manner, the string pieces or rails, of Georgia pitch pine, 6 inches square; on the top of these are fastened the iron bars 2 1-4 inches wide by 5-8th of an inch thick, with iron plates beneath them at the points of their junction. The inner edge of the string piece is chamfered off so as to bring the bearing of the iron bar nearly in the centre.

The blocks are laid three feet apart from centre to centre, and bedded in holes two feet deep and two feet square, upon pure sand or gravel well rammed; and where sleepers are used, on the embankments, &c. they are laid at the same distance apart, on sills of hemlock, four inches thick by eight inches wide, placed longitudinally, which are, in like manner, bedded in trenches filled with sand or gravel well rammed—these substances being supposed to furnish the surest safeguard against injury from frost.

The total cost of the New Castle and Frenchtown Rail-road, (which will certainly yield to none in this country in beauty of design and execution,) including the land for its location, wharves, land and depots at both ends, locomotive engines, passenger and burthen cars sufficient to put it in complete operation, with a single track and the requisite number of turn outs, will not exceed four hundred thousand dollars.

That their investment will prove profitable to the stockholders, cannot be doubted. The travel alone must make it so, independent of the light freight which will, for the sake of greater speed, pass to and from Baltimore on this route. The time that will be saved to passengers will, in itself, form a sufficient motive of preference to them, as the journey from hence to Baltimore can certainly be performed two hours sooner by crossing this Rail-road than by any other route.

Nor should any jealousy or unkind feeling exist between this company and that of the Chesapeake and Delaware canal. Both are noble enterprises, and each will be eminently useful in its appropriate sphere. They can scarcely be considered in the light of rivals. It should be the wish of every good citizen to see them both prosper.

Letter from Lieut. Colonel S. H. Long, U. States Topographical Engineer, to Philip E. Thomas, Esquire.

Sir,—Agreeably to promise I submit a few statements in relation to the subject of Rail-roads, having for their object a development of some of the leading principles that ought to be kept in view in the location and construction of works of this nature. Having no treatise at hand for ready reference, and no leisure for a careful investigation and application of principles, I shall confine myself to such remarks as a general view of the subject may suggest.

The topic first presented for our consideration, as immediately connected with the means of transportation, is a proper estimate or expression, for the locomotive power employed for that purpose. Inasmuch as all expressions of this import hitherto adopted are of an arbitrary character, (except in as far as relates to a proportional part of the load being regarded as capable of giving motion to the residue) we shall choose that which approximates a mean of the various estimates that have, from time to time, been made. A great variety of experiments have been tried in England and elsewhere, for the purpose of ascertaining the average power of force of a horse, or the greatest useful effect resulting from an application of the power of this animal. These have led to various results, each of which has been assumed by different writers, as the measure for estimating not only the effective force of animal labor, but that of mechanical agents of various kinds.—The results we shall choose as approximating the mean of these alluded to, is the same as that adopted by Mr. Wood in his late treatise on Rail-roads.—This result which is usually denominated a "horse power," may be expressed as follows, viz: A horizontal stress or traction of 112 pounds, moving at the rate of two miles per hour during ten hours of each day. This amount of force being resolved into a continual action, operating day and night, will give for the expression of the power of a horse, 46 3/4 pounds, continually moving at the rate of two miles per hour. But as we shall not have occasion to consider, very particularly, the speed or rate of travelling, at which a horse can labor to the greatest advantage, or ease to himself, we shall assume a traction or draft of 112 lbs. acting through the space of 20 miles as the daily performance of one horse.

Agreeably to the statements of Mr. Wood and others, based upon experiments, a single horse laboring at the rate above stated, viz: two miles per hour, and ten hours per day, with a stress of 112 lbs. can draw on a canal 30 tons, exclusive of the weight of the boat in which it is conveyed. But as the resistance to the progress of a boat through the water, is as the square of the velocity with which it moves, and consequently the load is inversely as the square of the velocity it follows, that when a horse moves with a speed greater than that above mentioned, the load he is able to draw will be far less than if he moved slower.

The resistance to the progress of carriages on a Rail-road of the best construction is governed by laws widely different. According to experiments of Messrs. Coulomb and Vince, this resistance remains very nearly the same, whatever may be the velocity, except in so far as relates to atmospheric resistance, which, though inconsiderable, at the greatest speed attainable upon a Rail-road, is to be estimated on the same principle as that encountered by bodies in their passage through water. The amount of this resistance, according to Mr. Wood, is equal to 1.200 part of the load, on a horizontal Rail-way, weight of carriages being included. Hence a traction of 112 pounds, or one horse power, will propel on a level Rail-road 22 400 pounds, or 10 tons, through the distance of 20 miles per day.

It is obvious that a horse exerting the force above mentioned cannot attain a speed greater than four or five miles an hour, without serious injury; nevertheless, for the sake of a more extensive application of the principles involved in the discussion before us, we shall suppose him capable of moving with this force at any rate of speed not exceeding 11 m's an h'r.

Mr. Wood, in the treatise before alluded to, estimates the expense of a locomotive engine, including first cost, cost of repairs, fuel and attendance, as equal to the expense of four horses, every thing included. But as horses can be procured and subsisted somewhat cheaper in this country than in England, we shall estimate the expense of an engine as equal to that of five horses, which is probably near the truth, inasmuch as machinery and fuel will cost much less in this country than in England, owing in no small degree to the great difference in the expense of procuring coal and other fuel, in the two countries. As a mere matter of convenience, we shall regard the power of such an engine as equal to that of five

horses, actually hitched, or five and a half horses, (the expense being the same, or very nearly so, in both cases) as may suit the occasion, the weight of the engine being five tons.

From these premises, the following tables, exhibiting the comparative advantages of canals and Rail-roads, and of animal and mechanical labor, are constructed.

TABLE I.—Showing the comparative advantages of Canals and Rail-roads.

| Speed per hour. | Daily duration of labor. | Daily distance travelled by a horse drawing 112 lbs. | Load for one horse, moving with different velocities on a canal. | Load for one horse, travelling at different velocities on a rail-road. | Number of horses required to draw on a canal the load of one horse on a rail-road |
|-----------------|--------------------------|--|--|--|---|
| miles. | h. m. | miles. | tons. | tons. | horses. |
| 2 | 10 | 20 | 30 | 10 | 0.23 |
| 3 | 6 40 | 20 | 13.33 | 9.86 | 0.74 |
| 3 1/2 | 5 42 | 20 | 9.8 | 9.8 | 1 |
| 4 | 5 | 20 | 7.5 | 9.75 | 1.3 |
| 5 | 4 | 20 | 4.8 | 9.64 | 2.08 |
| 6 | 3 20 | 20 | 3.33 | 9.53 | 2.86 |
| 7 | 2 51 | 20 | 2.43 | 9.42 | 3.87 |
| 8 | 2 30 | 20 | 1.87 | 9.31 | 5.98 |
| 9 | 2 13 | 20 | 1.48 | 9.2 | 6.22 |
| 10 | 2 | 20 | 1.2 | 9.2 | 7.68 |
| 11 | 1 48 | 20 | 1 | 9 | 9. |

TABLE II.—Showing the comparative advantages of Animal and Mechanical labor.

| Speed per hour. | Daily duration of animal labor. | Daily duration of mechanical labor. | Number of tons that can be conveyed by five horses or one locomotive engine. | Daily distance travelled by horses. | Daily distance travelled by a locomotive engine. | Number of horses required to perform the labor of one engine. |
|-----------------|---------------------------------|-------------------------------------|--|-------------------------------------|--|---|
| miles. | h. m. | hours. | tons. | miles. | miles. | horses. |
| 2 | 10 | 24 | 50 | 20 | 48 | 12 |
| 3 | 6 40 | 24 | 49.33 | 20 | 72 | 18 |
| 3 1/2 | 5 42 | 24 | 49 | 20 | 84 | 21 |
| 4 | 5 | 24 | 48.75 | 20 | 96 | 24 |
| 5 | 4 | 24 | 48.25 | 20 | 120 | 30 |
| 6 | 3 20 | 24 | 47.66 | 20 | 144 | 36 |
| 7 | 2 51 | 24 | 47.1 | 20 | 168 | 42 |
| 8 | 2 30 | 24 | 46.55 | 20 | 192 | 48 |
| 9 | 2 13 | 24 | 46 | 20 | 216 | 54 |
| 10 | 2 | 24 | 45.5 | 20 | 240 | 60 |
| 11 | 1 48 | 24 | 45 | 20 | 264 | 66 |

In the construction of the foregoing tables, no allowance has been made for the unavoidable detentions, that must occur, both on Canals and Rail-roads; of course the daily performance will be somewhat less than that stated in the tables.—Moreover, in reference to canals, the weight of boats is not included in the estimate, whereas, in reference to Rail-roads, the carriages are regarded as constituting a part of the load; of course, some allowances ought to be made in favor of canals, on this account. But as the difference thus resulting is small and somewhat difficult to estimate, it has been altogether omitted in the tables.

We shall next consider some of the circumstances attendant on the passage of hills, by means of inclined planes, with the design of exhibiting the comparative expense of transportation, on horizontal and inclined Rail-ways. Our estimates under this head will be predicated on the supposition, that this expense will always be in direct proportion to the quantity of power applied.

We would farther premise, that all descents are to be regarded as equivalent to levels of the same extent, inasmuch as the maximum speed admissible in descending a plane, whatever its inclinations, ought not to exceed that determined upon, as most proper for level roads; and, although no locomotive power, except that of gravitation, may be required in the descent, the usual power (or rather the means of generating it) whether animal or mechanical, must descend in company with the load, in order to be in readiness for application at the bottom of the plane.

All ascents, whatever may be the length of the planes, will be attended with an expensive power, in direct proportion to their heights,—double the elevation in all cases requiring double the expense of power. Hence, if we assume for the cost of transportation on a horizontal road one cent per mile for every ton, the absolute cost of ascending any

height is readily computed. We shall accordingly exhibit in a tabular form, a variety of statements illustrative of the difficulties of ascending inclined planes, compared with those of passing on a level road, under the following several heads, viz: Height of plane or elevation to be overcome;—amount of power, or force of traction required to ascend thro' any given height;—the distance on a level road thro' which a given load may be conveyed with the same expense of power;—the distance on a level road, through which a given load may be conveyed as equivalent to the ascent of a plane whose height and length are given; the amount of tonnage, or number of tons that can be conveyed upward daily, on inclined planes of a given length, and of different heights, by means of a given power;—the time required to ascend such planes with a given load and power, (viz: 55 tons, and 5 1/2 horses);—the number of horses required to ascend each plane, with a speed of six miles per hour;—and the cost of ascending, estimating at the rate of one cent per ton, for each horizontal mile. We would further premise, that the daily performance of a horse is to be rated at six miles per hour, for 3 hours and 20 minutes of each day;—that a locomotive engine, weighing five tons, can perform, during every hour of the day, the labor of five horses actually employed, independently of its own locomotion and that of its tenders;—of 5 1/2 horses independently of its own locomotion;—or, of 6 horses inclusive of its own locomotion and that of its entire train of carriages, the whole weight being 60 tons. N. B. It may here be suggested, that in all estimates of mechanical labor in its application to transportation upon Rail-roads, a locomotive engine, in order to perform the work of five horses, actually hitched, in addition to the conveyance of its own weight and that of its tender (the sum of which may be estimated at from 6 to 10 tons) must possess the power of 6 horses. In conformity to this view of the subject, a locomotive engine of the power just intimated, and moving with its train on a horizontal road, will afford a useful effect applicable to the purposes of commerce, equal to that of 5 horses, and when serving in the capacity of a stationary engine at the head of an inclined plane, its useful effect will be equal to that of 5 1/2 horses.

TABLE III.—Expense of surmounting Heights, the length of the planes being indefinite.

| Height of Plane. Length indefinite. | Amount of power required to elevate 55 tons, being the load for 5 1/2 horses. | Number of miles on a horizontal road equivalent to height of plane. | Time required to ascend, the power being equal to that of 5 1/2 horses. | Cost of transportation, estimated at the rate of one cent per ton per horizontal mile. |
|-------------------------------------|---|---|---|--|
| feet. | pounds. | miles. | h. m. | dols. cts. |
| 26.4 | 1232 | 1 | 0 10 | 1 10 |
| 52.8 | 1848 | 2 | 0 20 | 1 65 |
| 79.2 | 2464 | 3 | 0 30 | 2 20 |
| 105.6 | 3080 | 4 | 0 40 | 2 75 |
| 132 | 3696 | 5 | 0 50 | 3 30 |
| 158.4 | 4312 | 6 | 1 00 | 3 85 |
| 184.8 | 4928 | 7 | 1 10 | 4 40 |
| 211.2 | 5544 | 8 | 1 20 | 4 95 |
| 237.6 | 6160 | 9 | 1 30 | 5 50 |
| 264 | 6776 | 10 | 1 40 | 6 05 |
| 290.4 | 7392 | 11 | 1 50 | 6 60 |
| 0 | 616 | 1 | 0 10 | 55 |

TABLE IV.—Comparative expense of Transportation on Horizontal and Inclined Rail-roads.

| Height of Plane. Length being 1/2 mile. | Angle of ascent, or inclination of the plane. | Equivalent distance on a level road. | Number of horses required to ascend with 55 tons, at the rate of six miles per hour. | Time required to ascend with 55 horses—load 55 tons. | Amount of tonnage that can pass daily, power being 5 1/2 horses—load 55 tons. | Load for 5 1/2 horses, or one locomotive engine. | Exp. 1 cent per mile for each ton ascending the plane. |
|---|---|--------------------------------------|--|--|---|--|--|
| feet. | deg. m. | miles. | horses. | mins. | tons. | tons. | cts. |
| 0 | 0 0 | 0.5 | 5.5 | 5 | 0 | 55 | 1 |
| 13.2 | 0 17 | 1 | 11 | 10 | 7920 | 27.5 | 2 |
| 26.4 | 0 34 | 1.5 | 16.5 | 15 | 5290 | 18.33 | 3 |
| 39.6 | 0 52 | 2 | 22 | 20 | 3960 | 13.75 | 4 |
| 52.8 | 1 9 | 2.5 | 27.5 | 25 | 3168 | 11. | 5 |
| 66 | 1 26 | 3 | 33 | 30 | 2640 | 9.16 | 6 |
| 79.2 | 1 43 | 3.5 | 38.5 | 35 | 2262.8 | 7.85 | 7 |
| 92.4 | 2 | 4 | 44 | 40 | 1980 | 6.87 | 8 |
| 105.6 | 2 17 | 4.5 | 49.5 | 45 | 1760 | 6.05 | 9 |
| 118.8 | 2 34 | 5 | 55 | 50 | 1584 | 5.5 | 10 |
| 132 | 2 53 | 5.5 | 60.5 | 55 | 1440 | 5. | 11 |
| 145.2 | 3 10 | 6 | 66 | 60 | 1320 | 4.56 | 12 |

It is apparent from Table III. that the cost of transportation on a Rail-road will be greatly enhanced by the passage of hills;—also that the extra expense thus accruing will add quite as much to the cost of transportation, as the tolls upon a horizontal road for the distance corresponding to the height, as represented in column 3d of the table. Whether this expense is incurred in the purchase of power to surmount the height, or in the payment of tolls, may be regarded as a matter of little moment, either to the public or the proprietors of the road, provided an adequate power for the passage of inclined planes is always at hand. Nevertheless, the mode of conveyance being much more simple and uniform on a level than on an inclined road, it is obvious that wherever hills can be avoided, even at the expense of horizontal distances, nearly or quite equal to those stated in the table, this measure is to be preferred.

Agreeably to the statements in Table IV. it may be inferred that when the inclination of a plane is 3 degrees, or 277 feet in the mile;—its length half a mile; the load 55 tons, and the power 5 1.2 horses;—the time required to ascend at a speed of 6 miles per hour will be about 55 minutes, and the load for 5 1.2 horses, or one locomotive engine, about 5 tons. On the supposition that the horses employed for the conveyance of the load, (the inclination, number of horses, &c. being the same as just stated,) are exclusively employed in the ascent of the plane, the number of ascents will be eleven, and of descents ten,—amounting to a distance of 10 1.2 miles, which, being travelled at the rate of 6 miles per hour, and allowing only two-thirds of a minute for turning, hitching, &c. on each arrival at the top and bottom of the plane, will occupy two hours nearly. In case a locomotive engine of the power just mentioned were substituted for horses, the time required to ascend such a plane, (the load, &c. as before) with its entire train of carriages, would be as follows, viz.: time required for the engine to ascend unaccompanied by its load, 5 minutes—time required to draw its load upward, in proportions of 5 tons, in 5 minutes each, 55 minutes, amounting to one hour, no allowance being made for detentions.

In case the same labor, (load, &c. as before) were to be performed by means of a stationary engine, or horses operating at the head of the plane by means of an endless chain or cable,—the power, or number of horses requisite to the conveyance of 50 tons (which is equal to the load of a locomotive engine, exclusively of itself and its tender,) will be that of 50 horses, and the time 5 minutes—or, if the power be equal to that of 5 horses, the time will be 50 minutes, no allowance being made for detentions or extra friction.

It is manifest, that Tables III. and IV. have a direct allusion to the passage of inclined planes by means of locomotive engines. The mode of ascent just intimated is, that the engine first ascend the plane unattended by any part of its load, and become stationary at the summit, where its power is to be applied, by means of an endless chain located within the ascending rail track, and other appropriate gearing for the purpose of drawing up its load, either in portions or the whole at once, as may be deemed most expedient.

In column 2d of Table III. is represented the power, or stress, required to draw upward on planes of different inclinations a load of 55 tons. Hence, we may infer what ought to be the strength of a chain adequate to the traction of the whole or any portion of the load.

In the event of a single ascending rail track being inadequate to the conveyance of the whole amount of tonnage on the road, additional tracks may be constructed, as the occasion may require.

In regard to stationary engines, it is pretty certain that two will be required at the head of every inclined plane, in order to insure an uninterrupted traffic on the road. Their power, as adapted to the ascent of planes of different inclinations, is indicated by the number of horses in column 4th of Table IV. An estimate of their cost, and the expense attending them would require more data than I have at command.

A full investigation of the subject we have had under consideration would require far more time and attention than I have it in my power to bestow. The foregoing remarks and statements, although they may not be entirely free from inaccuracies, are believed to be a near approximation to the truth, and are cheerfully submitted, with the hope that they may be of some service to the cause of the great work you have in prospect.

I have the honor to be, Sir, very respectfully, your most obedient servant,
S. H. LONG.

PILLAR E. THOMAS, Esq., Baltimore.

[From the Wilmington (Del.) Journal of Jan. 25.]

THE WILMINGTON AND SUSQUEHANNAH RAIL-ROAD.

—The bill incorporating a company to construct a Rail-road from the Pennsylvania line, through this Borough to the Maryland state line in the direction of the Susquehanna, has passed the legislature and become a law. Believing that this undertaking, if carried into effect to the extent contemplated by its projectors, will prove eminently beneficial to the interests of our town and state, we may congratulate our fellow citizens upon the event. A law, it is generally known, passed the Legislature of Pennsylvania last winter, authorizing the construction of a Rail-road from Philadelphia through Delaware county to the line of this state in the direction of this Borough—the stock required for the construction of the road has been subscribed, the company organized and the route surveyed. The Wilmington and Susquehanna Rail-road is intended to unite with this road at the line of the two States to continue it to the S. W. line of this state, and to the Susquehanna river, if the consent of Maryland can be obtained. Proper measures to obtain this consent are in train, as will be seen by the proceedings of the town meeting last evening.

An appeal will immediately be made to the liberality and also to the interests of our sister states, on the subject of the improvements referred to in these proceedings. Knowing as we do the prompt attention which every similar application from Pennsylvania and Maryland has received from this state, we have good right to anticipate a favorable result to these applications.

RAIL-ROAD MEETING.—At a large and respectable meeting of the citizens of Wilmington, assembled at the Town Hall, on Monday evening, the 23d January, for the purpose of adopting measures to facilitate a Rail-road communication with the neighboring states of Pennsylvania and Maryland, Joseph G. Rowland, Esq. was called to the chair, and Wm. H. Naff appointed Secretary.

John Wales, Esq. addressed the meeting at considerable length, and concluded by submitting the following resolution, which was unanimously adopted:

Whereas, the legislature of this state has passed an act authorizing the construction of a Rail-road from this borough to the Pennsylvania state line in the direction of Downingtown; and an act authorizing the construction of another Rail-road to connect with the Philadelphia and Delaware County Rail-road at the line of the state of Pennsylvania, and pass through this borough to the line of the state of Maryland; and whereas it is necessary and desirable that the co-operation of the legislature and citizens of those states respectively should be obtained for the carrying on and completing of those improvements, therefore

Resolved, That a committee be now appointed to correspond with such persons in the states of Pennsylvania and Maryland as it may be advisable to consult with, and to employ all proper means to obtain the sanction of their respective legislatures to the laws necessary to carry into effect the objects of this meeting.

Resolved, That the following persons compose that committee, to wit: John Wales, Joseph G. Rowland, Nicholas G. Williamson, William P. Brobson, David C. Wilson, Richard H. Bayard and Benjamin Ferris.

Resolved, That these proceedings be published in the papers of this City.

Signed, J. G. ROWLAND, Ch'n.

W. H. NAFF, Sec'y.

RAIL-ROAD MEETING.—At a meeting of the citizens of Dunkirk, convened at the Dunkirk Hotel, on Tuesday evening, January 10, 1832, George A. French was called to the Chair, and J. Van Buren appointed Secretary. On motion of D. G. Garnsey, it was

Resolved, That we highly approve of the proceedings of a Convention lately held at Owego, recommending an application to the Legislature for a Rail-road from Lake Erie (commencing between the mouth of Cataragus creek and the line of Pennsylvania,) running through the southern tier of counties to Owego, and from thence to the city of New York, on the best Rail-road route.

Resolved, That we will use our best endeavors to promote an object of such general importance to the people of this and the western States and Territories.

Resolved, That the proposed Rail-road from the city of New-York through the southern tier of counties to Lake Erie, is a work of great magnitude, worthy of the present age; and when completed will

increase the commerce of the Lakes and be an indissoluble bond of interest and union between the East and the West.

Resolved, That among the many reasons why a Rail-road from the Hudson to Lake Erie should pass through the southern tier of counties, are the following:—

It will reach the Lake at a point where, generally, in the spring it is navigable from three to five weeks earlier than at the termination of the Erie Canal.—Goods and merchandise for the West, and the products of our inland seas, could find their place of destination long before the ice disappears at the harbor at Buffalo: by this means about six thousand tons of shipping will have employ, and property to the amount of nearly a million of dollars would reach owners, find a market, be offered for sale, or be placed in active operation.

This pathway will lead our neighbors, the Canadians, to New York for trade, and prevent a part of our own western produce from passing down the Welland canal to Montreal.

It would enable our western farmers of this state to dispose of their surplus produce—enjoying the same or equal advantages with the northwestern counties near the canal.

It would enhance the value of lands through and near where the road may pass—cause the soil to be cultivated, and the products of the country greatly increased. Several counties interior and on the line of the route would carry or send their staple articles of produce direct to the city of New York, and receive their merchandize, instead of Baltimore and Philadelphia; thereby increasing the trade and enriching New York—inducing our neighbors of western Pennsylvania, Ohio, and some parts of New Jersey, to share in the benefits of this great Rail-way.

It will have a strong tendency to divert western trade from Philadelphia, Baltimore and New Orleans, to the city of New York; furnishing the western country with a rapid, easy conveyance, and a ready market, and diminishing the probability of competition from other Rail-roads. It would be a strong and powerful link in a Rail-way to the Valley of the Mississippi, and finally to the Pacific Ocean.

It would be rendering justice to the people of the southwestern part of our state, and giving the middle section, between the Canal and Rail-way, a choice of market routes, at the same time enabling western New York, and the country still beyond, at all seasons, to pass rapidly and safely to the city of New York, the great emporium of riches, trade, and commerce of North America.

Lastly, it would be honorable to the enlightened policy of New York; presenting her on the roll of fame, among her sister states, in the highest niche of the most splendid monuments of internal improvements. It was then by the meeting further

Resolved, That the county of Chataque is interested in the proposed Rail-way through the southern tier of counties, and it is recommended to our fellow citizens of the several towns in said county to call meetings to promote said object.

Resolved, That D. G. Garnsey, L. Farnham, A. Fink, W. Gifford, John Briggs, J. Barnaby, R. H. Hopkins, I. M. Capron, E. R. Thompson, M. W. Abell, William Mellen, be, and they are hereby appointed a committee of the Village to aid and assist in carrying into effect the object above contemplated.

Resolved, That the proceedings of this meeting be signed by the Chairman and Secretary, and published.

GEORGE A. FRENCH, Chair'n.

J. VAN BUREN, Sec'y.

[From the Chittanooga Herald of Jan. 17.]

RAIL-ROAD CONVENTION, AT DE RUYTER.—On the 10th day of Jan. 1832, delegates from the counties of Broome, Chenango, Cortland and Madison, met in convention at the house of T. C. Nye, in the village of De Ruyter, to concert measures to secure the extension of the Madison County Rail-road, from Cazenovia to the Susquehanna river, and to procure and present to the Board of Directors of the Rail-road company, information as to the facilities and inducements offered by the route through the valleys of De Ruyter and Otsego, for the construction of said road.—The Hon. John Miller of Truxton was called to the chair, and Charles H. S. Williams of Cazenovia, and Virgil Whitney of Binghamton, were chosen Secretaries.

On calling the delegates, the following gentlemen appeared, and reported their names:

Bingham—Virgil Whitney.
Lisle—George Wheeler, Graves Collins, Oliver Stiles, Paul Havens.
Willst—James W. Manderville, Stephen Adams, Aldius Bur, Lingame, Oliver Delavan, Caleb M. Burleson.

Cincinnati—Barak Niles, Charles Kingman, Glover Hart, Solomon Grisman, Alfred Cook, Moore W. Hurlburt, Samuel Roberts, Jun.

Solon—John L. Boyd, Enos S. Hurlburt, Ezra Rockwell, Adna Warner, Charles Pater, William Strong.

Truxton—John Miller, Eleazer H. Sears, Lewis Sears.

West Litchfield—Carey L. Beebe, Jacob Notman, Orlando Jones, Samuel Puffer, Charles T. Fairchild, Levi Darling, Bellick Fairchild, Elijah Darling, Charles Shipman, Perry Burdick, Abner Hurlburt, Daniel C. Burdick, Amos Baker, Thomas Congdon, Jr. Joshua Saunders, Joshua Davis, Alonzo Gattlin.

East Litchfield—Samuel Plumb, Morrison Rollo, Zira Smith, Adinjah Mausey.

Pitcher—Stephen Pomeroy, Cyrus W. Avery, Daniel Fairchild, Abel Chandler, Theron Green.

De Ruyter—James Nye, Abraham Sutton, Le Baron Goodwin.

Woodstock—Isaac Morse, David Smith, Calvin B. Stowell.

Union Village—Joseph T. Card, Alvin Card, Barry Carter.

Georgetown—Samuel Hitchcock.

Cazenovia—Jonathan D. Ledyard, Chas. H. S. Williams, Nathan T. Williams, William J. Hugh, Alvin Ford, Rensselaer Jackson, Simon C. Hitchcock, James Berthrong.

Besides the regular delegates, a large number of citizens of De Ruyter and its vicinity were present, making altogether a very numerous meeting.

The meeting was opened by Mr. W. K. Fuller, who commenced his remarks by stating that the relation in which he stood to that part of the community interested in the extension of road would not permit him to identify himself with the proceedings about to be had. He had been chosen one of the directors of the Rail-road Company. But as he and one of his colleagues, P. G. Childs, Esq. were present by particular request, for the sole purpose of imparting information in regard to the concerns of the company, he felt himself bound to comply with the wishes of the convention, so far as was consistent with his other duties. Mr. Fuller explained the causes which had delayed the opening of the books for subscription to the stock, and gave a brief account of the measures taken by the friends of the project, in pursuance of the provisions of the charter, up to the election of directors in December last. The Directors, (he said,) since their election, had met once: at that meeting it had been determined to pursue the most active and vigorous measures for the construction of that part of the road for which the stock had been taken up, as soon as the state of the ground and the weather would permit—and in furtherance of that determination, a resolution was passed, requiring the stockholders to pay to the Treasurer of the company \$1 on each of their shares, by the first Monday of April next. The subject of extending the road was discussed by the Directors at the same time, but owing to a want of the necessary information to enable them to judge of the most preferable route, nothing definitive on that point transpired. A resolution, however, was passed for extending the road according to the provisions of the charter, and receiving proposals for subscription to the stock for that purpose. Mr. F. concluded his remarks by reading a copy of the resolution as follows:

"Whereas, by the second section of the act incorporating this company, the privilege is given to extend the same southerly to any water communication between the Susquehanna river and the Erie canal—Therefore Resolved, That it is proper to avail ourselves of this provision in the charter, and that the board will adopt measures to extend the same, and receive proposals for subscription to the stock for that purpose."

On motion of Gen. Ledyard, a committee consisting of one from each town or village represented, was appointed, to draft and report resolutions expressive of the views of the convention.

The following gentlemen were appointed said committee, viz: Virgil Whitney, of Binghamton; George Wheeler, of Lisle; Stephen Adams, of Willet; Barak Niles, of Cincinnati; John L. Boyd, of Solon; Charles F. Fairchild, of West Litchfield; Cyrus W. Avery, of Pitcher; Martin P. Sweet, of De Ruyter; Stephen P. Collins, of Woodstock; Joseph F. Card, of Union Village; Jonathan D. Ledyard, of Cazenovia; Samuel Hitchcock, of Georgetown; Samuel Plumb, of East Litchfield.

The committee retired, and the Directors who were present, at the request of some members of the convention, submitted sundry estimates and statements of the probable expense of the road; the income that might reasonably be expected from it, and its benefits to the country through which it is to pass—and also various plans and views of Rail-roads, and other valuable information as to the structure and use of this species of internal communication.

The committee came in and reported the following Resolutions:

Resolved, That we deem the construction of a Rail-road from Chittenango by the way of Cazenovia, through the valleys of De Ruyter and the Otsego to

Binghamton; of primary importance to the inhabitants of the counties of Madison, Chenango, Cortland and Broome.

Resolved, That this meeting will use their best efforts to procure a survey of the route named in the preceding resolution, and to procure subscriptions for the stock, in case it should be practicable to construct said road.

Resolved, That we know of no route for a Rail-road that offers so many inducements for the investment of capital as the one proposed by this meeting.

Resolved, That a committee of three be appointed from each of the towns represented in this meeting, to elicit such information as may be in their power, in relation to the practicability of the construction of said road, and the probable amount of revenue that might accrue to the company, and present the result of their investigation to the directors of the company.

Resolved, That it be recommended to the inhabitants living on any practicable route, (between Cazenovia and Binghamton,) to ascertain any advantages which said route may possess: and also, what subscriptions for stock, and other facilities, may be obtained thereon and lay the same before the Directors of the road for their information.

Upon the question of agreeing with the report of the committee, an animated debate ensued, in which Messrs. Plumb, Sherwood, Sweet, Ledyard, Niles, and the chairman engaged. It was contended on one side, that the three first resolutions ought to be stricken out, because of the preference given to the De Ruyter and Otsego route—and on the other that the convention had assembled for the purpose of expressing an opinion as to that particular route, and it was therefore proper that the sense of the meeting should be ascertained and expressed in relation thereto. Besides no injury could possibly result from so doing, inasmuch as the last resolution reported by the committee invited a simultaneous examination of all the routes; and as the selection of the route must ultimately devolve upon the directors of the company, it was not to be feared that they would adopt any other route than such as upon actual survey and examination should be found to be the most advantageous.

The resolutions were agreed to without a dissenting voice.

In pursuance of one of the above resolutions, the following committees were appointed, to collect and report to the Rail-road corresponding committee, all the information within their power.

Binghamton—David C. Case, Myron Merrill, Samuel Smith, Lisle—George Wheeler, Thomas Whitney, Oliver Stiles, Willet—Oliver Delavan, Stephen Adams, Alitius Burlingame.

Cincinnati—Barak Niles, John Osgood, Charles Kingman, Solon—John L. Boyd, Enos S. Hurlburt, Ezra Rockwell, Jr. Pitcher—Abel Chandler, Cyrus W. Avery, Eben'r Wakely, West Litchfield—Carey L. Beebe, Charles F. Fairchild, Perry Burdick.

De Ruyter—Le Baron Goodwin, Abraham Sutton, James Nye.

Cazenovia—Stephen P. Collins, Isaac Morse, Joseph T. Card.

Pharsalia—Myrtaleu Waldron, John Gladden, Hendrick Crane.

East Litchfield—Samuel Plumb, Daniel Root, David Smith.

Otsego—Jethro Hatch, Luther Bowen, William Cooley.

Georgetown—John Brown, Ira B. Howard, Samuel Hitchcock.

Nelson—Eri Richardson, Timothy G. Chiley, Oliver Pool.

On motion of Judge Niles,

Resolved, That a committee of five be appointed to receive the reports of the committees in the several towns, and lay such information as they may furnish before the board of Directors of the Madison County Rail-road Company, and if they shall think it expedient to call another meeting, and fix the time and place thereof. Said committee to be called the "Rail-road Corresponding Committee."

Barak Niles of Cincinnati, J. D. Ledyard, William Burton and Rensselaer Jackson of Cazenovia, and Abraham Sutton of De Ruyter, were appointed to constitute said committee.

On motion of Mr. Avery, of Pitcher,

Resolved, That the proceedings of this convention be signed by the chairman and secretaries, and published in the newspapers between Chittenango and Binghamton inclusive. JOHN MILLER, Ch'n.

Chs. H. S. Williams, } Sec's.
Cyrus W. Avery, }

We give the proceedings of a meeting held at Dunkirk, in favor of the contemplated Rail-road from Lake Erie to New York; and of another held at De Ruyter, in favor a Rail-road from the Erie Canal, at Chittenango, to intersect the other at Binghamton. This is as it should be; and we hope soon to see other north and south roads under consideration.

The following paragraph is taken from the Erie, Pa. Gazette of Jan 12th.

"We have received the first number of the "Rail Road Journal," published at New York, by D. K. Minor, the principal object of which is to diffuse a more general knowledge of the mode of internal communication by Rail-roads together with its advantages. It is the opinion of the publisher that Rail-roads are far superior to canals, and must in a few years entirely supersede them. The correctness of this opinion we would set down as doubtful and refer our readers to the late report of the canal commissioners of Pennsylvania, in which the question is succinctly discussed, and the superiority of canals, apparently, proved."

It will be seen that the correctness of an opinion expressed in the first number of this Journal, that "Rail-roads would in a few years, especially where new works are to be constructed, take precedence of Canals," is "set down as doubtful;" and the Report of the Canal Commissioners of Pennsylvania is referred to, where it is said, "the question is succinctly discussed, and the superiority of Canals apparently proved."

We have not examined the report of the Canal Commissioners, but presume the annexed extract from it, which we take from the Pittsburgh Gazette, is that to which the Editor refers, as showing the incorrectness of our opinion upon the subject.

The Report is undoubtedly entitled to great respect—but it neither convinces us of the correctness of the conclusions of the commissioners, nor of the fallacy of our own opinions.

"While the board avow themselves favorable to Rail-roads where it is impracticable to construct canals, or under some peculiar circumstances, yet they cannot forbear expressing their opinion, that the advocates of Rail-roads generally, have greatly over-rated their comparative value. To counteract the wild speculations of visionary men, and to allay the honest fears and prejudices of many of our citizens, who have been induced to believe that Rail-roads are better than canals, and consequently that, for the last six years, the efforts of our state to achieve a mighty improvement have been misdirected, the canal commissioners deem it to be their duty to advert to a few facts which will exhibit the comparative value of the two modes of improvement for the purpose of carrying heavy articles cheaply to market, in a distinct point of view."

Flour is now carried by the canals to Philadelphia from Lewistown, 211 miles, for 62 1/2 cents. and from Harrisburgh, 150 miles for 40 cents a barrel; gypsum is taken back for three dollars a ton to Harrisburgh, and five dollars a ton to Lewistown, therefore the freight (exclusively of tolls) is downwards 14 1/2 mills per ton per mile, and retarding, 7 mills per ton per mile; or on an average both ways, one cent and three fourths of a mill per ton per mile, for carriage.

On 9 miles of Rail-road at Mauch Chunk, and on ten miles of Rail-road between Tuscarora and Port Carbon, the carriage of coal costs 4 cents, and the toll on the latter road is a cent and a half per ton, per mile.

The comparison will then stand thus:

On ten miles of Rail-road between Tuscarora and Port Carbon:

| | |
|----------------------|----------|
| Freight per ton | 40 |
| Toll on coal per ton | 15 |
| | —55 cts. |

On ten miles of the Pennsylvania Canal:

| | |
|---|---------|
| Freight per ton | 10 1/2 |
| Toll on coal at half a cent per ton per mile, | 15 1/2 |
| | —30 1/2 |

Being 39 1/4 cents difference in favor of the state canal on each ton for every ten miles of transportation.

The following table will exhibit the relative useful effects of horse power when employed on common roads, on turnpike roads, on Rail-roads, and on canals.

| Four horses will draw, in addition to the weight of the carriage or boats containing the load: | Weight of freight transported. | Number of miles per day. |
|--|--------------------------------|--------------------------|
| On a common road, in a wagon, | 1 Ton. | 12 Miles. |
| On a turnpike road not exceeding 5 degrees of inclination, in a wagon, | 1 1/2 " | 18 " |
| On a Rail-road, having a rise and fall of 30 feet, (or one-third of a degree) to the mile in 8 cars, | 16 " | 27 " |
| On the Pa. Canal, in 2 boats, | 100 " | 24 " |

The introduction of locomotive engines and W. nan's cars upon Rail-roads, where they can be used

to advantage, will diminish the difference between canals and Rail-roads in the expense of transportation. But the board believe that, notwithstanding all the improvements which have been made in Rail-roads and locomotives, it will be found that canals are from two, to two and a half times better than Rail-roads for the purposes required of them by Pennsylvania.

The board have been thus explicit, with a view to vindicate the sound policy of the commonwealth in the construction of her canals; yet they again repeat that their remarks flow from no hostility to Rail-roads, for next to canals, they are the best means that have been devised to cheapen transportation. They are valuable in many situations, and particularly along courses of great thoroughfare, which will bear the expenses of their construction. They can be made to carry the United States' mails and passengers, and also light valuable goods, where time is of more importance than cost of transportation."

In the above table showing the comparatively useful effects of horse power, when differently applied, there is evidently an error; and so great, that we are induced to place it to the account of the printer. It is there stated, that four horses will draw, in addition to the carriage containing the load, on a common road, in a wagon, one ton twelve miles per day; and on a turnpike, not exceeding five degrees of inclination, in a wagon, one ton and a half eighteen miles per day.

Is not this greatly underrating the value of horse power? It is believed to be at least one hundred per cent. below the average. "The Lig teams," as they used to be termed on the New York turnpikes, before the Erie canal was constructed, averaged more than three tons eighteen miles per day, to four horses; and we have little doubt that those of Pennsylvania do so now; but, that it may not rest wholly upon our statement, (which, by the by, is made from personal observation,) we give the following extract from "Tredgold upon Rail-roads," which may be taken for at least as good authority as this report. He says—"On a turnpike road the greatest useful effect will not average more than three-fourths of a ton, drawn eighteen miles by one horse in a day;" which, according to the usual mode of calculation, will give to four horses three instead of one and a half tons.

The commissioners also put down sixteen tons twenty-seven miles per day, as a load for four horses on a Rail-road, with a rise and fall of 30 feet to the mile; and one hundred tons in two boats, on a Pennsylvania canal, twenty-four miles per day. This would give to each horse, on a Rail-road, four and on a Canal twenty-five tons, exclusive of carriages and boats, containing the load. Now let us see what others estimate to be the performance of these modes of transportation. Tredgold says that,

"The velocity which corresponds to the maximum of useful effect, is half the extreme velocity of a horse when unloaded. The extreme velocity of a good horse, unloaded, is not more than six miles per hour, when continued for six hours; and, therefore, three miles per hour must be the velocity corresponding to the maximum effect, when the time of labor is six hours."

Assuming, three miles per hour, as the velocity, which may be considered reasonable—let us see what are the relative results.

Colonel Long, whose able and interesting letter upon the subject we give on another page, estimates the day's work of a horse, at three miles per hour 6 2/3 hours or 20 miles; with a load of 13 1/3 tons on a canal, and 9 86.100 tons on a Rail-road, which gives to Canals about twenty-five per cent. the advantage, for eight months, or the period they are navigable, which makes them for the year about equal to Rail-roads—where a velocity of three miles per hour only is required; but if four miles an hour is desirable, the advantage of a Rail-road over a Canal is as 9 3/4 to 7 1/2 tons, or more than twenty-five per cent., to which is to be added the value of the use of Rail-roads during the four months that Canals

are closed; which will be at least twenty-five per cent more, or equal to fifty per cent, in favor of Rail-roads, where horse power only is used. This must not, however, be understood as the real difference in their relative advantages. The two modes of transportation must be compared. If a canal has its advantages at the velocity of two or two and a half miles per hour, with eighty or ninety tons, a Rail-road has its advantages also, in being able to use steam engines, which move at the rate of eight, ten, and even fifteen miles an hour with forty-five or fifty tons. And locomotive power, it will be seen in table 2d of Col. Long's letter, is as much superior on a Rail-road to horse power, as it is believed Rail-roads, as a general mode of transportation, are superior to Canals. It is there shown that a locomotive engine of five horse power will transport, at a velocity of four miles per hour, 48 3/4 tons ninety-six miles in twenty-four hours, whilst twenty-four horses would be required to perform, in the same time, the same service: allowing to each horse five hours as the estimated amount of labor.

Thus far we have referred only to the velocities which may, without much inconvenience, be attained on canals; and even at those velocities, it must be evident, we think, to every unprejudiced person, that Rail-roads are far preferable; but we will now show the immense superiority of Rail-roads, when a more rapid movement is desirable, or at ten miles an hour, and it will give results far more favorable than is generally supposed.

As the resistance on Rail-roads is not, as on canals, as the square of the velocity with which it moves, and consequently the load is not inversely as the square of the velocity; and but very little less at ten than at four or even two miles per hour, as will be seen by reference to table No. 2. in Col. Long's letter, it follows that the advantages of Rail-roads and locomotive power, over Canals and horse power, are at least in proportion to the velocity desired. A locomotive engine, of five horse power will perform as much labor in twenty-four hours, at ten miles per hour, as sixty horses. It would transport forty-five and a half tons two hundred and forty miles, (this, however, is without deducting anything for stops,) and at an expense very little increased beyond the expense of four or five miles per hour. Thus, it will be seen at once, that important results may be produced on Rail-roads at a very moderate expense, and we think it will be conceded, at no very distant day, if it is not now, that Rail-roads, instead of Canals, "are from two to two and a half times better for all purposes of internal communication," than any other mode now in use.

We give the following extracts, the first from a letter written by a gentleman of much experience in such matters, and the other from "Tredgold's Treatise upon Rail-ways," to show that, if "the correctness of our opinions is to be set down as doubtful," we are not alone in the expression of them:—

As Rail-roads are the order of the day, the opinion of one so able to give an opinion on such a subject as Caspar W. Wever, formerly the Superintendent of the National Road, at this time Superintendent of Graduation and Masonry on the Baltimore and Ohio Rail-road, will prove interesting. Mr. Wever, in a letter dated Ellicott's Mills, 15th Dec. 1829, says: "Of all the systems of intercommunication yet devised, I am most decidedly convinced Rail-roads are the most advantageous in every point of view. They, as it were, destroy distance; they can be used at all seasons of the year; they cost not more than half as much as Canals, on the same ground; they occupy much less ground; they do not interfere with the cross communications of the country; they do not destroy water rights; they cost less in repair, and are not as liable to casualties; and they do not contribute to the unhealthiness of the country through which they pass."—[Springfield (Ohio) Pioneer.]

In either case, (i. e. of Locomotive or Stationary Engines,) when the tonnage is about 800 tons per day, the total expense of tolls, carriages, and moving power, is less than 1 penny per ton per mile, which is less than the tolls alone of a canal for the same trade, when the profits to the adventurers are the same in both cases. And unless it be in districts extremely favorable for the construction of a canal at a small expense, the Rail-road will be the cheaper mode of conveyance whenever the daily tonnage is less than about 15 or 1600 tons.

But, when it is recollected that on a Rail-road goods may be propelled with more than twice the velocity than can be obtained on a canal, and without increasing the expense of conveyance, we think it must rarely be considered advisable to cut a canal, in preference to making a Rail-road. And if similar modes of computation had been applied to canals, the instances of unprofitable and losing speculations would have been less frequent.

RAIL-ROAD THROUGH LONG ISLAND.—A meeting is in progress of delegates from the various towns of Long Island, to meet at Smithtown, Suffolk county, to take measures for the construction of a Rail-road from Brooklyn to the east end of Long Island.

It is highly gratifying to find, that the spirit for improving the internal communication of our country is aroused. Meetings are held in every direction, the south, and east, as well as north and west; and, although some doubtful projects may be undertaken, much benefit will result from them.

We consider ourselves fortunate in being able to give, in this number of the Journal, the interesting letter of Colonel Long. It is precisely what is wanted, and it cannot be too extensively circulated. It was first published, we believe, in the American Farmer, but we found it in the Rail-road Advocate, published at Rogersville, in Tennessee.

We again express our thanks to the gentlemen who have so promptly and liberally supplied us with information and documents referring to some of the most important Rail-roads now constructing. It would also afford us pleasure, to note the progress and condition of the numerous Canals in our country. Will any of our friends furnish us with the necessary information?

RAIL-ROADS IN WINTER.—We are frequently asked the question whether Rail-roads can be used in the winter months, and particularly during the existence of snows. The Baltimore and Ohio Rail-road was continued in operation last winter, notwithstanding a fall of snow two feet in depth; and we understand the progress of carriages has not been impeded during the present season. Indeed without the aid furnished by this road, the price of fuel in Baltimore, owing to the early and unexpected close of the water communication, must have been greatly increased, and the sufferings of the poor augmented.

Though the carriages for passengers were taken off the Mohawk and Hudson Road the first of the present month, for the purpose of conveying thereon materials for the second track, still the snow has not prevented the running of carriages or freight waggons for a single day. By a very simple construction, something in the form of the ordinary drag used by farmers, a horse is enabled to clear the rails of snow at a speed nearly corresponding, with that adopted in conveying passengers by horse power. Wherever the snow is blown into deep drifts, as will sometimes happen on the Mohawk and Hudson as well as on the Saratoga Roads, it is not improbable that a temporary suspension of business may ensue; but with this exception, we have no doubt that both Roads may be kept in active operation during the year.

The winter thus far has been highly favorable for grading most of the sections of the Saratoga Road not completed in the fall, and for the delivery of materials for its construction. All the stone and timber, excepting the rails, will be delivered on the whole line by the 1st of April; and the latter, it is believed, will be obtained sufficiently early not to impede the progress of the work or to prevent its completion so far as to commence the transportation of passengers early in July.—[Saratoga Sentinel.]

An old Cotton Spinner and Trifles.—Some years since, the present Sir Richard Arkwright purchased the Hampton Court estate, near London, for which he gave £370,000, equal to \$1,644,444 94. The conditions were, to pay £100,000 down, and the residue to be on credit. As nothing was said at the sale relative to an endorser for the balance, but an endorser was required, Sir Richard replied, that was not mentioned at the sale, and gravely observed to the gentleman who sold the estates, he presumed he understood casting interest, and if he would deduct it, he would pay the whole, which was agreed to. A few months after, some of the gentlemen's servants called at the seat, in order to take away some fixed lamps, &c. which Sir Richard considered included in the sale; he objected to the articles being taken away—the servants observed they were trifles—Sir Richard replied, "You go and tell your master, that in consequence of his not attending to trifles, he has been obliged to sell his estate, and by taking care of trifles, I am obliged to buy his estate, and pay for it."—[Pawtucket Chron.]

NEW-YORK AMERICAN.

JANUARY 28, 30, 31, FEBRUARY 1, 2, 3—1832.

LITERARY NOTICES.

THE AMERICAN JOURNAL OF SCIENCE AND ARTS, by Benj. Silliman. Vol. XXI. No. 2. New-Haven.—This number contains, in addition to its usual quantum of scientific papers, a Memoir of the Life of *Eli Whitney*, the inventor of the Cotton-Gin, which is full of interest and instruction;—of interest, in following the calm, indomitable spirit, which, conscious of its own powers and worth, would not be discouraged by any adverse circumstances, hooped up as they were in the career of Whitney;—and of instruction, in the caution, sagacity, and practical good sense which controlled the operations of a mind, ingenious and inventive to a rare degree indeed. That he triumphed over fortune and injustice in the end, is, truly, some consolation to those who know with what ingratitude and wrong his great invention was visited by all those states, (always excepting honest North-Carolina) whose staple and whose lands it trebled in value; but it is melancholy to reflect, that many of the best years of his life were wasted in, and that the disease which prematurely closed it, was probably induced by, protracted, wearying, and expensive attempts to defend his right and property in his own invention. It is probably impossible more strongly to illustrate the nature and extent of the difficulties which, on that head, he had to contend with, than by the following extract from a letter of his to a kindred genius, Robert Fulton. After enlarging upon the constant violation of his patent right in Georgia, and the interest the planter had to resist his claims, Mr. Whitney adds, "At one time, few men in Georgia dared to come into Court, and testify to the most simple facts within their knowledge relative to the use of the machine. In one instance, I had great difficulty in proving that the machine *had been used in Georgia*, although at the moment, there were then three separate sets of this machinery in motion, within fifty yards of the building in which the court sat, and so near that the rattling of the wheels was distinctly heard from the steps of the Court House!"

We commend this memoir of Mr. Whitney to the perusal of all young aspirants, that they may learn lessons both of wisdom, and perseverance under misfortune. The annexed letter from Mr. Miller, the associate of Mr. Whitney, and who seems to have shared his zeal and fortitude, was written upon hearing from Mr. Whitney, that, during a temporary absence, the workshop which after great difficulties he had been able to erect, for the construction of his machines, together with tools, papers and every thing else, was burnt to the ground. It may be of service to other ardent young men, when beset by misfortune, to read the extract:

"I think with you, (says Mr. M.) that we ought

to meet such events with equanimity. We have been pursuing a valuable object by honorable means; and I trust that all our measures have been such as reason and virtue must justify. It has pleased Providence to postpone the attainment of this object.—In the midst of the reflections which your story has suggested, and with feelings keenly awake to the heavy, the extensive injury we have sustained, I feel a secret joy and satisfaction, that you possess a mind in this respect similar to my own—that you are not disheartened—that you do not relinquish the pursuit—and that you will persevere and endeavor at all events, to attain the main object. This is exactly consonant to my own determinations. I will devote all my time, all my thoughts, all my exertions and all the money I can borrow, to encompass and complete the business we have undertaken; and if fortune should by any future disaster, deny us the boon we ask, we will at least deserve it. It shall never be said that we have lost an object which a little perseverance could have attained. I think indeed it will be very extraordinary, if two young men in the prime of life, with some share of ingenuity, with a little knowledge of the world, a great deal of industry, and a considerable command of property, should not be able to sustain such a stroke of misfortune as this, heavy as it is."

QUESTIONS AND NOTES ON GENESIS, by Geo. Bush, 1 Vol. 12mo. 467 pp. John P. Haven, New York.—

This volume, well printed and very full of matter, is from the pen of the Author of the Life of Mohammed, published in the Family Library, by the Harpeas. That book, on its appearance, was spoken of with commendation in these columns, and we think the elaborate research which it evinced has been still more abundantly manifested in the volume before us. The object of this publication is by recurring to the original language of the old testament, and to the various versions of it in different languages, as well as to all other historical memorials concerning it, to fix and elucidate the precise tenor and meaning of each book, and of each word indeed. It is far beyond us to decide whether this object be or not attained, but that it has been aimed at with honest purpose and with great industry and research all who look into these pages will be ready to agree.—We have not had the volume in our possession long enough to examine it throughout, but presume that from the single extract we have room for, concerning Nimrod, our readers will be able to appreciate both the aim of the work and the ability with which it is executed.

What is to be understood by his being 'a mighty hunter before the Lord'?

Mighty hunter. Heb. 'mighty of hunting.—'Before the Lord,' i. e. high-handedly, presumptuously; an expression which would scarcely have been used were nothing more intended than that Nimrod was a courageous hunter of wild beasts. The original term for 'hunting' is used elsewhere, not so much in reference to the pursuit of game in the forest, as to a violent invasion of the persons and rights of men. Thus, 1 Sam. 24. 12, 'Thou *hunted* my soul (i. e. my life) to take it.' Lam. 3. 15, 'Mine enemies *chased* (Heb. 'hunted') me sore.' Jer. 16. 16, 'I will send for many *hunters*, and they shall *hunt* them from every mountain.' This usage affords us a clue to Nimrod's true character. It was doubtless the original design of the Most High that the earth should be settled in small colonies, tribes, or communities, under the patriarchal form of government, Deut. 32. 8, and Nimrod's sin consisted in boldly contravening the Divine counsel in this respect, and in laying the foundation, by means of rapine violence, and usurpation, of that species of dominion ever since distinguished by the name of *kingdoms, empires, monarchies*, &c. by which the great mass of mankind have been in fact doomed to ignorance, and held in degrading servitude. This 'mighty hunter' therefore stands branded on the sacred page as the original post-diluvian founder of despotic governments, which have been in all ages the principal barriers to the spread of true religion, and to the highest welfare of the human race. For this reason, 'Babylon,' the name of the seat of his kingdom, has come to be employed in the Scriptures, as a typical or symbolical designation of every system of oppressive government, whether civil or ecclesiastical, which stands opposed to the prevalence of the free and benign institutions of the Gospel, the spirit and genius of which is utterly at variance with every

species of vassalage. When we learn, therefore, from the prophetic oracles, that 'Babylon the great' is to be destroyed before the complete establishment of the kingdom of Christ on earth, we are virtually taught that the entire fabric of civil and spiritual oppression is to be demolished, that all vestiges of the organized despotic rule which commenced under Nimrod on the plains of Shinar are to be forever done away.

THE SMUGGLER, 2 Vols. Harper's.—In interest and originality, this is beyond the ordinary run of Novels. The old fashion of keeping up a mystery till the end of the story, which Mr. Cooper has so affectionately adopted in his writings, is successfully followed by the author of the Smuggler, and his plot is not easily fathomed until you approach the end of the book. His scenes and characters are most of them out of the beaten track of Fiction, and his own reflections upon them, relish of a mind that has not been emasculated by devoting its powers to illustrating the vapidity of Almack's and Regent's Park. The excited and precarious state of affairs in England already calls for a change of character in its lighter literature, and, now that the general materials of society begin to awaken that interest which a very small portion of them have hitherto monopolized from the novel reader, we should not be surprized if an entire new style of fiction should come into vogue and supersede both the historical novel and the fiddle faddle of the Morning Post which the force of talent has made so entertaining when transfused into the fashionable novel. The Germans have long had their political as well as metaphysical novels. Mr. Cooper has disserted upon the science of government in the Bravo, and political economy, we may be certain will soon convey its lessons through a similar medium: in fact, that subject is more than once coquetted with, in speaking of the British revenue and parish laws, in the work before us. It will then be necessary to look for a new class of Heroes; when the Hampdens, the Russels, and the Sydneys, may receive their meed from the hand of Genius, which, by clothing their names in the bright hues of fancy, will make them more familiarly known, and more warmly honored, than when recommended alone by the cold pen of the historian. But alas! who will ever do for the Puritan and the Republican, for zealous Patriotism, and real, though fanatic piety, what Scott has done for the Jacobite upholders of an imbecile and profligate dynasty? What gifted hand will ever break up the repulsive associations with which, through the agency of his works, we regard the starched opponents of the dashing Cavaliers, the churlish foes of the princely Claverhouse? Gallant as Dundee, and not so cold-blooded, in their cruelty,—fighting in a better cause, yet so represented by a magic pen, as to be less easily sympathized with: who will ever, like Scott, illustrate glowingly the force of love to one's native soil as he has devotion to a fugitive prince, the ennobling principle of fidelity to a cause, as he has the engaging sentiment of fealty to a leader? Who, in fine, will ever wind truth as he has fiction around the heart, through the medium of the imagination? We fear none in our day. It takes a thousand years to produce a Homer. But the thing will soon be tried, and he who can fling the fairy tinsle of romance over the severest characters of history as Scott has over the more shining, and who can graft sound political principles upon the affections of the young, through their fancy, as he has those which are questionable, will do more enduring good for the cause of freedom, than all the argumentative essayists that ever advocated the rights of men. "Give me to write the ballads of nations," said a keen observer of human character, who would mould their prejudices; to novel-writing, in its present popularity and pervading influence, even among the young, the remark holds equally good. Now, should this last observation prompt the pre-

duction of an "American System" novel that may endanger the hopes of the Free Trade people, we do not hold ourselves responsible to that intelligent class of our readers to kill it in this Weekly Review the moment it sees the light; for we doubt not that the shelves of circulating libraries will at no distant time be filled with romances, which, like Goldsmith's "Deserted Village," will have a more serious object in their composition than wiling away an hour with a pleasing fiction. An "Internal Improvement" or a "Common School" novel, how easy it would be to contrive the plot of one! The first to be entitled "The adventures of an Engineer," and the second, any thing that would take. As for the *materiel*, for an "Anti-apportionment of Public Lands" novel for instance, you could open with the soliloquy of a squatter upon a Western prairie by moonlight, the long grass waving in the breeze and shining like a summer sea beneath the silver beams of the planet. You can make the setter-at-nought of title-deeds determine upon reflection to go to Congress; you can send him thither and let him make a speech. During the month or two that it will take some friend to write it out for him, you can engage him in a love affair; you may stick in a duel, an essay on cosmetics, and a chapter upon the composition of Champagne punch; and then having expended all your arguments in the speech of your hero, and discussed whatever else you have to say in dinner-table dialogue, you may, in sending him home, either draw him in the Mississippi, or save him, as is the wont of a popular novelist, for another work.—The story before us, by the bye, might well be called "an Anti-Tariff Tale," as it occasionally treats revenue laws at some length, and that with very little ceremony. We have already spoken generally of its merits, and have but little to add in the way of criticism, except that while the course in which the incidents succeed each other keeps the reader's interest awake, the manner in which they depend upon each other is improbable, and that the story, unnecessarily protracted in some places, falls off at the end, and, though told in general with unflagging spirit, is but feebly brought to a conclusion. Yet with all these marks of haste, there is much ingenuity in the construction of the tale, and some scenes are wrought up with almost thrilling pathos. The character of the hero is strongly conceived, and vigorously executed, and it stands well relieved by the various portraits around him. It is contrary to our principles to give the reader an insight in to the story, and we therefore make no extracts which may give him a clue to it. In the first of the passages quoted below, we were struck with the strange and somewhat original train of ideas which are struck out from the breast of a half-frantic father, by the sight of a dead infant, when cheated of his paternal hopes by its untimely birth. The second quotation describes well the unhappy and enduring effect of a single degradation, upon a haughty spirit, as influencing alike its public and private views of things. Both passages, though, as thus detached, the style may seem extravagant, are powerfully written.

The still-born infant—my infant, and mine at twenty years of age, lay on my knees, while one of its mother's hands were clasped in one of its father's. I had drawn a deal table close to me, and put the ruelight upon it, so that all the rays the wretched taper could lend fell upon the baby's face. Hours had passed. I had no more tears to shed; or, more truly, they could not come; the heavy pain of unexhausted anguish stuck in my breast and throat; and thus I gazed and gazed upon my child, until—it was a strange and some may think an unfeeling fancy—until—at last expressing a long though fitful reverie—I demanded of myself, why should I mourn for this little creature? Let me mourn for the dead alone—its mother here at my side,—but not for it, the unborn, yes, unborn, although delivered of the womb—the unbreathed, the little spirit which has never been of this world, and hardly ever ab-

stracted from a higher one. And thou, Graves, I felt deep awe fall upon me, arresting for a time even my anguish,—deep awe, uncertainty, mystery.—No, it was not death, though so like it. Death comes when life goes: life lived in this life. But the beautiful little out-turned lips I looked on had never moved or fluttered with an earthly breath; the little silken eyelids had never been upraised to admit a ray of our sun's light; the little unseen, unknown eyes they contained had never behold an earthly object, the little ears heard an earthly sound, the little limbs felt an earthly touch. I held not upon my knees the mortal relics of a human being. And what held I then? The machine prepared for the reception, and impulses, and powers of that being; or, half-prepared, and now re-ordained, never, in this life at least, never to be used, never acted upon. Or, in my passing view, did I gaze on anything more real, with regard to breathing existence, than might be a sculptor's marble copy of those limbs and features? Yes! and I trembled. Yes! for that would be a copy. And a copy of what master hand! and marble—and here on my knee was another material! And I should not think of surface merely, but of the wondrous structure, through its length and depth, through and through, of that material! I felt my breath come short. The nerves and blood now thrilled along my head at the thought of touching, fresh from God's formation, a receptacle, an habitation for mortal life, which had not yet, and never could be, endowed with that life. To nurse the corpse of my infant, my dead infant, would not have been strange, however agonizing,—strange to a man, a living man; but to nurse this little—WHAT? Oh! again and again I said to myself, "Yes, there, upon the face, so still, so unused, and yet so wise and powerful"—(Graves, sageness and power were awfully conveyed by the baby's features)—"there is the expression of flesh and blood, and bone and muscle, prepared for the action upon them of a spirit of good and greatness, but of flesh and blood, and bone and muscle which yet have not received that action!"

Well, Graves, what has this made me? you have seen what, so far as regards my intercourse with the world and my friends; therefore I need not answer: but I suppose your "something or other" is now explained. But within? Desolate, Graves, desolate and fear-stricken; and yet evil and savage, too.—How am I to make you understand? I apprehend 'tis not in my power to do so; but I will give you one abiding thought or sensation of my bosom, apart from its mere griefs. I never lay down my head to sleep at night, I never awake in the morning, without being conscious of a stifled but dense rage against man. Unceasingly I whisper when I am alone, "neither she nor I had mercy at their hands!" And then this prepossession takes many shapes at different times, some of them doubtless (though I had rather say perhaps) unjust and visionary. For example, I occasionally feel the dislike of the poor man against the rich, so common, as I have assured you, throughout England at present, although indulged by persons more absolutely inferior in society than I am. I believe that one occurrence of tyranny towards me in Northumberland, where I was a stranger and penniless, inspires, and ever must inspire the morbid feeling. Alas, Graves, a source of humiliation and degradation which I can never vent in revenge—pardon me the world, in self-assertion—has its influence upon me. And could the fretting and irritation of my previous life, on account of the disappointment and wrongs of my father, I may add myself, have prepared me for being so affected by the outrage? Another impression has been directly made, which I cannot help permitting to sink deep. You know it from our conversations together, and you have seen it in the form of a mere reasoning theory, though now I fear you will suspect it of personal prejudice. You may be wrong, however. It is not because a man's observation of public injustice is first aroused by his individual experience of it, that he is unfitted to become its denouncer on broad and general grounds.—Therefore, even with the knowledge you have of me, I again tell you that I consider our present state of parish laws a curse to our country, and before you again appear as their advocate you must live more out of London. And it is not merely to the instance of their administration which affects myself, but to their whole influence and working that I now address my denouncement. I will not "utterly overpower you" by renewing here my doubts of the wisdom, the justice, or the mercy of other laws made by the rich against the poor; but I must say that I would not arm a gang of ruffians,

game-preservers against a gang of hungry or needy, or even ruffian (for the word involves its own argument) poachers, for all the pheasants that ever flew, and all the hares that ever ran; no, nor ario a cutter, nor a crew of men-of-war's men against a smuggling lugger for the purpose of paying annually (if it were possible by such means) the whole thirty-something millions of interest of the national debt. And now, Graves, do not accuse me of a mistake; the revenue laws are not levelled against the poor exclusively: I know that very well; and yet I denounce them too, as deeply pernicious to the morals and the happiness of England.

FARMERS AND GRAZIER'S GUIDE, is the name of a manual for those engaged in that branch of farming which comes under the head of live stock. It gives directions for the choice and management of neat cattle and sheep; the proper treatment of calves and lambs; observations on the comparative value of the various breeds, and the diseases to which they are subject; with hints to dairy-men and suggestions for management of milch cows, with other information of a similar kind. The work, is to be had of the Messrs. Carvills, Broadway, is published by Carey & Hart of Philadelphia, and written, by B. Lawrence.

TOXICOLOGIA, or a Treatise on Internal Poisons, in relation to Medical Jurisprudence, Physiology, and the practice of Physic; by W. F. Lowerre, M. D.; Stodart, Courtlandt st.—Dr. Lowerre has here compiled a volume upon a very important subject, and his publication must be highly acceptable to the medical and legal practitioner. The work, from which we shall take another opportunity of giving some extracts with remarks, has the approving certificates of the first professional men in the country.

FOREIGN INTELLIGENCE.

LATER FROM LIVERPOOL.—We have, by the way of Charleston, London dates to the 1st December, and Liverpool to the 2d, being from the latter port six and from the former two days later than before received.

The vessel bringing these papers, the British ship *George Wilkinson*, did not sail from Liverpool till 10th Dec., but has nothing later than the 2d.

We extract from the *Charleston Eve. Post* of 21st instant.

The cholera appears to have assumed a more serious aspect at Sunderland, to which it is as yet confined.

The Brussels papers of the 29th state, that exaggerated reports of the troubles at Lyons had given great uneasiness to the Belgians, who feared for the permanency of the French Government. They feared another invasion from Holland, and attributed the obstinacy of the Dutch King to the secret influence of Russia. The *Morning Herald* presumes their suspicions unfounded. The military of Belgium is said to be in an excellent state of preparation.

Tranquility was completely restored at Lyons.

There had been a dreadful affray in Kilkenny, Ireland, between the soldiers and peasantry, in which eight of the latter were killed, and many wounded.

Sir Francis Burdett has written a letter to the National Political Union, disapproving of the association being made permanent.

Resolutions were passed at the last meeting of the Council of the Union in London, to the effect that, in case of another rejection of the bill by the Lords, the Commons should be petitioned to suspend all supplies.

Serious apprehensions prevailed as to the fate of Captain Ross, who sailed three years since on his Northwest Expedition, the whale ships from Davis' Straits having returned without any intelligence of him.

There is little doubt of the fact that the Cape de Verd Islands have declared for Donna Maria.

LATER STILL.—The ship *Wm. Byrnes*, from Havre, now below, sailed the 16th December; a file of loose papers only was received by her, which we have not been able to see.

By private letters, however, with which we have

been favored, and of which extracts follow, it will be seen that the political state of France is spoken of as satisfactory.

The speech of the King of England on meeting his Parliament, is in the French papers.

PARIS, 8th Dec.—The momentary check which the disorders at Lyons gave this and other places of France, is removing with the cause. The stocks are also recovering, and the exchange on London and price of specie continue to improve. American dollars, fr. 5 27 1/2—Mexican, fr. 5 22 1/2.

A letter from Havre of 13th says, "The estafette brings good news from all quarters to-day, the 3 per cents. are up to 69.45, 5 per cent. 97.69.

The funds were steadily rising.

Another letter of 15th, from Havre, says: "The political state of the country continues very favorable, as may be inferred from the state of the Funds. Five per Cents. 98 50; Three per Cents. 70."

Since the above, we have received English papers, by the ships Pacific and Samuel Robertson, to the 18th December.

The new Reform Bill had passed the House of Commons by a majority of two to one.

After the Reform question, and perhaps scarcely second to it in interest, in England, is that of the Cholera, which seems to be extending. More than 500 cases had occurred at Sunderland, more than 100 at Newcastle, and several at North Shields.

In France, the disturbances at Lyons were at an end. A long statement was made by the President of the Council to the House of Deputies respecting these, which we have not room for.

Holland still held out; and the course of his Dutch majesty manifestly puzzles the politicians very much.

Portugal, we infer from all that is stated, is to be seriously assailed by Don Pedro.

GREECE.—The younger assassin of Capo d'Istria has been shot at Napoli, and no tumult occurred.—Mavromichalis addressed the people, and gave the signal, after having made a sign of farewell to his father, who witnessed the scene from the castle, where he is a prisoner.

[From the London Globe of December 13.]

THE REFORM BILL.—Lord John Russell yesterday obtained leave to bring in his bill to amend the representation of the people in England and Wales, and explained the amendments he has proposed.

The plan it will be generally acknowledged by the friends of Reform is improved in some points, especially as to the working of the £10 qualification cause. It is now proposed to give the franchise to every occupier of a tenement (within the limits of the places returning members) of the value of £10, provided he is rated to the relief of the poor. It is not necessary that he should be rated to the amount of £10 (because it is well known that the rates are imposed according to a fictitious estimate, much below the real value,) but that he should be rated.

All the restrictions as to time of occupation, &c. &c. are swept away. The difficulties attending the operation of the former clause were well explained by a friend of Reform, in the Law Magazine, and afterwards in a separate pamphlet. The amendment is practically an extension of the franchise, besides simplifying its operation.

The same number of boroughs remain in schedule A. (56) but not all the same boroughs; the inquiries which have been instituted as to number of houses, wealth and limits, having enabled the ministers (as they think) to distinguish the least unworthy of the smaller boroughs more correctly than by the mere population returns. This will be regarded by some as an improvement—and certainly it is as far as it goes; but we confess that, in common we believe with most other people, we view the picking and choosing among the small boroughs with something approaching to indifference.

There was a certain number of small boroughs to be sacrificed to common sense and general convenience—a certain portion of the dirt of the system to be shovelled away, and there was so little to choose between that which is now to be cast out and that which is now to be retained, there was so little

chance of losing any thing valuable, that the old arrangement was good enough for the purpose. The line has been drawn.

A more important change of the bill is that which reduces the number of boroughs in schedule B, by giving to ten of the most considerable of them two members instead of one—and this we believe to be a slight change for the worse. Two members for a place which has scarcely more than 4000 inhabitants, are disproportionate to its scale and importance; many of the towns in question had no claim to one, except that which they had in common with others which were to be disfranchised, of long enjoyment and long abuse. Some of the members, however, who will be returned by these boroughs, will no doubt be respectable and independent though their constituency will be too small to afford any security for their conduct.

Another change which is an improvement, is a further addition of one member each to ten of the considerable towns of the class of Brighton, Bolton, &c., to which the former bill gave only one member. This compensates for whatever injury the former clause may produce.

On the whole, we have no doubt the country will be satisfied with the bill; and there appears to be a disposition on the part of some of the opponents of Reform to reconcile themselves to what they still consider their hard fate.

There is indeed some amusing self-gratulation on the part of Sir R. Peel and his friends at the fact that some of their suggestions about particular small boroughs have been adopted, and that (as the Commissioners have already made their inquiries) the limits of several boroughs are to be fixed by a bill, and not left to future arrangement. We do not envy them their joy. So they surrender the strong holds of corruption they may march out with all the honors of war—Mr. Croker's drum beating, Sir R. Peel's colors flying, Mr. Dawson and Sir C. Wetherell carrying their whole baggage of discretion undiminished.

The second reading of the Reform Bill was passed on Saturday night (or rather on Sunday morning) in the House of Commons, by 324 to 162, being a majority of just two to one in favor of the bill. The debate throughout was animated and interesting, and less tinged with rancorous party venom than usual. Sir R. Inglis opened the discussion, and insisted that if the bill passed, it would make the House of Commons the repository of the entire democracy of the country, an innovation which he strenuously deprecated.

Mr. S. Wortley also opposed the bill, whence we conclude that his father, Lord Wharnccliffe, has not yet become convinced of the imperious necessity of allowing it to pass into a law. Mr. C. Wetherell spoke with his usual acrimony against the measure, and was replied to at length by Mr. Stanley, in one of the most sensible, appropriate, and energetic speeches ever delivered in the House. The Right Hon. Gentleman not only successfully defended the conduct of Ministers against the imputations alleged against them by Sir C. Wetherell, but demolished point by point, all the elaborate sophistry of Mr. J. Croker, and convinced that Right Hon. Gentleman that his knowledge of history was on a par with his knowledge of classical literature.

Sir R. Peel, in a lengthened but not intemperate speech, avowed his continued hostility to Reform, which he deprecated, not so much on its own account as because it would be fatal to the prerogatives of the House of Lords, and pave the way to concessions without number to the democracy, which would have neither reason nor justice to recommend them. The Right Hon. Baronet entered at considerable length into details respecting his change of opinion on the Catholic question, and fully convinced the House, as we are sure he will the country, that as a statesman of spirit, intelligence, and patriotism, he could not have acted otherwise than he did on that memorable occasion.

It is clear from the persevering hostility evinced throughout the whole of last week in the House of Commons, that all the efforts at conciliation made by Lord Grey and his colleagues have wholly failed of their effect. They have therefore, but one resource left, viz. to create a sufficient number of Peers to enable them to pass the Reform Bill, in spite of all the intrigues and chicanery of the faction. This resource should be put into instant operation. There is no time for delay. As for any further attempt at conciliation, it is evident, that the very idea is preposterous. The Lords will a second time reject the Bill—even with the experience of the past before them—unless they be effectually aluiced with new Peers. We hope, therefore, that

Ministers will no longer hesitate to adopt that line of conduct, which the vital interests of the country, and their own characters as statesmen, imperiously demand.

Latest proceedings.—Mr. Hunt, amid loud cries of "Question," and the strongest manifestation of impatience, endeavored to explain some part of his conduct at Leeds, which had been alluded to in the course of the debate. He re-asserted that this new Bill would not be satisfactory to the laboring classes, because it would not extend to them any new privilege.

The gallery was then cleared for a division, and the numbers were—

For the second reading, 324

Against it, 162

Majority in favor of Ministers —162

The bill was then read a second time, and ordered to be committed on Friday the 20th of January.

It may not be improper to add, that on the numbers being announced, no manifestation of feeling took place.

On re-entering the gallery, we found the Chancellor of the Exchequer on his legs, moving "that the House, on rising, do adjourn to Tuesday, the 17th of January next."

The motion was then put by the Speaker, and was agreed to.

The orders of the day were next disposed of, and some notices of motions given, the particulars of which, from the noise made by members quitting the House, were not heard in the gallery; after which the House adjourned at a quarter past one o'clock on Sunday morning.

The London Courier of the 13th has these paragraphs:—

We are informed from a source on which we have been accustomed to rely, that all the stories of an indisposition on the part of his Majesty to resort, if necessary, to the exercise of his royal prerogative for the passing of the Reform Bill, are utterly unfounded, and that, with his Majesty's entire concurrence, arrangements are in progress for securing the safety of the Bill by these means, if there should be reason to infer that, without such a course, the nation would be disappointed in its just and reasonable expectations.

It is not true, as stated by some of our contemporaries, that a proposal has been made for a Treaty of Commerce between this country and France. There have, however, been negotiations on foot calculated to facilitate the commercial relations between the two countries.

No formal proposal has been made for a general disarmament by any of the Continental Powers. Austria and Prussia have, however, hinted at something of this sort to the French government; but Russia has not given the slightest intimation or desire to resort to a measure which would be the most indicative of a pacific policy among the Continental Powers.

FRANCE.

PARIS, Dec. 15.—The Journal du Commerce de Lyons of the 11th contains the following paragraph:—

"Notwithstanding the strength of the garrison, consisting of from 15,000 to 18,000 men, the smallest portion of which could be accommodated in barracks, the remainder being either lodged in the public edifice or camped in the Place de Bellecour, or quartered on the citizens especially in La Guillotiere and Taise, it is to be remarked that not the slightest disorder or excess has been committed by the soldiers, and that the most perfect harmony everywhere prevails between them and the inhabitants. We point out this happy state of things with the more satisfaction, as it does a great honor to the good sentiments of the citizens to calumniate whom so much pains is taken, to the excellent spirit of the troops, and to the wisdom of the measures taken by the military authorities to maintain discipline.

"It may be affirmed, without fear of contradiction that the city of Lyons has never been so tranquil as it now is. We already perceive the effects of the arrival of merchants from the neighboring towns, and even foreigners who come to make purchases against New Year's Day; and several merchants have assured us that business of all kinds is becoming more brisk."

[From the Messager des Chambres, Dec. 17.]

PARIS, Dec. 16.—We are assured that M. de Cazes will on Monday make a report on the law relative to the poeage, to the Chamber of Peers.

The proposals of Gen. Lafayette to grant civil rights to all the Polish refugees in France has been rejected in the bureau by an immense majority, and therefore will not be read in the Chamber.

Lyons, Dec. 9, 9 o'clock p. m.—The Duke of Orleans made his entrance into Lyons at 2 o'clock this day. His approach had been announced in a proclamation by the Mayor. Since the 1st all the suburbs and the neighboring country had been occupied by the troops of the line. No resistance whatever was thought of in any quarter, not even among the workmen of the Croix-Rousse; all went back to their habitations, and the transition of power from the insurgent masses into the hands of its lawful depositaries was executed with the most perfect order, and without the slightest convulsion. Not a musket was fired, nor a sabre drawn. Several of the National Guards, who had been forced to give way to the insurgents, yesterday appeared again in their uniforms. The Prince entered Lyons by the Faubourg de Vaise. He was preceded by the 9th and 24th regiment of the line, and the 3d regiment of Chasseurs (cavalry.) He was dressed in the uniform of his regiment of Hussars, and was attended by the Minister of War, and a very numerous staff; among whom were a great number of generals and the Perfect of the Rhine. The 9th regiment of Chasseurs, a large body of National Guards from the neighboring departments, the 13th, 40th, 66th and 94th regiments of the line, with artillery, followed. The latter soon after took possession of their quarters in the barracks. Other troops are in possession of the suburbs, so that Lyons is now guarded by a considerable army. All the streets through which the Prince's cortege was to pass were crowded since the morning by numbers, who received him everywhere with loud and loyal acclamations, and seemed to look upon his arrival as the return of order.

IRELAND.

Serious riots had occurred at Waterford, on account of the Tythes. A collection of 6000 or 7000 persons having been fired on by the police, attacked the latter in their turn, with pitch-forks and other weapons, and killed 19 of their number, including a Capt. Gibbons. The following are the particulars:

Waterford, Dec. 15.—The Rev. Mr. Hamilton, a clergyman of high Tory principles, intimidated, some short time since, to the farmers of his parish, that he would, in consequence of their neglect in paying up the tithes, issue summonses against them, and enforce the immediate payment of his dues in a Court of Law. The farmers, determined to resist, caused a notice of Mr. Hamilton's intentions to be communicated through the several adjoining parishes, and requested that the people of those places would assist the Ballyhale men in preventing Mr. Hamilton from carrying his threats into execution. Accordingly, on Wednesday morning, a most formidable body of the peasantry (between 6000 and 7000) repaired to the appointed place. On Tuesday night and Wednesday morning the bells of the different chapels in that district were rung, for what purpose it is unnecessary to mention.

About 11 o'clock on Wednesday morning, chief constables Gibbons and Brown, with 33 of the police and accompanied by that obnoxious character to the peasantry of Ireland, a process server, marched into Ballyhale. The ditches along the road and the adjacent fields, were completely covered with the country people, armed with bludgeons, scythes, pitchforks, and other deadly instruments. None of the people, however, had fire-arms. All was quiet till the police were passing through a lane or avenue to the residence of a tythe defaulter, when several hundred country people jumped from the ditches and imperatively called on the police to deliver up to them the person of the process server. This was of course refused by Captain Gibbons, who requested the people to be quiet, and not put themselves in danger of punishment by violating the laws of the country. They then insisted on getting the process, which was also refused. Several words in Irish were then passed from one to another through the great body of the people, when an increased number of the country people came in front of the police, completely blocked up the passage, and were closing on the police, when Capt. G., seeing the determination and ferocious threats of the people, ordered them to fire, which they immediately did in a volley, and killed two and wounded three of them. A simultaneous rush was then made by the peasantry before the police had time to reload; and infuriated at seeing their companions shot, they attacked them with pitchforks, &c., struck them to the ground, disarmed and murdered nineteen of them, including Captain Gibbons.

I regret to add that Captain Gibbons's son, a lad about ten years old, who accompanied his father, riding on a pony, was inhumanly butchered by these monsters! The pony which the child rode was stabbed to death! Five of the police, who

showed some symptoms of life after being barbarously beaten with bludgeons, had, as they lay insensible on the ground, their brains knocked out by a peasant's son not more than 12 or 14 years old, who was armed with a scythe! The country people, after satiating their vengeance on the bleeding bodies of the murdered police, by kicking and stabbing them, retired to their homes and usual occupations with as much indifference, I have been told, as if they had just performed some meritorious deed.

When this afflicting account of this tragic occurrence reached this city last night, Major Jones, Lieutenant Lewis, and thirty men of the 77th depot, marched off for Ballyhale. Two troops of dragoons also arrived there last night from Kilkenny.

The sensation excited among all classes by this bloody tragedy is indescribable. Fear and alarm pervade the mind of every man in this part of the country.

A paragraph in the London Times of the 31st, states that of the 36 new Peers, only 32 voted; the others being absent, or not having taken their seats. Of the whole number of peers, 40 were absent.

It is asserted in the London Morning Herald, that the Cattle in the Island are suffering from the Cholera Morbus. These animals in many instances, have been seized with sudden convulsions; in such cases they continue mewing piteously till their final struggle, which generally ensues within 18 hours after the commencement of the attack. About 20 of the feline race have already perished in this extraordinary manner.

The correspondent of the London Morning Chronicle O. P. Q.—in a letter dated Paris Nov. 22d, says:

"I told the Bourbons they must fall, and then they fell. I told the Revolution it must march, or the nation would be dissatisfied. The Revolution has not marched, and the people are to a man discontented. I told the British public that M. Casimir Perrier intended to follow a system of force approaching very nearly to that of the Restoration, and this is the system he has followed. I told you that Poland was to be abandoned by England and France at a moment when no one would believe my statement, and France has consented to the dismemberment and conquest of that country. I told you that if the system of M. Perrier should be followed up, he would have all the country against him—and that he must restore to *coups d'etat* to support that system—and now what has occurred? Why, the *coups d'etat* have been struck, and France is indignant and preparing!"

"And now I tell you, that the French Revolution is not terminated, that the Throne is in danger—that M. Casimir Perrier will be swept away with his system in the rising terror of popular and universal indignation—that he cannot maintain his ground—that he must be defeated; and that the result will be that the French nation will establish another order of things, and another Government far more popular, and to Europe far more terrible! I mean terrible to Kings—terrible to tyranny—terrible to the Inquisition—terrible to the arbitrary power, and terrible to old Europe, enslaved as she was, and is by some half dozen tyrants."

HOME AFFAIRS.

[From the Richmond Whig, Jan. 26.]

DEBATE ON ABOLITION.—It will be seen by the proceedings of the House of Delegates on Wednesday, that the Debate on Abolition has closed, having occupied exactly one fortnight. During this time it has interested and absorbed the attention of this community beyond all precedent; and has been conducted with an ability, zeal, and eloquence, beyond anything the Capitol of Virginia has witnessed since its foundation. Freedom of discussion has been pushed to great length; but not to a length as we believe, endangering the tranquility of the country; for we hold it to be self-evident, that when the public vigilance is on the alert, danger from that source, is of all improbable things, the most improbable. Nor are we of the number who imagine that this discussion or one conducted in the Public Prints, will impart to the slaves any ideas not now entertained, or any aspirations not now indulged. The truth is, that the intelligence of the slaves has long ago reached the point to which the fears of some imagined this discussion would conduct it. They have not now to learn those abstract theories which teach the universal equality of man and his rights: but the same extent of intelligence informs them of the impossible, the worse than hopeless expectation, of engaging in a successful struggle for their maintenance.

The ulterior effects of the discussion in the House of Delegates, will be developed by time. When the misapprehensions of doctrines advanced in debate, have been corrected by a temperate examination of them, at the fire-side, when the alarms for the tenure of property, felt or feigned, have vanished before the perusal of the speeches which occasioned them; when the agitated state of public feelings subsides to a healthy excitement; we are persuaded that the portentous truths which have been uttered, fortified by the experience of other countries, and demonstrated by a comparison with other States around us will sink deep into the Public mind, and in time bring forth results most propitious to our common country.

A few words as to the meaning of the several votes yesterday.

The report of the Select Committee, adverse to legislation on the subject of Abolition, was in these words: "Resolved, as the opinion of this Committee, that it is inexpedient for the present, to make any legislative enactments for the abolition of Slavery." This Report Mr. Preston moved to reverse, and thus to declare that it was expedient now to make legislative enactments for the abolition of slavery. This was meeting the question in its strongest form. It demanded action, and immediate action. On this proposition the vote was 58 to 73. Many of the most decided friends of abolition voted against the amendment; because they thought public opinion not sufficiently prepared for it, and that it might prejudice the cause to move too rapidly. The vote on Mr. Witcher's motion to postpone the whole subject indefinitely, indicates the true state of opinion in the House. That was the test question, and was so intended and proclaimed by its mover. That motion was negatived, 71 to 60; showing a majority of 11 who, by that vote, declared their belief that at the proper time and in the proper mode, Virginia ought to commence a system of gradual abolition.—This is more specifically declared in Mr. Bryce's preamble in the following words, which was adopted by a vote of 67 to 60.

"Profoundly sensible of the great evils arising from the condition of the colored population of this Commonwealth: induced by humanity as well as policy, to an immediate effort for the removal in the first place, as well of those who are now free, as of such as may hereafter become free: believing that this effort, while it is in just accordance with the sentiments of the community on the subject, will absorb all our present means; and that a further action for the removal of the slaves should await a more definite development of public opinion."

This preamble being first adopted, the resolution of the Select Committee, was also adopted as a corollary thereto, and the two as a whole, adopted by a vote of 64 to 59.

The inquiry and discussion then, have terminated in the following specific and implied declarations on the part of the House of Delegates: 1, That it is not expedient at this session, to legislate on abolition. 2, That the colored population of Virginia, is a great evil. 3, That humanity and policy in the first place, demand the removal of the free and those who will become free, (looking to an extensive voluntary manumission.) 4, That this will absorb our present means. 5, (Undeniable implication,) That when public opinion is more developed; when the people have spoken more explicitly, and the means are better devised, that it is expedient to commence a system of abolition.

The House of Delegates have gone thus far, and in our opinion, it had no right to go farther at this time. These are astonishing and animating results. They who will look back to the state of opinion five months ago, may well consider them almost miraculous.

We do not imagine that the discussions have by any means terminated. Mr. Moore, a few days ago, read a resolution which he had prepared, and determined to offer, calling upon the Federal Government for aid in abolishing slavery and deporting the slaves. Mr. Brodnax, yesterday, ridiculing in just terms the idea that it was unconstitutional in Congress thus to appropriate the proceeds of the Public Lands, (the National Debt paid,) or that it was dishonorable in Virginia to ask of the General Government what was her right, made known his intention of introducing a proposition applying to that Government for a just share of the proceeds of the Public Lands, to aid in the deportation of the free negroes. We hear, also, of other resolutions connected with the whole subject of the colored population, which will probably be introduced. We likewise hear the rumor of a speedy attempt to divide the State, coming from the South of Virginia.

TWENTY-SECOND CONGRESS—1st SESSION.

[From *the Globe*.]

CONGRESSIONAL ANALYSIS.—In the Senate, Jan. 20, Mr. Benton, asked leave to introduce the following joint resolution:

A joint resolution declaratory of the meaning of the charter of the Bank of the United States, on the subject of the paper currency to be issued by the Bank:

Resolved by the Senate and House of Representatives of the United States of America, in Congress assembled, That the paper currency, in the form of orders drawn by the Presidents of the Offices of Discount and Deposits, on the Cashier of the Bank of the United States, is not authorized by any thing contained in the charter; and that the said currency is, and is hereby declared to be, illegal, and that the same ought to be suppressed.

Mr. Benton supported the motion in a speech three hours long, and it was opposed by Messrs. Dallas, Buckner, Webster, Wilkins, Bibb, Chambers, and Smith; and further supported by Messrs. Forsyth, Miller, Kane, Marcy, and Tyler. The question being taken, leave to introduce the resolution was refused as follows:

YEAS—Messrs. Benton, Dudley, Ellis, Forsyth, Grundy, Hayne, Hill, Kane, Mangum, Marcy, Miller, Moore, Tazewell, Troup, Tyler, White—16.

NAYS—Messrs. Bell, Bibb, Buckner, Chambers, Clayton, Dallas, Ewing, Foot, Frelinghuysen, Hendricks, Holmes, Johnston, King, Knight, Naudain, Prentiss, Robbins, Robinson, Seymour, Silsbee, Smith, Tipton, Tomlinson, Webster, Wilkins—25.

Mr. Clay submitted the following resolution, which was read and laid on the table:

Resolved, That the Secretary of the Treasury be directed to communicate to the Senate any correspondence which may have passed, between the Treasury Department and the Collectors of the Customs, or either of them, showing the construction which has been placed, by that Department, upon the act entitled "an act to amend the several acts imposing duties on imports," approved the 24th of May 1824, or upon any other act of Congress imposing duties on imports, passed since that day, including the act of the 19th of May, 1830.

The Senate after a sitting of five hours, adjourned over to Monday next.

In the House of Representatives, Mr. Root, from the Committee on Agriculture, reported a bill for promoting the growth and Manufacture of Silk in the United States. Mr. Drayton, from the Committee on Military Affairs, reported a bill to increase the number of Surgeons and Assistant Surgeons, in the United States' Army. Mr. Bouldin's resolution relative to the Tariff, and Mr. Davis' amendment thereto, was again taken up and discussed by Mr. Mitchell of South Carolina, until the expiration of the hour allotted to morning business. A number of private bills were acted on. The Speaker presented the memorial of the President and Directors of the Bank of Pennsylvania, praying a re-charter of the Bank of the United States. On motion of Mr. Wickliffe, it was referred to the committee of Ways and Means, with the following instructions to said committee:

"To inquire into the expediency of reporting a bill to incorporate a new Banking Company, to take effect and go into operation after the expiration of the charter of the Bank of the United States, reserving one third of the Capital in said Bank for the United States, together with a sufficient bonus on the charter; one third to be subscribed for by such of the stockholders in the present Bank, as may be citizens of the United States, the other third to be taken by such citizens of the United States, as may desire, to invest their surplus capital:

"That they also inquire into the expediency of prohibiting the Bank from dealing in or holding real estate, except for the mere purposes of Banking Houses and Houses necessary for the transaction of the business of the Company.

"Of prohibiting the location of any Branch in any State without the consent of the Legislature of such State:

"And also, of so forming the charter, that the Legislatures of the several states shall and may exercise the power when they deem it expedient to do so of imposing a fair and reasonable tax upon the capital employed, in any Bank or Branch of said Bank, within the jurisdiction of such state; and also to subject the said corporation to be sued in the District or Circuit Court in any State, where they may have a Branch located, and the cause of action accrued."

In Congress, on Jan. 21, little of interest occur-

red, beyond the passing by a vote of 100 to 81, and by virtue of the previous question, Mr. Bouldin's resolution as amended on motion of Mr. Davis. The object of this resolution is to authorize the Committee on Manufactures to report to the House the effect of the Tariff upon the great interests of the country; the mode of ascertaining *ad valorem* and *minimum* rates of duties; what frauds, if any, are perpetrated upon the revenue; and whether the stated value of the pound sterling ought not to be altered so as to conform to the actual value.

The Senate did not sit on Saturday.

CONGRESS—Jan. 23.

In the Senate, after disposing of sundry minor matters, Mr. Clay's resolution, proposing a modification of the Tariff, again came up; when, Mr. Dickerson, of New Jersey, addressed the Senate two hours in support of the resolution, and in reply to Mr. Hayne. The resolution was then, at the instance of Mr. Smith, further postponed to Wednesday.

In the House of Representatives, there was considerable debate on the reference of a Memorial against the Tariff from the Members of the Legislature of the State of South Carolina who are friends to the Union and opponents of Nullification. It was finally referred to the Committee of Ways and Means.

The Resolution concerning the Tariff subject, as amended by the vote of Saturday, came up for decision, and was agreed to by the House.

IN SENATE—Jan. 24.

Mr. Poindexter, who has been confined at home for some days by indisposition, resumed his seat.—The resolutions submitted on Monday by Messrs. Benton and Moore, on the subject of the Bank of the United States, were considered and agreed to.—Among the memorials and petitions presented, was one from Maine, presented by Mr. Sprague, praying for the abolishment of the postage on newspapers and pamphlets, and the reduction of postage on letters, and one from Philadelphia, presented by Mr. Dallas praying for the renewal of the charter of the Bank of the United States. After the morning business had been gone through, the Senate, on motion of Mr. Forsyth, went into secret session, and continued therein until it adjourned.

In the House of Representatives, the Committee on Military Affairs was, on the motion of Mr. Drayton, discharged from the consideration of the claims of Maryland, for expenses incurred for the public defence during the late war, and the same was referred to a select committee of seven members. Mr. Watmough, from the Committee on Naval Affairs, introduced two bills, one relating to naval schools, and the other authorizing the revision and extension of the rules and regulations of the naval service.—They were severally read a first and second time and committed to a Committee of the Whole on the state of the Union. The resolution submitted some days ago by Mr. Jenifer, for the appointment of a select committee to inquire into the expediency of making appropriations for the removal from the country of free persons of color, was taken up and discussed by Mr. Jenifer in favor of and by Mr. Coke against, the proposition, until the expiration of the hour, when the House proceeded to the order of the day. A variety of private bills were introduced and acted upon, after which the House went into a Committee of the Whole on the state of the Union, and took up the Apportionment of Representation bill. Mr. Wayne addressed the committee in favor of the establishment of a low ratio, in order to preserve the popular character and pure representative principle of the House. Before he concluded, the committee, on motion of Mr. Crawford, rose and reported, and the House adjourned.

Jan. 25.

The Senate, postponed until Thursday, the further consideration of executive business. Previous to closing the doors, in addition to a considerable portion of morning business that was transacted, Mr. Benton submitted resolutions calling for important information with regard to the Bank of the United States. The Senate continued in secret session to a late hour of the day.

In the House of Representatives, a variety of bills were introduced from the respective committees, and read a first and second time, and committed. Mr. Ellsworth, from the Committee on the Judiciary, reported a bill in addition to an act for the relief of inadvertent debtors of the United States, which was read twice and postponed till Monday. Mr. Everett, of Massachusetts, reported a bill from the Com-

mittee on the Library, making an appropriation to procure copies of historical documents from the public offices in Great Britain, which was read twice and committed to a Committee of the Whole on the state of the Union. The bill introduced on the preceding day by Mr. Watmough, authorizing the revision and extension of the naval rules and regulations, was read a third time and passed. The further consideration of the resolution on the subject of removing the free people of color, was postponed till Thursday; and the House, after the introduction of nearly twenty resolutions, went into Committee of the Whole on the state of the Union, and took up the apportionment bill. Mr. Wayne concluded his argument against the establishment of 48,000 as the ratio, and Mr. Hunt, Mr. Bell, Mr. Patton, and Mr. Polk, addressed the Committee. The question on Mr. Hubbard's proposition to fix the ratio at 44,000, was negatived by a vote of ayes 105, noes 81. Mr. Howard moved an amendment to change the time of the bill going into operation, from the second to the sixth of March, in order that the present weight of the several States might be preserved in the electoral colleges, on the ensuing Presidential election; but before the question was disposed of, the committee rose and reported, and the House adj.—[Telegraph.]

IN SENATE—Jan. 26.

In the Senate, Mr. Marcy presented a memorial from sundry merchants and others, of Boston, praying that the present Charter of the Bank of the United States may not be renewed; and that an act of incorporation may be passed for a Bank with a capital of fifty millions of dollars, reserving to the Government the privilege of subscribing for one half of the stock, and limiting the subscription to the remainder, to citizens of the United States. The memorial was read, referred to the Select Committee on the Bank of the United States, and ordered to be printed. Mr. Ewing offered a resolution declaring it as the sense of the Senate, that removals by the President from office, for any other purpose than that of securing a faithful execution of the laws, was hostile to the spirit of the Constitution, never contemplated by its framers; was a daring extension of Executive influence, prejudicial to the public service, and dangerous to the liberties of the people; and that it was inexpedient for the Senate to advise and consent to appointments to fill supposed vacancies occasioned by the removal of prior incumbents, unless the removals shall appear to have been made on sufficient cause. After the usual morning's business, the Senate went into secret session, and continued therein until its adjournment.

In the House of Representatives, Mr. Archer, from the Committee on Foreign Affairs, reported a bill for giving effect to a commercial arrangement between the United States and the Republic of Colombia, which was read twice and ordered to be engrossed for a third reading to-day. The resolutions submitted by Mr. Pendleton, on the subject of the appellate jurisdiction of the Supreme Court of the United States, were called up by that gentleman; but, upon a division by yeas and nays, at the call of Mr. Speight, the House refused to consider them, by a vote of ayes 75, noes 83. After the consideration and adoption of various resolutions, submitted on the preceding day, the House, on the motion of Mr. Polk, went into a Committee of the Whole on the state of the Union, and resumed the consideration of the Apportionment Bill. The question was on the amendment of Mr. Howard, to alter the time of the bill's going into operation, from the 3d to the 6th of March, 1833, in order to preserve in the electoral colleges, at the coming Presidential election, the present weight of the several States, instead of voting according to the new apportionment of representation. The proposition was discussed by Mr. Howard in favor of, and by Mr. Polk, Mr. Drayton, Mr. Crawford, Mr. Kerr, Mr. Beardsley, Mr. Craig and Mr. McDuffie against, its adoption, and finally withdrawn by the mover. The several numbers of 47,000, 47,700, 59,000, 53,000, 51,000, and 46,000, were successively proposed and rejected, and the committee rose and reported the bill to the House without amendment. Mr. Wickliffe moved to recommit the bill to a select committee of twenty-four members, one from each State, with instructions to report it in blank to the House; but, before the question was taken, the House, at five o'clock, adjourned.—[Telegraph.]

Friday, January 27.

The Senate, without completing the usual morning business, preceded, on motion of Mr. Tazewell,

to the consideration of Executive business, in which it was engaged several hours.

In the House of Representatives, Mr. Doddridge, from the Committee on the District of Columbia, reported several bills relative to the District. A bill for giving effect to a commercial arrangement between the United States and the Republic of Colombia was passed. Mr. Mercer, from the Committee on Internal Improvements, reported a bill for the erection of a bridge across the Ohio river at Wheeling. Various resolutions of inquiry were adopted and others submitted, which by the rules, lie over for consideration. At a late hour the House adjourned until Monday.—[Globe.]

LEGISLATURE OF NEW-YORK.

In the Legislature, Jan. 21st, ordinary business only was transacted. We have no room for its details.

The bills to incorporate the Hebrew Society of the city of New York, and the New-York Annual Conference Ministers' Mutual Assistance Society, were passed in the Assembly.

IN SENATE—Monday, Jan. 23.

Petitions: Of inhabitants of Jefferson county for a Rail-road from Watertown to Rome; of inhabitants of the counties of Livingston, Alleghany, Steuben and Cattaraugus, for a Bank at Dansville; for a Rail-road from Oswego to the Erie canal in Oneida county.

A communication was received from Walter Bowae, transmitting the Annual Report of the Trustees of the Sailors' Snug Harbor, in the city of New-York, which was read and laid on the table.

Receipts during the past year, including a balance on hand, December 31, 1830, of

| | |
|--------------------------------------|-------------|
| \$1,187 36. | \$30,805 02 |
| Expendit. for that year, \$19 281 50 | |
| Invested in stocks, &c., 11,423 53 | |
| | 30,705 03 |

Balance on hand, Dec. 31, 1831, \$99 99

The whole amount of the invested funds of the institution, is \$99,091 41; outstanding balances due for rent and interest, \$914 02. The estimated income for the year 1832 is \$26,626 66.

On motion of Mr. Allen—

Resolved, That the Comptroller report to the Senate the total amount contributed to the Bank Fund; the amount paid by each institution, respectively; the amount invested, how invested, and at what rate of interest, and the sum drawn from the fund for the salaries of the commissioners, and other expenses, if any.

IN ASSEMBLY.

Petitions: For a canal from the Erie canal to the Oneida lake; for the Delaware co. bank at Delhi; for a bank at Little Falls; for the incorporation of the New York City Trust company; for a bank at Cortland village; for a bank at Medina, Orleans co.; for a bank at Rome, Oneida co.; for a Rail-road from Jamaica to Brooklyn; for a Rail-road from Buffalo to the east village of Aurora, Erie co.; for a bank at Little Falls.

Bills reported: By Mr. Seymour, from the Committee on Trade and Manufactures, to regulate sales by auction in the city of Albany, (restricts them to daylight); to incorporate the New York Whitelend manufacturing company; to amend the act regulating the inspection of green hides and skins, (authorizes the governor, with the advice and consent of the Senate, to appoint one for each county in the state); to incorporate the Hargrave cotton factory.

The annual report of the Canal Commissioners was received, and double the usual number of copies ordered to be printed.

The report of the inspector of domestic distilled spirits in the city of New York, was laid on the table.

The concurrent resolution offered on Saturday by Mr. McKean, that the Legislature will celebrate the centennial anniversary of the birth of Washington, and will appoint a joint committee of arrangement for that purpose, was called up by the House, and adopted *nem. con.*

The committee of the whole, passed the bill authorizing Henry Barclay to maintain a toll bridge across the Esopus creek, at the village of Ulster; the bill to change the name of Jacob Adrian Van Den Heuvel [new name Jacob Adrian Van Heuvel]; the bill to change the name of Martin Hoar and others, of Hamoy, Chautauque county, [new family name Hart.]

IN SENATE—Tuesday, Jan. 24.

As reported; A bill to amend the charter of the City of Poughkeepsie, increasing its capital stock to \$50,000.

The Assembly sent for concurrence a joint reso-

lution, that the two Houses of the Legislature will celebrate the first centennial anniversary of Washington's Birth-day, which comes on the 22d of February next. The resolution was adopted.

Also, for concurrence, the resolution of the legislature of last year, to amend the constitution relative to salt duties.

Mr. Deitz offered the following resolution, which was laid on the table, to wit:

Whereas the Bank of the United States has applied to Congress for a renewal of its charter, therefore,

Resolved, (if the Assembly concur) That it is the sentiment of this legislature, that the charter of the Bank of the United States ought not to be renewed; and that our Senators in Congress be instructed, and our Representatives in Congress respectfully requested to vote against such renewal.

Resolved, (if the Assembly concur) that the Secretary of State transmit to each of the Senators and Representatives in Congress of this state, a copy of the foregoing resolution.

The Committee of the Whole again entered upon the consideration of the bill to incorporate the Hudson River Coal Company; but rose and reported.

The Committee entered upon the consideration of the bill to incorporate the Dutchess Rail-road Company; but rose and reported—and the Senate went into executive business. Adjourned.

IN ASSEMBLY.

From Columbia county, for a Rail-road from New York to Albany.

For a Rail-road from Cooperstown to Collinsville, in the town of Milford.

Of sundry petitions for an alteration of the law regulating them.

For a Rail-road from New-York to Owego.

For the Merchant's Bank at Buffalo—and for sundry other banks already petitioned for.

Bills reported.

To incorporate the capital of the Ithica and Owego Rail-road company, from \$100,000 to 250,000; to increase the number of directors from 9 to 12, and to extend the time for completing the road two years.

To incorporate the North American mining company.

Mr. Myers from the committee on that part of the governor's message which relates to revolutionary soldiers, reported at length, concluding with a joint resolution, instructing our Senators and requesting our representatives in Congress to endeavor to place on the pension list all officers, soldiers, musicians, teamsters, ferrymen, express-men, and artificers, whether of the regular army or of the militia, whether engaged by enlistment or contract, who served for three months in secession, and that when the claims are admitted, this state allow the number of acres promised by resolution of the Legislature in 1783. And that the officers of the late war be recommended to Congress for a quantity of land as a reward for their services and suffering.

Being concurrent, the resolution lies upon the table.

The House, in committee of the whole, rejected the bill for appointing inspectors of green hides and skins in certain places, and made some progress in the bill to increase the salaries of the Chancellor, Chief Justice, and Judges of the Supreme and Circuit Courts. Mr. Granger hoped that we should not, without some explanation of a bill brought in on notice, thus "walk into our exhausted treasury." Mr. Otis said, he had always considered a common laborer entitled to pay for his services, and thought the chancellor, judges, &c. entitled to as much, but as it was an important bill he moved to rise and report, which was done.

The House then adjourned till 11 o'clock to-morrow morning.

IN SENATE—Wednesday, Jan. 25.

A petition was presented for a Rail-road from Whitehall to Waterford.

Reports, &c.

The annual report of the Inspector of Put and Pearl Ashes in the city of New York.

Also, the annual report of the Inspector of Flour and Meal in the city of New York. Referred to finance committee.

| | |
|------------------|-------------------------------|
| Flour inspected. | 915 687 bbls. wheat flour. |
| | 25 187 1.2 bbls. do. |
| | 9 222 Rye flour. |
| | 9 951 hhds. Indian meal. |
| | 24 096 1.2 bbls. Indian meal. |
| | 177 Buckwheat flour. |
| | 405 half do. |

Receipts of Inspector \$15,644.59; expenditures \$8,850; net profit to Inspector \$7,197.59.

B. F. Butler, Esq., resigned his office as one of the regents of the University.

The Committee of the Whole again entered upon the consideration of the bill to incorporate the Dutchess Rail-road company.

The remainder of the day was spent in settling the details of this bill.

IN ASSEMBLY.

Petitions: For a Bank in the village of Ulster; repealing the half-pilotage through Long Island Sound; for the Commercial Insurance Company.

A bill was reported to incorporate the New-York and Albany Rail-road Company.

The House in committee of the whole, passed a bill permitting Judges of the Court of Common Pleas, who are Aldermen in the city of New-York, to act as Attorneys and Counsellors in the said court.

Thursday, Jan. 26.

In Senate—Mr. Maynard offered the following resolution which was adopted, to wit:

Resolved, That the Canal Board report to the Senate, with all convenient speed, the amount received for tolls on Fetched Boats, and passengers on the Erie Canal for the last year, designating the amount received for passengers in Packet Boats, and the amount received for passengers in line or other boats.

The committee acted upon the bill to incorporate the N. Y. Mutual Benefit Society, for gospel ministers, of the Methodist persuasion, to be located in Albany. And after some explanations and conversation the committee rose and reported.

The question was then put on the report of the Committee of the Whole, on the bill to incorporate the Dutchess Rail-road Co.; the report was agreed to, and the bill engrossed for a third reading.

The committee passed the bill appropriating \$500,000 for the support of the Mount Pleasant State Prison, and the bill to incorporate the Hebrew Benevolent Society of the city of New-York.

In Assembly petitions were presented for a Rail-road from Greenbush to Troy; against paying Chaplains by the Legislature; for a Rail-road from New York to Albany; for a bank at Somers; for a Rail-road from New York to Oswego; for the Arkwright Company in Pittsfield, Otsego county.

A report was made to renew the act relating to the New York Eye Infirmary.

A bill relating to Aldermen in the city of New York who act as Judges in the Court of Common Pleas, was read a third time and passed.

IN SENATE—Jan. 27.

An act was reported to incorporate the village of Genesee.

Mr. Allen, from the Committee on Banks and Insurance Companies, made a report, which adverted to the unusual number of applications, particularly from the city of New York, for new banks. It expressed the belief that some bounds should be set by the Legislature to the amount of banking capital to be created. It deprecated the confidence of the public in this kind of capital. Such capital was considered sure; because the more there was the larger would be the fund for its redemption. This idea was considered fallacious. And this confidence had a tendency to cease from that vigilance which was necessary to keep these institutions in a healthy state. An increase of banks embarrassed the operation of existing banks. Each bank was desirous to issue as much paper as possible, till some occurrence in the commercial world called out of the country an unusual quantity of specie; and then they were compelled to diminish their issues, which greatly embarrassed the commercial interest. The city of New York already possessed three-fourths of all the banking capital in the state. In that city the banking capital was \$18,060,000, and with insurance stock added to it \$30,500,000.

The report went into various other details of the same nature of the above, and concluded by expressing the hope that the facts set forth would convince the Senate, there was already banking capital of sufficient amount, at least in the city of New-York. Such places in the country, however, as had not already a bank, were entitled to have their claims duly considered.

The report was ordered printed, and on motion of Mr. Seward, double the usual number of copies were ordered.

The Comptroller reported on the resolution of the Senate, offered by Mr. Allen on the 23d inst., relative to the Bank fund, which was ordered printed and referred to the Bank Committee.

Mr. Deitz called for the consideration of the resolution offered by him some days since against renewing the charter of the United States Bank; and after some discussion, the following substitute was offered by Mr. Maynard:

Resolved, That experience has conclusively proven that a National Bank is necessary for the collection, preservation and distribution of the public revenue, the maintenance of a sound, uniform, and useful currency, and this legislature have full

confidence that, if the existing Bank be re-chartered, or a new one created, the President and Congress will conform the powers and privileges of the charter they may grant, to the provisions of the constitution, and the rights and interests of the States, and adapt them to the requirements of the Government and wants of the country.

On motion of Mr. Tallmadge, the Senate then suspended legislative business, and went into executive business.

Adjourned till 11 o'clock to morrow morning.

IN ASSEMBLY.

PETITIONS.—For the North Western Insurance Company, in New York; for a Canal or Rail-Road from the Erie Canal to the Black river; for a Rail-Road from Canajoharie to the Susquehanna river; for a Rail-Road from New York to Owego; for a Rail-Road from Schenectady via Troy to Greenbush; for the Troy and Whitehall Rail-Road; further petitions for a Rail-Road from Brooklyn to Jamaica; for a Rail-Road from Saratoga Springs to Schuylerville; for a Rail-Road from Buffalo to the Pennsylvania line via Westfield; for a bank at Rome.

Mr. King reported a bill repealing the law appropriating a portion of the literature fund to the support of pupils in the Asylum for the Deaf and Dumb.

Mr. Moulton offered a resolution, excluding the Rev. Dr. Wilson from attending the House as one of its Chaplains, which was laid on the table. Dr. Wilson's Sermon is the cause assigned for the resolution.

The resolution offered by Mr. Myers, asking Congress to place all soldiers who served three months in the Revolutionary War upon the Pension List, was unanimously adopted.

Upon the other resolution offered by the same gentleman, Mr. Granger called for information. He remarked that commissioners in the late war did not go a begging.

Mr. Myers gave his reasons in favor of the resolution. He disclaimed all mercenary considerations and offered, if lands were given to officers (of whom he was one) of the late war, that he would convey his allotted portion over to the Common School Fund.

The resolution was adopted by a vote of 68 to 30.

IN SENATE—January 28.

A concurrent resolution was received from the Assembly, proposing Monday the 6th of February next, as the time for the legislature to proceed to the appointment of state officers, and of a regent of the university in the place of B. F. Butler, resigned. The resolution was concurred in.

The concurrent resolutions were also received from the Assembly, instructing the senators and requesting the representatives in congress from this state, to use their exertions to procure such a modification of the pension law, as to admit the names of all who served three months or more in the revolutionary army, whether in the regular army or in the militia; and to use their exertions to procure for the officers of the late war, a gratuity in lands; which were read, and referred to a select committee on so much of the governor's message as relates to survivors of the revolutionary war.

Bills read a third time and passed.

Concerning the state prison at Mount Pleasant—To incorporate the Dutchess Rail-road Company—*ayes 28, noes 0.*

To incorporate the Hebrew benevolent society in the city of New York.

The bill to incorporate the Hudson river coal company, was laid on the table.

United States Bank Resolutions.

Mr. Deitz called for the consideration of the resolutions moved by him, declaring the sentiment of this legislature, that the charter of the U. S. Bank ought not to be renewed.

The question being upon the substitute for the first of the original resolutions, moved by Mr. Maynard yesterday, Mr. Edmonds rose and addressed the senate for about two hours and a half, against the substitute, and in favor of the original resolutions. When Mr. E. concluded, the senate adjourned.

IN ASSEMBLY.

Petitions:—For a bank at Herkimer; for the Greenbush bank; for the Atlas insurance company; of inhabitants of Oneida and Delaware for a rail-road from Lake Erie to the Hudson river, with leave to connect with any other road; for a rail-road from Buffalo to the Pennsylvania line; for a rail-road from Owego to New York; for a bank at Rome.

Mr. Kemble, from the rail-road committee, to which had been referred the bill to incorporate a company to construct a rail-road from Albany to New York reported the bill with amendments.

Mr. Winfield laid the following resolution on the table:—

Resolved, (if the senate concur) That the senators be instructed and the members of the house of representatives from this state be requested to use their exertions to procure for the non-commissioned officers and private soldiers of the late war, who have since become disabled from disease or the infirmities of old age, and have not the means of support, such a pension as shall be deemed sufficient for their decent maintenance.

Resolved, (if the senate concur), That the Secretary of State be requested to forward to each senator and representative a copy of the foregoing resolution.

Rev. Dr. Wilson.

After a lengthened discussion, the bill excluding this gentleman from the floor, was passed, 95 to 2.

The house then adjourned.

In the legislature on Monday, the time of the Senate was consumed, without result, in a debate about the United States Bank, with which they have nothing to do. In the House of Assembly, after the usual quantum of petitions for banks and rail-roads, the Committee on Banks, and that on Rail-roads, made long and elaborate reports. There are fifty applications for banks, and the Committee enforce the opinion, that such multiplication of charters would be ruinous; and therefore, that only such applications should be granted as have peculiar claims. They reported, in conformity with this view, bills for incorporating the Steuben County Bank, the Brooklyn Bank, and the Seneca County Bank.

The Rail-road Committee report that only such routes should be encouraged as promise undoubted profit to the stockholders and advantage to the public, and that others should be discouraged and denied.

LEGISLATURE, January 31.—In the Senate a bill to increase the capital of the Jefferson co. Bank from \$50 to \$120,000 was reported by Mr. Allen. The rest of the day was consumed on the United States Bank resolution—the question was taken on Mr. Maynard's substitute (favorable to the Bank) and lost, *Ayes 10, Nays 20.* By the same vote Mr. Maynard's next proposition to confine the objection to the Bank "as at present organized" was lost—after which, the Senate went into executive business. In the Assembly, after presenting petitions, among which was one from the medical society of New York, for an alteration of the revised statutes, relative to the practice of medicine, and one by Mr. Downing against a Rail-road from Brooklyn to Jamaica, reports were made in favor of the following Banks—at Cortlandville, at Homer, in Cortland co., the leather manufacturers' Bank at New York—the Herkimer co. Bank at Little Falls, and the Westchester co. Bank at Fishkill. The annual report of the Bank Commissioners was received; the rest of the day was spent in debate on the bill to increase the salaries of the Judges without any result.

IN SENATE—February 1.

A bill was reported to incorporate the Oneida Lake Canal Company, which was ordered printed.

Mr. Tallmadge reported a bill to incorporate the Watertown and Rome Rail-road Company.

Mr. Wescott reported a bill in favor of the several petitions for the appointment of a Measurer-General of Grain in the city of New York.

United States' Bank.—Mr. Maynard's amendment having been yesterday rejected by a vote of 20 to 10, the question again recurred on the original resolution.

Mr. Tallmadge arose, he said, with diffidence to discuss this subject; he felt his inability, but the deep interest the community felt in the subject, encouraged him to proceed in showing his objections to the bill.

After Mr. T. had concluded his remarks, Mr. Sherman took the floor; but it being near the hour of adjournment, at the suggestion of Mr. Maynard, the gentleman gave way, and the Senate adjourned.

IN ASSEMBLY.

Petitions read and referred:—For a bank at New Berlin, Chenango county; for a Rail-road from Utica to the Pennsylvania line; for the New York and Erie Rail-road; for a bank at Lansingburg;

against paying Clergymen from the Treasury; for the Central Bank of Genesee, at Attica; further petitions for a Rail-road from Brooklyn to Jamaica; for a Rail-road from Geneva to Ithaca, via Waterloo and Seneca Falls.

Reports of Committees:—A bill to incorporate the New-York and Erie Rail-road Company; a bill amending the charter of the New-York and Boston Steamboat Company.

Mr. M'Keen, pursuant to notice, brought in a bill relating to the Superior Court of the city of New-York.

Mr. Stilwell gave notice of a bill relating to Bankruptcy.

The House again went into committee of the whole, upon the bill to increase the salary of Judges.

Mr. Andrews, on the suggestion of Mr. Moulton, withdrew his motion to strike out the first section of the bill, remarking that decapitation was, perhaps, too violent a death for the bill. Mr. A. then proceeded to oppose the whole bill.

Mr. Van Duzer remarked that he had no disposition to consume the time of the House, on this or any occasion, for the mere purpose of display. He felt called upon, however, to reply to the arguments of the opponents of the bill, and to offer such reasons as occurred to him in favor of a fair and adequate compensation to public officers. Mr. V. D. repelled the doctrine that because Judges knew the amount of salary when they accepted office, that the State, Shylock like, should hold them to the "bond." Mr. Van Duzer proceeded some time with an able and interesting speech in favor of the bill.

Mr. Granger occupied the committee an hour against the bill; after which, on motion of Mr. Bishop, the committee rose and reported. Adj.

Appointments by the Senate on the nomination of the Governor.

Military—Prosper M. Wetmore, paymaster general and Richard Pennell, surgeon general of the militia of the state of New York.

Civil—New York—John S. Westervelt, health officer; James R. Manly, resident physician; Smith Cutter, health commissioner; Andrew Morehouse, culler of staves and heading; George Seaman, inspector of pot and pearlshes; Henry Leek, John P. Haff, and Isaac Sherwood inspectors of leather.

Dutchess—James Hooker, surrogate; Richard D. Davis and James Grant, jr. supreme court commissioners and masters in chancery; Joseph Gunn, Abel Gunn, William B. Waldron, Jacob D. Lorin, Jacob Burriager, Stephen Jennings and Albra Bushnell, inspectors of beef and pork; Lemuel Cooknell, inspector of flour and meal; Jacob Barringer and Jacob D. Lorin, inspectors of fish.

Rensselaer—Nathaniel Challis, Elias Disbrow, Edward S. Fuller and Dayton K. Fuller, inspectors of lumber for the city of Troy.

Orleans—William N. Ruggles, examiner in chancery; William Gazley, inspector of beef and pork.

Schoharie—Thomas P. Danforth, judge of county courts.

Orange—Benjamin H. Maco, master in chancery; George M. Grier, notary public.

Mr. Otis, of the Assembly, has been appointed by the Legislative Committee, to pronounce the Centennial Oration, on the 22d of February.

The President has nominated to the Senate, as Chargé d'Affaires at the Court of King Leopold, of Belgium, H. S. Legare, Esq., at present Attorney General of South Carolina. This gentleman is conspicuous by his general abilities and classical scholarship. He will do service and honor to our country, wherever he may be placed.—[Nat. Gaz.]

[From the National Gazette.]

One of the most intelligent members of the State Colonization Society of Virginia, writes from Richmond under date of the 13th inst.:—"I have taken some pains to ascertain the feelings of the people, and I really believe were Mr. King's proposition for employing the proceeds of the public lands for removing the blacks to be renewed and adopted in Congress, it would be a popular measure here, as I trust it would be cheerfully acquiesced in by the non-slave-holding States."

AMERICAN NEWS, VIA ENGLAND.

[From the Hampshire (England) Telegraph.]

The Onyx, Stephen Brown, master, arrived here yesterday, in twenty five days, from New-York, with a cargo of cotton and tobacco, and waits for orders. The weather was remarkably mild at New-York, and that city was very healthy. The balloting for the new President was going on, the majority of suffrages being in favor of Mr. Wirt!

GENERAL SANTANDER.—This distinguished person, with whose career as Vice President of the Republic of Colombia, at a period of its greatest difficulties, many of our readers are familiar, has, by some of our citizens, been invited to, and as will appear by the annexed correspondence, has accepted, a public dinner. We think this a tribute of just respect to a man, who in despite of great obstacles has persevered faithfully in his principles and practices, as a republican. By such a course he incurred the enmity of the Liberator Bolivar, as well as of the whole European party in Colombia, which desired and hoped to see that fine region subject to a sovereign—Bolivar if possible, if not to some prince to be sent from Europe, to check the growth on this continent of dangerous principles. This scheme thus far has been defeated—but Gen. Santander was sacrificed.—A charge of being knowing to a conspiracy for the overthrow and assassination of Bolivar was trumped up against him, he was arrested, kept in close confinement, tried without the benefit of counsel, and condemned to degradation, death, and confiscation of property. We have carefully read the report of this—so called—trial, and we do not hesitate to say that no Grand Jury in this country would ever have found a bill upon such evidence, and certainly no Judge would, upon it, have permitted the cause to go to a Jury. Bolivar commuted the sentence into one of perpetual exile, but by a recent act of the authorities of Colombia, Gen. Santander has been reinstated in all his rights. He will shortly return to his country, and we are gratified in believing that he will bear with him an intelligent and well founded admiration of, and regard for, the institutions and people of the United States:

CORRESPONDENCE.

To His Excellency, General Santander,

Sir:—A large circle of our fellow citizens, desirous of testifying to your Excellency the high opinion they entertain of your public and private character, have deputed us to invite you to partake with them of a dinner, at the City Hotel, at as early a period as may suit your convenience.

In this testimonial of respect and regard, they would manifest a recognition of that undeviating love of rational liberty and enlightened patriotism, which marked your public career.

They lament the temporary preponderance of political principles which drove you from your country—principles which proved alike hostile to your Excellency, as they were alien to the best interests of your country.

We rejoice, however, that your valuable services are again claimed by your fellow-citizens; and that an opportunity is offered you, on your way from exile to your own country, to be a personal witness of the practical benefits of our political institutions—to note their moral influence and the general prosperity which springs from, and owes its security to, the existence of rational liberty.

Such blessings we believe it was your desire to implant in your own country, and we sincerely hope your efforts to this end may result in complete success.

We beg your Excellency to accept assurances of our personal esteem and respect.

New York, 26th January, 1832.

| | |
|---------------------|--------------------|
| Morgan Lewis, | Albert Gallatin, |
| Philip Hone, | Francis Depau, |
| James Boggs, | Charles King, |
| H. Sheldon, | John S. Crary, |
| Sidney Brooks, | Francis Olmsted, |
| William W. Woolsey, | Henry Ogden, |
| Rufus Prime, | M. H. Grinnell, |
| R. M. Lawrence, | John Rathbone, Jr. |
| William B. Astor, | Archibald Gracie, |
| Charles C. King, | G. G. Howland, |
| Charles A. Davis, | Henry Dudley, |
| William Burns, | |

GENTLEMEN,—I have received with much pleasure, and with deep gratitude, your letter of the 26th inst., in which you have the goodness to invite me, in the name of a large circle of your fellow-citizens, to a dinner which you offer me, in testimony of the favorable opinion you have formed of my public and private character.

Your opinion, Gentlemen, and that of your fellow-citizens, in whose name you address me, I

regard with the highest estimation and respect. It would be sufficient of itself to give me a title to the highest honor of which I could boast. The opinion of persons so distinguished, in one of the most important cities in this fortunate country, has great weight in the judgment which my public conduct may deserve; and it is with the highest satisfaction that I see it approved by you, and by a respectable part of your fellow-citizens.

Your letter, Gentlemen, and the feelings by which it was dictated, add weight to the duty which I acknowledge with pleasure, of never rendering myself unworthy of your favorable regard, nor of that of your fellow-citizens. I shall always seek to deserve it, not only by studying the institutions of your country, by observing their influence on the happiness of men, by receiving instruction from the wise men who are the boast of this part of America, but also by studying the practical morality of its fortunate inhabitants, and by imitating their virtues.—Happy shall I be, and still more happy my native land, if my visit to this country should prove useful to her, by promoting the introduction of some of the numerous benefits which Providence has bestowed on you, and on your fellow-citizens, by means of public and domestic education,—institutions which protect the liberty of man, and upright magistrates who regard them with sincere respect.

We might then with noble pride, to the title of your younger brethren, and that of your worthy disciples, felicitate ourselves at having found the prototype of happiness in our own American continent.

Please, Gentlemen, to receive my sincere professions of personal respect and gratitude for your kind invitation, which I accept with pleasure availing myself of the privilege you allow me, of fixing on Thursday, the 9th of February next.

With assurance of high consideration and regard, I am, Gentlemen, your obedient and humble servant,
New York, Jan. 30th. F. P. SANTANDER.

To Messrs.

| | |
|---------------------|-------------------|
| Morgan Lewis, | Albert Gallatin, |
| Philip Hone, | Francis Depau, |
| James Boggs, | Charles King, |
| H. Sheldon, | Francis Olmsted, |
| Rufus Prime, | J. Rathbone, Jr. |
| Charles C. King, | John S. Crary, |
| William W. Woolsey, | M. H. Grinnell, |
| William B. Astor, | G. G. Howland, |
| Henry Dudley, | William Burns, |
| Sidney Brooks, | Henry Ogden, |
| R. M. Lawrence, | Archibald Gracie, |
| Charles A. Davis, | |

LOSS OF THE SHIP GEN. PUTNAM, FROM LIVERPOOL.—The following particulars of the loss of the ship Gen. Putnam, were received by her underwriters last evening.

Extract of a letter, dated Squam Beach, N. Jersey, 31st Jan. 1832, to Richard M. Lawrence.

SIR:—I inclose you a note just received.—The bearer of this states to me that the ship is wrecked about two miles and a half north of Barnegat Shoals, and when he left the beach last evening, there was not a soul landed, in consequence of the sea running so high, but there is no doubt in my mind but they will all be landed safe this morning, for the ship, as I am told, appeared to lay easy, and the swell lowering fast. As it respects the situation of saving, it must be left at present with me, for the ship lies between the out breaker and the beach; her mast is cut away, which makes her hull easy. I am going immediately to the wreck. I would be glad to see some good agent sent from New York to my assistance.—It is about 18 miles from my house to the wreck. Your obedient servant,

JOHN S. FORMAN,
Commissioner of Wrecks.

The following is the note alluded to in the letter and which came ashore in a bottle. "Ship Gen. Putnam, Hancock, of Baltimore, from Liverpool, bound to New York, sailed 15th, got ashore at 5 o'clock this morning, 30th Jan. 1832." There is no doubt this is the ship Gen. Putnam, Capt. Hancock, sailed from Liverpool the 15th Dec. bound to this port; ship belongs to Baltimore, and has a full cargo of hardware and dry goods for various merchants in this city; her freight list amounts to 750l.

The underwriters with great promptness despatched a Steamboat, and a number of hands last evening, to save the property. The person who brought the letter to this city was of opinion that all on board were undoubtedly saved, and should the weather continue mild, the goods will no doubt be saved and possibly the ship may be got off. She is largely insured in this city. Ship consigned to Brown, Brothers, & Co.—[Gazette.]

The militia of Ohio, according to the Report of the Adjutant General of this state, amounts to 126,471, including officers. The public arms are only 15,072 muskets, 18,000 rifles, and 12 pieces of ordnance.

Earthquake.—The Montreal Courant of Jan. 25, says,—A slight shock of an earthquake was felt in this city on Sunday night last, between eleven and twelve o'clock. The motion resembled the shaking of a steamboat whose machinery agitates her much; it continued for about four seconds, and was accompanied with an indistinct noise.

This was the same time at which the earthquake at Ogdensburgh, of which we published an account on Tuesday, was felt.—[Ed. N. Y. Am.]

The New Orleans Courier, of the 13th instant, says—"The post-rider was taken from the stage, near Thompson's Creek, on the night of the 11th instant, by two men in disguise, the mail taken from him, and he left tied."

A letter to the editors of the Baltimore American, from a correspondent at Havre de Grace, Md., dated 28th January, says—"You are requested to notice, for the information of the friends of the party, that a young man who stated himself to be a portrait painter from Baltimore, on his way to Smyrna, Del., for the recovery of a sum of money, in crossing the Susquehanna on the ice this morning, fell through and was drowned. He had been cautioned against crossing without a guide, and a course had been pointed out to him, by which he might have passed in safety, but he preferred taking the most direct route, and in passing over a part covered only with thin ice, it broke under him. A person, who had observed the occurrence from a distance, hastened to his assistance, but before he could reach him, he disappeared."

Accident.—On the 18th inst. a serious accident occurred at Erie, (Pa.) the particulars of which are as follows:—As Messrs. Weatherby & Marshall, merchants, were standing together in an old frame store, engaged in conversation, a huge mass of snow and ice suddenly fell from the roof or a large mill adjoining the store in which they were standing, crushing it in instantly, and burying them in the ruins. Mr. Marshall's thigh bone was severely fractured, and Mr. Weatherby so badly bruised, that his recovery is considered doubtful.

Distressing Accident.—An accident of a serious nature occurred in Middlesmithfield township, Pike county, Pa. on the 19th ult. Three young men, Dan'l Walter, Michael Walter, his brother, and Barnett Decker, started on a hunting excursion, and after travelling some distance, they came to a spring, when Daniel, laying his gun upon a log encrusted with ice, stooped down in order to drink conveniently from the spring. At this moment his gun commenced sliding, and when directly over him, and in a line with his brother, went off at half cock; the ball passed through both his thighs, breaking one of them, and glancing in a different direction, entered the thigh of his brother, who was standing about 15 yards distant. The former survived but 28 hours, the latter is thought will recover.

Dissection.—The horror excited in London by the recent discoveries of the practice of *Burking* in that metropolis, has led to much discussion as to the best mode of encouraging dissections by law.—Among others, a Colonel Jones, a noted Radical, addressed a letter to the *Times* on this subject, in which he advocates the propriety of the middle and higher ranks leaving their bodies for the benefit of science as an example to the lower ranks to do the same. The Colonel states that he has bequeathed his own body to the Anatomical Theatre of the London University.

A treatise on the Cholera Morbus, by F. G. Boissieu, who was charged by the French authorities with an investigation into the nature, origin and treatment of this malady, has just been received here from Paris, and will, we are requested to say, be translated by Dr. G. S. Bedford, and published without delay. It cannot fail to be an acceptable work at this moment. In regard to this disease, the London Medical Gazette has this anecdote:

A few days ago, Magendie, in returning to Paris from his visit to Sunderland, was asked, by a distinguished physician in London, what he thought of cholera? "I think," (said Magendie) "that it is a disease which begins where others end—with death."

SUMMARY.

NAVAL SCHOOL.—The bill referred to in the Congressional report, respecting a naval school, provides merely for the establishment of an additional school at Charlestown, Massachusetts, similar to the two already established at New York and Norfolk, Va., and appropriates \$2000 per annum, for the support of each of the three. We were in hopes, when we saw the notice, that the bill went much further, and was intended to lay the foundation of a permanent and well-endowed naval school, on the footing of the Military Academy. We yet hope to see such a bill introduced.

IMPORTANT DECISION.—The point settled in the case annexed, is we believe one that has heretofore been received as very doubtful—and is of great importance to commercial men.

SUPREME COURT OF THE UNITED STATES, JAN. 24.—*The United States vs. State Bank of North Carolina.*—Mr. Justice Story delivered the opinion of this Court, ordering it to be certified to the Circuit court of the United States for the North Carolina district, as the opinion of this Court, that the priority to which the United States are entitled, in case of a general assignment made by a debtor, of his estate, for the payment of debts, comprehends a bond for the payment of duties executed anterior to the date of assignment, but payable afterwards.

NAVIGATION OF THE MISSISSIPPI.—Captain Shreve has been several years employed in clearing away the snags, &c. that obstruct the navigation of the Mississippi, and other rivers at the west. During the present year, he has removed 2265 snags from the bed of the Mississippi, and since he has been in this employment, he has cut two channels, so as to turn the whole current of the river, and shorten its length nearly 50 miles. And all this has been done by steam power. From the bottom of the Ohio, logs, roots, &c. have been taken in numbers almost beyond credibility.

ODENSBURG, JAN. 24.—Earthquake.—The shock of an earthquake was felt at this place on Sunday evening last, at about half past 11 o'clock. Houses were shaken so much as to awaken many from sleep, and the tremulous motion of every thing was painfully perceptible to every person awake. The rattling of stoves, crockery, and windows, with the vibration of every thing moveable, together with a sound like distant thunder underneath the surface of the earth, was distinctly witnessed by all who had not retired to sleep. There were three distinct shocks, the second being the most violent, at intervals of about half a minute, and the rumbling noise continued two or three minutes.—[St. Lawrence Gaz.]

ANOTHER "COLD FRIDAY."—Yesterday morning, at 7 o'clock, the thermometer, at the city mills, on the mill dam, stood at 18 degrees below zero; at the same time, at Roxbury, the thermometer stood at 16 below; at Jamaica Plains, 18; at Watertown, 19; at Charlestown, 17; at Salem, 14. The thermometer at the tollhouse on the mill dam, at 10 o'clock, stood at 0, and towards noon it had moderated still further. The change in the temperature of the atmosphere, from Wednesday morning to yesterday morning, was about 70 degrees! Some inquiry has been made for the wild geese which were seen to bend their way to the north a few days since.—[Boston Gaz.]

The steamboat *United States* left New Haven for New York last Friday evening, and succeeded in breaking through the ice for eight or ten miles, when the walking beam and main shaft gave way. The passengers have arrived by land.

Fire.—About 1 o'clock this morning, a fire broke out in the frame building, No. 125 Franklin street, occupied by Mitchell Markley, Patrick Haley, Edward Leonard, and others, which was destroyed, the brickfront house No. 123, occupied by Robert Henderson, gold beater, was considerably injured.—[Jour. of Com.]

[From the Rochester Daily Advertiser.]

Another of our citizens has suddenly sunk under the prevailing influenza. Mr. SMITH H. SALISBURY, formerly Editor of the Black Rock Gazette and Buffalo Republican, expired last evening. It was on Thursday last that he discharged his duties as Editor of the Daily Advertiser, in which he has been engaged for the last half year.

Mr. Salisbury was one of the earliest settlers of

the "Genesee Country." He has been well known for the last twenty years from his connexion with the press. He conducted a paper at Buffalo, when the British burnt that place during the war.

Mr. S. leaves a very numerous and helpless family to deplore his loss. His age was 46.

GOOD NEWS FOR FRENCH CLAIMANTS.—The Convention of indemnities negotiated by Mr. Rives, with the government of France, was, as we learn from the National Intelligencer ratified by the Senate on Friday last.

Melancholy.—We learn that a lad about 14 years of age, the son of Mr. George Brady, of Millers town, in this county, put an end to his life on Saturday last, by hanging himself. What induced him to commit an act which has involved his parents in the deepest affliction, it is impossible to say.—[Lancaster (Penn.) Herald.]

[From the Juvenile Souvenir.]

SPUNK AND PERIL.—There is a story, and which I believe is fact, of two boys going to a jackdaw's nest from a hole under the belfry window in the tower of All-Saints' Church, Derby. As it was impossible to reach it standing, and equally impossible to reach that height from without, they resolved to put a plank through the window; and while the heavier boy secured its balance by sitting on the end within, the lighter boy was to fix himself on the opposite end, and from that perilous situation to reach the object of their desire. So far the scheme answered. The little fellow took the nest, and, finding in it five fledged young birds, announced the news to his companion. 'Five, are there?' replied he; 'then I'll have three.' 'Nay,' exclaimed the other indignantly, 'I run all the danger, and I'll have three.' 'You shall not,' still maintained the boy in the inside; 'you shall not.' 'Promise me three, or I'll drop you.' 'Drop me, if you please,' replied the little hero; 'but I'll promise you no more than two,' upon which his companion slipped off the plank. Up tilted the end, and down went the boy, upwards of a hundred feet to the ground. The little fellow, at the moment of his fall, was holding his prize by their legs, three in one hand and two in the other; and they finding themselves descending flutered out their pinions instinctively. The boy, too, had on a carter's frock, secured round the neck, which, filling with air from beneath, buoyed him up like a balloon, and he descended smoothly to the ground; when, looking up, he exclaimed to his companion, 'Now you shall have none,' and ran away, sound in every limb, to the astonishment of the inhabitants, who, with inconceivable horror, had witnessed his descent.

MISCELLANY.

At a recent dinner of the Typographical Society at Washington, among many other toasts the following was proposed:

By a Member.—The Honorable G. C. Verplanck: His devotion to letters makes his presence welcome to Printers; and his talents and erudition are the boast of the great Commercial Emporium.

After the above had been read from the Chair—Mr. Verplanck expressed his thanks for this kind and unexpected compliment—a compliment which he said was doubly grateful to him, as coming from friends assembled here as the representatives, and upon the anniversary, of a fraternity whom the occurrences and habits of his life had given him occasion to know much of, and to esteem highly. Among the earliest recollections of his boyish days, he said, were the amusing and instructive incidents of the early life of Benjamin Franklin, as related by him self; and one of the circumstances which most struck and excited my boyish imagination in that beautiful narrative, was that of his calling the office in which he worked in London, a *Chapel*, according to the traditional phrase of English printers. It is a term that has gone much into disuse, I have since learnt, on this side the Atlantic. In this chapel, however, about which our great philosopher and patriot printer first excited my curiosity, it has been the fortune—I think the good fortune—of my life to have since passed many hours. These were hours which I used to flatter myself might be useful to others—they were certainly always agreeable and interesting to myself. I was there very early and very frequently struck with the general intelligence and information of the craft; and I was often delighted with the native talent, the literary acquirement, the liberal principles, and

the ardent minds, of many of them with whom I there became acquainted. I there made many acquaintances amongst your fraternity, whom I shall always remember with respect and kindness, and not a few friends whom I honor and esteem. I have received amongst them the best offices, as a friend—(nor can I forget it) aid, suggestions, corrections, as an author. One instance of this occurs to me at this moment, and the time and occasion will not allow me to pass it over. I was engaged some years ago in a miscellaneous literary work, in conjunction with two or three friends, whose writings are amongst the most valued productions of native literature. The volumes were most accurately, as well as very beautifully printed. Before the sheets had reached the binder, and long before they had fallen under the eyes of any regular editorial critic, I was surprised with a review of the work in one of our best and most widely circulated literary journals. It was written with great talent, as well as elegance and sprightliness of style, and in the most friendly spirit. On inquiring for the name of our good-natured and able critic, the authors were surprised to learn that he was the compositor who had set up the whole of the manuscript, and who knew it only in that way. Our friend has since laid down the *stick* for the pen, and is now, as I trust, winning his way to fame and fortune, in another country.

Although I single out this instance, I mention it not as a singular one, but merely as an example of one amongst many similar.

But to return to the idea with which I began. It was there, and in such company, that I learnt to give its due import to Franklin's term of the *Chapel*, which, if it has become obsolete in many parts of our country, ought not to be so.

I there learnt, amongst printers, and pressmen, and forms, what every day's observation of my life out of doors confirmed to me, that this was indeed a *CHAPEL*—not of a fabulous deity, or traditional saint, but the true Chapel of LIBERTY. There is her living presence, her home, and the seat of her power: There are the altars, upon which are hourly kindled the pure and bright lights of useful knowledge, for the guiding and illumination of mankind: There, too, the Goddess treasures up her arms; her regis, and her lightnings: There is she worshipped by a faithful, an assiduous, an intelligent, an ardent, and bold and high-minded priesthood.

Permit me to condense these few ideas into a toast, and to ask you to join in drinking—

The Printing-Office.—The Chapel where Liberty is devoutly worshipped; where she kindles upon her own altars the lights of truth; whence she hurls her avenging thunderbolts upon the tyrant and the bigot.

POSTSCRIPT TO COUNT ROBERT OF PARIS.—The gentle reader is acquainted, that these are in all probability, the last tales it will be the lot of the author to submit to the public.

He is now on the eve of visiting foreign parts: a ship of war is commissioned by its Royal Master to carry the author of *Waverley* to climates, in which he may possibly obtain such a restoration of health as may serve him to spin his thread to an end in his own country.

Had he continued to prosecute his usual literary labors, it seems indeed probable, that at the term of years he has already attained, the bowl, to use the pathetic language of Scripture, would have been broken at the fountain; and little can one, who has enjoyed on the whole an uncommon share of the most inestimable of worldly blessings, be entitled to complain, that life, advancing to its period, should be attended by its usual proportions of shadows and storms. They have affected him at least in no more painful manner than is inseparable from the discharge of this part of the debt of humanity. Of those whose relation to him in the ranks of life might have insured him their sympathy under indisposition, many are now no more; and those who may yet follow in his wake, are entitled to expect, in hearing inevitable evils, an example of firmness and patience, more especially on the part of one who has enjoyed no small good fortune during the course of his pilgrimage.

The public have claims on his gratitude, for which the author of *Waverley* has no adequate means of expression; but he may be permitted to hope, that the powers of his mind, such as they are, may not have a different date from those of his body; and that he may again meet his patronizing friends, if not exactly in his old fashion of literature, at least in some branch, which may not call forth the remark, that—

Superfluous lags the water on the stage.

ASBURY, September, 1831.

POETRY.

[FOR THE NEW YORK AMERICAN.]

From *Love of the Shell-Fishes*.—Extract 2.

Spirit of love, that walkest the wide earth,
Stridest the air, and swimmest the vast sea—
Spirit that boasts the high and holy birth
Of Eden's garden dwellers:—the fair she
Who gave her appetite a moment's mirth,
And damned thereby our race eternally;
She was thy mother: thou wast born of one,
The first and fairest underneath the sun.

Alas for thee, and more alas for thine!
The broken hearted do alone adore thee;
And their libations, at thy sainted shrine,
Are tears poured out from burning souls before thee.
Prayers hot with vows that call thee all divine,
Mixed with loud sighs that beg thee, and implore thee,
God of tumultuous bliss and chaste embraces,
To listen to the statements of their cases:

These are the offerings of the pilgrim crowd,
That wait and worship, kneeling at thy throne:
Look on the groups of motley beings bowed,
Offering their hearts' best gifts to thee alone.
Dost hear their soft complaints and wailings loud—
Their half-imploping, half-desponding tone—
That praise thee and yet curse thee as unkind?
I fear that thou art deaf as well as blind.

I know thou hast thy pleasures, but how fleeting.
I know thou hast thy pains, but oh! how lasting.
Like to a single day of hearty eating,
With a long Lent of lean and hungry fasting;
Or like to fruit forbidden, that comes greeting
To appetites that are debarred the tasting;
Or like the perfumed poison flower, most willing
That it be plucked and kissed,—and ends in killing.

Thou hast enough of worshippers above.
Cannot the incense of ten thousand sighs,
Sent up to thee each day, suffice to prove
Thou art the very first of deities?
No; like thy votaries, thou dost love to rove
In search of swelling bosoms and bright eyes:
Amphibious God, that visitest the sea
To prove even there thy high divinity.

Spirit of love, since the unathomed ocean
Thou claimest as thy realm, I bow to thee,
And offer up to thee the pure devotion
Of the deep dwellers of the silent sea:
As long as eddies within their hearts the motion
Of thy life giving influence, mayest thou be,
While through all space thy fiery chariot drives,
The kindly watcher of their peaceful lives.

AMERICAN RAIL-ROAD JOURNAL.

The subscriber is now publishing a weekly paper, called the **AMERICAN RAILROAD JOURNAL**. A principal object in offering this proposed work to the Public, is to diffuse a more general knowledge of this important mode of internal communication, which, at this time, appears to engage the attention of almost every section of our country.

THE AMERICAN RAILROAD JOURNAL is printed on a sheet of the largest size, (mammoth) and put up in a convenient form for binding, each number containing sixteen large octavo pages of three columns each. The selections, upon the subject of railroads and other works of internal improvement, will be from the best authors, both of Europe and America, and will be occasionally illustrated by engravings. A part of this Journal will be devoted to the subject of internal improvement—giving a history of the first introduction of railroads into England and their improvements to the present day. It will also notice the meetings, in different sections of the country, upon the subject of railroads. The remaining part of the paper will contain the LITERARY, MISCELLANEOUS AND NEWS matter of the NEW-YORK AMERICAN, as prepared for that paper, omitting all political subjects, except such as are of general concern.

The terms of the American Railroad Journal are THREE dollars per annum, *in advance*, and will not be sent without. Any person who will obtain eight subscribers and remit the amount, shall have a copy gratis: and to companies of ten subscribers, who associate and remit twenty-five dollars, it will be sent for \$2.50 each per annum. The Journal will be sent for any length of time desired, if paid in advance. It will be published on Saturdays.

Letters upon the subject of the AMERICAN RAILROAD JOURNAL may be addressed, free of postage, to the publisher and part proprietor,

D. K. MINOR, No. 35 Wall-street, New-York.

TOWNSEND & DUFFEE, Rope Manufacturers, having machines for making ropes of any required length, (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Ropes, the public are referred to J. B. Jervis, Eng. M. & L. R. R. Co., Albany; James Archibald, Engineer Hudson & Delaware Canal & R. Co., Carbondale, Luzerne County, Pennsylvania; and Wayne County, New-York, 182 No. 2d, 1822.

NEW-YORK AMERICAN, TRI-WEEKLY.

The NEW-YORK AMERICAN is now published THREE TIMES A-WEEK, in addition to the *Daily* and *Semi-weekly*, as usual. This arrangement is made to accommodate a large class of business-men in the country, who are desirous of seeing the advertisements of the day, yet are unwilling to encounter the expense of subscription and postage of a daily paper. By this arrangement, it will easily be perceived, their wishes may be gratified, at one half the expense of a daily paper, as most of the advertisements, both of the *Daily* and *Semi-weekly* papers, will appear in the *Tri-weekly American*; and the reading matter as published in the *Daily* paper. It will be issued on *Tuesdays, Thursdays, and Saturdays*, at FIVE dollars per annum *in advance*,—to subscribers out of the city of New-York, and forwarded, according to their order, and for any length of time.

All letters relating to the TRI-WEEKLY AMERICAN may be addressed to the Publisher and part Proprietor,

D. K. MINOR, No. 35 Wall-st. N.Y.

MARRIAGES.

MARRIED—In Savannah, on the 31st December last, Mr. Horace Sistrup, to Miss Lucy, youngest daughter of William Scarborough, Esq. of that place.
At New-Brunswick, N.J., on Tuesday morning, Jan. 21, by the Rev. Mr. Wm. Dunham, (of the firm of Duyckinck & Dunham,) to Miss Sarah Knight, daughter of Mr. John Dunham, all of the above place.

DEATHS.

DIED—On Friday morning, the 27th January, Charles Rutgers Tallmadge, infant son of Daniel B. Tallmadge, Esq.
Friday evening, 27th Jan'y, after a short and severe illness, John W. Wood, of the firm of C. & J. W. Wood, in the 36th year of his age.

Last evening, 27th inst. of a lingering illness, Mr. Wm. Van Winkle, in the 27th year of his age.
At 9 o'clock, on the evening of Jan. 26th, after a short but severely painful illness, Peter Ludlow, Esq. in the 69th year of his age. Mr. L. was one of our oldest and most respectable inhabitants.

In the village of Kingston, Ulster Co., on the 25th Jan., Mrs. ELANDINA BRUYN, aged 90 years, widow of J. S. Bruyn, a Colonel in the Revolutionary Army, and sister of the late Mrs. Cornelius Ray, of this city.

In her were united, in a remarkable degree, exemplary piety, benevolence, kindness of heart and the most perfect disinterestedness. The sick and the poor of her village will not soon forget the memory of one who considered no personal sacrifice too great which could contribute to the good of others.

January 30th, after a short illness, Agnes, daughter of Hugh Maxwell, in the 14th year of her age.

January 30th, James, only son of Dr. Abm. L. Cox, aged 10 months and 12 days.

On Sunday morning, 29th instant, Phoebe B., only child of Philander White.
At Ulster, Jan. 24th, Mary, daughter of the late Rev. Dr. John Bowden, many years one of the Professors in Columbia College.

On Monday evening, Jan. 30, Mrs. Mary Lewis, in the 73d, year of her age.
At Paterson, N. J. on Sunday, 29th Jan., of a short illness John F. Nicoll, in the 37th year of his age.

In Syracuse, on the 21st Jan., Mrs. Abigail Barne, aged 61. Also, on the same day, Mr. Alexander Pompey, a colored man, aged 120 years and 5 months.

Departure of the Revolutionary Fathers!
In Paris, Onkela's, on the 17th ult. of the influenza, Captain China Smith, a Revolutionary patriot, aged 93 years.
In Western, on the 26th ult. Josiah Cleveland, a Revolutionary patriot, aged 73 years.

In Snow, Massachusetts, Capt. Judah Wetherbee, a Revolutionary patriot, aged 77 years.

In Lynn, Dr. James Gardner, aged 60 years. He served in the army of the Revolution.
At Fall River, Leonard Evans, aged 80 years, a Revolutionary pensioner.

In Newstead, on the 23d, Samuel Owen, 74, a soldier of the Revolution.
In Ferryburg, Catteraugus co. Mr. Stephenson, 76, a Revolutionary pensioner.

In Somerset Pa. Andrew Way, 88, a soldier of the Revolution.—[Wayne Sentinel.]

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 126 persons during the week ending on Saturday last, viz:—Of whom 38 were of the age of 1 year and under, 10 between 1 and 2, 21 between 2 and 5, 9 between 5 and 10, 5 between 10 and 20, 12 between 20 and 30, 11 between 30 and 40, 12 between 40 and 50, 5 between 50 and 60, 6 between 60 and 70, 6 between 70 and 80, and 1 between 80 and 100. **Diseases**—Apoplexy 2, burned or scalded 1, cancer 1, casualty 1, consumption 31, convulsions 9, cramp in the stomach 1, diarrhoea 2, dropsy 1, dropsy in the chest 1, dropsy in the head 6, drowned 1, dysentery 1, fever 3, fever scarlet 6, fever typhus 2, hives or croup 1, inflammation of the bowels 3, inflammation of the brain 1, inflammation of the chest 2, inflammation of the liver 1, influenza 1, insanity 1, interperence 2, marasmus 1, measles 13, mortification 1, old age 3, peripneumony 4, pleurisy 2, pneumonia typhoid 5, small pox 5, sprue 1, stillborn 12, teething 1, whooping cough 2, worms 1.

ABRAHAM D. STEPHENS, City Inspector.

SALES OF REAL ESTATE AT AUCTION.

By James Bleeker & Sons.

Jan. 24.—The three story brick house and lot No. 61 Chambers street, opposite the Park, lot 23 feet by 90-3, sold for \$19,000.
The two story brick front house No. 208 Elm street, lot 20 feet by 60 2,400.
The frame house and lot No. 131 Bowery, 25x75 6,000.
The two story brick house and lease of lot No. 70 Murray street 6,500.

The three story brick house and lot 69 Franklin street, lot 20 feet 7 by 95 feet 700.
Jan. 26.—Two lots on 12th street, near 6th avenue
One lot, 22 by 103 feet, do. do. 1,775.
One lot, 22 by 103 feet, do. do. 900.
Three lots, 22 by 103 feet, do. do. each 900.
One acre, on E. 22 ft. 8 in. front, and 86 ft. deep one side 1,800.
One acre, corner 11th street and 6th avenue, 34 ft. 6 in. on the avenue, and 44 ft. 10 in. on 11th-st. and 117 ft. on the other side, (with frame building) 3,750.

Eight double lots on Water street between Jefferson and Rutgers slip, running from Water-st. to the East River, 182 ft. 8 in. depth from Water-st. \$1,750 each 14,000.
Ten lots on Water street, between Clinton & Jefferson-st. same as above, \$1,600 each 19,000.

Jan. 26.—The fee of lot corner of Wall and Broad-streets, 16 feet 8 in. on Broad-st. and 30 feet on Wall-st. \$17,750.
1 lot on Washington-street, between Cedar and Albany streets. 2,100.

1 do. do. do. do. 2,100.
1 do. do. do. do. 3,050.
The three story brick house and lot No. 96 Gold street, lot 23 feet 1 inch by 96 feet. 5,700.
1 lot on Madison street, running through to Grand st., with large brick and frame building. 2,400.
The three story brick house and lot No. 43 Roosevelt street, lot 25 by 70 feet. 6,150.
3 lots on Water street, corner of Cuyler's alley, 57 feet by 85, with 2 brick and 2 frame stores. 32,300.
Frame house and lot 136 Greene street, lot 25 feet by 100. 2,700.

Jan. 27.—The three story brick house and lot No. 63 Fulton street, lot 17 feet 6 in. by 80 feet. \$8,500.
The two story brick house and lot No. 71 Oliver street, 26 by 100 feet. 5,000.

A lot on the south side of 18th street, between 8th and 9th avenues, 25 by 100 feet. 800.
2 lots on Water street, Williamsburg. 700.
1 do. First street, do. 170.
4 do. North Third st. do. 200.
4 do. do. do. 450.
4 do. do. do. 605.
3 do. North street, do. 135.
3 do. do. do. 100.
6 do. do. do. 635.
4 do. do. do. 400.
8 do. do. do. 195.
2 do. do. do. 220.
4 do. do. do. 380.

Jan. 28.—Lot 107 Cedar-street, near Greenwich-street, 25 by 69 feet. \$4,250.

LOTS AT BROOKLYN.

1 lot on Washington st. corner of Concord st. 1,500.
2 do. do. each \$1200. 2,400.
1 do. do. 1,150.
1 do. do. 1,025.
1 do. on Concord street. 1,100.
2 do. do. each \$1050. 2,100.
2 do. on Liberty street, each \$375. 1,150.
2 do. do. each \$600. 1,200.
1 do. on Washington st. 1,050.
2 do. do. each \$1,025. 2,050.
1 do. do. 1,600.
1 do. corner Concord and Liberty streets. 1,000.
1 do. do. do. do. 1,325.
2 do. on Concord street, each \$1125. 2,250.
1 do. do. 1,150.
1 do. on Liberty street. 1,000.
2 do. on Nassau street, each \$1050. 2,100.
1 do. corner Nassau and Liberty streets. 1,375.
1 do. on Nassau street. 1,100.

Jan. 30.—The four story store and lot No. 278 Pearl st. lot 30 by 90 feet. \$21,000.
The store and lot adjoining, No. 280 Pearl street. 21,700.
The two story brick house and lot No. 540 Broadway, lot 25 by 100 feet. 12,500.

Jan. 31.—The brick house and lot corner of Stanton and Canaan streets, lot 25 by 100. \$2,550.
The two story brick front house No. 431 East Broadway, lot on lease 8 years at \$90 per ann. 1,665.
Frame house and lease of lot on 1st Avenue. 135.
Three years' lease of frame house corner of Broadway and 12th-street. 855.
Two story brick house and lot in fee No. 18 Monroe st. 2,000.
Three story brick house and lot No. 29 Beach-st. 18,700.
Lot on Norfolk street, (frame house) near Rivington-st. 2,300.
House and lease of lot No. 285 Washington-st. 2,000.
House and lease of lot No. 40 Vesey-street, (no ground rent.) 2,250.

By M. H. Brothers & Co.

Jan. 25.—A two story brick house and lot, 141 Wooster street, lot 26 by 100, house 25 by 32, sold for \$6,100.
House and lot 143 Wooster street, adjoining the above, same dimensions 5,900.

No. 98 Varick-street, a two story brick front house, lot 23 by 70, house 23 by 40 3,500.
No. 115 Canal street, a two story brick house, lot 21 by 67, house 21 by 40 4,700.

No. 125 Canal street, a two story brick house, same dimensions as No. 115, lot 21 by 50, house 21 4,400.
No. 17 York street, a two story brick front house, lot 23 ft. 4, 175.
No. 15 York street, a two story brick front house and lot of ground, lot 21 by 60, house 21 by 35 3,000.

No. 7 York street, a two story brick front house and lot of ground, lot 21 by 60, house 21 by 35 3,100.
No. 49 Sullivan street, a two story brick front house and lot, house 21 by 38, lot 21 by 60 2,725.

Nos. 47 & 45 Sullivan street, 2 two story brick front houses and lots of ground adjoining the above houses, each 21 by 38, lots 21 by 96 feet, each 2,785.
No. 43 Sullivan street, adjoining the above house, a two story brick front, 24 by 38, lot 23 by 96 2,795.

No. 496 Hudson street, a three story brick house and lot of ground, lot 22 by 67, house 22 by 40 4,470.
No. 468 Hudson street, a three story brick house and lot, adjoining the above, lot 21 by 71 feet, house 21 by 40 4,470.

No. 410 Hudson-st. a three story brick house and lot, adjoining the above, lot 21 by 17 4,470.
No. 412 Hudson-st. a three story brick house and lot, house 22 by 35, lot 7 ft. 4,470.

No. 414 Hudson-st. a three story brick house and lot, 19 ft. on Hudson-st. 4,300.
No. 130 Amos-st. a large two story brick house and lot, 2,300.

No. 116 Amos-st. a two story house, adjoining the above house, 19 by 38, lot 19 by 84 3,300.
No. 107 Charles-st. a two story brick front house and lot, 22 by 26 1,400.

No. 434 Hudson-st. a three story brick house and lot, house 29 by 39 5,200.
No. 436 Hudson-st. a three story brick house and lot, house 22 by 39 4,900.

No. 438 Hudson-st. a three story brick house and lot 4,900.
Nos. 121, 121 1/2 & 123 Hudson-st. opposite St. John's Park, three four story basement brick houses and lots, each house 19 by 48, lots 19 by 87, each sold for 10,900.
A house and lot No. 49 Chapel street 2,400.

By R. R. Minturn & Co.

Jan. 25.—One house and lot in 14th street \$1,300.
One three story brick house and lot No. 197 Chambers-st. next to corner West-st. 5,000.

POSTSCRIPT.

STILL LATER.—The North America, from Liverpool; brings dates to the 1st ult., ten days later than those received yesterday. The chief subject, as to England, is the rapid and unparalleled extension of the Cholera in the town of *Gateshead*, a suburb of Newcastle, and connected with it by a bridge over the Tyne; where it seemed to burst forth at once with fearful mortality—40 or 50 cases occurring each day. This is, in part, ascribed to the excess, among the lower classes, consequent upon the celebration of the Christmas holidays. It had also appeared in Scotland, at Haddington, near Edinburgh, and in Wales.

The law for the abolition of an hereditary Peerage in France, had passed the House of Peers. The effect of this law will be more felt in England, where so many are already disposed to question the necessity or use of an hereditary peerage, than in France, where that branch of the legislature was much less influential.

An absurd report, received in Paris by the way of Corica, of an insurrection in Rome, in which the Pope was said to be killed, and the Castle of St. Angelo taken, excited momentary attention, but was soon perceived to be wholly unfounded.

Gen. Torrijos, who has been so long conspiring against Ferdinand, has at last been taken and executed. He was thrown, with some fifty companions upon the coast near Malaga, and preferred, it seems by surrendering with arms in his hands, to lose his life by execution, to dying sword in hand for a cause hopeless, but which he deemed just.

The English papers are very angry because an Englishman, named Boyd, who accompanied Torrijos was executed like the rest. The right however, to execute him must be the same as that which authorized the execution of the others.

The King of Holland's obstinacy is now openly charged to the connivance of the Emperor of Russia. Some troubles had occurred in Luxemburg, which the treaty agreed on by the Five Powers leaves partly Dutch and partly Belgian. This anomalous condition led to the occurrences we cannot detail. It seems less probable than heretofore that this question of Holland and Belgium will be amicably settled. It is not doubted that a treaty was signed, or at least agreed upon for the marriage of King Leopold with one of the daughters of King Philip, an arrangement acquiesced in, as we infer by the language of the London Courier, by the British Government. In that, or probably any, event, France will sustain Leopold against Holland.

The President's message is published at length in most of the London papers of the 29th December, and warmly and deservedly praised. The Courier thus speaks of it:

The President's Message is altogether a gratifying document, from the pacific and moderate tone adopted towards this country; but what will excite peculiar gratification to the friends of American independence, is the allusion to the prosperous condition of the finances, it being announced that the whole debt of the country may be extinguished within four years of the administration of the present President. There can be little doubt, we think, of a perfectly satisfactory termination to the question of boundaries. The two Governments are, by interest as well as good feeling, influenced in their view of that question, and it is not likely that they will allow any little difference of opinion to prevail against the important conviction that, for the sake of independence and freedom, it is essential to have a cordial understanding between constitutional countries. It is very important that Great Britain, France and America, should be cordially disposed towards each other, in order to counteract the effect of a Holy Alliance league which now exists in force of its predecessor, although it is not convenient to acknowledge a determination to enforce its doctrines and extend its power.

The Packet ship *Samson*, hence for London, was discharging her cargo at Portsmouth on the 30th.

A letter from Capt. Chadwick says his deck was swept Dec. 5th, five days out from New-York. Dec. 9th, while scudding, a sea wrung off the rudder by the counter, and carried away all the braces from the stern post. On the 13 weather moderated; ship ped a rudder by which the ship steered well. On the 20th, during a hail storm, was struck with lightning at the foremast head. The fluid came down through both decks into the lower hold, where it entered several boxes and set fire to a bale of cotton, which lay near the foremast. Succeeded in getting off the fore hatch, and removing the cargo so as to extinguish the fire. Weather thick until 25th. The *Sampson* had a large quantity of specie on board.—The ship and cargo were worth \$700,000. Seldom has a ship been overtaken with such a series of disasters.

A letter from Capt. Holdridge, of the *Silas Richards*, says, he was nine days in getting to the Banks, when he took a hurricane from the west, and reached Holyhead, a distance of 2000 miles, in eight and a half days,—all safe.

LONDON, Dec. 30.—The Cholera is getting rather serious in the North of England, say at New-Castle and its immediate vicinity, and we make no doubt that folks abroad will be apprehensive for their friends here, much more so indeed than is any occasion for. And we can only say, that while every proper precaution at the same time is taken, no fear is entertained here of its spreading, or if it should, of its being of that dangerous consequence people are at first apt to suppose. Small-pox and scarlet fever are as bad disorders, and yet, although always prevailing, keep up no alarm. As to your yellow fever, it is ten times worse than anything that has shown itself here.

Hereditary Peerage abolished in France!

LONDON, Dec. 30th. (evening).—An Hereditary Peerage has ceased to exist in France,—in that country which is within three hours sail of the English shores. The Paris papers mention that the question was brought to a conclusion on Wednesday evening (Dec. 28th) when the entire law was put to the vote, and passed by a majority of 33, the number for the abolition being 103; against it 70! The final settlement of this great question has created, comparatively speaking, but little sensation in the French capital; for it had long since been determined by the people that the Hereditary Peerage should go; consequently the majority in favor of the Ministers was looked on merely as a matter of course.

[From the *Globe*, of January 30.]

CONGRESSIONAL ANALYSIS.—In the Senate, Mr. Wilkins presented some resolutions of the President and Directors of the Pittsburgh bank, in favor of the renewal of the charter of the U.S. Bank. The bill for the relief of certain revolutionary officers and soldiers of the Virginia line, was reported without amendment. The resolution respecting the Tariff, submitted by Mr. Clay, was discussed by Mr. Smith of Md. and Mr. Holmes of Maine. Mr. Holmes had not concluded his remarks when the Senate adj.

Among the numerous memorials presented in the House of Representatives, was one by the Speaker, from the Free Trade Convention recently assembled in Philadelphia, on the subject of the Tariff. It was laid on the table, and 5000 copies, in addition to the usual number, ordered to be printed. Mr. Johnson of Kentucky, from the Committee on the Post Office and Post Roads, reported a bill to reduce the postage on periodicals and pamphlets. Mr. Wilde, from the Committee on Ways and Means, reported a bill making an appropriation to carry into effect the second article of the treaty at Fort Wilkinson. Mr. W. B. Shepherd, from the Committee on Territories, reported a bill to fix the salaries of the Governor, Secretary and Judges, of the territory of Arkansas. The House resumed the consideration of the Apportionment Bill. Mr. Wickliffe's motion to recommit the bill to a select committee, to consist of one member from each State, was lost—yeas 76, nays 115. Mr. Wickliffe then moved to strike from the bill 48,000 as the ratio, but before the question was taken the House adjourned.

MARRIED.

In Philadelphia, on Tuesday evening, *Alfred Langdon Elwyn*, M. D., to *Mary Middleton*, daughter of Doctor Mease, of that city.

DIED.

On the 1st inst., at 4 o'clock, *Mr. Abraham Brouwer*, in the 66th year of his age.

As doubts have been expressed at a distance as to the continuance of the RAIL-ROAD JOURNAL, it is but justice to those who are subscribers to say that its permanency is certain.

The publisher is permitted to refer to the following gentlemen: **WILLIAM A. DUER**, Esq. President of Columbia College **JAMES RENWICK**, Professor in Columbia College. **ROBERT L. STEVENS**, Esq. Engineer. **JAMES G. KING**, Esq. of the city of New-York. **SAMUEL SWARTWOUT**, Esq. Collector of the Port. **MEARS, GRACE, PRIME & CO.**, Merchants.

* * * Editors who have published the Prospectus, are requested to give the above six insertions.

For the New-York American.

RANGE OF THE THERMOMETER AND BAROMETER FROM 16th TO 31st JANUARY.

| | Thermometer. | | Barometer. | |
|-----------------|-------------------|---------|------------|---------|
| | Highest. | Lowest. | Highest. | Lowest. |
| January 16..... | 30 | 30 | 30.30 | 30.17 |
| " 17..... | 42 | 32 | 30.30 | 30. 9 |
| " 18..... | 48 | 33 | 29.95 | 29.55 |
| " 19..... | 51 | 40 | 29.99 | 29.80 |
| " 20..... | 42 (n't observ'd) | | 30.10 | 30. |
| " 21..... | 40 | 33 | 30.32 | 30.88 |
| " 22..... | 30 | 23 | 30.31 | 30.36 |
| " 23..... | 29 | 15 | 30.35 | 30. 7 |
| " 24..... | 41 | 27 | 30. 7 | 29.65 |
| " 25..... | 35 | 26 | 29.91 | 29.68 |
| " 26..... | 12 | 7 | 30.26 | 30.18 |
| " 27..... | 9 | 1 | 30.40 | 30.34 |
| " 28..... | 21 | 6 | 30.36 | 30.20 |
| " 29..... | 26 | 22 | 30.18 | 30. 6 |
| " 30..... | 36 (n't observ'd) | | 29.73 | 29.55 |
| " 31..... | 31 | 25 | 30.14 | 29.97 |

PASSENGERS.

In the packet ship *Columbia*, sailed Tuesday, for London:—Chevalier Huygens, Minister from the Netherlands, lady, two daughters and two servants.

In ship *North America*, from Liverpool:—Mrs Macy, Mr E. Post, Wm I Babcock, Mr John S Tooker, Mr C D Fisher, New York; Mr J Robinson, of England; Mr S Duggett, of Boston; Capt Wm Gorham, of Portland; Mr Jas Kershaw, Mr Robert Kershaw, of England.

In the ship *Sovereign*, from London and Portsmouth:—Mr. J. E. Toschemacher, lady and 3 children, of London; M. E. Hardy, of New-York, and 65 in the steerage.

In the ship *Canada*, from Liverpool:—Mr G Gossip and servant, of England; Mr S T Stanforth, of do; Mr E Lamival, of Lyons, Fr; Mr T K Handy, of Nashville, Tenn; Mr E Wight, of Boston, Mass; Mr J G Tappan, of N York, and 17 in the steerage.

In the packet ship *Hibernia*, sailed yesterday, for Liverpool:—Miss Wilson and servant, of Charleston; Messrs T Pearson, of N York; H W Hubbell, of do; Mr Cryder, of do; H Walnwright, of Boston; E Stinson, of Hamilton, U G; R Symes, of Quebec; J Cornell, of Montreal.

Per Samuel Robertson from London—Lieut. Napier, of H.B. M. Army, lady and servant; John Green, Esq and lady of Philadelphia; Miss Gannicieff, of London; Messrs. M'Gowan, of Scotland; Tremayne, of England, and 35 in the steerage.

Per ship *Pacific*, from Liverpool—George Wenzel, Esq. of Germany.

Per ship *Niagara*, from Charleston—Miss Wilson and servant; Messrs. Mayo, Blake and Short.

Per ship *Lafayette*, from Charleston—W Elder and Mrs Wright and son.

Per schr Daniel Webster, from St. Marks—Lieut. T M Randolph, U. S. Navy, R H Brooke, and Capt. M'Mullen, lady and child.

COMMERCIAL RECORD.

LIVERPOOL MARKET, Dec. 31.

Cotton.—The import this week is 6100, and the sales are 13,720 bags at full prices, viz. 130 Sea Islands, at 10½ to 14½; 40 stained do, 5½ to 7½; 5,800 Boweds, 4½ to 6½; 800 Noricans, 5½ to 7½; 2,000 Alabamas, 4½ to 6½; 970 Fernams, 7½ to 7½; 1,000 Bahias and Marccos, 6 to 8½; 1,150 Maranhams, 6 to 7½; 10 common West Indies, 6½; 170 Egyptians, 7½ to 8½, and 500 Surats 3½ to 4½ per lb.

Sugar.—There is some inquiry for Brazils for export, and about 100 cases have been sold at 15s for good brown to 13s 6d for low white Bahias.

There have been no public sales of Coffee during the week, and the transactions are confined to 70 cks Jamaica, at former rates. In Cocoa, Ginger, Pepper, or Pimento, nothing has been done: 100 bags good white Bengal Rice have been sold at 15 to 16s. The business done in Ashes, is on a very confined scale, at about last week's prices. In Dye Woods the sales are also limited at 23 15s for Campeachy Logwood. In East India produce small sales have been made in Shellac, at 1s per lb.; and 600 bags Saltpetre have changed hands at 37s to 39s 6d. The spirited demand for Olive Oil noticed in our last has somewhat abated, and the sales do not reach 100 tns, at the highest point of last week's prices, which holders find little difficulty in obtaining. The general sales under this head are not worthy of notice, with the exception of about 500 bags Sumac, at 9s 6d for Verona, and 13s for Sicily. In Naval Stores the only sale is 1900 brls. Turpentine (900 to arrive), at 11s 2d to 11s 3d. Palm Oil—W. & A. entered a tender for a limited demand for this article, the transactions of the week being confined to the supply of consumers, at our quotations. Tallow—The market has been more quiet, but holders will not give way in price, and are still obtaining 44s 6d to 45s.

December 27.

Corn Exchange.—With a fair arrival of Wheat, Oats, Flour and Oatmeal from Ireland, for this day's market, only a very moderate business was done in Wheats, at a decline of 1 to 2d per 70 lbs. on new Irish. For Oats the demand was also limited, and prices may be noted 4 to 1d per 45 lb. dearer. Barley and Malt each 1s per qr. and Beans 2s per qr. lower. In other articles no alteration.

LONDON, December 29.—**American Stocks.**—American 4½ per cent. 1832, 99½; do. 5 per cent. 1832, 89½. New York 5 per cent. 1837, 99½; 100; do. 5 per cent. 1845, 106½; do 5 per cent. 1837, 105 6.—Dividends from 1st October. Pennsylvania 5 per cent. 1836, 106½.—Dividends from 1st August. Ohio 5 per cent. 1830, 114½. Virginia 5 per cent. 1834, 110½. Louisiana, Wilson's, 1834, 104; do. 1839, 104; do. 1844, 104; do. 1849, 104. Louisiana, Barrings', 1838, 103½; do. 1843, 103½. Mississippi 5 per cent. 1841, 105; do. 1846, 105; do. 1851, 105; do. 1856, 105.—Louisiana Bank Shares, 42s 10s. Bank Shares 42½.—Dividends from 1st July.

A M E R I C A N



RAIL-ROAD JOURNAL.

OFFICE, 35 WALL-STREET.

NEW-YORK, FEBRUARY 11, 1832.

VOLUME I...NO. 7.

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AMERICAN RAIL-ROAD JOURNAL.

NEW-YORK, FEBRUARY 11, 1832.

REPORT UPON RAIL-ROADS, MADE TO THE ASSEMBLY OF THIS STATE.—We are indebted to Mr. Stillwell for a proof copy of the Report, which, as Chairman of the committee, he made on 30th ult. It reached us at too late a period to be embodied in this number of the Journal. We shall, however, lay it before our readers in the next, and ask their attention to it as canvassing the subject of Rail-roads in a discreet, yet liberal spirit, and as estimating justly the immense benefits likely to be derived from all well considered and well conducted enterprises of this sort.

It takes the ground, that as to any direct agency of the State in constructing Rail-roads, it would be inexpedient, because of the peculiarity incident to this mode of conveyance, that it can only be used with vehicles expressly provided for and adapted to it, which must belong to the proprietors of the Road; differing in this from canals, where every one may have his own boat if he chooses. The report reasons very justly, that the State could not, with any advantage or propriety, thus undertake to be the carriers for the public. But though the State should not construct Rail-roads on its own account, it is insisted that it ought, and is well able, to aid such enterprises as are considered of sufficient promise, by subscriptions to their stock. The canal debt, it is averred, may easily be extinguished in the

course of four years more, and the state will then be deriving a large income from that source. Hence it is said no financial obstacles present themselves to the State's becoming, in the manner above suggested, a copartner in Rail-roads with the enterprising individuals who are ready to construct them.—A Rail-road through the southern tier of counties is considered as particularly entitled to the favorable regard of the Legislature. In reference to the route of such a road we find the following anecdote respecting the father of the late De Witt Clinton. It is new to us; and is interesting both in itself, and as proving an additional claim for the name of Clinton, on the grounds of a state, which has so much benefited as this has, by the system of internal improvements with which that name is identified.

“Gen. James Clinton, a distinguished officer in the Revolutionary War, and father of the late Governor Clinton, explored this route, (one for connecting the Hudson with the head waters of the Alleghany,) while the country was yet a wilderness, and advocated the construction of a *National Apian Way*, to unite the Hudson with the fertile regions of the West.”

BALTIMORE AND OHIO RAIL-ROAD.—In the second number of this Journal we published the letter of the President of the Baltimore Rail-road Company to the Legislature of Maryland, accompanying the *fifth Annual Report* of that company. We now publish that Report, of which the letter in question only took a very brief notice, being rather confined to a summary of what had been done altogether since the commencement of the work.

There is one fact disclosed by this Report, which we are glad to see stated with so much confidence, viz., that at the *Point of Rocks*—a pass concerning the right to occupy which, a long and mutually injurious dispute has existed between this Company and the Chesapeake and Ohio Canal Company—“it is fully ascertained that there is ample space both for the Rail-road and the Canal, at a very inconsiderable additional expense.” Since this Report was made, a final decision, favorable to the Canal Company, and, therefore, adverse to the claim of the Rail-road to use that pass, has been made. We trust that “a spirit of accommodation” will induce the Canal Company, as there is room enough for both, to allow the Rail-road to pass by its side at this point.

Believing that we cannot give more interesting matter than is found in the “*Fifth Annual Report* of the President and Directors to the Stockholders of the Baltimore and Ohio Rail-road Company,” we have commenced with that of the President, Philip

E. Thomas, Esq. which will be followed, as we may have space, by that of Jonathan Knight, Esq. Chief Engineer, and Caspar W. Weaver, Esq. Superintendent of Graduation and Masonry, with such others as may give additional information as to the detail of that noble work, from which a more correct idea of the construction of a Rail-road may be derived, than from almost any other work we have seen.

We have been frequently asked why the only Rail-road in successful operation in this state the Hudson and Mohawk Rail-road, has not been more particularly referred to? to which we must reply,—want of materials. We hope, however, to be able soon to give something further upon the subject, and rely upon those who are familiar with its details, present condition and prospect, for information.

The annexed extract, taken from an Ohio paper, shows the enterprize of the inhabitants of that comparatively young state. It is, probably, the intention of its projectors to continue it on to Dayton, in the adjoining county of Montgomery, and there to connect with the Mad river and Sandusky Rail-road and the Miami Canal. The distance from Chillicothe to Lebanon is about 75 miles, and from there to Dayton 25 miles.

COLUMBUS, JAN. 26, 1832.

Dear Sir: The Chillicothe and Lebanon Rail-road Bill passed the House of Representatives to-day, and I think will pass the Senate.

[This bill provides for the incorporation of a company, with a capital stock of \$1,000,000, divided into shares of 10 dollars each, which may be increased to such further sum as the President and Directors shall deem necessary, to enable them to carry its provisions into full effect; said corporation to be authorized to construct a Rail-road, not exceeding one hundred feet in width, with as many sets of tracks as they may deem expedient, from some point in the town of Chillicothe, in the county of Ross, to extend through the counties of Ross and Highland, by way of Wilmington in Clinton county, to Lebanon in the county of Warren, with all the rights, privileges and immunities usually granted to companies incorporated for similar purposes.]

We would ask attentive perusal of the communication signed *Observer*, in this number of the Journal. It is from a source which, if known, would ensure it not only an attentive perusal but also confidence in its suggestions. An error occurred in the caption—it should read “three” instead of “these grand artificial avenues.” The communications upon the subject of the termination of the Hudson and Erie Rail-road, and the Rail-road to Albany, will also be read with interest.

Fifth Annual Report of the President and Directors of the Baltimore and Ohio Rail-road Company.

The President and Directors of the Baltimore and Ohio Rail-road Company, in presenting their fifth annual report, feel highly gratified in being able to congratulate the stockholders upon the increasing success, which has thus far attended the operations of the Company. The construction of the road, during the interval which has elapsed since the last annual report of the Board, has been steadily advancing with great activity; and there now remains no doubt, but that the first five divisions, extending from the city of Baltimore to the Potomac river, a distance of 67 1/2 miles, as well as the lateral road to Frederick, will be opened for travelling during the present year.

Under the authority given by the City Council of Baltimore, a line of Rail-way has also been laid from the termination of the main stem of the Road, at the Depot, near Pratt street, down that street to the Basin, whence it is now under construction to the City Block, running parallel with the entire water front of the City, communicating with all the wharves, and intersecting all the principal streets which extend northwardly and southwardly, as far down as the public property south of Jones' Falls, at which place there have been conveyed to the Company, by the Corporation of Baltimore, two squares of the ground, favorably situated for the convenient and economical transaction of an extensive commerce. An uninterrupted communication will thus, within a few weeks, be opened along the whole extent of the Road, between the Port of Baltimore, the Potomac river at the Point of Rocks, and the City of Frederick.

Upon this line a double set of tracks are nearly completed over a distance of twenty-seven miles; and a single set of tracks is also so nearly finished over the remaining forty-six miles, as to leave no doubt of its early completion. The requisite arrangements have likewise been made to secure the construction of the second track, along the whole line, to the Potomac river, during the ensuing spring.

When the work shall have been finished to the Point of Rocks, the operations of the Company, which have heretofore been interdicted beyond that place, by the injunction issued at the suit of the Chesapeake and Ohio Canal Company, must necessarily be suspended, unless a decision of the question of right should, in the mean time take place, or the Canal Company agree to compromise the dispute. The delay which this litigation has already occasioned, is the more to be regretted, as there is no reason whatever to doubt, but that if a spirit of accommodation existed on the part of the Canal Company, sufficient room would be found, for both works along the ground in dispute, even should that Company still adhere to the idea of extending their work to Cumberland; indeed, so far as the examinations have been made by the Engineers of the two Companies, it is fully ascertained that there is ample space for both the Rail-road and the Canal at a very inconsiderable additional expense.

The very great improvements which, within a few years past, have been made in the construction of Rail-roads, and in the machinery employed upon them, have given to this system of transportation, so decided an advantage over all the other artificial means of intercommunication heretofore attempted, as to have inspired an almost universal confidence in it, both in our own country and in Europe. A Rail-way is now constructing between New-York and Philadelphia, and another across the peninsula between the Chesapeake and Delaware Bays, to connect with the steam boat travelling between Baltimore and Philadelphia: these works are fast approaching towards completion; and will, when finished, ensure an easy and rapid communication between these three great commercial emporiums, reciprocally beneficial to them all, and vastly increasing the travel and intercourse between them. By constructing a Rail-way from Baltimore to Washington, this line of communication would be extended from New-York to the Capital of the United States.

Impressed with the importance of accomplishing this last object, in which the convenience of the whole community is so deeply interested, and believing that the road so judiciously located and constructed, would afford a fair remuneration to the Stockholders, the Board have directed that during the present season the necessary examinations and surveys should be made, for the purpose of ascertaining the facilities which the intermediate country offers for a Rail-road, and the approximate expense of its construction. In this duty the Chief Engineer

of the company with an efficient force has for some time been engaged.

The Legislature of Maryland, during the last session passed an act which, among other provisions, authorized the Baltimore and Washington Turnpike Road Company to subscribe \$100,000 to the stock of the proposed road to Washington, and reserving to the state the right to subscribe for five-eighths of the cost of the road, from its intersection with the Baltimore and Ohio Rail-road to the line of the District of Columbia, amounting, perhaps, to a moiety of the whole proposed expenditure.

The Directors being desirous of procuring their steam machinery, as far as practicable, of American workmanship, and anxious to direct the mechanical genius of this country to its further improvement, offered a premium for the best constructed Locomotive Engine, which should be placed upon the road on or before the 1st of June, 1831, limiting the performance to a certain rate of speed and power of traction. Only one engine has yet been offered, which, on trial, appeared to be adapted to the structure of the road—this engine it is believed, taking into consideration its weight, is, in point of efficiency, nearly if not quite equal to any locomotive yet tried.

From the experiments which the Board have been enabled to make with it, they have fully ascertained that steam power may be used, on the Baltimore and Ohio Rail-road, at a rate of speed and economy of cost, which will fully realize the most sanguine anticipations of the company; arrangements are accordingly now in train to procure a sufficient number of Locomotive Engines of a weight and construction suitable for the travel and transportation on the road. These, it is expected, will be in readiness by the time the two sets of tracks shall be completed to the Potomac river, and until then the transportation on the western divisions of the road will be effected by horse power.

The graduation of the inclined planes at Parr Ridge is nearly finished, and they will very soon be in readiness to receive the Rails. It is contemplated to place the necessary stationary engines with their appropriate fixtures there, as early as possible, and in the mean time horse power will be employed in passing them.

Considerable progress has been made in the improvements of several of the depots of the company by the construction of substantial and appropriate buildings, and other requisite accommodations, adapted to the commerce of the road; and from the warehouses of the company upon Camden street, a Rail-way will be laid up that street for the convenience of the return trade. These arrangements will it is believed, secure to the public in the use of the road, every necessary facility and convenience.

As it was early foreseen that a very considerable commerce would be attracted to the city of Frederick, when the road should be completed to that place, the interests, both of the public and of this company, required that a sufficient extent of ground should be procured, and the improvements necessary for the operations of the Company erected there. The municipal authorities of that city with a liberality not less honorable to themselves than gratifying to this Board, generously offered to convey to this Company, free of cost, six acres of land, immediately adjoining to that city for a Depot: several of the citizens of Frederick also offered to obtain, without any charge to this Company, the right of way for the lateral road leading from the main stem to this Depot—these valuable grants were accepted by the Board, and the necessary conveyances have been duly executed.

The Depot at Frederick is so situated as to secure from it, an easy communication by lateral Rail-ways into all parts of that city; the Company will therefore be enabled to receive produce or deliver freight upon any street where the inhabitants may extend the Rail-way, and open suitable warehouses for the accommodation of the trade.

The system organized for the regulation of the business of the Company, and for the government of its agents, has, in its operation, been found to be efficient and practical, clearly defining the duties of the several officers and maintaining a strict responsibility in every department. It is also with sincere satisfaction, the Board can inform the Stockholders that notwithstanding the complicated operations of the Company, requiring numerous agents, whose duties rendered it necessary they should be dispersed over an extensive district of country, the utmost harmony and fidelity, with the exception of a single instance referred to in the accompanying documents, have pervaded all the departments; and a most laudable disposition has every where been manifested by the officers and agents employed, zealously to co-

operate in the advancement of the work, and in reciprocally giving to each other a cordial and efficient aid and support in the discharge of their several duties. This disposition has greatly facilitated the operations of the company, and very much abated the labors of the Board.

Upon reference to the report of the Chief Engineer of the Company, and to the reports of the Superintendent of graduation and masonry, and of the Superintendent of construction, which are hereto annexed, the Stockholders will find a minute and circumstantial exhibit of all the operations of the Company, in relation to the location and construction of the road, subsequent to the time of the last annual report, down to this date, as well as of several highly valuable improvements which have, within the same period, been made in the machinery and moving power employed upon it. By these reports it appears that the actual cost of graduation and masonry upon the 71 miles between Baltimore and the Point of Rocks, including the lateral road to Frederick, will not exceed \$1,101,615 or \$15,500 per mile; and that the cost of a double set of tracks upon the main stem of the road, and of a single set on the lateral road to Frederick will not exceed \$805,238 or \$11,628, per mile of road with a double set of tracks, thus making the total cost of graduating the entire line of these portions of the road and of laying the rails upon them \$1,906,853 or \$27,128 per mile. About one-third of this line will be laid with stone Rails, and the remaining two-thirds with wood.

In this charge is included the heavy expenditures incurred on the first division of the road. According to the report of the Superintendent of graduation and masonry, herein before referred to, it appears that the graduation and masonry of the 2d, 3d, 4th and 5th divisions of the road embracing the entire line between Ellicott's Mills and the Potomac river, and extending over a distance of 54 1/2 miles, will cost \$465,443 or \$8,540 per mile; if to this be added \$1,628, the average cost of laying a double set of tracks, on the entire line between Baltimore and the Point of Rocks, the actual cost of graduation, masonry and laying a double track of rails on the road between Ellicott's Mills and the Potomac, will be 20,168 per mile, and this district, it is believed, may be assumed as affording a fair specimen of the labor and expense which will be incurred on the remaining line of the road from the Point of Rocks to the coal mines in Allegany county.

The entire line of the road, from the Depot of the Company, near the intersection of Pratt street and the Washington road, at Baltimore, to the Point of Rocks is 67 1/2 miles, to which is to be added for the distance thence to the eastern termination of the Rail-way at the City Block 2 miles, and for the Branch road to Frederick 3 1/2 miles, making the whole distance finished and under construction 73 miles. The excavation, embankment and masonry upon nearly 46 1/2 miles of which have been completed within the last twelve months; and upon which there has also been laid 45 1/2 miles of single tracks of Rails within the same time.

In deciding upon the materials of which the Rails should be formed, the Board have continued to pursue the determination adopted soon after the commencement of the undertaking, which was in all cases where stone Rails could be procured, to use them, and in those districts where stone of a suitable kind could not be obtained, to use wood of the best and most durable quality the country afforded. Throughout the district intermediate to the Patapsco and Potomac at the Point of Rocks, no stone of a quality suitable for Rails has been discovered, and consequently upon this district wooden rails have, of necessity, been substituted. For the same reason a wooden viaduct, supported by substantial stone piers and abutments, has been constructed across the Monocacy river.

Although the first track on the 2d division of the road was completed several months since, yet as both tracks on this section will be of stone, and the second one had not yet been finished, it was found that the running of passenger cars upon this part of the road greatly interrupted the work, and would considerably retard its completion; the general travelling has, therefore, not been extended beyond the first division of the road, a distance of 13 miles.

Upon reference to the report of the Superintendent of Transportation, hereto annexed, it will be seen that 81,905 passengers have passed on this division since 1st Jan. last, and that within the same period 5931 tons have been transported upon it, yielding an income of \$31,405 24.000 and involving an expenditure of \$10,994 87.000.

With the foregoing results before them, the Board

have no hesitation in assuring the Stockholders of their entire confidence, that when the legal obstructions, which now arrest the progress of the work, shall have been removed, the remaining distance of the road, between the Point of Rocks and Cumberland may be completed, with a double set of tracks, within three years; and they are fully confirmed in the opinions heretofore expressed, "that a Rail-road upon the plan contemplated by the citizens of Baltimore, between that city and the Ohio river, is easily practicable; that its powers and facilities will be found to be equal to all the anticipations that were formed of its capabilities, when the work was first commenced, and that the most sanguine calculations of its importance and utility, whether the object be regarded with reference to its national and local advantages, or its profits to the Stockholders, will be realized." PHILIP E. THOMAS, President.

October 1, 1831.

* Upon reference to the annexed report of the Superintendent of graduation and masonry, a detailed statement of the separate cost for graduation and masonry upon the several divisions of the road, intermediate to the city of Baltimore and Potomac river, as well as of the lateral road to Frederick, will be found.

By this report, it appears that the graduation and masonry upon the first division of the road, embracing 13 miles, and extending from the city of Baltimore to Ellicott's Mills, has cost 46,354 56.100 per mile, whilst the graduation and masonry upon the other four divisions, embracing 54 1.2 miles, and extending from Ellicott's Mills to the Potomac, will cost only 8,532 16.100 per mile.

That the graduation of 12 3.4 miles of the road near to Baltimore has cost as much as the graduation of the remaining 54 3.4 miles will cost.

That the masonry on 8 3.4 miles of the road near to Baltimore, has cost as much as the masonry on the remaining 50 9.4 miles will cost.

And that the graduation and masonry together, has cost on the first eleven miles of the road 33,000 dollars more than it will cost on the remaining 56 1.2 miles.

A brief comparative view of the commercial advantages of these grand artificial avenues, completed or in progress of construction between the Atlantic and Western waters.

The State of New York enjoys, in the Erie canal, the only uninterrupted canal navigation between the tide of the Atlantic and Lake Erie, and from surveys that have as yet been made, there is no prospect of a continuous second canal, that can successfully rival this, in the trade of Lake Erie. The spirit of the age does not, however, permit us to say, the Erie canal has no prominent competitor for the western trade. When this noble improvement, the just pride of New York, was completed, the subject of Rail-roads, as a means of effecting easy communication suitable for extensive lines, was but little understood and less heeded as a competitor with canals. Subsequent improvements in the construction of Rail-roads and locomotive steam engines have not only demonstrated their superiority for the conveyance of passengers and goods requiring celerity, but that in many instances they successfully compete with canals, in the transportation of freight, without reference to speed. It is not my intention to enter into a general investigation of the comparative merits of Rail-roads and Canals. They have their respective advantages, and a preference can only be determined in view of the local circumstances which will be very various. In my view of the subject, the State of New York has no cause to regret the construction of her canals, or to fear (in reference to the Erie canal) the influence of any Rail-road that may be constructed on its borders. If this canal is maintained in a good state of repair, and the dimensions on which it was constructed fully preserved, the transportation of goods not requiring particular celerity, will be effected at less expense than can be done on a Rail-road on its margin. This is the result of the latest comparisons which have been made in England, of which we have any authentic accounts, taken in comparison with the circumstances of the two countries. As before observed, I do not

intend at this time to enter into any particulars in reference to this comparison; my object being mainly to call attention to a view of some of the prominent comparative advantages, between the Erie canal and the great avenues that are now constructing between the Atlantic and the western states, and which must have an important influence on the cities of New York, Philadelphia and Baltimore. The first communication south of the Erie canal is by the Rail-roads and canals of Pennsylvania, extending from Philadelphia to Pittsburgh in that State, estimated to be 320 miles in length, of which 120 miles is Rail-road. The Rail-road being in two different sections three transhipments will be necessary between Philadelphia and Pittsburgh.—The Portage summit Rail-road which crosses the Alleghany ridge is 40 miles in length, and has to overcome an elevation of about 2400 feet. On this Rail-road several (probably not less than ten or twelve) inclined planes with machinery, must be worked by stationary power, which will increase the cost, and produce delay in the transportation of passengers and goods. The Columbia and Philadelphia Rail-road, which is one of the links in this communication, I believe has no stationary machines; consequently all the expedition that may be contemplated from Rail-roads may be expected from this part of the work. The canals that form a part of this route have much more lockage than the Erie canal. The route from Philadelphia to Pittsburgh is probably 45 miles shorter than that from Albany (near the head of tide navigation on the Hudson) to Buffalo on Lake Erie. The route by the Erie canal is not completed when we reach Albany; but we have arrived at tide navigation, which affords the means of a cheap and expeditious transportation to New York, the commercial centre for this district. In view of all the circumstances connected with the route from New York to Lake Erie, by way of the Erie Canal, and that from Philadelphia to Pittsburgh by way of the canals and Rail-roads of Pennsylvania, it appears that to conclude there can be an essential difference in the time or expense of transportation between the route from New York to Lake Erie, and that from Philadelphia to Pittsburgh. If, then, no improvement is made between Lake Erie and Pittsburgh, or if the two points are connected by a uniform channel of communication, it follows that New York and Philadelphia will possess equal advantages in facility of intercourse and transportation, for the trade of the country between Pittsburgh and Lake Erie.

The most southern of the three grand avenues under consideration, is the Baltimore and Ohio Rail-road. This improvement is less advanced towards completion, than that through Pennsylvania. The city of Baltimore is deeply interested in its successful accomplishment, and if we may judge from the bold and enlightened enterprise with which this work has hitherto been prosecuted by the company incorporated for its construction, there can be little doubt the city and the country will in a few years reap the rich reward that awaits its entire completion.—We may, therefore, for all the purposes of comparison, consider this work as completed. The location of the western section is not yet established. It appears probable, however, that it will terminate on the Ohio river; at or near the town of Wheeling, and that its length will be about 300 miles. The distance will be from twenty to thirty miles in favor of this route, to the Ohio river, over that through Pennsylvania. It is intended to use Locomotive Steam Engines, generally, on this road; but its curvatures and the inclinations of its graduation will not allow the most advantageous use of this power. Between Baltimore and the Point of Rocks, on the Potomac, there are inclined planes to be worked by stationary power, and in passing the Alleghany ridge several more will undoubtedly be required.—It is a settled question, that the maximum advantages of a Rail-road will be obtained on a level graduation, or a slight inclination, uniformly descending with the greatest trade. The character of the trade will determine which is preferable. These circumstances are mentioned to give a general view of the facilities that may be expected from this improvement. This route will avoid the transhipments, and have less length to the Ohio, than that from Philadelphia; but the latter will have a large proportion of Canal navigation, which, in the conveyance of heavy freight, will, I believe, have an advantage over a Rail-road of the character of that under consideration. In the conveyance of passengers and goods requiring celerity, there can be no doubt of the superior advantages of the route from Baltimore. This advantage will lead a large amount of heavy freight to Baltimore, which would go to

Philadelphia, if it only sought the cheapest channel of conveyance. The merchant who resides several hundred miles from the markets where he may procure his goods, will look at the convenience, expense and time required to make the journey, and the expectation, as well as the economy, of transporting his goods; and if one route offers not only a more rapid and easy conveyance for himself, but also the facility of taking with him his light and most valuable goods, there will be an inducement to give it the preference for his whole trade. On the whole, the Rail-road will probably have the advantage, as a general communication between the Atlantic and the Ohio, over the Pennsylvania improvement. Striking the Ohio at a lower point, and nearer the Ohio Canals, with the advantage of being open throughout the year, it will be a more formidable competitor with the Erie Canal, for the trade of the country between Lake Erie and the Ohio. It is therefore apparent, the great line of Equilibrium that will be suspended between the advantages of the respective routes, at the point opposite the termination of the Baltimore and Ohio Rail-road, will have a deflection towards Lake Erie. This line, from which the trade will diverge to opposite directions, will be carried westward still farther in the competition between the Erie canal and Mississippi. At some future day, a communication will doubtless be made by way of the James River and Great Kenhawa in Virginia. This route has great geographical advantages, and only awaits an enterprising people to be improved.

It will not escape the most superficial observer, the competition for trade, which is carried forward by the capital and enterprise of the Atlantic States, while the great commercial cities will be enriched, will confer incalculable benefits on the citizens of the Western States.

The following questions very naturally arise:—Has New York finished her work? Is there nothing more that she can do to throw the dividing line farther south and west? Has she the means of availing herself of any advantages that may be found unoccupied? It is very clear that New York has the means of extending the facilities of communication, in the vicinity of her great thoroughfare: not by filling up her Canal and substituting a Rail-road, as has sometimes been absurdly proposed; but by constructing a Rail-road as an auxiliary to the canal. Those physical features of country that gave to New York the opportunity of constructing a continuous canal, with very moderate elevation, will give her great superiority in the construction and utility of a Rail-road. It is often mentioned as a point of superiority claimed for Rail-roads over Canals, that the former are applicable to uneven or mountainous districts, while the latter are confined to comparatively level routes. This is no doubt true; but it should not be forgotten that, a Rail-road over a level district is very superior to one over a mountainous district; and hence the superiority of a Rail-road from Albany on the Hudson to Buffalo on Lake Erie, over any that may be constructed across the Alleghany range of mountains. With the exception of two inclined planes on the route between Albany and Schenectady, the entire line may be effected without a resort to stationary power, or encountering in any instance an elevation of more than twelve feet in the mile; and probably this angle of graduation will only occur in two or three instances. A very moderate degree of curvature may be maintained, where changing in the direction will be required, and a large proportion of the course, without heavy expenditure, may be made in straight lines. We have therefore, in the directness of the line and the small amount of elevation, a route presenting peculiar advantages for the expeditious and economical application of locomotive steam-power. By affording ease and celerity in the conveyance of passengers, and such goods as require despatch, it would carry the dividing line of advantages, that must otherwise separate the districts trading with New York on the one hand, and Philadelphia, Baltimore and New Orleans on the other, farther west, and consequently, increase the importance of the thoroughfare, already established through the state, and greatly enlarge the trade of its commercial emporium. Such a work would be a powerful auxiliary to the Erie Canal in securing to New York the trade of an extensive, a rich, and growing country. With a canal well adapted to the most economical transportation of heavy freight, and a Rail-road possessing peculiar advantages for the conveyance of passengers and light goods, who will venture to predict the importance of this grand thoroughfare through the heart of the state? Will the intelligent enterprise of New York, which so nobly put forward the example of internal improve-

ment, leave this important work to slumber? I leave her citizens to answer. Her reputation and interest are in their keeping, and I trust they will neither be forgotten nor disregarded. OBSERVER.

[FOR THE RAIL-ROAD JOURNAL.]

Mr. Editor: The Rail-road from New York to Albany, is at present occupying so large a share of public attention, and is so particularly interesting to the city of New York, that, perhaps the following remarks upon that important enterprise, may be acceptable to your readers. It is evident that the value of the stock in this road will be materially affected by its location; for it would seem too plain to need an argument, that a Rail-road running along the margin of the Hudson, where it must sustain a competition with perhaps the best water communication in the world, would be less productive than one constructed upon a far more feasible route in the interior, where its presence would create business for its support. This inland route commences at the termination of the Harlem Rail-road; and following the valley of the Croton, passes through a productive country, admirably adapted to the construction of a Rail-road, to Sharon, 100 miles from New York. Here the line meets the Taghconic mountain range, which stretching away to the north, forms the lofty boundary between the States of Massachusetts and New York. On the eastern side of this mountain wall lies the rich and beautiful valley of the Housatonic; and on the western, the tract between the base of the hills and the Hudson river, about twenty miles in width, is occupied by the counties of Columbia and Rensselaer. From Sharon, two routes are proposed; one taking the western base of the Taghconic, passes through the counties of Columbia and Rensselaer; and the other, bending slightly to the eastward, follows up the valley of the Housatonic, and again crossing into New York at West Stockbridge, unites with the western road about 20 miles from Albany. No obstacle is supposed to exist to the location of a Rail-road upon either of these routes; and the difference in distance is very trifling: indeed, as computed by the present roads, I believe it is equal. Upon the eastern route, from New York to West Stockbridge, a distance of about 130 miles, not a stationary engine is required; and the gradual descent towards New York, is well calculated to accommodate the heavy trade in iron, marble and lime, which would be carried on from Berkshire. From West Stockbridge to the point where the two routes again unite in their approach to Albany, the country is favorable for the construction of a Rail-road; and from thence, the advantages, whatever they may be, must of course be met, whether the road is constructed upon the western or eastern side of the Taghconic. When, however, we take into consideration the amount of tonnage which these two routes would respectively supply, it will at once be seen the eastern is, in this respect, immeasurably superior to the other. The country upon the western side is purely an agricultural district. The most fertile section of it lies almost upon the margin of the Hudson river. The consequence of its vicinity to that noble stream, is that it is already in a state of cultivation, and a Rail-road would have little tendency to increase its productiveness; for, even if transportation upon the Rail-road should be as cheap as upon the river, the inhabitants would have no greater inducement than they now have, to increase the amount of their crops. The want of suitable water power precludes the idea of manufacturing establishments, and we cannot escape the conclusion that the constructing of a Rail-road so near the Hudson would only have the effect to divide the present business, between it and the river craft, at least during the season in which the navigation is uninterrupted by ice.

But with a Rail-road through the Housatonic, or as it is frequently called, the Berkshire valley, the case would be totally different. This valley is to the full as productive of the various fruits of agriculture as the neighboring counties of New York; its fertility is remarked by every traveller who passes through it; and being separated from the markets on the Hudson by a barrier impassable except at certain points, the consequence is that even its agricultural resources are not fully developed. If a Rail-road were established here, there would be no such thing as a division of tonnage with the river; every ton of exports or imports of Berkshire would pass upon it

to or from New York and Albany. It is not unreasonable then to conclude that as far as the productions of the soil alone are concerned, the county of Berkshire would afford as liberal a support to the road as Columbia and Rensselaer. But the productions of agriculture bear no comparison in amount of tonnage to that which is drawn from the other resources of this district. It is rich almost beyond parallel, in marble, lime, iron; in the abundance and excellence of its water power, sufficient for the most extensive manufacturing operations. A committee appointed for ascertaining the tonnage of Berkshire, stated at the meeting which was held in Amenia, that 40,000 tons was the annual amount of exports and imports, for which the average price was paid of \$5 per ton. The estimate which was made of the number of passengers the writer of this is unacquainted with Great as is this amount, and paying as this county does for transportation now, a sum nearly equal to seven per cent. upon the supposed cost of the whole road from New-York to Albany, it is easily shown that a Rail-road would immediately increase the amount of business, so that the revenue would not be diminished by the reduction in the price of freight. The beds of iron ore are but partially wrought, in consequence of their distance from water communication. Numerous water powers are yet unoccupied. Of the almost countless varieties of marble, but one can be advantageously quarried, for the same reason: and although lime, equal in quality to the best which is procured from Rhode Island, can be manufactured at a cost of eight cents per bushel, and in quantities to supply any demand, however extensive, yet, under existing circumstances, not a bushel can be sold in any foreign market for a price which will more than cover the cost of transportation.

The marble of Berkshire, and particularly that of West Stockbridge, cannot be surpassed by any in the United States, either in the beauty of its colors, the solidity, and fineness of its texture, or in the great extent of the quarries where it is obtained. The elegance of its appearance, and low price at which it could be sold with the assistance of a Rail-way, would inevitably open for it a ready and extensive sale. In addition to these facts, if we reflect that the working of the quarries, and ore beds, the besting of lime, the various operations which are performed upon the marble after being quarried, before it is fitted for market, and the various other manufacturing establishments, all require a large population, whose wants must be supplied from the cities on the Hudson, it would seem that nothing further is needed to demonstrate the policy of constructing the road upon the eastern route. If any thing further is necessary, there are other important reasons which can be produced. C.

To the Editor of the New-York American:

Sir.—An editorial article in your paper of the 27th ult. under the title "Rail-road from the City of New-York to Lake Erie," has given rise to a train of reflections in my mind, which I will here submit to you for publication, should you think them deserving of such notice.

We may, I think, look upon it as a conceded point, that a communication by Rail-way between this city and Lake Erie, would not only prove highly advantageous, but has in fact become absolutely essential to its internal and future prosperity. That which the Grand Canal has effected for the district through which it passes, is now to be extended to the southern tier of counties in our state. The benefit of speedy, regular, direct, and cheap access to market, is to bring into cultivation that neglected, but not undeserving portion of the commonwealth; and the city of New-York as part of the same state, is the proper emporium into which its productions should be discharged, and through which its wants are to be supplied.

However happily situated this port may be in every respect, we must be aware that those whom she has surpassed in the contest for wealth and commercial superiority will not quietly bow to her supremacy, but will from time to time make sudden and strenuous efforts to recover their lost advantages; and that every attempt to divert the general trade into their particular channels, must be countermined on her part, by putting into requisition all her natural advantages, and every resource of mechanical ingenuity or enlightened enterprise. At the same time caution and circumspection will be required, lest in militating against her former antagonists new

rivals be not raised up quite as formidable and not as easily reduced.

Canada has made a powerful movement in the construction of the Welland canal, through which much of the produce of our state, Pennsylvania, Ohio, and the Lakes, will pass to Montreal.

The great system of internal improvement undertaken by Pennsylvania in her Canals and other public works, was not only incited by our example, but avowedly intended to counteract much of the effect of our exertions; and the laudable spirit of the Baltimoreans, displayed in the stupendous construction of the Baltimore and Ohio Rail-way, gives every New-Yorker a second twinge of jealousy, in seeing a work scarcely inferior in magnitude and costliness to the Erie Canal undertaken and persevered in by a single city of barely 80,000 inhabitants. It has always appeared to me, that the embarking in the construction of the Illinois and Owego Rail-road, was an ill-judged step, as far as the interests of New-York are concerned, unless the ulterior object was had in view, of its continuation from Owego to the Hudson; since, as an independent work, its direct consequence would be the draining off from the Erie Canal down the Susquehanna to Baltimore and Philadelphia, of a great proportion of the trade of this region; and to make this more certain and effectual, it is announced to us in the Owego Gazette, (and copied into your paper) "that the inhabitants of that village and places upon the river" Susquehanna "are about to establish steamboats to ply between Owego and the Pennsylvania canal." The capital of New York borrowed and lent with great magnanimity to facilitate the diversion of its trade to Philadelphia and Baltimore!! But it is not to be thought that measures will not be taken to rectify this mistake, (if it be such,) and to turn it to advantage; the obvious mode of so doing being its continuation to the great bend of the Susquehanna, and thence to some point on the Hudson. Where that point should be located is of more consequence to your city and the state at large, than many may have, as yet, imagined.

Three places in this view have attracted public attention, viz: Newburgh, Nyack, and Hoboken, or some point opposite the city.

In the article first above referred to, the preference seems without much ceremony to be awarded to Nyack, and for the reasons therein stated, at that point, about the Tappan Sea, the Hudson is never, or so rarely that we may say never, frozen, and that steamboats and other craft can ply between it and the city at all times of the year, winter and summer; secondly, (and I will interpolate briefly,) "that inasmuch as the Legislature of New Jersey," (with admirable sagacity,) "have it is believed authorized the construction of a Rail-road from Paterson to the northern line of that State, the Erie road might there be made to connect with it, and thus, by means of the Paterson Rail-road, make a continuous chain down to Hoboken, opposite to the city."

Now, Sir, as to the first argument, the fact that the Hudson is never, or so seldom that we may say never, frozen about the Tappan Sea, is the very circumstance that would make communication with N. York impracticable, or very hazardous and uncertain. If the Tappan Sea did uniformly freeze over so as to afford a safe passage on the ice, as is the case with the river higher up, then an uninterrupted communication might be kept up with our city by means of the contemplated Rail-road on the eastern margin of the North River; but as it does not freeze so as to be safely traversable on the ice, and from the great breadth of the river in that part, the floating cakes of ice driven to the western shore by prevailing winds, and the extensive flats, (three quarters of a mile at Nyack,) the intercourse with New York during the winter would be liable to continual interruption. Whereas, on the other hand, at Newburgh, the ice for a considerable portion of the winter affords a permanent bridge for passengers and every species of transportation. In truth, there has not been a single day during the present season (unusually severe in December and mild in January) when the intercourse with the opposite shore has been impeded. And if it were an object, a very inconsiderable expenditure would insure a constant communication with the Fishkill side and so down actually into the city of New York, by means of the above mentioned Rail-way, on the eastern shore of the Hudson. How far the Tappan Sea has this season justified the assertion, that it is never frozen, I leave to those concerned to substantiate, but may be permitted to insinuate that the communication has been notoriously interrupted, if not completely suspended.

Secondly, as to the other reason urged, viz: its being continued to Hoboken, by means of the Paterson Rail-way, many speak of this as being equivalent to carrying the road into the city, and hence the

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caption of your article "Rail-road from the city of New York to Lake Erie." Sir, it would require too expensive a viaduct to carry the Rail-way from Hoboken to New-York, and I fear the North River would not submit to be either bridged or tunnelled for your special accommodation. Between these two places there is a great gulph fixed, over which none can pass without paying a certain commutation in the shape of ferrage to the worldly-minded Charons who claim and exercise that franchise.

Let the truth of the case be calmly confronted and scrutinized: if the great Western Rail-road goes to Hoboken, it terminates at Hoboken!!!

This is, no doubt, a consummation devoutly to be wished by those interested in property on the Jersey shore, and it is a fair and legitimate pursuit for men so circumstanced; but why it should be particularly coveted by those who glory in the prosperity and splendor of our metropolis, and whose interests are involved in her increase and welfare, I am at a loss to discover. This objection may be alighted as unfounded, and out of the sphere of probability; but, thinking it worthy of dispassionate investigation, I will state the grounds upon which my opinion is framed.

The same natural advantages for a commercial station are found on the New-Jersey shore as at New-York; Jersey City and Hoboken enjoy the same harbor, the same depth of water, the same easy communication with the ocean, and the same elements of prosperity are at their disposal. Soon our claim of jurisdiction over the waters of the Hudson, on the west side, will become the subject of judicial investigation; and if the United States' Supreme Court should decide that our right extends but *ad flum aquæ*, that shore will be disenthralled from the subjection under which we have held it hitherto, and will not hesitate to cope with us in every possible means of aggrandizement.

Do not imagine that there is any magical influence in the wharves or warehouses of your city. Capital shifts as instantaneously as the electric fluid, and upon that alone depends the rise of cities and towns. It may easily be made an object to capitalists to speculate in the unimproved lots of a promising location. Equal accommodations can be afforded at a lower rate to shipping on the Jersey shore, and the unavoidable shifting from the Rail-road cars to boats, with the charges of ferrage and freight to the city, will in itself be a sufficient motive for shipping and unshipping, immediately from the wharf at Hoboken, without the unnecessary expense, trouble, and time, of being towed over to New-York, besides avoiding the paying of double wharfage and storage, and an intermediate charge for commission.

And when we consider that the trade to be carried to this point is not barely the trade of New-Jersey, part of Pennsylvania and Orange county, nor the additional transportation of the coal region, but the entire trade of the western part of our own State, Michigan and the great lakes, we may well pause and reflect whether our exertions and capital would be wisely employed in building up a great rival city to swallow up the whole of that commerce which, by an equally (to say the least) favorable route, may be brought into, and secured to, New-York, without fear of competition.

Especially would I recommend the consideration of this view of the subject to persons interested in the extension and building up of the city over the still vacant space at, and towards, the northern extremity of the island. The sale of every single lot on the opposite shore would, of course, throw out of the market another lot on York Island; whereas the trade being on the Hudson in summer, and along the eastern shore in winter, the upper part of the city would have a marked advantage, and preference in the way of business. By this location of the great Western Rail-way, the route would likewise fall more entirely within our own State, and supposing that a Rail-way from Albany to New York is required, and will be constructed, the proposed Erie road will be greatly shortened, by terminating at Newburgh, and consequently will require a much smaller capital. These observations may be censured as arising from very contracted, selfish and sectional feelings; but if our views are such, pray what are those of the opposite side? And I insist that the interests I advocate, are as yet the interests of the majority. Pray recollect that the gauntlet was first thrown by giving the preference to one of the proposed routes over all others; it thus became a proper subject for animadversion, and it will undoubtedly prove a public good; if there be a choice, that the claims on every side should be strictly canvassed before judgment is pronounced.

MOHAWK AND HUDSON RAIL-ROAD.—The following report was received a few days ago in the Assembly, agreeably to a resolution of the house. 1. That it appears by the books of the treasurer of said company, that the sum of \$483,215 46 has been actually paid and disbursed in the construction of said Rail-road up to the present date;

2. That from the estimates of the engineers of said company, and from an examination recently made of the contracts not yet completed, it appears that to complete a double Rail-road within the limits prescribed by the act incorporating the Mohawk and Hudson Rail-road company, with the necessary machinery, carriages, and appurtenances, will require the expenditure of the additional sum of \$156,693 87.

3. That the precise route of the Branch Rail-road contemplated by the said company, has not yet been determined upon, nor accurate examination made of the ground; the undersigned are therefore unable to state with any certainty what the expense of constructing the Branch Rail-road will amount to, but they are inclined to believe that it will not vary materially from the sum of \$100,000, being the amount the said company has (in the joint application made with the Albany and Schenectady turnpike company to the legislature of the state,) prayed may be added to its capital stock for the express purpose of making said branch.

The undersigned beg leave respectfully to add that until the Rail-road be completed, the details of the items on which the expenditures above recited, have accrued, are necessarily kept in the offices of the engineers of the company in the cities of Albany and Schenectady; they have, therefore, judged it to be more respectful to the honorable House over whose deliberations you preside, to communicate forthwith the information immediately within their reach, complying as it fully does with the terms of the resolution, than to delay for the purpose of presenting their report in a detailed form, specifying the exact objects to which the expenditures have been directed. They beg leave, however, to tender on behalf of the Board of Directors of the Mohawk and Hudson Rail-road Company any additional information their archives may contain, and this not as a matter of mere duty, but in the belief that the experience of this company may be of value in the investigation of the many projects of similar character, now pending before the Legislature.

STEPHEN VAN KENESLEA, President.

JAMES RENWICK, Secretary.

To the Speaker of the Assembly.

[From the Buffalo Journal.]

OHIO RAIL-ROAD.—Since our brief notice of the granting of the charter for the Mad River and Lake Erie Rail-road, we have received a copy of the act of incorporation. The following section will show the point of the route specified in the act, and a reference to the state map will show at a glance, the general importance of the proposed undertaking:

"Sec. 13. That the said corporation shall be, and they are hereby, vested with the right to construct a double or single Rail-road or Way, from some point in the town of Dayton, in the county of Montgomery; thence to Springfield, in the county of Clark; thence to Urbana, in the county of Champaign; thence to Bellefontaine, in the county of Logan; thence to or near Upper Sandusky, in the county of Crawford; thence to or near Tiffin, in the county of Seneca; thence to or near Lower Sandusky, in the county of Sandusky; and thence to the town of Sandusky, in the county of Huron; making such other intermediate points as may hereafter be found necessary; and also to construct branches to the seat of justice of any county through which the road may be located, to transport, take and carry property and persons upon the same, by the power and force of steam, animals, or of any mechanical or other power, or of any combination of them, which the said corporation may choose to employ."

The facilities for constructing this road we learn are such as seldom if ever could be equalled; and we believe that it is contemplated to erect portions of the work upon a plan something novel. Through much of the route the soil is of unusual depth, and when saturated with water might yield beneath a stone foundation. Rows of piles, of the trunk of the Honey Locust, charred upon the surface, we learn it is proposed to substitute for stone, and such, deeply driven, would doubtless overcome the objection to stone, and we should think materially reduce the price—while the durability of the work would scarcely be diminished.

That the Road will be made, and that speedily, there is no room to doubt; and it must prove one of

the most important works of its magnitude, in the Union. It will form, as it were, a door for us, through a hitherto impassable barrier, to one of the fairest and most prosperous regions of the world.—In proof of it, look at Cincinnati. What has made that city? "Forty-three years since," says a paper now before us, "the site upon which Cincinnati now stands, was first surveyed." The 640 acres of ground included within it, were then bought for forty-nine dollars—it was wilderness! Now the city contains 30,000 inhabitants, and some of the lands within it are selling for thirty dollars an inch! Such then, are some of the results of local advantages in the regions opened to us by the road in question, and can business communication be carried on with such a region without mutual advantage to all the parties?

[From the Ohio State Journal and Gazette of Jan. 11.]

"At a time when so much is said, as to the relative merits of Rail-roads and Canals, as channels of general commerce, and when the public are so deeply interested in ascertaining the truth," in relation to this, to us, of Ohio, all important subject, it may be well for us to listen to the real and naked truth, as exhibited in the most undeniable facts, rather than the lucubrations of men, however respectable, who are rather disposed to shut their eyes on these truths, and to give us partial statements and not the whole truth.

We live in a period of our history, that never had and perhaps, after a short period, never may again have its parallel. Capital is abundant, and the holders are willing to invest it in public improvements, where they can be made to appear to be very probably profitable.

The writer of this had it in his power, by exhibiting his calculations and facts, which he had collected on Rail-roads, several years ago, to have thrown the apple of discord, into the ranks of the Canal party. But it would have endangered the question of Internal Improvement in our State, and perhaps thrown us back half a century, from the ground we now occupy, with such flattering prospects. He therefore refrained under the fullest conviction, that there would be ample scope for Rail-roads, when the Canals are completed; not only to open channels of commerce, where, by Canals, they cannot, but to pour in volumes of transportation into these great arteries of commerce, which the State of Ohio, in her enlightened policy, has opened at so much expense.

We are little concerned to know the cost of the Baltimore, the Pennsylvania or the Massachusetts Rail-ways, and still less, those of England. For we have no mountains to remove, nor to perforate. A section of the country, Northwest of the Ohio, from Northeast to Southwest, would be nearly horizontal; and, from the Ohio, to the summit, towards Lake Erie, would not exceed six, or seven feet of slope, per mile—a slope that could scarcely be discerned by the eye, and which would require no more additional power to ascend it, than the product of the height ascended into the weight, divided by the distance—(e. i.) 2240 lbs. (a ton) multiplied into six feet, and divided by 5280 (a mile) 2 lb. 6.11. Rule, as the length of the plain is to the height, so is the weight to the power required to roll it up. Whatever power then may be necessary, on a level, to roll cast iron wheels, on a firm unyielding cast iron track, it will only require, on a slope of six feet per mile, an additional force of 2 6.11 lbs. Numerous experiments, in Europe, have proved that a common horse will draw from fifteen to twenty tons, on a level Rail-road, and move at the rate of three miles per hour, (vid. Wood, et al.) the Pennsylvania Report (2) to the contrary notwithstanding. This extraordinary report exhibits the horses, to be seen drawing four times as much on the Rail-road, as on a common road and 2 1.4 times faster, (which is equal to nine times better, and four times better than the turnpike.) Yet it is well known, that on our common roads, even where not in their best order, a four horse team moves with twenty hundred weight at two miles per hour, and on turnpikes, where every, even the smallest pebble, gives resistance, nearly three miles. We conclude, therefore, that they have a bad Rail-way, bad carriages, or very bad horses.

Let us now inquire what would be the cost of a Rail-road. Not a Pennsylvania Rail-road, but a firm substantial one in Ohio, that would probably last twenty or thirty years, or long enough to pay for itself. If the grading and masonry on the National road, east of Zanesville, worked, it is said forty feet wide, cost \$3140 per mile, as per Mr. Weyers Report for 1827, a Rail-road of not more than 1.5 of that width, could be graded, &c. for 2.3

of that sum, say \$2,000; 1766 rough logs of the most durable timber, to be had either *flatted* or split in two and *spotted*, to be laid level across the track, at a yard distance from each other, to support the rails. These might be had at 25 cts.—\$440; 7,000 superficial feet of sawed scantling, for rails at \$1.00 per 100 feet, \$70. Iron, \$1320. Erecting and superintendence, say \$500. Now let every one, who may read this, especially those opposed to Rail-roads, examine well, and say, if aught he can say, that a single item, except the surveying, has been omitted, or underrated, and publish the error, to the public, that they may be promptly undeceived. But after the most careful inquiry, even for years, the writer has been unable to discover any error. And, though the published price current of cast Iron in Pittsburgh, was very lately, but \$30, per ton, he has estimated it at \$60, which would make a difference of more than \$200, still the Rail-road, could be made for \$4330 per mile. Besides this, from the nature of our country, there are many places, of miles in extent, together, where no other grading could be necessary than to level one side, with the other: much of which would be answered by placing a stone, or a piece of locust or walnut timber, under the ends of the cross timbers. It is frankly acknowledged, that such a Rail-road would not be the best, but would do, and do well. Its durability may be objected to. But whoever will examine the old fences, will find blue ash and many oaks, and other kinds of rails, quite sound, after being near 30 years in fence. It would not probably be announced in the public prints, that the splendid Rail-road at ——— had gone into operation; but, if the proprietors can construct it for 2.8 of the expense of a McAdamized turnpike, and transport on it, for 1.7 of the expense, a fig for the *eclat*, and all the splendor.

It will, probably, be objected, that this calculation, is for only a single track. This, it will be shown, is altogether sufficient. Let it be ascertained, how far, by means of steam, locomotive engines, (and no other would answer, in this case) with their loaded trains, could move in a day, and let a turn-out be constructed at half way. A train then setting out every morning, from each end of the road, (or two or three trains, if freight require it) they would meet and pass at half way, and proceed without interruption. The moment the main train would pass, the road would be open for way trains, if any, to move in a contrary direction or to fall into its *reake* and proceed along with it. Thus no difficulty could happen, if strict rules be observed. Our country greatly needs improvements, in transportation, and, being ourselves but poor, we need them cheap. If the above may contribute to such a desirable end, the first wish of the writer's heart is answered.

January 4th.

DARRY.

[From the Richmond Whig.]

RAIL-ROAD TO YORK-TOWN.—The subject of a Rail-road from Richmond to the most eligible point for a shipping port below, has suddenly become a matter of intense interest to the people who inhabit the Country between Richmond and the Chesapeake. Two petitions numerously signed, have been presented to the Legislature, asking the incorporation of a Company to construct a Rail-road from this City, to some point immediately below Harrison's Bar. Another proposition, is that it shall terminate in the vicinity of Turkey Island, thus avoiding the unhealthiness of the country below, and saving much in the length of the road. "Mercator" announces still a third—a more splendid conception, first suggested we think by a gentleman from Rockbridge—to extend the road to York Town, and make that classic spot which has so fine a harbor, and whence ships with the same wind, can clear the capos in a few hours, the shipping port of the immense amount of produce which now concentrates at Richmond.

We know too little of these matters, to express, or even to have a preference, among the conflicting projects. We do not know that any one of them is necessary—that the improvement of the lower James at least, will not supersede the necessity, if it now exist.

Neither do we imagine, that the construction of such a work will injure Richmond or impair the value of its real estate, much less as some imagine, transfer Richmond itself, to the point of termination for the Rail-road, whatever that may be. Sundry great cities have their shipping ports many miles distant—as Edinburgh its Leigh, Glasgow its Greenock, Liraa its port yet more remote. If it should be supposed to have this effect, Richmond, that we can see, has no help for it, except to refuse to aid by subscription in the execution of the enterprise. We in vite a perusal of "Mercator."

A Spectator in the gallery of the Massachusetts House of Representatives, apparently a laboring man, on hearing the speaker announce the eighth petition for a Rail-road from this place to Salom, remarked, that he thought "Salom people would be pretty well rail-ridden if the roads were all made!"

NEW-YORK AMERICAN.

FEBRUARY 4, 6, 7, 8, 9, 10—1832.

LITERARY NOTICES.

TALES OF MY LANDLORD, fourth and last series—and last of his novels, as Sir Walter would have us believe; but he is now an inmate of the storied towers of Malta, the last stronghold of the redoubted Knights of Rhodes, the puissant order of St. John; and his undying spirit may yet send forth a later spark, when wrought upon by the kindling associations which surround him. Still we grieve to say, that the uncertain and flickering light of waning powers is but too apparent in the work before us; and Sir Walter would best consult his fame by adhering henceforth to his determination never again to tempt the awards of popular favor. If the first volume of Robert of Paris, cannot rival in every respect the earlier productions of the author of Waverley, it is not from a want of spirit in the narrative, and animation in the detail. The commencement of the story is beautifully, if not elaborately, written; and the tale grows in interest, until you get into the second volumes and there the action languishes and falls off to the end. As to *Castle Dangerous*, the first story of the collection, it is a feeble and almost prosing narrative, and was probably written subsequently to Robert of Paris. The time which is chosen for the action of this story, the scene where it is laid, and the historical incidents altogether, form the richest and most extraordinary combination for the writer of romance that can well be imagined.

What a picture is that of manners and costume, where the frank and haughty chivalry of western Europe is brought into contact with the supple and obsequious subjects of the successor of Constantine—the fierce and steel-clad men at arms of the feudal Baron with the effeminate sumptuously apparelled, oriental mercenary—the ruddy and fair-haired Goth, his sinewy figure and close-fitted habiliments, with the agile swarthy Syrian, or the Persian, embarrassed with purple, and glittering with barbaric gold. We have here the last remnants of Imperial Roman pomp and Eastern magnificence, with all their accompanying refinement and degenerate voluptuousness set off against the fresh and half savage array of Gothic Europe's martial hordes, and the more polished but not less warlike host of new-sprung Saracen chivalry. Think of the meeting of Saladin and Sir Kenneth, in the brilliant tale of the *Talisman*, with Scott's exquisite description of the different appearances they presented; add a Greek, a Parsee and Pseudo-Roman of Byzantium, to the party, and shift the scene from the well of the Desert to the banks of the Bosphorus, and you have the material of "Robert of Paris."

The noble Count, who gives name to the tale, was one of the three celebrated Roberts who bore arms and distinguished themselves in the first Crusade. The first, it will be recollected, was the Duke of Normandy, son of William the Conqueror, who mortgaged his dukedom to his brother, William Rufus of England, to raise money for the mad expedition. The second was Count Robert of Flanders, surnamed the Sword and Lance of the Christians, and the third was the daring knight, who bearded the successor of the Cæsars in his palace; and, though but a simple baron, seated himself beside the Emperor Alexander, Comnenus, upon his own throne, an incident which Sir Walter relates in language but little different from that in which it is

told in Gibbon. Scott, indeed, has adhered generally to history in this novel, and many of the incidents which seem too extravagant, even for fable, are matters of historical fact. Ducanga has even gone so far as to identify the church where the French knight, as told by Sir Walter, kept entertainment with his sword for every knight that would venture to break a lance with him: and Anna Comnena, where she speaks, in the Alexias, of the bands of armed fanatics as so numerous, that it seemed as if Europe was loosened from its foundations, and precipitated in one united body upon Asia, has designated, even among so vast a multitude, and singled out from peers and princes, the haughty baron, who styled himself *φραγγος καθαρος πω εννεως*. And the historians of the crusades as well as the fair annalist of the reign of Comnenus, seem to agree that no warrior of all that host, could more fitly arrogate to himself the proud title of the Bulwark of Nobility. It will not diminish the interest of our readers in this last of the Waverlies to have their memories thus refreshed in what relates to its hero.

TOXICOLOGIA.—We have but little to say in a second notice of this treatise on internal poisons. The nature of the study it seeks to illustrate is best set forth in the words of the author himself, who, in speaking of a science that, in its relations to chemistry and physiology, has expelled from the regular practice of medicine the use of many remedies whose exhibition time had rendered customary when empiricism had made them popular—tells us that "Toxicology ranges over the whole vast field of medical learning, and draws together, from a variety of quarters, facts and principles which are seldom found at any other time in combination. The resources of each branch of this science are made by the Toxicologist to try the accuracy and supply the defects of the others; and the whole mass of knowledge is brought to bear in one direction, with a force and precision worthy of its objects—the amelioration of human misery—the detection of crime—and the vindication of innocence." Of the importance of the science in the last respect, those are aware who are at all familiar with criminal proceedings; and among the most interesting cases to be met with in the annals of crime, are those in which the application of scientific observations by the prosecuting officer has baffled the ingenuity of the accused, and penetrated through the shield of circumstantial evidence in his favor. The medical jurist derives his resources from semeiology, pathology, chemistry, and physiology. "By the first, he ascertains the difference between the symptoms of poisoning, and natural disease; by the second, he discriminates the morbid appearances indicative of death by poison, from those produced by natural death; the third enables him to discover foreign substances of a deleterious nature, in the body and elsewhere; and by the fourth, he determines the value of evidence from accidental, or express experiments upon the lower animals." The importance of these resources in matters of evidence is apparent, and unhappily, even in the present state of society, cases in which they are resorted to are not of infrequent occurrence. The evidence of general poisoning, which is purely medico legal, is derived from the following sources:—the symptoms—the post mortem appearances—chemical analysis—experiments on animals—and moral circumstances. We give an extract from Dr. Lowerre's exposition of the third of these sources, chemical analysis.

"This is the most decisive of all the branches of proof, and its validity stands in the following order: First, when detected in the esophagus, stomach, or intestines—next, in the ejections, then in the articles of food, drink, or medicine, of which the patient has partaken—and lastly, in any articles found in the prisoner's possession, for which he cannot account. The evidence derived from this source, ought to be minutely investigated, and is not so

then, on this point! From my hand, unless you urge it madly upon yourself, you are wholly safe.—Let us turn to my second method of attaining security. It lies, not in your momentary cessation from persecutions; not in your absence from this spot alone, you must quit the country—you must never return to it—your home must be east, and your very grave dug in a foreign soil. Are you prepared for this? If not, I can say no more; and I again cast myself passive into the arms of fate.' 'You ask,' said Houseman, whose fears were allayed by Aram's address, though at the same time, his dissolute and desperate nature was subdued and tamed in spite of himself, by the very composure of the loftier mind with which it was brought in contact; 'You ask,' said he, 'no trifling favor of a man—to desert his country for ever; but I am no dreamer to love one spot better than another. I should perhaps prefer a foreign clime, as the safer and the freer from old recollections, if I could live in it as a man, who loves the relish of life, should do. Show me the advantages I am to gain by exile, and farewell to the pale cliffs of England for ever.' 'Your demand is just,' answered Aram; 'listen then! I am willing to coin all my poor wealth, save alone the barest pittance wherewith to sustain life; nay, more, I am prepared also to melt down the whole of my possible expectations from others, into the form of annuity to yourself.'

"These words, aided by a tone of voice and an expression of countenance that gave them perhaps their chief effect, took even the hardened nature of Houseman by surprise; he was affected by an emotion which he could not have believed it possible the man, who till then had galled him by the humbling sense of inferiority, could have created. He extended his hand to Aram. 'By—,' he exclaimed, with an oath which we spare the reader, 'you are right! you have made me as helpless in your hands as an infant, I accept your offer—if I were to refuse, I should be driven to the same courses I now pursue. But look you: I know not what may be the amount of the annuity you can raise. I shall not, however, require more than will satisfy wants, which, if not so scanty as your own, are not at least very extravagant or very refined. As for the rest, if there be any surplus, in God's name keep it for yourself, and rest assured that, so far as I am concerned, you shall be molested no more.' 'No,' Houseman said Aram, with a half smile, 'you shall have all I first mentioned; that is, all beyond what nature requires for herself and duty. And your recollections are weak; if you knew I possessed ought to spare, a fancied want, a momentary extravagance, might tempt you to demand it. Let us put ourselves beyond the possible reach of temptation. But do not flatter yourself by the hope that the income will be magnificent. My own annuity is but trifling, and the half of the dowry I expect from my future father-in-law, is all that I can at present obtain. The whole of that dowry is insignificant as a sum. But if this does not suffice for you, I must beg or borrow elsewhere.'

'This, after all, is a pleasanter way of settling business,' said Houseman, 'than by threats and anger. And now I will tell you exactly the sum on which, if I could receive it yearly, I could live without looking beyond the pale of the law for more—on which I could cheerfully renounce England, and commence 'the honest man.' But then, hark you, I must have half settled on my little daughter.' What! have you a child?' said Aram eagerly, and well pleased to find an additional security for his own safety. 'Ay, a little girl, my only one, in her eighth year; she lives with her grandmother, for she is motherless; and that girl must not be left quite penniless should I be summoned hence before my time. Some twelve years hence—as poor Jane promises to be pretty—she may be married off my hands; but her childhood must not be left to the chances of beggary or shame.'

PERSONAGE.—"Fashion," says some one or other in some book or other, that we have read some time or other,—"Fashion is the golden calf, to which all men bow in these days." We admit that in no age has the power of the goddess of caprice been more universally acknowledged; but we deny that this is a good ground for railing at her. She is a democrat; and without being worshipped in Tammany Hall, has done more for the great republican party throughout the world than those who abuse her. What makes the churl kibe the heel of the courtier so much more often than formerly, but her influence acting in a better cut coat? What pleased Beau

Drummell at the same table with George IV. but her skill in the tie of a cravat? Her patent of Dandyism is as good as that of Nobility, in giving distinction to insignificance. She is as great a leveller of ranks as Love himself. In England, a country where society is a closer aristocracy than in any other, the fiat of Fashion enables successful authorship to challenge admission into any circle. In France, she wills that a clever article in a periodical shall make the writer of it accueilli, where formerly rank alone could gain admission. All people of fashion meet upon a par, whether properly descended to them, or whether they made it;—whether they inherited grandfathers, or bought them with other old paintings at auction; for the Republic of Fashion is no less democratic in its organization than the Republic of Letters. Wealth, birth, talent, tact, accomplishment, and dress, are the different interests which are represented in it. Where they conflict for supremacy, Wealth has it hollow, if each interest struggles by itself; but Tact and Dress united, are a match for all the rest together. They carry the female votes, which will shake any institution.

No one except the Almanac makers, seem to realize that this is Leap-Year. The following is extracted from an old volume printed in 1696, entitled "Courtship, Love and Matrimony."

Albeit it nows become a parte of the common lawe, in regard to the social relations of life, that as often as every besextile year dothe return, the ladies have the privilege during the time it continueth, of making love unto men, which they may do either by words or looks, as unto them it seemeth proper; and moreover no man will be entitled to the benefits of the clergy who dothe refuse to accept the offers of a ladye, or who dothe in any wise treat her proposals with slight or contumely.

We add to this a copy of a blank of "an offer," such as ought to be generally now for sale by the stationers, to facilitate matrimonial contracts during the busy year that has just commenced.

[ENVELOPE.]

Sir: I have long cherished a deep and heartfelt regard for your son—and with some diffidence I now take the liberty of avowing it, and soliciting your permission to address him. May I not also intrust your kind offices in forwarding my pretensions to his hand, and beg if my attentions meet with your approval, that you will hand the enclosed to him, upon whom my earthly happiness must hereafter depend. Most respectfully, &c.

[ENCLOSURE.]

Mr. — must long since have perceived the interest with which he is regarded by one whose happiness depends upon his reciprocity of feeling; but he cannot be aware of the depth of an attachment which even his penetration cannot fathom. May not the writer of this be allowed the privilege of visiting him upon a more intimate footing, and have an opportunity of proving the ardor and disinterestedness of her feelings, and appealing to the sympathy of his? Her hand and fortune are from this moment at Mr. —'s disposal."

This, our fair readers will observe, is the business formula of the transaction. The sentimental one of a verbal declaration, is certainly more engaging. It might be made in the language of flowers, by those who want courage to utter it in another tongue. As thus for instance, you may commence just after a gentleman has made a pun, and compliment him upon his (1) house-leek; and then, promising that (2) flax-blossom generally accompanies that quality, you may speak of the effect of (3) columbine in inspiring (4) rose; and next add with a (5) cypress, that nothing but his (6) citisus could have prevented his discovering the (7) myrtle whose (8) orange-tree you can conceal no longer. Then, by avowing that all your (9) sun-flower in life depends upon his (10) amaranth, you may claim his (11) seringa to lead him to the temple of (12) thorny-rose.

A Washington letter writer, whose rambling observations upon men and things have lately given a raciness to the columns of the N. Y. Mirror, expresses himself as follows:—

I love a little touch of patriotism in a woman.—But there it is—the women. Republican simplicity has seldom charms for them; in their secret souls there is (is there not?) a love for pomp; for titles, for dress. They sigh, at times, for the splendor of a court. A count, a duke overawes them. This it is that in spite of themselves makes them regard as superiors those who come from countries where such things are, and are common; that makes them ashamed, now and then, of their own democratic country.

Oh for a little of the Roman pride that looked down so superbly upon the nations of the earth!—Barbarians! A Roman matron, a Roman virgin were titles above queen and empress.

For myself, if I ever love a woman (as I hope I shall) she must love her country—she must more than love it: she must be proud of it; she must prefer it to every other.

Most men of sense will concur in this opinion.—Modesty enhances beauty with the coarsest natures, and piety in a female exacts the regard of men who are indifferent to religion themselves; but neither, we are persuaded, have more agency in cherishing esteem than the sentiment of patriotism in a woman. Pride in the land of her birth, and attachment to her native soil, are always indicative of a high spirit and warm affections in a female's bosom; and, next to the love of God, the love of Country is the purest emotion in which she can vent the sympathies of her nature. The degree of tenacity with which a woman cherishes each association that binds her heart to her native land, is no light criterion by which to judge of the strength of her domestic attachments, of the susceptibility and constancy of her feelings, and, we may add, of her feminine dignity of character. We are perfectly serious; and, though you, beautiful reader, are so astonished at our gaucherie, we should for the moment look with more interest upon a Kishwaukee, who was weeping to leave her land of grisly bears and venomous moccasin-snakes, than even upon thee when those resistless eyes were brightening with satisfaction, to bid adieu to a more favored home, perhaps forever.

Knowledge of the world, says a periodical writer, does not always require experience. Some men take to it intuitively; "their first step into life exhibits the same profound mastery over the minds of their contemporaries, the same subtle consideration, the same follicitous address as distinguish the close of their career." And why not, discernment and tact are gifts which nature generally bestows in a perfect shape upon their fortunate possessors. They may exist in perfection at the age when the imagination is more active than the judgment, because reason is but little brought into play in their exercise. On the contrary, your ingenuous speculator upon society, is often far from being practically a man of the world. There is a mass of machinery in his mind which embarrasses his preceptions of character. He will manufacture the hero of a novel according to a pattern of his own, and show you all the windings and turnings of his heart when made. He has a thousand of these patterns in his mind, and when he attempts to pass upon real men, he brings them by a summary Procrustean operation to the dimensions and shape of one of his own models, and then insists that they are regulated by similar springs of action. The intuition of fifteen is worth the sagacity of fifty, in judging correctly of character.

"Men have died, and worms have eat them—but not for love," is a passage of Shakespeare that no one seems to understand, or every one seems to pervert. The true reading, says that sagacious critic, Saxo Quintilian, is, "Men have died, and worms have eat them, but not (eat them) for love." I. e. in preference to any other food. Scaliger Oxoniensis

says, however, (see his works *passim*) that "not for love" is but a quaint way of saying, "out of spite"; and he makes the whole read thus: "Men have died, and worms have eat them out of spite." Some naturalists assert that love, when it becomes a chronic disease in the human frame, has such an effect upon the fibrous system, that it makes men what cannibals would call bad eating; a supposition adopted by the younger Longinus to sustain his reading of the passage, which is this: "Men have died, and worms have eat them, but not for love; i. e. not because they considered them a delicacy."

A state of dandyism is a state of nature in a very young man, and therefore not much to be deprecated. C. Julius Caesar, and William Pinkney, were both *Jimmy Jessams* in their day: but mental foppery is the incurable distemper of middle age, to which an acute observer of human nature must have alluded when he said, that a libertine might be reclaimed, but once a coxcomb always a coxcomb.

1 wit, 2 generosity, 3 amiability, 4 tenderness, 5 sigh, 6 modesty, 7 love, 8 ardour, 9 happiness, 10 gratitude, 11 consent, 12 Hymen.

HOME AFFAIRS.

PUBLIC DINNER TO GEN. SANTANDER.—In conformity with previous arrangements, the dinner offered to this distinguished Colombian took place yesterday at the City Hotel, and passed off with much élan. A numerous and respectable company attended, and seemed animated with one common desire to testify their respect for one who has so nobly signalized himself in the cause of constitutional liberty.

Gen. Morgan Lewis presided as President, Philip Hone, Richard M. Lawrence, and James Boggs assisted as Vice Presidents.

Guests.—Rev. Dr. Wainwright, Rev. Dr. Powers, Gen. Scott, Com. Chauncey, Gen. Morton, Don Thomas Gener, Don R. Moura of Colombia; Don Portocarrero, and M. Silva, of Bogota besides several others.

The following note was read by the President:

The state of Mr. Gallatin's health does not permit him to assist at the dinner given to-day, to General Santander. He regrets extremely not to be able to give this evidence of his respect for the character of that distinguished individual, and of the lively interest he feels in common with his fellow citizens, for the welfare, harmony and prosperity of the United Republics of Colombia.

After the cloth was removed, the following Regular Toasts were drank:

1. The President of the United States.
2. The People, Union, and obedience to the Laws—the only successful test of the great experiment of self-government.
3. The Isthmus of Panama—May it be the connecting link between brethren of the same principles equally enjoying the blessings of freedom and good government.
4. Our distinguished Guest—The republican patriot and Statesman, the fearless and faithful defender of the constitutional liberties of his country.

After this Toast was given, General Santander rose, and addressed the company in a speech of about a quarter of an hour, which though in Spanish, and therefore not understood by many of the company, rivetted attention by the earnestness and graceful energy of its delivery. Mr. Charles A. Davis then read a translation of it, which was received with 9 cheers. The following is the translation:—

Mr. President and Gentlemen:—

I cannot command language to express to you the feelings of my heart, for the honor you have done me.

I am most happy in seeing around me a circle so distinguished and respectable, whose sentiments of regard and good-will, so far exceed the most sanguine hope I could have cherished in return for my feeble efforts in the cause of liberty.

If the discharge of a sacred duty is rewarded in a manner so truly gratifying, how can I ever cease to feel the most profound gratitude for your kindness?

Gentlemen—When the Colombian people raised the cry of Independence, they desired only to better their condition, by passing from colonial vassalage to that state which nature had assigned them.

They asked to be the arbiters of their own destiny; to select and establish such republican institutions as should protect the rights of the citizen; to cultivate and apply to their own use those abundant elements of happiness and prosperity which a benignant Providence has provided for them,—the value of which they had scarcely been permitted to estimate.

A complete and entire separation from the mother country, was the only mode of obtaining these blessings.

Guided by the hope of being governed by laws of their own selecting, and stimulated by the constancy, activity, talent and fortune of a man who, at the head of their army, had given so many days of glory to his country, the Colombian people made every sacrifice.

Our independence attained, we desired a government of good order, which alone could secure to us the advantages of our freedom.

What better model was presented to us for a government of laws, than that which was exhibited to the world by your own happy nation?

Where were we able to find one more perfect in theory—one more useful in practice?

Those United States displayed to us a system of government created by the people, and for the people—with powers accurately balanced—laws which equally protected the rights of the citizen—a judiciary, pure, virtuous, and patriotic—a system of education admirably constructed and based on morality.

Great indeed was the distance between the social education of the people of this country and the people of Colombia; great, consequently, were the obstacles to be encountered in imitating a model so perfect.

But was not the accomplishment of our independence doubly meritorious, when, in the struggle for it, so much constancy was required in overcoming difficulties which presented themselves from its commencement to its termination?

My experience persuades me that my country would have made sure and rapid progress in the career of liberty, if the prominent men, whose military services had given them a great influence, had desired to direct the docile character and admirable moral disposition of people in the path of true liberty.

But by a fatality, the causes of which it would not become me on this occasion to explain, the Colombian people were led astray from the course which had already secured for them the applause of these United States, and other respectable nations, discord was engendered in various portions of the country, preparing the road to illegal and arbitrary power, dishonorable for the people who were exposed to it, dishonorable to the authorities who permitted it.

My position, as second magistrate of the Republic, the duties that devolved on me, the solemn promises I had made to the nation, to my own conscience, pointed plainly to me the course I had to follow, and which course I believe I faithfully followed through the political dissensions which prepared my persecution.

That power triumphed. Its victory (and would that it could be blotted from the annals of Colombia) was a decree of proscription to a wide circle of patriots who defended the constitutional laws, and sustained the Federal System.

Gentlemen—If I were not already persuaded that the pains I have suffered for having been faithful to my duties, were honorable (and so far satisfactory,) I should on this occasion, when a circle of distinguished citizens of the first free nation of the world manifest to me an approval of my public conduct, feel myself amply recommended. Such approval is the most grateful reward a citizen could aspire to, who has not hesitated to sacrifice honors, fortune, friendships—his own ease and tranquility to the liberties of his country.

My own fellow citizens at home are now engaged in vindicating the honor of Colombia, and to secure to the country those Laws and liberal institutions which promise a development of happiness and prosperity.

When they shall learn this grateful act of hospitality and good will towards me, felicitating themselves as co-laborers in the cause of Liberty, they will rejoice that their patriotic efforts meet your approbation.

Allow me Sir, to drink—To the most perfect, permanent and friendly intercourse between the Government and people of the United States of the North and the Government and the people of the States of Colombia.

5. The Fourth of July, 1776—Let every American say with the elder Adams:

"It is my living sentiment, and by the blessing of God, it shall be my dying sentiment, Independence now, and Independence for ever."

6. Colombia—We shall be happy if the visit of our respected guest shall prove as useful to his country hereafter, as it is at present agreeable to us.

7. Written Constitutions—Invented by the people of the new world, to govern their governors.

8. The Governor of the State of New-York.

9. The surviving Officers and Soldiers of the Revolution—

The laurel wreath its verdure still retains,
And no bright tint 'midst silver locks remains.

When this toast was announced by the Vice-President, Mr. Hone, *Gen. Lewis*, the only revolutionary officer present, in brief, but very feeling terms, returned thanks in the name of the comrades of his early years.

10. The Army and Navy of the United States.

11. The Memory of Washington—Grateful for his services we proudly present his example for the imitation of those who would govern for their country's good.

12. Education—The groundwork of good government, and the ornament of Freedom.

13. Woman—We bow to her sceptre, and acknowledge her power.

VOLUNTEER TOASTS.

By the President, *Gen. Lewis*.—Our sister Republics of the South—United in the indissoluble bonds of mutual intercourse, peace and concord.

By Mr. P. Hone, a Vice President.—Senor Joachim Mosquera, President of Colombia.

By Mr. Richard M. Lawrence, a Vice President.—Our fellow citizen, *Lafayette*—The uniform friend of equal rights.

By Mr. Boggs, a Vice President.—Honor to the nation which amply redresses an injury.

By Mr. C. C. King.—The memory of James Monroe—The early and staunch friend of the rights of the South American Republics.

After this toast was drank, Mr. S. L. Gouverneur returned thanks with much animation, for the honor done to the memory of one whom he was proud in being able to claim as a relative; and who, as none better than himself had the means of knowing, was in heart and soul the friend of both Americas; and who, it should never be forgotten by either of them, was the first to proclaim that this continent should henceforth be inviolate against European aggression.

By Mr. Rathbone.—The exiled patriots of Poland—In every country where liberty dwells they will find a hearty welcome.

By Mr. Portocarrero—A Guest.—The eternal happiness of the United States of North America—free by their laws and the virtues of their inhabitants.

By General Morton.—The patriot, who, while he can render his country a service, never considers his obligation to it discharged—and whose love to her, not even her injustice can diminish.

By Charles King.—Don Thomas Gener, who as President of the Cortez of Spain, had in his power the life of a tyrannical King and spared it—and his reward was exile.

By Henry Ogden.—Our commercial relations with our sister Republic of the South—may the reciprocal benefits resulting from them, connect us as closely in a moral, as the natural link of Panama does, in a physical sense.

By a Guest.—The happy day when the patriots of South America will be received in Spain, and those of Spain in South America, with the same benevolence with which they are received here—may this happy day be to-morrow.

By Mr. Moura—a Guest.—May the bonds of friendship which unite the States of North America with the States of Colombia, be as eternal as the memory of Washington.

By W. B. Lawrence.—The combination of the federal and representative systems—the happiest discovery in the science of governments.

By Mr. Wardell.—The Ballot Box—A crucible in which freemen test the purity of their public servants.

By William B. Townsend.—Education, the sure foundation of civil and religious Liberty—May its full benefits be speedily enjoyed by our sister Republic (Colombia).

TWENTY-SECOND CONGRESS—1st SESSION.

Monday, Jan. 20.—In Senate, the discussion on Mr. Clay's resolution respecting the Tariff, was continued by Mr. Smith, of Maryland, and Mr. Holmes, of Maine. In the House of Representatives, a memorial was presented from the late Free Trade Convention at Philadelphia.

Tuesday, Jan. 31.—Mr. Ewing's resolution respecting the Executive power of removals and appointments, was made the special order of the day for Monday, Feb. 6; and Mr. Clay's resolution was further discussed, by Mr. Holmes. In the House of Representatives, the Apportionment Bill was further debated.

[From the Globe.]

CONGRESSIONAL ANALYSIS.—In the Senate, Wednesday, Mr. Frelinghuysen submitted a resolution expressing the sense of the Senate on the subject of certain Indian relations. Some private bills were matured. The bill to grant a township of land to the French College at St. Louis, was, after some discussion, laid on the table for the present. Mr. Sprague's resolution, calling for the publication of the names of the owners of unclaimed dividends, was agreed to; then reconsidered, on motion of Mr. Clay, and made the order of the day for Monday next. The consideration of Mr. Clay's resolution was resumed, and Mr. Hill, of New-Hampshire, spoke about three hours in opposition to it.

In the House of Representatives, Mr. Drayton, from the Committee on Military Affairs, reported a bill authorizing the Secretary of War to compromise and secure to the Government the title of an Island in the State of Delaware, upon which Fort Delaware is situated. The resolution heretofore proposed by Mr. Everett, calling on the President for a copy of part of a treaty with the Chickasaw tribe of Indians, was further debated by Messrs. Huntington and Polk. The debate was arrested by a call for the orders of the day. The apportionment bill was again taken up, and discussed at great length. The motion of Mr. Hubbard to strike out 48,000 and insert 44,000 as the ratio, was finally agreed to—yeas 98, nays 96. The House then adjourned.

CONGRESS—Thursday.—In the Senate the resolutions offered by Mr. Frelinghuysen yesterday, importing that in virtue of treaties with the Cherokees, and the intercourse act of 1802, the Government of the United States is bound to protect them from all intrusion on their territories, and that the President of the United States has no power to dispense with the execution of said intercourse act, or of treaties, &c. &c., were made the order of the day for Tuesday week.

The debate on the Tariff was then resumed. Mr. Hayne explained that certain quotations in his speech from Niles Register, were, as he had since found, not the opinions of Mr. Niles, but of some commentator on those opinions.

Mr. Clay then took the floor in reply to Mr. Hayne, and after speaking for more than two hours, asked the indulgence of the Senate, as it was already late, until the next day—to continue. The National Intelligencer says the Senate was crowded within and without the bar to excess, and that the speech was "equal in all points—in power, in eloquence, and in effect—to any of Mr. Clay's best efforts of former days."

In the House of Representatives, Mr. Vorplanck offered a resolution which was adopted, directing the clerk to obtain for the Library a series of New York price currents from 1815.

Mr. Everett's resolution respecting the Chickasaw treaty was vehemently opposed by Mr. Clay of Alabama, when the House again had the apportionment bill before them, and reconsidered by a vote of 100 to 94, the vote of yesterday striking out 48,000, and inserting 44,000. The bill is now left in blank, and was further debated until the adjournment.

[From the Globe.]

CONGRESSIONAL ANALYSIS.—In the Senate, Friday Feb. 3, the consideration of Mr. Clay's resolution, relative to the modification of the Tariff, was resumed. Mr. Clay resumed his argument in support of the principles of the resolution, and in reply to the arguments urged against it, and, after speaking two hours and a half he gave way to a motion to adjourn.

The Senate adjourned to meet on Monday next, when Mr. Clay will resume, and probably conclude his speech.

In the House of Representatives, a joint resolution was adopted, appointing a joint committee to make arrangements for the celebration of the centennial birth-day of George Washington. A joint resolution was adopted, authorizing the Secretary of the Navy to settle certain contracts and relinquish certain forfeitures. The bill for the relief of the Representatives of David Dardin, dec., was passed. Mr. Evans, of Maine, addressed the House at some length on the resolution offered by Mr. E. Everett, relative to the Choctaw treaties. Several bills of a private nature were acted on in Committee of the Whole.

LEGISLATURE OF NEW-YORK.

Thursday, Feb. 2.—IN SENATE.

PETITION.—For a Rail-road from the village of Elmira to the Pennsylvania line.

BILL REPORTED.—From the Committee on Railroads, a bill to incorporate the Hudson and Erie Rail-road Company, capital 7,000,000.

On the bank resolution, Mr. Sherman occupied the floor till the hour of adjournment.

Then the Senate adjourned till to-morrow morning.

HOUSE OF ASSEMBLY.

Mr. Andrews offered the following:

Resolved, That the Register and assistant Register in Chancery be respectfully requested to report to this House the amount of all the fees and emoluments of their offices; and also as clerks of first and fourth circuit for the three years past, ending 1st January last.

On motion of Mr. Spencer, this resolution was laid on the table. [Mr. Spencer said the resolution did not go far enough. He intended to offer one which would embrace a more extended inquiry.]

The committee of the whole again took up the bill to increase the salaries of the chancellor and supreme and circuit judges.

Mr. Bishop spoke at length in favor of the bill, as did also Messrs. Speed, Howell, Butler, McKeon, and Speaker.

Messrs. Andrews and Granger spoke against the bill.

The committee rose, without taking a question. Adjourned.

February 3—IN SENATE.

Mr. McDonald presented the report of the Inspectors of the State's Prison at Auburn, in answer to the resolution of the Senate of the 18th of January, inquiring the cost of constructing an additional number of cells, which was ordered printed.

The bill to incorporate the Hudson River Coal Company was read a third time and passed.

United States Bank.

Mr. Deitz' resolution against re-chartering this bank being under consideration,

Mr. Bronson was fearful from the display the Senate had witnessed that they were ill prepared to listen to him, but he promised to be short.

He opposed the resolution because it was too indefinite, and furnished no instruction to Congress. He thought the evils that had been presented, were imaginary; there were evils connected with this bank which had not been adverted to.

Mr. Maynard followed on the same side of the question, in his usual masterly manner; before Mr. M. had concluded, the Senate went into the consideration of executive business, after which it adjourned till 10 o'clock to-morrow morning.

IN ASSEMBLY.

Further petitions were presented for a Rail-road from New York to Albany.

Mr. Spencer offered the following resolution, which was adopted:

Resolved, That a select committee of five be appointed to examine the fee bills of all the officers, and of the Attorneys and Solicitors of the Courts of Record, of this State, during the period of eight years last past, and that they have leave to report by bill or otherwise.

On motion of Mr. Remer, the bill to increase the Judges' Salaries was postponed till the second Tuesday in March, by yeas 56, nays 49.

Mr. Morgan gave notice of a bill to provide for disabled seamen, and for other purposes.

The House, in Committee of the Whole, had the bill to incorporate the Steubon Bank under consideration, but on motion of Mr. Otis, who stated that the Report of the Bank Committee had not yet been laid on the tables, rose and reported. A similar course was then taken with the bills to incorporate the Brooklyn Bank, and the Seneca County Bank.

Adjourned.

February 4—IN SENATE.

Mr. Deitz's resolutions against rechartering the U. S. Bank being under consideration—

Mr. Maynard resumed his argument left unfinished yesterday, and occupied the attention of the Senate for more than three hours.

Mr. Tallmadge made a brief reply.

Mr. Edmonds replied at some length, chiefly on party grounds; and denounced the gentlemen belonging to the Jackson party, who opposed this resolution, as having formed a coalition with the opposition.

Mr. Maynard moved a division of the question, on the resolution against the bank, and the one for transmitting it to Congress. Opposed by Mr. Tallmadge; finally adopted.

Mr. Allen moved an amendment as follows, to wit:—After the words renewed, insert, except upon the condition that no branch of the said bank shall be placed in any of the states, without the consent of the legislature thereof, and that the capital employed by any such branch, shall be liable to the same amount of taxes and impositions that may at any time, be imposed on the local banks of any state where such bank may be placed, and such other conditions as the wisdom of Congress may deem necessary. Rejected as follows:

Yeas—Allen, Birdsall, Bronson, Cary, Fuller, Mather, Maynard, Rexford, Seward, Sherman.—10. Nays—Armstrong, Beardsley, Conklin, Cropsey, Deitz, Dodge, Eaton, Edmonds, Fisk, Foster, Gere, Halsey, Hubbard, Lansing, Macdonald, McDowell, McLean, Quackenbush, Tallmadge, Westcott.—20.

The original resolution of Mr. Deitz then passed by the same vote; those voting for Mr. Allen's amendment, voted against the resolution.

Mr. Maynard then offered the following resolution:—

Resolved, That if the Charter of the present Bank of the United States be not renewed, it is the sentiment of this legislature that a new National Bank should be created to commence its operation at the expiration of the charter of the existing bank.

This was, on motion of Mr. Tallmadge, indefinitely postponed by the same vote.

In the House, Mr. Howell reported a bill to incorporate the Hallett's Cove Rail-way Company.

Mr. Downing reported a bill incorporating a Society for encouraging faithful domestics in the city of New-York.

Mr. Stilwell, pursuant to notice, brought in a bill to discharge honest insolvents from their debts upon their own application.

An unsuccessful attempt was made to reconsider the vote of Friday, postponing the salary bill to the 2d Monday in March.

The House, in committee of the whole, Mr. Crain in the chair, passed a bill for the renewing the charter of the Bank of Lansingburgh.

Appointments made by the Senate, on the nomination of the Governor, Tuesday, Jan. 31.

New-York.—John G. Atterbury, Timothy P. Berger, John Boyd, Edwin Burr, Wm. H. Bogardus, Isaac O. Barber, John T. Banta, Horton H. Burlock, Franklin Brown, John L. Cregier, Stephen Cambreleng, Henry L. Clark, Alfred Colvill, Philip S. Crooke, Jacob D. Dyckman, Carey Dunn, Peter De Witt, Wm. C. Emmett, Samuel M. Fitch, Henry J. Feltus, Hamilton Fish, John Fairlie, Garritt Gilbert, Geo. W. Giles, Niol Gray, Lawrence Gardinier, Robert Giles, jr., Wm. Grace, Adolphus N. Gouverneur, Joseph Greenleaf, James L. Graham, Nathan B. Graham, Joseph H. Goldsmith, John Harris, James S. Higgins, Patrick G. Hildreth, Jesse Hoyt, John R. Hedley, Dayton Hobart, J. H. Hobart Haws, Samuel V. Hoffman, Wm. H. Harrison, Robert L. Jacques, Daniel P. Ingraham, Franklin S. Kinney, Ambrose Kirtland, Wm. Lowere, Robert C. Ludlow, John M. Lester, Alfred Livingston, James Lozier, Livingston Livingston, Wm. L. Morris, Wm. H. Maxwell, Jeremiah Miller, jr., Samuel I. Mumford, Cornelius Nagle, Jesse Oakley, Thomas C. Pinkney, Richard M. Popham, Reman Rowley, Cornelius Roosa, Daniel P. Riker, Philo T. Ruggles, Robert G. Rankin, Thomas I. Smith, Theodore A. Swords, Mitchell Sanford, Edwin Sanford, Charles W. Sanford, Grenville A. Sackett, Wm. H. Smith, Wm. S. Sears, David B. Shepherd, John N. Taylor, Thomas W. Tucker, Samuel Van Wyck, Garritt G. Van Wagenen, Eugene Van Ness, Dow D. Williamson, Ebenezer Whiting, Wm. C. Wetmore, Sylvester L. H. Ward, Gabriel Winter, Peter Wilson, Edward M. Willett, Russell C. Wheeler, Samuel Warford, Isaac Young, Charles C. Young, and Hay S. McKay, commissioners of deeds.

John Ahern, Richard M. Blatchford, Frederick Burke, Robert Bogardus, John Buckley, Abner

Benedict, David M. Cowdrey, John D. Campbell, Gerardus Clark, George D. Cooper, Charles A. Clinton, Peter A. Cowdrey, Charles T. Cromwell, George Catlin, William N. Dyckman, Robert Day, William E. Dunscomb, John A. De Russey, Cornelius R. Disoway, Walter Edwards, Augustus Floyd, Morris Franklin, John A. Fleming, Joseph Finkle, jr., Francis Griffin, John L. Graham, Obed Gridley, William G. Haycock, David Higgins, Oliver H. Hicks, William P. Hallett, Samson M. Isaacs, Joseph Leonard, Israel Monroe, William C. Mulligan, Jacob Morton, Thomas McCready, jr., Joshua Montefiore, Robert H. Morris, William O'Brien, Horatio G. Prall, Adam P. Pontz, Anthony Rapello, Samuel Stansbury, James B. Sheys, Solomon Seixas, Wm. Soul, Daniel B. Talmadge, Francis R. Tillou, Wm. Van Wyck, Wm. Van Hook, Joseph Wallis, Stephen C. Williams, Richard J. Wells, Herman Westervelt, Henry Wilkes, Joseph Woodward, Caleb S. Woodhall, Wm. U. Titus, Thomas Goin, Wm. A. Seely, Frederick Dibblee, Edward Radcliff, Wm. Ovington, Charles Oakley, Thomas S. Brady, Ebenezer Burrill, John R. Livingston, jr., Cornelius V. S. Kane, Theodore P. Bogert, Washington M. Haxton, Evert A. Banker, Thomas W. Clarke, James W. Gerard, Charles Graham, Andrew S. Garr, Henry W. Havens, Levi Kiddor, Henry Laight, Duncan C. Pell, Isaac Philips, Wm. K. Thorn, Thos. Slidell, Thos. Shankland, public notaries.

Albany—John W. Ford, examiner in chancery.—Gilbert Utter, culler of staves and heading.

FOREIGN INTELLIGENCE.

Extract of a letter from a gentleman of this city, dated Liverpool, December 20th, 1831.

"You will have learned, long before this reaches you, of the Cholera having visited some parts of this island; and, to this day, it still appears to be spreading: but whether it will reach this, or any of the large commercial cities, cannot yet be known. Many are afraid of its extending over the kingdom; and I can see no good reason for supposing that it will not do so in a country like this, so thickly populated, and where the intercourse between every corner of it, is so great and constant. The price of camphor and other medicines recommended for the cure of it has already advanced three or four hundred per cent., and the Government have ordered flannel for the Army, which shows that the fear of its spreading is very general. The distress that a general spreading of the disease in this country will occasion, will be a thousand times greater, in my opinion, than it has been elsewhere; not so much from the great mortality to be apprehended, as the general stagnation of trade, and all the lower classes being thrown out of employment: for, let British commerce, generally, be quarantined for only two months—and foreigners afraid to come here—all the manufacturers must stop, and credit will be so totally paralyzed, that the whole commercial universe will feel the shock, as this country may, in a great degree, be considered the bankers of the world.

"With Burking, (or *Bisheping*, as it is now called in London,) Cholera, and Reform, together, this country is now in a very excited state; yet it astonishes me sometimes to think how composed we all feel in it; and I could not help remarking to an American gentleman, with whom I was conversing a few evenings since in the Royal Hotel at Manchester, 'What would our friends in New-York think of us, if they knew that some troops of cavalry were now passing the door at full gallop, to go to the neighborhood to quell a mob (as was the case at that moment) and here we are sitting as contented as we could be on a farm in America.'

The Journal of Commerce publishes dates from Europe, one day later than before received; derived from the Hannibal, from London. The answer which the Emperor of Russia is reported below to have made to the Dutch Ambassador, does not tally, exactly, with Marshal Soult's assurances to the Paris exchange brokers, that there was no apprehension of war. If King William should try his hand

again, against King Leopold, all the threats of Russia would be unavailing to hold back the French; so that peace or war yet depend on the Belgian question.

LONDON, Saturday evening, Dec. 31.—The deliberation which was held yesterday at the foreign office, with reference to the decision of the Conference, was, as we understand, one of the most important that has taken place since the Representatives of the Five Powers first met. Shortly after its breaking up, Couriers were despatched by Lord Palmerston to Berlin and Vienna, with instructions to travel with the greatest possible rapidity, for the purpose, we understand, of having the answer here before the 15th of next month. Our readers will remember, that the 16th of Jan. is the day fixed upon by Protocol, for the exchange of the ratifications of the proposed treaty of peace between Holland and Belgium.

COURIER OFFICE, 4 o'clock.

We have just received the following, by express, from the Hague:—

"The States-General have voted, by an immense majority (viz: 52 against 8,) the extraordinary funds required by the Government, in order to meet the probable war expenditures for 1832."

CITY SATURDAY, 12 o'clock. There is scarcely a bargain doing in the Consol Market this morning, nor is the variation of the slightest moment. Consols for Account are 84 1/3. Nothing of any moment is doing in our Money Market. As regards Foreign Stock, Russia Bonds are 98 3/4 to 99 1/4, and Danish 65 3/4 to 66 1/4, Spanish Bonds are at 14 1/8 3/8.

The new Belgian Scrip has been done at 1 pm., since which it has got up to 1 1/2 pm.

Charleston papers to the 4th inst. have been received, but they contain nothing of importance.

2 o'clock.—Consols for account are 84 1/8. Brazilian Bonds are 44 1/4 3/4; Danish, 65 3/4 66 1/4, Russia, 98 3/4 99 1/4; Spanish, 14 1/4; and Portuguese, 48 1/2 49 1/2.

PARIS, Dec. 29.—Considerable sales have taken place at the opening of the House, and funds have retrograded with sufficient vivacity. It was soon known however, that the syndical chamber of the *agents de change* had paid their respects in the morning to the Minister of War, and that the Marshal had assured the members of the deputation, that they might enter upon their operations with perfect security, because the chances of war were never less probable.

Such an assurance, from such a source, was well calculated to dissipate the unpleasant rumors which had been industriously circulated for some days. Our capitalists have regained courage, and the abundance of calls for money stock, in preference to gambling speculations have raised all prices above yesterday's closing price.

The Three per Cents improved 30c. and the Five per Cents the same. After Change hours, the Three per Cents were done at 69f. 5c.

The debates in the Chamber of Deputies were noisy, but not important. They were on the subject of the civil list and pensions.

Russia and Holland.

ST. PETERSBURG, Dec. 12.—I am informed from the best authority, that the answer to the Baron Harkort is as follows:—"The Emperor could not promise to King William the desired assistance unless His Majesty should think it his duty to accept the 24 articles but the Emperor would not take it ill if King William should wish to continue the war at his own risk. The Emperor, on the contrary, will promise him that no other Power shall interfere. Let King William, then, make an effort how far he can succeed against the Belgians."

By the brig Sophia, we have the Glasgow Courier of December 31st. It contains the Cholera report from Haddington, near Edinburgh, two days later than before received:—

December 27.—Remaining at last report 4; recovered 1; died 0; remaining 5, 9 o'clock P. M.

December 29.—Twelve o'clock, some seven cases have occurred this morning.

The disease has not been confined to the dissipated. The last fatal case was a woman who took ill on Tuesday morning and died the same evening. One man was attacked on Thursday in the street, and having been copiously bled within ten minutes, is in a fair way of recovery.

We regret to learn that the master of one of the vessels at the quarantine station is ill of the Cholera, and not expected to live.—[Edinburgh Observer.]

We understand that the Committee of Arrangements, appointed by the Common Council of this city, for the purpose of commemorating the Centennial Birthday of GEORGE WASHINGTON, have obtained the consent of Major-General Morgan Lewis to deliver an Oration on that interesting occasion.

The exercises will take place at the Middle Dutch Church, which, by a unanimous vote of the Consistory, has been offered for the occasion; and they will be opened with prayer by the Rev. Dr. Kuypers, the senior pastor of the church.

The Jefferson Fire Insurance Company have declared a dividend of four per cent. for the last six months.

A correspondent of the Wilmington Journal states that Calvin Edson, the Living Skeleton, has been arrested for debt by an individual of that town and put in prison.

The author of the famous pamphlet, in London, "What will the Lords do?" has published two more—one entitled, "What have the Lords done?" the other, "What will be done with the Lords?"

The ship GEORGE CANNING is finally lost after persevering efforts to save her, on the part of the underwriters. These efforts were very costly—and will make the loss to the offices the heavier.

Of the GEN. PUTNAM the latest news is, that a heavy sea was running in, that no part of the cargo had yet been taken out, but the lighters were at hand and the probability was that most of the dry goods would be saved in a damaged state, and the ship lost with perhaps a portion of the heavy cargo at the bottom.

SURVEY OF THE COAST.—In 1807 an Act of Congress was passed, making provision for the survey of the coasts of the United States. A fine set of instruments was procured, and we know not what other steps taken, but the business was after all left undone. Mr. Hoffman from the committee on Naval Affairs in the House, has brought in a bill reviving the former Act, (the coast of Florida to be included in the survey,) and appropriating \$20,000 to carry the object into effect.

FLORIDA.—The inhabitants of Key West have petitioned the Legislative Council for an act to incorporate the city of Key West.

We observe, as just published in Tallahassee, *The Lost Virgin of the South*, a new Historical Novel, by Don Pedro Cassender, in one volume of 327 pages.

INSURRECTION IN JAMAICA.—The Boston papers of Saturday state, that a letter had been received in that city from Havana, which says that there was an arrival there from Jamaica, bringing late intelligence of the deplorable condition of that island.—The Negroes, 15,000 strong, and well armed, had entire possession of the interior, and were desolating the island with fire and sword.

GENERAL SESSIONS.—The February term of the General Sessions commenced yesterday. Present, the Recorder, Aldermen Palmer and Woodruff.—

The following persons compose the Grand Jury:

| | |
|-----------------------|--------------------|
| John Adams, Foreman, | John L. Moffat, |
| Nath'l L. Griswold, | George Conklin, |
| Peter L. Vandervoort, | Charles Wardell, |
| Peter Titus, | Marcus Wilbur, |
| Charles March, | James H. Braine, |
| Lockwood Feeks, | Garrist Storm, |
| Jeremiah Lounsbury, | Jared L. Moore, |
| John L. Ireland, | Benjamin Birdsall, |
| Wager Hall, | |

The calendar contains 49 prison cases; eleven of which are for grand larceny; four for forgery, and three for highway robbery.

The Legislature of New-Jersey, dispersed in December last by the influenza, re-assemble to-day. The Subscription Bill, as it is called, which asks the

state to become a subscriber to the stock of the Delaware and Raritan Canal, and Camden and Ansbay Rail-road Companies, which was passed by the Council before the adjournment, will be among the earliest and most important bills submitted to the House.

EULOGIUM ON THE LATE DR. PENDLETON.—This tribute to the memory of a much lamented man, will be delivered this day, (Saturday,) in the chapel of Columbia College, by Dr. G. S. Bedford.

We regret to learn that JUDGE RUEGLES, of the Second Circuit, is dangerously ill with typhus fever at Poughkeepsie.

CENTENNIAL CELEBRATION OF WASHINGTON'S BIRTHDAY.—Extensive preparations are making in many of the States to honor this anniversary. New York will not be among the least conspicuous on such an occasion, when the feelings and affections of a great people for the memory of that unrivalled man can be publicly manifested.

Both houses of Congress have appointed Committees to devise a proper mode of celebrating the day. In the Senate, however, some of the Senators named on the committee have declined serving—viz. Messrs. Fawcett of Va., Troup of Ga., White of Tenn., and Smith of Md.; the latter from infirm health—the three former as not approving of the celebration.

DANISH CLAIMS.—The Board of Commissioners under the Convention with Denmark adjourned Friday, 3d inst., after a session of about four weeks. We understand, says the National Intelligencer, the Commissioners decided all the cases presented by the claimants, and finally disposed of about 150 memorials. The Board press very earnestly upon the claimants to prepare their cases for the next meeting of the Board, which is to commence on the 23d of April next.

The City Mission.—From the First Annual Report of the Managers of the New York Episcopal City Mission Society, we learn that the plan of this society was formed about 18 months ago, and it has been in existence only three months. Their first missionary, the Rev. Benj. C. Cutler, has been for some time engaged in the business of the mission in the church in Vanderwater-street, which has been purchased for that object.

Service is held three times every sabbath, and once on Thursday evening; and persons of all classes are freely and gratuitously admitted to attend public worship. The vicinity is inhabited by great numbers of the poor and ignorant, and the place is very accessible to seamen. A sabbath school has also been established in the basement story of the church, including an infant department; and a daily infant school is in contemplation. One of the excellent objects designed by the mission, is that of forming a library in question with each church.

We regret exceedingly to say that Dr. Hare, the eminent Professor of Chemistry in the University of Pennsylvania, is disabled, for the present, by an accident which occurred in his laboratory at noon yesterday. When ready to proceed to his lecture room at the usual hour, he called for a small bottle of fulminating silver, of which he desired to exhibit a specimen to his class. The powder, probably about two ounces, exploded shortly after he had taken it into his hand; from what cause has not been ascertained. He was very severely wounded in the face; but not so as to endanger his eye-sight. His right hand was very badly lacerated and bruised, but we are enabled to state that the necessity of amputation is not apprehended. There were present at the time, two men employed as assistants, and three young students. One of the men and one of the students, were wounded but not dangerously. The other two young gentlemen, though about ten feet distant from the Professor, were knocked down by the concussion, but not injured. The explosion resounded through the rooms of the University, and the Professors who were at hand hastened to the laboratory, where every assistance required was given immediately.

The occurrence has been mentioned in a morning paper; and several incorrect reports are already abroad, so that we have thought it right to give what we know to be an accurate statement. —[Philadelphia Chron.]

A New Charge.—The old man who owns the farm opposite to which the George Canning went on shore, went a bill on board the other day for beachage of the ship, twenty dollars. Part of the charge was understood to be for the privilege of picking up wood on the shore. He intimated that it was as low as he could afford, because so few ships came to his beach; almost all of them going ashore further South. —[Journal of Commerce.]

COLUMBUS, Ohio, Jan. 31.—*Melancholy Stage Accident.*—As the Cincinnati stage was this morning descending the hill in the vicinity of Big Darby creek, about 15 miles from this place, the carriage upset, and instantly killed Mr. Archibald Graham, of Cincinnati. There were eight passengers in the stage at the time none of whom were injured seriously, except the unfortunate individual above named. Mr. Graham was sitting against the door, which gave way and let him out in time for the whole weight of the carriage to fall on him. No sign of life was discovered in him after the falling of the carriage.

[Mr. G. was on his way to New York: he was a partner in the house of A. L. Halsted & Co.]

CANANDAUA, Feb. 1.—*Fire.*—Our citizens were roused from their slumbers, about 4 o'clock on Sunday morning, by the cry of fire, which was found to proceed from Masonic Hall, occupied by Messrs. Howard and Neel, merchants, and by Mr. Howard, as a dwelling. Before the engines and citizens could assemble in sufficient numbers to offer any resistance, the flames had made such progress, as to render all efforts to subdue them wholly ineffectual, and the building, with the kitchen and store house attached, was reduced to ashes, together with the almost entire stock of merchandise of Messrs. H. & N. and all the household furniture of Mr. Howard, including the family clothing, &c. The wooden buildings each side of the Hall, distance a few feet only, and barns in the rear, were all saved. The fire took in the store, about the centre of the dry goods side, and distant from any fire place or stove pipe. The manner therefore in which it caught, remains unexplained. It was discovered by Mr. Howard, who happened to be sitting up at the time with a sick child; a providential circumstance—fer had the family been all in bed and asleep as usual at that hour of the night, the probability is, that all would have perished in the flames. When Mr. H. entered the store it was so full of smoke, as almost to cause suffocation, and he could only remain long enough to secure the books, accounts, and papers.

[From the Camden (S. C.) Journal.]

MELANCHOLY OCCURRENCE.—At about 8 o'clock on the night of the 13th ult. a negro woman the property of Mr. Isbell, of Bear Creek, Fairfield District, came to her master seemingly much agitated, and informed him that two runaway negroes, with packs on their backs, were in the lane, armed with dirks or knives, and declaring that they would not be taken by any person. Mr. Isbell, who was sitting by the fire in his stocking feet, instantly rose and without waiting to put on his shoes, took down his gun, and went in pursuit. The two supposed runaway negroes made off, and Mr. Isbell pursued them, encouraging his dogs that were baying them for near a quarter of a mile, came within 15 or 20 yards of the supposed runaway negroes, when one of them turned round and threw stones or junk back but did not speak; Mr. Isbell then fired his gun at one of them who instantly exclaimed, "I am a dead man," staggered a short distance and fell. The other person ran off. Mr. Isbell then advanced to the fallen person, and to his unspeakable horror, found it to be his near neighbor and friend, Mr. Meredith Wilson, and not a runaway negro. Mr. Isbell called out immediately for assistance, sent for his neighbors, and had Mr. W. carried back to his house on blankets, went after a doctor, and rendered him every assistance in his power; but all in vain! The wounds were too deadly; nine buckshot having entered his abdomen, and four through his right hand; he expired in about 17 hours afterwards.

The person in company with Mr. Wilson when he was shot, was a lad that lived with him of the name of Jackson Motley, who testified before the Coroner's Jury "that Wilson and himself were returning from Columbia with one of their neighbors who had been there with a wagon—they had left the wagon to go through Mr. Isbell's lane for a nearer way home, had seen a negro or negroes; but did not speak to them—was bayed by dogs—saw some person in pursuit, who encouraged the dogs—heard and saw the gun fire—heard Mr. Wilson exclaim "I am a dead man," and then he ran off. He also stated, as well as the other witnesses, "that he never heard of any thing but harmony and good

feelings between Mr. Wilson and Isbell; the confession of the latter concurring literally with that of all the testimony before the Jury.

This awful occurrence, has widowed an amiable and affectionate woman, deprived three helpless infant children of a tender father, and the neighborhood of one of its best citizens. The lacerated feelings of Mr. Isbell can be better imagined than described.

The verdict of the jury was in conformity with the above facts.

TUSCALOOSA, January 21.—*Extraordinary sale of Negroes.*—On the first Monday of this month, the administrators of William Jemison, deceased, proceeded, agreeably to notice duly given, to dispose of his property, on the plantation, a few miles from Tuscaloosa. The Negroes, old and young, sick and sound, to the number of ninety, were sold mostly in families, at twelve months credit, with sufficient security, and brought the enormous sum of *forty-one thousand and thirty-one dollars and fifty cents.* They were appraised by competent persons and good judges of that kind of property to within a fraction of half the sum for which they sold, and but for the late law passed by the Legislature relative to the introduction of slaves into this State, it is presumed would have been purchased at a price not exceeding their valuation. —[Alabama Intell.]

Duel.—A letter received in Boston on Wednesday last, from Columbus, Geo., gives an account of a duel that took place on the 21st ult. between Gen. S. Woodfolk, a senator from Muscogee county, Geo. and J. T. Camp, Esq., a lawyer of Columbus, in which the former was shot dead upon the spot; and the latter dangerously wounded. Mr. Camp was the challenger.

In relation to this duel we find in the Augusta Chronicle the following:

Extract of a letter from Columbus, Geo.

"On yesterday, (23d ult.) I witnessed the duel between Maj. Camp and Gen. Woolfolk. They had but one shot each. Gen. Woolfolk shot first, and his ball passed through the flesh of Maj. C. an inch above the navel. The wound, by many, is thought slight, but his surgeon thinks it dangerous. After Maj. Camp received the wound, he shot Gen. Woolfolk. His ball passed through W. above the heart. Woolfolk walked seven steps towards the crowd of spectators, and said "he has killed me." The blood gushed out of his mouth; he viewed it attentively—laid himself upon the ground, and expired immediately, without having again spoken."

Another duel took place on the 28th ult. in Georgia, between Mr. Gist and Mr. Fair, both of South Carolina, in which the latter was shot through the heart. "The scene was truly melancholy," says one of the spectators, "as Mr. Fair, who was killed, had three brothers and other relations on the ground."

CHARLESTON, S. C., JAN. 28.—*Failure of the Mail, and Death by Cold.*—We have no mail to-day north of Petersburg, Va. A gentleman from Georgetown brings the information that the driver between that place and Fayetteville had been frozen to death on the road—and that several other drivers on the line had been severely frozen.

PHILADELPHIA.—The river is entirely open, and navigation has been resumed. We hope that all the steam boats will soon be in motion. Very early on Sunday morning, the bridge at Columbia was lifted up and carried off by accumulated masses of ice.—The stage from Baltimore was approaching it, when cries were heard warning the driver of his peril.—The passengers could hear the work of destruction. The stage proceeded to Harrisburgh, and found much difficulty in getting over many parts of the route. It is full time, indeed, that congress should think of the construction of a mail road between the cities of Baltimore, Philadelphia and New York. —[Nat. Gaz.]

OUR CLIMATE.—*Nashville, Tennessee, Jan. 25.*—A very great change has taken place in the atmosphere within the last twenty-four hours, and an immense contrast is presented between the weather of to-day and that of last week. Yesterday afternoon it commenced snowing, the wind blew keenly and the mercury fell rapidly, until, from 45 deg. at which it stood yesterday morning, it reached, at sunrise this morning, *one deg. below zero.* Last Wednesday, it was uncomfortably warm for the season, the thermometer standing at 72 deg.; to-day the ground is covered with snow and the thermometer stands at near zero.

This is decidedly the coldest day we have had this

winter. At 2 o'clock P. M. the thermometer was at 6 deg. The lowest point at the same hour on any previous day was 18 deg.

Commerce of the West.—A memorial of sundry persons engaged or interested in the commerce of the Western waters, the object of which is to solicit Congress to establish a National Hospital on the Ohio River, represents that the commerce of those states, which are wholly or in part dependant upon the Ohio and its tributary streams for conveying their surplus productions to market, now gives employment to 160 steamboats, 5000 flat-boats or arks, and to not less than 40,000 men and boys.

Melancholy.—The schr. Triton, Captain Tillett, with a cargo of corn, from Plymouth, N. C., was upset on Wednesday, about 6 P. M. off the bar, in six fathoms water, when the captain, mate, pilot, and two seamen perished. A man named Eldridge, the only survivor, was taken off the wreck 24 hours after, by the pilot-boat Tybee, and sent to the Hospital. The pilot's name is William Kemp.

We fear the cold north-west wind of that night has been productive of other injury on the coast. —[Savannah Georgian, 28th Jan.]

CIVIL vs. MILITARY.—We learn that a process has been commenced against Major Mitchell, of the Court Martial, who caused the imprisonment of Mr. Crocker. Damages laid at \$5,000.—[Jour. of Com.]

A child about six years old was found dead in an open lot in the rear of a school house, in Rivington street, on Sunday morning last. From the bruises on its head, there can be no doubt that it was brutally murdered. Its mouth had the appearance of having been eaten by rats, from which it is supposed that it was first concealed in a cellar.—[ib.]

LATEST FROM LIBERIA.—By the arrival at Baltimore of the schooner Orion, from Cape Messurado, the Liberia Herald of the 22d of December has been received, from which the annexed paragraphs are copied:—

MONROVIA, DEC. 22.—*Arrival of Emigrants.*—In our last, we had the pleasure of announcing the safe arrival of the Criterion, and it is our privilege this month to notice the arrival of the schooner Orion, of Baltimore, with thirty-four emigrants, sent out at the expense of the Maryland State Colonization Society; and the schooner Margaret Mercer, purchased and fitted out with suitable cargo, at the expense of the Pennsylvania Colonization Society for the use of the Colonial Agency. The Margaret Mercer also brings out nine emigrants from Philadelphia, as many as she could accommodate. She is a fine vessel, reflecting high credit upon the untiring bounty of her noble spirited donors. She will remain on the coast, and will supply the place of the Messurado, and be eminently serviceable in lessening the expenses of the Agency. From late occurrences at the South, which we deplore as much as any man possibly can, we are led to conclude, that a new impulse will be given to the noble scheme of Colonization.

Ourself.—We have heard from some persons who have lately arrived in the Colony, that it is currently reported, that we are anxious to return to the U. S. but are not allowed so to do. This is really laughable.

Mortality at Liberia among the emigrants per Volador, of Baltimore.—In our August number we stated that we knew from an authentic source (Dr. Todson, Colonial Physician) that but two of the emigrants in the above vessel had died. This does not appear to satisfy Mr. Garrison, of the Liberator, who calls upon his readers to mark our deception! We repeat it again, not only on the authority of the Colonial Physician, but from our own knowledge of facts.

MISCELLANY.

[From the Journal of Commerce.]

UNITED STATES BANK.—We have before us a report from the Secretary of the Treasury, dated Jan. 23d, in compliance with a resolution of the Senate, directing him to communicate, if able, a list of the foreign stock-holders in said Bank, the amount of debts due the Bank and its Branches from individuals and bodies corporate, a list of the Directors of the Bank and its several Branches, the names of domestic stockholders, with the amount held by each, and their places of residence. The Secretary of the Treasury not having in his possession the means of answering these inquiries, addressed a note to the President of the Bank, soliciting the information, which was promptly furnished.

It appears that the amount of stock held by foreign

ers is 84,055 shares; equal to \$8,405,500, without including the premium. The heaviest foreign stock holders are as follows:

| | Shares. |
|--|---------|
| Baring, Brothers & Co. | 7915 |
| John Marshall | 3878 |
| Charles Dixon | 2500 |
| Thomas Cotertie et. all trustees | 1829 |
| Sparks & Co. | 1236 |
| Benjamin Heywood | 1784 |
| Jonathan Austin | 1200 |
| The Most Hon. Francis C. S. Conway, Marquis of Hatiff, | 1003 |
| James Drake, Havana | 1000 |
| Abel Smith | 1000 |
| John Martin & Co. | 924 |
| Don Jose Xafre | 900 |
| Samuel Sherwood | 875 |
| James Pierson | 854 |
| Cropper, Benson & Co. | 815 |
| Robert Phillips | 800 |
| Gen. Sir William Keppel | 722 |
| Ann Redfeen | 716 |
| Maj. Gen. Macdonald | 649 |
| Mrs. Condelaria Bell | 637 |
| Lord Erie Reery | 600 |
| John Van Haize | 593 |
| James H., William P. & Wm. H. Anderson | 550 |
| Thos. P. Ackland | 540 |
| Thomas Sexton | 538 |
| James Brown, Leeds. | 537 |
| Edward Ball Hughes | 510 |
| Sir Edward Tucker, | 502 |
| J. L. Lane | 500 |
| E. Stoth | 500 |
| Lt. Gen. Sir Marmaduke W. Peacocks | 500 |
| John Overend | 500 |
| Hudson Gurney | 500 |
| R. & J. T. Barclay | 500 |
| Sir Colin and Sir Richard H. Campbell | 371 |
| Rev. Geo. Gordon, D. D. Dean of Lincoln | 311 |
| James Dunlop | 300 |

There are 30 or 40 others, besides those we have enumerated, holding from 200 to 500 shares. The whole number of foreign stock-holders is 470.

| | |
|--|-----------------|
| The amount of bills discounted by the Banks, and its Branches on personal security, is | \$48,736,370 34 |
| Bills discounted on funded debt, | 19,450 00 |
| Do do Bank stock, | 731,157 53 |
| Domestic bills of exchange, | 16,691,129 34 |
| Mortgages, | 205,396 66 |

| | |
|-----------------------|-----------------|
| Total, | \$66,405,103 87 |
| Due from State Banks, | 3,944,947 74 |

The domestic stock-holders of the Bank are, as we count them, 3602 in number, residing in the following States. The number of shares held in each State, is given in the second column.

| States. | No. of Stock-holders. | No. of Shares. |
|---|-------------------------|----------------|
| Maine | 14 | 499 |
| Vermont | 2 | 27 |
| New Hampshire | 24 | 301 |
| Massachusetts | Besides Boston 53 | 11,173 |
| | Boston, 138 | 1,539 |
| Connecticut | 60 | 1,418 |
| Rhode Island | 36 | 30,881 |
| New York | Besides the city, 69 | 2,787 |
| | City, 373 | 31,028 |
| New Jersey | 75 | 1,531 |
| Pennsylvania | 872 | 34,235 |
| Delaware | 42 | 2,735 |
| Maryland | Besides Baltimore, 119 | 11,617 |
| | Baltimore, 503 | 2,391 |
| District of Columbia | 61 | 40,242 |
| Virginia | 263 | 1,931 |
| North Carolina | 36 | 506 |
| South Carolina | Besides Charleston, 176 | 292 |
| | Charleston, 534 | 238 |
| Georgia | 42 | 60 |
| Ohio | 14 | 167 |
| Kentucky | 22 | 119 |
| Tennessee | 2 | 42 |
| Indiana | 2 | |
| Illinois | 2 | |
| Louisiana | 17 | |
| Arkansas | 1 | |
| Dom. Share-holders | 2692 | 75,620 |
| Foreign Share-holders | 470 | 84,055 |
| United States | | 70,000 |
| In transitu between the diff't Transfer Offices | | 325 |
| Total | | 300,000 |

These, at \$100 each, make the amount of capital, viz. \$35,000,000. Present premium per share, \$124 1/8 to \$124 1/4. Some of the largest domestic stockholders are as follows:

| | |
|---------------------------------|------|
| Stephen Girard | 6351 |
| Charles Carroll, of Carrollton | 5683 |
| Robert Ralston, of Philadelphia | 3026 |
| Wm. J. Barksdale, of Virginia | 1500 |
| Bernard M. Carter, Pennsylvania | 1417 |
| John Peter, South Carolina | 1400 |
| Wm. G. Buckner, New York | 1168 |
| Don Francis Laysan, New York | 1150 |
| Peter Harmon, New York | 907 |

| | |
|---------------------------------------|-----|
| Lewis Kershaw & Co, South Carolina | 842 |
| John G. Coster, New York | 800 |
| Millie Smith, New York | 875 |
| Lemuel Taylor, Maryland | 860 |
| Clendening, New York | 850 |
| Don Francis de Lazua, New York | 850 |
| B. & J. Bohlen, South Carolina | 839 |
| Daniel C. Verplanck, New York | 805 |
| Stephen Bulkley, South Carolina | 800 |
| F. Brown, North Carolina | 787 |
| Wm. Patterson, Md. | 734 |
| Robert Gilmore, do. | 703 |
| Mrs. Ann Donnell, do. | 700 |
| Prime, Ward & King, New York | 683 |
| Wm. Coleman, Pennsylvania | 680 |
| John Gibbs, do. | 659 |
| Brown, Brothers & Co. New York | 650 |
| Thomas C. Vanderhout, South Carolina | 638 |
| James De Wolf | 632 |
| William Brown, Pennsylvania | 630 |
| Gardner Greene, Boston | 600 |
| Col. Wm. Aiston, South Carolina | 600 |
| Wm. Wightman, do. | 600 |
| Isaac Wythe, Maryland | 581 |
| Costar & Carpenter, New York | 531 |
| Thomas P. Cope, Pennsylvania | 530 |
| Paul Beck, Jr. | 513 |
| Mrs. Mary Ann Gilmore, South Carolina | 510 |
| Robert F. Stockton, New Jersey | 500 |
| Wm. Aikin, Charleston | 500 |

The amount of specie on hand at the Bank of the United States, and its several Branches, on the 1st of January, 1832, was as follows:

| | | |
|-----------------------------------|-------------|--------------|
| Bank United States \$2,111,640 83 | Mobile | 153,671 72 |
| Office | New Orleans | 610,346 06 |
| Portland | Natchez | 87,925 93 |
| Portsmouth | St. Louis | 136,697 61 |
| Boston | Nashville | 167,966 36 |
| Providence | Louisville | 217,431 25 |
| Harford | Lexington | 91,613 98 |
| New York | Cincinnati | 111,028 17 |
| Baltimore | Pittsburg | 81,809 84 |
| Washington | Buffalo | 165,232 48 |
| Richmond | Utica | 66,730 66 |
| Norfolk | Burlington | 72,422 48 |
| Fayetteville | Agencies | |
| Charleston | Cincinnati | |
| Savannah | Chillicothe | |
| Total | | 7,038,823 12 |

*There appears to be a mistake in the number of shares owned in New Hampshire, which should be 511 instead of 301; and of course the footing would be affected accordingly,—leaving a less amount in transitu.—[Eds. Jour. of Com.]

The Tragedy of Douglas.—It may not be generally known, that the first rehearsal of this tragedy took place in the lodgings in the Canongate, occupied by Mrs. Sarah Ward, one of Digg's company; and that it was rehearsed by, and in the presence of, the most distinguished literary characters Scotland could ever boast of. The following was the cast of the piece on that occasion:—

Lord Randolph, Dr. Robertson, principal, Edinburgh.

Glenalvon, David Hume, historian.

Old Norval, Dr. Carlyle, minister of Musselburg.

Douglas, John Home, the author.

Lady Randolph, Dr. Ferguson, professor.

Anne, (maid) Dr. Blair, minister, high church.

The audience that day, besides Mrs. Digges and Mrs. Sarah Ward, were the right hon. Lord Wilbans, Lord Milton, Lord Kaimies, Lord Monbodo, (the two last were then only lawyers,) the Rev. John Steele, and William Mome, ministers. The company (all but Mrs. Ward) dined afterwards at Griskin Club, in the Abbey.

The above is a signal proof of the strong passion for the drama which then obtained among the literati of this capital; since then, unfortunately, much abated. The rehearsal must have been conducted with very great secrecy; for what would the Kirk, which took such deep offence at the composition of the piece by one of its ministers, have said to the fact, of no less than four of those being engaged in rehearsing it and two others attending the exhibition? The circumstance of the gentle Anna having been personated by Dr. Blair, minister of the high church, is a very droll one.—[Edinburgh Eva. Post.]

[From Frazer's Magazine.]

RIGHT HON. JOHN WILSON CROKER.—There is not a cleverer fellow in the dominions of King William the Fourth than the gentleman so luxuriously lapped up in a dressing gown on the opposite page, nor one who has done so little in comparison with his powers. Born a wit, he has contented himself with laughing at the pretensions of others, without making any effort of his own. In his earlier days the butt whom he selected were the most important which the idleness of a provincial city could afford—the players in the Dublin theatre. As he advanced in life, he found objects of ridicule and laughter in the more serious-looking mummies who fill, in this country, the offices of statesmen and senators. The same spirit that gave causticity to the *Familiar Epistles*, animated the pen which assailed Whigs and Whiggery in the satiric articles, grave and gay, of the *New Whig Guide*, the *John Bull*, the *Quarterly Review*, and fifty other vehicles

of minor renown. But the glories of the profession from which he selected his original victims, the stage, are not more fugacious than those of the political wit. His gibes, his sarcasms, his bitter allusions, his graphic comicalities, his quizzes, his parodies—are all admirable at the moment, and objects of the highest applause with his party—in a few years they are gone—as flat as uncorked soda-water, the bubbling gas fled for ever, and the rapid residue only left behind. Therefore, it is that those who, like us, think highly of Mr. Croker's genius, are anxious that he should, yet, while his powers are as vigorous as ever, give the world something by which succeeding generations may appreciate him. His edition of *Boswell's Johnson* is an amusing and almost a necessary book; but the industry and the ingenuity wasted upon the *choses de néant*, which, after all, made up the staple of his additions, might have been better applied. Such works convey little more renown than those official treatises which it was lately his duty to superintend. He was once asked at a large party, by the bluestocking countess of B—, if he had brought out any new work. "Nothing," he replied, "since the last *Mutiny Act*." He silenced the lady; but now that he is free from such routine toil, ought we not to expect something else? We are much mistaken if he has not some concealed work, some treasured gem, which may yet, but perhaps not until after his death, burst suddenly upon the world. In many matters he is a professed admirer of Horace Walpole—in some respects an imitator. Do we hazard an unlucky guess, when we say, that nothing is more probable than that "Memoirs to serve for the History of England in the first—years of the nineteenth century," lurk in the escritoire of the ex-secretary, and that every day is adding to its store. If such a book do exist, what queer characters of certain persons, what shrewd remarks on party history, what thorough contempt for mouth-honored leaders, what biting sarcasm and unsparring satire, may we not be prepared to find! But as we have anticipated that its publication will not take place until after the death of its author, we hope that its appearance will be long protracted.

Ireland boasts the birth of Mr. Croker—he is a Galway man. His father, who finally held a high situation in the excise, was a wit in his way, and though he never translated the *Satires Ariosto*, as Hazlitt strangely fancied, was so far poetical as to sing a most excellent song. Croker was bred to the Irish bar; accident threw him into parliament; his advocacy of the Duke of York smoothed his way to office. In two-and-twenty years administration of the Navy, it will not be difficult for the disappointed to find matter of censure; but now that he is out, justice allows us to say, that his attention was unremitting, and his activity unwearied. By the simplicity and comprehensiveness of his arrangements, he has rendered the management of the multifarious concerns of our Navy, in all its branches, as easy as that of a private counting-house; and even those who grumbled beneath his rule are now beginning to think that there is much truth in the old adage which tells us that "seldom comes a better." In parliament he is assuming that station, from which he has too long suffered himself to be shouldered by plausible mediocrity, supported by hypocritical candour, and the low underlying tactics of St. Stephen's and Whitehall. But this had better be treated of elsewhere.

We start him for Secretary of State in the next ministry.

ANALECTA.

The race of man to advance whose manly happiness is our duty, and ought, of course, to be our endeavour, cannot long be happy without virtue, or actively virtuous without freedom, or securely free without rational knowledge.—[Sir Wm. Jones.]

"JOHN MILTON a man in whom were illustriously combined all the qualities that could adorn, or could elevate the nature to which he belonged;—a man who at once possessed beauty of countenance, symmetry of form, elegance of manners, benevolence of temper, magnanimity and loftiness of soul, the brightest illumination of intellect, knowledge the most various and extended, virtue that never loitered in her career nor deviated from her course: a man, who, if he had been delegated as the representative of his species to one of the superior worlds, would have suggested a grand idea of the human race, as beings affluent in moral and intellectual

treasure, raised and distinguished in the universe as the favorites and heirs of heaven."—[Rev. Charles Symmons, D. D. Oxon.]

Statesmen and warriors may grow great from unexpected accidents, and from a fortunate concurrence of circumstances; neither procured nor forseen by themselves; but reputation in the fine arts or the learned world, must be the effect of industry and capacity.—[Northcote's Life of Titian.]

Who would not tremble at taking up his pencil to trace so tremendous a subject? I see in the midst of innumerable beings, Antichrist, with features which you alone could imagine; I see terror impressed on the face of the living; I see the faint traces of the sun, the moon and the stars, whose fires are perceptibly diminishing. The elements appear dissolving. I see all nature horror-struck, barren, and gathered up in its decrepitude. I see time emaciated and trembling; who, arrived at his last stage, is reposing on the dried up trunk of a tree; and while the trumpets of the angels resound through all hearts, I see Life and death overwhelmed with extraordinary confusion; the one is wearied out with lifting up the dead, while the other strikes down the living. Behind I see Hope and Despair, conducting troops of the good and the bad. The sky is suffused with the brightest rays; Christ, seated on clouds, is environed with splendor, and with the terrors inspired by the heavenly hosts. His face is resplendent with light; and his eyes, shining with a soft and yet terrible fire, fill the virtuous with lively joy, and the wicked with mortal fear. I see ministers of hell with horrible countenances, who, surrounded by the glory of saints and martyrs, mock the Cæsars and Alexanders for conquering the world, and yet not knowing how to get the better of themselves. I see Renown, with her crowns and palms trodden under foot, thrown down under the wheels of her own triumphal chariot.

I hear the Son of God pronouncing the last judgment. At his voice the good and the bad are separated; the world crumbles to pieces at the peals of thunder; darkness divides paradise from the furnaces of hell. In retracing these terrible images, I said to myself, one would tremble as much at seeing the work of Buonarrotti as at the day of judgment itself.—[Pietro Aretino on Michael Angelo's Last Judgment.]

Our supper was most pleasant. The guests being select prolonged the sweetness of our most pleasing conversation. We agreed with that platonic philosopher, that a meal made with so much delight is a great refreshment for the fatigue both of mind and body; it keeps up friendship, calls forth confidence, and scatters life and joy through the flowers with which it is crowned. It is, in short, the seat of the Graces and the solace of life. As to the number of guests, it ought to be, according to Varro, either that of the Graces, or, at any rate, not to exceed that of the Muses. We took care not to go beyond the prescribed number; we were between the Muses and Graces.—[Claudio Tolomir to Giovanni Francesco Grimani.]

I heed not the hackneyed opinion, that youth is exclusively the happiest season of life. It is not always so. With many individuals, it is far too busy with tumultuous feelings, and too boisterous with unrestrained passions, to admit of happiness. It is too poignant in hope, and eager in expectation, for any earthly joy to yield real gratification. Then the want of self-command, and experience in the ways of life, are constantly inducing errors, from which the heart shrinks, without being able to avoid them. Happiness is a tranquil sentiment, and youth is rarely tranquil. Besides, at that season, the heart has not become inured to the treatment of a selfish world. All the freshest feelings of unblighted affection, and the buoyant soarings of ardent hope, are sent forth confidingly into that icy region from which they return cowed and chastened to the chilled and wounded bosom. By and by, experience teaches that little is to be gained in a liberal intercourse of thought and feeling, with people who have learnt to take all they can get, and to return nothing in exchange for disinterested affection. A cloud gathers over the gay prospects of youth, and the heart learns to dispense its treasures less prodigally for the future.—[Mrs. Cary's Letters.]

[From Foreign papers.]

Death of John Henderson, the Comedian.—On Monday afternoon after a most severe attack of inflammation, which kept him in excruciating agony for three hours, John Henderson expired. He was for many years a faithful servant to the late Mr. Elliston—a useful actor, particularly in pantomime—and must be well remembered by the frequenters of our minor theatres. Henderson was a determined dram drinker—gin was his favorite beverage; and it was by no means an uncommon thing for him to swallow sixteen glasses of raw gin in the course of a morning! A friend latterly told him, by way of warning, the anecdote that is related of Sheridan—namely, "that if he (Sheridan) did not abstain from his devotions to Bacchus, he would destroy the coats of his stomach." Sheridan replied, "then my food must digest in my waistcoat." Poor Henderson said, "tis very well, my friend, to talk of actors, out of situations, drinking—the fact is they can get drunk, but no one thinks of asking them to eat—they at length lose all appetite, and are only capable of taking liquids."

Sand as a Manure.—An elaborate report on this subject has been presented to the French Academy of Sciences; good arable land is proved to contain four primitive earths, the varied proportions of which form the different qualities of the soil. It appears the silicious principle prevails in good land. M. Chaptal found of it 49 per cent. in the most fertile soil on the banks of the Loire; Davy extracted 60 from the best of the English soils; and Giobert found 79 in the most productive lands near Turin. M. Dutrochet made the experiment of covering with silicious sand previously unproductive land, and obtained by this means crops as good as in the most (naturally) fertile soil in the vicinity, and he gives it as his opinion that its great fertilizing virtue consists in its allowing both water and air to reach and penetrate to the roots of the vegetable, of which they form the two principal elements.

Sir Walter Scott.—We have heard a gentleman who was one of the party at Dunvegan during the visit of Sir Walter Scott describe in enthusiastic terms the extent, variety, and richness of the conversational powers of the illustrious novelist. In one of their evening parties a young lady who was present made some involuntary exclamation respecting Sir Walter's wonderful memory, when, as an instance, he said, of what his memory once was, he related the following remarkable circumstance:—His friend Mr. Thomas Campbell called upon him one evening to show him the manuscript of a poem he had written—The Pleasures of Hope. Sir Walter happened to have some fine old Whiskey in the house, and his friend sat down and had a tumbler or two of punch. Mr. Campbell left him; but Sir Walter Scott thought he would dip into the manuscript before going to bed. He opened it, read, and read again—charmed with the classical grace, purity and stateliness of that finest of all our modern didactic poems. Next morning Mr. Campbell again called, when, to his inexpressible surprise, his friend on returning the manuscript to its owner, said he should guard well against piracy, for that he himself could repeat the poem from beginning to end! The poet dared him to the task, when Sir Walter Scott began, and actually repeated the whole, consisting of more than two thousand lines, with the omission of only a few couplets.

A Mis-Chance.—The unexpected marriage of the Earl of Harrington with Miss Foote was as sudden as it was singular. The Noble Earl having taken great interest in Madame Vestris's *Olympic speculation*, exerted himself warmly in her support, and one evening invited her to supper at Harrington House, and to bring Miss Sydney with her for a companion. Something occurred to prevent Miss Sydney from accompanying the fair Lessee, who, in consequence, introduced Miss Foote, when the latter by her graceful and unassuming manners, combined with her personal beauty and accomplishments, so completely won the affections of the Noble Earl, that he immediately offered her his hand, with an earnest desire that the nuptials might be solemnized on the ensuing morning. The lover's ardor effectually overcame the reluctance of the lady, and on the ensuing morning Miss Foote became the Countess of Harrington. We have every reason to believe that there is not a happier couple than the Noble Earl and his lovely and talented bride. It is not possible for us to say what prevented Miss Sydney from accepting the Earl's invitation, neither can we presume to imagine the nature of that young lady's thoughts upon the singular result, but certainly there is every appearance of her having lost a chance.—[Morning paper.]

NEW-YORK PRICES CURRENT:

Corrected from the "New-York Shipping and Commercial List"—Wednesday, February 8, 1832.

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| ASHES— Pot, first sort.....100 lbs 5 00 a — Pearl.....do 5 00 a — | BARILLA— Tenerife.....ton 39 00 a 45 00 BLESWAX— White.....per lb 44 a 45 Yellow.....do 12 a 20 | BOTTLES— Bristol, Porter.....gross 7 00 a 8 00 Newcastle Wines.....do 7 00 a 7 50 | BREAD— Navy.....per lb 3 1/2 a — Pilot.....do 4 1/2 a — Crackers.....do 6 a 6 1/2 | BRISTLES— Russia, first sort.....do 60 a 70 Do, common.....do 20 a 40 American.....do 15 a 40 | CANDLES— Mould, tallow.....do 12 1/2 a 13 Dipped.....do 11 1/2 a 12 Sperm.....do 32 a 32 | COAL— Liverpool, per chaldron 14 00 a — Scotch.....do — a — Sidney & Bridgeport.....do 13 00 a 14 00 Albion.....do — a — Virginia.....do 7 00 a 12 00 Anthracite.....per ton 12 50 a 16 00 | COCOA— Caracas.....per lb 15 a — Trinidad.....do 5 a 6 W. I. common.....do 4 a — Para.....do 5 a — | COFFEE— Cuba.....do 11 1/2 a 12 1/2 Brazil.....do — a 13 Porto Rico.....do 12 a 14 Laguaira.....do 11 1/2 a 12 1/2 St. Domingo.....do 12 a 12 1/2 Java.....do 12 a 12 Jamaica.....do 12 a 12 | COPPER— Sheathing.....do 22 a 23 Fig.....do 18 a 18 1/2 Old.....do 18 a 18 1/2 Bolt.....do 24 a — | CORDAGE— Foreign.....do 10 a 11 Am. Patent.....per cwt 11 a — | CORKS— Velvet.....per gross 38 a 45 Common.....do 20 a 25 Pine.....do 2 a 10 | COTTON— New Orleans.....per lb 10 a 12 1/2 Upland.....do 7 1/2 a 10 1/2 Alabama.....do 8 a 11 Tennessee.....do 8 a 9 | COTTON BAGGING— Hemp.....per yd 13 a 17 Flax.....do 12 a 16 Do, American.....do 19 a 21 | DIAPERS— Russia, broad.....piece 2 37 1/2 a — | DUCK— Russia, U. X.....per bolt 19 00 a 19 25 Do, Braiguisne.....do 19 00 a 19 25 Do, Zouff & Konopff.....do 17 50 a 18 00 Do, 3d quality.....do 15 00 a 16 00 Do, Inferior.....do 13 00 a 15 00 German, Half.....do 10 00 a 11 00 Holland, A. A.....do 24 00 a 25 00 Ravens.....do 8 50 a 10 00 Amer. Joy's, all flax.....do 15 30 a 12 00 Do, Phenix Mills, Pa.....do 14 00 a 10 00 Do, cotton, Paterson.....do 26 a 39 | DYE WOODS— Brazilito.....per ton 35 00 a 36 00 Camwood.....do — a 30 00 Fustic, Cuba.....do 23 00 a 24 00 Do, Tampico.....do 22 00 a 23 00 Do, Maine.....do 13 00 a 15 00 Logwood, Camphy.....do 25 00 a 26 00 Do, St. Dom.....do 18 00 a 19 00 Do, Jamaica.....do 17 00 a — Do, Nicaragua, Bonaire.....do — a 30 00 Do, Coro.....do — a 35 00 Do, Maracaibo.....do 40 00 a 45 00 Do, Hache.....do 60 00 a 70 00 | FEATHERS— Live, Foreign.....per lb 14 a 20 Do, American.....do 35 a 37 1/2 | FISH— Dry Cod.....per cwt 2 75 a 2 97 1/2 Sole.....do 1 75 a 1 87 1/2 Pickled Cod.....per brl — a 3 75 Do, Salmon.....do 12 00 a 13 00 Smoked.....per cwt — a — Mackerel No. 1.....per brl 5 50 a 5 62 1/2 Do, No. 2.....do 4 50 a 4 62 1/2 Do, No. 3.....do — a 2 97 1/2 Shad, Conn. Mess.....do 8 30 a 9 25 Herrings.....do 2 75 a — Do, Smoked.....box 25 a 26 | FLOUR AND MEAL— New York supreme.....brl — a 6 00 Troy.....do — a — Western Canal.....do 6 25 a 6 50 Ohio, via do.....do 6 75 a 6 00 Philadelphia.....do — a 6 75 Baltimore Howard st.....do 6 00 a — Richmond City Mills.....do 6 25 a 6 50 Do, Country.....do 6 75 a 6 00 Alexandria & George.....do — a — town.....do 5 75 a 6 00 Fredericksburg.....do 5 75 a — Petersburg.....do 5 75 a 5 87 1/2 Scratched and fine.....do 5 50 a — Fine middlings.....do — a 6 25 | Rye Flour.....do 4 75 a — Indian Meal.....do 3 37 1/2 a 3 50 Do, hhd 16 00 a — | FRUIT— Raisins, Mulaga.....cask — a 8 75 Do, bloom.....box 3 00 a 3 35 Do, muscatel.....do 3 00 a 3 50 Do, bunch.....do 3 50 a 3 75 Do, Smyrna.....lb 6 a 8 Currants, Zante.....do 8 a 8 1/2 Almonds, soft shell.....do 11 a 12 Do, shelled.....do 14 a 17 Figs, Smyrna.....do — a 10 Filberts.....do 6 a 7 Prunes Bordeaux.....do 14 a 18 Tamarinds.....do 4 a 6 | GRAIN— Wheat, North riv. behl.....do — a — Do, Genesee.....do — a — Do, Virginia.....do 1 12 1/2 a 1 15 Do, N. Carolina.....do 1 12 1/2 a 1 15 Rye, Northern.....do 90 a — Corn, Yellow, North.....do 65 a — Do, White, L. I. & N. J.....do 82 1/2 a 65 Do, Southern.....do 58 a 58 Barley, North river.....do — a — Oats, South & North.....do 35 a 46 Peas, white dry.....7 bush 6 00 a 7 00 Do, black eyed.....do — a 87 1/2 Beans.....do 7 50 a 9 00 | HEMP— Russia.....ton 210 00 a 235 00 Manilla.....do 250 00 a — Sisal.....do — a — American dew-rot.....do 150 00 a — Yarna, Kentucky.....lb 9 a — | HIDES— La Plata.....lb 15 a — Rio Grande.....do 11 1/2 a 13 1/2 Brazil.....do 7 a 7 1/2 Do, wet salted.....do 13 1/2 a 14 1/2 Oronoco.....do 11 a 13 1/2 W. India & Southern.....do 11 a 13 1/2 S. A. Horse.....piece 1 55 a — | HOPS— First sort, 1831.....lb 13 1/2 a 14 Second sort, do.....do 10 1/2 a 12 Horns—Ox.....100 5 00 a 20 00 | INDIGO— Bengal.....lb 1 00 a 1 65 Manilla.....do 75 a 1 12 1/2 Cancas.....do 1 12 1/2 a 1 35 Guatemala.....do 75 a 1 25 | IRON— Pig, Eng. & Scotch.....ton 40 00 a 47 50 Do, American.....do 30 00 a 40 00 Bar, do.....do 80 00 a 85 00 Do, Russia, P. S. I.....do 100 00 a — Do, new Sable.....do 84 00 a 85 00 Swedes.....do 86 00 a 88 00 English ass'd.....do 72 00 a — Sheet, English.....cwt 6 75 a 8 00 Peru L. Co. flat & sq.....ton — a 105 00 Round.....do 120 00 a 140 00 Hoop, American.....cwt 5 50 a 7 00 Do, English.....do 6 62 1/2 a 6 75 | LEAD— Pig.....per lb 5 1/2 a 6 Bar.....do — a 6 1/2 Sheet.....do 6 1/2 a 7 Old.....do — a 5 | LEATHER— Sole, Oak tanned.....lb 22 a 28 Do, Hemlock.....do 20 a 23 Do, damaged.....do 12 a 19 Upper, dressed.....side 1 75 a 2 75 Do, undressed.....do 1 50 a 2 50 | LUMBER— Boards, N. R.....M ft — a 15 00 Do, East'n Pine.....do 16 00 a 17 00 Do, Albany do. pce.....do 16 a 17 Plank, Georgia do. M ft 25 00 a 35 00 Staves, W. O. pipe.....do 59 00 a 60 00 Do, bid.....do 36 00 a 40 00 Do, do brl.....do 29 00 a 32 00 Do, R. O. hhd.....do 27 00 a — Heading W. O.....do 54 00 a 55 00 Hoops.....do 25 00 a 30 00 Scantling, Pine.....do 15 00 a 16 00 Do, Oak.....do 20 00 a 25 00 Timber, Oak.....sq. ft 20 a 25 Do, Yellow Pine.....do 25 a 30 Shingles, Cypress, M ft 3 75 a 4 00 Do, Pine, bundle 2 50 a 3 00 | MOLASSES— Martinique & Guad. gall.....do 26 a 27 English Islands.....do 23 a 27 Do, Havana & Matanzas.....do 23 a 26 Trinidad do Cuba.....do 27 a — New Orleans.....do 27 a 29 | NAILS— Cut, 4d to 40d.....per lb 6 1/2 a — Cut, 3d.....do 7 a 8 Cut, 2d.....do 8 1/2 a 9 Wrought.....do 10 a 16 1/2 | NAVAL STORES— Tar.....per brl 1 75 a — Pitch.....do — a 1 62 1/2 Rosin.....do 1 12 1/2 a 1 62 1/2 Turpentine Wilm. soft.....do — a 2 50 Do, North Co. do.....do — a 2 25 Spirits Turpentine gall.....do 30 a 35 | OILS— Florence 30 flasks.....box 5 75 a 6 50 French 12 bottles.....bkt 4 00 a 4 50 Olive.....per gall 90 a 95 Lined, American.....do — a 1 00 Do, Dutch.....do 1 02 a — Whale.....do 31 a 33 Do, refined.....do — a 45 Sperm, Summer.....do — a 80 Do, Winter.....do 95 a 98 Liver, Straits.....per brl 16 50 a — Do, Bank & Shore.....do — a 14 50 | PROVISIONS— Beef, Mess.....per brl 9 00 a 9 25 Do, Prime.....do 5 50 a 6 25 Do, Cargo.....do 4 30 a 6 25 Butter, N. Y. Dairy.....lb 15 a 18 Do, Shipping.....do 11 a 13 Do, Philadelphia.....do — a — Hog's Lard.....per lb 9 a 10 Pork, Mess.....do 13 00 a 13 25 Do, Prime.....do 11 00 a 11 25 Do, Cargo.....do 10 00 a — Cheese, American.....lb 5 a 7 Hams, Virginia.....do 10 a — Do, Northern.....do 9 a 10 | RAGS— Foreign.....do 4 a 8 1/2 Country.....do 3 a 6 RICE.....100 lb 2 75 a 3 25 | SALT— Turk's Island.....per bush 42 a 43 Isle of May.....do — a — St. Ubes.....do — a — Cadiz.....do — a — Lieboon.....do — a — Liverpool ground.....do 40 a — Do, blown.....do — a — Do, sack do. persack 1 87 1/2 a 2 00 | SALTPETRE— Refined.....per lb — a 9 Crude E. I.....do 7 a 7 1/2 | SHEETINGS— Russia, white.....piece 11 00 a 11 50 Do, brown.....do 9 25 a 9 50 | SOAP— New York, Brown.....lb 5 a 6 Castile.....do 13 a — SPELTER.....lb 2 1/2 a 3 | SPICES— Cassia, in mats.....lb 22 a 23 Cloves.....do 45 a 48 Ginger, race.....do 8 a 9 Do, ground.....do 7 a 10 Nutmegs.....do 1 50 a 1 60 Pepper.....do 14 a — Pimento, Jam.....do — a 16 | SPRITS— Brandy, O. D. & Co. gall.....do — a 1 87 1/2 Do, Rochelle.....do 1 75 a 1 81 1/2 Do, Bordeaux.....do 1 35 a 1 60 Rum, Jam. 4th proof.....do 1 00 a 1 15 Do, St. Croix, 3d do.....do 83 a 88 Do, Wind Isl. 3d do.....do 80 a 92 Do, N. Orleans, 1st do.....do 40 a 45 Do, N. Eng. 1st do.....do 36 a 38 Gin, Holland, Mederswan.....do 1 25 a — Do, Hour Glass.....do 1 25 a — Do, Scheidam.....do 1 10 a — Do, Country.....do 40 a 44 Whiskey, Rye.....do 32 a 35 Cider Brandy.....do — a — | STEEL— German, Has.....per lb 10 1/2 a 12 1/2 English.....do 11 a 14 Trieste, in boxes.....do 5 a 5 1/2 American.....do 6 1/2 a 6 | SUGARS— British Island.....do 6 a 9 St. Croix.....do 7 a 9 New Orleans.....do 5 a 7 Havana, White.....do 9 1/2 a 10 1/2 Do, Brown.....do 6 a 7 Do, Muscovado.....do 5 a 6 1/2 Porto Rico.....do 5 a 7 Brazil, White.....do 6 1/2 a 8 Do, Brown.....do 5 a 6 1/2 Manilla, Brown.....do 7 a 7 1/2 Lump.....do 12 a 13 Loaf.....do 14 a 17 | TALLOW— Foreign.....do — a — American.....do 10 a — | TEAS— Imperial.....do 1 00 a 1 25 Gunpowder.....do 1 10 a 1 25 Hyson.....do 73 a 74 Young Hyson.....do 73 a 80 Hyson Skin.....do 42 a 65 Souhong.....do 38 a 62 Bohea.....do 33 a 36 | TOBACCO— Richmond & Petersb. do.....do 3 a 6 North Carolina.....do 3 a 6 Kentucky.....do 3 a 6 Cuba.....do 11 a 20 St. Domingo.....do 9 a 16 Manufactured, No. 1.....do 10 a 12 Do, No. 2.....do 7 1/2 a 8 1/2 Do, No. 3.....do 6 1/2 a 7 Ladies' Twist.....do 14 a 16 Cavendish, Myers.....do 12 a 30 | WHALEBONE— Slab.....do 22 a 23 | WINES— Madeira.....per gall 1 25 a 2 50 Sherry.....do 1 10 a 2 00 Canary, Cogswell's.....do 95 a 1 37 1/2 Teneriffe L. P.....do 83 a 1 25 Do, Cargo.....do 60 a 75 Malaga, dry.....do 48 a 56 Do, sweet.....do 50 a 55 Claret.....per cask 22 00 a 25 00 Do, in bottles.....per doz 2 50 a 7 00 Port.....do 70 a 1 60 Lisbon.....do 80 a 1 25 Marselles Madeira.....do 44 a 54 Catalonia.....do 40 a 45 | WOOL— Merino, Am. fleece.....lb 45 a 60 Do, pulled.....do 45 a 55 Common.....do 35 a 36 Pulled, spinning.....do 40 a 43 Lamb, 1st quality.....do 46 a 48 Do, 2d quality.....do — a 38 Do, 3d quality.....do 38 a — |
|---|---|---|--|--|---|--|--|---|---|---|---|--|--|--|--|--|--|--|---|--|---|---|--|---|---|---|--|---|--|--|---|---|---|--|---|--|--|---|---|--|---|---|---|---|---|---|--|-----------------------------------|--|---|

SALES OF REAL ESTATE AT AUCTION,

By James Bleeker & Sons.

The two-story brick front house and lot No. 148 Sullivan street, lot 25 by 100 feet.....\$3,000

The two-story brick front house and lot No. 130 Nassau street, lot 18 ft 10 1/2 front, 16 ft 7 rear, by 80 deep.....7,000

A lot on 13th st, 125 ft from 5th Avenue, 25 by 103 ft 2.....925

Do do do do do do.....925

Feb. 4.—House and lot No. 8 Harrison-st., lot 25 by 87 1/2 ft.....\$6,000

Twelve lots and unfinished house corner avenue B and Third street.....2,000

Frame house and lot Montgomery and Waters.....1,325

One lot and frame house adjoining on Water st.....1,200

do do do do do do.....1,275

do do do do do do.....800

do and house do do do do.....850

do corner Montgomery and Front st.....850

do on Front street.....825

do do do do do do.....825

A bulkhead and water right.....2,550

Feb. 6.—The house and lot No. 103 Forsyth st., between Grand and Broome street.....\$3,000

The house and lot No. 39 Broad street, lot 30 feet 9 inches by 117 feet.....20,600

Two four story brick buildings No. 106 and 108 Beekman street.....13,900

Store and lot No. 290 Pearl street.....18,500

Feb. 8.—Two story brick front house and lot No. 119 Chambers street, lot 25x75 feet.....\$7,450

Two story brick house No. 210 Fulton street, lot 25x77 1/2 feet, house 46 feet deep.....11,000

House and lot No. 12 Grand street, between Varick and Sullivan streets.....3,300

A lot on Hudson street, between Homestead & Bank street, lot 34x107x99.....2,050

Two lots adjoining the above on Hudson-st.....4,050

One lot on Greenwich street, between Homestead & Bank streets.....1,300

By Jacob Van Winkle.

Feb. 7.—House and lot No. 205 Elm street.....\$2,550

House and lot No. 528 Broome st., lot 25 by 75 feet.....3,910

AMERICAN RAIL-ROAD JOURNAL.

The subscriber is now publishing a weekly paper, called the **AMERICAN RAILROAD JOURNAL**. A principal object in offering the proposed work to the Public, is to diffuse a more general knowledge of this important mode of internal communication, which, at this time, appears to engage the attention of almost every section of our country.

THE **AMERICAN RAILROAD JOURNAL** is printed on a sheet of the largest size, (mammoth) and put up in a convenient form for binding, each number containing sixteen large octavo pages of three columns each. The selections, upon the subject of railroads and other works of internal improvement, will be from the best authors, both of Europe and America, and will be occasionally illustrated by engravings. A part of this Journal will be devoted to the subject of internal improvement—giving a history of the first introduction of railroads into England, and their improvements to the present day. It will also notice the meetings, in different sections of the country, upon the subject of railroads. The remaining part of the paper will contain the **LITERARY, MISCELLANEOUS AND NEWS** matter of the **NEW-YORK AMERICAN**, as prepared for that paper, omitting all political subjects, except such as are of general concern.

The terms of the American Railroad Journal are **THREE** dollars per annum, payable in advance; and will not be sent without. Any person who will obtain eight subscribers and remit the amount, shall have a copy gratis; and to companies of ten subscribers, who associate and remit twenty-five dollars, it will be sent for \$2.50 each per annum. The Journal will be sent for any length of time desired, if paid in advance. It will be published on **Saturdays**.

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D. K. MINOR,

No. 35 Wall-street, New-York.

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THE **NEW-YORK AMERICAN** is now published **THREE TIMES A WEEK**, in addition to the *Daily* and *Semi-weekly*, as usual. This arrangement is made to accommodate a large class of business-men in the country, who are desirous of seeing the advertisements of the day, yet are unwilling to encounter the expense of subscription and postage of a daily paper. By this arrangement, it will easily be perceived, their wishes may be gratified, at one half the expense of a daily paper, as most of the advertisements, both of the *Daily* and *Semi-weekly* papers, will appear in the *Tri-weekly American*; and the reading matter as published in the *Daily* paper. It will be issued on *Tuesdays, Thursdays, and Saturdays*, at FIVE dollars per annum in advance, to subscribers out of the city of New-York, and forwarded, according to their order, and for any length of time.

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Palmyra, Wayne County, New-York,
1st mo. 23d, 1832.

POETRY.

[FOR THE AMERICAN.]
TO A LADY.

Thy thoughts are heavenward, and thy heart, they say,

Which Love—oh, more than human, failed to move
Now in its beautiful casket melts away,
And owns the impress of a Saviour's love.

It should be so, for never since the birth
Of Loveliness, a spirit from the sky
Purer, was breathed into a form of earth;
A nobler never garnered up on high.

Many, in days gone by—full many a prayer,
Pure and impassioned, has been breathed for thee,
By one who once thy hallowed name did dare
Prefer with his to the Divinity:—

Requite them now, not with an earthly love,—
But since with that his lot thou canst not bless,
Ask,—what he dare not pray for from above,—
For him, the mercy of Forgetfulness. C.

Sunday Night.

[FOR THE NEW YORK AMERICAN.]

On the eve of St. Valentine's day, when the "single mis-
ables" of Gotham are all fanning the faint embers of their hopes,
to kindle a new offering to their "Tutelar," the following so-
lace against disappointment may perhaps be as apposite in time
as it is benevolent in intention. A mutilated copy of the verses
once appeared in a remote provincial paper, but too long ago,
as well as too much metamorphosed, to be recognized in the re-
stored form of the original:—

To "The Ancient and Honorable" the veteran corps of "Old
Bachelors," by a Candidate for the Honors of the Order.
Ye bachelors of fort! pray listen to my song,
Your "harps" are "on the willows" now, and mine may be
ere long;

Then let me sing, the little time still left me to enjoy,
And let a junior brother's lay your graver minds employ —
Ye, too, were young and happy once, and life appear'd so fair,
Your only thoughts were love, and wealth,—a fortune,—wife,
and heir.

Your fancies were magicians then—and castles in the skies
Arrayed in sunny tints of hope, flash'd bright before your eyes;
And ye, as boys do butterflies, pursued the floating things,
And thought, as idly, to arrest their light and gaudy wings:
Though, one by one, the pageants rose, and shone, and pass'd
away;

Yet, willing dupes, ye follow'd still, and thought the next would
stay:
But now, to you poor wither'd ones of forty years and more,
The golden towers have ceas'd to shine, and all their charm is
o'er.—

Ye know, the smiles in Beauty's eye no longer beam for you;
Ye know, the joys of married life are for the young and true
Ye know, that ye will linger out a miserable life,
Without heaven's "last, best," angel gift—a sympathizing wife.
When wasting age shall wreath its crown of thorns around your
brow,

And Nature's agonizing pulse beat quivering and low,
Ye know, no gentle child shall watch with tears your heaving
breast,

And with "dear father!" on its lips, beguile your sighs to rest:
Ye know, no angel of a wife shall hover round your bed,
And for your pale and throbbing brow Love's downy pillow
spread:

Ye know, your wearied limbs must lie in hermit anguish down,
And ye, like "stricken deer," crawl off, to perish all alone.—
Then, since this dreadful fate is yours, and ye are doom'd to die;
Without a gentle spouse or child to close your hapless eye,
O clasp, and build a Hospital, against life's wintry weather,
And all, like Chelsea pensioners, die gloriously together!

THE BELLE OF THE BALL—AN EVERY-DAY CHAR-
ACTER.—By the author of Lillian.

Years—years ago—ere yet my dreams
Had been of being wise or witty;
Ere I had done with writing themes,
Or yawn'd o'er this infernal Chit-ty:
Years—years ago—while all my joy
Was in my fowling-piece and filly;
In short, while I was yet a boy,
I fell in love with Laura Lily.
I saw her at the county ball—
There, when the sound of flute and fiddle
Gave signal sweet in that old hall,
Of hands across-and down-the middle,
Here was the subtlest spell by far
Of all that set young hearts romancing,
She was our queen, our rose, our star;
And then she danced—oh, heaven! her dancing!
Dark was her hair; her hand was white;
Her voice was exquisitely tender;
Her eyes were full of liquid light;
I never saw a waist so slender;
Her every look, her every smile,
Shot right and left a score of arrows;
I thought 'twas Venus from her isle,
And wonder'd whose she'd left her sparrows.

She talk'd of politics or prayers;
Of Southey's prose, or Wordsworth's sonnets;
Of dangles, or of dancing bears;
Of battles, or the last new bonnets.
By candle-light, at twelve o'clock,
To me—it matter'd not a little;
If those bright lips had quoted Locke,
I might have thought they murmured little.

Through sunny May, through sultry June,
I loved her with a love eternal;
I spoke her praises to the moon,
I wrote them to the Sunday Journal.
My mother laugh'd; I soon found out
That ancient ladies have no feeling;
My father frown'd; but how should I
Find any happiness in kneeling?

She was the daughter of a dean,
Rich, fat, and rather apoplectic;
She had one brother, just thirteen,
Whose color was extremely hectic;
Her grand mother, for many a year,
Had fed the parish with her bounty;
Her second cousin was a peer,
And lord lieutenant of the county.

But titles, and the three per cents,
And mortgages, and great relations,
And India bonds, and titles and rents.
Oh, what are they to love's sensations!
Black eyes, fair forehead, clustering locks,
Such wealth, such honors, Cupid chooses:
He cares as little for the stocks,
As Baron Rothschild for the muses.

She sketch'd; the vale, the wood, the beach,
Grew lovelier from her pencil's shading:
She botanized; I envied each
Young blossom in her boudoir fading:
She warbled Handel; it was grand—
She made the Catalina jealous;
She touch'd the organ; I could stand
For hours and hours to blow the bellows.

She kept an album, too, at home,
Well fill'd with all an album's glories:
Paintings of butterflies and Rome,
Patterns for trimming, Persian stories;
Soft songs to Julia's cockatoo,
Fierce odes to famine and to slaughter;
And autographs of Prince Lebon,
And recipes for older water.

And she was flatter'd, worshipp'd, bored;
Her steps were watch'd, her dress was noted;
Her poodle dog was quite adored;
Her sayings were extremely quoted.
She laugh'd, and every heart was glad,
As if the taxes were abolish'd:
She frown'd, and every look was ead,
As if the opera were demolish'd.

She smiled on many, just for fun—
I knew that there was nothing in it;
I was the first, the only one
Her heart had thought of for a minute:
I knew it, for she told me so,
In phrase which was divinely mounded;
She wrote a charming band; and, oh!
How sweetly all her notes were folded!

Our love was like most other loves—
A little glow, a little shiver;
A rosebud and a pair of gloves,
And "Fly not yet!" upon the river;
Some jealousy of some one's hair,
Some hopes of dying broken-hearted;
A miniature, a lock of hair,
The usual vows, and then we parted.

We parted—months and years roll'd by;
We met again four summers after—
Our parting was all sob and sigh—
Our meeting was all mirth and laughter;
For, in my heart's most secret cell,
There had been many other lodgers;
And she was not the ball-room's belle,
But only Mrs. Something Rogers.

MEDITATIONS ON THE SEA SHORE.

By a Bereaved Lover.

'Tis the sweet hour of Eve, when all
Is bright above, and calm below;
When, save the wretched, none recall
That earth is but the home of woe.
Some look upon the waving grove,
Some gaze upon the dark blue sea,
Some on the glistening eye of love,—
I look for thee.

'Tis twilight, and the plaintive bird
Wild warbles through the darkening wood;
And there her sweetest notes are heard
By those who love calm solitude:
While others list the jovial cry
'That, echoing o'er the tranquil sea,
Bespeaks the home-bound vessel nigh,
I list for thee.

Or if upon the passing crowd
I gaze, what bitter thoughts have birth:
Yet not from laughter-long and loud—
I know the heartlessness of mirth;
But there is one whose open brow
Reveals a spirit calm and free;
Ah! why should mine be troubled now?
I think of thee.

I too can gaze on earth and sea,
Hear the bird's note, the maiden's voice:
But none can whisper peace to me,
None bid my wither'd heart rejoice.
O when shall calmer thoughts have birth?
It hath not been—it cannot be—
Till thou once more return to earth;
Or, I, to thee.

PASSENGERS:

In the ship Haanibal, from London—Messrs John W Garaid,
John Thornley, Wm and John Hardestie, Francis Flanigan
and family, and several in the steerage.

MARRIAGES.

MARRIED—At Cincinnati, Ohio, on 18th January, by the Rev.
Joshua L. Wilson, James P. Conover, Esq. Attorney at Law,
to Miss Julia A. E. Selman—all of that city.
In Philadelphia, on the 2d inst. by the Rev. Dr. Montgomery,
Anthony S. Perrot, of France, to Miss Eugenie Celeste,
daughter of John L. Bujac, Esq. of said city.

DEATHS.

DIED—On 1st inst. Abigail, daughter of John Barrow.
Saturday, 4th inst. in the 44th year of his age, after an illness
of several weeks, Robert Macomb, Esq.
This morning, of Consumption, Mrs. Mable Turner, aged 60 years.

On Friday, 3d inst. of consumption, Mr. Ezra Hymen Eben-
dorp, in the 37th year of his age.
Suddenly on Saturday, the 4th instant, Alexander, son of H.
Booraem, in the 10th year of his age.

On Monday morning, 6th inst. in the 96th year of her age,
Zerviah Underhill, widow of Israel Underhill, deceased.
Tuesday morning, 7th instant, Mr. Willet Elliot Cole, in the
24th year of his age.

Wednesday morning, 8th inst. at 8 o'clock, James Stewart,
son of William Worrall, aged 4 years.

At her residence, in New Brunswick, N. J. Mrs. EUPHE-
MIA PATERSON, widow of the late Hon. William Paterson,
one of the Judges of the Supreme Court of the United States, in
the 85th year of her age. The removal of this venerable and ex-
cellent woman will be sincerely lamented by a large circle of
friends and acquaintances, whom she had attached to herself by
the suavity of her disposition, the affability of her manners, and
the possession and exercise of many benevolent and social qual-
ities. To the native endowments of her mind and heart she
added the graces of the religion of the Gospel; she confided in
its promises, and endeavored to practice its duties through life;
and in the enjoyment of its hopes, and reliance on its mercies,
she tranquilly expired.—[Frederian.]

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 163 persons during the
week ending on Saturday last, viz:—37 men, 24 women, 87
boys, and 45 girls.—Of whom 43 were of the age of 1 year and
under, 19 between 1 and 2, 25 between 2 and 5, 9 between 5 and
10, 6 between 10 and 20, 17 between 20 and 30, 17 between 30 and
40, 8 between 40 and 50, 8 between 50 and 60, 6 between 60 and
70, 1 between 70 and 80, and 4 between 80 and 90. Diseases—
Apoplexy 3, asphyxia 1, burned or scalded 1, casualty 3, childbed
1, consumption 30, convulsions 10, diarrhoea 2, dropsy 6, droupy
in the head 11, dysentery 3, epilepsy 1, fever scarlet 8, frozen 1,
haemorrhage 1, hives or croup 7, inflammation of the bowels 4, in-
flammation of the brain 1, inflammation of the chest 2, influ-
enza 3, insanity 1, intemperance 2, marasmus 4, measles 15,
old age 3, peripneumony 12, pleurisy 1, pneumonia typhoid 2,
scirrhus of the liver 1, small pox 6, spasms 1, stillborn 7, tabs
mesenterica 1, unknown 3, whooping cough 2, worms 1.

ABRAHAM D. STEPHENS. City Inspector.

POSTSCRIPT.

[From the Baltimore American, Feb. 1.]

THE SLAVE INSURRECTION IN JAMAICA.—The schoo-
ner Harvey, Snow, came up yesterday evening from
Moteo Bay, Jamaica, whence she sailed on the 5th
January. Captain Snow reports that the whole is-
land was in a state of confusion and alarm, in conse-
quence of the insurrectionary movements of the
slaves. The troops had been called out, and had
attacked them, and all who did not surrender at dis-
cretion were shot. Many slaves, it is added, had
met that fate. Martial law had been declared, and
the vessels in port were not permitted to sail. The
H., however, being full, and having applied for a
clearance several days before the declaration of
martial law, was allowed to depart. Three British
frigates had arrived there from Kingston, with 500
marines on board. The insurrection was not quelled
when the H. sailed, and Captain Snow saw several
large fires burning at a distance. A negro hut had
been examined, and 300 stand of arms found there-
in. The insurgents appeared to be well armed.

The following proclamation was issued on the 2d
January.

MONTGOMERY BAY, HEAD QUARTERS,

St. James's Jan. 2, 1862.

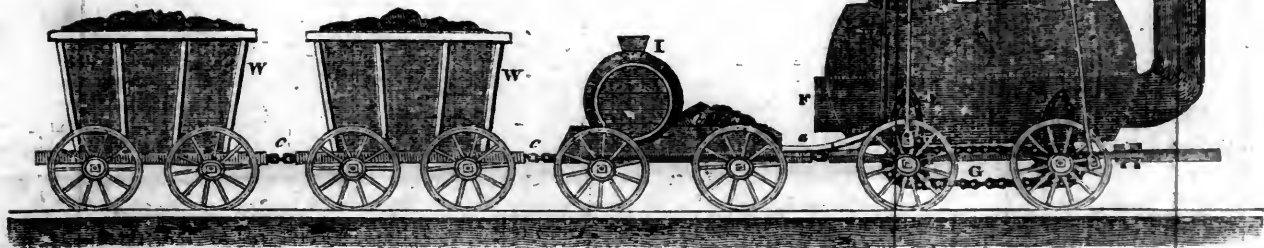
To the Rebellious Slaves:

Negroes—You have taken up arms against your
masters, and have burnt and plundered their houses
and buildings. Some wicked persons have told you
that the King has made you free, and that your
masters withhold your freedom from you. In the
name of the King, I come among you to tell you
you are misled. I bring with me numerous forces
to punish the guilty, and all who are found with
these rebels will be put to death without mercy.—
You cannot resist the King's troops. Surrender
yourselves and beg that your crime may be par-
doned. All who yield themselves up at any mili-
tary post immediately, provided they are not prin-
ciples and chiefs in the burnings that have been com-
mitted, will receive his Majesty's gracious pardon.
All who hold out will meet with certain death.

WILLOUGHBY COTTON, Maj. Gen. Com.

The Norristown Herald says:—"The Schuylkill
dam opposite this Borough, has been so much injured
by the late freshets, that all the mills and factories
are stopped, and several hundred hands thrown out
of employ.

AMERICAN



RAIL-ROAD JOURNAL.

OFFICE, 35 WALL-STREET.

NEW-YORK, FEBRUARY 18, 1832.

VOLUME I...NO. 8.

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AMERICAN RAIL-ROAD JOURNAL.

NEW-YORK, FEBRUARY 18, 1832.

MR. STILWELL'S Report, which we promised in our last, will, we doubt not, recommend itself to the attentive perusal of our subscribers. It is creditable in all respects to Mr. S., and will be deemed generally instructive.

As to legislative interposition, too, on such projects as upon examination shall bear the scrutiny of calm and impartial persons, it takes the true ground. It is undoubtedly the duty—and with proper vigilance may be made clearly the interest—of the State to foster, encourage, and share in the great enterprise of opening to each other, by this new mode of communication, the various parts of our vast Empire—for New York is an Empire of itself. All the motives which led to the construction of the Erie Canal plead alike in favor of well considered Rail-roads; though for the reasons justly stated in Mr. S.'s report, the state cannot, as to them take upon itself the exclusive agency and expense, as in the case of the Canal. But it may sanction by its subscription such of these undertakings, as careful investigation shall prove to be of reasonable promise, and of certain accomplishment; and in that way, aid, without material hazard, in works from which on the other hand it may derive considerable revenue. We do not mean that revenue should be the object—on the contrary we think it should not—and that the questions for the state to ask itself, are, not how much profit can be made, but, can it be secure in its investment—and will it be an investment beneficial in its results to the public?

The extract in continuation to-day of the "History and Progress of Rail-roads," is particularly interesting to those engaged in, or projecting, enterprises of this sort; as it treats of the most perfect form of rails, and of the manner of laying them most permanently, and so as they shall preserve their parallelism with the general line of the road. It is an immense advantage in undertaking Rail-roads, as in all other human enterprises, that others have gone before us, and that we are thus enabled and privileged to profit by their experience. It is only the

half learned, and therefore conceited, man, who refuses to avail himself of the labors of his predecessors, and who vainly imagines that he, by his own unassisted efforts, can find out a path which others have sought in vain. It is the distinguishing characteristic between brute and human intelligence, that the fruits of the latter can be and are accumulated from generation to generation, so that all that come after may and can profit, if they will, by all that have gone before. There is no such progressive improvement among animals; and the man who would reject the experience of other days, in so far reduces himself to the level of the animal—who looks neither before nor after.

We would call attention to the subject of the communication on the last page of this number of the Journal. It is one in which we have long felt a deep interest, and to which we have called the attention of several gentlemen of eminence, whose opinions, we are much gratified to find, correspond with ours; and we are pleased with an opportunity which is afforded by the communication of "An Old Instructor," to lay it before the public. It is very desirable that the subject should be as extensively circulated as possible: we therefore respectfully request that those editors who may receive this number of the Journal, will refer to, or publish, the article alluded to, as may suit their convenience.—We also request other gentlemen who may deem the subject worthy of attention, (and who does not?) to give us their views in relation to it. We invite discussion.

POSTMASTERS who may receive this number of the Journal, are requested to act as our Agents. They will be allowed twelve per cent. upon all subscriptions when the amount is remitted in advance. The same will be allowed to any other gentlemen who may forward us subscribers, and the amount of subscription—THREE dollars, always in advance.

We give two communications from the Camden, (S. C.) Journal, over the signature of "Justice," which doubt the justice of our application to Col. STEVENS, of Hoboken, of "father of the System of Rail-roads in the United States." That writer seems to think that the late OLIVER EVANS merited that title.

It is our intention regularly to continue our semi-monthly statement of the range of the Thermometer, as furnished by a scientific gentleman of this city; and we shall also endeavor to obtain similar statements from different sections of the Union, and

thereby show the difference of temperature in our climate. We shall also continue to give the sales of real estate, and stocks in this city.

BOSTON, FEB. 8, 1832.

To the Editor of the Rail-road Journal:

SIR—In No. 6 of the Rail-road Journal, there appears a very important communication from Colonel Long to P. E. Thomas, Esq. It is, as you observe, precisely what is wanted; but in order that the calculations contained in it should be relied upon with confidence, they should appear to be based on the most recent observations and experiments; and my object in troubling you with this communication, is to ask if you can inform me when the letter was written. No date is attached to it in the Journal; and it is important to know whether Colonel Long would now adhere to all his estimates, or whether they would be modified by any subsequent improvements in Rail-roads or cars.

We are unable to say how far the calculations of Col. Long have been found correct by the experience of the enterprising Company for whose benefit they were submitted; and we therefore publish the above letter with a view of eliciting information. We shall be much obliged by communications upon the subject.

We publish the following letter, (without permission) to show the desire of those engaged in Rail-roads to obtain information of various kinds relative thereto, and hope those having the information will communicate it to us, that we may spread it again to all interested.

To the Editor of the Rail-road Journal:

SIR—You will oblige me by sending one of your Journals for examination; and if it should equal my expectations, I will subscribe to it. The construction of Rail-roads has been my profession ever since their commencement in this state; and I wish to collect all accounts of the latest improvements in construction of the road, carriages, and also the labor-saving machinery in grading. An account of the lettings of contracts on Rail-roads and Canals, as also some account of the nature of the route over which they pass, would be very useful, viz. soil, nature of rock, if any, health of the country, and common rates of labor, with any other remarks that would be calculated to convey information to persons disposed to contract. Respectfully, &c.

Rail-road in France.—The Messenger des Chambres says, "We are much occupied at Paris with Rail-roads. Besides the road from Paris to Pontons, the contract for which has just been granted to Messrs. Henry, Maffet, and De Rasby, the companies have projected the making Rail-roads from Paris to Lyons, and from Strasburg to Paris. It is said that Sir Henry Parnell has proposed a Railway from Calais to Paris. Should a similar communication be established between London and Dover, from sixteen to seventeen hours would then suffice for the journey from Paris to London."

Report of the Committee on Rail-roads, on so much of the Governor's message as relates to that subject.

Mr. Stilwell, from the committee on Rail-roads, to which was referred so much of the Governor's message as relates to the construction of Rail-roads, and the incorporation of companies for that object, submitted the following Report:

The important and responsible duties assigned to your committee have been duly appreciated, and the zeal which animated to the discharge of trusts how ever arduous, has impelled them forward under the various difficulties which they have had to encounter. The brief space which is allowed in the daily routine of legislative duties scarcely leaves sufficient leisure to prepare for the investigation of the public, any document which may be a subject of material interest. Your committee have lost no time however, and have spared no pains to meet the expectations of all.

Perhaps no subject since the foundation of this government, has engrossed the public mind to so great an extent as the one under consideration; and as a necessary consequence, the halls of the Legislature are crowded with applicants, seeking permission from the sovereignty of the State, for liberty to reap the rich and honorable reward which their imaginations may picture as the consequence of success.

Excitements of the character which at present pervade the public mind, must arise from one or two causes. Either from a settled conviction that the object to be obtained will be a source of profit to the stockholders and of the public, or from a desire to throw before the public the means by which speculation may be promoted, and the few enrich themselves at the expense of the many—to promote the former is the province of the Legislature—to discourage the latter is their duty.

Entertaining these views, the committee have felt it their duty to examine more minutely into the subject referred to them, than would seem on first reflection to be required—and in the range of inquiry they have proposed, they will proceed to examine into the practicability of the system which has called forth such general and enthusiastic expressions of opinion.

There is scarcely any more important means of advancing the prosperity of a country, than by a good system of internal communication. The greater the facility of travelling from place to place, the more active will be the social and commercial intercourse, and the more ready the transmission of all the fruits of the earth and all the products of manufactures—the more rapid the extension of improvements and inventions, and the more complete will be the dissemination of knowledge. Time is money in all operations requiring labor, and therefore a saving of time will be a saving of money. Every country embraces more or less of territory which would be highly valuable but for its seclusion and distance from the more populous districts;—by easy and quick modes of conveyance, these disadvantages are overcome, and the most may be made of the capabilities of a country.

The various means which human ingenuity has devised for effecting an extensive intercourse in the present state of knowledge, consist of roads, rail-ways and canals.

The enterprize of our citizens was at an early period turned to the first, and if we can credit accounts on this subject, scarcely less anxiety was felt at that time to obtain grants from the Legislature for the construction of turnpike roads than is now evinced to obtain Rail-road privileges. These early enterprizes did not yield much pecuniary profit to the stockholders, nevertheless they were of incalculable good to this young but growing country. The facilities of intercourse were promoted and the general interests of the community were advanced. Next in succession came the desire for canals. The State having yielded her assent, the construction of the Erie canal presented at once a new and interesting view of the benefits of this mode of internal communication—the public mind again became engaged in works of internal improvement, and to what extent this feeling prevailed may be learned from the following extract taken from the message of the Governor, in the year 1827. "The canals, which now principally occupy the public attention, embrace a navigable union of the principle bays on Long Island—of the Delaware and Hudson rivers—of the Erie canal, with the east and west branches of the Susquehanna—with the Allegany river—with lake Ontario by Great Sodus Bay—with Black and St. Lawrence rivers, and between the latter river and lake Champlain; and even a canal from Lake Erie to the Hudson river by an entire new route, has been suggested as practicable and expedient, and

urged with great earnestness and energy." At the time this message was communicated to the Legislature, only one charter for a Rail-road had been granted, and of so little importance was this new mode of conveyance considered, that the Governor did not even allude to the subject, and individuals could not be found, possessed of means and faith sufficient to fill the stock and undertake the enterprize. The public have thus been led on from one useful and patriotic improvement to another, constantly developing new resources and holding out for example and emulation some of the most bold, useful, and successful enterprizes, that any country in any age has ever witnessed. From the knowledge we possess of the rapid advance of our fellow citizens in this knowledge of their wants and resources, and the most efficient manner of developing them, it will not be necessary for us, to more than hint at the difference between the two last mentioned improvements.

The object of any mode of communication is to facilitate the transportation of heavy bodies from one section of a country to another. It consequently must be so ordered as to overcome those obstacles or irregularities, in the surface, which nature has placed between the points to be connected.

The principle on which the Rail-way operates in effecting this object, differs essentially from that of a canal. In the latter, the body to be moved is sustained by the greater gravity of the fluid on which it is placed, and the yielding nature of the particles which compose that fluid, permit the body to move along the surface under a moderate application of force. This fluid is thrown into an artificial channel, constructed for the purpose, and ranges through the whole extent of country to be united. In the former, the weight to be transported is contained on rollers or wheels, and is made to move under the application of a comparatively moderate force, along the hard and even surface of plains, either level or partially inclined.

Upon a canal, with an extremely moderate motion, the difference between the weight moved and the propelling power is exceedingly great. This difference diminishes rapidly with an increase of velocity. The resistance encountered lies in the gravity of the water, a nature which it is not possible to alter, or in any wise to control.

Upon a level Rail-way the resistance to be encountered consists principally of the friction at the axles of the carriages, and the flexure of the rails, and is not materially affected by a change in the velocity.

Canals are confined to comparatively low districts, on account of the necessity of an adequate supply of water, and of the expense and delay of locks and lockage. Railways may be made to traverse regions however elevated, and the ascents and descents are not only not limited, but they are overcome in a comparatively short space of time, owing to the great superiority which inclined planes possess over locks.

Canals experience the change of the seasons most sensibly; the drought, the floods, and the frost are serious and insurmountable impediments to their construction, and whether they be constructed in the frigid, temperate, or torrid zone, the effect of such changes cannot be avoided.

Rail-ways are said not to be affected by either; and certainly the two first cannot operate upon them. The last has been a subject of speculation among the inexperienced, and as the construction of Rail-ways in this country is of so recent date, perhaps we may not be enabled to rely with implicit confidence on such experiments as have been made.

The Baltimore and Ohio Rail-road Company, however, furnishes some evidence on this point, and would seem to put this question at rest. Under date of the 31st of December last, the Baltimore American says: "While all the communications by river and canal throughout the country are suspended on account of the ice, our great Rail-road continues in active and steady operation, without the least interruption or hindrance from frost, snow, or any other obstacle. The passenger carriages, generally full both ways, have traversed the line of sixty miles between Baltimore and Frederick, daily, since the opening of the road." This fact tends to prove that Rail-roads may be used at all seasons of the year. The difference, however, between the climate of Maryland and New-York, may be assigned as a reason for still urging this latter objection, and is certainly worthy of consideration.

In consequence of the almost exclusive use of steam power on Railways, this question, on some routes, may be one of serious import, and would require close and satisfactory investigation, before entering upon the construction of any road, the utility and profit of which depend solely on the busi-

ness of the winter; on any other route it cannot be a matter of so much moment, for if it would be a good reason to deter from the construction of Rail-roads, it might be urged with much more force against canals. Many propositions have been made to obviate this difficulty, but as the question does not seem to be entirely settled by experience, the committee are not prepared to point out any remedy or express any opinion. They may, however, safely anticipate, that all obstacles which are not insurmountable, will be overcome by the ingenuity and enterprize of our citizens. Many difficulties have already been overcome, and as the spirit of improvement has by recent discovery received a new impetus, we are warranted in the most sanguine anticipations of entire success.

The first mention of Rail-roads in England, is made in the year 1600; they were then made for crossing marshes, where materials could not be procured for constructing a solid road; subsequently they were used for transporting heavy bodies for short distances, and at Newcastle-upon-Tyne, for conveying coal from the mines to the furnace. In Russia they have been in use for many years. The first description of them we find in the year 1676; they are thus described:—"The manner of the carriage is by laying rails of timber from the colliery to the river, exactly straight and parallel; and bulky carts are made with four rollers, fitting those rails, whereby the carriage is so easy that one horse will draw four or five chaldrons of coals, and is an immense benefit to the coal-merchant." Iron tracks have since been substituted and used with great advantage, when an efficient and economical mode of transportation was found necessary.

It is only within a few years, however, that any considerable attempts have been made to establish Rail-ways for general purposes. The entire success of these undertakings has fully proved the superiority of this kind of conveyance, and the English are now engaged in such an extension of their system of Rail-roads, as promises results of the most important character.

The aggregate length of Rail-roads in Great Britain, including those now constructing, is estimated at near 3,000 miles.

The introduction of the locomotive engine, as a moving power on Rail-ways, and the extraordinary increase of speed as well as power, which has been thereby attained, promise to work a revolution in human affairs, as great as has been accomplished by the application of steam to the purposes of navigation.

"Twenty years ago, we believe, the mails did not travel faster than about seven miles an hour. From seven miles it was raised to eight, and every one cried what an improvement! From eight it was raised to nine, and this was hailed as nothing less than 'prodigious!'" Attempts are making to force it up to ten miles an hour, but to any thing beyond this, to a certainty, horse power fails us. How then shall we find terms adequate to express the value of a discovery that carries us at once from ten to twenty or thirty miles an hour?

The experiments which have been made in England go far to prove that we have not yet arrived at the point where improvement in speed must cease. The present average of speed upon the Liverpool and Manchester Rail-way is sixteen miles per hour. The maximum velocity, unloaded, is thirty-two miles per hour. With a load of thirteen tons, including many passengers, Mr. Stevenson's engine, the Rocket, travelled at the rate of fifteen miles an hour; and the engine of Brathwaite and Erickson, of London, moved at the astonishing speed of twenty-eight miles an hour. "It seemed indeed," said a spectator, "to fly, presenting one of the most sublime spectacles of human ingenuity and human daring the world ever beheld. It actually made one giddy to look at it, and filled thousands with lively fear for the safety of the individuals who were on it, and who seemed not to run along the earth, but to fly, as it were on the wings of the wind. When the vehicle," he continues, "nicely poised on springs, and covered in to exclude the external current of air created by its motion, you might imagine you were in a state of perfect rest, while you are flying along the surface with the speed of a racer. Then the steam horse is not apt, like his brother of flesh and blood, to be frightened from his propriety by sudden fancies which defy the prudence and skill of the driver. Explosion, if it takes place, will not injure the passengers, for they are in a separate vehicle, and the enginemen may be trusted with the care of their own lives. In day-light, and with good arrangements, travelling in the steam coach, at twenty miles an hour, may be much more safe, as well as

pleasant, than in any ordinary stage coach at eight or nine."

The practicability of Rail-ways for the transportation of passengers has been proved beyond question, and from recent experiments no doubt can be entertained that every description of article will be eventually conveyed on rails. Even now, many companies in England owning the most profitable canals in the kingdom, contemplate draining them, and laying Railways on their site. Should they do so, it will be a very strong evidence of the superiority of railways over canals, in the transportation of bulky articles.

From the experiments made on the Liverpool and Manchester Rail-way, for the purpose of ascertaining the requisite power or weight to move a given body on a level Rail-way, the following were the results. The carriages and weight were moved along the road at various speeds, and with 10, 15, 17, 19 lbs. from which the following proportionate results were deduced: one pound moved 334 pounds, and kept it moving 4 1/2 miles per hour; one pound moved 470 pounds, and kept it moving 3 miles per hour; one pound moved 616 pounds, and kept it moving 2 1/2 miles per hour. On the whole, the results were highly satisfactory, and from them it would appear, that the work of a horse on a Rail-way, at a slow speed, may be brought to approximate much nearer to his work on a canal, than perhaps had been generally imagined. Rating the powers of the horse at 150 pounds, the result will be equal to 41 tons, drawn by a single horse at the rate of two and a half miles an hour. Experiments have been made on the Mollawk and Hudson, and Baltimore and Ohio Rail-roads, but the precise results have not been communicated to the public.

The difference in the expense of constructing Rail-ways and Canals have been variously estimated; some put it down at one half, others at one third, and again we have seen it estimated as nearly equal; but from the knowledge possessed by your committee, either derived from actual observation or indisputable authority, they are induced to believe that the cost of a Rail-way is about two thirds that of a Canal through the same route. A single Rail-way, or one set of tracks, with suitable turn-outs, will cost from 9 to 12 thousand dollars. A double Rail-way with two complete sets of tracks, will cost from 15 to 18 thousand dollars per mile; these estimates are for well constructed lines of Rail-ways, through a favorable country, and do not include any extraordinary difficulty. Every road which is intended to pass over a large extent of country, will be more or less obstructed by mountains, streams, vallies, &c., and in all these cases, the divisions of the road will be subject to change accordingly. The cost of that part of the Baltimore and Ohio Rail-road which has been completed with double tracks, consisting of 61 miles, is not precisely known; but the company are of opinion that the average cost, to the Ohio, from the present termination, will fall but little short of \$20,000 per mile.

Connected in some measure with the cost of Rail-ways and their practicability, is the cost of transportation. In making a comparative estimate, we must always remember that time is money, and that the attainment of greater speed and certainty, amounts, in effect, to a reduction of expense. The advantages of a more speedy conveyance, are often of greater value than the whole charges of transportation. The actual average cost of transportation is equal to about one dollar per ton per hundred miles, exclusive of the tolls, and the cost of a draft, or traction, upon a level Rail-way, will not exceed a quarter of a cent per ton per mile. And the above rate of one cent per ton per mile, for the whole cost of transportation, is believed to be entirely sufficient to cover all expenses, and afford a reasonable profit. The daily expense of a locomotive engine now at work on the Manchester road, is as follows: The hire of the engine man, four shillings; fireman, two shillings and six pence; coal, three shillings and four pence; oil, one shilling. Total, ten shillings and ten pence sterling.

Supposing the engine to carry 30 tons, at a rate of ten miles an hour, and to work 12 hours each day, realizing but 10 hours speed or 100 miles, makes the cost of traction about one tenth of a cent per ton.

The improvements that are constantly making in engines, leave the costs of construction entirely problematical, and the same may in some measure be said of the way.

The most approved method of constructing Rail-ways, is on the plan adopted by the Baltimore and Ohio Rail-road Company. A line of road is first graded free from short curves, and as nearly level as

possible. A small trench is then formed for each track, which is filled with rubble-stone, on which are laid blocks of granite or other suitable stone, (in the place of wood,) which will square about one foot, and of as great length as can be obtained. The upper and inner surfaces of each track are dressed perfectly even, as well as the ends of the blocks at their joinings. Bars, or plates of wrought iron, near an inch in thickness, are then laid upon these blocks or rails, in a line with the inner surfaces, and fastened to the stone with iron bolts or rivets, entering about four inches in holes fitted to receive them, and at a distance of about 18 inches. The distance between the two tracks, for the wheels, should be about five feet.

The rail-way cars or carriages are fitted with iron wheels, which being cast in a *chill*, afford surfaces like hardened steel. Each wheel has a flange, or projecting rim, of about one inch in depth, which runs below the rail-plates, on the inner side of the tracks, and which effectually prevents the wheels from leaving the rails.

This mode of construction, both of ways and cars, is now supposed to exceed any other; and when the stone can be obtained to answer the purpose at reasonable expense, no wood is made use of in the construction of ways. This, it will be perceived, renders the work proof against dilapidation, and creates but a trifle more expense.

The committee do not wish to be understood as having formed a definite opinion on the eventual success of Rail-roads, to the extent that is imagined by many who are, or wish to be engaged in constructing them. They are aware, from frequent experience, how easily new schemes and discoveries are apt to mislead the imagination, either from their novelty, or some other cause. Before they would recommend a general system, founded on the principle advocated by the friends of rail-road transportation, their duty and inclination demand of them to advise the delay necessary to acquire the most full and satisfactory information relating thereto; and that such enterprizes as may be deemed advisable to encourage, be prosecuted with great caution, lest the good which might eventually be produced, be nipped in the bud, and the fruit which should be the reward of the enterprising laborer, be the harvest of the subsequent holder of the stock. The reasons which operate on the committee, inducing to these remarks, may be found in the history of applications for internal improvements within this State. The vast and almost unbounded projects which have been presented and favorably received, and which have eventually been abandoned, appear to your committee as so many beacon lights, warning us against the danger of too readily entertaining favorable opinions of every projected improvement, however forcibly urged and flatteringly represented. In accordance, however, with the rule which we have laid down as the rule of action to govern legislative bodies, it becomes the duty of the committee to present their views on the eligibility of routes, as connected with the subject under consideration.

All who are acquainted with the general features of our extensive country, must be aware of the importance of locating its great lines of internal communication on such routes as will best conform to its physical character and its general wants.

Sectional feeling or political influence have little to do with the merits of this subject, but have often occasioned unfortunate embarrassments and obstacles to the promotion of the public welfare. The difficulties which have attended, and often prevented, the establishment of important improvements in some parts of the state, and the conflicting and unfortunate views of the speculative policy which have been engendered in others, afford sufficient warning on this subject.

Every true friend to his country's prosperity will discard the short sighted and selfish policy of a narrow local interest, and seek to lay the foundation of our future grandeur upon the most enduring basis.

It is obvious that our great artificial lines of communication should intersect the country through its whole extent, or at least as far as the density of population and the importance of the country will permit; and all facilities which the topography of the of the country affords, should be rendered available.

These great lines of intercourse should not run too near each other for any considerable distance, in order that each may accommodate as large an extent of country as can be done with advantage; and the intersections by other routes should be in a transverse direction, except in cases where the conformation, or general interest of the country, may require converging or diverging lines.

The peculiar location of the bounds of this State,

and the intersection of the Hudson river, in a direction from north to south, point out an east and west line as the most important for developing the resources of the interior. The great artificial channel constructed by the State, connecting the waters of Lake Erie with the Hudson, leaves the duration of inter-communication beyond question, and establishes the grand lines of demarcation. No one can for a moment doubt the propriety of constructing Rail-ways on every route that shall be found eligible, when it shall be reduced to a certainty that Rail-ways are equal to what is expected from them. But in the mean time, we should proceed to examine such routes as most need the benefit of art for encouraging and assisting the labor and enterprize of the country.

Although your committee are not disposed to urge a selfish state policy upon the representatives of the people, as one which should be practised at all times towards our neighbors, yet the principles of self-defence should seldom be departed from, whether in relation to our political or pecuniary affairs. Gain to individuals is gain to the public, and in proportion to the amount of wealth in the hands of the citizen, so is the ratio of taxation. It matters not, in the aggregate, whether the amount of taxable property lie in one county or another, the result of a general tax is the same; but it is of immense moment to the taxable inhabitants, that it be within the State and reach of taxation. The productive labor of a country is, in a great degree, its wealth; but the amount of manual labor does not always enrich a State in the same degree that is done by intellectual application. Neither does he who uses the most physical strength in tilling the earth (the source from which we must all derive subsistence,) often equal in wealth the merchant or trader who merely transfers its products from one hand to another.

It becomes then the duty of the Legislature, while pointing out the course of individual or public enterprize, to prescribe such rules and limits to its exercise, as to cause, as through a natural channel, the products of our own State and that of our neighbors to flow with the greatest facility into such depots as may be constructed within our own borders.

On looking over the map of this State, your committee have been forcibly impressed with the importance of opening to the southern tier of counties an easy and ready communication with the Hudson. It will be perceived that no less than three considerable rivers, the Delaware, the Susquehanna and the Allegany, take their rise within our borders, and present a natural if not a convenient channel for the products of more than one-fourth of the State. Through the means of this communication with the towns of other States, a valuable and important trade is kept up, notwithstanding the imminent hazards and disadvantages they have to encounter. Nor is this all; by opening a communication direct and easy with the border counties, we shall draw from the State of Pennsylvania, all the trade which now can only seek a market at the mouth of her rivers, when the streams are swollen by the floods of the spring and fall. And even beyond this, we can scarcely restrain ourselves from anticipating. Many men of science and experience have not only considered this route practicable to the head waters of the Allegany, but have predicted that the time is not distant when a communication would be opened through this section with the great west.

General James Clinton, a distinguished officer in the revolutionary war, and father of the late Governor Clinton, explored this route while the country was yet a wilderness, and advocated the construction of a *National Appian Way*, to unite the Hudson with the fertile regions of the west. Judson, of Pennsylvania, and other practical men, only seconded his views on this subject, but the country was then weak in its resources.

To the bold and comprehensive views which were cherished by this venerable patriot, (James Clinton,) may, perhaps, be traced that expanded intelligence and ardent devotion, with which his distinguished son so successfully advocated the cause of internal improvements; and no sooner had the latter witnessed the triumphant establishment of the Erie canal, than he officially urged the construction of a parallel canal, upon this route. The great State road subsequently urged by him, was also suggested by the same topographical facilities; but its construction was fortunately prevented by the operation of different local interests. We say *fortunately*, because it must have weakened the claims of this portion of the State on the government, and would have been inadequate to the purposes of general transportation.

The most of the difficulties which attend the proposed route are to be found on that portion lying between the east branch of the Susquehanna river and the Hudson. What obstructions may present themselves is not within the power of the committee to say; but they are induced to believe that there are none equal to those encountered in constructing the Erie and Hudson canal. On a great part of the route along the Susquehanna and Tioga, it is supposed that almost a perfect level can be obtained; and from thence to the Allegheny river no serious obstruction is apprehended, as the Allegheny ridges here run under the surface of the great table land of the interior. The surface of the country is described as unbroken, and consists of large swells of land, with broad shallow valleys intervening. If the information possessed by your committee can be relied upon, they are warranted in saying, that no route has yet been proposed which holds out such incalculable advantages to the public as the one under consideration. It is truly a gigantic undertaking, and would be worthy the fame and resources of this great State. Your committee are almost induced to call upon the State to enter again upon the construction of internal improvements; to extend to the mountainous but fertile counties of the south a share of that favor which it has so lavishly, but profitably to herself, bestowed upon the north and west. There are many other routes to which the committee might call the attention of the House at this time; but they are generally of a local nature, and rest for favorable consideration upon their local and pecuniary advantages.

There are, however, two proposed routes which, running in the direction and near the borders of our canals, may seem to require some consideration.—Much anxiety is felt to obtain Rail-road charters for these routes, in consequence of the apparent ease with which a road can be constructed, and the sure and large return of profits on the investments.

It becomes a question of grave State policy, whether the prosecution of works of internal improvement shall be continued by the State, or surrendered unsparingly into the hands of individuals?

The determination of this question depends on a variety of general considerations, which will be briefly enumerated.

Hitherto our State has gone on in a career of unexampled prosperity, and your committee are gratified to find that the reports of committees, the opinions of legislative bodies, and, in many instances, the messages of the Executive, have recommended the continuation of a system of internal improvement.

No one at this time can doubt the ability of the State: the reports of the Commissioners of the Canal Fund and the Comptroller, connected with that of the majority of the committee on canals in the Senate, put this question entirely at rest.

According to the report of the committee on canals, and your committee have examined it with great care, the resources of the State are far beyond what the most sanguine friends of the canal anticipated. The amount of surplus monies and stocks now on hand, applicable to the extinguishment of the Erie and Champlain canal debt, will be found not to vary much from \$2,600,000. The amount of debt is \$7,001,000, redeemable in 1837, 1845. From the result of late years, the committee would be warranted in calculating the increase of the tolls at the rate of \$200,000 per year: For the two past years the increase has been much greater. The amount this year is about \$1,200,000 over and above interest, expenses of repairs and superintendence, &c.; but to place the calculation beyond all doubt, we will assume one million as the annual net income from the various sources of the canal fund. Taking this as the data, it will be perceived that the canal debt will not only be discharged in the year 1837, but that a large surplus will remain in the treasury. Calculating according to the true and correct returns of former years, and in accordance with present prospects, surely a doubt cannot be entertained that the State will be in funds to discharge the canal debt at the end of four years from this period.

If this be correct, and your committee are well assured that it is so, then the State can go on with internal improvements, without the least prospect of resorting to direct taxation.

No fund is required for this purpose, no indirect or direct taxation, no selling of public lands, or encroaching upon the general fund. The resources of the State are always at the control of the Legislature, and, as occasion may hereafter require, the revenues from our internal improvements, can be either increased or diminished; scarcely a scheme, which is likely to call forth the resources of the State, can be

pointed out, that the tolls of one or two years would not amply cover; and the wisdom of the Legislature, guided by the experience of the past, will guard us from taking from the people any of their resources, until the exigency shall arrive which may call for its expenditure. There is no place so safe for the wealth of a nation, as the pockets of its citizens; and it will always be better for a State to contract a debt, at an interest of four per cent. for the constructing of any necessary work, or encountering any other extraordinary expenditure, than to lay a tax and accumulate a fund in the hands of its public officers, in anticipation of an emergency which may not arrive, and on which an interest of four per cent. may or may not be obtained.

Is this the time then for the State to refuse to use its exertion in favor of internal improvements? Is this the time to pause and count upon its approaching resources, with the caution of a miser hoarding up the wealth that belongs to another? Shall we halt in that career which has added so much to the wealth, the fame and the resources of this great State, or shall we continue a system which can now be prosecuted without the most distant prospect of a resort to direct taxation? A system which has now approached to that point when it requires no aid beyond itself, to extend to the most remote regions of your populous territory, all the facilities of internal communication, which has heretofore been confined to the northwest sections, or the counties bounding on the Hudson.

Your committee are not prepared to deny to those sections of the State "which have never partaken of the public bounty, the benefits of the public enterprise," and they are of the opinion "that the iron regions of the north should be opened to their appropriate markets; and the southern and south-western counties should, through their various practicable channels, find outlets for their rich and valuable products." "We have already reaped much profit as well as glory in the construction of our canals, along two of the main channels of the trade of the State," and no nation either in the old or new world can boast of such ample resources growing out of a measure which has not only not taken from, but added thousands to, the wealth of its citizens. We have then the means to prosecute such a system of internal improvement as the wisdom of the Legislature may devise. The question naturally arises and demands a definitive answer—in what shall your improvements consist, and where shall they be made? Although your committee have examined with care the different degrees of advantage to be derived from the construction of canals and Rail-roads, and have by comparison given an opinion in favor of the latter, except so far as it may relate to the transportation of bulky articles; yet they are not prepared to say, that they would, under all circumstances, and on every route, give them the preference. And as there is no question before your committee which involves the construction of canals, they do not feel called upon to discuss the question further, than to lay before the house, as they have done, the comparative utility and expense of the two kinds of improvement.

There appears to your committee, a difficulty which will, in their opinion, operate against the use of Rail-roads, as a State work; they allude to the necessity of the proprietors of these improvements being the sole and exclusive carriers or transporters of property or persons on them. It is not pretended by any means, that this difficulty cannot be overcome, but still it is not known that individuals use these roads with any vehicles but those of the company. It is true, this kind of improvement is yet in its infancy—but it is also true that it is in the "full tide of successful experiment," and may be considered sufficiently matured to enable us to judge of the practicability of their being used by individuals generally. The mode of construction, rapidity of motion of the carriages, the difficulty of turning out to the right hand or to the left to avoid coming in contact, and the necessity of regularity of speed; so clearly indicate the impracticability of their indiscriminate use by our citizens, in the same manner as the canal or the turnpike or any other highway, that the conclusion seems irresistible to determine the fact, that the proprietors of a Rail-road must be the sole and exclusive carriers and regulators of the vehicles to be used thereon. Will the State then become common carriers, for the citizens? If they will not, then the committee cannot recommend to the enterprize of the State the sole construction of this kind of internal improvement. But if the State is prepared to enter upon this work, and employ the immense number of agents which will be constantly required, the committee can only say, that our re-

sources are entirely sufficient, and they have no doubt that some of these works would constantly be of great service to the citizens generally, and a source of revenue to the State.

If the State is not disposed to enter upon this work, into whose hands shall it be committed? We have already inquired into the practicability of this kind of improvement, and its general utility, and have determined that it is of great importance to the public, and should be prosecuted. The next recourse is to incorporations; for it requires no reasoning to prove to the satisfaction of the members of this House, that this is the alternative. It has become common, and we may say popular, to denounce all incorporations as "odious monopolies," regarding as little the end to be attained, as the means by which they are procured.

Your committee do not join in the popular cry. On the contrary, they are of opinion that incorporations are of great and valuable importance to public and individual prosperity. And although they may in some cases operate as a monopoly, yet that the good produced by the exclusive grant, is of greater amount and value to the public, than the free but unenjoyed right of individuals. Ask the farmer, the merchant, the mechanic or the manufacturer, whether he considers the incorporation of companies for internal improvements "odious monopolies;" ask them whether they are now seeking charters for the purpose of placing them in the hands of stock-jobbers and stock-speculators—whether they wish the stock for the purpose of investment for profit, or whether it is for the purpose of having their property advanced one or two hundred per cent. in value, and their intercourse with other sections of the country made more cheap and ready.

Incorporations have done more to increase the population and the resources of our country, than all the individual enterprize of our State, unconnected with companies. To verify the truth of these remarks, it is only necessary to call to mind the immense number of public improvements in every section of our State, and the means by which they were made, and then ask ourselves who has been the gainer. Is it the stockholder in these institutions, or the farmer, the landholder, whose property lies contiguous to the route of those improvements? We are warranted in saying that where one dollar has been put into the pocket of the stockholder, over and above interest and cost, thousands have been added to individual and public resources. Charters cannot, then, be considered as "odious monopolies," because they not only produce a greater amount of good than evil to the public, but they produce that kind of benefit which cannot be derived from any other source.

Charters should always be granted where the public are to be gainers; individual enterprize should be encouraged, for, as we have said, the wealth of a country should always be found in the prosperity of its citizens; and wherever that enterprize will benefit an extensive section of the state, and the good to flow from it to the great mass of the people, will be greater than the expected benefit to individuals who may be induced to undertake the work, then it will be the duty as well as interest of the state, to hold out, in the shape of privileges or pecuniary profit, a sufficient inducement for private wealth to enter upon and complete the work. And, on the other hand, when applications shall be made to permit incorporations to follow in the wake of public or state internal improvements, encountering little or no hazard, and reaping a sure and rich reward from the enterprize and wealth of the State, the Legislature should always reserve to community such advantage as the public enterprize has won, and such as may be safely anticipated as the fruits of farther experience. By pursuing a course consistent with the public good, we are irresistibly led to encourage individuals to such an extent as to yield the greatest amount of good to the public, while they shall not be induced to waste their subsistence and damp their enterprize.

The course which presents itself forcibly to your committee as best suited to the interest of this great State, and which will yield the greatest amount of good, is granting charters to companies to construct improvements, placing restrictions, and reserving rights and emoluments in some, and giving liberal pecuniary aid in others. In other words, we would recommend that the State become a stockholder in all leading routes, not so much for the gain which may be made to the revenue, as for the equalization of benefits. The revenue obtained from a successful and profitable enterprize, can thus be paid over to one more doubtful and discouraging; and while the State thus distributes justice to every section, opening avenues and developing the resources of its sequestered regions, which otherwise would never experience the benefits of an easy access to market, and which will never, from any other source, or in any other way, feel the effect of the beneficent policy of the State; it will also open a more sure and extended field of equalized revenue, operate as a corrective principle on the various companies that to be chartered, and by having a voice and a representation in every measure, protect the public interests and privileges against injury or abuse.

It is, besides, but right that the Legislature should give some evidence of its confidence in the undertaking which it authorizes; that it should be willing, in the one instance, to run the risk with individuals, and share in the consequences; and in the other, that it should reap the benefits.

It is a common saying, that what will cost an individual one dollar, generally costs the State three; and all experience proves the truth of this assertion; not that it is so much more difficult to procure the same amount of labor done for the public, but because there are so many hands through which the money must travel, before it gets from the pockets of the citizen who pays it in the shape of direct or indirect tax, to the hands of the man who has done the labor. By investing in stock, the State requires a less number of agents and servants—runs less risk of having public confidence abused; leaves less patronage in the power of government—secures an economical expenditure of money—derives profit from the intellect and exertion of individual enterprize—continues the system of internal improvement—requires no resort to direct taxation—opens extensive facilities of communications—enhances the value of public and private property—and gives in advance to the present generation all the advantages which we have been in the habit of consigning to the next.

This is the system which the committee would recommend to the House, and which they would respectfully press upon its serious consideration. A new era has arisen, a new impetus is given to internal improvements, and the public will not be content to see the resources of the State remain idle and unprofitable. From the most remote sections of the country a voice is heard, demanding some movement on the part of the Legislature to promote, rather than allay this anxiety of feeling.

Your committee have felt the peculiar responsibility of their situation, and have spared no exertions to obtain such information as would enable them to lay before the House some propositions that would encourage individual enterprise and subserve the general interest.

They flatter themselves, from the views they have taken of the practicability of Rail-roads, of the public routes, of the resources of the State, and the peculiar nature of this new kind of internal improvement, that the propriety of the State becoming a stockholder in some of the Rail road companies, will be readily admitted. Indeed it would seem to be the only course which the State can with propriety pursue; the only one which will meet the views and wants of the public; and the only way by which the State can extend to every portion of its widely spread territories, the justice which for years has been acknowledged to be due. Your committee have thus discharged the duty which by the reference of some part of the Governor's message devolved upon them, and have only to add, that by pursuing the system recommended by them, the resources of the State will be left unimpaired; and new avenues opened for the enterprise of its citizens; the jarring interests of different sections of the State will be reconciled by the equal distribution of the favors of government, and the advancement of the general prosperity. Then, too, will the State of New York stand unrivalled among the members of this great confederacy. With internal improvements extending from the ocean to the lakes, and traversing a section of the country, which but for her resources would long have remained a wilderness; bringing to the waters of the Hudson the products of a country to an amount to which even imagination has set no bounds; having within herself the facilities of intercourse unsurpassed by any country on the globe; "embracing within her limits, numerous and thriving villages, the works of her own creation, and on her Atlantic border, a city commanding from her public spirit, her ennobling charities, and her commercial enterprise, the admiration of the world; possessing a population unsurpassed in activity and intelligence; promoting by her further improvements, the great interests of agriculture, of manufactures, and of commerce; dispensing from her accumulating treasure, the advantages of general education; strengthening by every means in her power, the attachment of her citizens to our republican institutions; and with a credit unimpaired either at home or abroad, she will present to the world, one of the noblest examples of the blessings of a free government and the enjoyment of rational liberty."

All of which is respectfully submitted.

OUR RAIL-ROAD.—Almost any number of laborers could obtain employment on the Rail-road. The contractors give liberal wages. An immense quantity of stone for sills has already been blasted at the quarry in Water street. Some of the blocks are full 17 feet in length and 12 and 15 inches square; their average length is not less than 7 or 8 feet. We presume the heaviest blocks will weigh two tons. The weather has been unfavorable for removing the earth, but a great deal of this sort of work has been done, and on every part of the line under contract activity prevails.

The letting of 8 miles is to take place at Louisville on the 15th of April. [Kentucky Reporter.]

[From the Mobile Register of Jan. 27.]

TENNESSEE AND ALABAMA RAIL-ROAD.—We are indebted to Gen. Toulmin, for a copy of the Engrossed Bill, passed into a law, with sundry amendments incorporating the Tennessee and Alabama Rail-road Company. The following outline is offered.

The first section declares Lewis Jackson and associates, including the names of some fifty or sixty persons in this city and the counties interested in the improvement, Commissioners for the purpose of carrying into effect the object of the incorporation, any thirteen of whom constitute a quorum.

The second section limits the capital stock of the company to 3,000,000 dollars, in shares of 100 dollars each, and provides that as soon as five thousand shares of the stock are subscribed, the subscribers are incorporated and may proceed to business.

The third section points out the mode in which subscriptions shall be paid, and the power of the Commissioners in coercing payment.

The fourth section provides for the meeting of the Commissioners after five thousand shares shall have been subscribed, to assume the management of the affairs of the company.—Such commissioners as are not bona fide stockholders excepted.

The fifth and sixth sections provide for a call of the stockholders one year from the time of opening the Books for the subscription of stock, for the purpose of electing thirteen Directors, who are authorized to appoint a President from their own body, and to be elected annually on the 1st Monday of April at Mobile.

The 7th, 8th, 9th, and 10th sections relate to the organization of the company.

The 11th section authorizes the company to borrow money and to issue certificates or other evidences of loans, and to pledge the property of the company for their payment.

The 12th section invests the company with all the rights and powers necessary to the construction and repairs of a Rail-road from Selma, or such other point on the Alabama River, at or about the mouth of the Cahawba, or at any point of the Cahawba, as they shall deem advisable, to Decatur on the Tennessee River, and to the heads of the ten Indian shoals on the Coosa River, or any other point or points on either of the above named rivers,

as they shall consider most advisable, with as many sets of tracks as they may deem proper. It also authorizes them or their agents to enter on, and use, any land which may be wanted for the site of the Road or Roads, and to build bridges, lay rails, take and use any earth, timber, gravel, stone or other material necessary for the construction or repair of said Road;—It gives them authority to build lateral Rail-roads in any direction whatsoever, within the Counties through which said road may run.

The 13th section provides for the valuation of land by the company, when agreements cannot be made with the parties.

The 15th section provides that after the completion of any portion of the works, the President and directors may lay and collect tolls from all persons, property or merchandise transported thereon, limiting the amount of the tolls to not more 25 per cent. per annum.

The charter to continue in force one hundred years. The company to commence operation within two years and to complete the works within fifteen.

This is a brief outline of the act of incorporation. It strikes us as remarkably liberal, and if our capitalists give the subject the attention which its vast importance demands, the day is not distant when we shall boast a direct communication with the extensive and fertile regions bordering the waters of the upper Tennessee.

RAIL-ROAD IN NORTH CAROLINA.—North Carolina has chartered a company for a Rail-road from Wilmington to the iron mining districts, near Statesville via Fayetteville and Salisbury. Subscriptions are to be received from the first of April to the first of July. The charter is to go into effect on the subscription of 3000 shares. It allows ten per cent profit exclusive of all charges. Committees have been appointed at Wilmington, Fayetteville, Salisbury and Lincolnton. These have the power to nominate other committees on the route. The state has vested \$8000 for a survey of two routes that have been projected. And what is of more importance to this town, Columbia and Cheraw, application has been made to the Governor of North Carolina to have a survey of the route between the Cape Fear and the Yaquin, made as early as possible.

[From the Camden (S. C.) Journal.]

ORIGINAL PROPOSER OF RAIL-ROADS.—The editor of the Rail-road Journal having pronounced Col. J. Stevens of Hoboken, to be entitled "to the rank of Father of that system of Internal Improvements in the United States," I would beg to make a few observations on the subject.

I would begin by asking whether Robert Fulton did not propose them?

I would next refer to the 2d vol. of the American Farmer, page 215, in which a writer on the subject says "Oliver Evans was with me." In a New York paper (perhaps the Commercial Advertiser,) published I should say from recollection in 1804, there is a paper demonstrating this fact in relation to Mr. Evans.

A reference to the 3d volume of the American Farmer, page 63, exhibits the notice of a pamphlet entitled "Rural Economy." It was published by Mr. S. W. Johnson, at New Brunswick, N. J. It appears this gentleman proposed such roads and by way of elucidation stated the nature of one of which he gave a description, to have been erected at Alloa, in Scotland, and alluded to another near Manchester.

When Mr. Johnson wrote I am not at present informed, but think it may have been as early as 1797.

[From the same of a later date.]

Sir—Since my last communication, I have met with a Chatham (Cheraw) paper of the 4th October, 1820. In it are these words: "The editor had the pleasure of an intimate acquaintance with Mr. Evans, and, twenty-one years ago, during a residence with him, had the satisfaction of learning minutely his plan for a Rail-way and steam carriage between Philadelphia and New York. Mr. Evans had so early designed the plan for that great undertaking, which, about ten years afterwards (1809,) he offered to the public: at the same time proposing to join a company to carry it into effect, and to vest twenty-five thousand dollars in its funds. The plan did not take, so slow is the progress of improvement; but the time will yet come when steam carriages will ply on Rail-roads between the Atlantic and the Pacific."

This extract will speak for itself. Justice.

RAIL-ROAD MEETING.—A meeting of the inhabitants of Queens county was held on Saturday, 4th February, at the house of James Poole, North Hempstead, according to previous notice, for the purpose of taking into consideration the expediency of petitioning the Legislature of this State to incorporate a provision in the Charter (when granted) already applied for, and now before the house, for a Rail-road, to be constructed between the villages or towns of Brooklyn and Jamaica, on Long Island, in such manner as shall secure to the inhabitants of the several counties on Long Island, or to others, the exclusive right to extend the said Rail-road eastwardly through the Island, as fast and as far north as the stock can be disposed of.

The meeting was called to order by William H. Jones, Esq. of Oysterbay, and Samuel Sherman, of North Hempstead, called to the chair, and William M. Hewlett, of Oysterbay, appointed Secretary.

William H. Jones addressed the meeting in a plain, brief and lucid manner, on the important objects for which the meeting was convened, and urging energetic measures to promote its accomplishment.

It was thereupon

Resolved, That Delegates from each and every Town in the County of Queens, be chosen for the purpose of meeting in Convention other Delegates from the County of Suffolk, at Smithtown, on Saturday, Feb. 11th, to deliberate and consult upon the best plan of effecting their contemplated purpose.—Accordingly it was resolved, that David Lambertson, Esq., and Van Wyck Weeks, Esq., be Delegates from Jamaica.

Jarvis Jackson, Esq. and Edward Leverich, Esq. Delegates from Newton.

Effingham Lawrence, and Benjamin G. Kissam, Delegates from Flushing.

Robert W. Mott, Isaac C. Haviland, Isaac Willetts, Joseph L. Townsend, Delegates from North Hempstead.

Benjamin F. Thompson, Esq., Timothy Cowles, Benjamin C. Lockwood, and Thomas B. Jackson, Esq. Delegates from Hempstead.

William H. Jones, Esq., John C. Hewlett, Willett Robbins, and Wm. M. Hewlett, Delegates from Oysterbay.

Resolved, That certificates be made out by the Secretary of this meeting, directed to the several Delegates as above named, informing them of the county's delegated powers.

Resolved, That these proceedings be signed by the Chairman and Secretary, and published in the Star, at Brooklyn; Farmer, at Jamaica; and the Inquirer, at Hempstead.

Resolved, That this meeting adjourn.

Signed, SAMUEL SHERMAN, Chairman.
William M. Hewlett, Sec'y.

Nearly twelve hundred barrels of flour were received from Frederick by the Rail-road, on Tuesday, besides wood granite and other articles from nearer points. Although the Company have now a large number of wagons employed in the transportation of produce and merchandize between Baltimore and Frederick, we learn that they are not yet able to keep pace with the applications for the transmission of articles, and particularly flour, which are daily made at the Frederick depot. This is a state of things, however, which cannot be of long duration. New wagons are daily turned out of the company's shops and the aggregate number will soon be increased to an extent which will afford the desired facility to the great and increasing trade between the two cities.—[Balt. American.]

AMOUNT OF TRANSPORTATIONS ON THE RAIL-ROAD from Frederick to Baltimore, for the week ending Tuesday the 7th inst. inclusive:

| | Pas. | Bls. flour. | Tons. | Cst. | qr. | lbs. |
|------------|------|-------------|-------|------|-----|------|
| February 1 | 17 | 490 | 47 | 5 | | |
| 2 | 33 | 380 | 37 | 1 | 2 | 20 |
| 3 | 8 | 589 | 56 | 16 | | |
| 4 | 234 | 903 | 93 | 16 | 3 | |
| 5 | 14 | 1000 | 98 | 8 | 2 | |
| 6 | 264 | 825 | 79 | 14 | 3 | 30 |
| 7 | 26 | 756 | 75 | 16 | 1 | 24 |

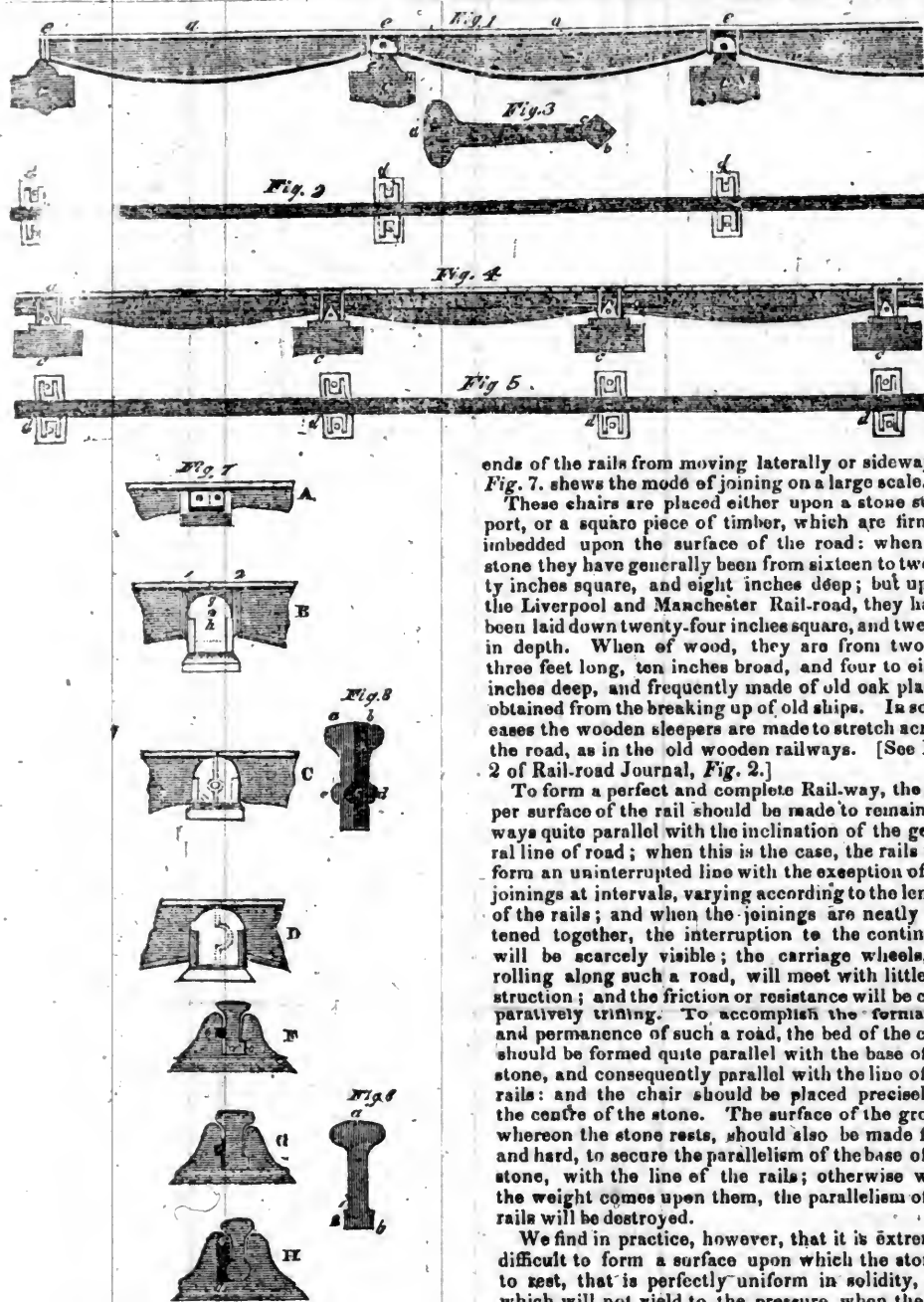
Miscellaneous.—56 bags Rye, 22 bundles and 1 box Leather, 3 tons Pig Iron.

Transportation on the Baltimore and Ohio Rail-Road. Monday, 13th Feb. 1832.

| | |
|--------------------------------|-------------|
| Arrived 68 wagons, containing, | |
| Flour | 872 barrels |
| Leather | 40 bundles |
| Soap Stone | 2 tons |
| Granite | 38 tons |
| Wood | 42 tons |

Departed, 59 wagons, with lumber, plaster, bricks, groceries, merchandize, coal, &c.

Passengers arrived 44—Departed 27.



CONTINUATION OF THE "HISTORY AND PROGRESS OF RAIL-ROADS."

The form first used was nearly a parallelogram.—Fig. 3. will show a section of those at present used, the breadth of the upper surface, *a*, is about two inches and a half; after keeping this breadth a little way down, as shown in the drawing, they gradually diminished to three-quarters, tapering down to half an inch, near the bottom at *c*; this was the section of them for a long period, but they are now made again to swell out at the lowest extremity, as shewn at *c*, *b*. The lateral thickness of the rail is generally the same throughout the whole length.—The depth, as shewn in the drawing (fig. 1.), is varied according to the distance from the supports; and of that form which is intended to present the same strength, wherever the wheels of the carriage may be placed upon them.

The form of the chairs will be readily understood by a reference to Fig. 7. A B C D E F G H; they consist of a flat base, generally four inches by seven, and about 3-4 inch thick; the upper surface, on which the rail rests, being also flat and horizontal; from this base two upright ledges are cast, as far apart as the breadth of the rail, thus forming a sort of vaulted cavity, into which the ends of the rails are laid; See F G and H; holes are made near the end of the rails, corresponding to similar holes cast in the chairs, through which iron pins are driven; See A; these pins thus fasten the ends of the rails to the upright ledges of the chair, which prevents their ends from starting upwards out of the cavity in the chair; and the sides or cheeks of the uprights prevent the

ends of the rails from moving laterally or sideways. Fig. 7. shows the mode of joining on a large scale.

These chairs are placed either upon a stone support, or a square piece of timber, which are firmly imbedded upon the surface of the road: when of stone they have generally been from sixteen to twenty inches square, and eight inches deep; but upon the Liverpool and Manchester Rail-road, they have been laid down twenty-four inches square, and twelve in depth. When of wood, they are from two to three feet long, ten inches broad, and four to eight inches deep, and frequently made of old oak plank, obtained from the breaking up of old ships. In some cases the wooden sleepers are made to stretch across the road, as in the old wooden railways. [See No. 2 of Rail-road Journal, Fig. 2.]

To form a perfect and complete Rail-way, the upper surface of the rail should be made to remain always quite parallel with the inclination of the general line of road; when this is the case, the rails will form an uninterrupted line with the exception of the joinings at intervals, varying according to the length of the rails; and when the joinings are neatly fastened together, the interruption to the continuity will be scarcely visible; the carriage wheels, in rolling along such a road, will meet with little obstruction; and the friction or resistance will be comparatively trifling. To accomplish the formation and permanence of such a road, the bed of the chair should be formed quite parallel with the base of the stone, and consequently parallel with the line of the rails; and the chair should be placed precisely in the centre of the stone. The surface of the ground whereon the stone rests, should also be made firm, and hard, to secure the parallelism of the base of the stone, with the line of the rails; otherwise when the weight comes upon them, the parallelism of the rails will be destroyed.

We find in practice, however, that it is extremely difficult to form a surface upon which the stone is to rest, that is perfectly uniform in solidity, and which will not yield to the pressure when the carriages come upon it, and thus allow the stone to sink on one side or other, and destroy its parallelism with the general line of road: now as the chair or pedestal is immovably fixed to the stone, and partakes of its displacement, we shall suppose that recourse is had to the mode of joining the rails to the chairs, to endeavor if possible to correct this.

In the old plan of joining, it is before stated, that the rails are fastened to the chair, by two pins passing through the sides of the chair, and through holes near the ends of the rail. In the chair, these holes are situated in a line parallel with the base of the chair on which the rail rests; and in the rails, they are at equal distances from the top, or bearing surface. The rails therefore, either rest upon the flat base of the chair, or upon the pins. When the pins do not quite fill the holes, the rails will of course rest upon the chair; but, if the pins are driven tightly through the holes of the rails, they will necessarily be supported by the pins; and in either case, the parallelism of the surface of the rails, will depend upon the parallelism of the base of the chair with the line of the road.

If the surface of the ground on which the stone rests be not of the same degree of firmness throughout, or the chair be not placed precisely in the centre of, and parallel with, the bearing section of the stone, the weight of the carriages passing along the rail will displace the stones, by moving them from their parallelism with the line of the road, and throwing them down on one side into the position represented at *c*, *e*, Fig 9. (See R.R.J. No. 4.) This depresses one side of the base of the chair, and also one of the pins, below the other, and consequently depresses

the end of that rail fastened to it below the line of the other, as shewn at *d*, *d'*. And this derangement of the rails will take place whenever the line of the base of the stone does not correspond with the line of the road; and will be in proportion to the angle the one forms with the other.

When the nature of the ground on which the stones rest is considered, as also the difficulty of always compelling the workmen to bed the chair precisely in the centre and parallel with the base of the stone, and of obtaining stones of the proper form, it will not be wondered that such a derangement frequently takes place, accordingly, we find in practice, that it is extremely difficult to keep the rails in proper order, from the liability of the stones thus to fall down, and depress the one end of the rail considerably below that of the other, and in some cases so much so as to form a rising surface of considerable height, like that represented in the drawing; which is by no means a magnified representation of the derangement which often occurs.

The evil arising from such projections need scarcely be stated; the shocks to the carriage-wheels, the obstruction to the moving power, and the injury to the carriages and the rails themselves, must be so very apparent, as to need no illustration; and the necessity of remedying such a defect so very obvious, as to strike every one at all conversant with the subject in the most forcible manner.

Various plans of chairs and of rails have been devised, by different persons, to obviate this imperfection, and, in 1816, a patent was obtained for a form of rail and chair, by Wm. Loah, Esq. of Walton, and Mr. George Stephenson, of Killingworth, which appears to be the best form in use at present, and to obviate, in a great degree, the evil arising from such a defect.

Fig. 1. Is a side-view of their patent rail; showing the rails *a a* connected with each other, fixed in chairs, and placed upon stone supports, similar to those for the other rails; the joinings of the rails with each other are accomplished by means of what is denominated a half-lap, shewn at *c c c*, Fig. 2. the side of the rails being bevelled away near the ends for about two inches and half; so that, when the two bevelled ends are laid against each other, they only form the same breadth of surface as the top of the rail in other parts; one pin-hole therefore passes through the two ends, and a single hole being made in the chair, a strong iron pin is driven thro' the whole, which keeps the ends of the rails from separating; *d d d*, Fig. 2. show a plan of the chairs, and B, Fig. 7. a side-view on a larger scale; the half lap extends the length of the chair 1.2, *g* shows the pin-hole, which passes through both rails; the base of the chair on which the rail rests, is shown by the dotted line *h*, the bearing or under surface of the rail being quite straight and parallel with the top of the rail. The patentees state, "our objects are, first, to fix both the ends of the rails, or separate pieces of which the ways are formed, immovable, in or upon the chairs or props by which they are supported. Secondly, to place them in such a manner that the end of any one rail shall not project above, or fall below, the correspondent end of that with which it is in contact, or with which it is joined. Thirdly, to form the joinings of the rail with the pedestals or props which support them, in such a manner, that if these props should vary from their perpendicular position in the line of the way, (which in other Rail-ways is often the case) the joinings of the rail with each other would remain as before such variation, and so that the rails should bear upon the props as firmly as before. And the rails being applied to each other by what is called a half-lap, and the pin or bolt of which fixes them to each other, and to the chair in which they are inserted, is made to fit exactly a hole which is drilled through the chair, and both ends of the rails, at such a height as to allow both ends of the rail to bear on the chair; and the bearing being the apex of a curve, they bear at the same point. Thus the end of one rail cannot rise above that of the adjoining one; for, although the chair may move on the pin in the direction of the line of the road, yet the rails will still rest upon the curved surface of the bearing without moving."

This plan of joining the rails is evidently a great improvement over the common mode, and has been almost universally adopted on all new lines of road; the blows and shocks to which the carriage-wheels were exposed in the other, has been almost entirely exterminated in this plan; and the benefit is not confined to the carriages alone, for the reaction of those shocks were often liable to break the rails in return. The difference is very sensible in passing along the two kinds of rails in carriages; on the one you travel smoothly along, with scarcely the least tremor of the carriage; but immediately that you come upon

the other, a continuance of jolts and shakes is felt, as the carriage-wheels successively pass over each joint. The injury caused to the carriages, though not immediately felt, yet, by frequent repetition, must eventually tend to shake them in pieces; the wear of the wheels of the carriages also, by the blows, will be considerable.

Nothing, however, is of greater importance, in estimating the benefits obtained by this mode of fixing the rails, than the diminution of the resistance opposed to the wheels of the carriages. Many practical examples could be adduced where the difference has been found to be very great indeed; the projections acting as successive obstacles to retard the progressive motion of the wheels, and which were to be surmounted at every joining.

Various modifications of this mode of fixing the rails have been attempted; to describe the whole of them would be impossible.

C and D, Fig. 7. Shew two which are worth notice. In the first, the ends of the rails are square, similar to the old rails; at each end a semicircular indentation is made, equal in diameter to the pin hole in the chair; when the ends of the two rails are laid together, a circular hole is formed, through which the pin is driven, passing through the chair on each side of the rail; the pin has no effect in fastening them together in the direction of their length, but as when they are laid down they cannot separate in that direction, the pin will prevent their rising up, being the only way in which they have a tendency to separate. D represents a mode of preventing the rails from rising up without a pin; the ends of the rails are cast in the form shown by the dotted lines, one end having a convex projection, which fits into a concave indentation cast in the end of the adjoining rail; and the sides or cheeks of the chair keeping the ends always opposite each other, the projecting piece keeps the ends of the rails in the same place.

In all the chairs of these forms which I have seen, the base whereon the rails rested were flat. (See C Fig. 7.) If the first rested or hung upon the pin only, the stone might then be depressed considerably, without materially affecting the joining, the stone turning upon the pin as a pivot or centre; but if the rails rest upon the flat base of the chair, this cannot take place without subjecting the pin to a considerable strain, and causing it to work itself loose.

Something of this takes place, though not to so great an extent, in the Patent mode of Messrs. Loesh and Stephenson, for if the pin fill the hole through the end of the rails and chair, the stone can only move upon the pin as a centre. If the rail then rest upon the apex of the curve, and the stone becomes depressed on one side, the apex bearing of the chair is not at liberty to move round the pin as a centre, being prevented by the flat surface of the under side of the rail, forming a tangent to the arc it would describe; the pin, in such cases, must therefore yield to the action of the weight; and, consequently, have a tendency similar to the rail above described; this, however, is the only imperfection it has, for the overlap effectually prevents the distortion of the joinings of the rails; whereas, in the other modes, the ends are liable to rise and get out of the same plane.

Mr. Loesh, in 1825, obtained a patent for a mode of joining without the aid of a pin; in this mode that part of the base of the chair whereon the rail rests is concave, the ends of the rails being convex. The rails are made with half-lap joinings, the end of one passing the other about three inches.

E, Fig. 8. will shew the mode of joining, *a b* are two ends of the rail joining each other, supposing them cut off at the middle of the half-lap; upon the outside of each rail a circular projecting nob, *c d*, is cast, on the inside of the rail *b*, a similar nob *e*, is cast, fitting into a corresponding concavity on the rail *a*; when the rails are kept together as shewn in the drawing, the nob *a* prevents the rails from being drawn asunder longitudinally. The chair is made of the usual form with upright cheeks to keep the ends of the rails together; on each of the sides of these cheeks a perpendicular cavity is cast for the purpose of receiving the nobs *c* and *d*, which keep the chair in the proper position. The weight of the rail, and their connection with each other, keeping them down upon the base of the chair.

The object of all Rail-roads being to present to the wheels of the carriages, a smooth, straight, and level surface, all depressions, or displacement of the rails, therefore, defeat the object for which such a road is formed; and, consequently, their formation must be on the principle of forming and preserving such a level and uninterrupted surface. The nature of the foundation upon which we have generally to form a

Rail-way, renders this a task of no ordinary difficulty. Perhaps it is almost impossible to form an absolutely perfect Rail-way according to the above principles. We must, therefore, endeavor to approximate as nearly as possible towards such a perfection; two modes of effecting this suggest themselves; either to form the joinings of the rails to the chairs, in such a manner, that the stone supports can adapt themselves to the yielding of the foundation, without disturbing the parallelism of the rail; or, that the stone supports be made of that size, and be so embedded upon the foundation, that the weight of the carriages shall not be capable of disturbing them; in which latter case, the joinings of the rails to the chairs must be such, that the action of the carriages has not the power of deranging the continuity of the rail.

To carry the former of these modes into practice, and to preserve the continuity of the rail with ease and freedom, the stone should be capable of moving round, or assuming any degree of inclination, to the line of the road that might occur in practice, without straining either the pin or distorting the ends of the rails: to effect this, if the pin be made the centre of motion, the under side of the rail should be a portion of the circumference of a circle, formed from the pin as a centre;—the base of the chair could then be either the apex of a curve, or a circular cavity corresponding with the exterior semi-circular surface of the rail. The stone might then be depressed on either side, without straining the pin or deranging the joints; or we might otherwise make the bearing of the rail upon the chair or pedestal the centre of motion; in such case, the pin-hole should be a circular slit or opening, formed from the bearing upon the chair as a centre. The pin being made exactly to fit this cavity in a perpendicular direction, would prevent the rails from starting upwards out of their proper position, and the semi-circular form would allow it to run longitudinally—when the stone then became depressed towards one side, the chair could then move round without injuring the pin, or deranging the joints of the rails. The form of chair D, Fig. 7., if the bearing had been upon a point instead of a flat surface, nearly partakes of these properties without a pin, for then the chair would move upon each point without affecting the joinings of the rails; but, in that case, the ends of the rails should form an over-lap; or, if the rails rested upon the top of the chair, and the top was of a circular form, described from the middle of the chair as a centre, the bearing of the rail on the middle of the chair being the apex of a curve, the same effect would take place.

Innumerable forms of joinings might be devised, every one of which might, in some degree, effect the purpose intended. The essential consideration being to secure a continued and permanent parallelism in the rails, under every derangement that may take place of the supports on which they rest, it is not enough that the bearing be such, that the rails are all in the same plane when the stones on which they rest are in good order or in their proper position, parallel with the line of the road: the parallelism of the rails should be preserved, when, by the yielding of the ground, or from any other cause, the stones are displaced from their proper position, and they are made to form a considerable angle with the line of the road. It would not have been necessary to have been thus diffuse on this point, had I not found that several, even of the most modern forms of chair, were evidently formed contrary to this principle: many, with a view of causing the mode of joining to keep the support or stone in its proper position, rather than allowing it to adapt itself to the unavoidable yielding of the ground on which it rests, or parallel with the rail: but the least consideration will evince the futility of this, especially when the yielding of the ground causes the stone to rest entirely on one side; it will at once be seen, that when the carriages come upon the rails, something must yield and give way, by the great strain thrown upon the fastening from the oblique action of the weight.

Mr. Stephenson has, in forming the greatest part of the Liverpool and Manchester Rail-way, adopted the latter mode, and has endeavored to obviate those difficulties and imperfections, by making the blocks very large, and embedding them firmly upon the surface of the road; in the hopes that the weight of the carriages will have no effect in displacing them. Where stone is readily obtained, though expensive in the first formation, this mode will, no doubt, be found ultimately to be the most beneficial; especially if proper care is taken to keep the surface, on which the stones rest, dry, and free from water. Upon public lines of road, where the traffic is considerable, it is highly advisable to avoid the necessity

of any interruption, by having displaced blocks to right again; and, therefore, it becomes the more necessary to secure their permanent stability in the first formation. The mode of fastening the rails to the chair is shewn in F, fig 7.

About twenty years ago, malleable iron rails were tried at Wallbottle Colliery, near Newcastle-upon-Tyne, by Mr. C. Nixon; the rails were square bars, two feet in length; they were joined together by a half lap joint, with one pin, one end of the rail projecting beyond the end of the adjoining one two or three inches. Their use was not at that time extended; the narrowness of their surface cut the periphery of the wheels, and they were superseded by the cast-iron rails with a broader surface.

Mr. R. Stephenson states, that malleable iron rails were first introduced about the year 1815, at Lord Carlisle's Coal-works, on Tindale Fell, Cumberland; but, as above stated, they were used long before that period; he must also have been misled as to their introduction at Tindale Fell, as, according to the statement of Mr. Thompson, the present agent, they were laid down on that Rail-road in 1808. Since that period, they have been partially used in other places, but not to any extent, until very recently.

In October, 1820, Mr. John Birkinshaw, of the Bedlington Iron-works, obtained a patent for an improvement in the form of malleable iron rails. The shape of the malleable iron rails previously used, were bars from two to three feet long, and one or two inches square; but either the narrowness of the surface produced such injury to the wheels, or by increasing their breadth the expense became so great, as to make their cost greater than cast iron, which consequently was preferred.

It was to remedy these defects in the malleable form, and at the same time secure the same strength as the cast iron, that Mr. Birkinshaw made his rails in the form of prisms; or similar in shape to the cast iron. Fig. 4. shows a side view of this kind of rail; Fig. 5. a plan; and Fig. 6. a section of the same rail, cut through the middle.

The rails are formed by passing bars of iron, when red hot, through rollers, with indentations or grooves in their peripheries, corresponding to the intended shape of the rails; the rails thus formed present the same surface to the bearing of the wheels, and their depths being regulated according to the distance from the point of bearing, they also present the strongest form of section with the least material. The mode of rolling these bars or rails, and giving them the gradual swell towards the middle, not only in the horizontal section, but also a lateral swell 1/2 commencing at each support, gradually increasing to the centre, and then again tapering away towards the point of support, are very ingenious, and has paved the way for a similar extension in the use of wrought iron, in many cases where the simple form heretofore effected in rolling it, rendered it inapplicable. They are generally formed in lengths of twelve to fifteen feet, as represented in the drawing, and subdivided into bearing lengths of three feet each; but the patentee adds, in his specification, "the respective rails may be made of considerable length, (eighteen feet I should recommend,) by which the inconvenience of numerous joints is reduced; and, consequently, the shocks or jolts to which the carriages are subject from passing over the joints, (very much to the injury of the machinery,) are also diminished. And in order still further to remedy the evil arising from the joints of the Rail-road, I propose to weld the ends of the bars together as they are laid down, so as to form a considerable length of iron rail in one piece."

The joinings of these rails, as shewn in Fig. 5. are square at the ends, similar to the old rails; but I see no great difficulty in forming them with a half lap, and thus giving them the same superiority of joining as possessed by the improved cast iron rails.

F, Fig. 7. will shew the mode of joining the wrought iron rails to the chair, or pedestals. In passing the rails through the rollers, a lateral projection is rolled upon one side, the upper part of which is parallel with the top of the rail, as seen in Fig. 4. On one side of the cheek of the pedestal a cavity is cast, equal in size with the projection on the side of the rail. On the other cheek a similar longitudinal cavity *b* is cast for the purpose of receiving an iron key. When the rail is laid into the chair, the key is driven into the cavity *b*, which pressing against the side of the rail, forces the projection *a* into the cavity on the opposite side, and thus effectually secures the rail from rising up.—This is the mode of joining adopted by Mr. Stephenson on the Liverpool and Manchester Rail-way.

Another mode by Mr. Loesh is shewn in G, Fig.

7. In this plan the projection is rolled upon both sides of the rail; on one side of the rail the projection fits into the cavity of the chair, as in the other plan previously described. On the other cheek of the chair a longitudinal cavity is cast to receive a key, but, as shown in the figure, it is a double one, acting at the same time, upon the upper part of the projection on the rail to force it down upon the chair, and against the side of the rail to steady it, and force the projection on the other side of the rail into the opposite cavity. By this mode of keying, if the rail works loose upon the chair, by driving the key it can again be tightened.

H. Fig. 7, shows the mode of joining adopted by Mr. Steele in forming the Clarence Rail-way. This rail differs from those previously described, in being formed of a parallel bar rolled into the section shown at H. Fig. 7. One side of the chair is cast to fit the side of the rail as shown in the drawing; the other side is made wide, with a plane cheek, between which and the rail a cast iron key, *a*, one side of which corresponds in shape with the rail, is driven; thus forcing the circular part of the rail into the cavity of the chair, and keeping it down.

The plan of fastening the rails by keys is infinitely preferable to pins; as in every case, where the latter have been used, that has come under my observation, I have found them work loose, especially at the joints of the long lengths of wrought iron; and when once they become loose, it is extremely difficult to fasten them securely again; while the working soon wears down the ends of the rails, thus still further increasing the evil.

These two kinds of rails, cast and malleable, represented in Figs. 1 and 4, are the best at present in use, and each have their advocates. Without attempting to decide upon the merits of each, I have, as the subject is of considerable importance, extracted, out of some published reports, the opinion of some engineers, which may not be uninteresting to the reader.

Mr. Chapman, in his report on the Newcastle and Carlisle communication, states, "The Rail-way may either be formed of cast iron or malleable iron.—The latter may be somewhat less expensive, and has been found eligible in rolley-ways below ground, in which the weight on each wheel is not considerable; but, above ground, with heavy wagons, their utility, or rather their duration, is not likely to be so great as rails of cast-iron of due strength; because with heavy carriages, and case-hardened wheels, (which are much in use except for locomotive engines, as it would diminish their adhesion to the way), the following effect is produced from the softness of malleable iron, viz., the rails formed of it being drawn out between rollers, and consequently fibrous, the great wheels, rolling on those ways, expands their upper surface, and at length causes it to separate in thin laminae. The injury from oxydation is comparatively small."

This report caused a reply from Mr. Longridge, one of the proprietors of the Bedlington Ironworks, defending the utility of those rails, who produced a letter from Mr. Thompson, Lord Carlisle's agent at Tindale Fell, stating that the malleable iron rails, which had been laid down there for sixteen years, had no appearance of lamination. "The whole of the wrought-iron," says he, "which has been used from twelve to sixteen years, appears to be very little worse. The cast-iron is certainly much worse, and subject to considerable breakage, although the rails are about double the weight of the malleable iron rails. The wagons used to carry near a Newcastle chaldron, viz., 53 cwt."—[Newcastle Courant, Dec. 18, 1824.]

Mr. R. Stevenson, Engineer, of Edinburgh, states, regarding the description of materials to be used in the formation of Rail-ways, "I have no hesitation in giving a decided preference to malleable iron, formed into bars of from twelve to twenty feet in length, with flat sides, and parallel edges, or in the simple state in which they commonly come from the rolling mills of the manufacturer."—[Transactions Highland Society, vol. 6 p. 139.]

Mr. G. Stephenson, of Newcastle, the patentee of the cast-iron improved rail, has allowed me to insert a copy of a report made by him on the subject.—"The great object in the construction of a Rail-road is, that the materials shall be such as to allow the greatest quantity of work to be done at the least possible expenditure; and that the materials also be of the most durable nature. In my opinion, Birkinshaw's patent wrought-iron rail possesses those advantages in a higher degree than any other. It is evident that such rails can at present be made cheaper than those that are cast, as the former require to be only half the weight of the latter, to afford the

same security to the carriages passing over them, while the price of the one material is by no means double that of the other. Wrought-iron rails, of the same expense, admit of a greater variety in the performance of the work, and employment of the power upon them, as the speed of the carriages may be increased to a very high velocity without any risk of breaking the rails; their toughness rendering them less liable to fracture from an impulsive force, or a sudden jerk. To have the same advantages in this respect, the cast-iron rails would require to be of enormous weight, increasing, of course, the original cost.

"From their construction, the malleable iron rails are much more easily kept in order. One bar is made long enough to extend over several blocks; hence, there are fewer joints, or joinings, and the blocks and pedestals assist in keeping each other in their proper places.

"On this account, also, carriages will pass along such rails more smoothly than they can do on those that are of cast-iron.

"The malleable iron rails are more constant and regular in their decay, by the contact and pressure of the wheel; but they will, on the whole, last longer than cast-iron rails. It has been said by some engineers, that the wrought-iron exfoliate, or separate, in their laminae, on that part which is exposed to the pressure of the wheel. This I pointedly deny, as I have closely examined rails which have been in use for many years, with a heavy tonnage passing along them, and on no part are such exfoliations to be seen. Pressure alone will be more destructive to the cohesive texture of cast-iron than to that of wrought-iron. The true elasticity of cast-iron is greater than that of malleable iron; i. e. the former can, by a distending power, be drawn through a greater space, without permanent alteration of the form; but it admits of very little change of form without producing total fracture. Malleable iron, however, is susceptible of a very great change of form, without diminution of its cohesive power; the difference is yet more remarkable, when the two substances are exposed to pressure, for a force which, in consequence of its crystalline texture, would crumble down the cast-iron, would merely extend or flatten the other, and thus increase its power to resist the pressure. We may say, then, that the property of being extensible, or malleable, destroys the possibility of exfoliation as long as the substance remains unchanged by chemical agency. A remarkable difference, as to uniformity of condition or texture in the two bodies, produces a corresponding want of uniformity in the effects of the rubbing or friction of the wheel. All the particles of malleable iron, whether internal or superficial, resist separation from the adjoining particles with nearly equal forces. Cast-iron, however, as is the case with other bodies of similar formation, is both harder and tougher in the exterior part of the bar, than it is in the interior. This, doubtless, arises from the more rapid cooling of the exterior. The consequence is, that when the upper surface of a cast-iron rail is ground away by the friction of the wheel, the decay becomes very rapid.

"The effects of the atmosphere in the two cases are not so different as to be of much moment. On no malleable iron Rail-way has oxydation or rusting, taken place to any important extent.

"I am inclined to think that this effect is prevented, on the bearing surfaces of much used Rail-ways, by the pressure upon them. To account for their extraordinary freedom from rust, it is almost necessary to suppose that some diminution takes place in the chemical affinity of the iron for the oxygen or carbonic acid. The continual smoothness in which they are kept, by the contact of the wheel, has the usual effect of polish, in preventing the destroying influence a smaller surface to act upon. The black oxide, or crust, which always remains upon rolled iron, appears to act as a defence against the oxydizing power of the atmosphere, or water.—This is the reason why the rail does not rust on its sides."

Practice seems to have established the fact since the above was written, that there is no waste or destruction from oxydation or exfoliation, and that the wear is less than in cast-iron, subjected to the same action. A more severe test of comparison in the wear of wrought and cast-iron, exists in wheels made of the two materials; locomotive engine wheels of the latter material generally become, by wear, unfit for use in nine months, while the wrought-iron tires have worn in some cases three years, and are not yet unfit for use.

One phenomenon in the difference, in the tendency to rust, between wrought-iron laid down as rails,

and subjected to continual motion by the passage of the carriage over them, and bars of the same material, either standing upright or laid down, without being used at all, is very extraordinary.

A Rail-way bar of wrought-iron, laid carelessly upon the ground, alongside of one in the Rail-way in use, shows the effects of rusting in a very distinct manner. The former will be continually throwing off scales of oxydized iron, while the latter is scarcely at all affected.

The first cast-iron rails were by far too weak.—Scarcely any of the rails laid down twenty years ago are in existence; this is partly owing to the increased weight now carried upon the rails, and partly to the mistaken policy in the saving by the lightness of rails, to keep the cost below that of the wooden way.

It seems necessary that the rails should be made considerably stronger than merely to support the weight they have to carry. The blows they are subjected to from the unevenness of the road transferring the weight alternately from one side of the carriage to the other, and the side shocks from projections upon the sides of the rails, all have a tendency to snap in two the cast-iron, or bend the malleable iron rails.

Upon public, or other Rail-roads, where the carriages move with great velocity, the breakage of the rails should be carefully guarded against, as the most dangerous consequences might ensue, by such fractures setting the carriages off the road; and the velocity with which the carriages travel, would render it difficult, perhaps, to stop them in time to avoid accidents.

[To be continued.]

NEW-YORK AMERICAN.

FEBRUARY 11, 13, 14, 15, 16, 17—1832.

The foreign news, of which we give large and late extracts to-day, is not decisive of anything, except that all in Europe is yet undecided. The explanations from Russia respecting Holland seem to be more satisfactory, but there is no assurance, in our judgment, that they are really so considered.

Paris and the Chamber of Deputies were in a tumult about the civil list, which those who are no longer the "subjects" of a King by divine right, think excessive. Three millions and a half of dollars per annum, merely for the support and splendor of the Royal Household, are something too much for a citizen King; and accordingly, an effort is making to cut down the allowance a million or so. A report among our extracts of some proceedings in the Chamber of Deputies during the discussion of the budget, shows a sensitiveness as to the term "subject," which, under a monarchy, was hardly to be expected.

King Philip, of whose intended resignation we hear nothing further, still talks "Peace," as by his reply to the diplomatic corps on New-Year's day, will be seen.

The Cholera and the creation,—close at hand, it was supposed,—of new Peers, occupy England.

LIVERPOOL, Jan. 9.—The early triumph of the cause of reform is now certain. The King, by his own free will as much as by the advice of his ministers, has determined to create a sufficient number of peers to insure the success of the reform bill.—The step is bold, but it is strictly constitutional. "It is the least of two evils between which the government had to choose. The anti-reform peers are understood to be as hostile to the new as they were to the old bill, and are as determined to reject it. Under these circumstances, the King and his ministers have been compelled—reluctantly so, we have no doubt—to save the peers themselves from destruction and the country from revolution and anarchy, by making an addition to the peerage itself. The anti-reformers have brought the evil—if evil it be—on themselves by their obstinacy and selfishness."

JANUARY EVENING 7.—Lord Grey has returned from Brighton, and a Cabinet Council is now sitting, to attend which most of the Ministers have, we understand, come to town. We apprehend there can be no doubt for the result of the Premier's visit to the King is such as will well please the friends of the reform—that is the country at large; but we have no information on the subject so specific as to be worth detailing.

It appears from a ministerial paper, *La France*

Nouvelle, that something like a conspiracy to overthrow the existing Government has been detected by the Police. All that is known on the subject is very little, and the overt acts of the conspirators are almost too contemptible for record. The following is the published account of it, with a copy of the Proclamation which was to have been distributed by the insurgents. We suspect the whole affair has its origin in some manoeuvres of the Prefect of Police, the trials respecting the planting of the trees of liberty, in last July, having proved that the Government can occasionally condescend to such criminal artifices for the accomplishment of its objects:

"This day (4th January) was fixed upon for a decisive movement, and at four o'clock in the afternoon, eight individuals, who were all present at a meeting held at one of the conspirators, in the morning, presented themselves at the cathedral of Notre Dame to visit the towers of the church, which they ascended without difficulty. On arriving on the towers, these individuals erected barricades, attached a rope to the great bell, and began to sound the tocsin, whilst two of their members set fire to the 'Tour du Midi.' The keeper of the cathedral, on ascending, was received with a pistol shot, and he immediately retired. The Municipal Guards immediately arrived, with the soldiers of the neighboring post. On ascending the steps they were also received with pistol shots. A detachment of the Municipal Guard then beat down the barricade, and searched after the conspirators, who, however, hid themselves amidst the great beams, which prevented their being discovered. The only torch which they possessed went out twice, and four out of the eight only were arrested. Two others were taken up a few minutes afterwards, and two only remained, who availed themselves of the obscurity and were not discovered. Immediately all the doors leading from the cathedral were closed and watched to prevent escape.

"At half-past eight o'clock in the evening the fire re-appeared a second time in the Tower 'du Midi,' the engine workers arrived and soon extinguished the fire, and new researches were commenced with great activity. At nine o'clock the seventh conspirator was found hidden behind an enormous beam. As to the eighth, he has not yet been discovered; but it is quite impossible that he can eventually escape.

"The conspirators were transferred to the Prefecture of the Police.

"During this time the police made a new search at the residence of an individual where all these eight persons had been assembled in the morning. Two decores of July, who presented themselves to receive their instructions, were arrested.

"All the precautions had been so promptly taken, that the agitation created by the enterprise was circumscribed in narrow limits. About five o'clock, however, 20 young men, all wearing varnished hats, and some the 'bonnet rouge,' appeared on the place of the cathedral, and uttered seditious cries. Six amongst them were arrested, and conducted to the Prefecture.

"As to the conspirators seized in the Tower, they have almost all made important disclosures, and all of them agree on one point—that they were ordered to set fire to the Tower for the purpose of supplying thereby a signal to all the environs of Paris. They had been told a terrible insurrection was organized, and would break out on many points at the same moment; and they had, indeed, been assured, that a foreign General, whose name they should not mention, would be at the head of this insurrection.

"Appeal to the People.

"CITIZENS!—Can we, after having in the immortal days of July, spilt our blood for the cause of Liberty, see the defenders of our country shut up in profound cells with the most infamous robbers—the fine promises then made forgotten—our rights trampled upon—our treasury dilapidated to pay traitors and bands of spies—Poland perish under the tyranny of Russia—Italy delivered up to her oppressors—Belgium given to England, and our frontiers to our enemies?

"Can we longer suffer so vile a Government? No! As long as the blood shall run in the veins of one Frenchman, he will never consent to be subjected to the law of a cowardly tyrant, who dreams only of civil war, treason, despair, misery, the ruin of the people, and that of the country!

"Winter is here—work diminishes—the workshops and shops close. Bread is dearer—and hunger, which is the most pressing want, makes us feel this. Blood has flowed—we shall be unworthy of the French name if we do not cry with one unanimous voice, 'To arms,' 'To arms,'"

CELEBRATION BADGES.—We have seen a very pretty and appropriate ribbon badge, which has been prepared under the sanction of the joint committee of the corporation, by Wm. H. Tutthill, No. 9 Wall-st. It should be generally worn on that day.

ST. VALENTINE'S DAY.—In our age of sinners, saints are but little respected; and yet there are some, in the calendar that was held in such constant remembrance by our good ancestors, whose memory we would willingly let live at this day: and blithe St. Valentine of these should have the preference. He is a sort of catholic Cupid, who unlike his bea-then prototype, is supposed to have no leaden-headed dart to prevent the wounds from his other shafts becoming reciprocal. He is the patron of Love's Saturnalia, and on this 14th of February, presides alike over the pairing of birds and hearts, and officiates as grand steward to Hymen generally. In London, upon this day, says some brief chronicler of the time, thirty or forty thousand additional letters are mailed at the post-office, all freighted with vows of amatory tenderness! Imagine, if that mass of epistolary courtship were erected into a monument, how many square feet of solid wooing there would be in it, and what a pile of combustible materials it would make! St. Valentine, from certain demonstrations that have lately been made throughout the country, is not unlikely to be soon worshipped here. In Richmond, the papers tell us an association has been formed under the title of the 'Richmond Wooing, Courting, and Matrimonial Society,' which professes the following praiseworthy objects:—"To rob solitude of its terrors, and reclaim the unfortunate from the error of their ways; to promote the holy cause of matrimony, by a system of honorable negotiation, and bind in the silken cords of affection, the young, the middle aged, and the old."

New, here is the true spirit of reform. Hymeneus in his treatise "De Uxore," and Connubius in his "Gradus ad Matrimonium," both deplore the precarious manner in which matrimonial business is conducted, and unite in insisting upon the necessity of Reform. The Richmond Society is the first that has acted upon the suggestion; and we are told in the preamble to their constitution, that they are well aware of the necessity of laying down established rules of courtship, and inculcating certain principles of action; such as shall completely do away with the difficulty that suitors have now to struggle with, of calculating probabilities from the uncertain data which a desultory flirtation furnishes. Some of their "articles of agreement," however, will hardly meet with the approbation of our fair readers. Article 2d says, that

"No gentleman, member of this Society, at any time, or on any occasion, shall sport or play with the affections of a lady."

Now, this is beginning too seriously altogether; and is premature, as well as injudicious. It strikes at the very root of Flirtation, and is like doing away with the militia before you have established a regular army, when going to war. The crested gallants of the Tournay, always tilted with blunted lances before they ran a real passage of arms, and the mimic fight, gave them both skill and spirit for the deadly conflict that followed. Now, by proscribing flirtation, this article breaks up the only school of practice that one can have for serious encounters. Everybody, since Ovid wrote his "Art of Love," knows that it is necessary to serve an apprenticeship to this art, as to other mysteries. But all initiatory pupilage is at an end, if, by placing a bar upon flirtation, you dispense with the very grammar of the science. The members of the Richmond Club should reconsider this article of their constitution. Article 3d says, that

No ungenerous advantage shall be taken of a brother gallant, to embarrass or supplant him. In order to avoid all unnecessary collision, where a diffi-

culty arises, as to the comparative claims of two gentlemen to the same fair hand, the right of prior discovery shall prevail; and in no case shall two gentlemen be permitted to carry on a negotiation simultaneously.

This is judicious. Sully tells us in his memoirs, that during the first years of the reign of Henry IV., four thousand young gentlemen fell in duels originating from collisions of interest in affairs of gallantry. A measure like this, therefore, that will keep the peace among rivals is very necessary to ensure safety as well as activity in the operations of this society. "The right of discovery," however, should hardly, in contested cases, take the preference of the right of occupancy. He who first settles a heart, should certainly have as near an interest in its possession as he who first discovers the charms of the form that holds it; for even squatters, to whom those learned in the law deny any property in the soil they have taken possession of, are often very difficult to oust. As for Article 4, "No member of this society shall pay any marked or particular attention to any lady for more than three months, without bringing matters to an éclaircissement," one hardly knows what to say of it: except, that while three rainy days in a country house are an age for courtship, three months in town amount to nothing at all with people of ordinary industry and opportunities—unless perhaps one of the parties happens to be widowed. Article 5th is as follows:

When any two individuals, of both sexes, who have grown old in their habits of celibacy, shall, on any occasion, accidentally fall in with each other, it shall be the duty of any member of this society, witnessing such association, to use every proper exertion to effect a beneficial result.

We have but one observation to make upon this, and that is, to remind those who sign it of the legal penalties of entering into a conspiracy against their fellow-citizens. A grand jury may take cognizance of their operations, and make them the subject of an indictment before they are aware of it.

St. Valentine's day, we take it for granted, is the anniversary of this society, and from some noisy operations that are going on among certain doughty bachelors in this city, we presume they are connected with a similar association here. We observe by the morning papers, that this fraternity give a public ball to-night; and we are also led to conclude, from the following spiteful address to an old beau, which we find in our letter-box, that some heart-burnings have already broken out among their junior members.

ST. VALENTINE MUSINGS.

"Saw you that bright young creature
With the rosy nectar'd lip,
Which every laughing feature,
Seem'd inviting me to sip;
Oh she's to grace the Ball to night,
And mingle in its glee;
And through its mazes of delight
Her hand is pledg'd to me."
Her hand is pledg'd to you, Sir!
Pray press it while you may,
Her old gloves press'd it too, Sir,
Which now are thrown away;
And when her feet have slid
Like a fairy's o'er the floor,
You'll doubtless be permitted
To ennet her beau no more.
Her light heart beats too gaily
For a laggard pulse like thine,
That must be quicken'd daily
By the sparkling glow of wine;
She looks for eyes that brighten,
Like her own, with youthful glee,
And asks no cups to heighten
Their affected gaiety.
Then woo not that bright creature
Of the rosy nectar'd lip,
Which not one laughing feature
E'er will suffer you to sip.
Though she's to grace the Ball to night,
And share with you its glee,
Her heart's too full of young delight
To pledge itself to thee.

Tuesday, 14th.

[FOR THE NEW-YORK AMERICAN.]

NATIONAL VANITY AND PREJUDICES:—PREDICTIONS IN RESPECT TO AMERICA.

There is nothing of which man is so universally vain—not of person, wealth, wife, or children, as of country. The reason is, the sentiment is a compound of all the other affections. The Jews are but a seeming exception to the remark. If, as a nation, they are without a home, they yet look with faith to the Promised Land, and do not the less regard themselves as the chosen people of God because the itinerants of a globe, not a corner of which may ever be their own. The hardy Gael, with his "ama peculiar," proud of his unadulterated blood, and rich in the legends of his barren hills, looks down on "the purr bodies of the South," the wealthy and cultivated lowland Scotch and English, with all the contempt due to a mixed race of Britons, Romans, Saxons, Danes, and Normans. The modern Greeks and Italians nourish the pride of country, whilst they solace the misery of their actual condition, in recounting the splendid achievements in letters, arts, and arms, of their respective ancestors. But on the two sides of La Manche, or the English Channel, nations dwell, whose prejudices are the most opposite and obstinate, not to say, in many particulars, the most ludicrous. The Englishman, assuming to himself all the sterner virtues of the ancient Romans, with his roast-beef and glass-gadding, his port and porter, to stimulate his pride, or to augment his spleen, against the thinnest atmosphere, ragouts, native fruits, and wines,—of his airy neighbor, sees, or thinks he sees, in the gaiety of the latter, nothing but idleness; in the attitude seems to please, some trick of advantage, and in his whole deportment, more than Athenian fickleness, united with the bad faith of Carthage.

Stodious to please, and ready to submit,
The supple Gaul was born a parasite;
Still to his interest true where'er he goes,
Wit, bravery, worth, his lavish tongue bestows.
These arts in vain our rugged natives try,
Strain out with faltering diffidence a lie,
And get a kick for awkward flattery.—Johnson.

On the other hand, the descendant of the Gauls and Franks, deeming himself to excel in all the polite arts of courtesy and life, finds the less sky-favored English reserved, without dignity; charitable, without the sentiment of charity; as harsh to inferiors, as shy and haughty to foreigners; as rude in their favors, as offensive in all attempts at conciliatory manners: in short, a most forbidding people,—among whom "every thing is sour but their vinegar; nothing ripe but baked apples, and nothing polished but their steel."

Amidst such universal and exclusive pretensions to national superiority, what distinctive claim can we Americans, a people of but yesterday, put forth to challenge the envy, or admiration of the world?

If Milton apprehended, that had he been "born in an age too late for Æpik-Poesy," it can hardly be a reproach that Barlow's attempt in this sublime department of genius, was a failure.* We have had, however, a HENRY, justly celebrated by Byron as "the Demosthenes of the Forest," and a FRANKLIN, possessed of varied, self-created greatness; who

was a descendant of the same stock as the British statesman and philosopher.

But above all, a Washington was ours,—the father of our country.

But above all, a Washington was ours,—the father of our country.

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Goethe, or a Scott, a Canova, a David, or a Rossini, the reason is, that our country, in its political age, is still far short of the life of man; and again, because our circumstances have not called for pre-eminence in the walks pursued by those names respectively. We, however, already abound in orators of the Pulpit, the Bar, and the Senate; in skillful physicians, respectable astronomers, mathematicians, philosophers, classical scholars; can enumerate several original poets and novel writers, &c. and in no other country are the useful arts and the rudiments of a liberal education so generally diffused. Nay, it is our peculiar boast, that all among us, in every class and condition of life, have the degree of learning necessary to the understanding of the rights and duties of freemen. Our geographical limits, too, are of the broadest dimensions, with every variety of soil and climate; a population rapidly doubling, without fear of the ratios of Malthus,—yet busy in felling forests, hewing highways thro' hills and mountains, digging canals, erecting towns, villages, churches, academies, and colleges—in short, laying deep all the foundations of a mighty physical and moral empire. If we add to these advantages our ships and sailors, but above all our unrivalled POLITICAL INSTITUTIONS, on which almost every other blessing depends—institutions, which leave intellect, labor, capital and enterprise absolutely free from all restraint save what morality and the good of the whole body of freemen may impose—it will be easy to believe that the little we may yet want in the refinement of letters and arts, will not long be wanted, and that which we already enjoy is likely to flow on, like our magnificent rivers, till lost in the great ocean of Time.

If then Europe, or more emphatically Greece and Italy, be the countries of recollections, these UNITED STATES are no less emphatically the land of hope and expectation.

To show that our aspirations, considering the present state of turmoil in Europe and American development, are not preposterous or exaggerated, I shall offer the predictions of two celebrated men; both of whom wrote before we had unturled the banner of independence.

Gibbon, after meditating an historical subject equal to his; great learning and powers, and which might be best suited to transmit his name to the latest posterity, first employed his pen on the *Rise and Progress of Liberty in Switzerland*. When he had written several chapters of the work in the French language, (with which a long residence on the continent had rendered him more familiar than with his own,) he submitted the manuscript to his friend Hume. The following is an extract from the philosophical historian's answer, dated Oct. 24, 1767:

"Why do you compose in French, and carry fagots into the wood, as Horace says with regard to Romans who wrote in Greek? I grant that you have a like motive to those Romans, and adopt a language much more diffused than your native tongue; but have you not remarked the fate of those two ancient languages in following ages? The Latin, though then less celebrated, and confined to more narrow limits, has in some measure outlived the Greek, and is now more generally understood by men of letters. Let the French, therefore, triumph in the present diffusion of their tongue. Our solid and increasing establishments in America, where we need less dread the inundations of Barbarians, promise a superior stability and duration to the English language."

It is not a little curious, that the British statesman, who in less than sixty years, under our Republic, has attained the growth of the British nation, in wisdom and magnanimity, the English language.

The other prediction to which I have alluded, is from the Abbé Galiana, a Neapolitan, who resided in Paris on a footing of familiar intercourse with all the great writers and philosophers who abounded in that capital, during the forty years which immediately preceded the Revolution of 1789—himself equal to the greatest of his day. Hume was a part of the time his companion in the same circle. About the years 1774-5, the philosophic Thurgot effected several important reforms in what Voltaire calls "the pulse of the State," (the finances) and contemplated others, more general, when he was suddenly driven

from power. Galiana was now returned to Naples, to take possession of a rich abbey given him by a bishop-uncle, but maintained a correspondence with the Parisian philosophers and encyclopedists, principally through the celebrated Madame d'Épinay.† The following is translated from *La Correspondence de Galiana*, under date of May 18, 1776:

"As to your reforms, I approve them all so much the more as not one falls on me. Titus Livy, however, said of his age, (which so strongly resembles ours),—*Ad hæc tempora tentum est quibus nec vitia nostra nec remedia pati possumus*. 'We are in an age in which remedies are at least as hurtful as the vices to be cured.' Do you know what this means? The period is come for the total fall of Europe, and migration to America. Here every thing falls into rottenness—religion, government, laws, arts, sciences; and there, every thing will be built up anew. This is not railery, nor an idea drawn from the quarrels between England and her colonies: I have said it, announced,—preached it, for more than twenty years; and I have always seen my prophecies come to pass. Purchase not then a house in the Chaussée d'Antin: you will purchase one in Philadelphia. I shall also have my part in the misfortune, for there are no abbays in America."

This remarkable prediction was made some sixteen years before the French Revolution burst out in all its force. One of its consequences was to pour in upon us a copious stream of emigration, which was partially renewed on the fall of Napoleon—giving us an ex-king, the amiable citizen Joseph, who literally purchased a house in Philadelphia, and who continues to spend his immense income so much to the advantage of that neighborhood. With him came the unfortunate Le Febvre Desnouettes, Marshal Clausen, &c.; who, together, established a colony in Alabama, and first introduced the culture of the olive-tree on our soil. Spain, Naples, Saragossa, Italy, &c., have also been severally revolutionized. Other countries remain to follow out the Neapolitan's prediction. Of these is England, and she already feels the throes of a mighty convulsion.

In a subsequent letter, (Nov. 9, 1776,) also to Madame d'Épinay, the ingenious Abbé resumes the train of speculation with which he had commenced the former:

"You have lost a comptroller-general [Abbé Terray, the successor of Thurgot] of whom history will say neither good nor ill. His successor interests me but little. [The writer knew not yet that his friend, the philosophic Necker, had just been appointed.] On the whole, I do not see that you are likely to have a great man; for the great man of our times ought to be something undefinable. He ought neither to possess the virtues nor the vices spoken of in all the books on morals. As we have reached a period which renders equally insupportable evils and remedies, you see how difficult it is to resolve the problem.—I am of opinion, after long reflection, that the most common-place man [plat homme] would be the greatest man of our age, for he would let public abuses alone, (which is indispensable), in always taking upon himself the air of reforming them (which is no less necessary). Thurgot, who seriously wished a reform, was overthrown, and Terray, who frankly declared that he would do nothing, fell under execration. My great man would talk like Thurgot and act like Terray, and that would work to a miracle."

This ingenious course, Necker, as is known, failed to adopt. He attempted to go beyond Thurgot, and fell; he was recalled, and retired—recalled again; when all his partial reforms were soon swept away by that tornado of revolution which whelmed in one general ruin, king and laws, religion and morals, manners and letters,—till "one greater man" came to collect the scattered members of civilization, and to rebuild the state. Thus, for a time, were overcast and confounded, the fairest hopes that ever dawned on the European world. Where now are the Bontons, the Marais, the Boscageuses, the Mallocks, the Boiteuses, the Belles, of that infernal period? (3) For another Milton, to give another Book the Second of Paradise Lost?

It is not a little curious that both Pitt and Canning, in the most important passages in their several lives, seriously regretted the great income of the ambitious Abbé Galiana. Pitt, the soul of the ministry of the time, proposed a Reform of the Commons House of Parliament; but expressly left (as if he had wished the defeat of the measure) each of his colleagues at liberty to vote as he might please. Can-

† This modern Aspasia, the mistress of Grimm, was also the correspondent or friend of Voltaire, Buffon, Rousseau, d'Alembert, Diderot, Richardson, &c., &c.

ning, under precisely the same circumstances, did precisely the same thing, in respect to Catholic Emancipation. Each talked like Thurgot and acted like Terray, and each succeeded to a miracle! holding the reins of power to the end of his life. May the bold and honest course of Earl Grey and his pledged colleague, give to the British people all the happiness they so richly merit. JEFFERSON.

SUMMARY.

Attack on a Stage.—Dr. Antony, who arrived in the city at two o'clock this morning, informed us that he met the driver of the Savannah stage, between six and seven miles from this city, on the Savannah road, who stated that two men had seized the lead horses as he passed the small Bridge, just on this side of the 4 mile stone, and then attacked him on the seat—that he fell in the scuffle, to the ground, when the stage passed over his shoulder, the reins were dragged from his hands, the horses passed on, with one passenger in the stage, the men ran away, and he followed after the stage and horses. Dr. A. had come two or three miles further up the road, without seeing aught of the stage or horses, and it is therefore probable they had passed down the Louisville road, or into the woods. Mr. Thomson, the proprietor, sent several persons after the stage, immediately on hearing of the occurrence.

Mr. Searns' return.—[Savannah Chronicle, Feb. 1.] [From the Philadelphia Chronicle.]

Disasters at Pittsburgh.—The following extract of a letter dated Pittsburgh, Friday, Feb. 19th, 1834, was politely furnished us by a friend:

"To-day we had one of the greatest floods within the recollection of the oldest inhabitants. At this place, the water of both rivers rose at once, to such a prodigious height, as to overflow one entire side of the town. The water was up in St. Clair street as far as Market street, overflowing in its course the Exchange, the Washington Coffee-house, Mr. McDonald's, and all the other buildings between Market street and the river, and is up in Wood street as far as Second street. The depth in St. Clair street is such that the inhabitants were obliged to use carriages and boats to get out of their houses. The distress caused by this flood among the poor is impossible to describe. Hundreds are this night without a shelter.

I saw several families getting out of their second story windows in boats, to save themselves, and when landed, their case was distressing beyond description. Great fears are entertained about the aqueduct and bridge, the weatherboarding, and the upper sides being jammed with drifts of every description. The damage up the Allegheny is immense.—Houses, stables and hay stacks have been afloat, and live cattle with them, pig-pens, &c. Several houses in Allegheny town were destroyed. In lumber, &c. the losses are great. The flood has been much more destructive than the great flood, twenty years ago, called the Pumpkin flood, and both rivers are still rising. The town is in the greatest commotion imaginable."

Extract of another letter, dated Williamson's Exchange, Pittsburgh, Feb. 10, 1832.

"I write this surrounded by the roaring and surging waters. On Wednesday morning the water began again to rise, after having fallen a little since the last freshet. There are now about twenty feet above low water mark, and nearly a foot higher than what is called the Pumpkin flood in 1810, which was the highest ever known. The aqueduct across the Allegheny, which is about half a mile above the bridge, is in imminent danger, the water being up to the flooring. Immense quantities of drift wood, trees, houses, shanties, hay stacks, &c. &c. have lodged against, and are being carried by the current. It is now, the terrible danger is imminent. If it goes, the terrible danger is imminent. If it goes, the terrible danger is imminent."

Thirty the water tower and of the town is now. And, as a great many houses are deserted, the water being in some cases up to the second story windows. Houses, stables, &c. are being carried by the current. It is now, the terrible danger is imminent. If it goes, the terrible danger is imminent."

Anderson. The singer, was announced for Monday evening at the Baltimore Adelphi Theatre; having published a very beautiful song, for the aqueduct impeded to him. A letter informed us that the house was crowded within, and surrounded without, long before the rising of the curtain. Archer came forward and inquired whether Anderson would be well received, or something to that effect. Before this was settled the mob outside went to work with sticks, stones, &c. smashed the windows, and forced some of the doors. Some got upon the

stage, and others into the dressing room, where they did what mischief they could. They were at last quieted by a strong corps of watchmen, who took many of them into custody.

IMPROVEMENTS AT BUFFALO.—A Ship Canal 80 feet wide and 13 feet deep, across from the harbor, near the outlet of Buffalo Creek to the Canal, a distance of about 700 yards, was commenced last week under the superintendence of Major John G. Camp, and to be completed the ensuing season. Also, under the superintendence of that gentleman, a Boat Canal commencing at the Big Buffalo Creek, near Mr. Kip's Rail-way, to the Little Buffalo Creek, a distance of 1,600 feet. Maj. C. has prepared himself with tools and machinery sufficient to employ at least 500 men, and that number will be employed as soon as the weather will permit. We also learn, that other improvements are in contemplation, under the superintendence of the same gentleman.

David E. Evans, Esq. has contracted with Mr. Benjamin Bathbun, to have erected next summer, on Main street north of the U.S. Bank, a block of six fire proof brick buildings, 4 stories high. The front rooms to be finished for stores, and the rear and upper part for dwellings. The whole front of the block already commenced by Messrs. Biscoe & Co. on the corner of Canal and Water streets, added to the large number of other buildings in contemplation to be erected, will far exceed the increase of any former year, since the settlement of Buffalo. (Patriot.)

The Brig Famburn.—The report that the vessel, Capt. Moore, from Havre to this port, had put into Porto Rico, was on Monday confirmed by the receipt of letters from Capt. Moran to the owners and consignees. Capt. M. writes from St. Johns, P. R. under date of the 14th ult., that he had been compelled to put into that port after a series of disasters. The vessel was nearly thrown upon her beam ends while lying in a tremendous gale on the 7th of December, and on the 18th, in another heavy blow, the head and main piece of the rudder gave way, which compelled him to bear away for Bermuda, the nearest port—but when within thirty miles of that island, the wind suddenly shifted, and he had to bear up for the first port, as he could not lay the vessel to without running a risk of a total loss of the rudder. Capt. M. states that he then attempted to get into St. Thomas, but did not succeed, owing to meeting the trades so far to the southward, and that he at last succeeded in reaching St. Johns. Capt. Moran adds—"I cannot inform you of the result of my future operations; the cargo is all on shore, and in a few days I will be able to write you more fully. Should the vessel be condemned, my intention is to charter the first good vessel I can find to send the cargo home."—[Gazette.]

About twelve last night, a gentleman passing through Second street below Market, found three or four watchmen looking up at a second story window, where a lady was calling out for help, believing that there was a thief in the house. As she was afraid to come down and open the door, he took the liberty of entering at the window, got a light, and went down stairs. He heard a great noise in the kitchen, but before he could get there, fell and was left in the dark. He got another light and let in some of the watchmen, while the others kept a look out. In the kitchen, after a diligent search, they found a rat with his tail in a steel trap, with which he had been capering among the dishes.—[Phila. Chronicle.]

CANANDAIGUA, Feb. 8.—Casualty.—A singular instance of self destruction occurred in this place on Monday evening last. Jacob H. Searns, a tall stout 35 years of age, was discovered hanging by a rope suspended from the railing by a person who was at the time employed in the same room. He had been amusing himself with the rope, and while in play remarked that he intended to hang himself. The person who was present, paid no attention to his remarks, until some minutes afterwards, when she happened to look round, she observed the boy lying with his neck across the rope, and a few minutes later found him dead. He was called by Robert Roper, Esq.—resides, Canandaigua, excited by violent spirits.

A letter from Bahia of the 4th January, received by a respectable mercantile house in this city, says—"The English brig Jane, from Montevideo for Havana, was run on shore by her crew about thirty miles north of our port, they having murdered all the

officers a few days before! The mate was an American. The crew have been apprehended, and are now on board the English frigate Druid, lying in this port."

[From a London paper.]

THE REVENUE.—The revenue of the quarter ending 5th of Jan. 1832, was £11,818,545; being a decrease of £903,218 as compared with the same quarter of the former years. During the whole year ending 5th of Jan. the revenue amounted to £42,833,170, being a decrease, as compared with the former year, of £3,984,175.

The decrease on the customs during the quarter, as compared with the corresponding quarter of the former year was £240,972. During the year, £1,006,646.—Excise, as compared, &c. decrease during the quarter, £565,646. During the year, 2,564,918 l. Stamps, increase during the quarter, 16,330 l. Decrease during the year, 104,381 l. Taxes under the management of the commissioners of taxes, including arrears of property, decrease during the year, 149,063 l.

The London Globe accounts for the decrease of revenue by saying that "one subject, and one subject only, engrosses the attention of England.—Customs and Excise are suggested by advocates of the repeal of taxes, but from the present state of the Continent. Yet the state of the revenue, when well considered, is far from being unsatisfactory; and if it has fallen short of what might have been generally anticipated at an earlier period, it exceeds considerably the gloomy forebodings of some of our politicians."

The ship Tallahassee, Glover, master, cleared at New Orleans January 28, for Liverpool, with 1708 bales of cotton, weighing 730,460 lbs. and was loaded in 7½ working days.

HOME AFFAIRS.

SUBSCRIPTION FOR THE POLES.—By the Erie, from Havre, the Treasurer of the New-York Executive Committee in aid of the Poles, received from the Secretary of the American Polish Committee at Paris—and under their directions handed it over to the Chairman of the New-York Committee as a token of respect and gratitude to the American people—a large sheet, ornamented with a beautiful vignette, the busts of a number of Polish chiefs, and a finely written dedication signed by all the Poles present at the Anniversary Reunion in Paris on the 29th of November last. The destination of this "token," as suggested by the American Polish Committee in Paris, is the Public Library in the Capitol at Washington, "as a worthy memento of the gratitude of a nation of heroes, whom the hand of despotism has deprived of everything that rapacity could entail; to whom tyranny has left nothing but the sentiments of freedom, and the power to give them utterance."

This address, if it may be so called, was presented to the American Polish Committee by a deputation of Poles, accompanied by some very appropriate remarks, which have not been committed to print.

The English brig Jane, from Montevideo for Havana, was run on shore by her crew about thirty miles north of our port, they having murdered all the officers a few days before! The mate was an American. The crew have been apprehended, and are now on board the English frigate Druid, lying in this port."

TWENTY-SECOND CONGRESS—1st SESSION.

February 4.

HOUSE OF REPRESENTATIVES.

The resolution of Mr. Everett, calling for a certain article in the treaty made in 1830, with the Chickasaw Indians came up for consideration.

Mr. Cave Johnson addressed the House in explanation of the circumstances of the transaction referred to in the article called for, and produced copies of the lease of the Reserve; but, although he condemned, in the most explicit terms, the conduct both of the Commissioners who negotiated the treaty and of the lessees to whom the Reservation of the Chickasaws was leased, yet he declared himself opposed to the call, as all the information was open at the Department, and, unless it was intended to impeach the persons concerned, the House ought not to call on the President in the matter. The President, Mr. J. declared, disapproved of the article in question.

Mr. Pendleton, of New York, rose in support of the resolution, and went into an investigation of the history of the lease, and argued to show that the investigation was urgently demanded.

Mr. Clayton, of Geo., was opposed to the resolution in the form it had been offered. If the treaty in question was recognized by the House as a treaty, in the true and full sense of that term, then the call interfered with the treaty-making power; but if the House would take the ground that it was not a treaty in that sense, then he would vote for the call. Mr. C. concluded a very animated speech, by offering the following amendment:

Resolved, That this application is made on the ground that treaties made with the Indians do not come within the meaning and intention of the Constitution, conferring the treaty-making power on the President and Senate of the United States; but that they are mere compacts or bargains made by the authority aforesaid, as the agents of the Government, growing out of a practice, acquiesced in by the States in which Indians are situated, founded on an analogy to the exercise of the treaty-making power with foreign powers.

Mr. Whittlesey now moved the orders of the day, and the House proceeded to the consideration of private bills.

February 6th.

In the Senate, the joint resolution, from the House, for the appointment of a joint committee to make arrangements for the celebration of the birth day of Washington was read thrice and passed, and a committee of five, on the part of the senate, was ordered to be appointed, by the Chair. The resolution submitted by Mr. Clay, for modifying certain duties, was taken up, and Mr. Clay concluded his remarks in its support.

February 7.

In the Senate several private bills were passed. Mr. Clay's resolution was taken up after the morning business, and Mr. Hill, of New Hampshire, spoke about half an hour, chiefly in reply to some remarks of Mr. Clay. He was followed by Mr. Mangum, of North-Carolina, who spoke some time in opposition to the resolution, and, before he had concluded, gave way to a motion to adjourn.

In the House of Representatives, the resolution proposed by Mr. E. Everett, in relation to the Chickasaw treaty, was farther discussed by Messrs. Fitzgerald and Ellsworth. The House resumed the consideration of the Appointment Bill. The amendment proposed by Mr. Hubbard to strike out 48 and insert 44,000 as the ratio of representation was negatived—yeas 88, nays 102. Mr. Clay moved to amend the bill by striking out the word *eight* and inserting *seven*, (making the ratio 47,000 instead of 48,000.) This amendment was rejected—yeas 65, nays 127. Mr. Kerr then moved to strike out *eight* and insert *five*,—but before the question was taken, the House adjourned.—[Globe.]

February 8.

In the Senate, after the morning business, the consideration of Mr. Clay's resolution was resumed.—Mr. Mangum spoke about two hours in conclusion of his speech against the resolution. Some time was spent in the consideration of Executive business.—Mr. Tyler, of Virginia, has the floor for this day.

In the House of Representatives, Mr. Drayton from the Committee on Military Affairs, reported a bill to prevent the separation of Captains from their companies in the line of the army, and for the better organization of the Military Academy. Mr. McDuffie, from the Committee of Ways and Means, to whom so much of the President's Message on that subject had been referred, made a report accompanied by a bill "to reduce and equalize the duties on import," which was read twice and committed to a Committee of the Whole on the state of the Union, and

5,000 copies of the report, in addition to the usual number directed to be printed. Nine bills of a private character were passed. The consideration of the Apportionment Bill was resumed. The motion to amend by substituting 45, for 48,000 as the ratio, was negatived—yeas 68, nays 118. Mr. Davis of Massachusetts, moved to amend the bill by striking out 48, and inserting 46,000—lost—yeas 71, nays 116. Mr. Vance moved to substitute, 44,400 for 48,000. A debate of some length ensued, when the proposed amendment was agreed to, yeas 97, nays 97, (there being a tie, the Speaker voted in the affirmative.) Mr. Taylor moved to recommit the bill to a Select Committee with instructions to strike out 48,000 and insert 53,000 as the ratio—lost, yeas 66, nays 129. The House then adjourned.

CONGRESS.—In the Senate, on Wednesday, the following resolutions were submitted by Mr. Sprague, of Maine:—

Resolved, That the late "arrangement" made between the Executive of the United States and Great Britain, relative to the trade between this country and her colonial possessions, gives to British vessels an advantage in transporting articles to their West India colonies greater than is secured to American vessels, and violates that principle of reciprocity in navigation which our Government has heretofore sedulously and firmly endeavored to maintain.

Resolved, That said "arrangement," and the President's proclamation of the 5th of October, A. D. 1830, opening the ports of the United States to British vessels, were not authorized by the act of Congress of 29th of May, 1830.

On Thursday petitions from sundry banks and citizens of Vermont, praying the renewal of the Charter of the Bank of the United States, were presented by Mr. Seymour. A message was received from the President, stating that the ratification of the treaty with Turkey, and of the convention with France, had been duly made, and communicating the said treaties to Congress,—inviting, with regard to the French convention, the aid of the legislature to carry into effect without delay the conditions thereof. Another message was received from the President, with a report of the Secretary of War, concerning the fur trade, and the number of persons killed and wounded in the prosecution thereof.

The Vice-President communicated the memorial of the Free Trade Convention, lately assembled at Philadelphia, and supplemental memorials from two members of the committee of that body, demonstrating the evils of the protecting system, and praying that it may be abolished. These documents were, on motion of Mr. Hayne, referred to the Committee on Finance, and 1500 copies were ordered to be printed. After the usual morning business, the debate on Mr. Clay's resolution on the tariff was continued. Mr. Tyler addressed the Senate for about an hour and a half, in a very lucid and eloquent manner, against the system of protection; but at a late hour, feeling exhausted with the exertion in consequence of indisposition, gave way to a motion to proceed to Executive business.

In the House of Representatives, on Thursday, Mr. Davis, of South-Carolina, reported a bill concerning naturalization; one of the provisions of which exempts the alien from the necessity of declaring his intention to become a citizen as prescribed by the existing law, and grants the privileges of naturalization on the expiration of five years' actual residence in the United States. The bill also extends the rights of citizenship to all children of aliens becoming citizens as shall have arrived in the United States before the attainment by them of the age of 21 years. It was read twice and committed. The resolution offered by Mr. Mercer, from the Committee on Internal Improvements, for printing the report of a committee of the British House of Commons, on the subject of the operation of steam carriages on roads, was taken up, and, after some discussion, was adopted by a vote of 120 to 61. A message was received from the President of the United States, on the subject of the treaties with Turkey and with France. The communications were, on the motion of Mr. Archer, referred to the Committee on Foreign Affairs, and ordered to be printed. The House afterwards resumed the consideration of the apportionment bill; and Mr. Evans, of Maine, moved to amend the bill by striking out 44,000, and inserting 44,300, which he argued would be but just to the State which he

had the honor in part to represent, by relieving it from the burden of a heavy fraction of unrepresented population. Mr. Ashley proposed a further amendment to fix the ratio at 43,000, which was, however, negatived. The following other numbers were successively offered:—Mr. Clay, of Alabama, proposed 47,300, which was negatived by 111 to 82. Mr. Clay subsequently proposed 42,300, and the House also negatived that number. Mr. Clayton moved a reconsideration of a vote of the preceding day, fixing the ratio at 44,000; but, before the question was taken, the House adjourned.

The House, therefore, in regard of this bill, is just where it was four weeks ago, when the discussion on it first began.

Friday, February 10th.—In the Senate, some private bills were forwarded. The resolution submitted on Wednesday, by Mr. Sprague, respecting the Colonial Trade, was taken up, and on motion of the mover, laid on the table for the present. Mr. Clay's resolution was considered, and Mr. Tyler spoke about two hours in continuation of the argument which he commenced on Thursday, and without concluding, gave way for a motion to adjourn. The Senate adjourned over to Monday.

In the House of Representatives, Mr. McDuffie, from the Committee of Ways and Means, made a report, accompanied by a bill to renew and modify the charter of the Bank of the United States, which was committed to a committee of the Whole on the state of the Union. Mr. Alexander presented a counter report from the minority of the Committee of Ways and Means. Five thousand copies of each report, were ordered to be printed. Mr. Letcher, from the Committee on Internal Improvements, reported a bill to construct a road from Zanesville, in the state of Ohio, to Florence, in Alabama. Mr. Cambreleng submitted the following resolutions, which, by unanimous consent, were considered and agreed to:—"Resolved, That the Secretary of the Treasury be directed to furnish this House with a semi-annual statement, ending in June and December of each year, from June 1817, to December last, of the following transactions of the Bank of the United States, and of each of its branches, (arranged in a separate table for each office,) viz: The amount of bills discounted, on personal security and Bank stock—of domestic bills of exchange purchased—of domestic bank drafts or checks sold—of public debt—of real estate of all descriptions—of specie—of notes issued—of notes on hand of the Bank of the United States and of its offices—of the notes and balances of State Banks—of deposits on account of the Treasurer of the United States and of public officers—of deposits of individuals—of its transactions with foreign Houses and in foreign exchange—and of the total amount of its securities and property of all kinds—together with a general semi-annual statement embracing the same transactions of the Bank of the United States and all its offices. Resolved, That the Secretary of the Treasury be also directed to furnish this House with a statement of the rates at which the Bank of the United States has purchased foreign and domestic bills of exchange, for each month since 1816, at the offices at Portland, Boston, New York, Philadelphia, Baltimore, Charleston, Savannah, Mobile, New Orleans, Natchez, Nashville, Louisville, Lexington, Cincinnati, Pittsburgh, and St. Louis."

The resolution in relation to the Chickasaw treaty, was further discussed by Mr. Hogan, of New York. The House adjourned over to Monday.

LEGISLATURE OF NEW-YORK.

Monday, Feb. 6.—IN SENATE.

PETITION.—From the Directors of the Deaf and Dumb Asylum of the city of New York, for an amendment of the act of 1822, relative to said institution.

Mr. Talmadge gave notice of, and on leave, introduced a bill to amend the several acts incorporating manufacturing companies, and not revised by the revised statutes, which was twice read, and referred to the committee on manufactures.

The COMMITTEE OF THE WHOLE passed the bill to incorporate the New York annual conference of ministers mutual assistance Society.

At 12 o'clock the Senate suspended legislative business and the

COURT OF ERRORS was opened. The motion for a re-hearing in the case of *McCarty vs Teller*, was under consideration.

The Chancellor delivered an opinion against the motion.

Justice Southerland concurred with the Chancellor.

The motion was unanimously denied, with costs

to be charged upon the appellant, personally, who acted as a trustee for an estate. The court then adjourned till 12 o'clock to-morrow.

APPOINTMENT OF STATE OFFICERS.—The Senate then proceeded to the appointment of state officers.

For Secretary of State—Azariah C. Flagg, had 23 votes. Gideon Hawley, 7 votes.

For Comptroller—Silas Wright, Jr. had 23 votes. John C. Spencer, 7 votes.

For Treasurer—Abraham Keyser, had 23 votes. Wm. Mayell, had 7 votes.

For Attorney General—Green C. Brounson had 23 votes. Samuel M. Hopkins had 7 votes.

For Surveyor General—Simeon De Witt had 23 votes. Jas. Geddes, 7 votes.

For Commissary General—Alexander M. Muir had 23 votes. Peter Schenk Smith, 7 votes.

For Regent of the University—John L. Velle had 23 votes. Samuel A. Foote, 7 votes.

The usual resolutions were then passed, and the Senate proceeded to compare nominations with the House of Assembly, when the nominations of the two Houses were found to agree.

IN ASSEMBLY.

PETITIONS.—For a canal from Rochester to Olean; for the East River Bank in the city of New York; to incorporate the East New York Manufacturing Company; for a Rail-road from the Fish House to Amsterdam.

The Senate sent for concurrence a Resolution instructing our members of Congress to oppose the renewal of the charter of the Bank of the United States, which, on motion of Mr. Otis, was laid on the table.

Mr. Tillford offered a Resolution directing the House to meet at 10 o'clock.

Mr. T. stated that his object was to meet at 10 o'clock only while the House was engaged in discussion upon the U. S. Bank resolution.

Mr. Granger remarked that the mover of this resolution seemed to have taken it for granted that there was to be a long discussion upon the Bank question.

Mr. G. thought the *nap* had been pretty well worn off of the Bank resolution in the Senate, and if this was the only object of the resolution, he hoped it would not be adopted.

The resolution was lost.

The hour of 12 having arrived, the House proceeded to the appointment of State Officers. The votes were for the same persons named in the Senate report.

Bills read a third time and passed.—Relating to a School district in the town of Watervliet.

To renew the Charter of the Bank of Lansingburg.

To incorporate the City of Unica.

Tuesday, Feb. 7.—IN SENATE.

PETITIONS.—Six petitions for a bank at Dansville; eight additional memorials for the Rochester and Dansville Rail-road company; of the dealers in grain in the city of New York, in favor of a bill authorizing the appointment of a measurer general of grain; of Wm. Simpson, inspector of tobacco in the city of New York, for an amendment of the law under which he received his appointment; of a convention of delegates from the counties of Oneida, Chenango, Madison, and Broome, for the construction of the Chenango canal.

Mr. McLean, from the committee on literature, reported a bill to incorporate the New York Protestant Episcopal city mission society.

Mr. Macdonald, from a select committee, reported a bill to incorporate the Westchester and Putnam steamboat company.

Bills read a third time and passed:

Authorizing certain persons therein mentioned (Martin Hoar and others) to change their names.

To change the name of Jacob Adrian Van Don Heuval to Jacob Adrian Van Heuval.

To incorporate the New York annual conference ministers' mutual assistance society.

After the consideration of executive business the Senate adjourned.

IN ASSEMBLY.

Petitions: For a bank at Auburn; for a Rail-way from Black River to the Erie canal; for the incorporation of the North American Fire Insurance Company at New York; for a Rail-road from Lake Erie to New York; for a bank at Sackett's Harbor; for a Rail-road from Cooperstown to Clairville; for a bank at Bainbridge, Chenango co.; for the incorporation of the Mechanics' Universal Society, in New York.

Mr. Otis, from the Committee on the Judiciary, reported the bill to regulate the terms of the supreme court, [fixing them at Albany] and stated that a majority of the committee were in favor of its passage.

A communication was received from the Secretary of State, transmitting the annual report of the directors of the New York Institution for the Instruc-

tion of the Deaf and Dumb. The Secretary remarks, that he "visited this school in October last, and that the character of the teachers, and the system of instruction, are such as to entitle this institution to the entire confidence of the public, and to a continuation of the favorable countenance of the Legislature." Double the usual number of copies of the report was ordered to be printed.

United States Bank Resolutions.

Mr. Otis called for the consideration of the resolutions from the Senate, relative to the Bank of the United States.

After a long discussion, and the rejection of several propositions to amend, the bill was passed, 76 to 37.

Mr. Stillwell then offered the following additional resolution:—

Resolved, That if the charter of the U. S. Bank be not renewed, this legislature have confidence that an enlightened Congress will charter another institution which "will secure the advantages offered by the present Bank," that it will be "so modified in its principles and structure as to obviate constitutional and other objections," and at the same time meet the requirements of the country.

On motion of Mr. Otis, the further consideration of this resolution was postponed until the first day of June next, ayes 72, noes 30.

The only proceedings of interest on Wednesday, 8th, were the reporting, in the Assembly of bills.

To incorporate the Rail-road Bank at Schenectady; the Bank of Lyons; the Pearl street Bank, in New York; the Bank of Rome; the Cayuga county Bank; the Orleans county Bank, at Albion.

Mr. M. W. Bennett reported against the petitions for Banks at Troy, Oswego, Attica, and the Commercial Bank at New-York.

Thursday, Feb. 9.—IN SENATE.

PETITIONS.—For a Rail-road from Genesee to Ithaca; a remonstrance of inhabitants of New York against the appointment of a measurer general of grain.

THE COMMITTEE OF THE WHOLE again entered upon the consideration of the bill for the sale of lands belonging to the state and lying in the county of Oneida and the St. Regis reservation.

Mr. Dodge offered an amendment, which was adopted, and the bill passed.

The committee entered upon the bill to amend the charter of the Jefferson county bank; but rose and reported.

The committee entered upon the bill to incorporate the Oneida Lake Canal Company; to construct a canal from the Erie Canal to the Oneida Lake.

Mr. Maynard explained at length the benefits sought to be obtained by this improvement, not only to commerce, but to the long level of the Erie canal, in furnishing that level with an additional supply of water; and stated that the applicants were indifferent whether the legislation gave them an act of incorporation to make this improvement, or whether it be made by the state.

After the adoption of an amendment offered by Mr. Maynard, the committee rose and reported, and the bill and accompanying documents were referred to the canal board.

The committee passed the bill authorizing Henry Barclay to maintain a bridge across the Esopus Creek at the village of Ulster.

The committee passed the bill to revive and amend the act incorporating the Great Au Sable Rail-road Company.

IN ASSEMBLY.

PETITIONS.—Of 500 inhabitants of Newburgh for a bank in that village; of the Common Council of New York to alter the map of that city; to regulate the auction sales in New York; against a Rail-road from Brooklyn to Jamaica; remonstrance of Brooklyn against changing the terms of the Supreme Court.

REPORT OF COMMITTEES.—To incorporate the Mechanics' Universal Benevolent Society in the city of New York.

Mr. Remer gave notice of a bill to reduce the rate of interest to six per cent.

Mr. Curtis offered a resolution amending the constitution so as to reduce the duty on Onondaga salt.

Mr. Van Schaick offered a resolution in relation to the election of Mayor in the city of New York.

Mr. Masters moved to re-consider the vote agreeing with the report of the Bank committee, against a bank at Lansingburgh.

The motion prevailed, and the report was referred back to the Bank committee.

BILLS READ A THIRD TIME AND PASSED.—To incorporate the Steuben county bank.

After this bill was read, Mr. Brown stated that although in favor of banks, he must go against such as refuse proper guards for the protection of stock.

Mr. Otis replied, that the character of the commissioners was the best and only guard that could be provided.

Mr. Bishop supported the bill; and it passed, ayes 88, noes 18.

The House in committee of the whole, passed a bill to incorporate the Brooklyn bank.

The same committee of the whole had the bill to incorporate the Seneca county bank, at Watervliet.

Mr. Spencer moved to strike out Watervliet, and insert Seneca Falls, as the place of location for this bank.

Mr. R. D. Dodge opposed the motion and proceeded to state the relative amount of business of the two places.

Mr. Granger made a few remarks, indicating a preference for Seneca Falls; when, on motion of Mr. Spencer, the committee rose and reported.

February 10.—IN SENATE.

The Assembly sent for concurrence the bill to incorporate the Steuben County Bank.

The committee of the whole again entered upon the consideration of the bill to increase the capital stock of the Poughkeepsie Bank.

Mr. Maynard's amendment, with some modification by the mover, was again under consideration.

The question, in substance, was, whether the stock, to be created, should go into the hands of the present stockholders, or whether three-fourths of the new stock should be distributed to new subscribers?

The amendment was adopted, 12 to 9.

The committee rose and reported on the bill to incorporate the Watertown Rail-road Company.

IN ASSEMBLY.

Petitions: Of the Seamen's New-York Fund and Retreat Society, for relief; for a Canal from Rochester to Orleans.

Mr. Bishop reported a bill against establishing a bank at Seneca Falls.

Mr. Stilwell called for the consideration of the resolution which he offered yesterday, amending the Constitution so as to allow the citizens of New York to elect their Mayor. The resolution was adopted unanimously.

A similar resolution relating to the reduction of duty on Onondaga salt, offered by Mr. Curtiss, was adopted, ayes 90, noes 5.

February 11.—IN SENATE.

Mr. Tallmadge, reported a bill to incorporate the Ithaca and Geneva Rail-road company.

Also a bill to incorporate the Elmira and Williamsburgh Rail-road company.

Saturday Feb. 11.—IN ASSEMBLY.

REPORTS OF COMMITTEES.—To incorporate the Troy and Whitehall Rail-road company; by Mr. Bishop, bills to incorporate the Troy city bank; to increase the capital stock of the Bank of Genesee; to incorporate the Merchants Bank of Albany; to incorporate the Clinton County Bank; to incorporate the Mechanics Bank of Rochester; to incorporate the Ulster and Dutchess Bank; to incorporate the Sackett's Harbor Bank; to incorporate the Chamung Canal Bank, at Elmira; to incorporate the Rensselaer County Bank; to incorporate the Essex County Bank.

Mr. Bishop remarked that most of these bills were reported in pursuance of the pressing desire of the applicants, by a majority of the committee, and that he (Mr. B.) held himself uncommitted upon all of them.

On the suggestion of Mr. Granger, Mr. Mack consented to lay it on the table till Monday.

The House, in committee of the whole, resumed the consideration of the Seneca county Bank bill.

Mr. Andrews renewed his proposition to guard the stock, and supported it at length. It was, however, rejected.

The bill was finally adopted, reported to the House and ordered to be engrossed for a third reading.

The House, in committee of the whole, passed the bill to incorporate the Leather Manufacturers Bank in New York.

CENTENNIAL CELEBRATION.—Our readers, says the National Intelligencer, will learn, we are sure with pleasure, that the Joint Committee of the two Houses of Congress, appointed to make arrangements for the celebration of the Centenary Anniversary of the birth day of WASHINGTON, yesterday came to a Resolution to propose to honor the day, by recommending to the two Houses the execution of the Resolution of Congress of 1799, so far as to have the remains of that illustrious patriot and sage (with the consent of the relatives) brought to Washington for interment.

AMERICAN RAIL-ROAD JOURNAL.

To the Editor of the Rail-road Journal:

Sir—As you have stepped aside from the ordinary course, in the establishment of your Journal, perhaps you will permit me through its columns to offer to the consideration of the public an innovation upon an old custom. I am not very fond of new schemes myself; yet I approve of yours—as I believe it will be the means of giving a better idea of the important subject to which it is mainly devoted; and I see no reason why you should not approve and aid mine, as it also is designed, as I believe, more effectually to aid in the diffusion of a taste for reading and for information generally, than any other course which can be introduced into our schools. I have suggested it to the consideration of many very intelligent and highly respectable persons, both ladies and gentlemen, and am much gratified to say it has received, with a single exception, the approbation of all. I admit that it does not come precisely within the line of your Journal; yet as your object is to disseminate information which may be useful to the community, I hope you will not refuse to give me an opportunity to be heard: especially as we are in truth both engaged in the same cause. In short, I wish to call the attention of the public to the course of reading in our common schools. I wish to inquire whether a more beneficial course might not be adopted. Is the present system of perusing the same book over and over again, calculated to stimulate the pupil to exertion? Does it tend to expand the mind? Does it induce him to look abroad and reflect upon the common occurrences of life? Does it not rather destroy ambition, and prevent him from looking around for other sources of information? I appeal to those, who, like myself, have enjoyed the advantages of common schools only, as well as to those who were more fortunate, in early life in the enjoyment of a liberal education, for an answer. Was it not uninteresting to you—nay, was it not irksome, to be obliged to read and re-read the "Third Part,"—the "American Preeceptor," and the "English Reader"? They soon become "old stories," and uninteresting. Something new is desired, that will induce them to seek for books to read, rather than avoid them for the bull club and skates. I would introduce Newspaper reading into our primary schools, that the scholar, as he grows up, may be familiar with the occurrences of the day—both in his own and in foreign countries. It would furnish a variety, and something ever new; of course, it would arouse the ambition, and I have no doubt be the means of exciting a more general taste for reading than any other course that can be adopted.

Truly Yours, AN OLD INSTRUCTOR.

ANTICIPATED.—We are fairly anticipated again. When this Journal was established, we were not aware that there was another upon the same subject in existence—but were pleased to find that we were not alone in the field. And we are now pleased also to know that another favorite scheme of ours, (upon which we have written, printed and distributed many circulars—an extract from which, and from several letters in reply are annexed) is thought and spoken favorably of by others. We have also seen a small publication printed in Boston, expressly designed for the purpose spoken of, in the above communication. It is however designed, we believe, for children, rather than for the larger classes; and if introduced to any considerable extent, cannot fail to be highly useful. Our design, however, is to introduce a paper for the use of schools which may also be useful as a family newspaper—by which the expense for school books and newspapers may be included in the same very small bill.

We have not, however, in this number of the Journal, much space to devote to the subject, and therefore close with the following extract from a circular extensively circulated by us, and the following letters from the Rev. Dr. WAINWRIGHT and HUGH MAXWELL, Esq. which require no comment from us, together with an extract of a letter written by a gentleman in the country, who has had much experience in the management of schools, as trustee and commissioner. We shall resume the subject at an early day; and hope, in the mean time, that those Editors who may receive this number of the Rail-road Journal will express their views of the plan, that it may

be as generally circulated as the importance of the subject merits—and, if approved, speedily introduced.

"I would place before the scholar a variety of reading—something to excite his ambition—something to induce him to look abroad and see what is going on in the world—and something ever new. By such a course I believe a taste for reading may be more generally excited, than by almost any other. The paper should contain a summary of congressional and legislative proceedings, with public documents from the heads of departments; the domestic and foreign news of the day, together with a history of the important improvements going on in our own country, and a notice of the new publications issued from the American press."

Dear Sir,—Although your plan of a newspaper for boys, to be used in their exercises of reading at school, at first view struck me rather unfavorably, as having a tendency to divert them from that close application and concentration of mind which is so essential to their improvement; yet, upon more mature consideration, and after a fuller communication of your design, I am inclined to believe that it may prove of much service in the cause of education. As I now understand you, it is intended for boys in the higher classes, and especially those in country schools, who have not the same opportunity of being informed in regard to what is going on in the world, as is afforded to boys in our cities. With this view, a newspaper containing such information of what is doing in literature, science, the arts, and civil society, in various parts of the world, as is adapted to the capacity and knowledge of young persons, may prove a valuable substitute in their reading exercises for the dull repetition of the same book, however well its pieces are selected. But such a publication will, in an especial manner, require good judgment, good taste, and a nice moral perception. I doubt not, that in the present instance, these qualities will not be found wanting in the conducting of your proposed Journal. I therefore most sincerely wish it success; and am very truly your friend and servant,

JONA. M. WAINWRIGHT.

Mr. Daniel K. Minor: Dear Sir—I thank you for the copies of your Journal, and hope you may obtain the patronage necessary to sustain and encourage your enterprise. Your communication on the subject of introducing newspaper reading into the common schools, is entitled to respectful consideration. You ask my opinion as to your plan, and whether a weekly Journal of the description in your prospectus would be advantageous.

Without question, whatever may interest the scholar, and awaken a desire for knowledge, is commendable to the teacher, as the best means of improvement. Of course, there are lessons of religious and moral duties, which ought to be constantly inculcated; and the Bible in the hands of children as well as of men, is the best and truest monitor.

I see no objection to your plan of making newspaper reading a portion of the exercise in common schools, when the topics are such as may interest and instruct as to the affairs and business of active life. The saying of Lord Bacon, that knowledge is power, is equally applicable to a knowledge of men, as to the highest attainments in science.

It appears to me that by the adoption of your plan properly regulated as to the matter, and with a due regard to more serious instruction, scholars might be made better acquainted with the world,—with their duties and responsibilities as citizens, as well as better qualified to discern and pursue the road to usefulness and distinction. A notice of public improvements, a delineation of successful enterprise, with the varied reading of a literary and miscellaneous character, strike me as being adapted to effect the object suggested in your letter, and by the successful accomplishment of which, in my humble judgment, a great benefit will be rendered to the State.

I am, very respectfully, your obedient servt.

H. MAXWELL.

"Your circular and one number of your interesting Rail-road Journal are duly received, and hereby respectfully acknowledged. The plan of newspaper reading in our common schools is much approved by me, and has been as much practised, as respects my own children, as has been found consistent with the order of our country schools."

We give below a few extracts from papers in different parts of the country, by way of showing the estimation in which the Rail-road Journal is held by those who have seen it, and also a reference to a few gentlemen in this city, to satisfy those who

are not acquainted with us, and may be desirous to take the Journal, that it will be continued according to our original proposition, and be in truth an AMERICAN Rail-road Journal.

American Rail-road Journal.—The second number of this new weekly paper has been published, and fulfills amply the expectations excited by its predecessor, and the advertisements. The press universally commend the undertaking, and the prospect of its permanent success is encouraging. No weekly paper within our knowledge, indeed, contains an equal amount of interesting matter. The title gives but an inadequate idea of its character, for in the present number five only of its large pages are devoted to the subject of Rail-ways, while the remaining eleven are filled with the literary and miscellaneous matter which has appeared in the N.Y. American during the previous week. We commend the Rail-road Journal to the public, and hope that while it transports information and amusement to its readers, it will not fail to bring a full return freight of profit and honor to the enterprising publisher—and may we find his track always smooth, his axles well oiled, and have steam brought to go ahead—but not to "burst his boiler."—[N. York Standard.]

Rail-road Journal.—We have received the first number of a weekly publication, under this title, just established at New York. It is in quarto form, sixteen pages to a number. The main object of the work may be gathered from the title; but the proprietor, in his address to the public, says, that "a part only of the Journal will be devoted to the subject of internal communication and improvements. The larger part will be occupied with literary and miscellaneous selections from foreign journals, with the review of new publications as prepared for the New York American, and the general news of the day, excluding all political matter, except what may be deemed of general interest."—[Nat. Intelligencer.]

Rail-road Journal.—This is a title of a new paper, the first number of which has just been issued in the city of New York. As its title indicates, it is "designed to diffuse a more general knowledge of this important mode of internal communication." It is printed on a sheet of the largest size (mammoth,) in an octavo form, and with small type. In addition to the information it will furnish upon the subject of Rail-roads, it will contain all the news in the N.Y. American, which may be of general interest, together with a weekly review of new publications. The number before us indicates that it will be a paper of much interest.—[Eric Pa. Observer, Jan. 7.]

We yesterday received the "third" number of the American Rail-road Journal, and, as it came unsolicited, and without promise or offer on our part, of "the difference in exchange," we think with its able editor, that "it is, as he says has always been considered, "a magical figure," in as much as it calls upon us to acknowledge the rather "mystic" appearance of its valuable paper on our humble table—so tenacious, in general, are our "Atlas-like Souvenirs" of their good works. We have scarcely had time to look into this mammoth, containing sixteen large octavo pages of three columns each. We can, however, with great propriety recommend it as a valuable literary, miscellaneous and news journal, exclusive of the information it contains on the interesting subject to which it is particularly devoted, and which at this time engrosses so much of the public attention.—[Elmira Republican, Jan. 20.]

A newspaper, to be called "The Rail-road Journal," devoted as its name implies to this popular plan of travelling, is about to be published weekly in New York. It will, of course, embody all the data, yet known to modern science, upon this subject.—[Gazette, Charleston, S. C., Jan. 4.]

American Rail-road Journal.—The first number of this periodical (the object and terms of which will be found in our advertising columns) has been received at this office. At a time when Rail-road making is so universal in this country, a work like this promises to be exceedingly useful.—[Wilmington, Del. Journal, Jan. 10.]

Rail-road Journal.—We have received the third number of this Journal, published in the city of New York. We have examined it with some attention, and cannot speak too highly of it as connected with the science of rail-road making. Independent of its title, it embraces a large amount of matter prepared for the New York American, and is in every respect worthy the patronage of the public.—[Manlius Repository, Jan. 24.]

The American Rail-road Journal.—Is the title of a new paper published in New York. As its title indicates, it is chiefly devoted to the subject of Rail-roads; embodying a vast amount of useful information on the number and extent of those works of inter-communication, travelling cars, locomotive engines, &c. &c.—and containing much other valuable matter, suited to the wants and tastes of most literary, miscellaneous and news-readers.—[Sandyhill Adv., Jan. 24.]

As doubts have been expressed at a distance as to the continuance of the RAIL-ROAD JOURNAL, it is but justice to those who are subscribers to say that its permanency is certain. The publisher is permitted to refer to the following gentlemen:

WILLIAM A. DUER, Esq. President of Columbia College.
JAMES RENWICK, Professor in Columbia College.
ROBERT L. STEVENS, Esq. Engineer.
JAMES G. KING, Esq.
SAMUEL SWARTWOUT, Esq. Collector of the Port.
Messrs. GRACIE, PRIME & CO.

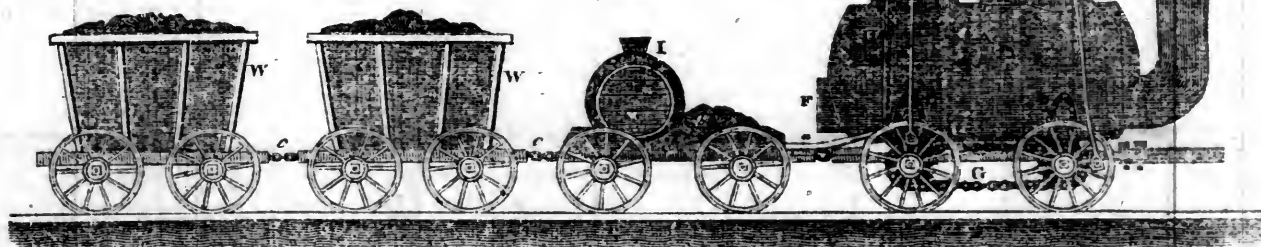
*. Editors who have published the Prospectus, are requested to give the above six insertions.

For the New-York American.

RANGE OF THE THERMOMETER AND BAROMETER, FOR FEBRUARY, 1832.

| | Thermometer. | | Barometer. | |
|------------|--------------|---------|------------|---------|
| | Highest. | Lowest. | Highest. | Lowest. |
| February 1 | 39 | 23 | 30.52 | 30.25 |
| " 2 | 45 | 25 | 30.9 | 29.92 |
| " 3 | 48 | 27 | 29.92 | 29.79 |
| " 4 | 40 | 38 | 29.89 | 29.63 |
| " 5 | 33 | 30 | 30.21 | 29.72 |
| " 6 | 29 | 21 | 30.32 | 29.98 |
| " 7 | 37 | 26 | 30.20 | 29.97 |
| " 8 | 31 | 23 | 30.26 | 30.16 |
| " 9 | 30 | — | 30.4 | 29.75 |
| " 10 | 31 | — | 30.34 | 30.1 |
| " 11 | 38 | 27 | 30.26 | 29.89 |
| " 12 | 46 | 35 | 29.70 | 29.48 |
| " 13 | 43 | 34 | 30.36 | 30. |
| " 14 | 33 | 29 | 30.43 | 30.33 |
| " 15 | 40 | 31 | 30.30 | 30.34 |

A M E R I C A N



RAIL-ROAD JOURNAL.

OFFICE, 35 WALL-STREET.

NEW-YORK, FEBRUARY 25, 1832.

VOLUME I...NO. 9.

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AMERICAN RAIL-ROAD JOURNAL.

NEW-YORK, FEBRUARY 25, 1832.

RAIL-ROADS IN OHIO.—We are grateful to the correspondents, who, from different parts of the Union, by transmitting us communications, are already beginning to testify their opinion of the value of our paper, as a general channel for circulating information on the topics of internal improvement. We will endeavor to do justice to all.

Among other plans which have been commended to our notice, are two in Ohio—one for a Rail-road from Dayton, at the head of the Miami canal, and by it connected with the Ohio at Cincinnati, to Sandusky on Lake Erie. We published in No. 7 of this Journal the section of the act authorizing this Rail-road, under the title of "the Mad river and Lake Erie Rail-road;" and in our next will publish two communications, now in hand, setting forth the advantages promised by this enterprise, and the nature of the country through which it will pass. Another similar undertaking for connecting the waters of the Lakes and of "the Beautiful River," (as the Ohio was called by the French,) has been authorized by the Legislature of Ohio under the title of "the Erie and Ohio Rail-road"—which is to leave the Lake at Ash-tabula or Fairport, 50 or 60 miles east of Sandusky, and strike the Ohio at Wellsville, above Steubenville, and a few miles only from the Pennsylvania line.—This is undoubtedly the shortest cut from the River to the Lake; but whether, all things considered, it is the best, may perhaps be well doubted. On this project, however, we shall also publish in our next a communication received too late for this number.

Meantime we cannot but express the fear that in Ohio, as in this State, the spirit of enterprise and the funds which are necessary to embody it in useful works, is in some danger of being frittered away by the multiplicity of undertakings, all of which cannot succeed, and the failure of one of which is calculated to throw a damp upon the general cause of internal improvements.

It is perhaps in checking the exuberance of this spirit, and in restraining its operations within reasonable and practicable limits, that consists one of the most imperative, as we admit it to be one of the most delicate and difficult duties of legislators. The positions stated in this respect in the report of Mr. Stilwell, in the Assembly of this state, appear to us the sound ones. Encourage liberally and frankly such projects as will bear calm and thorough investigation, encourage them not only by acts of incorporation, but by state subscriptions; but in order that such encouragement may be productive of the good anticipated, refuse aid and charters both to visionary or merely private speculations.

BREAKING GROUND.—We regret that we were unable to accept the polite invitation to witness the ceremony of Breaking Ground upon the Harlem Rail-road yesterday. We give the following account from the Courier and Enquirer, but for want of room are compelled to omit the address.

"Yesterday, pursuant to invitation, several members of the Corporation, visitors, engineers, contractors, &c. proceeded with the officers and directors of the Harlem Rail Road Company from their office in Chambers street in carriages to Murray Hill, on the Fourth Avenue, where the ceremony of breaking ground was to be performed. On their arrival at the elevated and commanding spot, a number of citizens and persons engaged on the work had already assembled, the rock had been bored and thirteen blasts were exploded, when John Mason, Esq. the Vice President of the Company (Campbell P. White, Esq. the President being at his post in Congress) addressed the assembly.

This address was received with great cheering, after which the company and guests repaired to Hinton's, at the Shot Tower Hotel, where a cold collation was spread and success to the Harlem Rail-road was drank in sparkling Champagne, with great hilarity and good feeling.

This commences a single link in that great chain of internal improvement which is to reach from New York to Buffalo, and which, without fatigue and at moderate expense, will convey our citizens to Albany in a few hours."

In our last we gave the fifth Annual Report of P. E. Thomas, Esq., President of the Baltimore and Ohio Rail-road Co., to the Directors; and we now have the pleasure of giving that of J. KNIGHT, Esq., Chief Engineer, in which will be found much useful information that cannot fail to interest all in any way connected with the science of RAIL-ROAD MAKING; especially that part which relates to "Machinery and Moving Power"—but more especially what relates to the friction and resistance in *curves on Rail-ways*, as well as the comparative resistance on the same road of cars of different con-

struction. We shall continue to publish the different reports upon the Baltimore and Ohio Rail-road as we may have space for them, believing, as we have before observed, that they contain more minute and practical information upon the subject of the construction of Rail-roads in this country, and perhaps of any other, than can be found elsewhere.

A member of the Indiana Legislature, has politely sent us a copy of the "Indiana Democrat," in which we notice with pleasure the passage of the bill to connect the Wabash river with Lake Erie by canal. The following are the remarks of the Democrat upon announcing this vivifying intelligence to the people of Indiana.

"When the result was announced, the friends of the measure evinced the most heartfelt pleasure, and in the evening Indianapolis was brilliantly illuminated and the event hailed by the firing of cannon, the beating of drums, and other demonstrations of the importance of the measure.

To the people of Indiana this is one of the most important measures which has ever been decided in that state. The faith of the state is irrevocably pledged for the final completion of the Wabash and Erie Canal, and the estimated cost of the whole work is upwards of one million seven hundred thousand dollars. The grant of lands for the use of the estimated cost of the work, and the wisdom of future Legislatures will have to supply any deficit of fund which may be found to exist. The country through which the canal passes, is one of the best in the Union, and the tide of emigration which it is attracting, and the enterprising population which covers its face, loudly demanded that the state should take some determinate step with regard to the canal.—The bill provides for an immediate commencement of the middle section and authorizes the appropriation of the funds now on hand for that purpose, and also authorizes the appointment of three fund Commissioners, who are to negotiate loans for the canal to the amount of two hundred thousand dollars, on a credit of thirty years, bearing an interest of six per cent. per annum, redeemable after twenty years, with a proviso, that there should not be drawn at any time any of said loan to a greater amount than the sum due from lands which may have been sold.

It is a work of magnitude and interest, and such an one as will be creditable to the state when completed, and the purchasers of the canal lands, will rejoice that the state has, in full faith, complied with her covenant with them.—[*Farmer's Journal of Jonesborough, Tenn. February 4.*]

Rail-road Transportations to Baltimore, to Friday Evening, the 17th inst.

| | Pas. | Engl. hour. | Tons. | Cwt. | Qr. | lb. |
|---------|------|-------------|-------|------|-----|-----|
| Feb. 11 | 71 | 972 | 101 | 4 | 0 | 17 |
| 12 | 27 | 599 | 41 | 2 | 3 | 24 |
| 13 | 12 | 832 | 75 | 11 | 2 | 4 |
| 14 | 20 | 694 | 74 | 15 | 2 | 25 |
| 15 | 12 | 626 | 65 | 6 | 3 | 4 |
| 16 | 36 | 575 | 63 | 9 | 1 | 6 |
| 17 | 23 | 625 | 67 | 15 | 2 | 25 |

Miscellaneous.—Iron, rye, oysters, leather, &c.

[FOR THE RAIL-ROAD JOURNAL.]

As public opinion still appears to be somewhat divided with regard to the relative advantages of Canals and Rail-ways for internal communication, it occurred to me that a few observations showing the advantages of each, by the exposition of certain principles which both theory and experience have established, might be acceptable.

In commencing these remarks, it may be observed, that precisely the same arguments as are now adduced by the proprietors of Canals against Rail-ways, were formerly urged against Canals by the proprietors of Turnpike-roads; and the one outcry is as reasonable as the other. I am far, however, from making any endeavors to check this speculative clamor; on the contrary, I rejoice that the Rail-road companies will be compelled publicly to prove the practicability and benefit of their undertakings.

Numerous investigations have been made to determine the best mode of internal communication; and by some of the most eminent engineers; among whom we may name the celebrated Muschenbrock, Ferguson, and others: but they all proceeded upon the hypothesis, that the friction on Rail-ways is in the simple ratio of the velocity, which is far from being the case; and the more recent and accurate experiments of modern engineers have overthrown this doctrine, and laid the foundation to conclusions entirely different: some of which it will be my endeavor to give.

It is found that the friction of iron rolling upon iron is the same at all velocities, and that the friction increases in nearly the same ratio as the pressure, and this increases as the weight of the load. These results, which have an aspect so paradoxical to practical men, are founded on true principles, and are admitted by all scientific mechanicians without hesitation.

Now, from the constitution of fluids, theory has deduced a fundamental rule which observation has confirmed—which rule I shall assume as the foundation of my investigations.

It is that a body encounters in its motion through the fluid medium, a resistance that increases as the square of the velocity.

Let us suppose that the effect of a force of traction of 120 pounds is sufficient to propel a body weighing 110,000 pounds through the fluid at the rate of two miles per hour (which is the case). To move the same body at a rate of

| | |
|--|------|
| At 4 miles per hour it requires 492 lbs. | |
| 6 | 908 |
| 8 | 1599 |
| 12 | 3900 |
| 16 | 6399 |
| 20 | 9955 |

Hence we see that when we have to contend with the resistance of water, a great increase of power produces but a small increase of velocity. Suppose for instance it were required to determine, since 3 horses will draw a boat loaded with 75 tons at the rate of 2 1/4 miles per hour; how many horses it will require to draw the same load at the rate of 4 1/2 miles per hour? Since the velocity is to be doubled, the absolute resistance will be four times as great as in the former case. Now an ordinary horse will, in moving at 2 1/4 miles per hour, exert a power of 100 pounds. Hence in the first instance the power applied was 300 pounds; the power required in the second instance is 1200 pounds; but the same horses moving with a velocity of 4 1/2 miles per hour, exert a force of only 65 pounds each; therefore it will require 18 or 19 horses in the second case.

On a Rail-way to move with any required velocity, we have only to add a few pounds to overcome the resistance of the atmosphere, after we have applied the requisite force for overcoming the friction on the rails (which is constant for all velocities).

A still atmosphere is found by experiment to press with a force of 15 lbs. on a square foot of one foot square and moving at the rate of one foot per second. This pressure increases as the square of the velocity. Hence a car moving with a velocity of four miles per hour, and presenting a surface in front of 15 feet, would encounter in a calm atmosphere a resistance of 2 1/4 pounds from the air; at eight miles the pressure is 9 pounds, and at 12 miles per hour the pressure is 20 pounds, &c.

Applying these data to a car moving on an iron Rail-way, and presenting a surface of 30 feet in front weighing with its load 110,000 lbs., to move thus:—

| | |
|---|-----|
| At 4 miles per hour it requires a power of 308 lbs. | |
| 6 | 311 |
| 8 | 330 |
| 12 | 370 |
| 16 | 419 |
| 20 | 510 |

We see by a comparison of the tables, as above, that three times as much power is requisite to move an equal weight at six miles per hour on a Canal as on a Rail-way; five times as much power would be required at eight miles per hour; ten times as much at twelve miles per hour, and twenty-one times as much at twenty miles per hour.

West Point.

M.

GREENBUSH, FEB. 11th, 1832.

To the Editor of the Rail-road Journal:

SIR—Of all the numerous applications to the Legislature for Rail-roads, perhaps there is not one which would be of greater utility, or which is more needed by the commercial interests of this section of the State, than one from Albany to West Stockbridge, Massachusetts. The advantages that would result from such a mode of conveyance through this rich section of country, are almost incalculable.

Several petitions from different towns on the route have been presented to the Legislature, praying for the construction of a Rail-road connecting the two above mentioned places;—and as I am in possession of some few statistical facts, relative to the amount of transportation which would pass upon such a road, I transmit them: hoping that they may assist you in appreciating the importance of such a work, and enable you to see the almost absolute necessity that exists for such a communication between these places.

The nature of the ground over which the road would pass, renders the feasibility of such a project perfectly obvious, as no obstacles occur which cannot be easily overcome, and at little expense. A route can be adopted that will avoid such abrupt irregularities in the ground, as require great labor and expense to counteract, and which will pass, probably for its whole extent, over a surface of country which is either level or slightly undulating. In short, the difficulties arising from irregularity of surface, to be encountered by this road, are trifling in comparison to many of those which have been successfully overcome by Rail-roads now in operation.

It is well known that the amount of tonnage annually transported by land conveyance to the Hudson river from the state of Massachusetts, and particularly from Berkshire county, is incredibly large. This fact will appear less surprising, when we reflect that from this section of country, and especially from the county of Berkshire, is obtained the greater quantity of many articles, both useful and necessary, and which are in constant demand; such as marble, lime, iron, and manufactures of every description.

The town of Stockbridge abounds in marble of a much superior quality to any now used for building purposes, obtained from a different locality. When we remember that Stockbridge is but thirty miles distant from Albany, and furnishes marble much superior to that obtained from Sing Sing or any other near locality, it becomes a matter of some consequence to the Albanians at least, that a mode of conveyance should be established which would enable them to obtain the best quality of an article, and (as it could then be afforded) at the cheapest price.

A Rail-road in this direction would also afford a means of conveyance for the vast quantity of lime manufactured in Stockbridge and the adjacent towns, direct to market.

The towns of Salisbury and Sharon, in Connecticut, manufacture and send to market immense quantities of iron, in the state usually called pig-iron. It is principally sent to Poughkeepsie or Hudson, where much of it is shipped for Albany. It is consequently, before it reaches its destination, conveyed a long and circuitous route, besides being exposed to all the delay and hazard attending a river navigation.

Now a Rail-road in the direction contemplated, would afford this great amount of tonnage, consisting materially of the articles above specified, an easy, cheap and expeditious conveyance to market.

To give some idea of the magnitude of the amount of tonnage which would pass upon this road, I offer a correct table, showing the quantity of tonnage, and number of passengers, which are annually conveyed from twelve towns in Berkshire county to the Hud-

son river. These twelve towns comprise but a very small portion of that extensive and wealthy tract of country, which would send its manufactures and productions to market through such a channel as a Rail-road from Albany to Stockbridge would compose.

It must be borne in mind that this table includes only the amount of transportation passing to the Hudson river, consequently the amount of return freight is not considered.

The second column shows the rate per ton, now paid for transportation to the Hudson river.

| | Amount of Tonnage. | Rate. | Amount. | No. of passengers. | Rate. | Amount. | Total Amount. |
|----------------|--------------------|---------|----------|--------------------|-------|----------|---------------|
| Lenox | 2,796 | \$5 1/2 | \$15,389 | 556 | 32 | \$17,800 | \$16,450 |
| Lee | 4,233 | 5 | 21,165 | 700 | 2 | 1,400 | 22,565 |
| Stockbridge | 750 | 6 | 3,750 | 600 | 1 1/2 | 1,050 | 4,800 |
| G. Barrington | 1,297 | 4 | 5,188 | 400 | 1 1/2 | 600 | 5,788 |
| Egremont | 1,100 | 3 1/2 | 3,850 | | | | 3,850 |
| W. Stockbridge | 3,100 | 5 | 15,500 | 400 | 1 1/2 | 700 | 16,200 |
| Becket | 300 | 6 | 1,800 | 100 | 24 | 2,400 | 2,050 |
| Oda | 400 | 6 | 2,400 | 100 | 24 | 2,400 | 2,650 |
| Sandisfield | 1,600 | 7 | 11,200 | 250 | 24 | 6,000 | 17,200 |
| Sheffield | 1,450 | 5 | 7,250 | 400 | 1 1/2 | 700 | 7,950 |
| N. Marlborough | 1,000 | 7 | 7,000 | 250 | 24 | 6,000 | 7,025 |
| Tyringham | 400 | 6 | 2,400 | 100 | 24 | 2,400 | 2,650 |
| | 17,938 | | 92,692 | 2850 | | 7,530 | 100,222 |

Here we see that more than \$100,000 is annually paid by twelve towns in Berkshire county for the transportation of their commodities to market.

Now to avoid exaggeration, I will suppose the seventeen remaining towns of that county, all of which are extensively engaged in manufactures, to send to market an equal amount of tonnage and consequently pay an equal sum for its transportation (a supposition which is perfectly reasonable) making an aggregate amount of \$200,484, annually paid for the transportation of goods and passengers to the Hudson river, by Berkshire county alone.

If, then, this great amount can be realized from one county, what will be the result when a whole state, or large portions of several states, pour their united current of trade through this one safe and competent channel?

Now, allowing a Rail-road from Albany to Stockbridge, a distance of about thirty miles, to cost \$600,000, which is probably much more than sufficient to defray every expense of construction, we have shown at a very moderate computation, an amount of transportation proceeding from only one county, which would yield an annual income of \$200,484, being at the rate of more than thirty-three per cent on the total cost of the Road. I ask what capitalist would hesitate to make such an investment of his surplus funds?

From what has been said it is obvious that the commercial interests of this section of the state would be incalculably benefited by the construction of a Rail-road from Albany to Stockbridge.

In fact it is very essential to the prosperity of Albany, that such a Road should exist, and I have not the least doubt but that her influence will be strenuously exerted to bring about speedily, such a desired and necessary state of affairs. Sufficient has also been advanced to render it evident that the investments of Stockholders, cannot but be extremely profitable.

From a view of what has been said, I am induced to believe, that very few routes for Rail-roads in our country promise to be of such general utility, and to confer such great benefits on all the contiguous district of country, as well as on those particularly interested, as the one under consideration, and it would be a matter of great surprise to me if Albany, a city renowned for the energy and enterprise which she uniformly displays in the construction of public works, should so far neglect her own interest as to refuse to aid in opening this important channel of communication, which would shower wealth upon her citizens, and promote her own prosperity to a degree scarcely credible.

Yours respectfully,

L.

Second Annual Report of the Chief Engineer of the Baltimore and Ohio Rail-road.

Engineers Office, Baltimore & Ohio Rail-road.
Baltimore, October 1, 1831.

To PHILIP E. THOMAS,

President of the Balt. and Ohio Rail-road Co.

In accordance with the regulations of the Company, I now present my second annual report, detailing the proceedings of this department for the last twelve months, and embracing such operations as will claim attention within the next year.

Every effort has been made to realize the expectations which were formed, and the assurances that

were given, that the road would be opened for travelling both to the Point of Rocks on the Potomac river, and to the city of Frederick, within the year 1831; and notwithstanding the generally unfavourable state of the winter, the work has been prosecuted with such activity that fully as much has been accomplished as was expected; leaving no reason to doubt but that the road will be opened to those places with a double set of tracks on the first and second divisions, and with a single set of tracks on the other portions, within the time anticipated.

The details of the proceedings of the Company since the last report, will be stated under the following heads:

1. The graduation and masonry.
2. The construction of the railway.
3. The location of the route.
4. The machinery and moving power.

And I shall also embrace the subject of the introduction of the railway into the improved parts of the city of Baltimore, as well as that of the proposed railway to Washington.

The Graduation and Masonry.

Previous to the last annual report, the graduation and masonry had been completed upon the city division and upon the first division to Ellicott's Mills, a distance of thirteen miles; and likewise, with the exception of the great rock excavation at Ellicott's Mills, upon the second division, to the Forks of Patapsco.

Fifteen miles of the third division, in continuation from the second division, had also been placed under contract; so recently however, that very little progress had been made upon it.

Since the last annual Report, the excavation of the Tarporian rock at Ellicott's Mills, and the graduation and masonry on the fifteen miles of the third division, completing a distance of forty miles from Baltimore, have been finished.

During the last autumn and winter, a distance of about sixteen miles, reaching to the Point of Rocks on the Potomac, and comprising about five miles of the fourth division, along the ravine of Bush creek from Ijams' mill to the Monocacy river, together with the whole of the fifth division from thence to the Point of Rocks, as also the viaduct across the Monocacy, were placed under contract.

The graduation and masonry on the five miles along Bush creek, and upon a part of the eleven miles of the fifth division were completed during the early part of the present year, and the entire residue, including the viaduct, will soon be finished.

In the month of June last, the graduation and masonry of the residue of the line between Baltimore and the Point of Rocks, comprising a distance of twelve miles, including the inclined planes across Parr's ridge, were contracted for. The dividing point of the third and fourth divisions is on the top of that ridge; and of the twelve miles just mentioned, about 2 3/4 miles are on the third, and 9 1/4 miles on the fourth division.

About the same time the work upon the lateral road to Frederick, a distance of 3 1/2 miles from the main stem at the Monocacy, was likewise placed under contract.

The work upon these portions of the line has been prosecuted with uncommon vigor, and with a view to its being prepared for the reception of the Rail-way in time for the attainment of the object herein before mentioned.

The graduation, masonry, and bridging, being under the superintendence of Caspar W. Wever, the report which that vigilant officer is expected to make to the Board, will complete the necessary details in relation to this branch of the service.

The Construction of the Rail-way.

In the early part of the last year, a double track of Rail-way was finished from Baltimore to a point near the Patapsco, and a single track from thence to Ellicott's Mills was also completed. Contracts had also, in August 1830, been made for laying down the residue of the second track to Ellicott's Mills, including about 6 1/2 miles, and likewise for laying the first track on the second division from Ellicott's Mills to the Forks of Patapsco, in length twelve miles.

These tracks have been completed in a substantial manner with granite sills, except for short distances on high embankments, where wood was preferred.

It was expected that the two tracks to Ellicott's Mills, and the first track to the forks of Patapsco, would be completed during the autumn of 1830; but the length of time required to procure the sills from the existing quarries, and to construct the track in so substantial a manner, rendered this impracticable. The consequence has been, that the completion to Ellicott's Mills took place in the winter, whilst the 12 miles of track above the Mills were not finished until the middle of June last.

A contract has also been made for laying down the second track of the second division, with granite sills. This work has been judiciously prosecuted by Enoch Sweat, who had heretofore evinced his ability and zeal as a contractor in the service of this Company. Of the 12 miles of track embraced in this contract, only 1 1/2 miles remain to be laid; and the entire double track to the forks of Patapsco, 25 miles from Baltimore, will probably be completed by the 1st of November next.

The first track to be laid on 15 miles of the third division was contracted for in the last autumn; but owing to circumstances which will be explained in the documents accompanying the report of the Superintendent of Construction, a disappointment has been experienced in this part of the work. From the measures which have been adopted however, and which will be pursued with regard to the work on this division, it is believed, that the first track will be completed by the first of November next. Of this track 5 1/2 miles will be laid with granite sills, and the residue with wood. Materials are in preparation for a second track on this division.

Contracts have also been made for laying the first track on the remainder of the third, and on the whole of the fourth and fifth divisions, to the Point of Rocks, and likewise upon the lateral road to Frederick; together with the second track upon a part of the distance embracing Parr's ridge; and it is expected that these contracts will be completed by the close of the year 1831.

From the circumstance, that stone suitable for sills, had not been found contiguous to the upper part of the third division, nor upon the fourth and fifth divisions, including the lateral road to Frederick, it became necessary to lay the first track through these distances, with wood instead of stone; and from the necessity there will be for having the use of a second track, previous to the time when it could be finished with stone to be brought from a great distance, by means of a conveyance on a single track, which would at the same time be much, if not fully, occupied with the public trade and intercourse, it is worthy of consideration whether it will not be for the interest of the company and the public, that the second track on part of the third, and on the whole of the fourth and fifth divisions, should not likewise be laid with wood.

The reason for this step will be much strengthened from the consideration, that the facts developed on the first and second divisions indicate, that embankments should be allowed a period of from two to three years at least, to settle, previous to receiving a Rail-way constructed of stone sills.

In this way, the road would come into profitable use at an earlier period, and it is believed that the advantage to accrue from this circumstance would more than compensate for any loss that would be consequent on the decay of the wood.

When the wood shall decay, the tracks can be repaired of stone sills, or in any other method that shall have been approved.

About 40 miles of single track will have been laid with stone sills, by which the relative advantages between their use and that of wood in the formation of the Rail-way, will be tested, as regards the first cost, durability, repairs, and facility to the motive power.

Since the last annual report, a contract has been made with John McCartney for the extension of a single track of stone and iron Rail-way along Pratt street within the improved parts of the city. This enterprising contractor is executing the work in a very satisfactory manner, and already the track has been laid to the basin.

During the present season there have been erected a permanent carriage house, weigh house, &c. on the ground conveyed to the Company by James Carroll, Esq. A depot has also been established at Ellicott's Mills, on which there has been erected a permanent warehouse. There has likewise been a depot established at the city of Frederick, as well as within the city of Baltimore, near the basin, upon the latter of which a suitable house is erecting.

For a more full account in relation to the construction of the Rail-way, depots, &c., I refer to the report of Jacob Small, Superintendent of Construction, hereto annexed, marked A, and to the documents accompanying the same, in which will be found a lucid narrative and statement by his principal assistant, James P. Stabler.

The Location of the Route.

In accordance with a resolution of the board, requisite steps have been taken to revise the location of the residue of the third and the whole of the fourth and fifth divisions to the Point of Rocks, and also to the lateral road to Frederick city.

For this purpose it was, arranged that Caspar W.

Wever, Superintendent of Graduation and Masonry, who had just closed the field duties requisite for the revision of the location upon the greater part of the third division, should continue his labors in this service. And in order that due time might be allowed for the consideration of questions relating to the system of inclined planes across Parr's Ridge, a random line of survey and levels was by him extended across the ridge and down Bush creek to a point beyond any supposed influence to arise from the system of planes which might eventually be adopted in passing that ridge.

From this point, near Ijams' mill, to the end of the fourth and beginning of the fifth division, on the west bank of the Monocacy river, and including a distance of about five miles, the line was duly revised and staked out for contract by that officer, according to the principles which I approved.

This part of the line occupies the most narrow and crooked part of the ravine of Bush creek and extends to the junction of that stream with the Monocacy. It required the exercise of no ordinary skill and judgment to lay the line in such manner as to give space for the passage of the stream on the one hand, and so as not to encounter, to an improper extent, the precipitous and rocky projections of the hills, on the other; and at the same time to keep the curvatures sufficiently gentle and regular.

The location has been made so as not to have the radius of curvature less than 440 feet. One point of it is passed with a few hundred feet having this radius, whilst in every other part, the radius of curvature is greater than 500 feet.

In the experimental lines which had been previously run, curves of radii less than 400 feet had been here employed. The grades were also reduced so as not to exceed a descent towards the Monocacy at the rate of 24 feet per mile in any part.

The Superintendent also continued the location on the fifth division from its commencement to Ballinger's creek, a distance of about 1 1/2 miles. In addition to which he also attended to the necessary surveying and levelling required for the location and staking out for contract the route of the lateral road connecting the main line at the west bank of the Monocacy, with the city of Frederick.

The field notes and levels of these several parts, and the maps and profiles of the route of the main line from Ijams' mill to Ballinger's creek, have been reported, and are on file in this department.

The Assistant Engineers, Henry J. Ranney and Ralph S. Smith, who had aided in the field duties of the revision of the third division, and George T. Danbar, John W. Smith, and Benj. A. Alderson, who had assisted in the calculations, were detailed to continue their services under C. W. Wever in the revision of the main line.

The revision of the line from Ijams' mill to Ballinger's creek, as before mentioned, having been concluded, and having also just been placed under contract for the graduation and masonry; it was no longer convenient, on account of the press of business appertaining to his office, for the Superintendent to continue the field operations upon the location of the main line after the 30th of November.

I therefore resumed this duty personally, and completed the location and staking out for contract the residue of the fifth division from Ballinger's creek to the Potomac river at "the Point of Rocks," a distance of about 9 1/2 miles, in which service I was aided by the assistants already named, and by Benj. H. Lestrop, who had recently been employed as an assistant in superintending the laying of the rail way on the second division.

The line throughout the fifth division passes over a country the surface of which is undulating; nevertheless the route is remarkably direct; and as regards curvatures, it is almost equivalent to a straight line. There is no curvature in eleven miles, the extent of this division, of less radius than 1146 feet, and only about one-fourth of a mile having a less radius than 1910 feet, whilst the entire length of the straight parts is eight miles. The maximum grade upon this division and upon the lateral road is 30 feet per mile, and will therefore be within the advantageous range of the action of locomotive steam engines.

The maps and profiles have been executed, and are, together with the notes of the survey and levels of the located line from Ballinger's creek to the Point of Rocks, on file in this office.

These surveys were completed on the 27th of December last, the time having been considerably extended in consequence of the shortness of the days and the inclemency of the season.

During the last spring the necessary examinations, surveys and levels were made to effect the final location of the remaining part of the line between Baltimore and the Point of Rocks, to wit, the part including the crossing of Parr's Ridge, in length about 12 miles. The staking out for contract of this part

of the line was completed on the 6th of June last.—The maps and profiles have been executed, and are, with the notes and calculations, deposited in this office.

In making this part of the location I was assisted by the gentlemen already mentioned, with the exception of B. H. Latrobe, who had been detailed to run and stake out the centre line and curvatures of the graduated surface of the third, and parts of the fourth and fifth divisions, preparatory to the laying of the Rail-way.

For a description of this part of the line, and the principles which governed in its location, reference is made to my report dated the 6th of June last, and which is hereunto annexed, marked B.

The document just referred to contains statements of the sections and quantities of excavation and embankment as calculated at the time of making the location, to be necessary to effect the graduation.

Similar statements for the residue of the fourth division, for the fifth division, and for the lateral road to Frederick, are contained in the tabular exhibit, marked C, annexed.

I also annex a tabular statement, marked D, prepared by B. H. Latrobe, and containing the distances, grades, and radii of the curvatures on the line of the Baltimore and Ohio Rail-road from the depot first described on Pratt street, to the Point of Rocks, and to the city of Frederick.

I herewith further present a map and profile of the final location of the line to the extent just mentioned, as drawn by Joseph Shriver, who, it is proper to say, also assisted B. H. Latrobe in tracing the centre line on the graduated surface of the third division, to guide in the laying of the Rail-way.

Having been charged with the investigation of the eligibility of introducing the Rail-way into the improved parts of the city of Baltimore, that subject was attended to, and received the consideration due to its importance. A copy of my report upon this subject dated the 3d of February last, accompanies this report, and is marked E.

Immediately on my completion of the location of the fifth division to the Point of Rocks, I was instructed to make a reconnaissance of the country lying between the city of Baltimore and the city of Washington, with a view to ascertain and report upon the apparent facilities afforded for the location and construction of a Rail-way that should connect Baltimore with the seat of the general government.

This duty was performed to the extent, which the inclemency of the winter, at the time, permitted; and a report thereon was made on the 23d of January.

In making this reconnaissance, I was assisted by B. H. Latrobe; and was also aided by the facts developed in the survey of a route for a canal, made for the United States, by Dr. Wm. Howard. And I take this occasion to acknowledge myself indebted to that gentleman and also to Capt. Wm. Gibbs M. Neil, and to Col. J. Albert of the U. S. Topographical Bureau, for a view of the maps and profiles of that survey.

After the location across Parr's ridge was completed, I was directed to take the necessary steps, without loss of time, towards effecting the location of the route of the proposed Rail-way to Washington.

Two parties were accordingly organized, the one under the immediate direction of Henry J. Ranney, and consisting of Ralph S. Smith, leveller; John W. Smith, surveyor; Benjamin A. Alderson, draftsman; and John Small, jr. and Charles G. Hanson, calculators; and the other under the immediate direction of B. H. Latrobe, composed of Albert M. Lea, leveller; Geo. T. Dunbar, surveyor; Oliver C. Morris, draftsman; and Henry H. Krebs, and Wm. K. Coulter, calculators.

These officers commenced the preliminary surveys and levels on the 15th and 16th days of July last, respectively, and continued their operations with due diligence until about the 1st of September. When, on the 10th of that month, the season and of the country being on the Potomac, several of them became seriously ill of bilious fever; and it was therefore necessary to suspend the field operations until a more healthy season should return. These operations, it is hoped, may soon be resumed; and they will be unremittingly prosecuted until the location, together with the calculations, maps, and profiles, shall be completed.

I had expected to have personally superintended and directed all the preliminary surveys which would be required previous to the location of the Washington road, but other duties claiming my attention, it became necessary that these surveys should be made under written instructions that would embrace in a great degree their extent, together with the manner,

method, and principles, upon which they should be conducted.

In elucidation of this subject there is hereto annexed a copy of these instructions, dated the 6th of June last, marked F, to which is likewise necessarily attached a copy of my report of the 22d of Jan., heretofore mentioned.

The machinery and moving power.

Advances have been made since the last report towards the perfecting of the turn-outs, and likewise of those parts of the cars subject to friction, wear and fracture.

The turn-outs have been modified so as to adapt them more perfectly to the object. A single switch is used, the position of which is in the rail across which the turn-out is directed. The pressure of the inner side of the flange against the switch, when thrown open, together with the greater circumference of the opposite wheel, rolling with the flange on the cast-iron plate, effectually guides the car in the direction of the turn-out, and with but little additional friction.

At first, it was thought to be necessary to lessen the breadth of the track at the turn-outs in consequence of the great play which had been given to the flanges on all the other parts of the road, to wit, 1 3/4 inches: experience, however, has brought us to adopt the same breadth of track at the turn-outs as in other parts of the way, namely 4 feet 9 1/4 inches between the iron rails; and an entire uniformity of breadth is now preserved throughout.

It has been found necessary to give some additional strength to the wheels and axles, to preserve the former from fracture, and the latter from flexure.—The diameter of the axle has been increased from 2 3/4 to 2 7/8 inches, and the weight of the wheel from 175 lb. to 205 lb. The diameter of the wheel continues to be 30 inches, whilst the breadth and thickness of the rim and of the spokes have been somewhat enlarged.

The cylindrical and conical form of the face of the wheel remains as at the first, excepting that the rise of the conical part has been changed from a ratio of 1 to 6, to that of 1 to 5; whilst the breadth of this part, which was one inch, has been increased 3/16ths of an inch. The rise next to the flange is therefore now 1/4 of an inch instead of 1/6 as formerly.

This change was induced from a conviction that the motion of the cars would, in general, be rendered steadier, and with considerable velocities, easier in the extreme curvatures. It was also believed that the effects of chilling would be greater, whilst the cone would be more durable; at the same time, the experiments on friction justified the conclusion that no lateral thrust would result from this increase.

Experience so far appears to confirm all these expectations; and it is believed, that a decided improvement has thus been effected.

The cone now used will answer for three feet wheels upon curvatures of road of 400 feet radius, and hence, wheels of that diameter can be employed for the use of the Locomotive Engines.

In the use of the Winans car, it was found that greater strength, and hardness of texture, in the friction wheel, were requisite, than was at first apprehended. Greater strength to withstand shocks, and hardness to preserve from the attrition and wearing at the periphery bearing upon the end of the axle. It is believed that these defects have been remedied to a great extent, and so as to secure the practical success of this improved car. Improvements in the box containing the friction wheel and the oil, have also been effected.

It is evident, that the durability of the road and of the cars, and especially of the wheels, would be promoted by the use of springs interposed between the load and the running gear. This precaution would also increase the efficiency of the moving power.

The concussions upon the rails, caused by the undulatory action of a rigid frame, bearing a heavy load, are very considerable, and they are greatly augmented by an increase in the rapidity of the movement.

From unavoidable deviations of the plane of the surface of the rails from that of the bearings of the car, the pressure of the weight frequently becomes transferred to three and even to only two of the four wheels, and this transfer of pressure and consequent concussion, is continually varying upon the wheels diagonally across the carriage.

The employment of springs would, however, not only greatly tend to equalize the pressure under these varying circumstances, upon all the wheels; but would likewise greatly lessen the concussion and its effects.

It has been found absolutely necessary to the

comfort of passengers, that carriages used for their conveyance should be mounted upon springs, or upon some equivalent elastic fixture. Now the jars and concussions that would destroy the comfort of the passenger, become increased with a load of stone, minerals, or of agricultural products, or with any other loading having a less elasticity than persons, and although the articles of traffic may not be damaged, yet, the effects upon the carriage and road will be injurious.

The chief disadvantage to be apprehended from springs, is their cost; but should this be more than returned in the increased durability of the cars, the investment would be profitable.

Under these considerations, it is recommended that a number of burthen cars shall be furnished with springs in order to test their advantageous use in such cars.

From experiments which have been made on the Baltimore and Ohio Rail-road, the traction with the use of the Winans car upon a level, straight road, was found to be the 1.450; and making a reasonable allowance for unavoidable defects, it is believed, that in practice, the traction will be the 1.400 of the weight of the car and load.

It was mentioned in the last report, that two kinds of cars were used upon this road, and that it was intended each should receive its utmost improvement.

This subject has continued to claim attention, and will be pursued until a fair comparison can be made of the relative merits of each.

The other car works with an outside bearing and chilled boxes, and is more simple and cheap in its structure. The traction with this car, according to the experiments, was the 1.258, which, allowing for defects, may probably be increased to the 1.240th of the weight of the car and its full load.

The diameter of the end of the axle subject to friction, is the same in each of these two kinds of cars, to wit: two inches; and it is probable that a less diameter than this, would not answer in the Winans car. The circumstances attending the wear of the parts in the chilled box car are, however, different from those of the other; and there is reason to believe, that a less diameter than at present, may be used. It is probable that a diameter of 1 3/4, or even of 1 5/8 inches, might be sufficient; and it so, the traction would at once be reduced from the 1.240th to the 1.225th, which would produce a gain in the effective power equal to about 23 per cent.

Experiments were also made to ascertain the resistance occasioned by a curvature in the road of a radius of 400 feet, and it was found when the Winans car was used, to be equivalent to that which would arise on the straight parts of the road, from an ascent of 1 in 1418, equal to 3.72 feet per mile; and of 1 in 356, or 14.83 feet per mile, when the other car was employed.

In order to test the practicability of turning the corners of streets in the improved parts of the city, with a track of Rail-way, experiments have likewise been made to ascertain the facility of turning a right angle in a given space, by means of the flanges of two of the wheels rolling upon the longer rail, the curved part of the track being one-fourth part of the circumference of the circle.

It was found that a radius of 60 feet, which is very little more than a calculation upon the depth of the flange would give, was the most expedient length for this object; and that the passing of a car through the curve was attended with the least friction, when the wheels which rolled upon their flanges, were guided in their proper direction, by means of the flanges being made to run in a groove in the rail, whilst the shorter rail remained of the usual form.

A turn-out and curve upon this principle has been laid down at Ellicott's Mills, to communicate with a viaduct which the enterprising proprietors of the extensive merchant flour mills there, have constructed across the Patapsco. To pass through this curve requires a traction of 1.49 for the Winans car, and of 1.45 for the present chilled box car.

It is proper to remark that the flanges of all the wheels used are chilled, and that it is necessary that the grooved rail should also be chilled, to be durable.

In making these experiments, as well as in the arrangement of the machinery I have been aided by my assistants John Elgar and Ross Winans. The latter gentleman is now engaged in planning the machinery and fixtures for the inclined planes.

Recently a chill box car has been constructed in such a manner as to permit the axles to vibrate.—This arrangement is quite simple, and is effected by permitting the box to move backward and forward through a small arc. In this way the motion of the wheels is more free, and the axles may conform

more to the direction of the radius of curvature of the road, giving greater effect to the cone, so that the resistance in curvatures, and in passing through turn-outs, will be much reduced. This car works well, and the method bids fair to be a valuable improvement.

Full effect should be given to this plan, and at the same time it should be ascertained whether both ends of the axles should be allowed to vibrate, or only one of them.

Although this modification of the chilled box car with outside bearings, may ultimately enhance its value, and bring it more nearly into competition with the Winans car as respects the amount of traction required, yet, further experience is necessary before their relative merits in all respects, and under all circumstances, can be ascertained.

It is, however, gratifying to know, that whilst our endeavor still to improve them, implies some degree of imperfection, the present state of either of these cars is in advance of that which would be necessary to insure the success of Rail-ways.

For the report of John Elgar, assistant of machinery, see paper marked G, annexed.

In pursuance of the public call upon American genius, made by the directors, three locomotive steam engines were produced upon the Rail-road, one only of which has been made to answer any good purpose. This engine was built at York, Pennsylvania, by Phineas Davis, and after undergoing certain modifications, was found capable of conveying 15 tons 15 miles per hour, on a level. It has been employed on that part of the Rail-way between Baltimore and Ellicott's Mills, and generally has performed the trip out to the Mills in an hour, with four cars, being a gross weight of about 14 tons.—About 5 miles of the road ascends at an average rate of 17 feet per mile.

The engine is mounted on wheels made for the common cars, of 30 inches diameter, and the velocity is attained by means of gearing with a spur wheel and pinion upon one of the axles. The axles work in friction wheels, similar to those of the Winans car. The curvatures are traversed with facility by this engine. Its greatest velocity for a short time, on the straight parts of the Road, has been at the rate of 30 miles per hour, whilst it has frequently attained that of 20 miles, and has often traveled in curvatures of 400 feet radius, at the rate of 15 miles per hour. The fuel used is the anthracite coal which has been found to answer the purpose well.

The performances of this engine have, therefore, fully confirmed the opinion advanced in the last annual report, that locomotive engines may be successfully used on a Rail-way having curves of 400 feet radius.

This engine, however, weighing only 3 1/2 tons, is too light for advantageous use upon ascents.

Taking into view the strength of the road where wood is used in the construction, it is believed that it would not be advantageous to employ engines of greater weight than about 4 1/2 tons, and the engine now upon the Road affords a good index as to the requisite quantity of steam, and also of the proportions of the various parts, which should prevail in those that are to be constructed.

As a further illustration of the machinery and fixtures herein referred to, and now used on the Baltimore and Ohio Rail-road, and of the methods employed in constructing the Rail-way, I have annexed the following drawings, executed by B. H. Latrobe, to wit:

1st. A drawing of the friction wheel of the Winans car, showing

A vertical section of the friction wheel and box.

A lateral view of the same.

Plans of the lower and upper divisions of the box.

2d. Drawing of Elgar's improved turn-out—comprising a general view of it, and representations of its several details.

3d. Drawings of the chilled cast-iron car wheel—exhibiting different parts by appropriate views and sections.

4th. Drawings of the car used for the transportation of flour, showing—an end view, side view, and plan of the car—together with the manner of stowing the barrels.

5th. Representations of the various modes of constructing the Rail-way employed on different sections of the Baltimore and Ohio Rail-road displaying the details of a construction

Of stone sills.

Of wooden string pieces and sleepers.

Of wooden string pieces and stone blocks.

The work to be performed in the ensuing twelve months, and for the probable cost of which, estimates are annexed, marked H, will consist of the completion of the graduation and masonry on the

main line to the Point of Rocks, and on the lateral road to Frederick.

The completion of the two tracks of Rail-way to the Potomac at the Point of Rocks, and of the single track to the city of Frederick, together with the necessary depots.

The requisite stationary machinery to be placed upon the inclined planes at Par's ridge.

The continuation of the Rail-way within the improved parts of the city.

The construction of cars and locomotive steam engines, to be carried on as fast as practicable and expedient.

The location of the route of the lateral Rail-way to Washington, which it is expected will be completed at an early day, so that the work of construction may be commenced within the year. No estimate can, however, be made of the probable cost of constructing this work, until the surveys and calculations shall have been finished. Respectfully submitted.

J. KNIGHT, Chief Engineer.

[FOR THE RAIL-ROAD JOURNAL.]

Mr. Editor.—An article over the signature of Observer, which appeared in the seventh number of your Journal has attracted my attention, and appears to be entitled to an attentive consideration by every citizen of New York. The construction of the Erie Canal gave the city of New York such a decided advantage over her commercial neighbors, as to call from them the most vigorous efforts to arrest the declining progress of their trade. New York having accomplished a great work, at a time when there was no example to stimulate her energies, when intelligent and prudent men among her own citizens condemned the project as chimerical, and prophesied that the effort would prove abortive, or load the state with an interminable debt, appeared to be satisfied for a time to rest from her labors. It was probably wise so to do, and give opportunity to test the practical value of the work. Such however, was the well known result, as very shortly to produce in her commercial neighbors a determination to take some measures to counteract its influence; while in the enjoyment of the rich harvest of her enterprise, she has appeared unconscious of her ability to affect her prospective greatness. I am far from complaining of the rivalry of other states and cities; it will produce a spirit of competition of acknowledged utility in the ordinary affairs of men, and in this instance will not fail to produce a more rapid development of the prominent interests and resources of our common country. But the question put by Observer, "has New York nothing further to do?" comes at a time when I think her citizens begin to reply in the affirmative. The great question now seems to be what shall be done, and how shall it be done to secure the greatest good without interfering with what has been already done. This question has been well answered by Observer—but, from a document recently presented to our Legislature, it appears there are views on this subject materially at variance with his, though they come from those who stand prominent as the friends of further improvement. I allude to a bill reported in the Senate of this state to incorporate a company to construct a Rail-road from Schoenectady to Buffalo, called the Hudson and Erie Rail-road. This bill, to guard against any loss to the state in the canal revenue, provides, that the company shall pay the state the same tolls on all freight transported on the Rail-road, as has been produced by experience, that a rail-road are chargeable for the same on the canal. Now, what the particular views of the committee were in loading this bill with so onerous a burthen, I cannot comprehend. Do they believe a Rail-road so superior to a canal for the transportation of goods, &c., that it will be able to pay double toll, and sustain a competition with such a canal as the Erie Canal? Are they afraid of putting the Rail-road in the neighborhood of the canal on equal terms from the apprehension that it will rob it of its resources to pay the remainder of its debt, and leave the state to make other provisions for its redemption? It would seem that something of this kind actuated the committee, for we cannot suppose they put on this load with a design to crush the project in the bud. With all due deference, however, to the good judgment and intelligence of the committee, it may be seriously doubted, whether capitalists enough to command some millions, can be found who will risk so large an investment on a project that must carry on its shoulders the entire Erie Canal. For my own part, I have no such faith in the superiority of Rail-roads as to suppose they would under such circumstances, carry a ton of freight, except it be light and requiring expedition. If the committee had any confidence in the calculation of the standing committee in the other branch of the Legislature, that in

four years the canal revenue would be sufficient to extinguish its debt, they could not have had any fears on this question, as it is certainly clear that even the Eastern Division, as far as Utica, would require that time to put it into complete operation. I am sure there are some who think the Rail-road may be constructed in less time, but I have no hesitation in saying that it will require for the Eastern Division will require longer time in proportion to the whole of the first year will necessarily be lost to the business of organization, leaving only time for preliminary surveys. Should a company undertake this improvement, it will be their interest to prosecute it with all the energy consistent with an economical construction of the work. But it must be recollected, that extensive surveys will be required to make the location, and particularly west of Utica; and further, the great proportion of mechanical work will limit its progress, unless extravagant prices are paid to induce mechanics to come from great distances and leave other employments—a course that would in all probability prove disastrous to the company, and be very likely to result in a procrastination of the completion of the work. I cannot look upon the apprehension in relation to the canal debt, in any other view than as entirely groundless, for it is evident the debt will be extinguished some years before the Rail-road can be put in complete operation. If, then, there is no danger of interfering with the resources provided to meet the canal debt, there is but one point in which this project may interfere with the canal: that is, (on the supposition that the Rail-road would supercede the canal, which I do not admit) in reference to the revenue the state would derive for general purposes. If the dollars and cents received in the shape of revenue was the prominent and principal object of the state in the scheme of improvement, this would be a good reason why the committee should guard the canal, by putting a tax for its benefit on the Rail-road. Let me ask, however, what intelligent man will contend for this doctrine? Has not the canal more than doubly paid for itself in the benefits it has conferred on the community, independent of its revenue? I would not for a moment contend the question of revenue should be lost sight of; it is one of the general interests of the state, and is entitled to consideration in proportion to its importance; but it should not, by the dazzling display it presents, so finally fasten our attention as to produce forgetfulness, or inadequate attention to other interests, which are, in fact, of greater importance. If, (as appears must be inferred, was the view of the committee) a Rail-road would be able to maintain a competition with the canal, under the heavy load proposed, it is clearly evident they are a very superior means of transportation; and to hold on the canal interest to the extent proposed, would be to deprive the community of a large share of its advantages, particularly as regards its usefulness as a great thoroughfare for the citizens of other states, which, as it effects the general question of competition with other great improvements, is highly important. Under such circumstances, would not a wise and liberal policy dictate, that it should not be burdened with the charge of sustaining a work, which has been superceded by its superiority? or at most, would not one fourth of the toll chargeable on the canal be as high a tax as the true interest of the state would require? But I see no evidence that has been produced by experience, that a rail-road could transport freight at as cheap a rate as by such a canal as the Erie, unless expedition be important. What may be highly advantageous to the State as an auxiliary to the Canal, is certainly in danger of being lost by the exaggerated views entertained of its superiority by some of its friends. It appears to be conceded the State cannot go into the construction and management of so complicated a work as a Rail road, and that they must be conducted under acts of incorporation by companies. The work under consideration is one of great magnitude, and it will avail very little to give a charter, so loaded with restrictions that no company could be found willing to incur the hazard of the undertaking.

To every reflecting man the importance of an early completion of the Hudson and Erie Rail-road is very apparent. No time therefore, should be lost in taking such measures as will ensure its commencement and progress. I hope your intelligent correspondents may present the subject to the Legislature in its true light, and if possible avert the delay that must be attendant on an unfavorable charter. The interest of the State must be guarded, but at the same time such inducements presented as will warrant the enterprising capitalist to go forward with the necessary means for its accomplishment.

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LITERARY NOTICES.

A GENERAL VIEW OF THE PROGRESS OF ETHICAL PHILOSOPHY, by Sir James Mackintosh.—1 vol. 8 vo. Philadelphia, Cary & Lea.—An admirable book—from which no one can rise without feeling that by its perusal, his understanding has been enlightened, and his heart improved. In a style polished and flowing, though precise, it takes a rapid survey of ancient ethics, exhibiting the doctrines, and pointing out the peculiarities of each school—and thence passes to the writers who, in the course of the last two centuries, have explored the wide domain of mental philosophy. Each of these is discussed in turn with great acuteness, impartiality, and above all, in that tone of perfect toleration of imputed errors, which is the strongest evidence of entire confidence in the ultimate triumph of Truth. Having thus briefly stated the nature of this work, it will be obvious that we cannot enter into any general analysis of its views. We shall therefore content ourselves with making one or two extracts, which in common with, but not more remarkably than, the whole of the volume, prove, that if "to vanquish the extreme ambiguity of language be one of the chief merits of an ethical philosopher," Sir J. Mackintosh has achieved that victory. The operation on the mind of the principle of association is thus described:

It is easy to perceive how the complacency inspired by a benefit may be transferred to a benefactor, thence to all beneficent beings and acts. The well-chosen instance of the nurse familiarly exemplifies the manner in which the child transfers his complacency from the gratification of his senses to the cause of it, and thus learns an affection for her who is the source of his enjoyment. With this simple process concur, in the case of a tender nurse, and far more of a mother, a thousand acts of relief and endearment, of which the complacency is fixed on the person from whom they flow, and in some degree extended by association to all who resembled that person. So much of the pleasure of early life depends on others, that the like process is almost constantly repeated. Hence the origin of benevolence may be understood, and the disposition to approve all benevolent, and disapprove all malevolent acts. Hence also the same approbation and disapprobation are extended to all acts which we clearly perceive to promote or obstruct the happiness of men. When the complacency is extended to action, benevolence may be said to be transformed into a part of conscience. The rise of sympathy may probably be explained by the process of association, which transfers the feelings of others to ourselves, and ascribes our own feelings to others;—at first, and in some degree, always in proportion as the resemblance of ourselves to others is complete. The likeness in the outward signs of emotion is one of the widest channels in this commerce of hearts. Pity thereby becomes one of the grand sources of benevolence, and perhaps contributes more largely than gratitude. It is indeed one of the first motives to the conferring of those benefits which inspire grateful affection. Sympathy with the sufferer, therefore, is also transformed into a real sentiment, directly approving benevolent actions and dispositions, and more remotely all actions that promote happiness. The anger of the sufferer, first against all causes of pain, afterwards against all intentional agents who produce it, and finally against all those in whom the infliction of pain proceeds from a mischievous disposition, when it is communicated to others by sympathy, and is so far purified by gradual separation from selfish and individual interest as to be equally felt against all wrong-doers, whether the wrong be done against ourselves, our friends, or our enemies, is the root out of which springs that which is commonly and well called a *Sense of Justice*—the most indispensable, perhaps of all the component parts of the moral faculties. It is the main guard against wrong. It relates to that portion of morality where many of the outward acts are capable of being reduced under certain rules, of which the violations, wherever the rule is sufficiently precise, and the mischief sufficiently great, may be guarded against by the terror of punishment. In the observation of the rules of justice consists duty; breaches of them we

denominate crimes. An abhorrence of crimes, especially of those which indicate the absence of benevolence, as well as of regard to justice, is peculiarly strong; because well-framed penal laws, being the lasting declaration of the moral indignation of many generations of mankind, exceedingly strengthen the same feeling in every individual, as long as they remain in unison with the sentiments of the age and country for which they are destined, and, indeed, wherever the laws do not so much deviate from the habitual feelings as to produce a struggle between law and sentiment, in which it is hard to say on which side success is most deplorable. A man who performs his duties may be esteemed, but is not admired; because it requires no more than ordinary virtue to act well where it is shameful and dangerous to do otherwise. The righteousness of those who act solely from such inferior motives, is little better than that "of the Scribes and Pharisees." Those only are just in the eye of the moralist who act justly from a constant disposition to render to every man his own. Acts of kindness, of generosity, of pity, of placability, of humanity, when they are long continued, can hardly fail mainly to flow from the pure fountain of an excellent nature. They are not reducible to rules; and the attempt to enforce them by punishment would destroy them. They are virtues of which the essence consists in a good disposition of mind. As we gradually transfer our desire from praise to praiseworthiness, this principle also is adopted into consciousness. On the other hand, when we are led by association to feel a painful contempt for those feelings and actions of our past self which we despise in others, there is developed in our hearts another element of that moral sense. It is a remarkable instance of the power of the law of association, that the contempt or abhorrence which we feel for the bad actions of others may be transferred by it, in any degree of strength, to our own past actions of the like kind. And as the hatred of bad actions is transferred to the agent, the same transfer may occur in our own case in a manner perfectly similar to that of which we are conscious in our feelings towards our fellow creatures. There are many causes which render it generally feeble; but it is perfectly evident that it requires no more than a sufficient strength of moral feeling to make it equal; and that the most apparently hyperbolic language used by penitents, in describing their remorse, may be justified by the principle of association.

In discussing "the principle of utility," which affords so fair a disguise for selfish and malignant passions, our author makes these eloquent reflections, not less philosophically true, than finely patriotic:—

The moralists who take an active part in those affairs which often call out unamiable passions, ought to guard with peculiar watchfulness against self-delusions. The sin that must most easily beset them, is that of sliding from general to particular consequences,—that of trying single actions, instead of dispositions, habits, and rules, by the standard of utility,—that of authorizing too great a latitude for discretion and policy in moral conduct,—that of readily allowing exceptions to the most important rules,—that of too lenient a censure of the use of doubtful means when the end seems to them good,—and that of believing unphilosophically, as well as dangerously, that there can be any measure or scheme so useful to the world as the existence of men who would do a base thing for any public advantage. It was said of Andrew Fletcher, "he would lose his life to serve his country, but would not do a base thing to save it." Let those preachers of utility who suppose that such a man sacrifices ends to means, consider whether the scorn of baseness be not akin to the contempt of danger, and whether a nation composed of such men would not be invincible.

In conclusion, we repeat the expression of our admiration of this book, which maintains the importance of an ethical system, whereby "the authority of morality may be vindicated, the disinterestedness of human nature be asserted, the first principles of knowledge be secured, and the hopes and consolations of mankind be preserved."

COBB'S EXPLANATORY ARITHMETICK, No. 1.—Col. Lins & Hannay, New York.—All knowledge is progressive, and therefore it is important that the first steps be well directed. Hence, we deem most highly of every well considered effort to facilitate the acquisition of elementary instruction. Such an effort is the little school book before us. Mr. Cobb,

already well known by his spelling book, his school dictionary, and other works for beginners, and who has distinguished himself as an acute philologist, in some criticisms upon Webster's Dictionary, has applied a clear and discriminating mind, to abate the difficulties to first learners—and many there are who never overcome them—of the rules and practice of arithmetic. The merit of this little treatise is, that it illustrates plainly and intelligibly to any capacity, the principles on which the several rules depend—and gives a reason for every result and process, thus satisfying the understanding, instead of merely tasking the memory. We think teachers must find benefit from adopting this Arithmetic.

EUGENE ARAM: A TALE. By the Author of "Pelham: 2 vols., Harpers.—Mr. Bulwer, though next to Scott the most popular writer of fiction of the day, has had his claims to public favor disputed with no little acrimony, and in some instances with equal plausibility and success. The style and complexion of his writings are both peculiar; and the former is condemned by the regular critic of the old school, more summarily even than the latter is disposed of by the drawing-room moralist of the new. The flippant witticisms of Pelham, and the pompous moralizing of the Disowned, are pronounced in degenerate taste by the former; and the fraternal discord of Devereux, and the low-lived adventures of Paul Clifford, met with the reprobation of the latter; while the genius that has been called out in producing such works seems to be forgotten by both. Indeed, there are those who unite these opinions, and among other persons of taste with whom one may well hesitate to differ, is a periodical critic, second in ability and experience, to none in this country. Still, where there are so many who think differently, there is nothing impertinent in going beyond mere formal approval and ranking our selves among the warmest admirers of writings which we believe both in intention and effect, have had a far greater influence upon the minds of the reading public, than ordinary novels. Abandoning the question of his style, which we would no more propose for a model than that of Dr. Johnson's Rambler, we are afraid that we admire Mr. Bulwer for the very qualities which graver judges condemn in him; or rather, for those, whose existence they cannot detect in his works. The powers of his mind appear to us equally supple and comprehensive, and, like the trunk of an elephant, (to use the words of some one who has paraphrased that celebrated simile,) Can pick up pins, and yet possess the vigor For trimming well the jacket of a tiger.

We read Pelham, and can still read it, as one of the best satires upon pseudo-fashionable vulgarity, that was ever written. It appeared at a time when the rage for the Almack school of novels was at the height. It adroitly made its way into favor by assuming the garb of that "lackey class" of fictions, and while indulging in their most agreeable impertinences, at one moment caricatured their valet-like refinement, and at another, read some lesson on real elegance, worthy the pen of Chesterfield or the discernment of La Bruyere. As for the style, it was that of a coxcomb—but of a superb coxcomb; a genius of the order; and we liked it the more for its adaptation to the subject, or rather, we could not have liked it otherwise. There are some people who condemn every thing as flimsy which is not solemn; and think that truth, when not naked, should be always wrapped in a Roman toga, or have her head covered with a counsellor's wig. She may address us more often in this guise, but indeed she gains more listeners in gayer garments. In the Disowned and Devereux, we could unite with many in condemning the labored and ambitious periods that frequently meet the eye, and the sophisticated trains of thought that were occasionally shaped into

sounding aphorisms and again drawn out into tedious moralizing; but we readily overlooked the first for the passages of real eloquence that far outnumbered them, nor as regards the last were we in the slightest degree disappointed that, in the profusion of acute and original observations with which these books abound there were many to which the judgment of every reader could not assent. In Paul Clifford, again, we recognized the same plastic hand and masterly genius triumphing over the most forbidding materials, nor could we ever duly appreciate the value of that criticism which condemned the book because its scenes did not happen to lay in an ancient Baronial castle, or a modern Lady's Boudoir. The truth is, that there is genius, real genius, of no common order, manifested in the composition of all these works, and wherever that divinity is present, it hallows the ground upon which it treads. Periodical critics may point to Fielding or Sir Walter, they may order Bulwer back to Kames and Blair, and tell him to read the Spectator for a model of style, but he will continue to be admired by those who can fully appreciate his predecessor and contemporary, and the public at large will begrudge him every moment of study that he steals from writing to delight them. People who are fond of Byron may read Pope with pleasure, and an admiration for Bulwer is not incompatible with a full estimation of Smollett.

Eugene Aram, the book before us, displays, to an eminent degree, the richness of Mr. Bulwer's mental resources, and his powers generally as a novel writer. The issue of the tale is known from the commencement to the reader, and the author, with a bold confidence in his powers, sets off his story with none of the vulgar appurtenances of novel mystery and dramatic plot; he suffers him, to use the writer's own words, from the beginning to pierce into Aram's secret, and prepares him for that guilt with which other narrators of the story might have sought to surprize. In what then, it will be asked, consists the interest of the book? We reply, in the admirable development of character, the exquisite grouping of the dramatic personæ, and the tremendous moral lesson which you find at the last moment is wrought from the materials of the story. But more even than this: the interest is to be found in the rich flow of poetic thought, the acute observations, and the copious and apt illustrations of his own ideas, which are lavished by their writer through these pages. Eugene Aram is painted in the most engaging colors. He is represented as gifted with a mind of wonderful capacities, which is stored in every chamber with all the intellectual wealth which books and travel can supply. But there is one flaw in this all-embracing comprehension, and one treasure wanting amid these priceless hoards of learning. He has no religious perceptions but those derived through the medium of his own reason, and the revealed law of God has no place upon the record of his mental acquirements. He kneels to some abstract divinity of his imagination, and he regulates his life by moral lessons drawn from his own views of things about him. He destroys human life under circumstances, when so far as the eye of man can predict the consequences of the act, they can only be productive of good to himself and his fellows; but the violation of the law of God brings with it a terrible retribution, years afterwards, in the destruction, not of himself alone, but of many connected with him, and whom he could never have dreamt of involving in the calamity. This feature of the story, which is fictitious, is, after all, what gives the moral impressment to the whole of it. The old saw that "murder will out," does not call forth a single reflection from our author, though it was never more singularly realized in any criminal proceedings, than in the case of Aram. It is upon the misery caused by the commission of the crime, to all who are dear to him,

that we are led to dwell; and if Aram had not been described the refined and engaging character that he is, such a picture of wretchedness consequent on guilt, could never have been painted. There is as much genius in the conception as there is power in the execution of this design; and we do not know whether the most praise is to be awarded to Mr. Bulwer for the original view he took of his materials, or their felicitous embodiment in the story before us.

We have protracted these introductory observations so far as to leave no room for particular criticism, or indeed for comment, upon the passages marked for extract, which are already in type.—The striking portraits that come first in order, will introduce the reader to the two principal characters of the story, and the rest of the quotations speak for themselves.

The elder of his daughters, Madeline, at the time our story opens, had attained the age of eighteen. She was the beauty and the boast of the whole country. Above the ordinary height, her figure was richly and exquisitely formed. So translucently pure and soft was her complexion, that it might have seemed the token of delicate health, but for the dewy and exceeding redness of her lips, and the freshness of teeth whiter than pearls. Her eyes, of a deep blue, wore a thoughtful and serene expression, and her forehead, higher and broader than it usually is in women, gave promise of a certain nobleness of intellect and added dignity, but a feminine dignity, to the more tender characteristics of her beauty.

The power she possessed over him seemed exactly in proportion to his impregnability to every one else. The surface on which the diamond cuts its easy way will yield to no more ignoble instrument; it is easy to shatter it, but by only one substance can it be impressed.

Aram, had just arrived at that age when a man usually feels a sort of revulsion in the current of his desires. At that age, those who have hitherto pursued love begin to grow alive to ambition; those who have been slaves to the pleasures of life awaken from the dream, and direct their desire to its interests. And in the same proportion, they who till then have wasted the prodigal fervours of youth upon a sterile soil, who have served ambition, or, like Aram, devoted their hearts to wisdom, relax from their ardour, look back on the departed years with regret, and commence in their manhood the fiery pleasures and delicious follies which are only pardonable in youth.

He was a man who might, perhaps, have numbered some five-and-thirty years; but at a hasty glance, he would have seemed considerably younger. He was above the ordinary stature; though a gentle and not ungraceful bend in the neck, rather than the shoulders, somewhat curtailed his proper advantages of height. His frame was thin and slender, but well knit and fair proportioned. Nature had originally cast his form in an athletic mould; but sedentary habits and the wear of mind seemed somewhat to have impaired her gifts. His cheek was pale and delicate; yet it was rather the delicacy of thought than of weak health. His hair, which was long and of a rich and deep brown, was worn back from his face and temples, and left a broad, high, majestic forehead utterly unrelieved and bare; and on the brow there was not a single wrinkle, it was as smooth as it might have been some fifteen years ago. There was a singular calmness and, so to speak, profundity of thought eloquent upon its clear expanse, which suggested the idea of one who had passed his life rather in contemplation than emotion. It was a face that a physiognomist would have loved to look upon, so much did it speak both of the refinement and the dignity of intellect.

He had built a city and a tower within the Shinar of his own heart, whence he might look forth, unscathed and unmoved, upon the deluge that broke over the rest of earth.

No man can judge of the happiness of another. As the moon plays upon the waves, and seems to our eyes to favor with a peculiar beam one long track amid the waters, leaving the rest in comparative of obscurity; yet all the while she is no niggard in her lustre—for though the rays that meet not our eyes to us as though they were not, yet she, with an equal and unfavorable loveliness, adorns herself on every wave: even so, perhaps, happiness falls with the same brightness and power over the whole expanse of life, though to our limited eyes she seems only to rest on those narrow stream which the ray is reflected back upon our sight.

There is one very peculiar pleasure that we feel as we grow older: it is to see absorbed in another and a more lovely shape the thoughts and sentiments we once nursed ourselves; it is as if we viewed before us the incarnation of our own youth; and it is no wonder that we are warmed towards the object that thus seems the living apparition of all: it was brightest in ourselves.

There is a certain charm about great superiority of intellect, that winds into deep affections which a much more constant and even amiability of manners in lesser men often fails to reach. Genius makes many enemies, but it makes sure friends—friends who forgive much, who endure long, who exact little; they partake of the character of disciples as well as friends. There lingers about the human heart a strong inclination to look upward—to reverence: in this inclination lies the source of religion, of loyalty, and also of the worship and immortality which are rendered so cheerfully to the great of old. And, in truth, it is a divine pleasure to admire! Admiration seems in some measure to appropriate to ourselves the qualities it honors in others. We wed,—we root ourselves to the natures we so love to contemplate, and their life grows a part of our own.

What deduction from reason can ever apply to love? Love is a very contradiction of all the elements of our ordinary nature,—it makes the proud man meek,—the cheerful sad,—the high spirited tame; our strongest resolutions, our hardest energy fail before it. Believe me, you cannot prophesy of its future effect in a man from any knowledge of his past character. I grieve to think that the blow falls upon one in early youth, ere the world's disappointments have blunted the heart, or the world's numerous interests have multiplied its resources. Men's minds have been turned when they have not well sifted the cause themselves, and their fortunes marred by one stroke on the affections of their youth. Mental activity and moral quietude are the two states which, were they perfected and united, would constitute perfect happiness. It is such a union which constitutes all we imagine of heaven, or conceive of the majestic felicity of a God.

We do indeed cleave the vast heaven of Truth with a weak and crippled wing; and often we are appalled in our way by a dread sense of the immensity around us, and of the inadequacy of our own strength. But there is a rapture in the breath of the pure and difficult air, and in the progress by which we compass earth, the while we draw nearer to the stars,—that again exalts us beyond ourselves, and reconciles the true student unto all things,—even to the hardest of them all,—the conviction how feebly our performance can ever imitate the grandeur of our ambition! As you see the spark fly upward,—sometimes not falling to earth till it be dark and quenched,—thus soars, whither it recketh not, so that the direction be above, the luminous spirit of him who aspires to Truth; nor will it back to the vile and heavy clay from which it sprang, until the light which bore it upward be no more.

A man often injures his mind by the means that increase his genius. You think this, my lord, a paradox, but examine it. How many men of genius have been but ordinary men, take them from the particular objects in which they shine. Why is this, but that in cultivating one branch of intellect they neglect the rest? Nay, the very torpor of the reasoning faculty has often kindled the imaginative.—Genius composed his sublime poem under the influence of a delirium. The susceptibilities that we create or refine by the pursuit of one object weaken our general reason; and I may compare with some justice the powers of the mind to the faculties of the body, in which equipping is occasioned by an inequality of strength in the eyes, and discordance of voice by the same inequality in the ears.

FAMILY OF LAFAYETTE.—General Lafayette is about to marry one of his grand daughters to Mr. Bureau de Buzzy, now a colleague of the General's and formerly his companion in misfortune in the prison of Olmutz. The young bride is the daughter of George Lafayette; one of her elder sisters was a few years ago united to M. Ad. Perrier, nephew of the President of the Council. Two other grand daughters of the veteran of Liberty, the daughters of Madame de Laysterie, are married—the one to Chas. de Romuald, deputy from Haute Garonne, the other to Francisco Morelles, son of the deputy of the Seine. Since the Revolution of July, the different members of the family of Lafayette have been so variously and so efficiently employed

posed to each other: Thus for example, Madame de Remusat has gone with her husband on the side of the opposition, and M. Adolphe Perrier has ranged with his wife under the flag of the Movement party. M. de Corcelles, although a relation of M. de Schoner (engaged in two conspiracies under Charles, and now a legalist) yet remains faithful with his father to his old predilections—though married since the *trois jours*—he finds in his wife the opinions he had always professed. In other respects, whatever may be their political divisions, an affecting and unchangeable unanimity always reigns among these three—we might say four—generations of the same family, which meet together every spring in the halls of La Grange, and each winter in the saloons of La rue D'Anjou.

The celebration yesterday, was favored by a clear bright sky, and went off very satisfactorily. Even the ridicule of exhibiting some old clothes, could not impair the general feeling of respect with which the tent that had held Washington through "gloom to glory," was visited; and where a veteran named Reed, who had mounted guard before it in the field, again shouldered his musket, and stood sentry yesterday.

The oration we hear well spoken of. We found it impossible to penetrate into the Church ourselves.

The illumination of the City Hall was very complete and effective,—though serving to make most manifest, the architectural defects of that structure, which literally seemed all windows.

The Ball at the City Hotel is represented as having been splendid in its decorations, and crowded; and therefore, of course, agreeable.

The Celebration took place according to the arrangements that were made, which will be found on the 112d page.

The following opinions of Washington we record at this moment with peculiar pleasure. It is an extract of a letter addressed by the father of his country, to Judge Bowdoin.

"The free cultivation of letters—the unbounded extension of commerce—the progressive refinement of manners—the growing liberality of sentiment—and, above all, the pure and benign light of revelation, have had a meliorating influence on all mankind, and increased the blessings of society.

"I now make it my earnest prayer that God would have you, and the state over which you preside, in his holy protection, and that he would incline the hearts of the citizens to cultivate a spirit of subordination and obedience to government; to entertain a brotherly affection and love for one another, for their fellow-citizens of the United States at large, and particularly for their brethren who have served in the field; and finally that he would most graciously be pleased to dispose us all to do justice, to love mercy, and to demean ourselves with that charity, humility and pacific temper of mind which were the characteristics of the Divine Author of our blessed religion, without a humble imitation of whose example in these things we can never hope to be a happy nation. I have the honor to be, &c.

Signed "GEO. WASHINGTON."

FOREIGN INTELLIGENCE.

LATER FROM EUROPE.—By the Albany, from Havre, we have our Paris papers of 13th and Havre of 14th ult. The dates from London in the Paris papers are not later than those received by the Nimrod, viz., 2th January; but in the Havre Journal, London papers of 11th January are quoted.

The great question of the acquiescence of Russia, and now even of Austria and Prussia, in the arrangements of the Conference regulating Holland and Belgium, remained undetermined.

We have translated from a Belgian paper the substance of the new act of the Conference, so far as results are concerned; and it appears that the Conference unanimously insist upon the compliance of Holland with the twenty-four Articles. This act is dated 4th January, from London. Ac-

cording to the previous requisitions of the Protocol, the 15th January was fixed on as the period at which the ratification, by the Five Powers, of the acts of their Plenipotentiaries in London were to be exchanged. The Courier of the 11th, however, says,—“We stated yesterday that a prolongation of the time fixed for the exchange of ratifications had been asked for; we are now enabled to add that the delay asked for is for 15 days beyond the 15th, and considering the distances of Berlin and Vienna, this delay will probably be acceded to.” This leaves of course time for some renewed efforts. It is, however, distinctly intimated by the Courier of the 4th ultimo, that both Austria and Prussia, the latter very unexpectedly, had manifested repugnance to ratify the acts of their Plenipotentiaries, and that energetic representations to both these courts, had been addressed by the Ambassadors both of France and England, upon the necessity of their ratifying the treaty of the 24 articles. It adds, “Ministers must be able to tell Parliament, when it meets, (17th January,) either that the ratifications have been exchanged or the reason why not.” Upon the whole—though by this ship we learn no new act of the sovereigns—we augur from the general course of events, that the chances of an amicable arrangement of the Dutch and Belgian controversy are diminished.

The debate in the French Chamber of Deputies on the use by the Minister of the word subjects, was continued two days with great warmth. The second day it arose from the fact that the expressions “King of France” and “Subjects” were read in the minutes of the preceding day. When these were read over a new burst of indignation occurred, and an effort was made to cause them to be erased therefrom on the ground that though the Chamber was not responsible for the expression of a Minister, it was for those of its own minutes. A long debate ensued, in the course of which M. Barthelemy, *Garde des Sceaux*, read the close of an address to the King, by a Committee of the Municipal Council at the Hotel de Ville, dated the 8th August, the day after the charter was modified, in which were these expressions—“we remain with profound respect your Majesty's obedient servants, and faithful subjects.” M. Audrey de Puyraveau, and M. Mauguin, were among the signers of the address, being of those most loudly protesting against the present use of the word—the reminiscence was decisive against them—the Chamber passed to the order of the day. Thereupon M. Odillon Barrot drew up the following Protest, which was signed by 164 members, and adopted as will be seen, and enforced by Lafayette. The papers were full of discussion, arising from this incident—which it began to be perceived was not merely a question of words but that it was one of the greatest and most significant occurrences since the adoption of the new charter. It is indeed treated by some papers as the question plainly stated between a monarchy and its subjects, and a republic and its citizens.

The discussion on the Budget was continuing.—The amount of the Civil List had been fixed for the King at 12,000,000 francs, about two and a half millions of dollars; together with palaces, forests, libraries, &c., &c.; of which we will give a more detailed statement to-morrow.

PROTEST.—The members of the Chamber of Deputies who witnessed with pain the two sittings of 4th and 5th January, 1832, when the ministers of the King repeated and sought to justify the double expression of “King of France,” and “Subjects of the King” as is attested by the Moniteur—expressions which were erased from our charter of July 1830, as irreconcilable with the principle of national sovereignty, offer it to themselves and to their country to protest openly against qualifications having a tendency to pervert the new public rights of the French. The President not having taken the question on the suppression of these words in the minutes,

the Chamber not having been called on to vote as to such suppression, which, if done, would have given a legal and parliamentary character to this Protest; the undersigned have recourse to the only alternative,—that of publishing; and they protest before France against these qualifications used by the Ministers, and against all the consequences that may be attempted to be deduced therefrom. [Here follow the signatures of 164 members of the Chamber.]

The following act of adhesion is added to the protest.

My health not having permitted me to be present at the sittings of yesterday and to-day, I beg my colleagues to receive my adhesion to their protest against two expressions which I consider as attacking (*attentatoires*) the Revolution of July. Paris, 5th January. LAFAYETTE.

[From the Memorial Belge.]

NEW ACT OF THE LONDON CONFERENCE.—It will be remembered that on 14th December, the Dutch plenipotentiaries declared to the Conference, that their Government could not accept the 24 Articles, to which declaration was annexed a paper, examining critically each one of the 24 articles: this was published generally. The Conference have just replied, by a note and memoir. These pieces are dated 4th January, and are signed by all the plenipotentiaries representing the Five Powers in London, and are remarkable as well for the matter as the manner. In the note, the Conference declares, that it had maturely considered the memoir of 14th December, that in many points it is too late, but that it will be easy to reply to the objections made in it. The Conference then demonstrates, that Holland is not by those articles reduced to the condition of “an honorary member of the European family,” and that its condition will be better, than in many of the most memorable periods of the republic of the United Provinces. The note terminates in expressing the hope, that the King of Holland will not delay in accepting the treaty, and thus terminating the uncertainties which are afflicting to Holland, as well as to all Europe. The note thus concludes: “Firm is the conviction of having fulfilled the engagements contracted by the Five Powers towards the Netherlands Government; full of confidence in the wisdom and justice of the King, the Conference trusts that he will do justice to the numberless difficulties it has had to surmount, to the events which have marked the course of its labors, to the dangers of every sort it has sought to avert, and finally, to the obligation it was under, and which it has fulfilled; to preserve that general peace which the true interests of Holland, not less than those of Europe at large require. It trusts that the King will admit the impossibility, in such an arrangement as that confided to the Conference, of conciliating wishes essentially incompatible, without establishing a system of compensation, and therefore that he will consider it equitable not to judge each article separately, but to appreciate them as a whole; not to detach from a combined whole some partial objections, and by detaching aggravate, but to consider whether this combined whole does not offer advantages, greatly superior to the disadvantages, from which no diplomatic transaction can be entirely exempt.”

In the memoir annexed to their note, the Conference justifies each of the 24 articles, and explains the motives of it. The Dutch plenipotentiaries start from two points, the 8 articles of 21st July, 1814, which united Holland and Belgium, and the protocol of 27th January, 1831. The Conference puts the first point aside, and here the question of restoration is distinctly met and discussed; the Conference declares that the union of Holland and Belgium is irrevocably broken—that the Kingdom of the Netherlands is at an end—that the Dutch government declared in November, 1831, its inability to maintain that Kingdom, and to preserve the treaty of union of 21st July, and thus invested the Great Powers with the right to regulate anew, as in 1815, the condition of Belgium, in respect to Europe—that from that time a change of Sovereign and dynasty had been anticipated. After thus disposing of the treaty of July, 1814, the Conference examines each article—justifies the limits marked out—the apportionment of the debt—and regulations on the navigation—the memoir closes with this summary:—

“The Conference has replied point by point to that of the Plenipotentiaries of Holland. It has hastened to lay frankly before them all the observations tending to prove that it has fulfilled its obligations to His Majesty the King of the Netherlands; that in carrying out the conditions of the annexed paper, and of the Protocol of 27th January, 1831, and the principles of that protocol, it has applied

hem always scrupulously, and sometimes stretched them somewhat, in favor of Holland; that, as to the Grand Duchy of Luxembourg, it has acted by authority derived from the Grand Duke himself, and from the Germanic Confederation; and finally, that amidst all the objections made against the 24 Articles, there is not one which, after the explanations given by the Conference, will not be put aside. The Conference, therefore, hopes that His Majesty will not delay to accept the arrangements of 15th December; and submits to him this last consideration:—

By the Protocol 12, of 27th January, 1831, it was resolved by the Sovereigns that Belgium should accept the arrangements resulting from that protocol; and by the Protocol 19, of 19th February, 1831,—of which the Netherlands Government also claim the sanction,—this accepting was limited to fundamental arrangements; that is, to the territorial stipulations of the Protocol of 27th January. By a letter of the Minister of His Majesty the King of the Netherlands, of 12th July, 1831, to the Conference, it was announced that His Majesty took up arms against Belgium solely in order to obtain equitable conditions of separation, and that he would consider the new Sovereign of Belgium as an enemy, because he had not accepted the conditions, which, according to this same letter, were all in the principles of the Protocol of 27th January, and in the arrangements resulting therefrom.

When such were the engagements, and, consequently, such the duties of, the Conference,—when such were the declarations of the Cabinet of the Hague,—when these declarations admitted a change of Sovereignty in Belgium on equitable conditions drawn from the Protocol of 27th January,—finally, when the new Sovereign, in subscribing the 24 Articles of 15th October, accepted not only the territorial but the financial stipulations; could the Conference, without being treacherous to its own acts, fail to adopt the determination it has taken?

Paris, Jan. 13.—The *Moniteur* denies to-day the news given yesterday and the day before, that successive refusals had been received from Prussia and Austria. We believe, however, that we know, that if a positive refusal from Austria has not been received, the Minister has received a communication which very much resembles one, that is to say, a communication containing conditions equivalent to a refusal, because they cannot be acted on, before the period fixed. It is, to come to an understanding on these conditions that a new prerogative has been thought of, and the solution of a question is thus still delayed from day to day which has already been in agitation more than eight months.—*Private Correspondence, Journal du Havre.*

Paris, Jan. 13.—We are informed by dates from London of the 11th inst. that the Cabinet Council has finally agreed upon the number of new Peers to be created, and that it is definitively fixed at 45 or 50. Among others, Lord Dunraven, Lord Gormanston (an Irish Catholic), Lord Lismore, and Lord Rosmore, all Irishmen, are mentioned. These nominations are made to allay somewhat the jealousies of the Irish. The rest of the new creation will consist of English Peers and some Scotch ones.

LONDON, Jan. 9.—Our readers will recollect, that, about a fortnight ago, we stated that the influence of Russia had extended to another Great Power, and that serious doubts were entertained of the ratification of the Treaty of Peace between Belgium and Holland, agreed upon by the Conference. Circumstances have just occurred to convince us that we were perfectly well informed on the subject, and that if any ratification should arrive either from Prussia or Austria, it will be subject to so many modifications as to render it necessary to go through the whole affair *de novo*. Indeed, it is confidently stated that there will be no ratification before the time fixed upon by the Protocol as the latest period, viz. the 15th instant.

With respect to the modifications which are spoken of as the bases upon which Austria and Prussia would be disposed to ratify, it is said that a clause must be added, modifying the 9th article, relative to the navigation of the Dutch waters, rivers, and canals by the Belgians, and that a declaration must be made defining the navigation of the river Meuse, where it passes through the town and fortress of Maastricht, so as to prevent future disputes—the object of these modifications being to respect the rights and dignity of the King of the Netherlands. We hear also that Austria and Prussia decline to guarantee the annual payment by Belgium of the eight millions four hundred thousand guilders as their portion of the interest of the debt, on the ground of such a guarantee implying a doubt of the integ-

city of King Leopold. Should these modifications be adopted, an extension of time must take place to enable the parties to complete the Treaty, or rather the Convention, for such would be its new character.—[*Courier.*]

The Cabinet Council held on Saturday, sat in deliberation upwards of three hours.—[*Courier.*]

The Lord Chancellor has been confined to Brougham Hall with a slight attack of English cholera.—[*Globe.*]

We hear, not for the first time, that a proposal has been made to settle the affairs of Portugal by Conference and Protocol on the part of the great Powers.—[*Courier.*]

London, Jan. 10.—There has not been so much real stir in the political circles for several years past as within the last few days. Cabinet couriers have been crossing and re-crossing the Channel, and flying about in all directions, in a very unusual manner. There must be something very important in hand to occasion this bustle. Several cabinet couriers went across the Channel on Saturday, and five more followed on Sunday. Indeed, so urgent were the dispatches of Prince Lieven, that on Saturday the Russian messenger crossed the Channel with them in an open boat; and yesterday another Russian messenger followed. Messengers from the Austrian, Prussian, and French Embassies, also went over yesterday. In the mean time, all is bustle at the Stock Exchange—nothing but reports of war's alarms; also that Casimir Perrier had resigned, or was going to resign. It is said that the French Government have also taken the alarm, and will not any longer be trifled with by the intrigues of the Northern Courts. The conferences at Paris between the diplomatic corps have been, it is known, within a few days, more frequent than ever. All this indicates that important negotiations are on the tapis with the various Courts which at present appear in a convulsed state. Russia, during the winter, will act with a high hand, and try to bully the other northern powers into her views, which no doubt France foresees.—[*Sun.*]

An extraordinary courier arrived at M. Falck's, the Ambassador from the Netherlands, late on Saturday night from the Hague. Baron Zaylen de Nyvelt, the Netherlands Minister, on a special mission, visited M. Falck, at an early hour yesterday, and they were closely engaged for a considerable time.—[*Globe.*]

The following is the report of the Cholera received to day, dated Jan. 8.—NEWCASTLE: New cases 29, recovered 24, died 9, remaining 99. GATESHEAD: New cases 7, recovered 3, died 2, remaining 37. NORTH SHIELDS and TYNEMOUTH: 1 new case, recovered 2, no deaths, remaining 10. Houghton, &c.: New cases 4, recovered 2, no deaths, remaining 11. Haddington: 1 new case, recovered 2, died 2, remaining 12. *Standard.*

The following is the two days' report of the cholera cases received to-day, dated Jan. 9: Sunderland: No new cases, recovered 1, died 1. Newcastle: New cases 66, recovered 64, died 13. Gateshead: New cases 14, recovered 51, died 13. North-Shields and Tynemouth: New cases 2, recovered 1, no deaths. Honton, Hilton, etc.: New cases 16, recovered 7, died 4, remaining 11. Haddington and vicinity: New cases 3, recovered 3, died 4.—*Globe.*

VIENNA, Jan. 2.—The accounts from Italy are still very gloomy. It will be probably necessary to send again Austrian troops into the Legations, in order to maintain the authority of the Pope. The expedition of the Pacha of Egypt attracts much attention here. The last news from Constantinople mentions that the Porte is greatly alarmed at it; for should the Viceroy succeed in his attempt, the Turkish empire is threatened with destruction.

The Protest of the one hundred and sixty-four Monarchs, as to the term "subject" used by the Ministry, to characterize the people of France, is deemed of great significance. How much it is so, may be judged by the annexed passage from a letter, of the 9th of January, to the Editor, from General Lafayette:—

PARIS, 9th JANUARY, 1832.—I send you, my dear Sir, our Protest against two expressions which it has been endeavored to introduce into the new language of July. It had more importance than will perhaps appear at first sight. My health is getting better, &c.

There is much criticism—especially in the *Gazette de France*, the organ of the party which looks to the return of Henry V., as they call the

Duke of Bordeaux—on the word "attentatoire," employed by Lafayette in his adhesion to the Protest of his colleagues. That paper, the *Gazette*, thus speaks of it:—

The words "attacking the Revolution of July," (*attentatoires à la révolution, &c.*) which are employed by the Marquis of Lafayette, to protest against the name of "Subjects" bestowed upon the French, under Louis Philippe, are well worthy of being remarked by those who know that the Marquis of Lafayette does not hazard a single word without having considered its consequences. The words "attacking the sovereignty of the people" are found in the vote against Louis XVI., which we quoted yesterday: a vote which since the 7th of August has acquired a greater degree of importance. It is remembered that the following was the expression there used:

"Faithful to my duty, and convinced that all those who have attacked (*attenté*) or shall hereafter attack (*attenteront*) the Sovereignty of the People, deserve death: I vote for the death of Louis."

The sovereignty of the people and the revolution of July are the same things in the opinion of the Marquis of Lafayette, and the word "attack" makes one shudder.

The phrase thus boldly and significantly referred to, is that of *Philippe Egalité*, the father of Louis Philippe, on giving the casting vote for the death of Louis XVI.

HOME AFFAIRS.

AGRICULTURAL STATE CONVENTION.

Delegates from eighteen Counties, met yesterday, in the Assembly Chamber to organize an Agricultural Society.

The late Chief Justice Spencer called the meeting to order, and remarked that the time, in the judgment of patriotic individuals, had arrived for reorganizing the State Agricultural Society. After a few preliminary remarks, upon the importance of Agriculture and Horticulture, he nominated Le Ray De Chaumont, of the county of Jefferson, as President of the Convention, who was unanimously chosen.

Ambrose Spencer and Henry W. Delavan, were appointed Vice Presidents.

On motion of Mr. Charles R. Webster, Jesse Buel, of Albany, was appointed Secretary.

On motion of Gen. D. Sken Smith, of Otsego, the President of the Convention was invited to submit some remarks in relation to the beneficial results of the Society over which he presides, upon the Agricultural interests of the county.

On motion of Chief Justice Spencer, a Committee of fifteen was appointed to Draft a Constitution for a State Agricultural Society.

The President announced the following gentlemen as a Committee for that purpose, Messrs E. P. Livingston, H. W. Delavan, Judge Hecock, Judge Keyes, Mr. Shute, Mayor Kirby, V. Le Ray, Francis Granger, Eli Savage, Philip Church, H. G. Spafford, P. Sken Smith, Levi Beardsley, S. G. Andrews, with the President and Secretary.

On motion of Mr. Schuyler, 500 copies of the President's Address were ordered to be printed for the use of the members.

The Convention then adjourned till 4 o'clock this afternoon.—[*Alb. Evening Journal 16th inst.*]

The following gentlemen, were on the 16th inst. elected officers of this society for the ensuing year, viz.: J. Le Ray De Chaumont, of Jefferson, President. Edward P. Livingston, of Columbia, 1st V.P. Ambrose Spencer, of Albany, 2d do. Jacob Morris, of Otsego, 3d do. Robert S. Rose, of Seneca, 4th do. P. S. Van Rensselaer, of Albany, R. Secretary. Jesse Buel, do C. Secretary. Charles R. Webster, do Treasurer. Henry W. Delavan, of Saratoga, Executive John Townsend, of Albany, Committee. Horatio Hecock, of Rensselaer, Committee.

Committee of correspondence were also appointed in each county in the State, corresponding with the number of Representatives in the Assembly.—[*Argus.*]

Appointments by the Senate on the nomination of the Governor.

Albany county.—Thomas Hewson, inspector of Lumber.

Richmond county.—Joseph Ludlow, Andrew B. Decker, Abraham Auler, and Wm. Shea, Auctioneers; Wm. S. Root, Absalom G. Dixon, and Robert M. Hazard public notaries.

Chenango county.—Samuel S. Randall, Abial Cook, examiners in chancery.

Oneida county.—Nathan Kimball, Judge of county courts.

New York county.—Henry P. Jones, notary public.

TWENTY-SECOND CONGRESS—1st SESSION.

Monday, February 13.—Both Houses were occupied all day in debate upon the recommendation of the Joint Committee on the Commemoration of the Centennial Birthday, that the remains of Washington be removed on that day from Mount Vernon, and reinterred beneath the dome of the Capitol. In the Senate the resolutions were thus explained by Mr. Clay, chairman (owing to the resignation of Messrs. Tazewell, Troup, and others,) of the committee:—

Mr. Clay said, that, as the organ of the committee, it was proper for him to say a few words in presenting the result of their deliberations on the subject to them referred. The situation was not of his own seeking; but finding his name on the committee, he did not feel himself at liberty to decline serving upon it. He had become the head of the committee, in consequence of the circumstance that the gentleman named first on the committee had declined the service. So much for himself. With respect to the object of the resolution, it would be recollected that so far back as the year 1799, an application was made, in the most solemn manner, to the family of General Washington, for his remains to be interred in the capitol. An answer was returned by the widow of the deceased, by which the remains were placed under the disposition of Congress. Here the matter has rested until this day. That Congress is pledged to carry into effect this design, there was no doubt, and this was deemed by the committee an appropriate time for the purpose. The committee cannot doubt that the family at Mount Vernon will readily consent to the removal proposed in the resolution. In reference to the place of the interment, he would state that those who were charged with the erection of the capitol, had prepared, with a view to the ultimate fulfilment of the design proposed by the Congress of 1799, a tomb beneath the rotunda, which was ready for the reception of the remains. These were all the explanations called for by the occasion, and he would conclude with the expression of the hope, that, as little time was allowed for the necessary arrangement preparatory to the execution of the measure, the resolution would pass through its several stages, by unanimous consent, this day.

Mr. Forsyth opposed the resolution on the ground that, by a clause in his will, General Washington expressly desired he might be buried at Mount Vernon, without parade or ceremony.

Mr. Webster said, he read that clause differently, and that at any rate it did not inhibit the removal of those remains for purposes of honor; moreover it was only carrying into effect the unredeemed pledge of the Congress of 1799.

Mr. Tazewell was extremely sorry, he said, to oppose the resolution. It was obviously the result of an impulse of feeling, and he did not think that any resort should, in such a body as this, be had to feeling, as a motive to action. He would endeavor briefly, to explain his views without reference to those motives, by which he was sure that the decision of the question would be governed. He concurred with the gentleman from Georgia, in the opinion, that if the wishes of the dead were entitled to respect on any subject—they were so in relation to the disposition of their remains. The question is then one of simple fact. In construing the will of the great man whose remains are proposed to be removed, we need not be perplexed ourselves with the inquiry whether we can make out of it any contingent remainder, or executory devise, but merely endeavor to ascertain what were his feelings in regard to the subject of his interment. We must suppose him to have possessed the feelings of an ordinary man, and we must give to his directions the same constructions which we would give to the orders of an ordinary man. He surely did not inhibit his countrymen from removing his remains; but in reference to their future disposition, he expresses the wish that they should rest in the place which he indicates. The old vault is in decay. It is not fit to receive my corpse. I will that a new vault be built, and I will that my mortal remains be therein deposited together with those of my family—that, as we lived together, together we may be in the dust, and together ascend, at the last summons.—These were his wishes, and he relied with confidence upon the respect of his countrymen and friends for their fulfilment to the letter. The old Congress which existed prior to the Union, decreed to General Washington an equestrian statue. That pledge also stands unredeemed. In the year 1801, that reso-

lution was brought up and Congress refused to give it effect, for the avowed reason that Washington's station in the world was not to be elevated by paltry tricks. In the age of barbarism and ignorance, when nothing could be brought to the human heart, except through the medium of the eye, monuments and spectacles were resorted to. But since the invention of the art of writing, which speaks to the understanding, the fame of illustrious men spreads over the earth, and becomes known to the whole race of civilized men. Why then should we put Washington on the same level with ordinary men? It was this view which induced Congress to pass by that pledge. Washington's Will was written but a few days before his death. Congress passed the resolution requesting his family to subject his remains to their disposal but a few days after his death, and it was impossible, in the nature of things, that they should have been acquainted with the wishes expressed in the Will by the lamented testator. The assent given by the widow to the request, while her loss was yet recent, and her grief unabated, could hardly be deemed as authority from her for the removal of the remains. He knew nothing of the fact, but he took it for granted that such a wife had not, in the brief space of time which had elapsed since her bereavement, pryed into the Will of her deceased husband. Mr. T. here referred to the application made by the State of Virginia to the late Justice Washington for the remains and his refusal of the application, as a proof that the family at Mount Vernon were opposed to the design of the resolution.—Mr. T. could not reconcile to his feelings the separation, at this late day, of the remains of the departed husband from those of the partner of his life. In life, they were inseparable; he willed that, in the tomb, they should not be separated, and you now propose, in violation of the sanctity of the tomb, in disregard of the sympathies common to the human heart, in contempt of the expressed wishes of the deceased husband, as left in his will, to separate them. Let us now view this subject as statesmen, and look at the effects of the measure proposed by this resolution. As a matter of feeling he was opposed to it.—Do you think your honor this great man by removing his remains hither? Every nation, age, clime and country, produced its great men, and the last great man was generally deemed the greatest. A hundred years have past by since the birth of General Washington, and we bring his remains pomp to the Capitol. Some time hence, another century will have elapsed, since the birth of some other great man, and his remains must be placed by the side of those of Washington. Who will hereafter discriminate between the mode adopted of honoring Washington's remains, and that by which we should honor the memory of the elder Adams, of Thomas Jefferson, of James Monroe? There was no reason to doubt that, in performance of this precedent, the ashes of the illustrious Washington would after a time mingle with those of some (he hoped not worthless) Presidents. If you wish to honor the memory of Washington, leave his character to the charge of history; but do not attempt this Romish ceremony—do not expose his bones to the hazard of contrast with the bones of any body, to whom, in party times, a similar honor may be awarded by party zealots. No good, says the old adage, ever comes from disturbing the ashes of the dead; much evil, no good could come from this measure. Mr. T. felt deeply on this subject—for the living place of Washington was Virginia, and Virginia was his burial place. Do you think we are willing to part with his ashes? What right have you to intrude into our domain, and insult the feelings of the whole State? Not even the assent of the proprietor of Mount Vernon, the representative of the great deceased, could confer upon you this right. We honor the memory of Washington at least as much as you do, and we prefer that his remains shall rest upon the soil of his nativity. In every view, whether he regarded the wishes of the deceased, the respect due to the feelings of his native State, or the mortifying consequences to which the measure would ultimately lead, he felt bound to protest against the resolution. Mr. T. concluded the remarks, of which the above is a sketch, by assuring the gentlemen who had taken part in this design, that he appreciated and honored the feelings which had dictated to them the course they had pursued.

Mr. Clay said, that the relation in which he stood to the committee, called upon him to say a few words by way of explanation, and that they should be but few. He had sympathized with the feelings shown by the Senator from Virginia, and had respected the warmth and the eloquence with which that gentleman had expressed those feelings. He did not wish any more than that gentleman, to separate in death those who had, during life, achieved and diminished

happiness; but, at the same time, he considered, that, on so delicate a subject, the family of Washington were much better qualified to decide than himself, or even the honorable Senator from Virginia. When the application was made to Judge Washington for the remains of his illustrious relative, no objection of the kind, so eloquently and feelingly set forth by the Senator from Virginia, had been made by him. Mr. C. fully concurred in the sentiments expressed by his worthy colleague, and he would state that the draftsman of the present resolution had consulted the records of the transaction of 1799, with a view so to word it that, while national gratitude was testified, private feeling should be respected. He thought that, if a desire existed to remove the body or person of Mrs. Washington with that of her illustrious husband, the presiding officers of the two Houses could take measures necessary to carry such purpose into effect, and the resolution had been so expressed as to leave to them this discretionary power. It had been argued that the clause of General Washington's Will, which was first read by the Senator from Georgia, was written by him with the express intention of preventing any such public homage being paid to his remains as was now contemplated. Mr. C. could not concur in this interpretation of the will of the testator, indeed it was contrary, as it seemed to him, to all we know of the simplicity of Washington's character, to suppose that, in penning the will, he could have contemplated the request of his countrymen which was afterwards made for the possession of his remains. One of the principal reasons in favor of the proposed measure was, the danger that the vault in which the remains were deposited, was liable from its situation, (within one hundred yards of the Potomac,) to be entered and robbed. He would undertake to say, that in any one of the three hundred and sixty nights of the year, any three persons could rob the tomb of its honored contents. Indeed it had been intimated that such an attempt was designed to be made by some foreigners whose object was, to transport the remains to Europe, with he knew not what purpose. Who could wish the bones of the Father of his country to be venerated as relics, or exposed to exhibition, in foreign countries? His will had been fulfilled to the very letter. Thirty years, his body had laid in the tomb which he had designated, and it would be now no violation of that will to place his remains in the magnificent capitol of the Republic of which he was the glorious father and founder. If a member of Congress be so unfortunate as to die in this city, we award to him a public funeral, and a marble monument of some expense. Can we go home to our constituents and say that we have refused that respect to the Father of his Country which we would have claimed for ourselves? You may, but I cannot render such an account of our stewardship in this matter. The State of Virginia, it had been said, had a claim to these remains. No man was more willing than he to accord respect to the claims of that State, when he was assured that the State, in its public capacity, had advanced the claim. No public act of that State, of which he had any knowledge, could be construed as supporting an exclusive claim to the remains of her distinguished son; and if such a claim had been made, that State was too noble and generous—too much accustomed to make sacrifices to the Union—to refuse our application for the remains.—The Senator had expressed a fear that other Presidents would be laid by the side of Washington—that other men would, by our successors, be as much adored, as we now adore Washington, and that no discrimination between him and them would be made. He knew we were too apt to deem the last great man as the greatest, and the disposition of the people was, he knew, to make idols of their favorites; but he would himself discriminate between Washington and any man who lived from Adam down, and he was willing to trust to his successors for the continuation of that veneration of Washington's character, which would, forever, place him incomparably higher in their estimation, than any other man who had as yet arisen among them. But should it please the Almighty to bestow upon the country the blessing of another Washington, he could not, for one, wish that the same honors now proposed should be withheld from him.

After further debate the resolution was carried.

In the House of Representatives a like debate occurred, with this further objectionable feature, that Mr. McCoy of Va. referred to the resolution of the Congress of 1799, as of bad precedent, emanating as it did, from the same Congress which passed the alien and sedition laws. Mr. Everett turned this ar-

gument very happily against him, by reverting to the fact, that in a Congress divided, as that was, into exasperated parties, who agreed upon no one other point, this resolution was unanimously adopted.—After a long discussion the resolution was carried.

Tuesday, Feb. 14.—In the Senate, Mr. Clay's resolution on the Tariff being under consideration, Mr. Tyler concluded his speech against it. Mr. Knigh followed on the other side. The Senate then took up the joint resolutions from the house, the first proposing an application to the relations of the family for permission to remove the remains of Mrs. Washington at the same time with those of Gen. Washington, so that both might be re-interred in the Capitol; and the second directing invitations to be addressed to certain persons therein named, to attend the ceremonial. The first resolution was agreed to, the second was laid on the table, with the understanding that the joint committee had the privilege of inviting whom they thought proper.

In the House of Representatives, Mr. Jarvis offered a resolution, that Mr. Vanderlyn be employed to paint a full length likeness of Washington, to be suspended in the Hall of the Representatives, opposite that of Lafayette—that for such portrait he should copy Stuart's head of Washington, leaving the accessories to his own taste, and that \$1000 be appropriated for such purpose.

Mr. J. offered a second resolution, that H. Greenough be employed by the President of the United States to execute a pedestrian statue, in marble, of George Washington, copying the head from the bust of Houdon, to be placed beneath the dome of the Capitol. Both resolutions lie one day for consideration.

On motion of Mr. Adair, a joint resolution was adopted, inviting the President of the United States, the Heads of Departments, James Madison, Charles Carroll, of Carrollton, the Judges of the Supreme Court of the United States, and the family relatives of George Washington, to attend the funeral obsequies contemplated on the 22d inst.

This resolution was supported by Mr. Adams, at whose suggestion the name of James Madison was inserted. After one or two other speeches in favor of the resolution,

Mr. Cambreleng said, that he hoped he should not in the motion he was about to make, violate the obligations of decorum, or be considered wanting in delicacy, when he suggested the propriety of extending the invitation in the Resolution to the late President of the United States.

Mr. Adams said that while he was grateful to the gentleman from New York for the motion which he had made, he must be permitted to request that he would withdraw it. He was sufficiently honored in the fact, that such an invitation had been proposed, whatever he might have been, he held at present what he considered the most honorable station that could be conferred on him, as one of the Representatives of the People of the United States. He repeated his request that the motion might be withdrawn. Whereupon,

Mr. Cambrelling said that if such was the gentleman's wish, he should withdraw the motion, and he withdrew it accordingly.

On motion of Mr. Bates, of Maine, a joint resolution was adopted, directing the President of the Senate and the Speaker of the House of Representatives to make application to the relatives for the remains of Mrs. Martha Washington, to be interred in the capitol with those of her late consort, on the 22d inst. The House resumed the consideration of the apportionment bill. The motion of Mr. Evans, of Maine, to amend the bill by substituting 44,300 for 44,400, as the ratio, was agreed to—yeas 108, nays 80. Mr. Polk moved to recommit the bill to a select committee, with instructions to insert 47,700 as the ratio. Mr. Doddridge moved to lay this motion on the table; lost, yeas 92, nays 107. Mr. Patton moved to amend the motion by substituting 50,000 for 47,700; lost, yeas 56, nays 142. Mr. Boon proposed 49,000; Mr. Cooke, of Ohio, 48,500; Mr. Wildo, 60,000; and Mr. Heister, 51,000—in lieu of 47,700. These amendments were severally negatived by decided majorities. The question was then taken on Mr. Polk's motion to recommit, with instructions, and carried in the affirmative—yeas 104, nays 91. The House then adjourned.

Wednesday, Feb. 15.—The Senate was occupied with the discussion of Mr. Clay's resolution, on which Mr. Grundy spoke till the adjournment.

In the House of Representatives, Mr. Polk, from the Select Committee, to whom was re-committed the bill for the Apportionment of Representatives, with instructions to fix the ratio at 47,700, made a report in obedience to an order of the House.—Mr. Carson moved to amend the amendment by substituting 44,200 for 47,700. M. Slade proposed 46,400, Mr. L. Condict 44,500, Mr. Vance 47,000, 48,500, and 55,000, Mr. Kerr 44,999, Mr. Howard 42,000, Mr. Hunt 46,500, and Mr. Rencher 53,000. These propositions were severally rejected by large majorities. The question was then taken on concurring in the report of the Committee, which was decided in the affirmative—Yeas 119, Nays 75. The other parts of the bill were then made to conform to the ratio of 47,700; and the bill was ordered to be engrossed for a third reading.

CONGRESS—Thursday.—In the Senate, Mr. Foot submitted resolutions instructing the Naval and Military Committees to inquire into the expediency of fixing by law the compensation of officers of the Navy and Army, so that it may be equalized in both services. Mr. Holmes' resolutions of yesterday were taken up, the first calling on the Secretary of the Treasury to know why the statements of foreign commerce for last year had not been submitted to Congress, and the second calling upon the Secretary of the Treasury for his reasons for not answering the call of the Senate of 22d December, for information respecting the British Colonial Trade, &c. A debate ensued on the first resolution. Mr. Forsyth opposed the bill as unnecessary; that not more delay had now occurred than had frequently occurred before, and said the document called for was very long, and that in the present instance, the collectors of Philadelphia, New-York, and Boston, had not transmitted their returns, so as to enable the Register of the Treasury to make up the report, and therefore moved that the resolution lie on the table. Mr. Holmes said he was always well pleased to receive through the friends of any Department in that House, any information respecting its operations; but that in the present instance he preferred, and he thought the Senate entitled to, such information from the Department itself, in order that means might be devised to remedy the delay complained of, and which virtually defeated the object of the report in question, as it was frequently made at a period so late, though the law required it should be made as soon after 1st December as possible, as to render it useless to the Senate. On the question for laying the resolution on the table, the vote was 19 to 19. The Vice President determined the question in the negative. when the call was further enforced by Mr. Chambers, Mr. Tazewell, and Mr. Webster, and opposed by Mr. Dickerson. The resolution was finally adopted. The second resolution was laid on the table, 32 to 12. The answer of Mr. J. A. Washington, of Mount Vernon, and Mr. Custis, of Arlington, the first refusing permission to remove the remains of George Washington, and the second approving their removal, were read, and then the discussion of the Tariff was resumed by Mr. Grundy.

In the House of Representatives, the Apportionment Bill was read a third time and passed by a vote of one hundred and thirty to fifty-eight. The letters of the President of the Senate, and the Speaker of the House of Representatives, to John A. Washington and George Washington Parke Custis, on the subject of the removal of the remains of George Washington, and Martha his consort, were laid before the House by the Speaker, together with the answers of those gentlemen. The bill for the settlement of the South-Carolina Claims was ordered to be engrossed for a third reading by a vote of 130 to 47, an amendment to strike off the interest on the sums advanced having been previously rejected without a division. The House, on motion of Mr. McDuffie, went at a late hour into a Committee of the Whole on the state of the Union, Mr. Wayne

in the chair, and took up the pension, naval, fortification, appropriation bills, and the naval arrearage bill. The blanks were filled up, and the bills considered and ordered to be engrossed for a third reading. At five o'clock the House adjourned.

[From the Globe.]

CONGRESSIONAL ANALYSIS.—In the Senate, Friday, the appointment bill from the House was read twice, and referred to a select committee consisting of Messrs. Webster, Buckner, Hayne, Marcy, Tipton, Dallas and Forsyth. Mr. Clay's resolution was taken up, and Mr. Ewing spoke at length, in its support. The Senate adjourned to Monday.

In the House of Representatives, numerous bills of a private character were reported from the standing committees. Mr. Jarvis, from the committee on public lands, reported a bill to aid in the education of Deaf and Dumb persons. Mr. Blair, of Tennessee, from the committee on internal improvements, reported a bill to provide for laying out and constructing a national road from Portsmouth, in Ohio, to a point south of the Linded mountain, in North Carolina. Mr. Jarvis, from the committee on the Public buildings, reported a bill making appropriations for the public buildings, and for other purposes. The resolution authorizing the Clerk of the House to procure a full length portrait of Gen. Washington, to be executed by Vanderlyn, was agreed to.—The bill for liquidating and settling the claims of the State of South Carolina against the United States, and the four apportionment bills mentioned in our analysis of yesterday, were passed. Upon the Naval Bill Mr. Pearce moved an amendment to strike out the clause appropriating 72,000 dollars for the Navy Yard at Brooklyn, New York, on the ground that the facilities of navigation and protection of commerce required its location at Newport, Rhode Island. Mr. Verplanck, Mr. Cambreleng, and Mr. White, of New York, followed and enforced the great advantages of New York as a naval station and depot for seamen. The proposition was finally negatived without a division and the bill passed, as also were the other appropriation bills and the naval arrearage bill.

LEGISLATURE OF NEW-YORK.

Monday, February 13th.—In the Senate, this day, Mr. Allen reported in favor of the Bank of Brooklyn, and of extending the charter of the Lansingburg Bank. On motion of Mr. Sherman, the bill, appointing a measurer of grain in New-York, was referred to the Judiciary Committee to inquire, whether by charter, the city has not the exclusive power of appointing measurers of grain. Mr. Maynard gave notice of a bill to reduce the rate of interest to 6 per cent. but not to effect banks. The Chenango Canal bill was then discussed without result.

In the Assembly, bills to incorporate the Schoharie and Otsego Rail-road Company, the New-York Loan Bank, the Lewis County Bank were reported. The House, on motion, disagreed with the report of the Bank Committee, adverse to a bank at Ithaca, at Utica, and at Delhi. The bill for the Seneca County Bank was read a third time, and laid on the table. The Herkimer Co. Bank bill was under consideration in committee of the whole, but no question was taken. The West Chester County Bank bill was passed in committee, being first amended, on motion of Mr. Miller, by forbidding the commissioners to receive certificates of deposit, on subscription for stock. The bill for a branch from the Mohawk and Hudson Rail-road to the Albany Basin, was then considered.

Tuesday Feb. 14.—IN SENATE.

The Senate resolved itself into a committee of the whole on the bill authorizing the construction of the Chenango canal. Mr. Edmonds called for the reading of several documents and reports on the subject, after which the committee rose and reported progress.

After the consideration of the executive business the Senate adjourned.

HOUSE OF ASSEMBLY.

PETITIONS.—For a bank at Kinderhook, and at other places; to incorporate the East river fire insurance company in New York; of the Brooklyn, Jamaica and Flatbush turnpike company, for leave to withdraw their remonstrance against the Brooklyn and Jamaica Rail-road.

BILLS REPORTED.—To incorporate the Brawley bank, Albany, and the Lafayette bank, in the City.

ward of New York; to incorporate the Tompkins county bank; the Oneida county bank, at Utica; and the Watervliet bank; to incorporate the Saratoga and Fort Edward Rail-road company; to incorporate the Warren county Rail-road company, to make a Rail-road from Glen's Falls to Caldwell.

By Mr. Rorer, on notice—concerning the interest on monies, (reduces it to 6 per cent.)

Mr. Stillwell moved that the report of the bank committee against the Commercial Bank in New York, be re-referred to said committee. Mr. Arnold, who is one of that committee, said that he wished this would be done. Owing to his absence, he had not had an opportunity to give his views on this matter. The applicants were of the highest respectability, and he desired that their claims may be fully understood. Mr. Stillwell's motion prevailed.

Mr. Houghton offered a resolution to give leave to introduce a bill to incorporate the Delaware co. Bank at Delhi. [This bank was reported against by the bank committee.]

Mr. Myers opposed the resolution. We had a committee on this subject; they were appointed with the object of expediting business, and that we might get their opinions on applications. The committee consisted of able men, and their judgment was entitled to much consideration. He had regretted the course taken yesterday, in relation to some bank applications, and he thought it was time to change it.

Mr. Granger was opposed to singling out this application from all others; every other application which had been reported against, had been returned to the bank committee or leave had been given to introduce a bill, that is, where such course had been asked for.

Mr. Hammond spoke in favor of the resolution.

Mr. Bishop, chairman of the bank committee, made some general remarks, at considerable length. He said, that if, as it would seem, there was a disposition for a personal conflict in relation to the course of the bank committee, he was, for one, ready to engage in battle, and he could assure the gentlemen that if such contest should happen, blows would be given as well as received. If the course now proposed, and which was adopted yesterday, should be

Report in favor of the bill to incorporate the Steuben County Bank.

The committee again entered upon the consideration of the bill to construct the Chenango Canal, which occupied the remainder of the day.

February 15—IN ASSEMBLY.

adopted and continued, the bank committee had better be discharged, and a resolution passed instructing the committee to introduce a bill for every application which came before them.

Messrs. Granger and Myers made some further remarks, when Mr. Granger stated, that at the request of the friends of the proposed bank, he would move so to amend the resolution, as merely to direct that the subject should be re-referred to the bank committee.

This amendment was adopted, and the resolution then passed.

The bills to incorporate the Leather manufacturer's bank, New York, and the Westchester county bank at Peekskill, were read a third time and laid on the table, as the house was thin.

The committee of the whole took up the bill to incorporate the Herkimer county bank at Little Falls.

Mr. Dygert moved so to amend it that the bank should be located at Herkimer village. After some debate this motion was lost.

Before the bill was gone through with, the committee rose, and the House adjourned.

February 15—IN SENATE.

Reports.—To incorporate the Commercial Bank of the city of New York.

To incorporate the Washington County Insurance Company.

For the New-York Fire Insurance Company. The House in committee renewed the consideration of the Herkimer county bank, which was gone through with and adopted.

The committee of the whole renewed the consideration of the bill to construct a branch Rail-road through State street to the Albany basin.

Mr. Granger offered an amendment conforming this bill to the provisions of the act which authorizes the state to take possession of the road at the end of fourteen years.

The amendment was adopted, and the whole bill gone through with, and ordered to be on gress for a third reading.

LEGISLATIVE ANALYSIS.—In the Senate on the 16th, Mr. Edmonds moved to lay the further consid-

eration of the bill to construct the Chenango canal on the table till a week from Monday next, as sickness in Mr. Wescott's family necessarily called him home. After some debate the motion was carried. The bill to amend the revised statutes relative to courts of justice in the city of New York was passed, and the committee of the whole again entered upon the consideration of the bill to incorporate the Hudson and Erie Rail-road company.

In the Assembly petitions were read and referred for Rail-roads from Salina to Pulaski, and from Lake Erie to the Hudson, and for canals from Rochester to Orleans, and from the Erie canal to Oneida Lake.

The chairmen of the several committees reported the following bills:—To incorporate the American Fire Insurance company; the North Western Insurance company; the Good Hope Insurance company, all of the city of New York; the Ithaca and Susquehanna Rail-road company; the Rensselaer and Saratoga Rail-road company; the Mechanics Institute of the city of New York; the Delaware county bank, with a report against it; the Saugerties manufacturing company.

Mr. Van Schaick offered a resolution postponing the further consideration of all bank bills, till the 2d Tuesday in March, which was lost.

Mr. R. D. Dodge called for the final question on the bill to incorporate the Seneca county bank, when the bill was lost—ayes 51, noes 26.

Friday, Feb. 17.—IN SENATE.

Mr. McDowell, presented several petitions for a Rail-road from Elmira to the Pennsylvania line.

The Committee of the Whole again entered upon the consideration of the bill to incorporate the Hudson and Erie Rail-road Company.

February 17.—IN ASSEMBLY.

Petitions read and referred: Remonstrance against a Rail-road from Brooklyn to Jamaica; for a Rail-road from Saratoga Springs to Saloni, Washington county; for a Rail-road from Utica to the Susquehanna river; to incorporate the Bank of Rome; further petitions for a Bank at Utica; for a Rail-road from New-York to Owego.

Reports of Committees: a bill to construct a Rail-road from Lake Champlain to the St. Lawrence. Communications were received from Judges Mosely and Gardiner in relation to their fees and expenses.

Mr. Van Schaick offered a Resolution inquiring into the expediency of granting a bounty for the cultivation of the Mulberry tree and for the manufacture of Silk.

Mr. Curtiss moved to refer all Bank bills to a Select Committee of seven to conform them to the bill incorporating the Little Falls Bank.

Mr. Granger and Mr. Maxwell opposed the resolution, and it was laid on the table.

Bills read a third time and passed: to incorporate the Westchester County Bank—laid on the table.

To increase the capital stock of the Ithaca and Owego Rail-road Company.

To incorporate the Herkimer County Bank—laid on the table.

Mr. Genet gave notice of a motion to suspend a Rule for the purpose of re-considering the vote of yesterday respecting the Seneca County Bank.

The bill to increase the Capital stock of the Mohawk and Hudson Rail-road Company, and to construct a Branch, was read a third time and passed.

The House, in committee of the whole, had the bill to incorporate the New-York and Albany Rail-road under consideration.

Mr. Granger wanted the line of the proposed Rail-road to be defined. He was opposed to giving the commissioners the power of floating over the whole eastern territory of the state.

Mr. Stillwell wanted the power of selecting such routes as they please to be given to this company.—Strong inducements must be held out to secure the completion of this Road.

Mr. Granger expressed his decided friendship for the bill, but he was utterly opposed to the loose and undefined character of the section. If it passed the directors of the company would become a company of speculators in village lots.

The committee rose and reported.

Adjourned.

Saturday, Feb. 18.—IN SENATE.

PETITIONS.—For the incorporation of the Albany life insurance and trust company, referred to the committee on banks and insurance companies; of

the Troy and New York steamboat company, for an act of incorporation; from the inhabitants of the south part of the city of Albany, a remonstrance against the bill from the Assembly authorizing the Hudson and Mohawk Rail-road company to construct a branch road.

The bill to incorporate the Hudson and Erie Rail-road company was made the order of the day for Monday next.

THE COMMITTEE OF THE WHOLE passed the bill to incorporate the North American mining company; and the bill to incorporate the Smith's Beneficial Society of the city of New York.

The committee took up the bill to incorporate the New York Protestant Episcopal city mission Society.

Mr. Edmonds opposed the bill on the ground that he doubted the propriety of this kind of incorporations; and that an injurious precedent might be set by it; these missionary operations had heretofore been conducted without incorporations.

Mr. Sherman said, such acts were on our statute books; and he could not understand why this was opposed; business incorporations were opposed on the ground of their monopoly, or interference with the business of private individuals; these compelled all purchasers to come to them for articles produced by the company, by driving private individuals out of the business; but he was willing to give these applicants this monopoly to improve the morals of the ignorant and destitute in that large city; because it would not interfere with private interests.

Mr. Maynard described the missionary operations of the different missionary societies of the country, and went into an argument to show, first, that these operations were better carried on without, than they could be with acts of incorporation; and second, that if the legislature commenced granting these acts of incorporation, applications would probably be so numerous as to occupy the greater portion of the time of legislation.

The first section of the bill was then rejected.

IN ASSEMBLY.—A petition was presented and referred, to alter the charter of the Harlem rail road Company.

Reports, to incorporate the Buffalo and Erie rail road company; to incorporate the Commercial Insurance company in the city of New York.

The committee of the whole took up the bill to incorporate the White Lead Manufacturing Company. Mr. Myers opposed the bill. Messrs. Arnold and Morgan supported it. The bill was rejected.

The committee of the whole resumed the consideration of the bill to incorporate the New York and Albany rail road company.

Mr. Granger renewed his proposition to define and fix the location of the Branches of this Road, which was adopted.

Mr. Butler offered an amendment confining the road to the limits of this state, which was lost.

Mr. Andrews was opposed to giving the Company three years time to speculate upon their Stock before the construction of the Road is commenced. He tho't the time too long for a bubble to be blown about the State, to light, at last, upon the head of some honest men who have exchanged their substance for shadows.

Mr. Howell proposed an amendment which worked a forfeiture of the charter if the whole Road was not completed in ten years.

Mr. Stillwell opposed this amendment with a great deal of spirit.

Mr. Granger supported the amendment with equal spirit. He meant to hold Corporations to their contract. They ask for a charter from New York to Albany; and he intended to make them construct the whole or none of the Road.

Mr. Stilwell said there was no intention of abandoning any part of this road, but the company might find themselves unable to construct the whole of it.

Mr. Butler said he had reason to suspect, before the subject was agitated, and now he was entirely satisfied, that the Counties of Columbia and Dutchess were not to have the road on the west side of the mountain. If this was to be the course, he was opposed to the bill.

The debate continued with much animation till the hour of adjournment. Messrs. Stillwell and King opposed the amendment, and Messrs. Howell, Granger and Bishop supported it.

The amendment of Mr. Howell was adopted by a vote of 40 to 27. Adjourned.

IN SENATE—Monday, Feb. 20.

On motion of Mr. Birdsell the committee on Banks and Insurance companies was discharged from the further consideration of the petition of the inhabitants of Chatauque county for a bank at Dunkirk, and the petitioners had leave to withdraw their petition.

The bill to increase the capital stock of the Jefferson county bank, was agreed to, and ordered to a third reading.

The committee again entered upon the consideration of the bill to incorporate the Westchester steamboat company.

Mr. Allen opposed the bill on the ground of its interfering with individual enterprise.

Mr. McDowd supported the bill, it was not a monopoly, it was a county measure, and the county took an interest in it. Steamboat companies had been here before incorporated.

Mr. Sherman opposed the bill; the object of this bill was to break down an individual, and although steamboat companies had been incorporated, they were different from this.—Sir, said Mr. S., two thirds of your acts of incorporation are infringements of individual rights; anti-republican, and opposed to the spirit and nature of our institutions; if we had done wrong it was time to retrace our steps; if possible, he was for bringing back our public policy to its original simplicity. He heard much of late of monopolies and juggernauts, and he hoped that this monopoly would be frowned upon.

Mr. Tallmadge replied, and advocated the bill, and thought the opposition to it arose from a desire to protect Mr. Vanderbilt's interest, whose boat had been blown up; and this incorporation was asked to secure to the public a more safe boat, and protect them from a similar disaster.

The bill finally passed, and the Senate suspended legislative business and the Court of Errors was opened, and on motion of the Chancellor, the court adjourned till the first Monday of March next. The Senate then again resumed legislative business.

IN ASSEMBLY.

Centennial Anniversary.

Mr. M'Keon, from the Select committee appointed on behalf of the Assembly to make arrangements for the celebration of the Centennial Anniversary of the Birth day of Washington, reported the arrangements made for the occasion.

Mr. Ostrander gave notice of a bill relating to the Marine Court in the city of New York.

The committee of the whole resumed the consideration of the bill to incorporate the Albany and New York Rail road Company.

Mr. Granger offered an amendment providing for the re-investment of the lands taken for the Road, in the persons from whom they were taken, in case the Road is not made.

Mr. Hammond opposed and Mr. Van Duzer supported the amendment; and it was adopted by a decisive vote.

The Committee rose and reported before getting through the bill.

IN SENATE—Tuesday, Feb 21.

Mr. Allen reported a bill to amend the charter of the Jackson Marine Insurance Company in the city of New York.

Mr. Fuller offered the following resolution, which lies on the table, to wit:—

"Resolved, That the Secretary of State cause to be furnished, for the use of the Legislature, statements of the different counties of this State, arranged in the order of the respective congressional districts, showing the population of each county in 1820, 1825, and 1830, and the population of each congressional district in 1825 and 1830; and showing also the rate per cent. of the annual gain or each county and of each congressional district from 1826 to 1830 inclusive."

Bills passed:—To amend the charter of the village of Watertown, Jefferson county; to incorporate the Smith's Beneficial Society in the city of New York.

The committee of the whole, Mr. Lansing in the chair, again entered upon the consideration of the bill to incorporate the Rochester and Dansville Rail-road Company. Several amendments were adopted, and the bill passed.

In the course of the bill through the committee, much debate was had on the question whether commissioners to assess damages for land taken for the use of the road, should allow the full value of land or other property, without reference to any supposed advantages that might accrue by the construction of said road; or whether such supposed advantages should be taken into the account?—in which Messrs. Maynard, Birdsell, Tallmadge and Fuller took part. The committee finally passed the bill, leaving it to the commissioners to exercise their own discretion in making assessment for damages, without prescribing to them any rule on the subject, although the decisions were made subject to the revision of the vice chancellor of the district where the road is located.

Mr. Maynard moved to amend the report of the committee by inserting the principle that the commissioners should assess damages without reference to supposed advantages; which, after some discussion, was lost by the casting vote of the President, and the bill was ordered to a third reading.

Mr. Allen in the chair, the committee took up the bill to incorporate the Ithaca and Geneva Rail-road Company, but rose and reported, and the Senate adjourned.

IN ASSEMBLY.

Petitions read and referred:—Of the Chamber of Commerce for a repeal of some part of the pilot and harbor laws; for a Rail-road from Salina to Palaski; of Stephen Van Rensselaer to incorporate the Rensselaer Institute; for a Rail-road from Owego to New York; for a Rail-road from Lake Erie to New York; against the Brooklyn and Jamaica Rail-road.

Reports:—To incorporate the Bowery Fire Insurance Company; to amend the charter of the New York and Harlem Rail-road Company; for a Rail-road from Saratoga Springs to Schuylerville.

The House, in committee of the whole, went through with and adopted the bill to construct a Rail-road from Albany to New York.

The House, in committee of the whole, had the bill authorizing the discharge of honest debtors upon their own application.

Mr. Crookshank called for the reading of some petitions, to amend the act abolishing imprisonment for debt.

Mr. Stilwell explained the provisions and objects of the contemplated bill.

After spending some time upon this bill, the committee rose and reported.

The House, in committee of the whole, passed the bill for the relief of the New York Eye Infirmary.

The committee of the whole, went into the consideration of the bill relative to the distribution of the literature fund, which was reported by Mr. King of Queens, in accordance with a petition of some academies on Long Island.

Mr. King spoke for some time in support of the provisions of the bill. [The object is to bring back to the academies the sums which have been diverted from them, to the Deaf and Dumb institution in New York.]

Mr. M'Kean said he considered that this subject ought to be investigated, and he therefore moved to rise and report. Carried.

Notice by M. Lemot, sculptor, respecting the Museum of Antiques, extracted and translated from the Journal des Beaux Arts.

The completion of the *Musée des Antiques*, by M. Bouillon, may be considered as an era in the history of the arts. It is now about seventeen years since this chalcographic undertaking was commenced; which is so original and extraordinary in its character, that it does not resemble any other, either in its means of execution or in its results. This somewhat startling project, of drawing and engraving the immense collection of ancient monuments which an unexampled circumstance had brought together into one museum, was not conceived, either by a set of speculators, or by a union of skilful artists who might have shared the labor among themselves: it was one man who imposed upon himself a task which seemed to require the lives of several individuals. We knew him to be reckoned among the distinguished artists and most learned draftsmen of our school; to possess a facility of execution equal to his science, an ardor and patience which nothing could subdue; yet the magnitude of the work seemed to be so much above the powers of one person, that those whom their love for the arts, and their desire for the advancement of their study, had induced to take the greatest interest in it, dared not even to hope that M. Bouillon could ever attain the object in which he had, as it was thought, somewhat too rashly engaged.

His success has justified his boldness. In the first two volumes, which he finished about six years ago, he published above two hundred monuments, groups, statues, busts and bas-reliefs, almost all of which were reckoned among the masterpieces of art; these, however, a new circumstance has redispersed over most of the principal cities of Europe. The third, which he has just completed (though executed in a less forcible manner, is not less original), contains alone more than five hundred monuments, statues, busts, bas-reliefs, cippuses, sarcophagi, altars, canelabras, vases, seats, fountains, ornaments, inscriptions, animals, monuments, among which are also several masterpieces of the highest order, and of which the remainder offer, in the varied characters of their forms and execution, nearly all the kinds of sculpture which were practised by ancient artists, and in almost all the degrees through which art passed down to the time of its decay. Even the most indifferent of these monuments, those which are executed in the most barbarous style, are still interesting as picturesque compositions, being, for the most part, imitations of celebrated prototypes, which

were produced in the most glorious periods of the arts, and never ceased to be copied and imitated till, with the commencement of the lower empire, barbarism overspread the land.

Mr. Bouillon, in order to attain his extraordinary object, has made use of the process of etching; but what has astonished and delighted both artists and amateurs, is, that this ingenious and expeditious process, in which the intention and purity of touch of the draftsman are preserved, but which is also attended with a harshness rendering it less pleasing to the eye than engravings, has received, under the delicate hand of this skilful artist, all the effects of the smoothest and most vigorous graver. He has, indeed, carried the illusion so far that many of our most distinguished engravers long imagined that he used both methods, and could not be undeceived, till they saw the artist's valuable and extraordinary performance on the copper itself; and this immediately after it had undergone the action of the aquafortis.

This has been the process followed with regard to the first two volumes, which are throughout drawn and engraved by M. Bouillon's own hand. In the third, which it was impossible, and, indeed, needless, that he should do entirely by himself, on account of the quantity of monuments which it contains, and the inferiority of many of them in point of execution, a style of engraving was adopted, which, at first sight, seems closely to approach the method usually employed in etching. It however essentially differs from it, inasmuch as it does not present those large and vigorous masses, those sudden transitions of black and white which are only a preparation for the more delicate operations of the graver; the line is here only supported by a few shadows, by means of which the object imitated is, in a certain degree, produced of itself, a method which gives to this labor an equally delightful character of originality.—Yet, although M. Bouillon has made use, in the less important objects of this volume, of the assistance of some talented and intelligent artists, who constantly worked under his immediate superintendence and direction, it is his hand which is invariably discovered in all the pieces that offered the greatest difficulty, either in point of character or of execution. Nearly all the busts and statues are of his own engraving; and there is scarcely a plate which does not bear the stamp of his masterly hand, and scarcely any kind of monument on which he has not exercised his talent.

LEMOT, Member of the Institute, Department of Fine Arts.

CONDITIONS OF SUBSCRIPTION.

The whole collection of the "*Musée des Antiques*" comprises five vignettes and two hundred and seventy six copperplates in folio; and is divided into three volumes.

VOL. I. Divinities (Statues, Busts, and Bas-Reliefs.)
II. Heroes, Greek and Roman Personages (Statues, Busts, and Bas-Reliefs.)

III. (Engraved in a different style, and consisting almost entirely of the celebrated Borghese collection.) Divinities, Heroes, Greek and Roman Personages, (Statues, Busts, Bas-Reliefs, Altars, Candelabras, Seats, Rytons, Vases, Urns, Funeral Urns, Cisterns, Frontals, Instruments of Sacrifice, Ornaments, Sarcophagi, Cippuses, Funeral Inscriptions, Animals, Fragments, &c.)

The three volumes together containing about 800 monuments.

Subscription Lists will be opened in the principal cities of the United States, from the time of the publishing of this Prospectus until the end of next July, at which time they will be closed.

The Proprietor pledges himself to introduce in America but the number of complete copies which may have been subscribed for.

But six hundred copies of the work have been printed, of which five hundred have been sold in Europe, and it is not necessary to mention that the copperplates are very well preserved: 1500 good proofs could be struck off from them.

The "*Musée des Antiques*" has always been sold in Paris for 940f. (\$188); but by this Subscription it is reduced in the United States to \$161, if published by numbers. Those Subscribers who will take the three volumes together will obtain a second diminution of the price, which will reduce the work for them (half-bound) to \$138.

The first Subscribers will receive immediately the copies already arrived, which are but few in number. The Proprietor will bind himself to deliver the remainder (on the terms expressed) in the course of the present year, 1832; but the subscribers shall be equally bound to receive their respective copies.

In New-York, the Register for Subscription will be opened at PEASODY & Co's, 233 BROADWAY; where a copy of the work has been deposited, and will be shown to Amateurs.

CENTENNIAL CELEBRATION.—As this will be a universal jubilee, and one not likely, in all human probability, to recur to a single one of the many millions who will witness, and join in, it, we too shall observe it as a holiday, and therefore shall not issue a paper to-morrow.

We annex the order of procession as agreed on by the Committee of the Common Council. A salute of one hundred guns will be fired from Governor's Island, by order of the Commander-in-Chief of the U. S. Army. Salutes will also be fired from the Navy Yard and by the City Artillery. The oration, as will be seen, is to be in the Middle Dutch Church: the orator one who in the day of our trial, stood by the side of him whom it is intended to honor. In the evening, the City Hall will be illuminated, and the Theatre. A splendid Civic and Military Ball is to be given at the City Hotel; and every where, and in every proper manner, honor is to be done to that day, which gave birth to the man whose services, and, above all, whose example, no honors can repay.

Order of Procession for 22d February, 1832, being the Centennial Anniversary of the birth day of GEORGE WASHINGTON.

By order of the Committee of Arrangements, appointed by the Common Council of the City of New-York.

Invited Guests to assemble at the Governor's Room, City Hall, at 10 o'clock, A. M.

To leave there precisely at 11 o'clock, from the front of the Hall through the North Gate to Broadway, down Broadway, around the Bowling Green, through Beaver street, up Broad street, to Nassau street, up Nassau street, to the Middle Dutch Church, to enter the large gate on Nassau street.

The procession to move in the following order:

ESCORT,
The Tompkins Blues, commanded by Capt. Vincent,
Orator of the Day and two Clergymen,
Mayor and Recorder,
Committee of Arrangements,
Board of Aldermen and Assistant Aldermen, and their Officers,
Society of Cincinnati,
Soldiers of the Revolution,
Clergy generally,
Professors and Trustees of Columbia College,
President and Council of the University of N. York,
Professors and Trustees of the College of Physicians and Surgeons,
Judges of the United States and State Courts,
Engineers of the Fire Department,
Officers of the Army and Navy of the United States,
Officers of the Militia of the State of New York not on duty
Chamber of Commerce,
Chamber of Trade,
Foreign Ministers and Consuls and Foreign Guests invited,
Members of the Bar,
Marine Society,
Collector, Surveyor and Naval Officers of the Port,
Harbor Masters and Wardens of the Port,
Marshal of the United States and Sheriff of the City and County,
Members of Congress, and
Senate and Assembly of the State,
And such other Societies and Citizens as may wish to unite in the procession.

The Gallery of the Church will be appropriated exclusively for the ladies.

After the procession shall have taken their seats, the ceremonies will be opened by a prayer from the Rev. Dr. Kuyper.

An Ode will be sung by the Choir, under the direction of Mr. Earle, composed for the occasion by SAMUEL WOODWORTH.

The Oration will be delivered by Major General MORGAN LEWIS, Orator of the Day.

After which an anthem will be sung, and the ceremony closed by a prayer and benediction, by the Rev. Dr. MILNOR.

The procession will then form and pass up Nassau street to Maiden-lane, up Maiden-lane to Broadway, up Broadway to Chatham street, and will enter the eastern gate of the Park to the City Hall.

The City Hall and City Clock will be brilliantly illuminated in the evening, to commence at 7 o'clock and close at 10 o'clock.

Such are the general outlines of the exercises of the day—the whole to be under the direction of Brig. Gen. GILBERT HOPKINS, Marshal of the day, appointed by the Committee of Arrangements.

Owners and Captains of vessels in the harbor, are respectfully requested to hoist their flags from sunrise to sunset. Salutes will be fired from the Navy Yard and Governor's Island, together with such other military display as the weather will permit.

A Band of Music is provided for the Day and Evening.

By order of the Committee of Arrangements.
JOHN YATES CEBRA, Chair'n.

GEORGE D. STRONG, H. P. ROBERTSON,
JOSEPH TUCKER, WM. VAN WYCK,
CHARLES HENRY HALL, JAS. B. MURRAY,
J. R. WHITING, J. R. RHINELANDER.

Among the interesting exhibitions for to-morrow, we understand will be the Tent used by Washington during the War of the Revolution, which is to be pitched in the Park, and occupied on this occasion by the Members of the Cincinnati Society.

The following is a copy of a letter to S. F. Burrows, Esq. of this city:

Arlington House, Feb. 17, 1832.

My Dear Sir:—Agreeably to your request, when you did me the honor to visit me to-day, that I would furnish some reliques of Washington, to add lustre to the approaching celebration of the twenty-second of February, in New York, I have to send you some of the General's clothes: and as you propose to take charge of the venerable Tent of Washington, that you may delight the Veterans of the Revolution, whom the noble liberality of the Corporation of New York have invited to the ceremonial, by a sight of the revered reliques of their hero, their friend, and their country's preserver, I am preparing the same for immediate transportation, under your special care, to New York. 'Tis the same canvass which was first pitched on the heights of Dorchester; and was, after the vicissitudes of a seven years' conflict, used as a banquetting-hall, at York Town, to entertain the gallant Cornwallis, a prisoner and a guest.

My old and favorite body servant, Philip Lee, will, at your request, accompany the reliques. Philip is the nephew of Washington's celebrated revolutionary follower, Will Lee. Philip is a highly intelligent, nay talented man, of gentlemanly manners, and worthy of every confidence and consideration. He will not be my slave much longer—he has been my friend for two-and-thirty years.

I pray you, my dear sir, to present me most respectfully to the Hon. the Corporation of New York, of which magnificent city I have some early and interesting recollections, touching the first days of our happy government and the inauguration of '89.

To the society of the Cincinnati—the most venerable association on earth, and to the old soldiers, I say, my dear sir, what the child of Mount Vernon ought to say, that I cannot honor them more than by sending to them through your most kind and liberal instrumentality, the tent of Washington, and may heaven shed its choicest blessings upon the honored remnants of the revolution.

I pray you, my dear sir, to accept an assurance of the esteem with which I remain your obedient servant.

GEORGE WASHINGTON P. CUSTIS.

Colonel Trumbull, who was one of the Aids of Washington, has permitted his principal Battle-piece to be used for decorating the ball-room of the City Hotel on the night of the celebration.

BILL FOR THE APPORTIONMENT OF REPRESENTATIVES.—This long discussed bill has at length been passed by the House of Representatives, and sent to the Senate for concurrence, at the ratio of 47,700. The Senate, as a matter of course, we presume, on a bill that refers solely to the composition of the other House, will acquiesce in its decision. From the Telegraph we take a table, showing the numbers to which this ratio will entitle each state, and the fractions over.

Apportionment of Representatives under the fifth census, at a ratio of 47,700.

| | No. Members. | Fractions. |
|---------------------|--------------|------------|
| Maine..... | 8 | 17,843 |
| New-Hampshire..... | 5 | 30,826 |
| Massachusetts..... | 12 | 39,007 |
| Rhode Island..... | 2 | 1,799 |
| Connecticut..... | 6 | 11,465 |
| Vermont..... | 5 | 42,147 |
| New-York..... | 44 | 5,101 |
| New-Jersey..... | 6 | 33,722 |
| Pennsylvania..... | 29 | 12,472 |
| Delaware..... | 1 | 27,792 |
| Maryland..... | 8 | 24,343 |
| Virginia..... | 21 | 21,503 |
| North Carolina..... | 13 | 19,617 |
| South Carolina..... | 9 | 23,745 |
| Georgia..... | 8 | 511 |
| Kentucky..... | 12 | 1,732 |
| Tennessee..... | 13 | 5,163 |
| Ohio..... | 19 | 29,532 |
| Indiana..... | 7 | 9,130 |
| Mississippi..... | 2 | 14,958 |
| Illinois..... | 3 | 14,047 |
| Louisiana..... | 3 | 29,804 |
| Missouri..... | 2 | 35,019 |
| Alabama..... | 5 | 21,093 |
| | | 475,478 |

COUNTERFEITS.—We were shown a day or two since a five dollar Counterfeit note, on the North River Bank. It appears to be from the same plate of those before issued—but has the signature of the

present Cashier, A. B. Hays.—It is numbered 651—letter Dd—and is so well executed as to require caution and close inspection from those who are not familiar with the Bills of that Bank.

Also three dollar notes on the Chemical Bank, letter C, number 661, dated June, 1830, payable to T. J. Chew, are in circulation. They may be distinguished by the Eagle, which is darker than the true bill, and the Eagle, larger and whiter.

[From the National Gazette.]

MR. EDITOR.—Walking up our Avenue, the other day, I discovered a roll of paper, carefully tied up with red tape, which, from its appearance, had evidently fallen from the pocket of some great man, I was induced to open it, in order to discover its lawful owner.

I was, however, disappointed in that respect. Finding that it relates to weighty matters, interesting to the nation, I enclose you a copy of it, in order that through the medium of your "ubiquitous" Journal it may reach its lawful owner. A PENNSYLVANIAN.

Washington, Feb. 14, 1832.

[COPY OF THE MANUSCRIPT FOUND.]

Resolved, That the President of the United States be requested to inform this House, what is the reason the River Mississippi always runs down towards the Gulf of Mexico, and never runs back again.

Resolved, that the Secretary of State be directed to inform this House, whether, according to his view of the law of nations, a public Minister can be presented at Court in white-topped boots: and said Secretary be further directed to inform this House, whether Grotius and Vattel had not both long noses.

Resolved that the Secretary of the Treasury be directed to inform this House, how many Silk Worms, Caterpillars, and Grasshoppers, there were in the United States on the first day of January last: also, that the said Secretary be further directed to inform this House, how many Codfish had been taken upon the Bank of Newfoundland since the Declaration of Independence, distinguishing the number of each sex.

Resolved, That the Secretary of War be directed to inform this House how many men were killed and wounded at the memorable siege of Troy, and how many of the latter were placed upon the Pension List.

Resolved, That the Secretary of the Navy be directed to inform this House, what was the exact tonnage of Noah's Ark: and also, what was the mode of computing tonnage before the Deluge.

Resolved, That the Attorney General be directed, to inform this House, whether the renowned Lord Coke usually slept in his night cap or in his full bottomed wig.

Resolved, That the Commissioner General of the Land Office be directed to inquire into the expediency of exporting one hundred thousand acres of the Public Land to the West Indies, where it is understood there is a great want of elbow room.

Resolved, That the Post Master General be directed to inquire into the expediency of opening a Post Road between New York and Liverpool, by means of a Tunnel under the Atlantic.

Resolved, That the President of the Bank of the United States be requested to inform this House, what is the capital of the Bank of Newfoundland, and whether said capital consists in Specie or Codfish: and that the President of said Bank be further requested to inform this House, whether, according to his view of the law of nature and the law of nations, brother Jonathan has not as good a right to draw upon said Bank as his father John Bull.

Resolved, That when returns shall be made to these resolutions, ten thousand copies of each be printed, for the benefit of the Shopkeepers and Trunk Makers at Washington.

Small Pox.—A man sick with the small pox was removed from the vicinity of North Square, on Tuesday; and yesterday, a sailor was taken to Ramsford Island from the Marine Hospital, Chelsea, with the same disease.

It is a curious fact, that this last man, about fifteen days since, then at work at the Quarantine Ground, stole a Goose from the steward, aided by some other workmen, and went into one of the wards of the hospital, at night, to cook it by frying, and there contracted the disease. Being unwell in the city, he availed himself of the privilege of the Marine Hospital, where the disease was developed. On his way to the Island, he made a confession, touching the defunct goose.—[Boston Daily Advertiser.]

The steamboat John Marshall, lying at Elizabeth-town, New Jersey, lately took fire and burnt down to the water's edge.

POETRY.

[FOR THE NEW YORK AMERICAN.]

THE CABINET DE TOILETTE.

"*J'arrive plein d'une émotion qui s'accroît en entrant dans cet asile; Julie! me voici dans ton cabinet, me voici dans le sanctuaire de tout ce que mon cœur adore. Que ce mystérieux séjour est charmant! O Julie! il est plein de toi. Je ne sais quel parfum presque insensible, plus doux que la rose et plus léger que l'iris, s'exhale ici de toutes parts.*"

Abode of enchantment!
Retreat of the dove!
Asylum of innocence!
Temple of love!
Mysterious realm!
Of voluptuous repose,
Plus léger que l'iris,
Plus doux que la rose.

How rife breathes the air,
Is this charming alcove,
With the freshness of beauty,
And fragrance of love!
What sweets here expand!
What tenderness glows!
Plus léger que l'iris,
Plus doux que la rose.

Could this mirror reveal
All the charms it reflected!
What beauties unfolded!
What blushes detected!
The heart's sweet commotions!

Its throbs and its throes!
Plus léger que l'iris,
Plus doux que la rose.

How love lurks around,
Tho' oft driven away
With a stern maiden frown,
While the heart bids him stay!
How it jumps when he comes!
How it sighs when he goes!
Plus léger que l'iris,
Plus doux que la rose.

How, hid in those tresses,
Love watches unseen,
When alumber oppresses,
For some charming dream,
To steal sweet carresses
That nobody knows,
Plus léger que l'iris,
Plus doux que la rose.

UN FOU EPERDU.

We recognize the hand as well as the initials of Halleck, in the following lines from the New York Mirror, though their beauty is obscured and nearly lost in the jingle caused by the ill-judged repetition in each stanza. If the reader does, what we were strongly tempted to do, strike out the repeated words, he will find that the verses read like a different thing altogether:

LINES TO HER WHO CAN UNDERSTAND THEM.

Air—"To ladies eyes around, boy!"

The song that o'er me hovered
In summer's hour, in summer's hour,
To-day with joy has covered
My winter power, my winter bower.
Blest be the lips that breathe it,
As mine have been, as mine have been,
When pressed, in dreams, beneath it,
To hers unseen, to hers unseen.
And may her heart, wherever
I hope may be, its hope may be,
Beat happily, though never
To beat for me, to beat for me.
Is she a Spirit, given
One hour to earth, one hour to earth,
To bring me dreams from heaven,
Her place of birth, her place of birth?
Or minstrel maiden, hidden
Like cloistered nun, like cloistered nun,
A bud, a flower, forbidden
To air and sun, to air and sun?
For had I power to summon
With harp divine, with harp divine,
The Angel, or the Woman,
The last were mine, the last were mine.
If earth-born Beauty's fingers
Awaked the lay, awaked the lay,
Whose echoed music lingers
Around my way, around my way;
Where smiles the heart she blesses
With voice and eye, with voice and eye?
Where binds the Night her tresses,
When sleep is high, when sleep is high?
Is fashion's black cold mountain
Her bosom's throne, her bosom's throne?
Or love's green vale and fountain,
With One alone, with One alone?
Why ask? why seek a treasure,
Like her I sing, like her I sing?
Her name nor pain nor pleasure
To me should bring, to me should bring.
Love must not grieve or gladden
My thoughts of snow, my thoughts of snow
Nor woman soothe or sadden
My path below, my path below.
Before a worldlier altar
I've knelt too long, I've knelt too long,
And if my footsteps falter,
'Tis but in song, 'tis but in song.
Nor would I break the vision
Young fancies frame, young fancies frame,
That lights with stars elysian,
A poet's name, a poet's name;
For she, whose gentle spirit
Such dreams sublime, such dreams sublime,
Gives hues they do not merit
To sons of rhyme, to sons of rhyme.
But place the proudest near her,
Whate'er his pen, whate'er his pen,
She'll say, (be mute who hear her.)
"Mere mortal men, mere mortal men!"
Yet though unseen, unseen,
We meet and part, we meet and part,
Be still my worshipped Being,
In mind and heart, in mind and heart.
And bid thy song that found me—
My minstrel maid, my minstrel maid!
Be winner's sunbeam round me,
And summer's shade, and summer's shade.
I could not gaze upon thee,
And dare thy spell, and dare thy spell,
And, when a happier won thee,
Thus bid farewell, thus bid farewell.

F. G. H.

MARRIAGES.

MARRIED—On Monday evening, 13th inst. by the Rev. Mr. Brientall, Mr. J. P. Ware, of the firm of Brown & Ware, to Miss Eliza Alford, of this city.

On Tuesday evening, the 14th inst. by the Rev. J. M. Krebs, Mr. Walter Howell, to Miss Clarissa Eliza James, daughter of Mr. Samuel James, all of this city.

On Tuesday evening last, by the Rev. Mr. Rice, Mr. Aaron B. Heath, to Matrina, daughter of Stephen Conover Esq. all of this city.

Wednesday morning, 15th inst. by the Rev. Dr. Mathews, Mr. John M. Nixon, of the firm of Doremus, Suydam & Nixon, to Miss Elizabeth Ogden, daughter of the late Elias Haines.

Last evening, Feb. 16th, by the Rev. William Ware, Mr. Thomas Plummer, to Mrs. Elizabeth Stewart, all of this city.

On the 19th inst. by the Rev. Henry Chase, Mr. Leonard D. Ten Broeck, to Miss Marietta Rosenbury, all of this city.

On Sunday morning, 19th inst. at St. Mark's Church, by the Rev. Mr. Creighton, Mr. Edward S. Mesier, to Susan Maria, daughter of John Cowman, Esq.

In Rushford, on the 9th inst. by the Rev. E. I. Gillet, Mr. T. S. Gillet, Merchant, of the firm of T. S. & K. Gillet, of Cuba. Allegany county, to Miss A. S. Beckwith, daughter of Mr. E. A. Beckwith, of the former place.

DEATHS.

DIED—17th inst. at 8 o'clock P. M., BENJAMIN MOORE, Esq., of the firm of De Rham, Iselin & Moore, and son of the late William Moore, M. D., of this city, in the 41st year of his age. In perfect health yesterday morning he was engaged about noon in the business of the Custom House, when overcome by the heat of the room an incipient disease, he fell to the floor, in a state of partial insensibility—medical aid, though prompt, proved vain, and he was borne to his sorrowing home, where, after a few hours, he breathed his last.

Seldom has a greater shock been given than in the sudden death of this most amiable and estimable man. To the public, Mr. Moore stood prominent among the honorable and liberal-minded merchants of our city; to his family, he was the tender son and devoted brother; and to all who parloked of his intimacy, he was a kind, generous and attached friend. Retiring in his disposition and domestic in his habits; though his worth was most felt where it was best tried, still his gentle manners, amiable temper, and modest, unassuming sense made him a favorite wherever he was known, and left a strong and pleasing impression, even upon his most casual acquaintance. One trait yet remains, as the greatest of consolations:—he was an open, sincere and humble Christian.

The morning had seen him full of health and the duties of life, the evening found him far removed from all its cares and sorrows. In such a peaceful removal after such a life, though there is little to mourn, there is much to learn, and the wise will lay it to heart.

In the midst of life we are in death.

Saturday morning, 11th instant, Margaret, infant child of L. M. Gilbert, aged 5 months and 13 days.

On the evening of 11th inst. after a lingering illness, in the 27th year of her age, Sarah Ann, wife of Joseph M. Meert, and daughter of the late J. Boonen Graves.

On Sunday evening, 13th Feb. after a short and painful illness, S. Louise P., wife of S. I. Smith.

On Monday, 13th Feb. Mrs. Elizabeth McCarty, wife of Gen. Richard McCarty, after an illness of five weeks, in the 51st year of her age. Mrs. McCarty illustrated, and enjoyed in her death, the power and preciousness of that religion which she professed in her life.—To her to live was Christ, and to die exceeding great gain.

In this city, on Monday morning, the 13th instant, at the residence of her sister (Catharine Rice), after a short and severe illness, Widow Eleanor, relict of Wilhelmus Van Nuys, of Flatlands, Long Island, in the 75th year of her age.

Monday, 13th instant, Heber Hubart, only son of Wm. Hinton, aged 1 year and 3 months.

On Tuesday morning, 14th inst. William W. Gilbert, Esq. aged about 87 years. He died after a long and active life, during which he was employed in many of the most honorable situations in the affairs of the government of the state and of his native city.

On Wednesday morning, Feb. 15th, Julia, infant daughter of Thomas A. Ronahls.

This morning, February 16th, Edward, infant son of John Anthon, Esq.

On Thursday morning, Feb. 16th, Cornelius I. Bogert, Esq. of Jamaica, Long Island, in the 78th year of his age.

Friday evening, 17th inst. aged 4 years and 4 months, Louise, daughter of Richard E. Mount.

This morning, Feb. 17th, Sarah Louisa, daughter of Isaac O. Barker, aged 1 year, 6 months and 4 days.

On Saturday morning, 18th inst. after an illness of three days, Miss Mary Lang, daughter of Jacob Lang, aged 25 years.

Saturday evening, Feb. 18th, after a lingering illness, Dr. Wm. Horten, in the 63rd year of his age. Dr. H. was a native of Benton upon Trent England, but for the last 30 years a resident of this State.

On Sunday evening, 19th instant, Mr. Thaddeus Whitlock, aged 151 years.

Monday morning, 20th inst. of consumption, Mr. Frederick A. McNie, aged 22 years, son of Edmund A. McNie, Esq. of Cushindun, Ireland.

On Monday evening, 20th inst. Mr. Robert R. McKay, in the 23rd year of his age.

Wednesday morning, 15th inst. at Brooklyn, John Howard, youngest son of Jacob Sweetser, aged one year and three months.

At St. Andrews, Orange county, Feb. 6, Phoebe Jones, the wife of Dr. H. I. Hornbeck, aged 51.

Suddenly, at his residence in Haverker, N. H. on the 7th day of February inst. in the 52d year of his age, Ephraim Morrill Jr. brother of Elisha Morrill of this city.

On Tuesday afternoon, at Philadelphia, Mrs. Mary R. Chandler, wife of Joseph R. Chandler, Editor of the United States Gazette.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 141 persons during the week ending on Saturday last, viz:—25 men, 20 women, 47 boys, and 49 girls.—Of whom 33 were of the age of 1 year and under, 17 between 1 and 2, 30 between 2 and 6, 9 between 6 and 10, 5 between 10 and 20, 13 between 20 and 30, 14 between 30 and 40, 5 between 40 and 50, 9 between 50 and 60, 3 between 60 and 70, 7 between 70 and 80, and 3 between 80 and 90. Diseases: Apoplexy 1, asthma 1, burned or scalded 1, casualty 1, consumption 22, convulsions 11, diarrhoea 3, dropsy in the head 4, dysentery 2, fever bilious 1, fever scarlet 10, hives or croup 4, inflammation of the bladder 1, inflammation of the bowels 3, inflammation of the brain 2, inflammation of the chest 4, influenza 2,

intemperance 3, jaundice 1, measles 22, old age 4, peripneumony 9, pleurisy 1, pneumonia typhoides 2, rheumatism 2, scrofula of king's evil 1, small pox 6, sore throat 1, spasms 3, sprue 1, still-born 10, teething 1, unknown 1.

ABRAHAM D. STEPHENS, City Inspector.

PASSENGERS.

In the ship Sovereign, for London.—Capt. Armstrong, of the U. S. Army; Capt. Bick, of the 52d Regt. R. A. and several others; Capt. Hall, of the Royal Staff Corps, and Messrs. Orse & Gaudin, of London, and Mr. Hudson, of Canada.

In the ship Creole, for New-Orleans, sailed 15th:—Mr. Rogers and lady, Mr. Keene and lady, Mr. Underhill, Mr. Berkley, Mr. Bach, Dr. N. Fanning, Master Hancock.

In the packet ship Birmingham, from Liverpool.—W. S. Bird, Wm. Emerson, Robert Mitchell, Wm. Greenall, and 11 in the steerage.

In the ship Erie, from Havre.—Miss Catherine Norwood, Miss Fanny Archambault, Messrs Andrew S. Norwood, Simon D. Dyer, Jr. Hugh Alfred Rose, Edward Cary, A. R. Thompson, Charles Calamard, Minthorne Tompkins, J. Archambault, T. Jung, Fortune Lecleu, G. Duplaisix, H. Doleau, Dr. Ange Blunaght, late of Poland, and Captain Harris, of the schr Eagle, of Newburyport.

In the packet ship Albany, from Havre.—Messrs. Lane and Hamersley, of New York; Destouet and Darainville, of Philadelphia; and Westermann, of England.

In the ship Henri IV, from Havre.—Chas. Rataban, C. G. Dominico, Jno. Maurice, F. Martin, Thos. Anderson.

In the ship Boston, from Greenock, via Charleston.—Mr. Wm. Quilla and son, Mr. R. Catter, two Miss Nelsons, and 29 in the steerage.

In the brig Halcyon, from Rio Grande.—R. V. Lucey, B. H. Brow.

In the ship John W. Cater, from Kingston, Jam.—Admiral J. Grulith, of H. M. Navy; Rev. J. Stone; Messrs. Wilson, Gussar, Gegg, Myers, Greaves and Phillips.

SALES OF REAL ESTATE AT AUCTION.

By James Bleeker & Son.

Feb. 9.—House and lot No. 27 Broadway, corner of Morris street, \$10,000.

House and lot No. 29 Fulton street, 36 feet 6 inches front, and 63 rear, and 30 feet deep on one side, 22,300.

Seven lots on 14th street, between 6th and 7th Avenues, each 950, 6,500.

Six lots on 11th street, between 6th and 7th Avenues, each 900, 5,400.

House and lot 42 Liepenard street, lot 29 by 94, 8,500.

Two lots on the south side of 14th street, near 6th Avenue, each 1000, 2,000.

Feb. 13.—The valuable brick brewery on the south side of Cross street, 106 feet on the westerly side, 182 on the easterly side, 147 feet, including an alley 4 feet 3 inches wide, in front, \$15,400.

Lot on the north side of Cross street, opposite the above, 3,200.

Lot on Division street, map No. 31, 3,000.

Lot on Division street, map No. 37, 6,500.

Two lots on the easterly side of Wooster street, 1st vacant, 2,500.

2d with house, lot 25 feet 4 inches by 100 feet, 1,800.

The two story house and lot No. 23 Beekman-st., 20x101, 5,000.

10 years lease of lot 142 Leonard-st., 1,200.

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes of any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Ropes, the public are referred to J. B. Jarvis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County, Pennsylvania.

Palmira, Wayne County, New-York, 1st mo. 2d, 1852. J20 10

NEW-YORK AMERICAN, TRI-WEEKLY.

THE NEW-YORK AMERICAN is now published THREE TIMES A-WEEK, in addition to the Daily and Semi-weekly, as usual. This arrangement is made to accommodate a large class of business-men in the country, who are desirous of seeing the advertisements of the day, yet are unwilling to encounter the expense of subscription and postage of a daily paper. By this arrangement it will equally be perceived, their wishes may be gratified, at one half the expense of a daily paper, as most of the advertisements, both of the Daily and Semi-weekly papers, will appear in the Tri-weekly American; and the reading matter, as published in the Daily paper. It will be issued on Tuesdays, Thursdays, and Saturdays, at FIVE dollars per annum in advance,—to subscribers out of the city of New-York, and forwarded, according to their order, and for any length of time.

All letters relating to the TRI-WEEKLY AMERICAN may be addressed to the Publisher and part Proprietor.

D. K. MINOR, No. 35 Wall-st. N. Y.

The New-York American is published DAILY at \$10 per annum, and SEMI-WEEKLY, at \$4 per annum, in advance, as heretofore, at No. 35 Wall street, New-York.

PATENT RAIL-ROAD SHIP AND BOAT SPIKES.

THE TROY IRON & NAIL FACTORY keep constantly for sale a very extensive assortment of Wrought Spikes & Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years successful operation and now almost universal use in the United States (as well as England, where the subscriber obtained a Patent,) are found superior to any ever offered in market.

RAIL-ROAD COMPANIES MAY BE SUPPLIED WITH SPIKES having countersink heads suitable to the holes in the iron rails, to any amount and on short notice. Almost all the Rail roads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. Y., will be punctually attended to.

HENRY BURDEN, Agent.

Spikes are kept for sale, at factory prices, by I. & J. Townsend, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Brower, 222 Water street, New-York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

P. S. Rail-road Companies would do well to forward their orders as early as practical, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand for his Spikes.

J28 1am 11

H. BURDEN.

POSTSCRIPT.

(From the Philadelphia Gazette.)

THE GREAT FLOOD in the West, exceeds any disaster of the kind which has occurred in that quarter for scores of years. We are informed by some friends who arrived on Saturday from Pittsburgh, and who recently passed several days in their progress along the Ohio, that the damage caused on the shores of that river is almost incalculable. Thirty houses and stores were seen floating in the course of one afternoon; barns and haystacks, on the top of which coveys of domestic fowls had resorted for safety, were continually observed passing on the waters. A portion of the village of Marietta, was quite invisible; and it was feared the best part of the town was swept away. On one occasion, the steam boat was lodged in the tops of some low trees, which the Captain and crew were obliged to cut away. The distress which will ensue is beyond present calculation. The following account is from a Pittsburgh paper of the 14th inst.

On Friday last Pittsburgh, Allegheny town, and the lowlands bordering the rivers were visited by the horrors and devastations of the greatest flood that ever occurred since the erection of Fort Duquesne by the French. It would be in vain to give particulars of the loss sustained by our fellow citizens—to describe the perilous escapes from the raging element—or, the alarm that pervaded the city at the prospect of a general inundation. An eye witness of the terrific scene we can but faintly portray the destruction and distress by which it was attended.

On Thursday evening last in consequence of the immense rains that had fallen and the rapid thaw, the river rose to an unusual height—many houses adjacent to the rivers became untenable. During the night, many families were awakened by the flood pouring into their dwellings, and many effected their escape at the risk of their lives. The shrieks and cries of the women and children could be heard throughout the night. On Friday the rivers rose with astonishing rapidity—and deluged parts of the city with such celerity that the inmates of dwellings were obliged to fly for personal safety without stopping to save their moveables. It is impracticable to estimate the precise amount of damage; but it will not surpass the reality to say 200 000 dollars. Several weather boarded houses were carried away or displaced—bales of cotton and cotton manufactory machinery damaged—lumber, dry goods, groceries, furniture, &c. destroyed or injured—and the foundations and the superstructures of brick houses sunk and rent; to such an extent that the above sum will hardly repair the loss.

The rivers rose about thirty one feet above low water mark—of course this flood exceeded the memorable "Pumpkin flood" of November 10, 1810, by about two or three feet. The first flat of Allegheny town was completely inundated. In this city the following ground was submerged, viz: the whole "Point" to Union street—and generally north of Liberty. The water ascended Wood street to the middle of Second—the corner of Diamond and Jail alleys, and the corner of Market and Liberty streets.

There are numbers thrown by the sudden calamity on the sympathy and charity of their neighbors. Let us indulge in the noblest dictates of humanity, and relieve speedily the wants of the poor and the needy.

BLAIRSVILLE, Pa. Feb. 16.—*The Flood.*—After twice witnessing the breaking up of the ice, we had formed high expectations of an early opening of canal navigation and a prosperous season for business. Our hopes have been blasted. Three days of heavy and almost incessant rain, swelled our waters to an unprecedented height—higher from eighteen inches to three feet than the disastrous flood of July last. The public work we fear has sustained as much damage as on that occasion, but the loss of private property has been much greater.

The dam and its embankments opposite this borough stood perfectly firm until the water rose higher than the embankment. About 11 o'clock on the night of the 9th this was discovered to be the case. In a few hours the whole of the embankment was swept away—the Lock was slightly injured.

The damage done to the canal above this place we understand is not very great, but below it has been serious. Between this and the Tunnel several breaches were made in the canal and one of the abutments of the tunnel dam was slightly injured. Messrs. Sterett & Trux, contractors for arching the Tunnel, lost all their tools and the timber they had collected for the tow path, &c. One half of the lock at Dam No. 2 was thrown down, and the upper lock at Dam No. 3 was swept off. The lock and embankment of the Leechburg Dam have been swept away—the Dam is uninjured.

These are the principal injuries done to the public works as far as we have heard. Accounts of private losses are coming in every hour.

The saw-mill at this place was carried off bodily. Immense losses have been sustained by the proprietors of nearly all the salt works on both rivers; Messrs.

Boggs, Hill, Tahnaga, Bigham, Keesler, Branneman & Co. and Clossen, are the principal sufferers on the Kiskeminetsee. The loss of the first named gentleman alone is estimated at from 40 to 50,000 dollars. On the Conemaugh Messrs. Rogers and McCowen were the heaviest losers, Wm. McFarland, Arts & Dobbins, Henry & Jacob Drum, Barker & John Rover.

Thousands of barrels of salt have been destroyed and many of the salt establishments completely demolished. Houses, stables, salt pans, fixtures and tools swept off by the resistless torrent.

With painful feelings we record also the loss of one human life. A man in the employ of the Messrs. Drums, was endeavoring to get the horses out of the stable, which was surrounded with water. He was drowned, and two of the horses.

Many distressing instances occurred to families compelled to fly from their habitations in order to escape a watery grave. Many have lost their houses and all their furniture. Property that could be rescued from the raging element was carried to the high ground, where the owners were shivering over a cheerless fire in the open air waiting with intense anxiety for the subsiding of the waters.

In some instances the rise was so rapid that the inhabitants had scarcely time enough to save themselves; one case is related of a family on the shore of the Kiskeminetsee who had to open a passage in the roof of the house, and in that way to release a sick woman, who had been confined only two days before, from her perilous situation.

Many of the inhabitants of Freeport were compelled to leave their houses. The salt works above and below that place on the Allegheny, we are also informed, have been very seriously injured.

MEADVILLE, Feb. 11.—Copious rains on Thursday last, and the night preceding, again filled the streams to an unusual height—A heavy flow from Mill Run into the Canal, has added to the injury sustained by the late freshet. Forty or fifty rods of the canal at the north end of the village, have been excavated by the force of the current to a very considerable depth, the towing path destroyed, together with three bridges.

CONGRESS.—The Senate did not sit on Saturday. In the House of Representatives, the resolution from the Committee on the Public Buildings, for the execution by Greenough, of a marble statue of Washington, to be placed in the Rotunda of the Capitol, was passed by a vote of ayes 114, noes 50. Various private bills were reported and acted on, after which the House went into a Committee of the Whole, to compensate Mrs. Decatur for the destruction, by the gallant Commodore Decatur, of the frigate Philadelphia, in the harbor of Tripoli. The consideration of this well known case, occupied the House during the residue of the sitting. The bill appropriates the sum of \$100,000 for this purpose, and provides for its distribution among Mrs. Decatur, the widow of Commodore Preble, and the officers and crew of the United States schooner Intrepid, or their legal representatives. Mr. Carson addressed the committee in support of the bill, and Mr. Tracy proposed an amendment to distribute the sum according to the provisions of the prize law, but the amendment was negatived. Mr. Pearce moved a further amendment, that \$10,000 of the \$31,000, allotted in the bill to Mrs. Decatur, should be paid to the nieces of Commodore Decatur. Upon this a long discussion ensued. Before any decision was arrived at, however, the committee rose and reported, and the House adjourned.

Monday, February 20.

The Senate spent about one hour in the consideration of Executive business; after which Mr. Clay's resolution was taken up, and Mr. Ewing resumed, and concluded his remarks in its support. Mr. Miller has the floor for this day.

In the House of Representatives, numerous petitions and memorials were presented and referred.—Mr. Thompson of Georgia, from the Committee on Indian Affairs, resorted a bill to authorize and require the proper accounting officers of the Treasury to audit and settle the claims of citizens of the State of Georgia, against the Cherokee tribe of Indians, for depredations committed between the years 1826 and 1830. Mr. Drayton, from the Committee on Military Affairs, reported a bill to authorize the Secretary of War, to release the title of the United States to the site of Fort Gansevoort in the State of New York. A joint resolution was adopted for an adjournment of the two Houses, from the 21st to the 23d instant. Several private bills were passed. The bill in addition to an act for the relief of insolvent debtors to the United States was taken up, and after a short debate, postponed until Thursday.—[Globe.]

CONGRESS—Tuesday, Feb. 21.

In the Senate, Mr. SMITH, from the Committee on Finance, reported, without amendment, the bills from the House making appropriations for the naval service of the United States; for the arrears of the Navy prior to January, 1832; for the fortifications of the United States; and for the payment of the revolutionary and other pensions. Mr. Smith having stated the importance to the public service of speedily passing the above named bills, they were severally read the third time and passed. Mr. Clay's resolution, on the subject of the tariff, having been taken up, Mr. Miller, of South Carolina, addressed the Senate until a late hour, in opposition to the protective system. Before Mr. Miller had concluded, the Senate adjourned over to Thursday.

In the House of Representatives, Mr. Boon, of Indiana, reported a bill to graduate the price of the public lands, which was read twice and referred to a Committee of the whole on the state of the Union. It provides that after July 1st, 1832, all the public lands which may have been, or may be offered for public sale, and which remain unsold, shall be subject to sale by private entry, at seventy five cents per acre; and that all lands offered for sale and remaining unsold for ten years, shall be subject to sale at fifty cents per acre. The resolution of Mr. Everett, of Massachusetts, on the subject of the Indian land leased to the Second Auditor of the Treasury, was next taken up. The question was on the motion of Mr. Wilde to refer the subject to a Committee of the Whole on the state of the Union, to which the memorials on the Indian Question had generally been referred. Mr. Everett, of Massachusetts, in a few remarks, explained the reasons that had induced him to offer the resolution in its original shape, and concluded by modifying it so as to refer the subject to the Committee on the Public Lands, with power to send for persons and papers. Mr. Bell argued that if it were intended to go into the question of the private rights of parties, it would be unjust to throw the weight of the House into either scale, and he should therefore move that it be referred to the Committee on Indian Affairs, although, as a member of that committee, he was reluctant that it should take that course.—Mr. Drayton intimated his opinion that the committee on the Judiciary was the proper committee.—Mr. Davis, of South Carolina, the Chairman of that committee, objected to this reference, and stated that it was a question of fraud alleged to have been committed by two individuals, and the committee on the Judiciary therefore had not cognizance of it, but that it was within the provision of the committee on Public Lands, the alleged fraud being committed within the public domain. Mr. Wickliffe agreed in opinion with Mr. Davis, and said that if the House wished a full statement of the facts in relation to the subject, it could be fairly presented after an examination by that committee. Mr. Taylor made an ineffectual motion for the previous question. After some further proceedings, Mr. Wilde moved the postponement of the resolution for a fortnight; but the motion was, on a division by yeas and nays, negatived by a vote of ayes 73, noes 86. Mr. Taylor renewed his call for the previous question, and it was carried, ayes 65, noes 59. Upon the previous question, which was on putting the question as to the adoption of Mr. Everett's resolution, Mr. Cambreleng called for the yeas and nays, which were ordered.—Mr. Adair requested to be excused from voting, which was granted, and the main question was carried, ayes 80, noes 76. The question was then on the adoption of the resolution, upon which, likewise, the yeas and nays were ordered on motion of Mr. Clay, of Alabama. The resolution was adopted by a vote of ayes 92, noes 77.

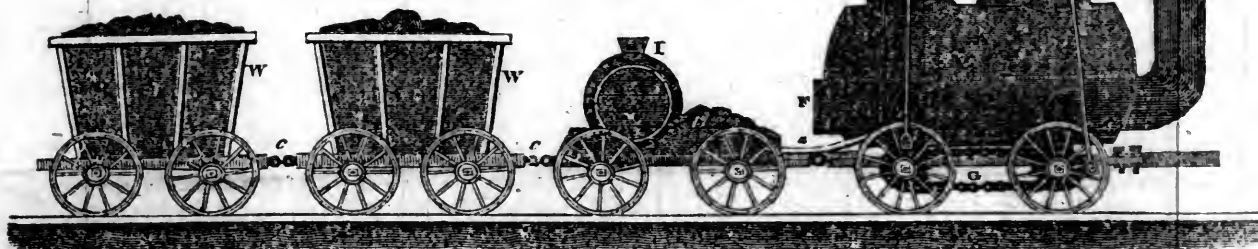
As doubts have been expressed at a distance as to the continuance of the RAIL-ROAD JOURNAL, it is but justice to those who are subscribers to say that its permanency is certain. The publisher is permitted to refer to the following gentlemen: WILLIAM A. DUER, Esq. President of Columbia College. JAMES RENWICK, Professor in Columbia College. ROBERT L. STEVENS, Esq. Engineer. JAMES G. KING, Esq. SAMUEL SWARTWOUT, Esq. Collector of the Port. Messrs. GRACIE, PRIME & CO.

. Editors who have published the Prospectus, are requested to give the above six insertions.

METEOROLOGICAL TABLE.—Montreal, Feb. 11.

| | Thermometer. | | | Barometer. | | |
|--------|--------------|---------|---------|------------|---------|---------|
| | 7 A. M. | 3 P. M. | 7 A. M. | 3 P. M. | 7 A. M. | 3 P. M. |
| Feb. 4 | 31 x | 23 x | 29.63 | 30.04 | Fair | Fair |
| 5 | 4 | 10 x | 30.21 | 30.27 | Fair | Fair |
| 6 | 4 x | 20 x | 30.12 | 30.17 | Fair | Fair |
| 7 | 14 x | 22 x | 30.00 | 30.12 | Fair | Fair |
| 8 | 1 x | 9 x | 30.34 | 30.49 | Fair | Fair |
| 9 | 3 | 10 x | 30.57 | 30.33 | Fair | Snow |
| 10 | 6 x | 21 x | 29.81 | 30.12 | Fair | Fair |

A M E R I C A N



RAIL-ROAD JOURNAL.

OFFICE, 35 WALL-STREET.

NEW-YORK, MARCH 3, 1832.

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AMERICAN RAIL-ROAD JOURNAL.

NEW-YORK, MARCH 3, 1832.

We republish to day from an Indiana paper, a letter from Mr. Caspar W. Weaver to John Test, Esq. upon the comparative merits of Rail-roads and Canals. It will be found well worth reading by all, but especially by those who have any doubts upon the subject.

We learn with pleasure that the bill to incorporate the New York and Albany Rail-road passed the Assembly 104 to 4 on Tuesday last. This vote is cheering to the friends of Rail-roads, and exhibits a disposition in the House favorable to the construction at least of some of the principal roads applied for.—It is to be hoped the cause will find equal favor in the Senate.

ILLINOIS AND MICHIGAN RAIL-ROAD.—We are gratified to learn, that Mr. Pugh, of the Board of Commissioners, succeeded in negotiating arrangements, previous to his departure from this city, by which the State of Illinois will be enabled speedily to construct this important work. We presented our views at length in the 4th and 5th numbers of the Journal, upon the importance of the work under consideration, especially to the merchants of this city, as well as to the inhabitants of that fertile section of country; and so well are we satisfied of their correctness, that we heartily congratulate those interested in the undertaking, upon the prospect which the successful termination of this negotiation opens to them, of a rapidly increasing population, trade, and wealth. The terms of the negotiation are unknown to us; but we believe they are alike advantageous to our capitalists and to that young and growing State.

The enterprise of those comparatively new States, Ohio, Indiana and Illinois, may well be held up as an example to many of the older members of the Confederacy.

Ohio can boast her three hundred and forty-four miles of Canal completed, and fifty-seven miles more in a high state of forwardness. She has also chartered twelve Rail-road companies, several of which are very important, and will add greatly to her prosperity. Those of the most importance are the Erie and Ohio Rail-road from Ashtabula or Fairport, on the Lake, to Wellsville on the Ohio, being about ninety miles, and the shortest route between the Lake and River, in the state; and the Mad River and Sandusky Rail-road from, or near Sandusky, on the Lake, to Dayton, at the head of the Miami Canal,—a distance of about one hundred and seven-five miles,—thus forming, probably, the most direct route between New-York and the Valley of the Mississippi. Indiana has also granted a charter for a canal to connect Lake Erie with the Wabash; which, together with the Illinois and Michigan Rail-road, will make five grand channels of communication between the Lakes, the Ohio, and Valley of the Mississippi,—which will afford to the inhabitants of those States greater facilities for trade than is possessed by any other section of country at so great a distance from the seaboard;—and it requires no gift of prophecy to foresee, that with such advantages, it is destined to become one of the most populous, wealthy and important sections of the Union. If the census of 1820 gave them seventeen members of Congress, that of 1830 will give them twenty-nine,—that of 1840, forty-five, and that of 1850 sixty-five,—should the ratio of representation not exceed 52,000.

We can cheerfully recommend "*Sylvester's Counterfeit Detector*" to those who wish information relative to the numerous counterfeits now in circulation. It has recently been enlarged and the list of counterfeit notes greatly extended, and may save to those who take it many times its cost, as a preventative against the arts of those who make a business of circulating counterfeit money.

"THE WORLD" is the title of a weekly newspaper recently commenced in Philadelphia, by Charles W. Dennison, which is to be, as its prospectus says, "energetically devoted to the principles of the strict Baptists generally, and to 'The Baptist Domestic Missionary Society of Pennsylvania' in particular." We have received the first number: it is well executed, and will, we have no doubt, meet with ample support from the numerous and respectable denomination of Christians to whose interest it is mainly devoted.

VIADUCTS ON RAIL-ROADS.—We understand that the viaduct or bridge on the Baltimore and Ohio Rail-road, over the Monocacy river, is built upon a new plan, which it is said prevents the dry rot. The timber is, we are informed, all sawed through the heart—and the frame put together with bolts and screws—instead of mortices and tenons, so that any piece of timber, or even an entire rib, can be removed without at all interfering with the travelling upon the deck, which is of Georgia pine plank three inches thick—rounding and calked like the deck of a vessel—and covered with a coat of pitch. The rails are laid in chairs, as they are called, of cast iron, screwed to the deck. We see no reason why the plan is not a good one—as the expense is much less, probably not one third the cost of a stone viaduct—and yet it will last a great many years, as it is covered in from the weather. The builder was Mr. Lewis Wernwag, of Harper's Ferry, Va.

RAIL-ROAD IN NORTH CAROLINA.—The Legislature of honest North Carolina has chartered a company with authority to construct a Rail-road, which is thus described in the act:

Be it enacted, &c. That it shall be lawful to open books in the town of Wilmington for the purpose of receiving subscriptions not exceeding the sum of two millions of dollars in shares of one hundred dollars each, to constitute a joint capital stock, for the purpose of effecting a communication by a Rail-road, or by a Rail-road and canal or canals, from the town of Wilmington through or by the town of Fayetteville to the Yadkin river, at or above the narrows thereof, thence through, or as near to the town of Salisbury, as may be deemed advisable, to Beatty's Ford, or such other point on the Catawba river, as may be practicable; which route shall be determined on by the company hereby incorporated.

As soon as 3000 shares are subscribed, the subscribers are declared to be incorporated by the name and style of the "Cape Fear and Yadkin Rail-road Company." The work must, under pain of forfeiture, be commenced within three years, and fifty miles must be completed within ten years thereafter. The duration of the charter is for 90 years. The right is reserved to the Legislature by a special clause, and it is, we think, a right that should be reserved in all similar acts, "to connect with the road hereby provided for, any other Rail-road leading from the main route to any part, or parts of this State: Provided, That in forming such connection no injury shall be done to the works of the company hereby incorporated."

In this way a chain of roads may eventually be completed, which without some such reservation,

might be prevented or at least delayed, by the objection of any one existing company, to permit its road to be used as part of such a connecting chain.

The region which this road is intended to traverse embraces some of the richest western counties of North Carolina, and by crossing the Yadkin, or as it is called after it enters South Carolina, the Pee Dee river, and extending thence to the Catawba, called after it enters South Carolina the Wateree river, it will intercept probably much of the trade of which these rivers are now the outlets. While writing these remarks, we have received the annexed communication respecting this projected road:

[FOR THE AMERICAN RAIL-ROAD JOURNAL.]

Amongst the most important works of internal improvement to which the attention of the enterprising citizens of this great Republic has been called, may be classed the design of constructing a Rail-road from the town of Wilmington, in the state of North Carolina, through the western counties of the state to some point on the Catawba river, at the foot of the mountains.

In whatever point of view this great enterprise may be contemplated; whether we consider the distance—from two hundred and thirty to two hundred and fifty miles—or the superabundant resources of the state, or the facility with which, from a variety of favoring circumstances, the work may be accomplished, it will be found entitled to rank with the greatest, now carrying on in the United States.

In no part of the Union, where a work of this kind has been projected, are there so few natural obstacles to be surmounted, so little graduation needed, so few bridges to be constructed, or such abundance of all the necessary materials to be found throughout the whole extent of the route. The iron of the western counties is equal, if not superior to any in the world. The pine forests of the sea board are now supplying the Rail-roads at the North, with timber unequalled in quality by any on the continent; and there is no deficiency of stone; in short, nature has amply done her part, and she has left nothing to art but the reproach of having so long neglected advantages so strikingly apparent.

In mineral resources, it is well known that North Carolina is not inferior to any state in the Union.—Iron, gold, lead, plumbago, coals, ochre, are amongst the most important natural productions, while rice, cotton, indigo, tobacco, flax seed, flour, naval stores, timber and stock, constitute the principal staples, and articles of export, which a fertile soil and genial climate are calculated to furnish in the greatest abundance. Such are the valuable resources of the state, of which the local features of the country, deficient in natural channels of communication with the sea board, have hitherto in a great measure deprived her citizens, but which would be effectually developed by the construction of a Rail-road, which would afford to the industrious citizen such facility of transportation, as to time, certainty, and expense. The Rail-road in contemplation will be supported by the resources above enumerated, brought into lively action, by an industrious population of at least three hundred thousand persons, inhabiting the counties on the Cape Fear, Yadkin, and Catawba rivers; those beyond the mountains; and even some of the counties of East Tennessee from which there is no other outlet but through gaps in the mountains to that part of the state, at, or near which, the Rail-road will terminate.

A very favorable charter for the construction of this Rail-road has been obtained from the legislature, and an appropriation of \$4,000 made for an immediate survey of the route. The books will be opened on the 31st March, and from the spirit which now animates the citizens of the state, there is very little doubt of the work being easily and speedily accomplished.

NORTH CAROLINA.

[FOR THE RAIL-ROAD JOURNAL.]

THE MAD RIVER AND LAKE ERIE RAIL-ROAD.—This project, for which a charter was obtained a short time since from the Legislature of Ohio, is intended to unite the Ohio river at Cincinnati with Lake Erie at Sandusky. It is proposed to commence at Dayton, a thriving village at the head of the Miami canal, 60 miles northwardly from Cincinnati, and to terminate at Sandusky, on the Lake. Its length will be about 115 miles, making the total distance about 175 miles—60 miles of which will be by the canal. The country through which this road will pass is

generally of such a character as to present but few impediments to a direct location, and an easy construction.

Much importance should be attached to this project, whether reference is had to the benefits which will result to its immediate vicinity or to parts more remote. Whilst it unites by the most direct route the commercial emporium of the nation with the great west, at the same time it connects and embraces a very flourishing portion of its own state.

The object of the Erie Canal, as was justly remarked by a late writer, is but imperfectly attained until a more speedy, cheap and certain connexion is formed with the Ohio river. That this work when completed will form the desired connexion, none will pretend to deny. An inspection of the map will at once show that it is the most direct route which can be had between the two waters—that it lies on the same general direction with the grand line of internal communication from Albany to Orleans, and that it departs from the Lake at the extremity of its usefulness for this line of communication. It strikes the Ohio at the metropolis of the west and at a point below which at the driest seasons the river is in a navigable state—in a word, it possesses all the advantages belonging to any other route, with many which others do not possess, and it stands therefore to a prominent and important character before the public. To the people of New York particularly, it presents prospects which should enlist their serious and lively attention. When their line of Rail-road extending to Buffalo, shall have been completed, the value of this work to them will be doubly enhanced. The two works acting in unison, will enable New York to come into successful competition with other Atlantic cities for the trade of the West.

But I am convinced that it is necessary only to call the attention of the public to this work to have them look at it in the same light I do, to arrive at the same conclusions, and to appreciate it accordingly.

The charter contemplates a capital of one million of dollars, with the privilege of extending it to two millions. A meeting of the commissioners named in the act, it is anticipated, took place at Bellefontaine on the 22d February. The books, it is presumed, will be opened soon to receive subscriptions to the stock, which is to be divided into shares of fifty dollars each.

The company will be organized, and operations commenced, as soon as fifty thousand dollars worth of the stock is taken.

We are indebted to the Editor of the New-York American for the following extract of a letter on the same subject, from Washington, dated

February 17th, 1832.

MY DEAR SIR: I take the liberty of enclosing for your inspection, an act of the legislature of Ohio incorporating the Mad river and Lake Erie Rail-road Company. The commissioners named by this act intend to open books for the subscription of stock in the principal eastern and northern cities, at as early a day as may be thought advisable; and knowing the interest you have always taken in measures connected with the future prosperity and happiness of a people between whom and yourself there is so great an identity of interest as there is in the execution of this work, permit me to trouble you with a brief history of the country, and its resources through which this road is to pass.

This road, connected with the Miami Canal, will complete the most direct line of communication between Cincinnati on the Ohio, and Portland on Lake Erie; and must be the great thoroughfare of travel, from the Valley of the Mississippi by the way of the Lakes, to the cities of New-York, Boston, and Philadelphia.

From Dayton, the point at which it connects with the Miami canal, up the Valley of Mad river to Bellefontaine, in the county of Logan, is about 60 miles, and I do not exaggerate when I say that this part of the road passes through one of the finest tracts of country in the United States; and notwithstanding its settlement has been commenced within the last 33 years, it at this moment affords a larger surplus of all the staples grown in the Middle and Western States, than is produced in any other region of country containing the same extent of territory and population that I have seen in Ohio or elsewhere. From Bellefontaine to Portland, on the Lake, a dis-

tance of something over 100 miles, the country is not in such a high state of cultivation; it is comparatively new, the soil of good quality, and is rapidly filling up with an industrious and excellent population; and in a few years the Valley of the Sandusky, through which this part of the road passes, will advantageously compare with any portion of the United States in the amount and value of its agricultural productions.

P.S. A supplemental act has been passed, amending the 25th section of this act by which the time is extended to 40 instead of 20 years, after the completion of this road, before the State has a right to purchase in the stock of the company, and not then until after a fair valuation, so that it now in reality is equal to a charter in perpetuity.

[FOR THE AMERICAN RAIL-ROAD JOURNAL.]

ERIE AND OHIO RAIL-ROAD.—A Company has been chartered by the legislature of Ohio, at their present session, for a Rail-road, commencing at Lake Erie, (probably at Fairport or Ashtabula) and terminating at Wellsville on the Ohio River. The union of these two great thoroughfares can be accomplished by a Rail-road of about 95 miles, through an uninterrupted level country, abounding in agricultural products, and rich in iron, salt, and coal. The advantages offered by this location will be discovered by turning to a map of the Western country. The immense interchanges between the valley of the Mississippi and the shores of the Atlantic are now embarrassed by a circuitous and expensive route. Up to the head of low water navigation, the Ohio river presents the natural and cheapest, as well as the most agreeable mode of transportation. That point gained, produce has reached its northern and eastern limits; and the traveller is compelled to accept of uncomfortable and expensive conveyance to the great eastern mart. It is true, that so soon as the Ohio canal shall be completed, much of the produce alluded to can enter it at Portsmouth, and in seven or eight days pass to the Lake, a distance of about 300 miles, at an expense of not less than \$1 25 per cwt. when by the mode proposed, two or three days will only be required, and at an expense less than 50 cents per cwt., besides being advanced 50 or 60 miles nearer the termination of their voyage. That the Ohio Canal is not destined to become the great thoroughfare between the valley of the Mississippi and Lake Erie, is indicated by the fact that produce can be transported by land, from Lake Erie to the Ohio River, and thence by steamboat to Portsmouth, (the point of junction of the Ohio river and canal) for one third less expense, and in a shorter time, than through the canal, when complete at the present established rates. It is difficult to imagine an improvement so feasible of execution, requiring so small an investment of capital, and resulting in so rich a harvest to the city of New York as the one now under consideration. The point of termination on the Ohio river is at the head of low water navigation, and in winter is interrupted but a few weeks at the longest, by ice. If we take the present winter as a proper one for comparison, we shall find that the Ohio canal will be closed not less than four or five months. That the city of New York has a deep interest in the speedy accomplishment of this work is certain, arising from the fact, that Pennsylvania and Maryland are making rapid strides with their respective improvements, and when they reach their respective points of consummation, incalculable treasures must flow from the western country into the Chesapeake Bay, unless a better direction can be given to it, and we hazard little in saying that this can only be done by connecting the two points as herein contemplated. The object of this brief notice will be accomplished if it elicits inquiry in those whose interests are deeply implicated; the results pointed out the writer thinks incontrovertible, at any rate they are considered of sufficient importance to invite investigation. The Company will soon be organized, surveys and estimates made—when completed they shall be communicated for publication in your useful Journal.

Warren, Ohio, 10th Feb. 1832.

[FOR THE AMERICAN RAIL-ROAD JOURNAL.]

BROOKLYN AND SUFFOLK CO. RAIL-ROAD.—It may not be wholly uninteresting to the numerous readers of your Journal, to be informed that a Convention was held at Smithtown on the 11th Feb'y, consisting of delegates from different parts of Suffolk and

Queens counties, to deliberate upon the project of a Rail-road between the village of Brooklyn and the Eastern part of Long Island.

Col. Edward Leverich, of Newtown, was called to the chair, and Win. Sidney Smith, Esq., of Brookhaven, appointed secretary.

The primary object of the Convention having been briefly stated, a discussion took place, in which several gentlemen favored the meeting with their sentiments. Although no one professed himself prepared to adopt any ulterior plan of carrying the project into operation, yet there was no diversity of opinion as to the utility of a Rail-road upon the contemplated route. All however felt their want of accurate information on the subject of Rail-roads generally, having had no experience of their construction, or the amount requisite for their completion over a country like Long Island. This mode of communication, which at the present time engrosses so much public attention, is yet in its infancy; and we have no doubt much remains to be learned, both as to the best mode of construction, and the cost of their erection in different situations. In some situations they may doubtless be built for one-tenth part of the sum for which they can be constructed in other places; owing to the condition of the soil and other natural advantages or disadvantages which may prevent themselves. There is perhaps no part of our country, of the same extent, where a Rail-road could be constructed so cheap as one through the middle of Long Island. The distance will not be much different from one hundred miles, and pretty generally over a surface almost level; no hills to be dug down, no valleys to be filled up, no river to be crossed, and the earth of a quality and consistence well adapted to form a solid and permanent foundation for such a work. It is evident, however, and such was the unanimous opinion of the members of the Convention, that the contemplated road must, if made, constitute a link in the chain of a Rail-way between the cities of New York and Boston, (by way of Stonington or New London and Providence,) a part of which is now constructing. Its final completion must therefore materially, if not entirely, depend upon the views which shall be entertained, and the measures which may be adopted by the citizens of Connecticut and Rhode Island.

Their co-operation it is believed will render the project of a Rail-way through Long Island not only practicable, but one of great public importance, to the interests of those States which shall be concerned in the undertaking of a road from New York to Boston. The distance on this route would be somewhere near two hundred miles—half of which distance would be of course upon Long Island; thus saving a distance of about fifty miles, by avoiding the north shore of Long Island Sound, and the extremely uneven surface of Connecticut, from Kingsbridge to New Haven. The distance across the Sound from Oyster-pond point, or Sagharbor, to Stonington or New London, would be supplied by steamboats, to the great convenience of travellers and the profit of those engaged in navigating them.

The Convention finally adopted the resolution of appointing a committee to investigate the subject of Rail-roads generally, and to ascertain as far as possible the practicability of the contemplated improvement, the probable expense thereof, and the income which might be expected to arise therefrom. The committee consists of the following gentlemen, to wit—Benjamin F. Thompson, Timothy Clowes and Isaac E. Haviland, of Queens; and Selah B. Strong, Charles A. Floyd and George S. Phillips, of Suffolk, who are authorized to notify a future meeting of their fellow citizens, to hear the report of their investigations and inquiries. It is to be hoped the plan may succeed, and be the means of riveting more closely the feelings and interests of the several States which will be more immediately affected by the construction of a Rail-road between the two greatest commercial cities in the Union.

A SUBSCRIBER.

[From the Greensburg (Indiana) Chronicle.]

RAIL-ROADS AND CANALS.

We are indebted to John Test, Esq. our attentive Representative in Congress, for the letter which will be found below. The writer is advantageously known to the public as the able and efficient Superintendent of the National Road in Ohio, and more recently (and now,) filling a like station in the service of the Baltimore and Ohio Rail-road. Colonel

Wever has had opportunities to inform himself on this subject, accessible to but few, and which must certainly entitle his opinions to respectful consideration, if not to the entire confidence of the reader. It will be perceived that it is written principally (though not entirely so) in answer to the report of the "Committee on canals and internal improvements," made by the industrious head of that committee (Mr. John Ewing, of Knox,) to the senate of this state, at its last session. We are far, very far, from meaning any disrespect to that gentleman, or his respectable colleagues on that committee, when we hazard the opinion that on reading this production, some light will be shed on the errors (unintentional, we doubt not) of their report. The state of Indiana, we sincerely trust, will let no division in her councils jeopardize the successful prosecution of those plans of internal improvement which have been devised heretofore, and now awaiting nothing more than the generous harmony which should characterize the deliberations of our Representatives.—If the opportunity now presented to aggrandize our state, by means of the Road or Canal, should be permitted to pass by unimproved, we are not quite sure that it will be in our power to improve it hereafter. A political battle will be fought in 1832, by the friends of the American System and its opponents; and, although we have no doubts as to the righteousness of our cause, we are not quite so certain about its triumph. In the event of a defeat, we shall have nothing to hope from the general government. This letter comes to us well recommended by the evidence of talent and reflection, and will doubtless receive from our editorial brethren in this state, the courtesy of an extended circulation:

FREDERICK, MD. Jan. 22, 1831.

SIR: The superiority of Rail-roads over all other modes of communication is every day becoming more generally admitted. The Liverpool and Manchester Rail-road, in England, and the Baltimore and Ohio Rail-road in this country, have afforded such satisfactory evidence of their value and great public utility, that doubts of their superiority no longer remain in the minds of any who have heard of the results produced by them, or who have investigated the subject. The public sentiment may be inferred from the fact, that while many Rail-roads are contemplated, but few Canals are spoken of.

In a report from the committee on canals and internal improvements, to the Senate of Indiana, of recent date, the first 16 miles of the Baltimore and Ohio Rail-road is stated to have cost \$47,000 a mile, and the Liverpool and Manchester Rail-road upwards of \$80,000 a mile, whilst the State Canal of Pennsylvania is said to have cost only about \$10,000 a mile.* These facts, it appears, were conclusive in the minds of the committee, and are set forth in bold array for the purpose of convincing others, also, that Rail-roads are certainly more costly than Canals.—Admit all this to be true, and what does it prove? Does it prove that if canals had been constructed on the sites of those magnificent works, they would have cost less, or that if a Rail-road had been constructed on the line of the Pennsylvania Canal, it would have cost more? What are the facts connected with these two works? The Liverpool and Manchester Rail-road was compelled to pass over very rough ground because the most feasible route had been previously occupied by a canal. The Baltimore and Ohio Rail-road, on the first thirteen miles of its route, had to contend with many difficulties, and a bare inspection of that part of its line will satisfy any person at all acquainted with canals, that to have constructed a canal there, would have required double, if not treble, the expenditure which was necessary to form the Rail-road. And does it follow, as a matter of course, that because the first sixteen miles of that Road cost \$47,000 a mile, the whole line must cost at that rate? It will give you pleasure to learn that so far from this being the fact, it is now clearly ascertained that the graduation and masonry on the next fifty four and a half miles will not cost by \$100,000 as much as that on the first 13 miles has cost, so great is the disparity of the ground and such is its influence upon the cost. With as much propriety might the friends of Rail-roads say that the Chesapeake and Delaware Canal cost upwards of \$150,000 a mile and the Louisville and Portland Canal twice that sum, whilst the Mauch Chunk Rail-road cost, perhaps, only from three to five thousand dollars a mile, to show that Canals are immensely more costly than Rail-roads. The

* NOTE.—Since ascertained to have cost on an average upwards of \$25,000 a mile—the least costly, viz: the "West Branch Division" having cost upwards of \$17,000 a mile.—[Ed.]

truth is, that in some situations Rail-roads will cost a little more than Canals, whilst in many others, canals will cost greatly more than Rail-roads. As, for instance: on the site of the Chesapeake and Delaware Canal, which cost upwards of \$150,000 a mile, a Rail-road, without doubt, may be constructed for at most \$15,000 a mile. The ground and other circumstances, such as a small amount of lockage, light excavation, &c. must be peculiarly favorable, indeed, for the construction of a canal, if it costs less than a Rail-road would on the same site.

In January, 1830, the Chancellor of Maryland issued a commission to N. S. Roberts, one of the principal Engineers of the Chesapeake and Ohio Canal, and Jonathan Knight, Chief Engineer of the Baltimore and Ohio Rail-road, requiring those gentlemen to examine, survey, and accurately ascertain and report whether any, and what difficulties interpose to the passage of both those works along the northern margin of the Potomac river, and the practicability of constructing both. In their report they state the practicability of the construction of both, and at but a very small increased expense; and among other things say that the two works have ample space in the whole route between the Point of Rocks and Harper's Ferry, a distance of twelve miles, except in four places, embracing an aggregate distance of about one and three-quarter miles, where they clash. In order to ascertain and clearly represent the increased difficulties at those points which would be occasioned by a conjoint construction of both works, they first proceeded to locate and estimate each independent of the other, giving to it the choice of ground. Those estimates show that the Canal would here cost more than double the Rail-road. This is the only accurate estimate of the relative cost of Rail-roads and Canals on the same ground, which now presents itself, and is a strong fact in favor of Rail-roads. Yet it must be acknowledged that in some situations a canal of the same capacity of that of New York, may be constructed at less expense than a Rail-road of the capacity and promanency of the Baltimore and Ohio Rail-road.

The report alluded to acknowledges that "by the Register of Arts, it does appear that iron Rail-ways have one certain advantage over Canals, for 'personal travel: that is, rapidity of motion.' One certain advantage, and that only for personal travel. Will not every unprejudiced observer hesitatingly acknowledge ANOTHER CERTAIN ADVANTAGE, that is, their susceptibility of use during the whole year; and are not those certain advantages immensely important ones to all classes of the community, and especially so in a widely extended republic like the U. States? Would they not of themselves outweigh many disadvantages, if such existed?

The report further adds: "Rapidity of transmission in small vehicles may suit small parcels, or be an object for personal accommodation; but the farmer and merchant of Indiana have bulk to transmit; and it is known that for such purposes canals have been preferred, wherever they were found practicable."

For some hundred and fifty years, Rail-roads were used exclusively for the transportation of "bulk," and were, during that period, regarded as only suitable for that description of transportation. When the suggestion was first made, but few years since, that they might be advantageously applied to the conveyance of "small parcels," and to "personal accommodation," the idea was repudiated, as is done in the report, as "visionary, imaginary, suicidal."—But since the construction of the first Road intended expressly "for personal accommodation," and for the transmission of "small parcels," as well as "bulk," in fact for general traffic and travel, (I mean the Liverpool and Manchester Rail-road) a most astonishing change has taken place in the opinions of many, and they are now, forsooth, considered by such as only and solely adapted for "rapidity of transmission, in small vehicles, may suit small parcels, or be an object for personal accommodation."—The friends of canals in this country have adopted this latter notion.

A short time since, the Liverpool and Manchester Rail-road was opened for general transportation, when the result of the first experiment proved most satisfactorily its adaptation to the purposes intended by the projectors. To a single locomotive engine were attached 18 wagons, ("small vehicles") laden with upwards of 51 tons of various commodities.—Part of the cargo consisted of 200 barrels of flour, and more than 130 bags and bales of American cotton, (here was some "bulk," and with this train of "small vehicles," and their load of "small parcels," the engine glided over the road at an average "rapid."

ity of more than 12 miles an hour. Would not such a road suit 'the farmer and merchant of Indiana?' And where was it made? Did the surface of the "ground, water, and other objects," in the language of the report, "render navigation attainable?"—for if they did, then the report says, 'the point is settled beyond all controversy' that 'canals are preferable.' The fact is, that between those towns there was in existence one of the best canals in the kingdom, and also the best McAdamized turnpike road; yet the Rail-road was constructed, and little doubt was ever entertained but that the canal route will, ere long, be used for the construction of another Rail-road, as the canal cannot compete with the one already made.

At this time a Rail-road is constructing—and where? Not where 'the surface of the ground, water, and other objects render navigation' unattainable, but precisely across an isthmus, which has been crossed by the most efficient canal in this country, a canal of upwards of eighty feet in width and eight feet in depth—I refer to the Chesapeake and Delaware canal. And sundry enterprising and wealthy citizens of New York are now memorializing the Legislature of that state for authority to construct a Rail-road—where? Not where a canal cannot be made, but along the margin of an existing sheet of water of greater depth and expanse than any canal which the whole resources of this nation could excavate in fifty years. I allude to the Hudson river from the city of New York to Albany. The character and resources of the memorialists leave not a shadow of doubt of the successful accomplishment of this great work, if a charter be granted for the purpose. It is not necessary that a person should have been born in Judea, to predict that when this road shall have reached Albany it will not stop there. And where will it be extended? Not where suitable 'surface, water, and other objects' are wanting to 'render navigation attainable,' but exactly where it has already been attained at great cost—I mean alongside of the great Erie Canal—the very parent of the canals in this country. When this road shall have been, as it will be, completed to the Lakes, and the contemplated Wabash Canal shall also have reached those great inland seas, the 'bulk' of the 'farmer and merchant of Indiana,' or at least a portion of it, will be seen gliding over it to New York, instead of moving tardily on the bosom of the 'grand canal.' 'Rapidity of transmission in small vehicles,' may then be regarded as important and suitable to 'bulk,' as well as to 'small parcels' and 'personal accommodation,' whatever notion may be now entertained on the subject.

The Liverpool and Manchester Rail-road is introduced in the report to show its great cost, but the power, capacity, and utility of that important work, and its effect upon the trade and intercourse between those cities, are wholly unnoticed. The Mauch Chunk Rail-road, which may be regarded as only a first experiment, and however creditable it may be to its projectors, as such, is nevertheless very imperfect, is adduced in comparison with canals, to show the relative cost of transportation on each, and not one word is said of its cost of construction. The one being costly, and productive of amazing results, is introduced to show the great cost of such works, whilst the other being of a temporary character, extremely imperfect, and but of little cost, is only instanced to show how little effect is produced by them. Is this candid? Is it presenting a picture? Is it ingenuous?

The time is not distant, in my humble opinion, when canals will be wholly confined to peculiar situations, such, for example, as the falls of the Ohio and the Muscle Shoals of the Tennessee, and other similar cases where existing lines of water communication are interrupted by short obstructions. In such cases, canals are without doubt the most proper improvements: at all events until the whole line of communication shall have been substituted by a Rail-road, which will be done in many places.

The superiority of Rail roads over canals, for certainty and speed, are unhesitatingly accorded by the most enthusiastic and prejudiced advocates of the latter improvements. When these advantages are granted, it would seem difficult for the opponents of Rail-roads to point to advantages possessed by canals of equivalent importance. What do they allege? 1st. That canals cost less; 2d. That they are less liable to casualty, and less expensive in repair; and, 3d. That they afford a cheaper conveyance. The 1st position may, as before admitted, be true in a few cases, but in many it is incorrect. The second is entirely fallacious. As an evidence, take the fact that the Baltimore and Ohio Rail road has been in operation just eight months this day, and not a single trip of the numerous cars running on it has been

lost in consequence of casualty or of repair, unless the late unparalleled tempestuous snow storm, which suspended the travel for about the space of one day, be considered an exception; whilst several breaches have occurred in the Chesapeake and Ohio Canal, which has not been in operation more than half the time. The road, as you are aware, (for you have made a personal examination of it) passes over numerous recently constructed embankments, some of which are from 40 to 57 feet high, and have, ever since the travel was admitted, been undergoing the process of settling, by which the Rail-track has been frequently deranged, yet the facility of repair is such that not a single trip has been lost or suspended from that cause. I have been informed by a gentleman of the first respectability, that numerous casualties have occurred on the "State canal of Pennsylvania" which the report so frequently adverted to, states cost only "about \$10,000" a mile, and that on a short distance, say about three fourths of a mile, the repairs have already cost not less than \$10,000. The fact is, that when the Baltimore and Ohio Rail-road shall have been completed, as now in part made, and as the whole is contemplated to be, that is, of stone and iron exclusively, it will be just as permanent as any stone structure in the country, and the repairs will not merit notice, when compared even with the cost of renewing the "locks" of a canal, which the report says, are "easily replaced." But the report does not tell us one word of the interruption to the navigation of the canal whilst the replacing of the locks is doing. It is difficult to imagine how a cheaper conveyance can be afforded by a canal than a Rail-road. The advocates of canals leave us in the dark on this point only so far as our path may be illuminated by their simple assertion. We have both speed and certainty, two very important points towards the cheapness of transportation, but still we cannot accomplish it. Time is admitted to be money, yet although we spend but little time, we must, according to their notions, spend much money. When they give us proof of this fact it will be time enough to examine it seriously. We can now only say, that we are decidedly in favor of Rail-roads in preference to Canals, because in most cases where they are required they will cost less—they occupy much less ground—they destroy no water rights—flood no land and engender no disease—are practicable where Canals are, and where Canals are not; and because, in fine, we believe them to be the most expeditious, certain, safe, durable, cheap and pleasant modes of communication yet devised, and, of course, we think they will supercede canals. I am, sir, yours very sincerely,

HON. JOHN TEST,
Member of the H. of Reps. Washington.

To the Editor of the Rail-road Journal:—

EASTON, Feb. 1, 1832.

SIR:—I am much pleased with your Rail-road Journal, and trust it will meet with the success it merits.

I feel an interest in some of the Rail-roads in progress from your city westward, and will trouble you with some ideas on the subject. If the idea generally entertained by those who give Rail-roads a preference to canals, be correct, that transportation can be effected as cheap on the former as on the latter, I propose to satisfy you that coal can be brought to New York by, a continuous road, in from 125 to 130 miles.

The coal in the valley of the Lackawannock, from near Cobb's Gap to Carbondale, is abundant. A Rail-road from the Valley of the Lackawannock, by Cobb's Gap, to the Delaware Water Gap, and thence through the counties of Warren, Sussex, &c. in New Jersey, to the Hudson, opposite New York, will not exceed 130 miles in length. It may be that a stationary power may be required in crossing the dividing ridge between the waters of the Passaic and the waters of the Paulin's kill, in New Jersey; and another one in crossing the ridge dividing the waters of Broadhead creek and Wallenpaupack, or the waters of Pocono and the Roaring brook, (which ever of these routes should be adopted,) in going from the Delaware Water Gap to Cobb's Gap. But these will be all. Upon all other parts of the route Locomotive Engines could be used. A company has already been authorized to be incorporated in Pennsylvania, to make the part of the route in their state; and the subject of authorizing the making of

the road in New Jersey has been before the Legislature of that State—either by authorizing the Patterson Rail-road Company to extend their road to the Delaware Gap, or by creating a new company to make the whole distance.

The route in Pennsylvania has been surveyed and examined under the direction of Capt. Beach; and his report will shortly be published.

I may add that the Rail-road can be easily carried up the Valley of the Lackawannock and by Starucca creek to the Susquehanna river, near the great bend—that an act has passed authorizing the incorporation of a company for that purpose—that to extend the line to Owego, &c. requires but an act to commence it from the New York line, near the Great Bend, to Owego.

This subject I think is one of importance, as well to New York as to the country through which the road is proposed, and attention should be paid at the now approaching session of the Legislature of New Jersey to procure a proper act to construct the road through that state. *The route presents fewer elevations and depressions than any other route from New York to Owego.*

[FOR THE RAIL-ROAD JOURNAL.]

I have perused with much interest your various publications on the subject of Rail-roads, and do not hesitate to express the opinion that the circulation of your Journal through the States will, by diffusing correct information, greatly advance the successful efforts of many sections of the country, which otherwise would fear to encounter the expenses, or doubt the value and usefulness of such enterprises. The great cost of the construction of Rail-roads is a formidable objection to their introduction into use in situations where there is not already existing a valuable and extensive commercial intercourse between points from which it is desirable they should be constructed.

I have been highly pleased to notice in your Journal of the 11th instant, a proposition by Darby, to rely upon one track as probably as useful for long routes as a larger number. I have little doubt of the correctness of his views on this head, and inasmuch as it diminishes at least one-third of the cost of such structures, it is a suggestion worthy of "all acceptance." I do not pretend to illustrate or amplify his views, because I regard the proposition as containing in itself a demonstration of its feasibility or practical usefulness. If his opinions are correct, it will enable the enterprising citizens of many sections of our country to accomplish such works, who would not venture to engage in the construction of a road with double tracks, at the enormous expense which must be incurred in their execution. I take the liberty of offering my mite for the improvement of the intercourse by Rail-roads, under certain circumstances; that is, in situations where a river intervenes between two points between which it is desirable to establish such intercourse; and in cases where the river does not admit of the erection of a bridge or viaduct, &c. I would propose that a ferry boat (either by steam or horse power) be constructed with rails on a straight deck (or level), of sufficient length to take on board a locomotive with its train of cars. The wharves on each side of the river might be so constructed as to favor the ingress or egress of the whole, so that, when arrived at the opposite side of the river, the journey might be continued, without delay or difficulty. Thus the Hudson might be crossed at Newburgh, or any other point, as might be desired. You will at once see the economy of this plan if practicable, and I confess I can see nothing in its principles to prevent its perfect consummation.

These rough remarks would doubtless find more favor, and be examined with more attention, if I had time to copy and correct them; but a life of incessant professional engagement does not allow of my doing more than I have done—merely to offer suggestions, and I leave you to burn or give publicity to them, as you may think they deserve.

Very respectfully yours,

A CONSTANT READER,

February 16th, 1832.

OHIO.—We have mentioned before, the adjournment of the Legislature of this State, which is to meet again in extra session on the first Monday in June, in order to apportion the members of the House of Representatives from that State, according to the new ratio about to be prescribed by Congress. In a list of the acts published in the State Journal, we find that twelve acts incorporating Rail-roads in that State were passed. We annex a list of them all, for every day makes all that concerns Ohio more and more important to New-York:

To incorporate the Richmond, Eaton and Miami Rail-road Company.

To incorporate the Mad River and Lake Erie Rail-road Company.

To incorporate the Port Clinton and Lower Sandusky Rail-road Company.

To incorporate the Franklin, Springborough and Wilmington Rail-road Company.

To incorporate the Erie and Ohio Rail-road Company.

To incorporate the Columbus, Delaware, Marion and Sandusky Rail-road Company.

To incorporate the Cincinnati and St. Louis Rail-road Company.

To incorporate the Cincinnati, Harrison and Indianapolis Rail-road Company.

To incorporate the Pennsylvania and Ohio Rail-road Company.

To incorporate the Milan and Newark Rail-road Company.

To incorporate the Milan and Columbus Rail-road Company.

To incorporate the Chillicothe and Lebanon Rail-road Company.

Of the Rail-roads enumerated in the above list, as about to be, we find in the Steubenville (Ohio) Gazette of 22d ult. the following notice of that designated as the "Pennsylvania and Ohio Rail-road Company." This road, if constructed, will strike the Ohio Canal at Massillon, about 40 miles south of Lake Erie; and from the point where it thus strikes the Canal, to Pittsburgh, the distance is 120 miles; and thence to Philadelphia by Canals and Rail-ways now in the process of construction, 320 miles, making in all 440 miles.

From the same point on the Ohio Canal, the distance to New-York is,

| | |
|--|-----|
| From Massillon to Cleveland, on Lake Erie, | 40 |
| From Cleveland to Buffalo, | 160 |
| From Buffalo to Albany, | 350 |
| From Albany to New-York, | 150 |
| | 700 |

From the immense disparity thus manifest in the distances of the two lines from the Ohio Canal to New-York and to Philadelphia, it will be seen how much the latter city is interested in the success of the "Pennsylvania and Ohio Rail-road." New-York, however, will, notwithstanding the longer route, be able, we suspect, to hold her own. In the first place, the way is already open to New-York: the lake, the canal, and the Hudson, expand their bosoms to the wealth-bearing vessels from Ohio; and before these new Rail-roads can be constructed, and those now in progress in Pennsylvania be completed, this State will have paid off, or be in a condition to pay off, her canal debt;—then, by reducing the tolls on the canal so as merely to provide for the necessary expense of repairs, &c., she will be able, as we think, to defy all competition for the trade of the teeming West—even that of the Baltimore and Ohio Rail-road Company; which, after all, when completed, is to be the most formidable rival of the Erie canal.

[From the Steubenville Gazette, 22d Feb.]

RAIL-ROAD FROM PITTSBURGH TO MASSILLON.—Our readers have already been advised, that it has been in contemplation to incorporate a Rail-road from Pittsburgh, by way of the valley of Little Beaver through New Lisbon and Canton, to the Ohio canal at the town of Massillon. This route was last season examined and surveyed by a competent engineer under the direction of a committee appointed by the

citizens of the towns named, and was not only found perfectly practicable, but also shorter than any other route proposed. The following is the concluding part of the Report made by the engineer, (Lt. O. M. Mitchell,) to the Pennsylvania and Ohio Rail-road Company:

"In no instance has the grade been allowed to exceed the limit of 32 feet per mile; which presents no obstacles to the transportation of a given load by the same power from one extremity of the route to the other. The curves which have been adopted have in no instance a radius less than one thousand feet, which will admit the uninterrupted velocity of locomotive engines. It is so general a report, none but general estimates of expense can be expected; and as these must vary according to the different modes of construction adopted, I shall here only state that the average cost per mile, upon the whole distance, may be made to vary from 18 to 20 thousand dollars. In conclusion, I may remark, that the route is one of at least ordinary practicability. The whole distance from Pittsburgh to the Ohio canal is less than one hundred and eight miles; from whence it appears our route is wonderfully direct. Taking into consideration the immense advantages which must flow from such a connection, and the rich and fertile country through which it passes, we may be warranted in the belief, that stock here invested must prove as productive as any upon a route of the same length in any part of the United States."

An act of incorporation was passed by the legislature of Ohio, at the late session, for a company to construct the said road, under the name of the 'Pennsylvania & Ohio Rail-road Company,' and the same is now before the legislature of Pennsylvania for its sanction. It is believed there will be little or no difficulty in procuring the subscription of the stock in Philadelphia, Pittsburgh, and on the Rue of the Rail-road.

This improvement will be a most important one for the counties through which it is made, and no less so for the commercial interests of those cities. It will turn almost all the entire trade of our canal for at least one hundred miles of its length, into Pennsylvania, and thus add immensely to the receipt of tolls on her great canal. To the town of Massillon, already an important point on the Ohio canal, it must be peculiarly beneficial. That town, we have no doubt is destined to be the Rochester of Ohio.

Although our town is out of the way of such improvements, it gives us much pleasure to note the bright prospects of other places.

[From the Ashtabula Sentinel.]

OHIO CANALS.—We have received the tenth annual report of the Board of Canal Commissioners, from which we furnish our readers with the subjoined statements in relation to the Ohio Canals.—Though the unusual wetness of the past season has somewhat retarded the completion of the Ohio Canal, 94 miles have been finished and added to the extent of the Canal the past year. This canal is now completed from the Lake to Chillicothe a distance of 259 miles. Eighteen miles of navigable feeders on this line of the Canal are also completed, making with the Miami canal 66 miles in length, 344 miles of navigable canals now completed in this state.

"There remain unfinished 51 miles of the main trunk of the Ohio Canal, extending from Chillicothe to the Ohio river, and the Granville feeder, extending from the town of Granville to the north end of the Licking summit-level, six miles in length; in all, 57 miles. These divisions of Canal are now in a state nearly approaching to completion; a limited amount of work only, on a few jobs, remaining to be accomplished. When finished the state will have constructed at the public expense, four hundred miles of navigable Canals."

The locks at Cincinnati overcoming a difference of levels of 112 feet, and intended to connect the Miami canal with the Ohio river, have been put under contract the past year, and are to be completed by the first of May next, at an estimated cost of \$95,000. Several feeders in the vicinity of the Licking Summit of the Ohio canal, have been put under contract and nearly completed the past year; the aggregate cost of which is estimated at \$3,268.

The total amount paid on contracts, the year ending Nov. 30, 1831, is 715,825 dollars, of which 604,849 dollars has been paid on the Ohio canal and branches and 11,476 dollars on the Miami canal.—There has also been expended during the same time, for wages of engineers and acting commissioners, for damages sustained by individuals in construction of the canals, for the real estate purchased for the accommodation of water privileges, and for expenses

of canal commissioners, &c. 30,686 dollars, making the total disbursements for the year ending Nov. 30, 1831, 646,520. The total disbursements of the canal commissioners up to December 1, 1831, is 4,778,100.

The aggregate sum remaining to be paid on the last of Dec. 1831, in order to finish the canals is estimated at 320,503 dollars.

"The navigation has been successfully maintained during the past season, on the Miami canal, 66 miles; and on the Ohio canal from Lake Erie to Newark, 176 miles."

"On the 25th of September last, the navigation was opened from Newark to Columbus and to Circleville; and on the 22d of October to Chillicothe."

The total amount of toll collected on the canals for the year ending Nov. 30, 1831, is 101,308 dollars of which 64,864 was on the Ohio Canal and 36,444 dollars on the Miami Canal.

The annexed article from the Charleston, S. C. Courier of the 23d inst., describes, it will be seen, what it considers a great improvement in locomotive engines:—

RAIL-ROAD.—Our readers will see that two locomotives commence running on the Road this day.

The West Point, built upon the principle of the Rocket, made by Mr. Stephenson, and the South Carolina, a new engine which has been constructed under the immediate direction of, and planned by Horatio Allen, Esq. the Chief Engineer of the Company.

The Mohawk and Hudson Rail-road Company last summer imported two engines from England, and the experiment made with them, and the previous knowledge acquired when in England, suggested to Mr. Allen that a great improvement might be made in the construction of locomotives, by equally distributing the weight of the engine upon each wheel, and that eight wheels were better adapted than the usual four. The directors of the company having determined to increase the number of their engines, the present locomotive was ordered from the West Point Foundry, and is now in successful operation on the Road, moving on eight wheels, and working on each end, with the crank in the centre of the axle: the moving power is exactly in the centre of the Road, and it is suspended upon two frames, in such a manner as to give but one ton weight to each wheel. The experiments made with it by Mr. Allen in the last week and on Monday, fully realized his most sanguine expectations. It is of 20 horse power, and consequently will be more than equal to the conveyance of all the cars now on the Road.

BALTIMORE, Feb. 28.—The display of Rail-road carriages yesterday in Monument Square was very creditable to Mr. Imlay. The Red Rover, a spacious coach calculated to carry fifty passengers, inside and out, is the finest vehicle of the kind ever turned out from the extensive establishment of the builder; it is designed for the New Castle and Frenchtown Rail-road, which is to go into operation next week. There were also exhibited a handsome carriage for the Paterson and New-York Rail-road, and another for the Baltimore and Ohio Rail-road. The exhibition will be continued to-day, when some carriages of burden will be added to it.

LIVERPOOL AND MANCHESTER RAIL-WAY COMPANY. A meeting of this Company was held at Liverpool on the 5th of January, Charles Lawrence, Esq. in the chair. A report was read by Mr. Henry Booth, the treasurer, detailing the leading circumstances that have occurred since the last meeting: it very satisfactorily showed the increase of business during the six months from July 1st to December 31st, 1831, as contrasted with the preceding half year. The profits were fully adequate to enable them to pay £5 per share for the last six months: but they considered it to be advisable to leave sufficient ready money in the hands of the treasurer to carry into effect various improvements in the line, &c. and, therefore, resolved to pay only 4 1/2 per cent. This resolution was agreed to by the majority of the proprietors then assembled. The report further stated, that arrangements would soon be carried into effect tending to prevent accidents similar to the one which recently occurred. They were preparing self-acting breaks that would stop the engines or carriages when required. They intend, also, to place guard rails on the bridges; and general directions have been given for the carriages to proceed slowly when passing over bridges or dangerous parts of the Rail-way.

NEW-YORK AMERICAN.

FEBRUARY 25, 27, 29, MARCH 1, 2—1832.

LITERARY NOTICES.

CABINET OF NATURAL HISTORY, AND AMERICAN FIELD SPORTS, No. XII. Vol. I. This number, with the accompanying extra, containing an excellent portrait of Mr. Peale, is a very valuable one, and completes in handsome style the first volume of the periodical. Charles Wilson Peale was, in the language of his biographer, among the earliest to cultivate a taste for Painting in this country, and the first to establish a Museum of Natural History, even "when the name of museum was scarcely recognized from the European dictionaries." It is proper, therefore, that he should, as here, have a prominent place in the records of Natural History which would be incomplete without a notice of one to whom it owes so much. The portrait of Mr. Peale, as it is engraved in this number, will at once remind the observer of that of West, by Lawrence, to which, in the general appearance of the head, it bears a striking resemblance. The biographical sketch which accompanies it, closes with an observation of Colonel Trumbull.

"That an interesting comparison might be drawn between Mr. Peale and his countryman Mr. West, who was a striking instance how much could be accomplished with moderate genius, by a steady and unvarying course directed to a single object; to be compared the first historical painter of his age; whilst the other, with a more lively genius, was able to acquire an extraordinary excellence in many arts, between which his attention was too much divided.—For had he confined his operations to one pursuit he probably would have attained the highest excellence in the Fine Arts."

To which the writer adds:

However praiseworthy may have been his industry; remarkable or amusing his ingenuity; and productive his perseverance to the success of his Museum—he possessed a higher claim to the remembrance and esteem of his countrymen. He was a mild, benevolent, good man.

At page 284 we find a paragraph quoted from the Turf Register, which we copy for the sake of an observation or two upon it.

A party of gentlemen, in Belchertown, Mass. held a hunt recently, for squirrels, rabbits, woodpeckers, and owls. The party was divided into two sets of twenty each. After the day's hunt the game was counted, and the result of the sport announced. One side counted 433, and expected to win, but it was soon announced that the other side counted precisely the same number; of course the supper &c. which seems to have been the prize contended for, was paid for mutually.—[Am. Turf Reg.]

Now we are surprised that a paragraph of this kind should find a place either in a "Sporting Magazine" or a "Cabinet of Natural History," without being accompanied by some remarks in severe reprehension of the facts it sets forth, and the custom it illustrates. Because, in the first place, nothing can be more injurious to the interests of the true sportsman, than one of these county "turn-outs" to depopulate the woods: the object is, in cant phrase, "to kill vermin," but besides bushels of squirrels and woodpeckers, (we have seen them actually measured by the bushel after "a town hunt,") immense quantities of partridges, rabbits, and other game, are destroyed on these occasions, and their survivors in the forest often scared away for years from their old haunts, which have been thus tumultuously invaded. It would be something in extenuation of this in the eye of a sportsman if the shots made by these "parties of gentlemen," were either taken on the wing with the fowling piece, or at rest with the rifle; but the fact is that as every thing from a panther down to the smallest woodpecker counts, the animals are destroyed in any the easiest and the most summary manner.

By the naturalist, in the second place, these mob hunts should be warmly condemned; because, owing to the ignorance of those who set them on foot,

a great deal of mischief is occasioned, not only in his own favorite sphere of observation, but to those very individuals, if farmers, who are engaged in the devastation. The ruinous increase of the Hessian fly, if we mistake not, was attributed, and justly, some years since, to the great destruction, in previous seasons, among the woodpeckers, and other birds, which feed upon insects, in those parts of the country where the fly appeared. In other sections, after a warfare of two or three seasons against the owls, the farmers have had their fields overrun with field-mice; and, indeed, the provisions of Nature so far exceed in sagacity those of Man, that innumerable instances of this kind might be adduced to show that Heaven meant other animals besides those whose uses are most ostensible, to share that Earth which he so insolently claims to be, with all it contains, created solely for himself! An instance, which may not be unworthy the attention of the naturalist, came under our own observation several years since, when in a part of the country which was nearly devastated by grasshoppers: the newspapers in the spring had been filled with accounts of the miraculous prolificacy of garter-snakes, some of which had been killed with from 90 to 120 young ones in them. (These snakes, we believe, are not oviparous like the black-snake and some others.) A snake war was then declared. About mid-summer, though no one could assign a reason for destroying what was perfectly harmless, the unoffending garter-snakes were nearly exterminated. Mark the consequence:—In autumn, clouds of grasshoppers, upon which the garter-snake feeds, infested the fields, and, being unmolested, did great injury everywhere. We have never seen this singular anticipation of Nature in providing the "antidote" before "the bane" noticed elsewhere; and, though much struck with it at the time, it is with some hesitation we put forth the observation here as worthy the attention of the naturalist. To come back to these ousters of the tenants of the wood. They ought to be taught to confine their patriotic exertions to benefit the country by "killing vermin," to their legitimate enemies, hawks, poisonous snakes, toads, wolves and panthers.

We have abridged the following story from this number of the Messrs. Doughty's deserving periodical:—

AN ADVENTURE.

How diabolical are the effects of revenge.

It was on a beautiful autumnal day, as ever ushered in the Indian summer, that I made an excursion after game among a groupe of mountains, or rather on a link in the great chain of the Alleghany range, which runs in a north eastern direction in that part of Pennsylvania which bounds the New-York line.

I had kept the summit of the mountains for several miles, without success, for a breeze had arisen shortly after sunrise which rattled through the trees, and made it unfavorable for hunting on high ground; and indeed the only wild animal I saw, was a bear, that was feeding on another ridge across a deep valley, and entirely out of reach of my rifle shot; I therefore descended the mountain in an oblique direction, towards the salt springs, which I soon reached, and after finding others had preceded me here, I left the spot for another mountain on which I intended to pass the remainder of the day, gradually working my way home. This mountain was covered with chestnut trees, and here it was that I caught a glimpse of the bear from the other ridge, and found he had disappeared but a short time previous to my arrival on this mountain; I followed his track for three miles, for chestnuts lay in abundance on the ground, and bears, like hogs, root up the leaves in search of food beneath, and it no doubt had lingered about here eating its food until my near approach gave warning of its danger; this I could discover, as the leaves having been wet by the melted frost on the top, a path could be traced where the bear in running had turned the dried part of the leaves upmost. I quickened my pace along the mountain side and around the turn of the mountain, with the hopes of surprising the bear, and after a rapid chase for the distance above mentioned, all

proved fruitless, and I relinquished further pursuit. Warm with this exercise, and somewhat fatigued, I descended the mountain side, and took my seat beside a stream of water which gently washed the base of the mountain, and emptied itself in the head waters of the Susquehanna.

I had remained sitting on a fallen tree, whose branches extended considerably into the water, for perhaps an hour and a half, when of a sudden I heard a rustling among the leaves on the mountain immediately above my head, which at first was so distant that I thought it merely an eddy of the wind, whirling the leaves from the ground; but it increased so rapidly, and approached so near the spot where I sat, that I instinctively seized my rifle, ready in a moment to meet any emergency which might offer.

That part of the mountain where I was seated, was covered with laurel and other bushes, and owing to the density of this shrubbery, I could not discover an object more than ten yards from me: this, as will afterwards appear, afforded me protection; at any rate it conduced to my success. The noise among the leaves now became tremendous, and the object approached so near, that I distinctly heard an unnatural, grunting noise, as if from some animal in great distress. At length, a sudden plunge into the water, not more than twenty yards from me, uncovered to my view a full-grown black bear, intent upon nothing but its endeavors to press through the water and reach the opposite shore. The water on an average was not more than two feet deep, which was not sufficient for the animal to swim, and too deep to run through; consequently the eagerness with which the bear pressed through the water, created such a splashing noise, as fairly echoed through the hills. Without scarcely a thought, I brought my rifle to my shoulder with the intention of shooting, but before I could sight it correctly, the bear rushed behind a rock which shielded it from my view; this gave me a momentary season for reflection, and although I could have killed the bear so soon as it had passed the rock, I determined to await the result of such extraordinary conduct in this animal; for I was wonder struck at actions which were not only strange but even ludicrous,—there not appearing then any cause for them. The mystery, however, was soon unravelled.

The stream of water was not more than ten rods in width, and before the bear was two-thirds across it, I heard another rustling, on the mountain side, among the leaves, as if by jumps, and a second plunge into the water convinced me that the bear had good cause for its precipitation; for here, pressing hard at its heels, was a formidable antagonist in an enormous Panther, which pursued the bear with such determined inveteracy, and appalling growls, as made me shudder, as with a chill.

The panther plunged into the water not more than eighteen or twenty yards from me, and had it been but one-third of that distance, I feel convinced I would have been unheeded by this animal, so intent was it on the destruction of the bear. It must indeed be an extraordinary case which will make a panther plunge into water, as it is a great characteristic of the feline species always to avoid water, unless driven to it, either by necessity or desperation; but here nature was set aside, and some powerful motive predominated in the passions of this animal, which put all laws of instinct at defiance, and unlike the clumsy hustling of the bear through the water, the panther went with bounds of ten feet at a time, and ere the former reached the opposite shore, the latter was midway of the stream. This was a moment of thrilling interest, and that feeling so common to the human breast, when the strong is combating with the weak, now took possession of mine, and espousing the cause of the weaker party, abstractedly from every consideration of which was in the wrong. I could not help wishing safety to the bear, and death to the panther, and, under the impulse of these feelings, I once more brought my rifle to my shoulder, with the intention of shooting the panther through the heart, but in spite of myself, I shrunk from the effort,—perhaps it was well I reserved my fire, for had I only wounded the animal, I might have been a victim to its ferocity.

So soon as the bear finding there was no possibility of escape from an issue with so dreadful an enemy, than, on reaching the opposite bank of the stream, it shook the water from its hair like a dog, and ran about fifteen feet on the bank, and laid directly on its back in a defensive posture; this it had scarcely done when the panther reached the water's edge, and then, with a yell of vengeance, it made one bound, and sprang with outstretched claws and spitting like a cat, immediately on the bear, which lay in terror on the ground, ready to receive its antagonist; but the contest was soon at an end. Not

more easily does the eagle rend in sunder its terror-stricken prey, than did the enraged panther tear in scattered fragments the helpless bear; it appeared but the work of a moment, and that moment was one of unrelenting vengeance; for no sooner did the panther alight on its victim, than with the most ferocious yells, it planted its hinder claws deep in the entrails of the bear, and by a few rips, tore its antagonist in pieces. Although the bear was full grown it must have been young, and in want of energy, for it was so overcome with dread as not to be able to make the least resistance.

Satisfied in glutting its vengeance, the panther turned from the bear, and came directly to the water's edge to drink, and allay the parching thirst created by so great excitement, after which it looked first down and then up the stream, as though it sought a place to recross, that it might avoid the water; and then, as if satiated with revenge and enjoying its victory, stood twisting and curling its tail like a cat, and then commenced licking itself dry. The animal was now within thirty-five yards of me, and seeing no prospect of its recrossing the stream, I took rest for my rifle on a projecting limb of the tree on which I still sat, and fired directly at the panther's heart. The moment I discharged my rifle, the monster made a spring about six feet perpendicularly, with a tremendous growl, which reverberated among the rocks, and fell in the same spot whence it sprang, with its legs extended, and lay in this situation, half-crouched, rocking from side to side, as if in the dizziness of approaching death. I saw plainly that my fire was fatal; but I had too much experience to approach this enemy, until I could no longer discover signs of life. I therefore reloaded my rifle, and with a second shot, I pierced immediately behind the ear; its head then dropped between its paws, and all was quiet.

On examining the panther, no marks of violence appeared, except where my rifle balls had passed completely through, within a foot of each other; but on turning the animal on its back, I discovered it to be a female, and a mother, and, by the enlargement of her teats, had evidently been suckling her young. From this circumstance, I supposed the bear had made inroads upon her lair, and more than probable destroyed her kittens. I was the more convinced of this, from the fact, that I never knew from my own experience, nor could I gather from the oldest hunters among my acquaintances, an instance wherein a panther and a bear came in collision with each other, or entered into deadly strife; and again, no circumstance but the above would be sufficient to awaken that vindictive perseverance in the passions of a panther, which would lead to the annihilation of so formidable an animal as a bear. Philadelphia, Dec. 1831. M.

THE FAMILY CABINET and Juvenile Encyclopedia of Useful Knowledge, No. 2. Upon looking over this number we find ourselves amply borne out in the favorable opinion we expressed of the publication on its first appearance. In the biographical department we observe the following notice of a name we take it for granted the reader is not yet tired of:—

EUGENE ARAM.—A man of considerable learning and remarkable for his unhappy fate, was born in Yorkshire, 1704. His education consisted in learning to read; but, being of a studious disposition, he made great progress in mathematical studies and polite literature, by his own unaided exertions. He acquired the Latin and Greek languages, reading all of the Roman and most of the Greek classics, and also became acquainted with the Oriental and Celtic tongues. The most extraordinary event of his life was the murder of Daniel Clark, a shoemaker with whom he had been before concerned in some fraudulent practices. The murder was concealed 14 years, and was then accidentally discovered. His wife, from whom he was separated, was the principal witness against him: and after an able defence, which he read to the court, he was found guilty. After his conviction, he confessed the justice of his sentence, and alleged his suspicion of an unlawful intercourse between Clark and his wife, as his motive for the commission of the murder. He attempted to end his life, while in prison, by bleeding, but was revived and executed.

ADDRESS BEFORE THE EUGLOBIAN AND ALPHI PHI DELTA SOCIETIES OF GENEVA COLLEGE: by the Rev. Henry J. Whitehouse, A. M.—Happening last evening to light upon a copy of this Address, received some time ago, and since mislaid, we perused it with much interest, and determined that it was not yet

too late to notice it in our Weekly Review. The Address was prepared at a very short notice, and, though bearing some marks about it of being a hasty production, for both thought and expression it is highly creditable to its author; and by no means required the very modest apology for its defects with which he prefaces it. Mr. Whitehouse commences by showing forcibly how intimately the prosperity of Geneva College is interwoven with the best interests of the western part of this state. He then shows what is the aspect of western New-York, with regard to the higher branches of a liberal education, and pursues the inquiry with reference to the exigencies of the Western Country, the existing opportunities of meeting them in other parts of the Union, the character of those offered by Geneva College, and the responsibilities of those connected with this institution. In the course of these remarks, Mr. W. makes some excellent observations in relation to the study of the classics forming an essential part of every collegiate course. Touching upon the question of comparative expense in different systems of education, he very justly says,—

The homely proverb is no where more lamentably true, than in mental culture—that "cheap things are often dearest in the end"—and many a one will find that acquirements made from the impulse of a current and tangible value, are like flowers plucked from the stem for a bridal coronal, sweet and beautiful on the brow during the hour of festivity, but in the next faded and gone. Intellectual habits must be formed, of patient study, and substantial reflection; the powers of the physical frame—and a sufficient variety employed to bring all the mental faculties into accordant tone.

In the words we have italicized consists, we think, the strongest argument that can be adduced for carrying a young man through a full collegiate course of study. The only way to liberalize the mind completely is to effect an equal and full development of its faculties, by cultivating all of them in due proportion; and though, in the case of many distinguished individuals, the pursuit of one study to the exclusion of all others has frequently been the most apparent cause of success, by throwing all their mental powers into one path, yet no one can doubt but that the obliquity which is observable in many strong minds may be attributable to the fact of their having been warped by a partial training, or one that was unfavorable to their complete development. Mr. W. goes on to observe:—

It cannot be judicious to attempt to estimate the relative advantages of the several branches of study, and select one—either for its fancied superiority, or its more palpable connection with the probable pursuits of after life—for a monopoly of attention. A plan of that kind, disregards, alike, the philosophy of education, and the facts, which, the application of our own boyhood, must reveal; that the years of early study, are to the mind what the years of apprenticeship are in a mechanical craft, not valuable for the amount of work remaining on hand as a saleable commodity, but for the acquired dexterity in the use of the tools, which bestows the ability to go on and meet the labor of active business with profit and effect.

The illustration here is happy, and carries an argument in itself, but our limits will not allow of lingering upon every page. In a subsequent part of the address Mr. W. vindicates the college with spirit from the charge of sectarianism, and shows how well founded are its claims to the patronage and support of the community at large. He by no means, however, banishes Christian morality and religion from the system of education that he upholds, as may be judged by the conclusion of his address, which is as follows:—

The more the mental powers of the man are advanced, and his tact in turning them to practical account—the more is increased his influence for evil—evil of the most subtle and dangerous character, because supported by the ingenuity, which "makes the worse appear the better cause," and presented with an attractiveness which beautifies corruption. Even in this country where the elec-

tive franchise is so widely extended, and the principle of equality held as the corner-stone of the political fabric, still, after all, a few must govern—a few men must give the tone to every community—though still leaving independence of choice among the various opinions. Where, under such circumstances, shall we look for the leading spirits, except from those whose mental powers are most cultivated?—Who shall be expected to direct the public mind, if not those who have devoted themselves to the acquirement of the talents and energies for this high office? These will generally be found, with some limited exception, to be the sons of our collegiate establishments. Py all, then, that we hold dear in the liberty of our commonwealth—all that we love in a virtuous and enlightened community—must we demand an elevated morality from the graduates of our colleges—the true morality of the heart.

But where shall this be found without religion—personal, humble minded and consistent piety—teaching what none beside can teach—controlling a corruption which neight else can effectually restrain—and connecting habitually and familiarly, our thoughts, as well as our actions, with disinterested activity and untiring benevolence—with pure charity to man, because springing from a soul experimentally conversant with love in its purest elements, the love of God to redeemed sinners.

THE HORTICULTURAL REGISTER, conducted by Joseph Paxton, London.—Landscape gardening, the most delightful branch of rural culture, long ago attained to a high state of improvement in England; but since the days when the taste of Shenstone made Leasowes a paradise, that which was formerly an art has risen almost into the dignity of a science; and the landscape gardener of modern times now ranks with the architect in the estimation of men of taste. But in our country, where one can buy a mountain for a few shillings, and have a lake or two flung into the bargain for as many more, that beautiful art, which makes the forms of Nature picturesque in spite of herself, is hardly known, and certainly but little practised. We have as few Luculluses among us as we have Horaces to sing of their trespassing upon the sea with artificial islands, and vexing its waves by leading them in tortuous channels far inland. Landscape gardening "won't pay," and therefore we have no business with it: but Horticulture, a branch of, or at least nearly allied to, this elegant and fascinating species of cultivation, is awakening the liveliest interest throughout the country; and the several Horticultural societies in this State particularly, can boast among the names of their members those of the most influential men in the counties where they are established. We are not aware that as yet any publication like that above named has been started here; but the utility of it is so manifest that we take pleasure in recommending the one before us to those interested in the pursuits of which it treats. It purports to be a general magazine of all useful and interesting discoveries connected with Natural History, and rural subjects; and may be had of any of the booksellers at \$3 a year. The numbers already issued are enriched with plans of gardens, forcing-houses, pineries, &c. &c. From one of these we extract the following account of an extraordinary Espalier Appletree growing at Doveridge, the seat of Lord Water-park:

The sort is well known in this neighborhood by the name of the *Doveridge Novusuth*, and from what I know of it, and the information I have been able to obtain of it from others, I find it has been planted upwards of 43 years. The length from one extremity to the other, is ninety-nine feet, and it increases annually from two to three feet. Since I have had the management of it, (which is eight years,) it has grown in length twenty feet; it is not more than six feet in height, and the circumference of the stem about four feet. It is an enormous bearer, and an excellent fruit, but more adapted for the kitchen than for eating, as it grows to a large size. Another very remarkable feature, which I must not omit, is, that on one side of the tree, three branches invariably bear fruit only on alternate seasons; so that the branch bearing the present year, will next season be destitute of fruit, and in the

same manner, the branches bearing next year, will rest the year following.

We embrace the opportunity, before the close of these notices, to call attention to a publication of an engraving of peculiar interest at this moment, for which Mr. Dickinson, the Miniature Painter, offers proposals for publishing. It is a portrait of Geo. WASHINGTON, when an officer in the British Army, previous to the Revolution, from an original painting by Mr. Peale, now in the possession of the family. Those who may wish to preserve a semblance of that august character as he looked the young hero of Braddock's War, may here see him in his antiquated uniform, before Time or Care had printed a single line upon his placid features. The face, as painted in the miniature, which we have seen, is one remarkably smooth and fair for a man but a few years even beyond his boyhood, much less, one in the prime of life. Still it is handsome, without being insipid: there is thought and intelligence in the brow and eye, and an expression of firmness and command in the compressed lips, and resolute-looking mouth. The costume bears a close resemblance to that in which Frederick the Great is usually painted,—the most unbecoming that can well be imagined. A collarless coat, with enormous flaring skirts, unbuttoned, and slipping off the shoulders, a vest with flaps, open and showing that unmilitary nuisance in dress, a white cravat, with cumbersome trunk breeches, make up this ungainly apparel. Notwithstanding all this, however, the young officer has as much of a soldier-like air, as if his regimentals had been freshly turned out from the workshop of that prince of military tailors, whom Napoleon designated among the allied Sovereigns as a capital contriver of Hussar-jackets.

We conclude our Review to-day, not inappropriately we think, by annexing from the National Gazette an eloquent notice of the Centennial Celebration in Philadelphia:—

THE CENTENNIAL ANNIVERSARY.—Yesterday will be ever memorable in the annals of our city, and was indeed so observed by the Philadelphians that it deserves to be always distinguished—as it was here marked—in the annals of the nation. The civic and military procession in honor of it, to which we particularly refer, was the most imposing and altogether the most curious and respectable, that has taken place perhaps in modern times. If the remains of Washington had been the prize in a competition of effort throughout the land to pay the most zealous and signal homage to his memory, they would, we think, have been allotted to this community. The procession embraced nearly twenty thousand persons—it was between three and four miles in length; it consumed upwards of two hours in moving steadily past any particular spot; it must have marched about eight miles; it drew forth to the streets, or attracted to the windows, nearly the whole population of Philadelphia; and many thousands came in from the country to witness the extraordinary spectacle. The full march began at about 11 o'clock A. M. and continued until half past five in the afternoon. Perfect order was observed. No accident, to our knowledge, occurred. The business of the day was closed by an impressive prayer, delivered by the venerable Bishop White, on the steps of the Hall of Independence. William Rawle, Esq. read Washington's Farewell Address. In several of the streets, portraits of the hero, and flags, bordered with evergreens, were hung out from the windows. We can convey no adequate idea of the enthusiasm of both the grand train and the numberless spectators. In the Northern Liberties, the swarm of robust men and well-dressed females was the most striking to many eyes; but every where, the scene had the utmost animation and conformity, and surpassed every thing of the kind witnessed within our precincts. It was in the space of ten days that the whole was arranged and executed, and it has been all done at private expense. Much credit is due to the activity and judgment of the Committee of Arrangement in preparing and organizing the ceremonial. A liberal patriotic zeal could be perceived in the peculiar exertions and the general mien of every division, great and small, of multifarious display. At the latest period of the march,—the duration of which might have

fatigued excessively all parties under ordinary circumstances,—we could discern no symptoms of lassitude, no impatience to finish or escape; the noble spirit with which the celebration was undertaken and adapted, and the vivacity of all the appearances on the route, kept the performers buoyant and eager to the very close. In the evening, the Banks of the United States, North America and Philadelphia, the Theatres, the State House, the American Coffee House, Bolivar Hotel, and several buildings in Southwark, were brilliantly illuminated.

Our attention was particularly fixed in our forenoon walk by a fine portrait of Robert Morris, suspended over the portico of the Bank of North America, which was devised and founded by that great man. To Morris the debt of the nation is incalculable, in the ledger of the Revolution. He furnished the *sinews of war*, with a patriotic devotion, a personal risk, and a degree of ability, correspondent to those of Washington and Franklin in their respective spheres. The memory of the incomparable financier was appropriately honored by the Bank of North America; this institution, which dates from 1788, is inseparably coupled with his fame and services; it was the efficient engine of his salutary plans: its reputation has been preserved without a stain, and its usefulness has been continued through half a century. It is the most ancient and was, for several years, the only bank in the United States.—The nature and effects of its original agency deserve to be studied, in order to understand thoroughly the importance and indispensableness of a National Bank in all times. It was of incalculable benefit, not only to the United States, but directly to the commonwealth of Pennsylvania.

In front of the laured portrait of Morris was displayed a banner, which had a conspicuous station in the grand Philadelphia Federal Procession of 1788, and of which the Bank of North America has been ever since the conservatory. It was the standard of the merchants and traders, and the flag of a merchant ship of the United States;—in the union are ten illustrious stars, and three traced round in silver, but not illuminated (those of the three States which had not then adopted the constitution:) on one side is a ship, the Pennsylvania, with an inscription—4th July, 1781; on the reverse a globe, over which is inscribed in a scroll—"par tout le monde." The staff of the flag terminates in a silver cone, with a ring suspending a mariner's compass. We trust that, on no similar occasion, will it ever be necessary to cover or darken the star of any State that has become a member of our magnificent Union.

"Circumstances alter cases," is a homely proverb, of which one occasionally meets with new illustrations, serving only to verify its general accuracy.—Among the most striking of these, the annexed *jeu d'esprit*, which we translate from the *Courrier des Etats Unis*, may be cited. It is a letter purporting as will be seen, to be written by a soldier of the line under arrest at Lyons for not having resisted the insurgents in that city, and addressed to an ex-corporal of the ex-Royal Guard, which was ignominiously disbanded for having vigorously resisted the insurgents of the three days in Paris:

THE FASHION.

To M. PIERRE FRANCOEUR, Corporal of the Ex-Royal Guard, and now locksmith in Paris:

MY COUSIN,—It must be admitted that there are some folks in the world always unlucky; and I am a famous instance of this. Faith you were right when you said, "I won't change my cockade; I won't serve this concern; I had rather give up my corporal's knot and promotion." You know that it fell to my lot about three years ago to become a soldier of the line, and that at the time of the three days we were both in garrison in Paris. You others, you would hear no reason, and without even a chance of skimming the soup kettle, for three days you fought like madmen against the heroic people—since that is what they called them—and you were ferocious enough to stand by your colors, and obey your chiefs: on this account you were called *blind and blood-thirsty satellites*, and you were disbanded without form or ceremony. We, however, who were not such fools,—we drank the wine of the citizens, and while you were fighting, we quietly carried our muskets with the butts uppermost, and for this they called us capital Frenchmen and good fellows; and gentlemen with spectacles on, preached to us that soldiers should never fire on the people, lest they should be considered as *assassins*, and that bayonets ought to be *intelligent*, as they called it.—This is all very well, said I to myself; Marmé, my

boy, you must remember this against the first opportunity; it is much better to be a capital Frenchman than an assassin, and to receive rewards than to be shot at. The opportunity soon came. Behold me—after having been in La Vendée, where our only laurels were taking three ducks and two cows prisoners—at Lyons in another regiment. Well, all of a sudden there is a great disturbance in the city—an uprising like that of Paris, and we received an order to strap on our knapsacks, and were furnished with thirty rounds of ball cartridge. It was the citizens who were opposed to us, the *heroic people*, as in Paris. I was on post as a sentinel. Good, said I, in reasoning with myself—Good, this is the moment; the bayonet is intelligent; the soldier is not a machine; a fig for my orders. So I laid down my arms and went back to the guard-house; after which we were obliged to evacuate Lyons at rather a quick step. I expected to be made a sergeant at least for my good conduct: quite the contrary. Would you believe it? I am here under arrest by order of Gen. Roguet and the Marshal, waiting for a court martial; while those who *hit hard* at the people are receiving shoulder knots and crosses of honor. This passes my comprehension. I would have been an assassin if I had fired upon them in Paris, and I am sent to a court martial for not having fired upon them in Lyons. It is only a year or so, I was told the bayonet should naturally be intelligent and reasoning, and now I am in danger of being shot because I would not act without knowing the why and the how. Add to this, that as if to perplex me still more, the chiefs of the insurgent operatives dined and touched glasses yesterday with the Prince Royal, after he had pronounced his famous general order about military obedience: so that they are coaxed, while I am punished for not fighting against them. If I am lucky enough to get safe and sound out of this scrape, tell me, my dear Francoeur, how I am to behave another time; for now positively I am between the hammer and the anvil. One day you are a brigand and a ruffian for fighting against the citizens; another, you are committed for trial for fraternizing with them. You were quite right to go at locksmithing; for as times go, there is no pleasure in being a soldier, and I don't at all agree with the air which the music of our regiment played some days ago, "*Oh! what pleasures are ours, &c. &c.*" Your cousin, PHILIP MARMÉ, a Soldier in the 66th of the line, and a convict in expectancy.

WASHINGTON'S SENTIMENTS.

The revised edition of Marshall's Life of Washington is soon to appear. The following extracts we make from a long notice of the work, given in the Philadelphia National Gazette.

Character of a good Magistrate.—Before his election to the presidency, he said:

"If it should become absolutely necessary for me to occupy the station of President, I have determined to go into it perfectly free from all engagements of every nature whatsoever. A conduct pursuant to this resolution would enable me in balancing the various pretensions of different candidates for appointments, to act with a sole reference to justice and the public good."

And afterwards—

"I believe it is unnecessary for me to say that when I accepted the important trust committed to my charge by my country, I gave up every idea of personal gratification that I did not think was compatible with the public good. Under this impression, I plainly foresaw that part of my duty which obliged me to nominate persons to offices, would, in many instances, be the most irksome and unpleasant; for, however strong my personal attachment might be to any one, however desirous I might be of giving him a proof of my friendship, and whatever might be his expectations, grounded upon the amity which had subsisted between us—I was fully determined to keep myself free from every engagement that could embarrass me in discharging this part of my administration. I resolved that whenever I should be called to nominate persons for offices, I would do it with a sole view to the public good, and would bring forward those who, upon every consideration, and from the best information I could obtain, would in my judgment be most likely to answer this great end."

Washington in his Cabinet.—On all main points and measures, says the Editor of the National Gazette, connected with domestic or foreign affairs, he consulted his able Cabinet with much deference; collected their opinions anxiously, and decided only after mature deliberation. The establishment of a National Bank was one of the controverted questions of the year 1791.

"The advice," says Judge Marshall, "of each

minister, with his reasoning in support of it, was requested in writing by the President, and their arguments were considered by him, with all that attention which the magnitude of the case, and the interest taken in it by the opposing parties, so eminently required. The Cabinet was divided upon it. His deliberate investigation of the subject terminated in a conviction, that the Constitution of the United States authorized the measure, and the sanction of the President was given to the act."

Washington's Policy.—"My policy," said Washington, "in our foreign transactions has been, to cultivate peace with all the world; to observe treaties with pure and inviolate faith; to check every deviation from the line of impartiality; to explain what may have been misapprehended; and to correct what may have been injurious to any nation; and having thus acquired the right, to lose no time in acquiring the ability to insist upon justice being done to ourselves."

Washington and the Judiciary.—He manifested special solicitude about the composition of the judicial department, which he described as "essential to the happiness of the people, and to the stability of the political system." He added,—"Under this impression, and regarding the due administration of justice as the strongest cement of good government, it has been with me an invariable object of care to select the fittest characters to expound the laws and to dispense justice."

Indian rights in Washington's time.—In regard to the Indians, he told Congress,—"We must consult their happiness, and attach them firmly to the United States. I recommend justice to the savages, and such rational experiments for imparting to them the blessings of civilization, as may from time to time suit their condition. A system corresponding with the mild principles of religion and philanthropy towards an unenlightened race of men whose happiness materially depends on the conduct of the United States, would be as honorable to the national character, as conformable to the dictates of sound policy. As we are more powerful and enlightened than they are, there is a responsibility of national character that we should treat them with kindness, and even with liberality."

His biographer observes—

"The humane system which has since been successfully pursued, of gradually civilizing the savages by meliorating their condition, of diverting them in some degree from hunting to domestic and agricultural occupations, by imparting to them some of the most simple and useful acquisitions of society, and of conciliating them to the United States by a beneficial and well regulated commerce, had ever been a favorite object with President Washington, and the detailed view which he took in 1792 and 1795, of Indian affairs were concluded with a repetition of his recommendation of those measures."

Internal Improvements.—He revolved extensive plans of internal improvement, with reference to which he traversed in person the western parts of New England, New York and Pennsylvania, studying at the same time all the geographical and political relations of the Eastern, Middle and Southern States with the Western regions.

"Prompted by actual observations, I could not help taking a contemplative and extensive survey of the vast inland navigation of these United States, and could not but be struck with the immense diffusion and importance of it, and with the goodness of that Providence who has dealt his favors to us with so profuse a hand. Would to God we may have wisdom enough to improve them!"

Again—

"I am not for discouraging the exertions of any State to draw the commerce of the Western country to its ports. The more communications we open to it, the closer we bind that rising world to our interest, the greater strength we shall acquire by it.—Those to whom nature affords the best communication, will, if they be wise, enjoy the greatest share of the trade. All that I would be understood to mean is, that the gifts of Providence may not be neglected. I would press the necessity of interest to bind all parts of the Union together by indissoluble bonds—especially of binding that part which lies immediately West of us, to the middle States."

Benefits of Union.—"I could demonstrate, says Gen. Washington, to every mind open to conviction, that in less time, and with much less expense than was incurred, the revolutionary war might have been brought to the same happy conclusion, if the resources of the continent could have been properly drawn forth—that the distresses and disappointments which very often occurred, resulted, in too many instances, more from a want of energy in the continental government; than a deficiency of means in the particu-

lar States; that the inefficiency of measures arising from the want of adequate authority in the supreme power, from a partial compliance with the requisitions of Congress in some of the states, and from a failure of punctuality in others, while it tended to damp the zeal of those who were willing to exert themselves, served also to accumulate the expenses of the war, and to frustrate the best concerted plans; and that the discouragement occasioned by the complicated difficulties and embarrassments in which our affairs were by this means involved, would have early produced the dissolution of an army less patient, less virtuous, and less deserving than that which I had the honor to command."

CAMBRIDGE, August 7th, 1775.

Sir:—Your favor of yesterday came duly to my hands. As I did not consider local appointments as having any operation upon the general one, I had partly engaged, at least in my own mind, the office of Quarter Master General, before your favor was presented to me. In truth, Sir, I think it sound policy to bestow offices indiscriminately among gentlemen of the different Governments, for as all bear a proportionable part towards the expense of the war, if these four Governments came in for any share of the appointments, it may be apt to create jealousies, which will, in the end, give disgust; for this reason, I would earnestly recommend it to your Board to provide for some of the volunteers who are come from Philadelphia, with very warm recommendations, though strangers to me.

In respect to the boats, &c. from Salem, I doubt, in the first place, whether they could be brought over by land—in the second, I am sure nothing is transacted in our camp, or lines, but what is known in Boston in less than 24 hours. Indeed, circumstanced as we are, it is scarcely possible to be otherwise, unless we were to stop the communication between the country and our camp lines, in which case, we should render our supplies of milk, vegetables, &c. difficult and precarious. We are now building a kind of Floating Battery; when that is done, and the utility of it is discovered, I may possibly apply for timber to build more, as circumstances shall require.

I remain with great esteem, Sir, your most obedient servant,
G. WASHINGTON.

PHILADELPHIA, June 20th, 1773.

Dear Sir:—We send you for your comfort, the Generals, Washington and Lee, with commissions for Ward and Putnam; together with a vote to support about twenty thousand men, for the present, fifteen thousand in Massachusetts, and five thousand in New York.

We have voted to issue bills of credit to the amount of two millions dollars, and must, I suppose, vote to issue a great deal more.

I hope a good account will be given of Gage, Hal-dimar, Bargeyne, Clinton and Howe, before winter. Such a wreath as Howe, with a statue in honor of his family in Westminster Abbey, erected by Massachusetts, to come over with a design to cut the throats of the Massachusetts people, is too much. I most sincerely, and coolly, and devoutly wish that a lucky ball or bayonet, may make a signal example of him, for a warning to such unprincipled, unsentimental miscreants, for the future.

I think we shall have an ample variety of able, experienced officers in our Army; such as may form soldiers and officers enough to keep up a successful defence of America for ages. Our camp will be an illustrious school of military virtue, and will be resorted to and frequented by gentlemen in great numbers, from the other colonies as such. Great things are in the womb of Providence—great prosperity or adversity—perhaps both: the latter first perhaps. I am your friend,
JOHN ADAMS.

JOSEPH PALMER, Esq., Braintree.

From the New-York Traveller, a weekly paper just established in this city, well printed and promising to be very useful to the numerous class of Travellers, we extract the following letter of Franklin:

The original (says the Traveller,) was presented to the editor of this paper, by a near relation of the late Rev. Dr. Lathrop, of Boston, among whose papers it was found after his decease. The lady to whom it was addressed, was probably a parishioner of Dr. Lathrop's, as was one of her descendants, for many years before his death; and the letter was, undoubtedly, communicated by the recipient to her pastor, as it contains a paragraph complimentary to that learned and venerable divine.

PHILADELPHIA, Sept. 26, 1787.

Dear Sister,—I received your kind Letter of the

16th past, which gave me the great Pleasure of learning that you were well. I thought I had before acknowledged'd the Receipt of yours by Colonel Sergeant.

The Convention finish'd the 17th Instant. I attended the Business of it 5 Hours in every Day from the Beginning, which is something more than four Months. You may judge from thence that my Health continues: some tell me I look better, and they suppose the daily Exercise of going and returning from the State house, has done me good.—You will see the Constitution we have propos'd in the Papers. The Forming of it so as to accommodate all the different Interests and Views was a difficult Task; and perhaps after all it may not be receiv'd with the same Unanimity in the different States, that the Convention have given the Example of, in delivering it out for their Consideration. We have, however, done our best and it must take its Chance.

I agree with you perfectly in your Disapprobation of War. Abstracted from the Inhumanity of it, I think it wrong in Point of Human Prudence, for whatever Advantages one Nation would obtain from another, whether it be Part of their Territory, the Liberty of Commerce with them, free Passage on their Rivers, &c. &c; it would be much cheaper to purchase such Advantages with ready Money, than to pay the Expense of acquiring it by War. An Army is a devouring Monster, and when you have rais'd it, you have, in order to subsist it, not only the fair Charges of pay, Clothing, Provision, Arms and Ammunition, with numberless other contingent and just Charges to answer and satisfy, but, you have all the additional Knaveish Charges of the numerous Tribe of Contractors, to defray, with those of every other Dealer, who furnishes the Articles wanted for your Army, and takes advantage of that want to demand exorbitant Prices. It seems to me, that if Statesmen had a little more Arithmetick, or were more accustomed to Calculation, Wars would be much less frequent. I am confident that Canada might have been purchased from France, for a tenth Part of the Money England spent in the Conquest of it. And if, instead of fighting with us, for the Power of Taxing us, she had kept us in a good Humor, by allowing us to dispose of our own Money, and, now and then, giving us a little of hers, by way of Donation to Colleges, or Hospitals, or for cutting Canals, or fortifying Ports; she might easily have drawn from us much more by our occasional voluntary Grants and Contributions, than ever she could by Taxes. Sensible People will give a Bucket or two of Water to a dry Pump, that they may afterwards get from it all they have occasion for. Her Ministry were deficient in that little Point of Common Sense;—And so they spent 100 Millions of her Money, and after all lost what they contended for.

I lament the Loss your Town has suffered this year by Fire. I sometimes think Men do not act like reasonable Creatures, when they build for themselves combustible Dwellings, in which they are every day oblig'd to use Fire. In my new Buildings, I have taken a few Precautions, not generally us'd; to wit, none of the Wooden Work of one Room communicates with the Wooden Work of any other Room; and all the Floors, and even the Steps of the Stairs, are plastered close to the Boards, besides the Plastering on the Laths under the Joists. There are also trap Doors to go out upon the Roofs, that one may go out and wet the Shingles in case of a neighbouring Fire. But, indeed, I think the Stair Cases should be Stone, and the Floors Tiled, as in Paris, and the Roofs either tiled or Slated.

I am much oblig'd to your Friend and Neighbour, Mr. Lathrop, for his kind present, and purpose writing to him. 'Tis a Discourse well written.

I sent you lately a Barrel of Flour, and I blame myself for not sooner desiring you to lay in your Winter's Wood, and drawing upon me for it, as last year. But I have been so busy. To avoid such Neglect in future, I now make the Direction general, that you draw on me every year for the same purpose.

Adieu, my dear Sister, and believe me ever,

Your affectionate Brother,

B. FRANKLIN.

The passengers from Philadelphia to Baltimore were conveyed on Tuesday, for the first time, from Newcastle to Frenchtown, on the Rail-road. The distance is 16 1/2 miles. Horse power is used, and, including the time for changing horses, the journey was performed in one hour and thirty-five minutes. Henceforth that will be the regular route.

FOREIGN INTELLIGENCE.

The Courier and Enquirer publishes some extracts from London papers received by the Eagle from Liverpool, to the 13th, one day later than the date from the same place, by the way of Havre. From the Continent, the dates are not so late as before received. They furnish nothing new, except perhaps a more detailed report of the progress of the Cholera: nothing further as to the creation of new Peers.

O. P. Q. thus raves about the failure and disappearance of M. Kosner, one of the Cashiers of the French Treasury. It was ascertained however, according to Paris papers, that the deficit was very small comparatively, and such was the estimation in which M. Kosner was held, that several of the first banking houses had come forward with a voluntary subscription to make good the deficiency.

The Treasury Cashier has failed! stopped payment! run away! robbed the Treasury! cheated his stock-brokers! and given by such conduct, another stab to public confidence. Why is all this? Because he speculated in the funds. Why did he speculate? Because he was encouraged to do so by Baron Louis, Minister of Finances, who has made a fortune in such trading; because he is a scape-goat, his masters being hid under his skin; and because the system, which he supported by these mad and wicked speculations, is crumbled away, and cannot sustain the absurd prices of 70f. for Three per Cent. Rentes, when France is in a state of revolution. The failure of M. Kosner is an event, not because he is simply a great speculator, and because his ruin will injure hundreds, but because M. Kosner was employed to support a system called the commercial system of Ferrier and Company, which was to give France high prices instead of Liberty; and peace at all hazards, instead of national Glory and Honor.

LONDON, Jan. 12.—We stated yesterday that an application had been made to Lord Palmerston for an extension of the term fixed for the ratification of the Treaty of the 24 articles. In the course of the evening the Representatives of France, Russia, Austria and Prussia, assembled at the Foreign Office, and after a conference of some duration, a delay of fifteen days, viz. from the 15th instant to the 31st instant, was agreed upon, and a Protocol to that effect having been signed, messengers were despatched by the different Ambassadors, to announce the fact to their respective courts.

The Protocol for an extension of time was with the concurrence of M. Van De Weyer, the Plenipotentiary of King Leopold, who was also present as one of the six contracting parties to the treaty; and as it is not probable that M. Van De Weyer would have consented to prolong the period if he had not had reason to believe that the delay would lead to the ratification of the treaty, we may now hope that some arrangement will be come to for the satisfaction of all parties; although it is supposed that an attempt will be made at modification.

Despatches were received yesterday at the Foreign Office from our Ambassador at the Court of St. Petersburg Lord Heytesbury. They contain the most unqualified assurances of a desire to bring the Dutch and Belgian question to a speedy and amicable issue, and we have reason to know that they are considered highly satisfactory by the different members of the Conference.

LONDON, Friday Evening, January 13, 1832.
COUNCIL OFFICE, WHITEHALL—(THIS DAY).
DAILY REPORT OF CHOLERA CASES.

| Places. | Date. | Remaining at last Report. | New Cases. | Dead. | Recovered. | Remaining. | Total Cases from Commencement. | Total Deaths from Commencement. |
|-----------------------------------|-------|---------------------------|------------|-------|------------|------------|--------------------------------|---------------------------------|
| Jan. | | | | | | | | |
| Sunderland... | 11 | 1 | 0 | 0 | 0 | 1 | 533 | 201 |
| Newcastle... | 11 | 20 | 20 | 7 | 16 | 57 | 659 | 204 |
| Gateshead... | 11 | 36 | 1 | 1 | 3 | 38 | 367 | 121 |
| North Shields & Tynemouth... | 11 | 12 | 2 | 1 | 0 | 13 | 49 | 20 |
| Houghton-le-Spring, vicinity... | 11 | 21 | 3 | 0 | 9 | 20 | 95 | 32 |
| Huddington, N. B. and vicinity... | 10 | 7 | 0 | 0 | 3 | 4 | 43 | 16 |
| Total..... | | 170 | 26 | 9 | 34 | 133 | 1713 | 237 |

A letter has this day been received stating that 22 individuals had died of Cholera since the 3d inst. and that ten remained ill at Newburn, on the banks of the Tyne, about five miles above Newcastle.

(Signed) Wm. MACLEAN, secretary.
The following letter has been addressed to the Editor of the Morning Chronicle:—

Sir—I regret to inform you that a case of spasmodic cholera has occurred at Doncaster; perhaps, on hearing the case, you may deem it necessary to call the attention of his Majesty's Government to the fact; because, whilst the disease can be so easily spread by travelling mendicants, it is ridiculous to use precautionary measures by ordering vessels to perform a quarantine. I am, Sir, yours truly,
East Retford, Jan. 10. JOHN S. PIERCEY.

It appears that the deceased was a travelling mendicant, and arrived at Doncaster on Saturday last. After following his vocation there, he set out on his road to Tickhill; but, on getting about three miles from the former town, he became so ill as to be obliged to return. He did so, and went to a lodging-house, where he was shortly after seized with the cramp in his extremities; his nails turned black, his flesh became shrivelled up, and turned to a lead color; he continued getting worse and worse for three or four hours, when death put a period to his sufferings. He was interred, along with his cloaths, in about two hours afterwards; so that without a full stop he put to tramping, the disease, which might have terminated in the north, will be conveyed to all parts of the kingdom.

Cases of Cholera in Suffolk.—There appears to be little doubt that the case of which we made mention last week, was, in all its chief characteristics, one of real malignant cholera. We understand that the patient, previous to this attack, was in a state both of mind and body peculiarly predisposing him to such a disease. From having been respectable in his station, he of late years became dissipated, and has been confederating with persons of high character. He had been for some weeks in a very depressed and nervous state, it is supposed, through fear of disclosures which were likely to be made on the trial of some of his associates at our present Quarter Sessions.—[Bury Herald.]

Hamburg.—Cholera.

New cases. Recoveries. Deaths.
From January 4 to 6 7 0 4
Remain 9 patients.

The Austrian Observer, of the 29th December, contains the following account of the cholera on the 27th:—

"There being only one new case of cholera in the suburbs of Vienna, and three recoveries we have now only three patients remaining. In several parts of Hungary the disorder has wholly or nearly disappeared. In some places it has been very mild. At Zambor, in fourteen weeks 320 died out of 1,300 patients; in two other places, with 1,247 souls there were 138 cases, of which only 15 proved fatal. In Bohemia, the disorder continues to spread. At Prague, on the 23d of December, there were 45 new cases, 19 deaths, and two recoveries—there remained 86 patients."

The accounts from Leipsic, of the 26th of December, give a most deplorable and brutal account of the Prussians towards the unfortunate Poles, in which they state that on the 11th inst. the Prussians suddenly surrounded the Polish troops to the number of twelve thousand men, and wanted to force them, in a most brutal manner, to obey the order of Russia; the Polish soldiers were repeatedly struck with the Prussian muskets, and the officers were indignantly treated and threatened to be shot, but they still continue firm, and declared that they would suffer the most barbarous treatment sooner than comply with orders which were against the laws of humanity; this decided resistance caused the Prussian Commander to send for fresh orders from his Government. The Poles demanded passports to enter France.

STOCKHOLM, Dec. 27.—Between the 6th and 7th inst. there were again six persons attacked by the cholera, one of whom died.

[From the Washington Globe.]

COLOMBIA.—The Foreign Ministers were informed by a circular on the 23d November, of the retirement from the Vice Presidency of Gen. Cincido, and the appointment in his place of Gen. Obando; to which the Ministers of the United States, Great Britain, France and the Netherlands made suitable replies. On the 17th December, appeared a Decree of the convention, setting forth that—whereas from the 17th November, 1831, the Central Provinces of Colombia had been united into one independent State, bearing the name of New Granada, it was necessary that a Constitution should be prepared for the same, which would be done as soon as possible; that of 1830 being in the meantime to be observed in all respects. All the subsequent acts are headed "Colombia, State of New Granada"—but we cannot find that any desire is manifested for an union under a Federal Government with

the other States. The Convention seems to be actively engaged, and strong dispositions are shown to reform their ecclesiastical establishments. A project was before the Convention for suppressing entirely all feast-days, except Sundays; the great number of those at present observed, is declared to be injurious to the morals of the people, causing them to spend in idleness more than half their time. Many convents have also been suppressed.

HOME AFFAIRS.

WHEELING, Feb. 18.—The Flood.—We mentioned in our last that the river was, on Friday at noon, 36 feet above low water mark. It continued rising until Saturday evening, and was then forty-nine feet above low water mark, and four feet, 10 inches higher than the celebrated flood of 1813. The effects of this great freshet are calamitous beyond description. All the low bottoms on the river were overflowed, and houses, barns, fences, cattle, stacks of hay and grain, &c. &c. were swept off. We can only give a few particulars:

The lower part of this town was inundated; the water was within two inches of the first floor of the Warehouse of Messrs. Forsyth, Dobbin & Co.

In South Wheeling the water was several feet deep in most of the houses, and there being a powerful current, 15 or 20 frame dwelling houses besides some other buildings were swept off.

It affords us much satisfaction to state that relief has been promptly extended to the sufferers in every way practicable. The Female Benevolent Society has been particularly active in administering to their wants. The ladies are always foremost in relieving the unfortunate.

The destruction of property in other places along the river has been much greater than with us.

At Warren, a village at the mouth of Short Creek, Ohio, which contained about 60 buildings, two thirds of them are gone, including three warehouses, which contained 6 or 700 barrels of flour.

Wellsburg was entirely overflowed, but we understand, the inhabitants have not suffered much, comparatively, in any way. They generally occupied the upper stories of their houses during the time of the high water.

We expect shortly to hear melancholy details of disasters below.

It was reported by the passengers on a steamboat which arrived here in the early part of the week, that at Marietta the water was up to the eaves of the houses. They observed in different places, on the sides of the hills, people employed in erecting temporary huts with such materials as could be collected.

This great flood has been occasioned principally by heavy rains on the head waters of the Allegheny. The Meadville paper of Saturday last, says that copious rains on Thursday and the night preceding had filled the streams to an unusual height, and had done much damage to the canals at that place. The Monongahela was not so high as it has been at several other periods.

THE FLOOD IN THE WEST.—We give below, from private sources, and the extras of the Cincinnati American, details that will be read with great interest, of the unequalled flood of the Ohio. The damage and distress will be great indeed. Happily, as yet we hear only of the loss of two lives; but the effects of this flood, after it shall have subsided, and a Summer's sun comes to develop all the germs of pestilence it may leave behind, are, perhaps, more to be dreaded than the present evil, great as it is. Our letter, it will be seen, states the perpendicular rise of the river at 70 feet! Our readers may form some adequate notion of such a rise, by reflecting, that a similar rise at the Battery here, would overflow the roof of the highest house in State-street, and submerge every street in the city. The fear entertained for New-Orleans, in the event of the Mississippi and Missouri being swollen in like manner with the Ohio, may be allayed by the annexed paragraph from the Cincinnati Gazette of the 18th inst.

The River.—During the twenty-four hours previous to last evening at 6 o'clock, the Ohio had risen about one foot, and continued to rise when our paper was put to press. We learn from the clerk of the Caledonia, arrived yesterday from New-Orleans, that the first rise they met with was from the Ohio.

Extract of a letter to the Editor, dated Cincinnati, February 16th.

We are literally under water! The flood of the

Ohio is greater than has ever been known. The perpendicular rise of water from low water mark is upwards of seventy feet! and still rising. The damage is as yet incalculable; between three and four thousand persons are drowned out of house and home! The business part of the city is under water. Individual and mercantile loss will be very great. Yet no lives have been lost, as the rise has been gradual. Steam boats can now pass through the business streets! Marietta and Lawrenceburg are submerged. Wheeling and Louisville have been equally affected. The distress in this city is immense. Business is stagnant, save the increasing call of the Banks. It may ruin many merchants. If the Mississippi and Missouri should have equal freshets, New Orleans will be inundated.

CINCINNATI, FEB. 14.—*The Flood!*—The Ohio, since our last notice, has continued to rise rapidly. Early on Sunday morning it took a fresh start, and continued during the day to rise at the rate of about three inches per hour. Yesterday it rose at the rate of about one inch per hour, overflowing the greater part of the third and fourth wards. Water street is navigable for boats of almost any tonnage. The Robert Fulton, which left yesterday for Louisiana, was obliged to back up the street to clear the Uncle Sam. The office of the Commercial Advertiser, at the corner of Water and Front, is flooded with water about four feet on the first floor. Our publishing office, at the corner of Columbia and Main, is surrounded with water, but we hope to reach it this morning by small craft.

The destruction of property is immense—cellars filled with water—board yards swept of every stick of timber—and some houses already on the move.

Since writing the above we have been out reconnoitering the premises. What a scene! The water is on the rise—people moving in every direction—some from the first to the second stories—others from the second escaping in boats. It is undoubtedly the greatest rise ever known. A friend, who arrived in the Napoleon from above, reports *nineteen houses on the way*, which may be expected in due season. The lower part of Alleghany Town, opposite Pittsburgh, was literally afloat. The steam saw-mill had left its moorings. Above Wheeling, a warehouse of flour and whiskey was lodged safely at the head of an island. At Lawrenceburg, below us, the houses were secured by good cables to the nearest bluffs—this however we should not be willing to vouch for, as many entertain serious doubts whether any vestiges can be left by this time. There is scarcely ground enough to be seen at Marietta for the dove to rest upon. No one can say when the waters will subside.

The number of houses afloat must present a singular spectacle. They are not generally worth much, though their absence at this time must occasion considerable suffering. Both yesterday and to-day the weather has been raw and disagreeable. Charity will find objects worthy of her kind services.

The above was written for the American, which we hoped to publish this morning, but it is impracticable. Our printing office can only be reached by boats. The composition room being in a separate building, (intending soon to move) renders it impossible to issue the paper for the present. There is as yet no abatement of the waters. The rivers continue to rise above, swelling the Ohio to a fearful height. Steamboats can neither load nor unload; every one is employed in moving. Mill-creek bridge is decidedly on "one side of the question," and the whole bottom above presents a sea of waters.

The Uncle Sam, Atlantic, Farmer, Tennesseean, Carrollton, boats of the first class, with a great number of others, are in the river, we cannot say at the landing. The '76 has just arrived from New Orleans.—[American, Extra.]

From another Extra of the Cincinnati American, dated 16th February:

The river "still continues on the rise." It is undoubtedly sixty-four feet above low water mark.—Yesterday it rose at the rate of an inch an hour. From six o'clock last evening to six this morning we should think at the rate of an inch and a half an hour. The Amulet from above, reports we may expect from 12 to 16 inches more. It was falling above the Great Kenawla, and was at a stand below. It rose several inches while the boat was at Maysville. We should hope the above may not be correct, for the scene already presented is distressing; but we understand a foot is the least estimate. This

morning it continues to rise at the rate of an inch per hour.

We took a boat in company with a number of others yesterday afternoon, and rowed to the lower part of the city. The scene presented cannot easily be described. It was painful to witness destruction on so vast a scale. Some houses upset—others in imminent danger. The water reached the roofs of the more humble, and the windows of the second stories good frame houses. Flat boats loaded with women and children, furniture and live stock. Race, Vine, Elm and Walnut, busy with the moveables. The paper mills appeared to be in the middle of the river, if river it can be called. Skiffs were passing in every direction. We returned via Front street. The fine houses flooded, the lower part of the street quite deserted, and the second stories occupied of those nearer Main—boat loads of furniture from Water street, formed a melancholy *tout ensemble*. The conflagration of a few houses is sure to awaken the sympathies of the benevolent, and call for timely relief. But we cannot stay the flood of waters, nor can we hope to afford such assistance to the hundreds deprived of house and home, as to alleviate entirely their severe misfortunes. Committees, however, appointed at the late public meetings are on the alert—let every hand be open to give. The Committee of Vigilance can be found at all times at the Council Chamber, on Fourth, between Main and Walnut streets, for the purpose of affording relief.

Two of the workmen at Tift's foundry were drowned last night. They run down the cellar at the time the embankment gave way to save perhaps some effects—the water rushed in with such fury as to render escape impossible. There is a report of two or three children being secured from a floating log cabin, but we cannot trace it to any authentic source.

February 17th.—The work of desolation still continues—the river having reached nearly to Lower Market street. Our "composing" room is about a square from the publishing office. When we issued the first circular, no one presumed it would reach much further than Columbia—but all calculations have failed—"it is still on the rise, it is still on the rise," is all that is said or known. The boatmen are crying beneath our windows, "Twelve and a half cents to the mouth of Main street." Every kind of craft is put in requisition; tubs, boxes, canoes, flats, dug-outs, skiffs, yawls, &c. &c. The scene is as lively as the *regatta* of Venice, though we may not boast of a Bravo or Antonio. We ought to except a baker, who manages his *trough* with wonderful dexterity.

We cannot enumerate half of the said calamities ruin is bringing in. The river, as it sweeps past with its accumulated waters, carries with it the wreck of its desolation. A church past the city with its steeple, bound to New Orleans we presume, a poor market. Excellent frame houses float along, with hay stacks, rails, leaving the farms strip of every vestige of cultivation. The lower Mill Creek bridge started yesterday morning. Hamilton and Colerain bridges also floated off, and the bridge over White river in Kentucky. The Kentucky River had backed up as far as Frankfort, 64 miles above its mouth. The Cumberland and the Tennessee were both very high.

We should think the water at this time (Friday Evening) nearly at its height—rising this morning about one half of an inch an hour. We have but little to add to the above. From the "look out" at the Commercial Hotel, Corner of Broadway and Front we had an excellent prospect of "Cincinnati as it is."—The waste of waters! The suburbs East and West with the lower part of the city, as far as Lower Market, the cellars of which are filled with water, are navigable in every direction. Newport opposite this city was pretty well afloat—the water reaching nearly to the window in the second story of the U. S. Arsenal.—Covington does better—some dry land, being yet discernible.

The bridges at Dayton and Miamisburgh are seriously injured. The embankments at the former place answered well—no inundation. There are reports of a dreadful flood at New Orleans—probably without foundation. The only lives lost, besides those already mentioned, are two negroes in the Eastern suburbs.

LEGISLATURE OF NEW-YORK.

February 23.—IN SENATE.

Mr. Allen, presented a petition, for an amendment of the act for the better securing of Mechanics in the city of New York.

Mr. Maynard reported the following resolution, which was adopted, to wit:

"Resolved, That the committee on finance, to which has been referred a bill to reduce and regulate the rate of interest, be instructed to ascertain

and report to the Senate the legal rate of interest, in the several states of the Union, and also in the nations of Europe, and as far as practicable, the actual rates of interest, and likewise the legal penalties for the violation of the Statutes fixing and regulating interest in the said states and nations."

Mr. Fuller called for the consideration of the resolution offered by him on Tuesday last, which was adopted.

The bills to incorporate the Oneida Insurance company to be located at Utica, and to incorporate the Rochester and Danville Rail-road company, were passed.

The committee of the whole passed the resolution from the Assembly, to amend the constitution relative to the duty on salt, and

The bill to incorporate the Geneva and Ithaca Rail-road company;

And then entered upon the consideration of the bill to incorporate the Hudson and Erie Rail-road company.

Mr. Birdsall moved to amend the first section, so as to require the road to run through the village of Auburn; but before any question was taken thereon, on motion of Mr. Maynard the committee rose and reported.

The committee passed the bill to extend the charter of the Bank of Lansingburg, and entered upon the bill to incorporate the Brooklyn Bank.

Mr. Birdsall stated his objections to the 10th section which prescribes the mode of distributing the stock; and offered an amendment the design of which was to secure subscribers for a less number than 20 shares, the amount for which they may subscribe. The proposition called forth a discussion of some length, when the amendment was lost. Several other amendments were proposed and discussed; but the bill finally passed without amendment, and the Senate adjourned.

IN ASSEMBLY.

Petitions: For Cayuga County Bank; for an amendment of the New-York Marine Court Laws; for a Rail-road from New-York to Lake Erie; for the repeal of the law abolishing imprisonment for debt.

A report was presented to incorporate the Renaissance School; for a Rail-road from Whitehall to the Vermont line; a bill to incorporate the Highland Bank at Newburgh, and a bill to incorporate the Warren County Bank at Glenn's Falls.

On motion of Mr. Milldoller, the bill for the benefit of the New-York Eye Infirmary, was re-committed.

Mr. Van Duzer, pursuant to notice, introduced a bill confining the operation of the law abolishing imprisonment for debt to debts that may be hereafter contracted.

The committee of the whole took up the bill amending the law abolishing imprisonment for debt.

Mr. Van Duzer remarked, that with a single exception, he had not heard a favorable opinion from his constituents, of the retrospective effect of the law of the last session abolishing imprisonment for debt. He was willing to try the experiment of abolishing imprisonment for debts to be contracted, but he thought it unjust to nullify existing contracts.

Mr. Granger expressed his decided opposition to this bill. The question of abolishing imprisonment for debt, had been settled, both by the legislature and the people. The law carrying out this enlightened policy, may require amendment. It soon goes into operation, and a future legislature will correct such defects as experience may suggest. Mr. G. said he had no sympathy for a creditor, who, in contracting a debt, had the body of his debtor in view, as his ultimate "bond."

Mr. Hammond spoke some time, with much animation, in favor of the bill. He was utterly opposed to the bill of the last session, and believed that it could never be carried into effect.

Mr. Stillwell spoke for some time in explanation and vindication of the law of the last session, abolishing imprisonment for debt, when, without taking any question, the committee rose and reported.

The committee of the whole had a bill to preserve the game in the county of Orange, under consideration.

Amendments were offered, and opposed by Messrs. Van Duzer and King, and lost.

The bill passed.

Adjourned.

Feb. 24.—IN SENATE.—Mr. Allen reported a bill to amend the act for the better security of Mechanics and others for work done on buildings in the city of New York, which was ordered to be printed.

The bill to incorporate the Brooklyn Bank was passed.

Mr. Maynard said the gentleman from the first, (Mr. Allen,) had opposed this bill last year, and he wished his reasons for changing his mind in relation to it.

Mr. Allen explained the reasons which had produced a change of his views on the subject.

Mr. Maynard then said as this was a local matter with which he could not be well acquainted, he was under the necessity of taking some one as a guide, whom he supposed was acquainted with the circumstances; and as he had last year taken Mr. A. for a guide, he was willing to follow him this year, and should therefore vote for the bill.

The resolution to amend the constitution relative to duty on salt, was read the third and last time.

Mr. Allen stated his objections to the resolution, and read from the report of the canal commissioners to substantiate his objections; one of his objections was, that the canal debt would be paid in four years, and then the legislature could reduce the tax on salt without this amendment of the constitution.

Mr. Maynard replied at length, and advocated the resolution from a variety of considerations.

Mr. Foster followed on the same side; Mr. Allen replied; and Mr. Tallmadge made several observations in favor of the resolution. After further debate, the question was taken and the resolution passed; all the members present voting for it, except Messrs. Allen and Sherman.

IN ASSEMBLY.

A bill reported to renew the Charter of the Bank of Orange County; to construct a Rail-road from Albion to Batavia; to amend the Saratoga and Schenectady Rail-road.

Mr. Moulton gave notice of a bill repealing the law paying Chaplains to the Legislature.

Mr. Palmer, a member from the county of Clinton, appeared, was duly qualified and took his seat.

The Bill to preserve the game in the county of Orange was passed, yeas 52, nays 43.

The committee of the whole resumed the consideration of the bill relating to the Literature Fund in the 1st district.

Mr. King spoke in favor of this bill.

Mr. Van Schaick opposed, and Mr. Bishop supported the bill, but the committee rose and reported, before taking any question.

Adjourned.

In the Senate, on Saturday, Mr. Beardsley presented a report against the petition of John and Richard Downing of the city of New York, and in favor of that of the widow Downing; both petitions relating to a lot of land.

The Governor transmitted a report of the Attorney General relative to the progress of the suits brought by John Jacob Astor, for the recovery of lands in Putnam county. Several of these cases have been decided in favor of the plaintiff, and have been appealed from to the Supreme Court of the United States, where the judgments have been affirmed. The report suggests that it would be fruitless to defend any more of these suits. [It will be remembered by many, that the holders of the land in Putnam county claimed by Mr. Astor, derived their titles from the State, and that the State by a legislative act authorizing these suits, has become holders for this demand.] After some discussion the report was referred to the committee on the judiciary.

A communication was received from the Hon. Lewis Eaton, a senator from the third district, resigning his seat in the Senate, which was read, and the resignation accepted.

The committee of the whole again entered upon the consideration of the bill to incorporate the Hudson and Erie canal. Mr. Maynard addressed the committee, when they rose and reported.

The committee again entered upon the consideration of the resolution to amend the constitution so as to give the election of Mayor of New York to the people.

In the Assembly, petitions were read and referred, for the Lafayette Bank in New York; for the incorporation of the New York marble cemetery; for a Rail-road from New York to Lake Erie.

Reports of committees:—A bill to incorporate the Brooklyn and Jamaica Rail-road company.

The bill to incorporate the New York and Albany Rail-road company, was laid on the table.

The House, in committee of the whole, resumed the consideration of the bill confining the provisions of the bill Abolishing Imprisonment for Debt, to debts to be contracted. After debate, the committee rose and reported. Adjourned.

February 25.—IN SENATE.

The committee of the whole again entered upon the consideration of the resolution to amend the

constitution so as to give the election of Mayor of New York to the people.

Mr. Tallmadge withdrew the amendment offered by him yesterday, and proposed another amendment, authorizing the Legislature to appoint, or to prescribe the manner of appointment of the Mayor of the several cities in the state.

Mr. T. submitted the reasons which had induced him to offer this amendment. He was desirous to give this power to the legislature so that it could from time to time make provisions for the appointment of Mayors as the several cities may desire. He was in favor of giving the election of Mayor to the people of New York; but he thought prudence required the legislature to have the power in cases of emergency to vary the mode of appointment.

Mr. Steward offered an amendment to the amendment, that the Mayors of the several cities of the State, be elected by the people in such a manner as the Legislature may prescribe. He made several remarks showing his opposition to giving the power of appointing Mayors to the Legislature under any circumstances.

Mr. Allen followed, and in reply to the suggestion of Mr. Tallmadge, that their might not be sufficient unanimity to secure the adoption of the amendment by the people, if his amendment was not adopted—Mr. A. said he had no fears that this amendment would not be adopted by the people, the convention that formed the charter of the city, and the common council which now had the appointment, had commenced in asking for this amendment; and not a paper in the state, known to him, had uttered a whisper against this amendment.

The committee rose and reported.

Monday Feb. 27.—IN SENATE.

PETITIONS.—From the banks of the city of New York, for a law for the more profitable investment of the safety fund, which was read and ordered printed; also, from the Phoenix Fire Insurance Co. of the city of New York, for a reduction of their capital stock; of the Orphan Asylum of the city of New York, for an amendment to the act granting relief to that institution.

REPORTS, &c.—A bill to incorporate the Auburn and Erie canal Rail-road; against the incorporation of the New York Steamboat company, with a resolution that the prayer of the petitioners ought not to be granted, which was adopted; a bill to incorporate the Troy and New York Steamboat company.

The remainder of the day was spent in committee of the whole, on the Chenango canal bill.

IN ASSEMBLY.

Petitions read and referred.

Remonstrance of citizens of Newburgh against the New York and Erie Rail-road; for the Central Bank of the city of New York; for a trotting course in Kings county; from Oneida county, against paying Legislative Chaplains; for a renewal of the charter of the New York Typographical Society; for a Bank at Oxford.

Reports.

Against a bill to incorporate the Athens and Catskill Turnpike Company.

To incorporate a Mechanic's Society in the county of Kings.

Amending the Woodstock and Bristol Turnpike charters.

To incorporate the Buffalo and Aurora Rail-road company.

To amend the charter of the Bank of Chenango.

The committee of the whole, renewed the consideration of the bill, amending the act abolishing imprisonment for debt.

Mr. Maxwell thought the proposition to amend the law of the last session, abolishing imprisonment for Debt, before that law goes into effect, was ill-judged and premature. He thought the amendment very exceptionable. The law ought to have a fair trial, before it was either amended or repealed.

Mr. Otis rose, he said, deeply and solemnly impressed with the shiding and paramount importance, of the question now under consideration, to the people of the State. It was, in his judgment, a great question of primary liberty. If this was a mere question of expediency, he might never have voted for the law abolishing imprisonment for Debt. If to collect money is the great end and object of life, then perhaps we ought, in addition to the imprisonment of the innocent and guilty, go further, and inflict pains and penalties upon those from whom imprisonment fails to extort money. Imprisonment for Debt is of no advantage to the creditor and adds nothing to the wealth of the country.

Mr. O. insisted that the infliction of punishment is not necessary to insure the payment of debts. The whole moral pressure of the community impels men to the payment of their debts.

Why, said Mr. O., is it sought to repeal the law of

the last session? Was it not in accordance with a long and loudly expressed public sentiment of the people. Was it not a matured and deliberately considered? The whole community were alive to the passage of this law. Does this community now ask its repeal? Where is the evidence? If this amendment prevails, you perpetuate the curse of imprisonment for Debt. You restore a feature to your statute book which has too long been a reproach to our free institutions.

Mr. Bishop supported the amendment.

Mr. Myers opposed the amendment, and spoke some time in favor of the law of the last session.

Mr. Otis repelled an imputation of the gentleman from Washington, (Mr. Bishop,) and remarked that in legislation, he neither "grossly perverted" the arguments, nor impugned the motives of members. But in what predicament, said Mr. O. does that gentleman (Mr. Bishop) place himself? He says that imprisonment for debt is a "foul blot upon the escutcheon of our state," and yet he votes for it! Yes sir, foul as he says it is he still votes for it.

The committee rose and reported.

Adjourned.

TWENTY-SECOND CONGRESS—1st SESSION.

Thursday, Feb. 23.

In the Senate, Mr. Benton, from the Committee on Military Affairs, reported a bill repealing the laws establishing brevet rank in the Army; also a bill to increase the number of Assistant Surgeons in the Navy. Mr. Clay's resolution was taken up after the morning business, and Mr. Miller concluded his speech in opposition to it. Mr. Dallas has the floor for this day.

In the House of Representatives, Mr. Clayton submitted a resolution for the appointment of a Select Committee to inquire into the transactions of the Bank of the United States, with power to send for persons and papers. It was postponed until Monday next. A bill defining the qualifications of voters in the Territory of Arkansas, was passed. The House spent some time in Committee of the Whole on the state of the Union, upon the bill making appropriations for the army for the year 1832, and the general appropriation bill for 1832. In the course of the discussion on the appropriation bill, Mr. Archer moved an amendment to the following paragraph—"For salary of the Dragoman to the Legation of the United States to Turkey, \$2,500," by inserting, and contingencies \$37,500. This amendment was opposed by Mr. Adams, unless its object was explained—which, Mr. Archer declining to do, the amendment was lost. Various other amendments were adopted, when the Committee rose, reported the bills, and the House adjourned.—[Globe.]

Friday February 24.

In the Senate, the Vice President communicated a letter from the Governor of the State of Virginia, transmitting certain resolutions adopted by the General Assembly of that State, expressive of their feelings and those of the people of Virginia with regard to the removal, by Congress, of the remains of George Washington, from Mount Vernon. After the presentation of a number of Petitions and Memorials, the Bill granting a tract of 1600 acres of land to the Territory of Arkansas, to aid in the erection of a Court House and Jail at Little Rock, was, after having been explained and advocated by Mr. King, ordered to be engrossed for a third reading. On motion of Mr. Marcy, the Senate went into the consideration of Executive business, and, when the doors were opened, adjourned over to Monday next.

In the House of Representatives, Mr. Watmough, from the Committee on Naval Affairs, reported a bill for the re-organization of the marine corps. It provides for the increase of the corps to one Colonel, one Lieutenant Colonel, two Majors, eight Captains, twenty four first Lieutenants, twenty second Lieutenants, seventy five Sergeants, seventy five Corporals, thirty seven Filers, and one thousand Privates. The second section regulates the pay and emoluments of the officers and non-commissioned officers of the corps, by placing them on an equal footing with the same ranks in the army; and the third places the corps under the rules and regulations of the Navy. It was read twice, and committed to a Committee of the Whole on the state of the Union. The resolution offered by Mr. Wayne calling on the Secretary of the Treasury for a report of such an arrangement as he may deem best calculated to compensate the officers of the customs, by substituting salaries for fees, was taken up and adopted. On motion of Mr. Johnson, of Kentucky, an evening session was ordered on Monday, in order to take up the Post Office bill. The House afterwards went into a Committee of the Whole, Mr. Spraight in the Chair, upon the bill to compensate

Mrs. Decatur, for the destruction, by her late husband, of the frigate Philadelphia, at Tripoli. Mr. Carson introduced an amendment to appropriate a further sum of \$10,000 for the nieces of Commodore Decatur, but the proposition was negatived. The question then recurred on Mr. Pearce's amendment, to appropriate for those ladies, \$10,000 from the \$31,000 proposed by the bill to be allotted to Mrs. Decatur. A discussion ensued, after which, the committee rose without coming to a division on the question. Mr. Watmough has the floor upon the subject. At half past four o'clock the House adjourned.

February 25.

The Senate did not sit on Saturday.

In the House of Representatives, Mr. Adams submitted a resolution calling on the President for a copy of the instructions to the agent who negotiated the treaty with the Sublime Porte. The resolutions submitted by Mr. Branch on the 23d inst. calling on the Secretary of the Navy for information respecting the live oak on the public lands in Florida, &c. were taken up. Mr. White of Florida, offered amendments proposing to extend the inquiry. A discussion of an acrimonious and personal character occurred, between Messrs. Branch and White. The amendments were finally modified by the mover at the instance of Mr. Branch, and, together with the original resolutions, were agreed to by the House. The bill granting letters patent for useful discoveries to certain aliens, was passed. The House resumed, in committee of the Whole, the consideration of the bill for the relief of Susan Decatur, et. al. The amendment proposed by Mr. Pearce in favor of the nieces of Commodore Decatur, was further discussed by Messrs. E. Everett, Watmough, Rencher, McDuffie, Anderson and Pearce. The amendment was rejected. A motion was then made to strike out the enacting clause of the bill: before the question was taken, the committee, at the instance of Mr. Davis, of Massachusetts, reported progress, and the House adjourned.

Monday, Feb. 27.

In the Senate, Mr. Webster presented several petitions in favor of the abolition of slavery within the District of Columbia. A number of memorials in favor of the renewal of the charter of the United States Bank, were presented. Mr. White, from the Committee on Indian Affairs, reported a bill establishing the office of Superintendent of Indian Affairs. Mr. Clay's resolution was taken up and Mr. Dallas spoke two hours and a half in its support, when not having concluded, he gave way for a motion to adjourn.

In the House of Representatives, numerous memorials and petitions were presented. Mr. Archer, from the Committee on Foreign Affairs, reported a bill to carry into effect the Convention between the United States and France, concluded at Paris on the 4th of July, 1831. Mr. Archer, from the same committee, reported a bill to amend the act fixing the compensation of the Ministers and Consuls of the United States residing on the Barbary coast, and for other purposes. Mr. McDuffie, from the Committee of Ways and Means, reported a bill making appropriations for Indian annuities and other similar objects for the year 1832.

Mr. Hall, of North Carolina, from the committee on Public Expenditures, reported a bill to establish a uniform rule for computing the mileage of Members of Congress. Mr. Barringer, from the committee on the Militia, reported a bill to provide more effectually for the national defence. The resolution submitted on Saturday last by Mr. Adams, calling for information as to the treaty with Turkey, was modified by the mover, and agreed to. The resolution submitted on Thursday last by Mr. Clayton, of Georgia, for the appointment of a Select Committee to examine into the affairs of the Bank of the United States, was taken up. Mr. Clayton addressed the House in favor of the adoption of the resolution, and was followed by Mr. McDuffie in opposition thereto. When the latter gentleman had concluded, Mr. Patton obtained the floor, but the hour heretofore agreed upon for a recess, having expired, he gave way, and the House adjourned to meet again at 7 o'clock, P. M.

Evening Session.—The House re-assembled at seven o'clock. On motion of Mr. Johnson of Kentucky, the bill to establish certain Post Roads, and to alter and discontinue others, and for other purposes, was considered in committee of the whole on the Union. Numerous amendments were agreed to, when the committee rose, reported progress, and at a late hour the House adjourned.

Renewal of the Charter of the United States' Bank.

VIEW OF THE MAJORITY.

Mr. McDuffie, from the committee of Ways and Means, to which the subject had been referred, made the following Report:

The Committee of Ways and Means, in obedience to the orders of the House, have had under consideration the memorial of the President, Directors and Company of the Bank of the United States, and also sundry memorials from other sources, relative to the renewal of the charter of the said Bank, and herewith report a bill for the renewal of the said charter, with certain modifications.

The committee will not now go into the consideration of the constitutional power of Congress to incorporate the Bank of the United States, nor of the expediency of maintaining such an institution, with a view to preserve a sound and uniform currency, and to facilitate and equalize the fiscal operations of the Government. For the exposition of their views on these interesting and important questions, and of the great public benefits which have resulted from the operations of the bank, in regulating and reducing the rates of the commercial exchanges of the country, they ask leave to refer to the report made by the Committee of Ways and Means, on the 13th day of April, 1830, which they adopt as a part of this report.

The several memorials, presented by sundry citizens of the United States, praying Congress to grant them and their associates a charter for a new bank, with privileges similar to those now enjoyed by the Bank of the United States, have been duly considered by the committee. They can perceive no adequate motive, however, for creating a new bank, instead of continuing the present; but, on the contrary, very strong objections against adopting such a course. The only inducements which can justify Congress in establishing any bank, are exclusively of a public nature. The interest of the stockholders, though necessarily involved as an incident, is quite a subordinate consideration. The maintenance of a uniform currency, and the facilities afforded for collecting, transferring, and disbursing the public revenue, are the great and paramount objects to be accomplished by such an institution, and to sacrifice these to the imaginary claims of persons who may desire to speculate in the stock of a new institution, would be perverting a high public trust to mere individual purposes.

With the intimate knowledge of the pecuniary wants and resources of the several portions of the Union, which it must have acquired by the experience of sixteen years, the present institution is doubtless better qualified than any new corporation could be, to fulfil the great public ends of such an establishment. In the unquestionable ability with its affairs have been administered for the last ten years, and in the fidelity with which it has discharged all its duties to the Government and to the country, we have an assurance of future usefulness, which the applicants for a new bank certainly could not furnish. On the contrary, some of the new schemes brought forward in the memorials referred to the committee, are so utterly extravagant as to furnish just cause of alarm to all reflecting men. The present bank, though it has dealt largely in public securities, and, for several years past, held large amounts of Government stock, has, notwithstanding, found it difficult to find employment for a capital of thirty-five millions in the safe and legitimate business of banking; yet we have applications to incorporate a banking company with a capital of fifty millions. The present bank has not realized more than five per cent. on its comparatively small capital; yet some of the projectors of new banking schemes propose to give a bonus of one million of dollars a year to the General and State Governments, for the privilege of banking on a capital of fifty millions; and expositions have been presented to the public, holding out the idea, that such a bank might keep in circulation one hundred millions of its paper, and grant loans to the enormous extent of two hundred millions! In the opinion of the committee, such projects as these can only proceed from a spirit of bold and hazardous speculation, and from those who are entirely unacquainted with the practical operations of banking, and nothing in the shape of a pecuniary bonus could justify Congress in making the dangerous experiment of committing to such hands the great duties of maintaining a sound currency, and of keeping in safety, and transferring without delay or expense, the revenues of this extensive confederacy.

An opinion has been expressed, as plausible perhaps as it is delusive, that all the people of the United States are entitled to the option of subscribing

for the stock of a Bank of the United States, and that, consequently, it would be an unjust preference to renew the charter of the present company. If a new bank were created, it is almost certain that the stock would go into fewer and less meritorious hands than that of the present bank, and the rest of the people of the United States would have still greater cause to complain of their exclusion, if, when the institution acquired the public confidence, its stock should be considerably above par. Men of accumulated capital, not engaged in business, and stock-jobbers are invariably the first subscribers for the stock of a new bank; and it is impossible to conceive any substantial reason why the present stockholders, who have done so much for the country, should be superseded, at the hazard of great public detriment, merely to gratify the speculating views of a still smaller number of persons, principally large moneyed capitalists and dealers in public stocks. It should be recollected, too, that a considerable portion of those who hold stock in the present bank are widows and orphans, who probably paid very nearly the present market price for the stock; and it is certain that, in the scramble for new subscriptions, most of those would be excluded by the classes of persons to which the committee have just alluded. For a more full explanation of their views on this point, they will refer the house to the report, already noticed, of a former Committee of Ways and Means.

It remains for the committee to give a brief explanation of the modifications they have proposed of the existing charter. The reservation of the power of revoking it, at any time after ten years, upon giving three years notice of such intention, will create a responsibility in the bank which may be extremely salutary, without creating too great a dependence upon Congress. The change proposed in the form of the bonus, is in some degree connected with this change in the tenure of the charter, and is recommended by other considerations. An annual sum, paid in the shape of interest on the Government deposits, will have the recommendation of making the amount of the bonus depend upon the extent of the benefit which the bank may derive from the public revenues, at the same time that it renders the government an important service by the safe custody of these revenues. The authority given to the President of the United States, to appoint one of the directors of each of the branches, rest upon the same principle with the existing authority to appoint a portion of the directors of the mother bank. It may be a matter of great convenience and utility for the Government to have a sentinel to give notice of any irregularities or abuses that may creep into the direction of the several branches. The prohibition against issuing drafts or checks for twenty dollars or any smaller sum, will exclude from common circulation, a description of paper of which considerable complaint has been made in some quarters of the Union. This, however, has rendered it indispensably necessary to authorize other officers, as well as the President and Cashier, to sign and countersign bills for circulation. If this provision be not made, the whole time of the President and Cashier would be taken up in signing bills, to the entire exclusion of the more important functions of administration and superintendence; and yet these officers would not have the physical ability to execute the necessary signatures. The expediency of prohibiting the issue of any notes at branches where they are not payable, is too obvious to require comment. It is essential to protect the state banks against ruinous draughts for specie on the part of the Bank of the United States.

These provisions, in addition to those which are contained in the original charter, afford all the safeguards which can be reasonably required for the public security. The monthly statements which are made of the debts due by the bank, of the moneys deposited therein, of the notes in circulation, and the specie in hand; the right of the Secretary of the Treasury to inspect the books of the bank and to withdraw the public deposits subject to the approbation of Congress; the right of "a committee of either house of Congress to inspect the books and examine the proceedings of the bank;" its obligation to pay specie for its notes on demand, under a heavy penalty; and the provision that "the total amount of the debts which the said corporation shall at any time own over and above the debts due for money deposited, shall not exceed the amount of its capital"—all these guards against imprudent and excessive issues, with the constant supervision of the Government directors, furnish ample guarantees for the faithful performance of its duties to the public, and undoubted securities to the holders of its notes, not only that they will be ultimately, but promptly paid.

SUMMARY.

The practice is common in many places for the public authorities, to offer rewards or bounties for the destruction of crows, blackbirds and other mischievous depredators. The early settlers of the Plymouth colony had a different way of doing this thing as appears from the following extract from the history of Scituate.

"1696, the town did enact that every householder should kill and bring in six black-birds, yearly, between the 12th and last of May, on the penalty of forfeiting, for the town's use, 6d, for every bird short of that number."

"In 1675, the county court resorted to the following strong measure of precaution: 'It is ordered that every man that comes to meeting on the Lord's day, bring with him his arm, with at least six charges of powder and shot; also, that whosoever shall shoot off a gun, at any game whatsoever, except at an Indian or a wolf, shall forfeit 5s. or such default until further order.'—[Hist. Scit.]

"There were living at Scituate in 1831, two veterans of the French war, viz:

"Job Cowen, who was at St. Johns in 1759, now aged 90, and Reuben Bates, who was at the second taking of Louisburgh in 1767, now aged 95 years.—They are intelligent men and retain their faculties in an extraordinary degree."

A thumping Steamer indeed.—The New Orleans Mercantile Advertiser, of 6th inst. gives this account of a large cargo: "The steamer Walk-in-the-Water, Captain J. W. Russell, arrived on Saturday evening last, with a cargo of two thousand three hundred and eighty seven bales of cotton, weighing at an average of 400 lbs. to the bale, 954,800 pounds. The same steamer brought on a former occasion 2940 bales.

Catherine Lane Burnt!—Not the street good reader but the buildings! About half past 3 o'clock, this morning, a fire broke out in one of the densely inhabited houses in Catherine Lane, a few doors East of Broadway.

In the course of an hour, nearly every building on both sides of the Lane from Broadway to Elm street except a few stables was destroyed. Perhaps the whole number does not exceed eight; but they were the most important buildings in the Lane, generally of three stories, and populated from the garret to the cellar, both inclusive. The whole number of families it would be difficult to state. Of individuals the number might be 100 or upwards, mostly colored. None of them knew either the names of the owners or occupants. There was some intimation however, that a Mr. Ogilby might be the owner of one or two of the buildings.

Now that fire has done so much towards clearing out this receptacle of filth and infamy, in the very heart of the city, we hope the Corporation will take up the business where the fire has left it, and either widen the lane so as to occupy all the room hitherto appropriated to nuisances, or cause it to be hermetically sealed.

We concur fully in the suggestions above, made by the Journal of Commerce, as to either widening or entirely closing—we prefer the latter—Catherine Lane. While correcting the proof a friend called to urge that the space cleared by this fire with the front on Broadway, be given up to a public square. It is a good thought.

Singular Suicide.—A Coroner's Inquest was held yesterday, at Hoboken, over the body of a man found dead in the cleft of a rock on Weehawk Heights.—The deceased was discovered extended at full length, in the part of the cleft so narrow that it was with difficulty his body was extricated without mutilation.—His right hand tightly grasped a pistol, from which it was supposed he fired the ball through his head which caused his death. Another ball had passed through his body, and this is supposed he had first fired from another pistol which lay near him. The body of the unfortunate man was not recognized yesterday by any person who saw it, nor had he in his pockets any papers or other things which could lead to the discovery of his name. A few scraps of paper, on which some words in the French language had been written, were found near him; but they were so torn that nothing could be learned from them. He was about 40 years old, and was genteelly attired. The Jury gave a verdict in accordance with these circumstances.—[Courier.]

Arson.—The hat factory belonging to D. & W. Silkman in W. Chester county was destroyed by fire the 5th inst. under circumstances which created strong suspicion that it was the work of an incendiary. A

development has since been made which has led to the arrest of four young men in that county, and their commitment to prison to take their trial upon the charge. Three of them are apprentices to the Messrs. Silkman. One of the Messrs. S. resides in this city, and is the same individual against whom the conspiracy was formed, for the purpose of sending him to the State Prison. The destruction of his property was a part of the original plan, it being the design of the gang to strip him of his worldly goods, as well as his good name.

Swindling.—A young black fellow was arrested on Friday night, charged with having procured various sums of money, by falsely representing that he was authorized by Mr. Burns, boot maker, in William st., to borrow the money on his account for a few days.—He succeeded in obtaining upwards of \$300 before he was detected.—[Journal of Commerce.]

PHILADELPHIA, Feb. 24.—A very severe fire occurred last evening, in the Arkwright Steam Mill, West Kensington. The building which contained most of the machinery for spinning cotton, the power looms &c. were burnt to the ground. On account of the favorable direction of the wind, five of the buildings appertaining to the establishment were saved. The property was insured; and it is supposed the proprietor will not sustain any material loss other than that occasioned by the present consequent derangement of his business, and the time which must necessarily be consumed in repairs.—[Gazette.]

The Legislature of Ohio adjourned on Monday, the 13th February.

A beautiful Barge, intended for a distinguished personage in England, is now exhibiting at Tattersalls. It was built by Mr. Joseph Francis, whose taste and mechanical skill are already well known, from the finished small craft which have given him so much reputation as a builder. One of these proved the fleetest in the boat race on the St. Lawrence last summer; and another, after being much admired in England, was presented by the Emperor Nicholas to his son the Grand Duke; a third was the favorite gig of the Ex-emperor Don Pedro; and a fourth is the splendid barge belonging to the N. Y. Boat Club: which boats, with several others of a less expensive character, prove that in this branch, as in others of nautical mechanics, our countrymen excel the artisans of all other nations.

More than a century since, some Hungarians visited the parish of Stourbridge, and finding the clay from which the celebrated fire-bricks are made, as well as an abundance of coal, they erected the first glass-house in that town, at a place now called in commemoration of the event, "Hungary-hill." Their example was soon followed by the inhabitants; and thus Stourbridge became indebted to foreigners for the origin of its present importance and prosperity, and for the extensive commerce and manufacture produced by the industry of man from its subterranean treasures, which have contributed more to the real wealth and comfort of the human race than the most productive mines of Mexico and Peru.

Nothing attracts the notice of a stranger, when first walking the streets of Madrid, so much as the extraordinary number of shops appropriated to the sale of combs. Throughout Spain, but especially in Madrid, the comb is an indispensable and important part of every woman's dress, and a never failing accompaniment of the mantilla. A fashionable Spanish comb is not less than a foot long, and eight or nine inches broad; and no lady considers from nine to fifteen dollars (price 2s. to 3s.) too much to give for this appendage; consequently, at least, every tenth shop is a comb shop.

Dr. Aldrich's excessive love of smoking was well known to his associates; but a young student of his college, finding some difficulty to bring a fellow collegian to the belief of it, laid him a wager that the Dean Aldrich was smoking at that time (about ten o'clock in the morning). Away went the latter to the deanery; when, being admitted to the dean in his study, he related the occasion of his visit. The Dean instead of being disconcerted, replied in perfect good humor, "You see your friend has lost his wager, for I am not smoking, but only filling my pipe."—[Nice-tiana.]

Intelligence to the 12th July has been received from the districts in the vicinity of the Red Sea. The country about there had suffered greatly from sickness, scurvy, fever, and cholera morbus. The latter was particularly dreaded, as the strongest and healthiest men were carried off in 12 hours. At Mecca, and in the Hadese country, 45,000 souls were carried off in one month. The violent rains had produced great damage in Arabia. Half of Suez had been washed away.—The locusts covered the water for miles and miles.—

The cholera had broken out in his Majesty's 28th Foot at Ghazipore, and, in twelve days, ten men, two women, and four children, had fallen victims.

POETRY.

The whole argument against removing the remains of Washington, is stated in the following lines, with the feeling of a patriot, and the fervor of a poet.

[FOR THE NEW-YORK AMERICAN.]

A VOICE FROM THE GRAVE.

Procul! O, Procul este Profani!

Hence ye profane!—this spot is sacred ground,
The Hero's ashes sanctify his mound—
Here let him sleep, in dignified repose,
In the plain tomb his Roman spirit chose.
Here should he rest, beneath his native sky,
Where his Potomac proudly billows by,
And Cedars—Lebanon's might grudge their lot,
Nature's own sentries, guard the hallowed spot—
Shall sacrilegious hands, of common clay,
Bear from its shrine this sacred dust away;
And rudely "waste it on the desert air,"
Where fends hold carnival, and brawls repair—
Shall party bullies rant, and Hotspur tread,
In vulgar wrangle, o'er the "mighty dead?"—
How would his patriot shade "indignant" rise,
If doom'd to hear some recent blasphemies;
Or, rous'd by Gothic incendiary glare,
In wrong'd humanity's disgrace to share.
Away! then, from this consecrated shrine,
And to his rest great Washington resign—
Let no vain marble rear its pompous brow,
To trumpet the majesty entomb'd below,
And ape Westminster Abbey's venal art
To immortalize the "memory of the heart"
His Glory scorns an Abbey, or a Throne—
"His Monument shall be his Name alone."
Let his proud country—proudest in his birth,
Acquire herself this consecrated earth,
And as Mohammed's followers repair
To Mecca's tomb, and pay their homage there,
Columbia's sons to Vernon pilgrims go,
And at a holier shrine imbibe a holier glow. N. W.

February 22.

[From the Cabinet of Natural History, &c.]

TO A WILD DEER.

A fine live Deer was run down recently in the borough of Columbia, Lancaster County. It is supposed that it was driven in by some of the neighboring dogs, and when taken was much exhausted.

Why did'st thou leave thy native woods
Child of the forest! here to roam,
And quit the murmur of the floods?
That revel in thy mountain home?
Why did'st thou thus resign thy glen
To die amid the haunts of men?
There's freedom on the rocks and hills,
A liberty that Nature gives,
Whose very inspiration fills
The heart of every thing that lives,
And seems to throw a noble air
O'er every form that wanders there.
Nay, even the very trees that rear
Their branches to the summer sky,
In their wind-shaken leaves appear
To have a sense of Melesty,
And lift their heads as though they felt
They grew in scenes where freedom dwelt.
There could'st thou lift thy antlered brow,
And pace the wilds in conscious pride,
Climbing the steep where wild flowers grow,
Or plunging in the torrent's tide,
Daring alike to scale or swim,
With eye unmoved and dauntless limb.
The crags and peaks were all thine own,
The rivers and the rocks were thine,
Thou wert a monarch on thy throne,
Treading the cliffs where sun-beams shine;
The monarch of the hills wert thou—
Chief of the proud and antlered brow!
Along the misty valley's shade
Thy footstep roamed at break of morn,
The echoes of thy native glade
Never heard the clang of hound or horn.
The blackbird's note, the wolf's loud bay
Where all that met thee on thy way.
Wild nature was around thee there
In all its rich, romantic grace;
It seemed as though the very air
Partook the spirit of the place;
Whatever it was in other eyes,
To thee it seemed a paradise.
Then why did'st thou forsake thy wild,
Amid the haunts of men to stray?
The rocks that on thy hills are piled
Are not more hard—more bleak than they.
Thou'st come from sunny glen and sky,
By human hearths at last to die!
Like thee, poor deer! when genius leaves
The quiet home it once had known,
And from the ingrate world receives
The need of cold neglect alone,
Like thee it turns away in pain,
And wishes for the shades again.

C. W. T.

By James Blecker & Sons.

PRICES OF STOCKS:
Corrected weekly for the N. Y. American.

| <i>Fire Ins. Cos.</i> | | |
|----------------------------|-----|-----|
| Mutual | 105 | 167 |
| Washington | | |
| Eagle | | |
| Globe | 116 | 115 |
| Franklin | 109 | 110 |
| Merchants | | 106 |
| Fulton | | 120 |
| Manhattan | | |
| Mercantile | | |
| North River | | |
| Farmers' Loan | 96 | 98 |
| Equitable | | 96 |
| Phoenix | | |
| Jefferson | | |
| United States | 107 | 108 |
| Contributorship | 120 | |
| Elite | | |
| Traders' | | |
| Tradersmen's | | |
| Howard | 118 | 120 |
| Firemen's | 109 | 110 |
| Brooklyn | | |
| <i>Railroad Companies.</i> | | |
| Mohawk & Hudson | 126 | 126 |
| Do. (new scrip) | | |
| Paterson & Hudson | | 108 |
| Canajoh. & Catskill | 94 | 94 |
| Saratoga & Owego | | 104 |
| Saratoga | 97 | 100 |
| N. Y. & Harlem | 100 | 101 |
| Boston & Providence | | |
| <i>Miscellaneous.</i> | | |
| Manhattan Gas L. Co. | | |
| N. Y. Gas Light Co. | 140 | 148 |
| N. Y. L. Lombard | | |
| N. Y. & S. Coal Co. | | |
| Merc. Exchange | | |

Corrected from the "New York Shipping and Commercial List."

[illegible]

BANK NOTE TABLE.

| MAINE. | | |
|-------------------------|-----------------------|-----------------------|
| U. S. Branch...do | Cumberland...do | Augusta...do |
| Thomaston...do | Caso...do | Gardiner...do |
| Yonahbush...do | Merchants...do | Kennebunk...do |
| Canal...do | Union...do | Manufacturers...do |
| Portland...do | Waterville...do | Wint...do |
| Bangor...do | Saco...do | Bathrop...no sale |
| South Berwick...do | Lincoln...do | |
| NEW HAMPSHIRE. | | |
| U. S. Branch...do | Rockingham...do | Claremont...do |
| Cheshire...do | Portsmouth...do | Grafton...do |
| Concord...do | Farmers...do | Merrimack Co...do |
| Exeter...do | Piscataqua...do | Merrimack...do |
| New-Hampshire...do | Dover...do | Commercial...do |
| N. H.—Straford...do | Winnepesaukee...do | Connecticut river do |
| MASSACHUSETTS. | | |
| U. S. Branch...do | Plymouth...do | Bank of Norfolk...do |
| Boston City Bk...do | Pawtucket...do | Cambridge...do |
| Agricultural...do | Salem...do | Andover...do |
| Beverly...do | Springfield...do | Falmouth...do |
| Bedford Com'...do | Taunton...do | Wrentham...do |
| Commercial...do | Worcester...do | Lynn Mechanics...do |
| Dedham...do | Blackstone...do | Merch'ants Salem...do |
| Gloucester...do | Fall River...do | do N. Bedford...do |
| Hampshire...do | Exchange...do | Bunker Hill...do |
| Franklin...do | Dartmouth...do | Atlantic...do |
| Sunderland...do | Asiatic...do | Franklin...do |
| Hampden...do | Mendon...do | Lowell...do |
| Mechanics...do | Oxford...do | Brighton...do |
| Marblehead...do | Milbury...do | Central...do |
| Newburyport...do | Housatonic...do | Greenfield...do |
| Phenix...do | Hamp. Manufact...do | Sutton...do |
| Pacific...do | Barnstable...do | Essex...broke |
| Manu. & Mech...do | Leicester...do | Farmers...broke |
| RHODE-ISLAND. | | |
| U. S. Branch...do | Village Bank...do | North Kingston...do |
| Providence...do | Smithfield Lime...do | Mount Hope...do |
| Union...do | Rock...do | Pawtucket...do |
| Exchange...do | Newport Bank...do | Phenix...do |
| Mechanics...do | Roger Williams...do | Washington...do |
| Globe...do | Scholars...do | R. I. Central...do |
| Manufacturers...do | Kent...do | Warren...do |
| R. Island Union...do | Eagle Bristol...do | Warwick...do |
| Rhode Island...do | Do. Providence...do | R. I. Agricult'...do |
| Merchants' Provi...do | Mount Vernon...do | Cumberland...do |
| Do. Newport...do | Cranton...do | N. E. Pacific...do |
| N. E. Commercial...do | Bank of Bristol...do | Smithfield Union...do |
| Burrillville...do | Commercial...do | High Street...do |
| Burrillville Agric...do | Freemans...do | Woonsocket Falls...do |
| and Manuf...do | Franklin...do | Mech. & Manuf...do |
| Smithfield Exch...do | Landholders...do | Centerville...do |
| | Narragansett...do | Fair. & Me...broke |
| CONNECTICUT. | | |
| U. S. Branch...do | Hartford...do | Union...do |
| Norwich...do | Phenix...do | New Haven...do |
| Bridgeport...do | Middletown...do | Thames...do |
| Fairfield County...do | Mechanics...do | Windham Co...do |
| do Branch...do | New-London...do | Stonington...do |
| VERMONT. | | |
| Brattleborough...do | St. Albans...do | Orange County...do |
| Montpelier...do | Windsor...do | Burlington...do |
| Rutland...do | Verzennes...do | |
| Bank Caledonia...do | Bennington...do | |
| NEW-YORK. | | |
| U. S. Branch...par | State Bank...do | Central Bank...do |
| City Banks...do | Commercial, \$50...do | Jefferson County...do |
| Long Island Bk...do | Bank of Troy...do | Geneva...do |
| Dutchess Co...do | Farmers', \$50...do | Chemung...do |
| Lansburg...do | Mohawk...do | Michigan...do |
| Poughkeepsie...do | Ulster...do | Bk Columbia broke |
| Catskill...do | Do. Branch...do | Middle Dist'ct...do |
| Newburgh...do | Do. Branch...do | Franklin Bank...do |
| Do. Branch...do | Do. Branch...do | Wash. & Warren...do |
| Mech. & Farmers...do | Auburn...do | |
| Bank of Albany...do | Rochester...do | |
| NEW-JERSEY. | | |
| State Bk, Newark...do | Morris Canal...do | Commercial...do |
| Do. Morristown...do | Trenton B. Co...do | Cumberland...do |
| Do. Elizabeth...do | Orange...do | Salem B. Co...do |
| Do. Camden...do | Washington...do | Paterson...do |
| Do. N. Brunswick...do | People's...do | Monmouth...broke |
| Newark B. Co...do | Sussex...do | N. J. Manuf. Co...do |
| Farm & Mech...do | Farmers...do | |
| at Rahway...do | Bk N. Brunswick...do | |
| PENNSYLVANIA. | | |
| U. S. Bank...do | Montgomery Co...do | Gettysburgh...do |
| Philadel. Banks...do | Columbia Br. Co...do | Carlisle...do |
| Harrisburg...do | Chester county...do | Miners...do |
| Northampton...do | Lancaster...do | Pittsburg...do |
| Farmers Reading...do | Germantown...do | Chambersburg...do |
| Do. Lancaster...do | Delaware county...do | Erie...do |
| Do. Bucks Co...do | Penn. Township...do | Monongahela...do |
| Easton...do | York...do | |

PASSENGERS:

In the packet ship John Jay, sailed on Friday, for Liverpool: Admiral Griffith, Major Leonard, late of the 10th Regiment, British Army; Samuel Stanforth, and H W Goff.

For the ship Huntville, sailed yesterday for New-Orleans:—Mrs. Purdon, Miss Purdon, Messrs. Destouet, Robinson, and Tieglee.

Per ship Cambria, from London—Dr W B Painter, Mrs S Painter, Miss A C Painter, Master Painter, Mr John McDougall, lady, child and servant, Mrs S H C Tremayne, Dr R N Starr, Mr James A Jones, and 50 in the steerage.

Per ship Cincinnati, from New Orleans—G Patien, J Lanning, A Lausant, E E Bantan.

Per ship Statira, from Savannah—H Macomb, of U S Army; WC Woolsey, BP Stiles, Wm Chapman, Robert and Wm Atkins, S McAllister, and Master Whaley.

Per ship Calhoun, from Charleston—Miss Mary Ketchum, F D Picant, JH Glover, CB Mease, JC Haviland, H Hughes, G Hall, A Doyle, A Adams, H Shaw, and 2 in the steerage.

For brig Franklin, from Antwerp—Mr Verbrugh.

In the ship Louisville, from New-Orleans—Mr Price, of Brooklyn; Messrs Myer, Levy, and J J Haines, of New-York; E Laudon, and G Babcock, of New-Orleans; C Moore, of New-Jersey, and 6 in the steerage.

[From Williams' Annual Register.]

AUCTIONS.—Amount of duties on Auction Sales paid by the Auctioneers in the city of New-York, for the year ending September 30, 1831:

| | |
|----------------------------------|-------------|
| Henry Hone | \$46,084 42 |
| David Austen | 30,547 09 |
| Lindley M. Hoffman | 31,663 27 |
| William Timpon | 20,207 22 |
| Thomas W. Fearall | 17,394 01 |
| Thomas M. Hooker | 14,940 83 |
| Edw'd G. Thompson | 14,057 43 |
| Allen Smith | 12,846 83 |
| Jas. Mabbett & Joseph W. Corlies | 11,294 38 |
| Rowland R. Minton | 10,099 96 |
| Richard Lawrence | 10,081 96 |
| Anthony W. Biecker | 6,730 33 |
| James Seton | 4,980 83 |
| William Gerard | 4,419 88 |
| James M. Miller | 2,676 71 |
| William McLaughlin | 1,585 85 |
| Arson B. Nones | 1,287 26 |
| Jesse Cady | 1,164 56 |
| John J. Bellent | 926 91 |
| Peter McCarty | 835 01 |
| Archibald Bryce | 851 55 |
| Thomas Tripler | 801 10 |
| Samuel Phillips | 654 31 |
| Hunn C. Beach | 642 56 |
| William G. Bull | 530 19 |
| Aaron Levy | 401 87 |
| Cornelius Agnew | 378 77 |
| Peter Stagg | 290 35 |
| Sidney P. Ingraham | 144 96 |
| Lawrence Powers | 125 05 |
| Giles K. Coates | 116 65 |

And 27 others for sums under \$100 each, making the total amount of duty paid by Auctioneers in New-York.

YORK. \$255,408 76

Do, in all other parts of the State 1,066 09

Total amount of Auction Duties paid in 1831. \$256,474 85

For the New-York American.

RANGE OF THE THERMOMETER AND BAROMETER, FOR THE LAST FORTNIGHT.

| 1832— | Thermometer. | | Barometer. | |
|-------------|--------------|---------|------------|---------|
| | Highest. | Lowest. | Highest. | Lowest. |
| February 16 | 26 | 18 | 30.30 | 30.42 |
| " 17 | 30 | 13 | 30.46 | 30.01 |
| " 18 | 46 | 23 | 29.74 | 29.65 |
| " 19 | 45 | 34 | 29.59 | 29.49 |
| " 20 | 38 | 32 | 29.54 | 29.47 |
| " 21 | 24 | 21 | 30.24 | 29.90 |
| " 22 | 32 | 30 | 30.42 | 30.87 |
| " 23 | 41 | 29 | 30.17 | 29.97 |
| " 24 | 16 | 10 | 30.53 | 30.51 |
| " 25 | 30 | 22 | 30.35 | 29.99 |
| " 26 | 39 | 32 | 30.07 | 30.00 |
| " 27 | 39 | 23 | 30.18 | 30.05 |
| " 28 | 36 | 28 | 30.08 | 30.77 |
| " 29 | 45 | 33 | 30.22 | 30.60 |

MARRIAGES.

MARRIED.—At St. Thomas' Church, on Saturday evening 25th inst. by the Rev. F. L. Hawkes, Samuel Marsden Candler, to Elizabeth Cecilia, daughter of the late Flaman Ball, Esq.

On Friday, 24th Feb. by the Rev. Edw'd Mitchell, Edward E. Mitchell, to Sarah M. Berrian, all of this city.

At Poplar, N. J., on Thursday, the 9th inst., by the Rev. Mr. Wardard, Mr. James W. Boyd, of New-York, to Miss Deborah C. Croxon, youngest daughter of Judge Croxon, of the former place.

DEATHS.

DIED.—On Tuesday morning, the 21st inst., Gilbert Hyslop, an old and respectable inhabitant of this city, in the 73d year of his age.

Last evening, Feb. 24th, Melina, third daughter of Charles Rhind, Esq.

Saturday morning, 25th inst., in the 61st year of his age, Frederick Babcock, Esq.

Last night at Brooklyn, 24th inst. in the 64th year of his age, Thomas Warren, Esq. formerly of Nottingham, England, and for many years a respectable Merchant of this city.

On Friday, the 24th inst., of consumption, Mr. Alfred White, in the 26th year of his age.

Tuesday morning, 21st inst. Archibald Campbell, in the 75th year of his age, a native of Scotland, and for many years a resident of this city.

On Monday afternoon, 20th inst. after a lingering illness, Mrs. Eleanor Ann, wife of John Firth, aged 39 years.

Very suddenly, on Wednesday evening, 22d instant, Charles Augustus Nichols, second son of Charles Nichols.

Suddenly, on Friday morning, Feb. 24, John, infant son, of Mr. McDunderdale, of this city, aged 15 months.

On Sunday last, 26th inst. Josephine, the daughter of the late George Youle, Esq. aged eighteen years, seven months and sixteen days.

On Saturday evening, Feb. 25, Margaret Eliza, daughter of Mr. Thomas Burlock, aged 3 years and 4 months.

This morning, Feb. 26th, Tremain Palmer, infant son of Henry W. Clapp, aged 5 months and 12 days.

This morning, Feb. 26, Mary Kinble, eldest daughter of O. I. Young, aged two years.

Last evening, Feb. 26th, John Graves, infant son of Joseph M. Meert.

Last evening, Feb. 26th, after a long and painful illness, which she bore with Christian fortitude, Anna, wife of Robert Coles, in the 61st year of her age.

Feb. 26th, Patrick Burke.

Feb. 26th, of consumption, Margaret, wife of Geo. C. Mansfield, aged 39 years.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 131 persons during the week ending on Saturday last, viz:—31 men, 17 women, 41 boys, and 32 girls.—Of whom 25 were of the age of 1 year and under, 18 between 1 and 2, 20 between 2 and 3, 9 between 3 and 4, 1 between 4 and 5, 15 between 5 and 6, 9 between 6 and 7, 9 between 7 and 8, 9 between 8 and 9, 9 between 9 and 10, 9 between 10 and 11, 9 between 11 and 12, 9 between 12 and 13, 9 between 13 and 14, 9 between 14 and 15, 9 between 15 and 16, 9 between 16 and 17, 9 between 17 and 18, 9 between 18 and 19, 9 between 19 and 20, 9 between 20 and 21, 9 between 21 and 22, 9 between 22 and 23, 9 between 23 and 24, 9 between 24 and 25, 9 between 25 and 26, 9 between 26 and 27, 9 between 27 and 28, 9 between 28 and 29, 9 between 29 and 30, 9 between 30 and 31, 9 between 31 and 32, 9 between 32 and 33, 9 between 33 and 34, 9 between 34 and 35, 9 between 35 and 36, 9 between 36 and 37, 9 between 37 and 38, 9 between 38 and 39, 9 between 39 and 40, 9 between 40 and 41, 9 between 41 and 42, 9 between 42 and 43, 9 between 43 and 44, 9 between 44 and 45, 9 between 45 and 46, 9 between 46 and 47, 9 between 47 and 48, 9 between 48 and 49, 9 between 49 and 50, 9 between 50 and 51, 9 between 51 and 52, 9 between 52 and 53, 9 between 53 and 54, 9 between 54 and 55, 9 between 55 and 56, 9 between 56 and 57, 9 between 57 and 58, 9 between 58 and 59, 9 between 59 and 60, 9 between 60 and 61, 9 between 61 and 62, 9 between 62 and 63, 9 between 63 and 64, 9 between 64 and 65, 9 between 65 and 66, 9 between 66 and 67, 9 between 67 and 68, 9 between 68 and 69, 9 between 69 and 70, 9 between 70 and 71, 9 between 71 and 72, 9 between 72 and 73, 9 between 73 and 74, 9 between 74 and 75, 9 between 75 and 76, 9 between 76 and 77, 9 between 77 and 78, 9 between 78 and 79, 9 between 79 and 80, 9 between 80 and 81, 9 between 81 and 82, 9 between 82 and 83, 9 between 83 and 84, 9 between 84 and 85, 9 between 85 and 86, 9 between 86 and 87, 9 between 87 and 88, 9 between 88 and 89, 9 between 89 and 90, 9 between 90 and 91, 9 between 91 and 92, 9 between 92 and 93, 9 between 93 and 94, 9 between 94 and 95, 9 between 95 and 96, 9 between 96 and 97, 9 between 97 and 98, 9 between 98 and 99, 9 between 99 and 100, 9 between 100 and 101, 9 between 101 and 102, 9 between 102 and 103, 9 between 103 and 104, 9 between 104 and 105, 9 between 105 and 106, 9 between 106 and 107, 9 between 107 and 108, 9 between 108 and 109, 9 between 109 and 110, 9 between 110 and 111, 9 between 111 and 112, 9 between 112 and 113, 9 between 113 and 114, 9 between 114 and 115, 9 between 115 and 116, 9 between 116 and 117, 9 between 117 and 118, 9 between 118 and 119, 9 between 119 and 120, 9 between 120 and 121, 9 between 121 and 122, 9 between 122 and 123, 9 between 123 and 124, 9 between 124 and 125, 9 between 125 and 126, 9 between 126 and 127, 9 between 127 and 128, 9 between 128 and 129, 9 between 129 and 130, 9 between 130 and 131.

40, 9 between 40 and 50, 9 between 50 and 60, 2 between 60 and 70, 3 between 70 and 80, and 1 between 80 and 90. Diseases—Apoplexy 1, casualty 1, catarrh 1, colic 1, consumption 20, convulsions 3, cramp in the stomach 1, diarrhoea 1, dropsy 1, dropsy in the chest 2, dropsy in the head 10, drowned 1, epilepsy 2, fever intermittent 1, fever scarlet 3, frozen 1, gravel 1, hives or croup 4, inflammation of the bowels 6, inflammation of the brain 4, inflammation of the chest 2, inflammation of the liver 1, influenza 2, interperance 2, marasmus 2, measles 14, mortification 1, old age 2, palsy 1, peripneumony 3, pneumonia typhoid 2, rupture 1, scirrhus of the liver 4, small pox 3, still-born 4, tooth-aching 1, ulcer 1, unknown 1.

ABRAHAM D. STEPHENS. City Inspector.

AMERICAN RAIL-ROAD JOURNAL.

The subscriber a now publishing a weekly paper, called the AMERICAN RAILROAD JOURNAL. A principal object in offering the proposed work to the Public, is to diffuse a more general knowledge of this important mode of internal communication, which, at this time, appears to engage the attention of almost every section of our country.

THE AMERICAN RAILROAD JOURNAL is printed on a sheet of the largest size, (mammoth) and put up in a convenient form for binding, each number containing sixteen large octavo pages of three columns each. The selections, upon the subject of railroads and other works of internal improvement, will be from the best authors, both of Europe and America, and will be occasionally illustrated by engravings. A part of this Journal will be devoted to the subject of internal improvement—giving a history of the first introduction of railroads into England and their improvements to the present day. It will also notice the meetings, in different sections of the country, upon the subject of railroads. The remaining part of the paper will contain the LITERARY, MISCELLANEOUS AND NEWS matter of the NEW-YORK AMERICAN, as prepared for that paper, omitting all political subjects, except such as are of general concern.

The terms of the American Railroad Journal are THREE dollars per annum, payable in advance; and will not be sent without. Any person who will obtain eight subscribers and remit the amount, shall have a copy gratis: and to companies of ten subscribers, who associate and remit twenty-five dollars, I will be sent for \$2.50 each per annum. The Journal will be sent for any length of time desired, if paid in advance. It will be published on Saturdays.

Letters upon the subject of the AMERICAN RAILROAD JOURNAL may be addressed, free of postage, to the publisher and part proprietor,

D. K. MINOR,

No. 35 Wall-street, New-York,

NEW-YORK AMERICAN, TRI-WEEKLY.

The NEW-YORK AMERICAN is now published THREE TIMES A-WEEK, in addition to the Daily and Semi-weekly, as usual. This arrangement is made to accommodate a large class of business-men in the country, who are desirous of seeing the advertisements of the day, yet are unwilling to encounter the expense of subscription and postage of a daily paper. By this arrangement, it will easily be perceived, their wishes may be gratified, at one half the expense of a daily paper, as most of the advertisements, both of the Daily and Semi-weekly papers, will appear in the Tri-Weekly American; and the reading matter as published in the Daily paper. It will be issued on Tuesdays, Thursdays, and Saturdays, at FIVE dollars per annum in advance,—to subscribers out of the city of New-York, and forwarded, according to their order, and for any length of time.

All letters relating to the TRI-WEEKLY AMERICAN may be addressed to the Publisher and part Proprietor,

D. K. MINOR, No. 35 Wall-st. N.Y.

The New-York American is published DAILY at \$10 per annum, and SEMI-WEEKLY, at \$4 per annum, in advance, as heretofore, at No. 35 Wall street, New-York.

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Ropes, the public are referred to J. B. Jervis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County, Pennsylvania.

Palmyra, Wayne County, New-York,

1st mo. 22d, 1832.

J30 if

PATENT, RAIL-ROAD, SHIP AND BOAT SPIKES.

THE TROY IRON & NAIL FACTORY keep constantly for sale a very extensive assortment of Wrought Spikes & Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years successful operation and now almost universal use in the United States (as well as England, where the subscriber obtained a Patent,) are found superior to any ever offered in market.

RAIL-ROAD COMPANIES MAY BE SUPPLIED WITH SPIKES having countersunk heads suitable to the holes in the iron rails, to any amount and on short notice. Almost all the Rail-roads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. Y., will be punctually attended to. HENRY BURDEN, Agent.

Troy, N. Y., July, 1831.

Spiques are kept for sale, at factory prices, by I. & J. Townsend, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Brower, 225 Water street, New-York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

P.S. Rail-road Companies would do well to forward their orders as early as practical, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand for his Spikes.

J33 1am if

H. BURDEN,

A M E R I C A N



RAIL-ROAD JOURNAL.

OFFICE, 35 WALL-STREET.

NEW-YORK, MARCH 10, 1832.

VOLUME I...NO. 11.

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AMERICAN RAIL-ROAD JOURNAL.

NEW-YORK, MARCH 10, 1832.

The communication of "New York" is certainly entitled to the attention of our Legislature. It is clearly shown by him that a Rail-road could not be completed if commenced immediately, before the Canal debt will have been liquidated, and in that he is borne out by Mr. Maynard of the Senate, from whose speech we take the following extract:

Mr. M. said the Ohio Canal would be completed early in the summer, and the Canal Commissioners of that State thought it would be navigable in June, as only 31 miles of the main trunk required to be completed. From the fact that the completion of these works would open a much more extended region to the action of our canals; and also such a wide field for extensive transportation in Ohio, where there had heretofore been no such facilities, there would be a great increase of the canal fund from that source. The ensuing year there would also be received \$50,000 more than last year, for interest on the canal funds on hand; and the increase of \$1,250,000 next year, would make the receipts for interest still greater than the ensuing year. And assuming that the increase would be at that rate, the account would stand on the 1st January, 1836, as follows:

| | |
|---------------------------|-------------|
| On hand 1st January, 1832 | \$2,651,000 |
| " " 1833 surplus | 1,249,000 |
| " " 1834 do | 1,400,000 |
| " " 1835 do | 1,600,000 |
| " " 1836 do | 1,800,000 |
| Total | \$8,700,000 |

The Erie & Champlain Canal debt was about \$7,000,000; but there was another debt, for which the tolls were not pledged, of about \$1,055,000; and adding these together, there would be, by this estimate, a fund sufficient to pay the whole debt and leave a surplus of about \$645,000.

Why then burthen this enterprize of individuals with double duties? This is not the true policy of the state: it should rather aid, than obstruct, works of such magnitude: and if the state at large is unwilling to allow individuals to have the control of the work, let it be, as the Canal was, constructed by the state. Although we doubt its policy in doing so, yet we have no hesitation to say it would be better so than that the measure should be defeated, as it surely will be if the friends of the Canal load it with double tolls.

We are indebted to W. W. Drinker, Esq. for a pamphlet containing a report on the survey of a

route for the proposed Susquehanna and Delaware Rail road, from Pittston on the Susquehanna, through the centre of the Lackawannock coal formation, in Luzerne, and extending through parts of Pike and Northampton counties, Pa. to Delaware river, at the Water Gap: with an estimate of its cost, by Ephraim Beach, Esq. Civil Engineer. It also contains much other useful information upon the subject of Rail-roads and the coal region of Pennsylvania.

We have also before us a pamphlet giving a brief view of the rise, progress, present condition, and future prospects of the system of internal improvement in Pennsylvania, which cannot fail to be interesting, and we shall publish, from time to time, as we may have space, most of the contents of both.

We have intended for some time past to refer again to the South Carolina Rail-road, together with a project which has been for some time in agitation of a continuation of that road into East Tennessee, and if possible, to the junction of the Ohio with the Mississippi, in order to divert a part of the business of that country to Charleston, from whence a line of packets is to be established to Europe—but other matters have prevented. We hope however, to be able to do so in our next.

We have received the Act incorporating the Indiana Rail-road company. The road to commence at Madison on the Ohio River and pass through Indianapolis to Lafayette—we give the 20th section of the act, which is very liberal:

Sec. 20. The corporation shall commence the construction of said road at Madison, any time within three years, and from time to time construct so much thereof towards the point of destination as may be within the ability and to the interest of the company: *Provided*, that the part of said road which lies between Madison and Indianapolis shall be completed within ten years after its commencement, and that part which lies between Indianapolis and Lafayette within five years thereafter; *Provided*, that if the road should not be completed within the time aforesaid, the General Assembly may, for good cause shewn, give further time to complete the same.

We take the following extract from the Buffalo Journal of the 22d February.

"SOUTHERN RAIL-ROAD.—The New York Rail-road Journal, at its commencement manifested a most loving regard and affection for the projected Rail-road through the southern tier of counties, from Lake Erie to the Hudson. This was all very natural, for gentlemen cite have little skill in the vexatious undulations in the country. They saw by the map that this route was nearest, and so biting their thumbs at Albany, Utica, Rochester and Buf-

falo, they made all level and fair railing direct to their own doors."

The editor of that Journal is as wide of the mark when he insinuates that we have "manifested" for the southern Rail-road "a regard" or "affection," other than is warranted by the relative wants and claims of the different sections of the state, as well as the convenience of the public at large, as he is in the title of our Journal. He will find by referring to our columns, that it is as much an Ohio, a Carolina, a Virginia, or an Illinois, as it is a "New York" Rail-road Journal. He will find in its columns, as well as in its prospectus and title, as we trust he will in its future course, that it is an AMERICAN Rail-road Journal, devoted rather to the cause than to any particular enterprize.

If we have at any time spoken more favorably of the southern than the northern route, it was because we know from our own observation the great difference in the facilities for business possessed by the northern over the southern route, and how well those facilities have been improved. It matters little to us which route shall be adopted, if it only be that which will accommodate the increasing business, and most effectually develop the resources of the country;—whichever may be decided upon, will, of course, terminate in, or its benefits be felt by, this city. New-York will, therefore, be most benefitted by the adoption of that route which will accommodate the greatest amount of business, in the shortest time, at least expense; and thus far only are we interested in the location of a Rail-road from Lake Erie to the Hudson, or to New-York.—Can the Editor of the Buffalo Journal say as much? We should be very unwilling to believe that he would allow self-interest to have so great an influence, as to induce him to suspect the motives of those who entertain views different from his; and it would be uncivil in us to suspect him of an inclination to "bite his thumbs at" the whole southern tier of counties of this State,—to say nothing of the convenience of those living west of Lake Erie, who will pay tribute to the State of N. York, if she provides for them the cheapest and most direct route to market,—as such a suspicion would naturally lead us to believe that he is willing to sacrifice the interest of a large majority of the business community to accommodate those whose interests are identified with his, and who have long enjoyed all the advantages of the Erie Canal. But such, we are sure, cannot be the facts, and we therefore attribute his partiality to the northern route to his better knowledge of the country, and the conveniences of their harbor; for

living as we do at the extreme south east, and in the city of New York, where the inhabitants, according to the intimation of the intelligent editor of the Journal, have "little skill in the vexatious undulations," we can hardly be supposed to have as good a knowledge of the country as that gentleman, who lives at the extreme north west; and it was probably very natural for us, on looking at the map and observing that a direct route from the Lake, (where the ice does not obstruct the navigation so long by three to five weeks in the year) through the southern tier of counties, (where there has been no public works constructed to enable the inhabitants to get to market with the produce of their soil—no millions of money scattered by the state among its industrious inhabitants to aid in developing the resources of their country,) was nearer to market than by a circuitous route through that section of the country where the Editor of the Journal lives, and where these advantages are, and have long been enjoyed.

In looking over the list of applications for Rail-roads, that through the southern tier of counties struck us forcibly as being peculiarly entitled to the favorable consideration of our Legislature, and so we expressed ourselves, without in the least disparaging or depreciating the merits of any other Road that might be applied for; and for this offence—a mere expression of opinion—we are accused of "biting our thumbs at Albany, Utica, Rochester and Buffalo," and this was "all very natural because gentlemen cite have little skill in the vexatious undulations of the country." With regard to our "skill in the vexatious undulations of the country," we certainly do not mean to boast, although we might perhaps compare notes with that gentleman without fear of results, especially as to the state of New York; for, in addition to a residence of many years in the interior, at several different places, business has called the writer of this to almost every village in the state north and west of this city, having a post office, and to many of them several times, by which it may fairly be presumed that he knows something of the face of the country as well as the wants of its inhabitants, although he may not be as competent as that gentleman to judge of the relative merits of the two routes, as he has no interest either pecuniary or political to subserve.

Our views upon the subject of important public improvements are, that the public—that is the greatest number of inhabitants, and the greatest amount of business—should be accommodated; and not that this or that man, or place, should be benefited. And we also hold, that it is the duty of legislators to look to the interest of all, and not to a part only, of the people. We do not believe that the possession of one great thoroughfare for trade and travel, entitles its possessors also to every other public improvement which may be in contemplation. With these views, and a knowledge of the immense advantages which have for years been enjoyed, and the wealth which has resulted from them on the route of the Erie Canal, we did not apprehend that we should be accused of "biting our thumbs" at any one, in the expression of our honest convictions. However, since our motives have been questioned, we will again refer to the subject, and give more at length our views and our reasons, which we are sure will correspond with the views of a vast majority of the intelligent, candid, and unbiassed members of the business community.

[Subject to be continued.]

[FOR THE RAIL-ROAD JOURNAL.]

MR. EDITOR: I have been much gratified both with the manner and matter of your journal thus far.—When the spirit of Rail-road speculation is so universally prevalent, it is highly important that correct information should accompany it, otherwise ruinous

sacrifices may attend efforts of internal improvements prompted by the best of motives. Your Journal is calculated by the early and correct information it affords to arrest in the outset visionary and impracticable undertakings.

Locomotive carriages are as yet a new invention, and in the short period which has transpired since their introduction, important principles never before conceived of have been disclosed. Experiments no doubt will disclose others equally as important. The earliest and best information of new discoveries and improvements, so expressed that common sense may comprehend, and the results of actual experiments and careful deductions of principles from facts, cannot but be attended with incalculable benefits.

It is laid down in one of the numbers of your Journal, that the expense of transportation on a Rail-way is in direct proportion to the quantity of power applied; and also, that all ascents, whatever may be the length of the planes, will be attended with an expense of power in direct proportion to their heights; and that double the elevation in all cases, requires double the expense of power. And in one of Col. Long's tables, illustrating the comparative expense of transportation on horizontal and inclined Rail-roads, two degrees' elevation is estimated eight times as expensive as a level; and the expense attending an elevation of three degrees and ten minutes, (not an uncommon elevation on turn-pikes,) is increased twelve times; or twelve times the power is required for the purposes of transportation that is required on a level. A good deal of familiarity with the principles of locomotives is necessary to enable us to realize that it is not better to encounter so small an elevation for so short a distance, rather than wind around twelve miles to reach a point which may be reached by a single mile. Ought not abundant scope be given to our Rail-road charters, that engineers may not be precluded from choosing the best routes? Those entrusted with the framing of charters in the Legislature should look to this. It is apparent, then, that distance may not be the most important consideration in the location of a Rail-way.

For all practical purposes, the quantity of steam required, and not the number of miles, will best determine how far you are from the place of destination. It is, therefore, of prime importance to ascertain the face of the country; the elevations and depressions on every Rail-road route that may be proposed. Many of those who have interested themselves in this subject, impressed with the importance of exact topographical knowledge, have employed engineers in almost every considerable section of our country. Summaries of the results of their labors, with many of their accompanying remarks, would add to the usefulness of your Journal. Among the multitude of Rail-roads in contemplation in almost every direction, these surveys would materially lead to the best routes, and such as, without this knowledge, would not in all probability ever have been thought of. Such as on the map would appear extravagantly circuitous, still might afford planes which for every purpose of travel and transportation would be altogether the nearest and best.

Your valuable paper should contain a compressed record of all surveys made by competent engineers. The surveys made for the great State Road by order of the Legislature, contain a body of useful topographical information, obtained at great expense, but still worth all its cost.

The productiveness of the country through which a road is to pass, is another consideration that should not be lost sight of; for from its borders will be derived much of its income. This is strikingly exemplified by some of our canals that have been constructed through sections of our country which are comparatively unproductive, constructed mainly with a view of reaching the coal beds for instance. If therefore, two routes are presented, and one is two, three or four times as long as the other, it is by no means certain that it is not the preferable one—science and skill must determine the question. I mean preferable for the stockholders and the community both. But to avoid occupying too much of your valuable paper, I will close with an extract from Major Beach's report of a survey recently completed, commencing on the line of the Canajoharie and Catskill Rail-road, fifty miles from Catskill, and ex-

tending from thence, in a south easterly direction, 39 miles to the Susquehanna river. This report was printed by order of the Assembly of this State, February 8, 1832:

"The route pursues the valley of the Cobleskill and Schenectady creek through a wealthy and highly improved agricultural district, embracing several flourishing villages; the valley deep and unbroken, extending from the Schoharie creek to the Susquehanna river, a distance of 39 miles. The distance from the summit dividing the waters of Cobleskill and Schenectady creeks to the Susquehanna is about 21 miles, and the elevation to be overcome 390 feet; and from the favorable circumstance of the ground, the whole may be thrown into an averaged grade of 18 1.2 feet per mile. From the summit down the Cobleskill to the line of the Canajoharie and Catskill Rail-road is 18 miles, and the descent 858 feet, which can be thrown into an averaged grade of 47 2.3 feet per mile; but with a view of better adapting the grade to the circumstances of the ground, and the improvements of the country, it may be advisable to divide it into two grades, and upon the first six miles descend 83 feet per mile; thus overcoming 498 feet; the residue being divided upon the remaining twelve miles, would make an averaged grade of 30 feet per mile. Upon the ascending grade of 18 1.2 feet per mile, (like that from the mouth of the Schenectady creek to the summit,) a locomotive engine of four tons weight will draw a train of carriages weighing, with their loads, 35 1.2 tons; allow for weight of carriages 10 tons, and there remains for transportation of commodities 25 1.2 tons, ascending in the elevation of the greatest grade. Whereas upon a grade of 47 2.3 feet per mile, (like that in the opposite direction,) the same engine will draw 19 3.4 tons; allow as before 10 tons for weight of cars, leaves 9 3.4 tons for transportation of commodities, which is nearly 2.5 as much as the descending load, and a much greater proportion than can reasonably be anticipated for the ascending trade. Upon an ascent of 30 feet per mile, the same engine will draw 25 3.4 tons; allow 10 tons for weight of cars, leaves 15 3.4 tons for transportation, &c.; and two engines of the same capacity will propel the same load up the ascent of 83 feet per mile; the grade being calculated to meet such emergency. And as the ascending trade will probably be the most fluctuating, occasions may occur when it will be necessary to put much heavier loads upon the ascending train than the regular proportion of trade, which furnishes additional argument in favor of changing the grade on the Cobleskill division; in which case, horse power may conveniently be employed to aid their ascent up the six miles of steep grades; or extra locomotives engines may be employed upon the plan adopted at the Rain Hill and Sutton Plains, upon the Liverpool and Manchester Rail-road."

I have extracted from the report the above, drawn from experiments, showing the effect of a given power in overcoming different degrees of elevation; and also illustrating the importance of taking into consideration the course of trade in the construction of Rail-roads.

CLINTON.

[FOR THE RAIL-ROAD JOURNAL.]

MR. EDITOR.—In a former communication, which you had the goodness to publish in the 9th number of the Rail-road Journal, I pointed out some of the prominent objections to the bill reported in the Senate of New York, to incorporate the Hudson and Erie Rail-road Company. When writing that communication I did not suppose any person, however opposed to the project, would think it any object to attempt an increase of its burthens. But recent discussion in the Senate has shown there are members in that body who propose and advocate, that in addition to paying the canal the same amount of toll on all freight that may be carried on the Rail-road, it shall also be charged with the tolls that accrue on passengers. Should the bill pass with only the restrictions originally reported by the committee, it is very doubtful if the stock would be filled in such a manner as to ensure the construction of the work, and the additional imposition can be viewed by no rational man as anything short of entire defeat.—The language that has been generally and I believe uniformly held by the managers of the canal is, that the passenger, business in itself considered, has been more injury than benefit. This arises from the great

ter speed of passenger boats creating a heavy wave that acts with so much force on the face of the banks as to loosen the earth and force it to the bottom of the canal, thereby producing the double injury of reducing the proper dimensions of the towing path, and filling the bottom of the canal with its deposit, greatly to the inconvenience of the freight business. The latter evil has acquired such magnitude that boats of burthen are not able to carry more than three fourths the freight they could take with the same ease, if the section of the canal was maintained to its original dimensions. In looking over the reports of the Canal Commissioners I find they have attempted to correct the evil by the imposition of heavier tolls on passenger boats, which have had the effect in some instances to drive them from the canal. But it was found necessary to reduce the high tolls so as to permit these boats to run on the great thoroughfare of travelling, in order to afford this kind of accommodation to the public, while at the same time it was considered an unprofitable business to the canal. There is another concession made by the freighting to the passenger business in the preference it is found necessary to give passenger boats in passing locks. This is generally considered a hardship, and during the seasons of pressure is a serious inconvenience to the former. If it is now felt to be an evil, what an impediment must it be after a few years shall have doubled the amount of the present business? There can be no doubt that in reference to passengers a Rail-road would be a great benefit to the canal in point of revenue, by reducing the expense of repairs, and increasing the facilities for freighting business, from which the principal part of the tolls are received. By avoiding the inconvenience caused by the passenger boats, as noticed above in filling the bottom with sediment and interrupting their progress at the locks, the boats of burthen would be able to carry a greater freight, in less time, at less proportionate expense, and consequently will increase the importance of the canal in its general benefits to the community. It is abundantly evident that both the canal revenue and the community interested in its navigation will be benefited by substituting a Rail-road for the accommodation of its passenger business.

I had indulged the hope that at least some portion of the burthen as originally reported in the bill would have been taken off, and the community be allowed to look forward to the early completion of this important project. It appears, however, that instead of reducing the load under which the bill now staggers, the friends of the measure are called on to defend it from further impositions: a defence which will probably be of little utility, further than it will tend to awaken inquiry, and thereby produce at some future day a more correct view of the utility and importance of the work; for though they should succeed in sustaining the original bill, it is, to say the least, very doubtful whether the capital that will be required for so great a work can be obtained on the conditions it imposes. The interest of the community should be protected in every point, and nothing further granted than will just afford the capitalist an inducement to embark with the energy required for so great an enterprise; and this must be granted or the object is defeated. It may be said the stock will be taken even with the restrictions proposed; and it is admitted that it may be; but who that has observed the history of stocks of this character, does not know that to subscribe for stock is a different thing from paying instalments after a year or two, when some money has been invested and much more to be called for before any return in the shape of dividend may be expected. The stock may be subscribed to sell out on speculation, but the capital will never be paid in unless there is held out in the charter a reasonable prospect of remuneration—and for so great a work the prospect must be decided—no equivocal considerations will meet the wants of the case.

In my former communication, it clearly appears there is no danger of the Rail road interfering with the Canal debt, as that will be liquidated before the road can, to any important extent, be put in operation, and years before the entire work can be completed. In what light, then, do the people of the State of New-York stand in reference to this project? The obvious answer is, that having made a canal—which is a good thing—they are unwilling to make a Rail-road, from the apprehension that it may be a better thing to effect the same object, and will therefore supersede its usefulness, by affording the community greater advantages. While the apprehension for the canal is perfectly groundless, it may be asked, would this method of calculation ever have brought our canals into existence? Most

certainly not. The spirit that held the reins of government in those days when the canal system was matured and executed, seems to have departed: and the State of New-York, after showing to the Union with what superior strides she could march on the road of improvement, appears to have been exhausted by her efforts, and fallen into a state of apathy; while her example has stimulated her neighbors to even transcend her earlier enterprise. The State, that a few years since could put forth her own hand and conduct the noblest enterprise of the age, is now unwilling to permit her citizens to take the laboring oar and perfect what she so nobly began. I say perfect, because the canal does not fully meet the wants of the great thoroughfare on it, and near its route. In good condition, it will afford the means of as cheap, and, it is believed, cheaper transportation for low velocities, than any other; at the same time her passenger-boats cannot much, if any, exceed four miles per hour,—a rate of travelling that would not be submitted to by men of business, if they had even good turnpike roads on which to travel. The Rail-road would supply the means of conveying passengers and goods requiring expedition; and I presume no one will question the importance, to an enterprising community, of the greatest attainable facility of intercourse. In a business point of view, it is highly so; and, politically, it is not less important to extend the means of easy intercommunication among a people who hold the reins of government in their own hands.

In addition to the ordinary interest the community have in the projected improvement, as affording an increased facility in conducting their business operations, they have a deep interest in establishing, to its utmost extent, this route as the grand thoroughfare for an extensive district of country beyond the limits of the State. To show the value of this interest, we have only to look to the bold and vigorous efforts of our neighbors, who, from our example, have become thoroughly awake to the importance of securing to themselves, not only what they had lost, but even a greater portion of the Western trade than they formerly possessed. That this trade is important to our Atlantic cities, and to the district of country that has the benefit of possessing the thoroughfare through which it must pass, is self-evident.

There is no reasonable doubt the interest of the State calls for an immediate commencement of the proposed work; and in view of the loss of nearly or quite one year, which will be unavoidable, to organize for so important a work, it is greatly to be regretted that one year more must be lost before legislative authority can be obtained. But the arms of Morpheus appear to be so firmly entwined around the energies of the State, that we can hardly expect anything that will even encourage the hope that any important step will be taken the ensuing season, except it be to so call public attention to the project, as will arouse the *slumbering energies* of New-York, and bring them to act with a decision and vigor that will comport with her character in days that have gone by. Our rival neighbors may flatter themselves the day is far distant when we shall take further steps to secure the advantages which the hand of Nature has so liberally tempted us to improve; but in this they will be mistaken.—The sleep that now hangs upon her eyelids will be cast off, and, like herself, our State will again move forward in the march of improvement with her accustomed intelligence and vigor. The project under consideration is a great and highly important one, and, to give any reasonable assurance of completion, must be rightly begun. Though the present Legislature will not probably authorize the work, it can hardly be doubted the next will pass such an act of incorporation as will secure to the State the advantages of the proposed improvement.

February, 1829.

NEW-YORK.

To the Editor of the Rail-road Journal:

In your Journal of the 3d of March, containing a list of the Ohio Rail-roads, from the Steubenville paper, is given the distances on the contemplated "Pennsylvania and Ohio Rail-road" from the Ohio Canal at Massillon, (a town said to be forty miles south of Lake Erie,) to Pittsburg, and thence by Canals and Rail-road to Philadelphia; the total distance is put down at 440 miles, which may be correct, but an erroneous impression is produced by the next paragraph, which makes the distance to the city of New York from Massillon to be 700 miles, (but varying the route circuitously) by way of Cleveland, Buffalo, the Erie Canal to Albany, and thence

to New York. The error consists in laying down this assumed route to New York, without stating the fact, that a much shorter and more efficient Rail-way track between New York and Ohio is not only projected but already commenced. I allude to the Paterson Rail-road, which will doubtless be extended through New Jersey by the route recommended by your correspondent at Easton, in his letter on the 3d instant, in which he makes the distance from New York, through New Jersey, to the coal mines on the Lackawanna, to be 130 miles; from thence to Owego, on the Susquehanna river is 50 miles, and by the route of the Rail-road through the southern counties of this State, near the Pennsylvania line, and crossing the same to the Ohio Canal, at Massillon, would not exceed 260 miles—making, with the foregoing distance, 440 miles from New York to the Ohio Canal—and only two stationary engines will be required on the whole of this route, the remainder being practicable for locomotives, the whole distance, instead of being impeded by a change from Rail-way to Canal and back to Rail-way, as the Pennsylvania route will require.

The New York route has been surveyed the whole distance by Mr. Clinton, and found favorable—and it must be evidently a more advantageous route and passed with much less time than any other route that combines Canals and Rail-roads.

I have not the least doubt, therefore, that, as you say the "City of New York may hold its own," in this noble competition for the trade of the West, and that its vast natural advantages will ensure it at all times a very large proportion of the commerce of the western states, and more so from the causes that you assign in remarks on the Pennsylvania and Ohio road in your last paper.

It remains for the State of New York, and its merchants, and capitalists, and the agricultural interest, to be on the alert in these stirring times and to lose nothing by supineness or neglect.

March 5th, 1832.

C.

In our last, we gave a list of Rail-road companies incorporated by the Legislature of Ohio, at their late session; and we now give, as far as we have been able to trace on the map, the routes which the roads are to pursue.

The Richmond, Easton, and Miami Rail-road is, we believe, to commence at Dayton at the head of the Miami Canal, and pass through Eaton, in Preble County, to Richmond, in Indiana.

The Mad River Rail-road is to commence at, or near Sandusky, on the Lake, and pass through Findley, Hardin, Bellefontaine, Urbana, and Springfield, to Dayton; there to connect with the Miami Canal, to Cincinnati. This road will pass through some of the best parts of the state, and will doubtless add greatly to its prosperity.

The Erie and Ohio Rail-road will pass from the Lake, at Ashtabula, or Fairport, through Warren, to Wellsville, on the Ohio River, a distance of about ninety miles, and perhaps the shortest route by which the two can be connected.

The Pennsylvania and Ohio Rail-road is designed to open an easy communication from the Ohio Canal at Massillon with Pittsburg, passing through the Valley of the Little Beaver River to the Ohio; by which it is hoped to divert to Philadelphia much of the trade which would otherwise go to New-York.

The Chillicothe and Lebanon Rail-road will open a communication from Chillicothe through Hillsborough, Wilmington, and Lebanon, probably to the Miami Canal.

The Cincinnati, Harrison, and Indianapolis Rail-road will open an easy communication from Cincinnati through Harrison and Brookville, in Indiana, to the seat of government in that state, there to connect with the Madison, Indianapolis and Lafayette Rail-road, recently incorporated by the Legislature of Indiana.

The Franklin, Springborough and Wilmington Rail-road is nearly a parallel road to the Chillicothe and Lebanon Rail-road; which we should suppose would be made to intersect at Lebanon, and thereby

ensure the construction of one good one, rather than defeat the whole.

The Milan and Newark Rail-road is designed to open a direct communication from the Ohio Canal at Newark, in Licking county, with Lake Erie, passing through Knox, Richmond and Huron counties—probably to the mouth of Huron river. This road will pass through a beautiful section of country, and will run nearly parallel to and not far from the Milan and Columbus Rail-road, as we infer from the title—from which indeed we have traced the course of most of these roads, not having received the different acts by which they are chartered.

The last mentioned road from Columbus to Milan, and the Columbus, Delaware, Marion and Sandusky Rail-road, will pass through that section of country included between the Rail-road from Newark to Lake Erie and the Mad river Rail-road, passing through Urbana, in Champaign county to Sandusky; which can in no place exceed seventy miles in breadth.

There were several other charters granted for Rail-roads, but they are of less importance.

It is much to be regretted that so many projects should be seriously agitated. Rail-roads, like all other public works of magnitude, require large investments of capital, which, in this country, can not be obtained unless there is a prospect of realizing a fair interest upon the investment. This may be anticipated from the more important routes, but certainly not from all which are enumerated in the above list, and to abandon two or three, after the expenditure of a part of the estimated cost, will do more injury to this system of internal improvement than the delay, for a time, of three fourths of the number applied for.

[From a brief view of the origin, progress, present condition and future prospects of the system of internal improvement in Pennsylvania—by Mathew Carey.]

INTERNAL IMPROVEMENTS.

"The time will come, when Canals shall pass through every vale—wind round every hill—and bind the whole country in one bond of social intercourse."—[Fulton's Letter to Governor Mifflin.]

NO. 1.

Attempts are being made in some of the country papers to depreciate our state system of internal improvement, and to bring it into disfavor with the public, on account of the large sums expended, the heavy debt incurred, and the taxes lately imposed to complete it. The same means are used to disparage those citizens who took an active part in promoting and insuring its success. Death, which has deprived us of Dr. Lehman, the unwearied and successful advocate of the system,—one of the most faithful representatives ever sent by Philadelphia to the legislature—has not sheltered him from pointed censure.

It is due to this great cause, and to its advocates and supporters to place it fairly before the public, on the ground of its intrinsic merits, without exaggeration or undue coloring, (which its defenders may scorn, relying on plain, undeniable facts,) in order to enable our citizens to appreciate it correctly, and to decide on the justice and propriety of the attacks to which it has been exposed;—how far the expense has been justified;—and how far its ultimate advantages are likely to compensate for that expense.

In pursuance of these objects, I shall present a brief view of its rise and progress—its present situation—and its future prospects. The last are to be deduced from the results of similar undertakings, principally of the Erie and Hudson canal.

This is an investigation in which the great mass of our citizens are deeply interested. Should I be able to make it appear, that there is that high degree of probability, amounting as nearly to certainty as the nature of the case will admit, that the sanguine expectations of its advocates will be realized, every person interested in the prosperity of the state bought, so far as may be in his power, to support it to its final completion, and discountenance all attempts to arrest its career, or impair the public confidence in the undertaking.

The advantages to be derived from opening a navigable communication between the Delaware and the Schuylkill, the Schuylkill and the Susquehanna, and the Delaware and the Chesapeake,

early attracted the attention of enlightened men in the colony of Pennsylvania. The American Philosophical Society in 1769 and 1770, appointed committees to explore and survey the country between the Delaware and the Chesapeake—and the Legislature ordered similar explorations some time later, of the country between the Delaware and the Susquehanna, with a view to opening an artificial communication between. But the formidable nature of these great undertakings—their novelty in this country—and, still more, the intervention of the revolutionary war, prevented the adoption at that period, of any effectual measures for the attainment of those inestimable improvements.

At length, in the year 1790, a number of public spirited citizens, among whom Robert Morris, (the financier of the United States, to whom the nation was so largely indebted for procuring the ways and means in "times that tried men's souls.") David Ritzenhouse, Samuel Meredith, Walter Stewart, Benjamin R. Morgan, William Bingham, Rev. Dr. Smith, John Nicholson, Robert Hare, Levi Hollingsworth, Jonathan Bayard Smith, Jeremiah Parker, and Jas. C. Fisher, took the lead, entered with zeal on the business of internal improvement; and in 1791, procured charters for two companies, one to construct a canal from the Delaware to the Schuylkill, and the other to construct one from the latter river to the Susquehanna.

Considerable difficulty and delay occurred in procuring acts of incorporation for the Chesapeake and Delaware Canal company, as they depended on three states, between which some jealousies existed on the subject. But at length Maryland passed an act for the purpose, December 13th, 1799; Delaware, January 28th, 1801; and Pennsylvania, February 19th, same year.

Philadelphia, May 20th, 1831.

NO. 2.

These magnificent projects, worthy of the influential citizens by whom they were conceived and advocated, and of the powerful state by which they were to be carried into operation, were defeated partly by the want of public spirit among our capitalists, but chiefly by the vile spirit of speculation, one of the greatest curses that can befall a nation. They were ushered to the public subsequently to the organization of the Federal Government, not long after the enormous speculations that had taken place in the public securities; in the stock of the Bank of the United States; and in the public lands belonging to several of the States and to the United States. By the two first, princely fortunes were realized by most of those who had engaged in them; and by the last, equally large fortunes were anticipated. It was absurdly believed, that canal stock would rise in the same manner as the other stocks had done, and that of course it would afford an opportunity of making money. Hence there was as great a struggle for an opportunity to subscribe, as we have recently witnessed in the case of Rail-road stock. In consequence, a large portion of the shares were subscribed for by persons who not only never contemplated, but were wholly unable, to pay up the remaining instalments. Their object was to sell out immediately, at whatever advance might take place. But they were grievously disappointed. There were no purchasers; so that, far from making money, they forfeited their first instalments. Attempts were made to enforce the payment of the remaining instalments, from those who were able to pay. Partial success attended this proceeding. But it was at length abandoned, and the project of internal improvement was defeated, so far as regarded the communication between the Delaware and the Schuylkill, and between the latter and the Susquehanna.

These Companies were kept alive by Charles Paleski, by convening meetings of the members, and having officers and managers appointed, until the year 1821, when, by an Act of the legislature, they were united under the title of the Union Canal Company, which lingered in a state of comparative inactivity for some years; but at length, after encountering various difficulties and discouragements, the Union Canal was completed, and a communication opened in May, 1827, between Reading and Middletown, distance 71 miles.

To the stock of the Chesapeake and Delaware Canal, there were about 358,000 dollars subscribed, of which only 103,000 dollars were paid in. This was chiefly expended on a feeder, about five miles long, of which no use has ever been made. Some difficulty was experienced in the collection of the remaining instalments, in consequence, I believe, of imperfections in the acts of incorporation; and hence this important object was abandoned, after two or three years, and lay entirely dormant for nearly 20 years.*

At length, the noble example set by the state of New York, in the Erie and Hudson Canal, aroused the energies of our citizens, which had been so long, as far as regarded canals, entirely torpid. Zealous efforts were successfully made to revive the Chesapeake and Delaware Canal Company. Liberal subscriptions were raised among our citizens in the course of a few weeks, and in the year 1822, to the amount of 425,000 dollars. The state of Pennsylvania subscribed 100,000 dollars, (a bonus of the Philadelphia Bank for a renewal of its charter)—the state of Maryland, 58,000 dollars—the state of Delaware, 25,000—and the United States 300,000 dollars.† Operations were in consequence begun, under the acts of incorporation which, as I have stated, had been procured from the states of Pennsylvania, Maryland, and Delaware, through which the canal was to run. The first spade was put into the earth on the 15th of April, 1824, and the magnificent work was completed on the 17th of October, 1829. The expense was 2,201,864 dollars; or about 158,000 dollars a mile.‡ It is 14 miles long—60 feet wide at the top—45 at the bottom—10 feet deep; is calculated for sloop navigation; and passes the craft that ply in the Chesapeake Bay, and in the Delaware River. It has been so faithfully constructed, that the navigation has not been suspended a single day by the necessity of making repairs. Since June 4, 1830, 5251 vessels, of various sizes, have passed through.

The spirit of internal improvement spread gradually, and in the fall of 1824, a society for the promotion of that object was formed in the city of Philadelphia, by about fifty citizens, who subscribed one hundred dollars each, and received donations of some hundreds of dollars from coal companies and liberal individuals. They employed Mr. Strickland to visit Europe, to investigate the subject of Rail-roads and Canals, and to procure the best information respecting both modes of transportation, in order that we might avail ourselves of the experience and improvements of foreign nations. Mr. Strickland performed his tour of duty with fidelity, and sent and brought over a great mass of most important information on both the objects to which his attention had been directed.

Philad. May 22d, 1831.

HAMILTON.

* Joshua Gilpin, Esq. one of the early and principal advocates of this project, who devoted a large portion of his time and attention to it, and incurred great expense in its promotion, deserves great credit for preventing the extinction of the charters, by calling annual meetings *pro forma*, and renewing the board of managers during the whole of this period.

† The United States subsequently subscribed 150,000 dollars additional.

‡ "The original estimate of the board of engineers, was 1,354,364 dollars, and the actual cost 2,201,864 dollars, making an increased expense of 64 per cent., which," say the directors, "probably falls within the average of what works of this kind have exceeded the estimate. A considerable portion of this excess," they add, "was caused by the enlargement and depth of the canal; by the increased size and strength of the embankments and stone walls; by the more substantial and perfect construction of the summit bridge; and by the increased dimensions and improvement of many very important portions of the work. To these may be added the expenses and losses occasioned by an injunction of the chancery of Delaware, and the cost of securing additional supplies of water on the summit, by the purchase of two water powers.—[Report of 1830.]

Liverpool and Manchester Rail-way.—It appears from the following statement, taken from the report just printed and circulated amongst the proprietors of the Liverpool and Manchester Rail-way, that the trade and revenue are increasing very rapidly:

| Tons of Goods. | |
|--|-------------|
| During the half year ending 30th of June last, there were conveyed between Manchester and Liverpool, | 35,865 |
| During the half year ending 31st December last, sent | 50,234 |
| Increase, | 14,369 tons |
| Goods for Bolton and other parts of the road during the half year ending the 30th June, | 6,827 |
| Ditto ditto for the half year ending 31st December, | 12,997 |
| Increase, | 6,170 tons |

Coals to Liverpool for the half year ending 30th June, 2,889
Ditto for ditto ending 31st December, 8,197

Increase, 5,308 tons
Being an increase of 25,847 tons, or 50 per cent. upon the last, as compared with the preceding half year.

As respects passengers, an opinion was pretty generally entertained, that, as soon as the novelty of steam conveyance had ceased, the number of passengers would fall off. The report just circulated shows a very different result.

Passengers entered in the company's books during the half year ending 30th June 188,726
Ditto ditto ending 31st December last being 256,321

Increase, 67,595
Being upwards of 33 per cent. increase for the last six months beyond the first six months of the year, and upwards of 135 per cent. increase on the travellers between the two towns during the corresponding months previously to opening the Rail-way.

As respects the revenue, this has increased, of course, very considerably.

| | £ | s. | d. |
|--|--------|----|----|
| The revenue from coaches for half year ending 30th June, | 43,600 | 7 | 5 |
| Ditto ditto for half year ending 31st December last, | 58,229 | 5 | 0 |

| | £ | s. | d. |
|--|--------|----|----|
| Increase, | 14,628 | 17 | 7 |
| The revenue for merchandize for half year ending 30th June was | 21,875 | 0 | 1 |
| Ditto ditto for last half year, | 31,085 | 18 | 4 |

| | £ | s. | d. |
|--|-------|----|----|
| Increase, | 9,210 | 18 | 3 |
| The revenue from coal for half year ending 30th June was | 218 | 6 | 0 |
| Ditto ditto for last half year, | 692 | 10 | 7 |

| | £ | s. | d. |
|---|--------|----|----|
| Increase, | 474 | 4 | 7 |
| Making a total increase upon the last half year, as compared with the preceding, of | 24,314 | 0 | 5 |

[From the Baltimore American of March 3.]

We observe that some of the New-York papers continue to resist the introduction of the Haerlem Rail-road into the city. The American remarks that it is not convinced by the alleged example of Baltimore, partly on the ground that we have more main avenues than New-York, and partly that there has not yet been sufficient time to test the inconveniences. As to the first, Pratt-street, we would remark, through which the Rail-road has been carried, is, next to Baltimore-street, the most crowded thoroughfare in our city, and the only one, in fact, except that street, from east to west. Its importance as such is so great, that very strenuous efforts were made for many years to carry it through certain obstructions, and docks were filled up, and buildings levelled, in order to make it a continuous street. Notwithstanding its importance as a thoroughfare, which the expense of making it such demonstrates, it has been selected as the route of the Rail-road, through the most busy part of the city to the open space called the City Block, and—so far as we can see—without any embarrassment or inconvenience whatever. On the contrary, the value of property on the street has been greatly increased, and the latter is a greater thoroughfare than ever. From the main line of Rail-way, shorter ones are constantly constructing by individual proprietors into the cross streets and lanes, for their immediate accommodation. Of course, horse-power alone is used in that part of the road traversing the city. The Rail-way is crossed by all vehicles, every moment; and the cars themselves can be immediately brought up by a break.

By the way, so far are we from abounding in main avenues, as is supposed, that it is much to be desired that we had one more east and west thoroughfare south of Baltimore-street, and one or two more immediately north of it. The peculiar location of the city makes this particularly necessary even now, and it will ere long become much more so. A trifling expense would give this character to Lombard-street, already most advantageously opened for a certain distance: and if Fayette or Lexington street were extended eastwardly to Jones's Falls, their utility would be as much increased as their beauty.

A locomotive steam engine which has been for some time past constructing under the direction of Mr. Minus Ward, at the shop of Messrs. Maygar and Washington, was conveyed to the Rail-road yesterday evening. It has a double engine and boilers,

and promises to be very effective. We hope to be able to give a good account of its performances in a few days.—[*ib.*]

Rail-road in London.—Extensive surveys are being made between Southwark and Greenwich, preparatory to the formation of a Rail-road from the south side of London-bridge to the parish of St. Alphege, Greenwich, and to which is intended to be added numerous branch tram roads, with warehouses, wharfs and premises, for the most speedy transit of goods and passengers. The tolls are to be regulated by an Act of Parliament, and a Bill to carry the measure into effect will be submitted to the Legislature in the course of the next Session.—[London paper.]

Transportation on the Baltimore and Ohio Railroad, Monday 27th February.

Arrived, seven coaches and 55 cars and wagons, containing—

| | |
|---------|-------------|
| Flour | 744 barrels |
| Whiskey | 19 barrels |
| Granite | 27 tons |
| Wood | 28 tons |

Departed, nine coaches and 55 cars and wagons, with merchandize, groceries, lumber, plaster, coal, &c. Passengers arrived, 47—departed, 54.

Rail-road Transportations to Baltimore to Thursday Evening the 1st inst.

| | Pas. | Bbls. flour. | Tons. Cwt. | Qr. | lb. |
|-----------------|------|--------------|------------|-----|-----|
| Feb. 25, 25 1.2 | 650 | 10 | | | |
| 26, 23 | 500 | | | | |
| 27, 26 1.2 | 570 | | | | |
| 28, 25 | 750 | | | | |
| 29, 38 | 626 | | | | |
| March 1, 54 1.2 | 825 | | | | |

Total number of bbls. of flour transported up to 1st March inst. 32,670.

Miscellaneous.—361.2 tons of pig iron, 400 bushels of shorts, 75 bags of corn, 4 bundles and 1 box of leather, 11 barrels of tallow, with a variety of articles of small bulk.

[From the Burlington Free Press of March 2.]

PORT KENT AND AUSABLE RAIL-ROAD.—We are gratified to learn that a charter has been granted by the Legislature of New York for the construction of a Rail-road from Port Kent to the Ausable Forks. The track of this road through the valley of the Great Ausable River, embraces the entire transportation of the extensive Iron and Lumber establishments of that rapidly improving region of country. We are informed that the result of the researches of the committee appointed to investigate and present the merits of the application to the Legislature, among other facts ascertained the amount of transportation on the route of this road was near twenty thousand tons in 1831. We doubt not the stock will be sought for with avidity.—When we consider the effect that must be produced by bringing the immense forests of pine of the interior, (now too remote from water navigation,) within 5 miles of the termination of this road the exhaustless mines of iron ore of the purest quality; to which the branches are to be erected; the numerous water privileges surrounded by dense forests of hard wood, which will be brought into immediate requisition, that numerous new manufacturing establishments are in progress and many others in contemplation—and that twenty eight additional forge fires are already contracted to be erected the ensuing season; we must be convinced that no investment promises fairer returns. The act of incorporation is represented as being very liberal in its character, leaving the control of the Rail-road exclusively to the management of the Directors, without any material restrictions.

The following gentlemen were appointed commissioners: Richard Keese, of Keeseville, Charles M. Watson, of Port Kent, P. Honé, T. Selus and E. Curtis, of New York.

[From the Newburgh Gazette.]

The publisher of the Rail-road Journal proposes issuing a newspaper suitable for the use of Schools. Having seen the common newspapers of the day profitably introduced into schools, we do not hesitate in giving our opinion decidedly in favor of the project, and this opinion is forced not only from our own observation, but from many conversations on the subject, with gentlemen of superior literary attainments and of high standing as teachers. The only objection that we have ever heard urged against the use of newspapers in schools is the danger of diverting the mind from those objects which require very close attention. This objection is found not to exist in practice. Newspaper reading combining amusement with valuable instruction, has a tendency to relieve the mind and enable it to apply itself more actively and intensely to the

deeper studies. One great advantage will be derived which should never be overlooked. The members of our schools are destined shortly to supply the places of their fathers, and the cares of business and of government are soon to devolve on them. How great then the advantage, how absolute the necessity of storing their minds not only with the history of ancient times, but with that of the present age; with the condition and resources of our country and with the political movements of our own and foreign nations. It is a common complaint that students when they leave our universities and schools though their minds may be enriched with book learning, are often destitute of that knowledge of the world on which a man's usefulness very much depends.

And this kind of every day information can be gained in no other way than one similar to that proposed. The passing events of this year, especially those of a political nature will most of them be only recorded in the newspapers of the day, and it requires but a little time to possess ourselves of the facts as they transpire; but who would undertake to go back five or seven years and trace the political revolutions that have taken place during that time? It would be a Herculean task. But it would be necessary in many situations in which our youth may hereafter be placed.

The following weight of several of the officers of the Army of the Revolution, is taken from an original manuscript in the hand-writing of the late General Swift. They were weighed at West point, August 19, 1783 as stated in the manuscript.

Gen. Washington, 209; Col. Michael Jackson, 252; Gen. Lincoln, 224; Col. Henry Jackson, 238; Gen. Knox, 280; Lt. Col. Huntington, 212; Gen. Huntington, 182; Lt. Col. Cobb, 182; Gen. Grant, 166; Lt. Col. Humphrey, 221; Gen. H. Swift, 219.—[Litchfield Enquirer, March 1.]

The North River is open to Peekskill, 40 miles, above this city. Last year the river was open to Albany on the 15th of March; in 1830, March 14th; 1828, April 2d; 1827, February 6th; 1826, March 23d; 1825, March 5th; 1824, March 6th; 1823, March 3d; 1822, March, 25th; 1821, March 15th; 1820, same date; 1819, March 25th; 1818, April 3d; 1817, March 25th; 1816, April 3d. It last closed on the 1st of November, and has been already closed three months wanting five days, which is more than the average of the last 16 years. In 1827 it was closed only one month; in 1816, four months and one day.—[Journal of Commerce.]

[FOR THE NEW-YORK AMERICAN.]

WHY LADIES OUGHT NOT TO WALTZ!

It is said that a retired beau is about publishing a treatise under this title, divided into ten heads, as follow: (Let him be *Morganized*, and his work suppressed by burning:)

Because the delicacy thereof is not un-questionable.

Because many men who waltz declare that they should not be willing to see their wives or sisters do so.

Because ladies who waltz, often ask,—“Do you think there is any harm in waltzing?”

Because, after a few ‘turns,’ the lady waltzing breathes hard, her face and neck are flushed, and her handkerchief crosses her forehead—all which is sadly unbecoming.

Because the exposé made in waltzing is like that of the French opera dancers.

Because the like propinquity in any other case would be held outrageous; and though this is called ‘waltzing,’ “a rose by any other name,” &c.

Because it dulls that quick sense of shrinking delicacy, without which women cannot be charming.

Because the relative attitude of the parties gives to the optical “angle of incidence” unwonted license.

Because the loveliest woman in town (***** does not waltz; and all who would be doomed lovely should aim to be like her.

Because it is not half so graceful as a

COTILLION.

We have heard an experienced beau say of waltzing, and it may be added, as another head, “because it is not polite.”—[Ed. N. Y. Am.]

NEW-YORK AMERICAN.

MARCH 3, 5, 6, 7, 8, 9—1832.

LITERARY NOTICES.

LIBRARY OF RELIGIOUS KNOWLEDGE, Vol. IV; Jonathan Leavitt, New York.—The first three volumes of this series were composed of the Journal of Messrs. Tyerman and Bennett, of which we have heretofore spoken in terms of approbation, as calculated to interest and instruct the general reader, while it advanced the special ends of this meritorious undertaking, the dissemination of religious knowledge. The work chosen to constitute the fourth volume is one of old celebrity, but of ever present interest—the *Harmony of the Divine Attributes in the contrivance and accomplishment of man's redemption*, by WILLIAM BATES, D. D. Dr. Bates was an eminent dissenting minister, born in 1625, and who, though tempted by large offers from Charles II. of ecclesiastical preferment, on condition of conforming to the established church, withstood the temptation, and was afterwards one of the deputation from the dissenters who presented addresses to King William, on his accession to the throne. He died in 1699. He is represented by Baxter as "a learned, judicious and moderate divine;" and by another of his biographers as "remarkable for a peculiar spirit of moderation and zeal for union among christians." It is conclusive as to the truth of these characteristics, that he was the fast friend of Archbishop Tillotson until the death of that eminent prelate. The work before us is introduced, in a preliminary essay, by A. Alexander, D. D., of Princeton, N. J.; who speaks of it with unmingled commendation. It is no slight recommendation of it, that it excludes the controversial spirit, and addresses itself equally to all who hold the doctrine of redemption. The edition now given to the American public, is from one recently published in London, and the style of its execution is very neat and creditable.

PLAN OF THE FOUNDER OF CHRISTIANITY, by F. V. REINHARD, S. T. D., Court Preacher at Dresden: translated from the fifth German edition, by Oliver A. Taylor, of the Theological Seminary, Andover. 1 vol. pp. 360: New-York, G. & C. & H. Carvill.—We have here another able contribution to the cause of the Christian religion, differing, however, materially in its design, from that, above noticed, of Dr. Bates. His work embraces the whole scheme of the Divine mission of the Saviour: that of the German professor and preacher was, in its origin, controversial, and meant to vindicate only certain portions of that scheme. The one is a general treatise, the other is confined to certain specific objects. These appear to us most fully accomplished. The author who was Professor of Theology at Wittenberg, was roused to this essay, by a paper in "the Wolfenbuttel Fragments," published in 1778, of which the aim was to establish, that the intention of Jesus was, to found an earthly kingdom among the Jews; that he was a deceiver; and assumed the cloak of religion, in order to promote more readily his plans for acquiring temporal power, and hence that he had no claim to be considered as a teacher, sent from God. Reinhard met this attack by this exposition of the plan of the Founder of Christianity, in which he maintains, that from the vastness and universality of the idea "of founding a kingdom of God upon earth which should embrace all ages and countries, and be the means of effecting the salvation of the world," an idea never before conceived, and as distinct from all others in the manner of its execution, as in its character, its divine origin and ends are plainly to be inferred, and that the plan of a temporal kingdom is wholly at variance with it. The learning, the logic, and the ingenuity, with which this argument is maintained, belong, we had almost said only, to the German school; but they will be relish-

ed by the disciples of all schools. It is difficult from such a work to make satisfactory extracts; still we annex one that seemed susceptible of being more easily detached than others. It is taken from that part of the volume, where the plans for the amelioration of the condition of their species, by the wisest and best of the ancients are passed in Review, and are shown to differ in this striking particular from that of the Gospel, that they were all limited to a particular people or nation; whereas, that of Christ is of universal comprehensiveness.

But though philosophy before Socrates, with the exception of what has been said of the Pythagorean institution, exerted but little beneficial influence upon the human race, yet, under the guidance of this excellent man, she became in a measure the benefactress of society; she began to leave the heavens, where she had hitherto lived in pursuit of empty dreams, and, entering the habitations of men, to fill them with light and happiness. It would be superfluous for me to speak particularly of the merits of this man in this respect, or describe the wise, disinterested, and unwearied activity, with which he endeavored both to teach his countrymen and set them a virtuous example, while he devoted all his powers to the public good. Ancient and modern writers have done him justice as the most venerable of all the Grecian sages, and said so much that is good and excellent respecting his religious views, his virtue and active philanthropy, as to render it needless for me to attempt the justification of my opinion in detail, when I say, that I consider him as having accomplished more towards enlightening and improving mankind than all the philosophers of Greece.—Not only did he effect much in his native country, directly, but he was also at the head of a school, from which went forth wise men, who from him had learned, at least to approach nearer to human life in their investigations, than had hitherto been done;—who had begun to contemplate man more closely, and select him, with his condition, faults, faculties, and relations, as the object of their inquiries; and, finally, to consider it as the business of philosophy, if she would be of any real utility, to employ herself chiefly in those important matters that relate to morality and happiness.

Even this excellent man, however, influenced as he ever was by an unwearied zeal in doing good, and deterred neither by a weight or poverty nor the derision of the ignorant, by the hatred of his nation nor the poisoned chalice, from laboring with all his powers for the good of his fellow-citizens;—even this man, notwithstanding the extraordinary talents with which he was gifted, and the warmth of his heart in the cause of human happiness, confined his benevolent views entirely to the narrow limits of his own native country. His plan, agreeably to his own confessions, was, to mortify the false wisdom which had led so many of the Sophists astray, puffed up the youth of his native city, and proved prejudicial to the state itself, and make it the object of ridicule and public contempt; while, on the other hand, he showed the Athenians, both by precept and example, that true wisdom enlightens the understanding with clear notions, warms the heart in the cause of virtue and disinterested philanthropy, and diffuses tranquillity and joy throughout the soul. His zeal in promoting the cause of wisdom, and procuring followers and friends for her, among his countrymen, amounting almost to enthusiasm, produced in him a firm conviction, that he had been destined by the Deity himself, to be the teacher of the Athenians, and hence, however opposed, was called upon to labor and suffer with unshinking boldness in behalf of virtue and truth, and, in his excellent language, to obey God rather than the judges whose chief anxiety was to prohibit his instructions. How unweariedly he acted, for a long series of years, under the influence of this conviction, and how many obstacles he was enabled to overcome by his extraordinary courage and incredible perseverance, we are informed in the history of his life. Possessing, therefore, as Socrates appears to have done, those qualities of intellect and heart, which are indispensable to the formation of a philanthropical plan of universal extent, in him, if in any man of antiquity, we should expect to meet with such a plan; and yet, not even Socrates ever thought of any thing of the kind. On the other hand, he was satisfied with rendering himself useful as far as in his power to his own native country and to the strangers that resorted to Athens for the purpose of hearing him. He, therefore, whom many writers have pronounced the greatest of men, was far inferior to the founder of Christianity; for the latter was not only to his native coun-

try what Socrates sought to be to his Athens, but he also devised a plan, by means of which he taught a much purer wisdom than Socrates, and intended to make all the nations of the earth acquainted with virtue of a far more active character than that which he recommended.

FAMILIAR CONVERSATIONS, EXPLANATORY OF THE NEW TESTAMENT: J. K. Porter, New-York.—This little book of 118 pages, of open and very legible print, has for its object "to place a considerable stock of useful information respecting the New Testament in a very small compass," by furnishing such connected knowledge of "the scope and design of its different component parts," as, generally speaking, is only to be gathered from large, expensive, and therefore mostly inaccessible, works on the Bible. The colloquial style is adopted as simplest, and most readily understood; and we are sure this little book is calculated to do good.

AN INTRODUCTION TO THE NATURAL SYSTEM OF BOTANY, &c. &c. By JOHN LINDLEY, F. R. S., &c. First American edition, with an Appendix by John Torrey, M. D.; 1 vol. 8vo. 400 pp.; N. Y., G. & C. & H. Carvill.—Knowledge, as we had occasion the other day in speaking of a humble but useful contribution to learning to remark, knowledge is progressive; and we have rarely seen this fact more strikingly illustrated than in the volume before us, which develops a system in Botany superseding entirely that—so famous, and which has been unquestionably so advantageous to the science—of Linnæus. Mr. Lindley is the Professor of Botany in the University of London, and the work now given to the world has for its basis the lectures delivered by him in that capacity. Dr. Torrey's part in the American edition consists in its careful preparation for the press; in references to some works published since Mr. Lindley's; in prefixing to it a valuable treatise by the same author, entitled "*An Outline of the First Principles of Botany*;" which is, in some sense, an epitome of the whole work; and, what is most important to American students, in an appendix consisting of "a catalogue of North American genera of plants, arranged according to the order in the text." We have said the system developed in this book supersedes that of Linnæus. The Swedish philosopher established his classes or orders upon variations in the sexual organs of plants. Those of the natural system are derived from differences of internal structure, as revealed by the microscope. It is, in short, the result of profound study and observation of vegetable comparative anatomy, and, as it seems to our un instructed view, manifestly excels the Linnæan system in clearness, simplicity and certainty. According to the Natural system the whole vegetable kingdom is divided into two grand classes, which, from the uniform varieties in the internal structure of the objects included within each, are called *Cellular* and *Vascular*. But as these variations can only be detected by minute examination and dissection, it is clear that unless denoted by some outward characteristic, which, besides being equally uniform, should be obvious to ordinary observation, this new classification would be of little practical value. Accordingly we find, that this variation is denoted by the "two most obvious peculiarities in the vegetable kingdom," viz. vegetables bearing flowers are from their structure *Vascular*; and all which have no flowers are, for the same cause, *Cellular*. This will suffice to give a general idea of the basis of the new system, set forth, as it seems to us, with great accuracy and extent, in the volume before us; and which, therefore, we commend, as indispensable to students of Botany, who would keep up with the progress of the science.

TWO LECTURES ON POLITICAL ECONOMY, delivered at Clinton Hall before the Mercantile Library Association, by WILLIAM BEACH LAWRENCE; pp. 72: N.

York, G. & C. & H. Carvill.—It is honorable to the Merchants' Clerks of this city, that during the past winter they were enabled to enlist much ability and many well known names, in a series of lectures on different subjects addressed to their body, and not at any time, as we have been assured, addressed to small or inattentive audiences. It is creditable, too, to the gentlemen who thus voluntarily devoted their time and talents to the cause of good letters. The lectures before us were a part of the series spoken of, and cannot fail of exercising a salutary influence upon the formation of sound opinions as to a science so intimately connected as political economy is with commercial pursuits. Necessarily restricted in time and subjects, Mr. Lawrence devoted his first lecture to a sketch of the objects and history of Political Economy; and his second to an exposition of the theory of *Ricardo*. The style of both lectures is polished, easy, and, what is so especially essential in such discussions, precise; expressing distinctly what is as clearly conceived. The general principles of commercial freedom, so applicable to our peculiar situation and institutions, are ably enforced, and happily illustrated; and the importance of that study is insisted on which teaches "that the same rules which regulate the economy of families may be extended to the management of states;" that "the result which every individual aims at for himself, political economy aims at procuring for a whole family;" and which, in demonstrating "that the prosperity of one country is closely linked with that of all others, would put an end to the ordinary causes of war, and by appealing to their self-interest, establish, in relation to nations, what Christianity inculcates with respect to individuals."

THE PIANO-FORTE MADE EASY, AND THE ART OF FIN-
GERING EXPLAINED, &c. &c.; by J. Jousse: first American from the eleventh London edition: N. York, E. Riley.—This is an extremely well executed edition of an elementary work of musical instruction that has great vogue in England, and will be welcome here.

A TREATISE ON CHOLERA MORBUS; by F. G. BOISSEAU; translated from the French by G. S. BEDFORD, M. D.: N. York, Collins & Co.—This is a timely publication, which we venture to say will be read extensively in and out of the profession. The translation bears evident marks of the haste with which it has been made, it being only about three weeks since the original was received in this country; but is nevertheless sufficiently intelligible and accurate. Dr. Bedford says we in this country can on "no grounds save those of arrogance and presumption reasonably expect to escape this disease." It is very possibly so; yet the treatise he publishes arrives most unhesitatingly at the conclusion that the Cholera is *not contagious*, and only admits by possibility its transmission by vessels or merchandize. Dr. Boisseau was the reporter of the Committee appointed by the Academy of Medicine of Paris, to aid in forming the regulations, which the Minister of Commerce thought requisite for the security of France. He appears to have examined the history and progress of the Cholera with minute attention and without any preconceived theoretical bias; he presents impartially the cases as they have occurred, with the deductions from them of both parties; and his conclusions are as above stated.

STORIES OF COMMON LIFE; Boston, Carter & Hendee; N. York, Pondleton & Hill.—A charming little book for young children; and if older ones can read the story of *Rose and her Lamb* without emotion, they have become callous before their time.

MEMOIRS OF THE EMPRESS JOSEPHINE; by Jno. S. Meece, LL. D.: vol. XXVIII., Harpers' Family Library.—Well arranged from good materials, this is a very entertaining book, and contains much information regarding the times of the subject of it within a

small compass. Boccaccio, who published a long Latin treatise entitled "Of illustrious Women," like the devotees of chivalry, classed together "God and the Ladies," and thanked them for their mutual assistance in defending him against his enemies. Napoleon—if it be not profane to apply so singular a phrase even when originally seriously made use of—Napoleon, under Heaven, was mainly indebted to Josephine for the advancement of his fortunes; if not by the overthrow of his enemies, at least by the acquisition of those friends whose countenance nerved his reach at power and secured to him its easy attainment; and when seated on a throne occupied by the storms of jarring factions, it was her winning address that conciliated the turbulent spirits immediately around it, and imparted elegance and dignity to a court composed of the most unpromising materials. This alone would be sufficient to entitle the character of Josephine to the notice of the historian; but there is also enough in her connection with the times in which she lived to give her a strong claim on his pen, as there is in the richly varied charms of her own personal character upon that of the biographer. Many of the anecdotes here told are no longer new, but many again have at least the charm of novelty to recommend them, while all of the former bear repeating. From the time when the fair Creole first set foot in France until the Empress terminated her eventful career at Malmaison, she lived in an atmosphere of incident; and this perhaps by never allowing the vivacity of her character to languish for want of excitement, kept up that brilliancy of mind, susceptibility of heart, and elasticity of spirits which Josephine maintained to the last. The system may be prematurely worn out by constant and varied stimulus; but there is nothing like it to keep all the faculties in condition, so long as they continue to support each other. Josephine throughout a life which was every thing but an idle one, always found time amid the allurements of conversation, and all the other fascinations of a brilliant court, for reading and the interchange of sentiment with her friends in letters, for the constant exercise of charity, and the regular practice of devotion. Her letters, as here given, are, if genuine, a decided proof of the intellectual greatness of her character. We know of nothing more delightful in epistolary writing than some of those addressed to her first husband, Beauharnois, who was himself a very superior man. Tenderness, playfulness, and good sense, are in those letters, as well as in those written to her children, and other correspondents, the characteristics of her style; and even after she becomes an empress, she never seems to forget the woman in her intercourse with her friends. There are many capital scenes, and a great deal of animated dialogue in this book,—too much, we should think, to support the character for authenticity. One can hardly help smiling at reading long conversations detailed minutely, as if given verbatim, after a lapse of many years. Some of these are so entertaining, that we regret that the room allowed to Mr. Clay's speech prevents our extracting them. The reader, however, should run through the book himself; it is one of the most readable we have taken up in a long time; and even upon those who do not think that all the scandal which has been printed respecting Josephine is alike entitled to disbelief, it will leave a pleasing impression of that charming woman. There is in fact so much of woman's witchery about her,—so much of the real woman, that she steals even into the callous heart of a critic, like the hero of a novel into that of a boarding-school girl. We pencilled a hundred passages for quotation, but Josephine, in the appropriate language of a Hudibrastic poet, but little quoted, must,

— with all earth's daughters,
Like fragile porcelain, give way,
And yield her place to stronger Clay.

We close to-day with some splendid lines by the author of that popular piece, "The American Flag," the associate of Mr. Halleck, in the celebrated firm of "Croaker & Co." The name of the lamented Dr. Drake is probably familiar to the most of our readers, if not from his own writings, at least from the exquisite lines addressed by his friend to his memory. The N. Y. Mirror, from which the poem below is here copied, is fortunate in obtaining so valuable a relic; and, indeed, this paper deserves a great deal of credit, not only for rescuing such native gems as this from obscurity, but for fostering American talent generally, with—as we are apprized—the greatest liberality, and attracting to its columns such writers as have lately graced them. In the No. before us, besides the poem quoted here, there is a beautiful copy of verses by Mr. Sprague, a characteristic letter from young Greenough the sculptor, several entertaining miscellaneous papers, and an able article upon Beaumont & Fletcher's Faithful Shepherdess, by some one who seems to be imbued with a true relish of the old English writers. The portrait of Washington Irving, in a bold line engraving, upon steel, of the most costly description, prefaces this No. It is accompanied by a neat biographical sketch from the pen of one of the editors; at the end of which, it is mentioned that Mr. I. may be soon expected home. The true reason of this distinguished individual's long expatriation is known but to few, but though altogether of a private nature, it is so creditable to the heart of our countryman, that we cannot refrain from mentioning it. Mr. Irving, in all his journeyings, has been accompanied by a brother, much older than himself, to whom he is strongly attached: the Dr. (Peter Irving,) who ought to be better known as one of the authors of *Salmagundi* and the writer of some of the best chapters in Knickerbocker's New York, has long been in a state of health which utterly precludes him from making a sea-voyage; and, indeed, he nearly lost his life by sea-sickness when crossing to Europe many years since. As he is now growing more and more infirm, his brother cannot bear the idea of being separated from him; and, though we know that there is good ground for expecting the author of the *Life of Columbus* home in the spring, we should not be surprised if fraternal affection should carry him back to Europe within a month after his arrival on his native shores.

The long tried attachment of these two bachelor brothers, the one the eldest the other the youngest of a large family, will afford an interesting subject for speculation to some future literary anecdote-monger. With such a difference of ages between them as one would think to preclude so close a sympathy at least in youth, they have from their boyhood been ever united in every thing else. Their youthful pranks, and some of them were mad enough, have been played together upon the banks of the Hudson and on those of the Thames have their sallies of whim, chastened by years, found vent together.—The halls of Saratoga have echoed to jokes that have been—no we won't say—repeated together at the tables of Cheltenham and Aix-la-Chapelle; and Brighton, we dare say, might tell of as much fun, though probably of a more subdued character, as (when the humorous bachelors were there) once made Rockway the paradise of watering places. Their holiday travels in boyhood were always made together: they have sat together under a Dutch roof in Albany and in Antwerp; and what the valley of the Connecticut was to them many years since, the plains of Provence have been more recently. They have clambered together the Highlands of Scotland and the blue hills of the Horican, and looked on Loch Katrine and Lake George with the same eye. They have traversed the heights of the Sierra Morena, the bosom of the German Hartz, and the wilds of their native North, and loitered together along the waters of the Mohawk and the Arno, the Rhine, the St. Law-

rence, and the Guadalquivir, and together have they mused upon the fading structures of human power abroad, and nature's changeless edifices, the majestic scenery of their own land. They have listened alike to the eternal din of Niagara, and their footsteps have startled the same echo in the Morescan Halls of Granada, the Gothic Castles of Burgundy, and among the classic ruins of Italy. How manifold must be the mutual associations of such men, and how intimately, how indissolubly, must they bind them together.

[The lines referred to above are unavoidably postponed.]

THE CENTENNIAL DINNER—At Washington.

According to the arrangements by the committee, Mr. WEBSTER, Senator of the United States from Massachusetts, presided; and Gen. CHARLES FENTON MERCER, a Representative from Virginia, Gen. WALTER JONES, of the District of Columbia, and Gen. JOSEPH VANCE, a Representative from Ohio, were selected to act as Vice Presidents.

After the dinner was removed, it was announced that the President of the day would announce the toasts prepared for the occasion.

Mr. WEBSTER then rose, and addressed the company to the following effect:

I rise, gentlemen, to propose to you the name of that great man, in commemoration of whose birth, and in honor of whose character and services, we have here assembled.

I am sure that I express a sentiment common to every one present when I say, that there is something more than ordinarily solemn and affecting in this occasion.

We are met to testify our regard for him, whose name is intimately blended with whatever belongs most essentially to the prosperity, the liberty, the free institutions, and the renown of our country.—That name was of power to rally a nation, in the hour of thick-thronging public disasters and calamities; that name shone, amid the storm of war, a beacon light, to cheer and guide the country's friends; its flame, too, like a meteor, to repel her foes. That name, in the days of peace, was a loadstone, attracting to itself a whole people's confidence, a whole people's love, and the whole world's respect: that name, descending with all time, spread over the whole earth, and uttered in all the languages belonging to the tribes and races of men, will forever be pronounced with affectionate gratitude by every one in whose breast there shall arise an aspiration for human rights and human liberty.

We perform this grateful duty, gentlemen, at the expiration of a hundred years from his birth, near the place so cherished and beloved by him, where his dust now reposes, and in the capital which bears his own immortal name.

All experience evinces, that human sentiments are strongly affected by associations. The recurrence of anniversaries or of longer periods of time, naturally freshens the recollection, and deepens the impression of events with which they are historically connected. Renowned places, also, have a power to awaken feeling, which all acknowledge. No American can pass by the fields of Bunker Hill, Monmouth or Camden, as if they were ordinary spots on the earth's surface. Whoever visits them, feels the sentiment of love of country kindling anew, as if the spirit that belonged to the transactions which have rendered these places distinguished still hovered round, with power to move and excite all who in future time may approach them.

But neither of these sources of emotion equals the power with which great moral examples affect the mind. When sublime virtues cease to be abstractions, when they become embodied in human character, and exemplified in human conduct, we should be false to our own nature, if we did not indulge in the spontaneous effusions of our gratitude and our admiration. A true lover of the virtue of patriotism delights to contemplate its purest models; and that love of country may be well suspected which affects to soar so high into the regions of sentiment as to be lost and absorbed in the abstract feeling, and becomes too elevated, or too refined, to glow either with power in the commendation or the love of individual benefactors. All this is immaterial. It is as if one should be so enthusiastic a lover of poetry as to care nothing for Homer or Milton; so passionately attached to eloquence as to be indifferent to Tully or Chatham; or such a devotee to the arts, in such an ecstasy with the elements of beauty, proportion, and expression, as to regard the masterpieces of Raphael and Michael Angelo with cold-

ness or contempt. We may be assured, gentlemen, that he who really loves the thing itself, loves its finest exhibitions. A true friend of his country loves her friends and benefactors, and thinks it no degradation to commend and commemorate them. The voluntary outpouring of the public feeling, made today, from the North to the South, and from the East to the West, proves this sentiment to be both just and natural. In the cities and in the villages, in the public temples and in the family circles, among all ages and sexes, gladdened voices, to-day, bespeak grateful hearts, and a freshened recollection of the virtues of the Father of his Country. And it will be so, in all time to come, so long as public virtue is itself an object of regard. The ingenuous youth of America will hold up to themselves the bright model of Washington's example, and study to be what they behold; they will contemplate his character till all its virtues spread out and display themselves to their delighted vision, as the earliest astronomers, the shepherds on the plains of Babylon, gazed at the stars till they saw them form into clusters and constellations, overpowering at length the eyes of the beholders with the united blaze of a thousand lights.

Gentlemen, we are at the point of a century from the birth of Washington; and what a century it has been! During its course the human mind has seemed to proceed with a sort of geometric velocity, accomplishing more than had been done in fives or tens of centuries preceding. Washington stands at the commencement of a new era, as well as at the head of the New World. A century from the birth of Washington has changed the world. The country of Washington has been the theatre on which a great part of that change has been wrought; and Washington himself a principal agent by which it has been accomplished. His age and his country are equally full of wonders, and of both he is the chief.

If the prediction of the poet, uttered a few years before his birth, be true; if indeed it be designed by Providence that the proudest exhibition of human character and human affairs shall be made on this theatre of the Western world; if it be true that

"The four first acts already past,

"A fifth shall close the drama with the day;

"Time's noblest offspring is the last!"—

how could this imposing, swelling, final scene be appropriately opened; how could its intense interest be adequately sustained, but by the introduction of just such a character as our Washington?

Washington had attained his manhood when that spark of liberty was struck out in his own country, which has since kindled into a flame, and shot its beams over the earth. In the flow of a century from his birth, the world has changed in science, in arts, in the extent of commerce, in the improvement of navigation, and in all that relates to the civilization of man. But it is the spirit of human freedom, the new elevation of individual man, in his moral, social, and political character, leading the whole long train of other improvements, which has most remarkably distinguished the era. Society, in this century has not made its progress, like Chinese skill, by a greater acuteness of ingenuity in trifles; it has not merely lashed itself to an increased speed round the old circles of thought and action; but it has assumed a new character, it has raised itself from beneath Governments, to a participation in Governments; it has mixed moral and political objects with the daily pursuits of individual men, and, with a freedom and strength before altogether unknown, it has applied to these objects the whole power of the human understanding. It has been the era, in short, when the social principle has triumphed over the feudal principle; when society has maintained its rights against military power, and established, in foundations never hereafter to be shaken, its competency to govern itself.

It was the extraordinary fortune of Washington, that, having been entrusted in Revolutionary times with the supreme military command, and having fulfilled that trust with equal renown for wisdom and for valor, he should be placed at the head of the first Government in which an attempt was to be made, on a large scale, to rear the fabric of social order on the basis of a written constitution, and of a pure representative principle. A Government was to be established, without a throne, without an aristocracy, without castes, orders, or privileges; and this Government, instead of being a democracy, existing and acting within the walls of a single city, was to be extended over a vast country, of different climates, interests, and habits, and of various sects and sentiments of the Christian religion. The experiment, most certainly, was entirely new. A popular Government, of this extent, it was evident, could be framed only by carrying into full effect the prin-

ple of representation, or of delegated power; and the world was to see whether society could, by the strength of this principle, maintain its own peace and good government, carry forward its own great interests, and conduct itself to political renown and glory. By the benignity of Providence, this experiment, so full of interest to us and to our posterity for ever, so full of interest to the world, in its present generation, and in all its generations to come, was suffered to commence under the guidance of Washington. Destined for this high career, he was fitted for it by wisdom, by virtue, by patriotism, by discretion, by whatever can inspire confidence in man toward man. In entering on the untried scenes, early disappointment, and the premature extinction of all hope of success, would have been certain, had it not been that there did exist throughout the country, in a most extraordinary degree, an unwavering trust in Him whose hand held the helm of affairs.

I remarked, gentlemen, that the whole world was and is interested in the result of this experiment. And is it not so? Do we deceive ourselves, or is it true, that at this moment the career which this Government is running is among the most attractive objects to the civilized world? Do we deceive ourselves, or is it true, that at this moment that love of liberty, and that understanding of its true principles, which are flying over the whole world, as on the wings of all the winds, are really and truly of American origin?

At the period of the birth of Washington, there existed in Europe no political liberty, in large communities, except the Provinces of Holland, and except that England herself had set a great example, so far as it went, by her glorious Revolution of 1688. Every where else, despotic power was predominant, and the feudal or military principle held the mass of mankind in hopeless bondage. One half of Europe was crushed beneath the Bourbon sceptre, and no conception of political liberty, no hope even of religious toleration, existed among that Nation which was America's first ally. The King was the State, the King was the country, the King was all. There was one King, with power not derived from his People, and too high to be questioned; and the rest were all subjects, with no political right, but obedience—All above was intangible power, all below quiet subjection. A recent occurrence in the French Chambers shows us how human sentiments on these subjects have changed. A Minister had spoken of the "King's subjects." "There are no subjects," exclaimed hundreds of voices at once, "in a country where the People make the King."

Gentlemen, the spirit of human liberty and of free government, nurtured and grown into strength and beauty in America, has stretched its course into the midst of the nations. Like an emanation from Heaven, it has gone forth and it will not return void. It must change, it is fast changing, the face of the earth. Our great, our high duty, is to show, in our own example, that this spirit is a spirit of health, as well as a spirit of power; that its benignity is as great as its strength; that its efficiency to secure individual rights, social relations, and moral order, is equal to the irresistible force, with which it proscribes principalities and powers. The world, at this moment, is regarding us with a willing, but something of a fearful admiration. Its deep and awful anxiety is to learn whether free States may be stable, as well as free; whether popular power may be trusted, as well as feared. In short, whether wise, regular and virtuous self-government, is a vision, for the contemplation of theorists; or a truth, established, illustrated, and brought into practice, in the country of Washington.

Gentlemen, for the earth which we inhabit, and the whole circle of the sun—for all the unborn races of mankind, we seem to hold in our hands, for their weal or woe, the fate of this experiment. If we fail, who shall venture the repetition? If our example shall prove to be one, not of encouragement, but of terror—not fit to be imitated, but fit only to be shunned, where else shall the world look for free models? If this great Western Sun be struck out of the firmament, at what other fountain shall the Lamp of Liberty be hereafter lighted? What other orb shall emit a ray, to glimmer even, on the darkness of the world?

Gentlemen, there is no danger of our overrating, or overstating the important part which we are now acting, in human affairs. It should not flatter our personal self-respect, but it should reanimate our patriotic virtues, and inspire us with a deeper and more solemn sense both of our privileges and of our duties. We cannot wish better for our country nor for the world, than that the same spirit which

influenced Washington may influence all who succeed him; and that that same blessing from above which attended his efforts may also attend theirs.

The principles of Washington's Administration are not left doubtful. They are to be found in the Constitution itself—in the great measures recommended and approved by him—in his speeches to Congress, and in that most interesting paper—his Farewell Address to the People of the United States. The success of the Government under his Administration is the highest proof of the soundness of their principles. And, after an experience of thirty-five years, what is there which an enemy could condemn—what is there which either his friends, or the friends of the country, could wish to have been otherwise? I speak, of course, of great measures and leading principles.

In the first place, all his measures were right in intent. He stated the whole basis of his own great character, when he told the country, in the homely phrase of the proverb, that honesty is the best policy. One of the most just and striking things ever said of him, is that "he changed mankind's idea of political greatness." To commanding talent, and to success, the common elements of such greatness, he added a disregard of self, a spotlessness of motive, a steady submission to every public and private duty, which threw far into the shade the whole crowd of vulgar great. The object of his regard was the whole country. No part of it was enough to fill his enlarged patriotism. His love of glory, so far as that may be supposed to have influenced him at all, spurned every thing short of general approbation. It would have been nothing to him, that his partisans or his favorites outnumbered, or outvoted, or outmanaged, those of other leaders. He had no favorites—he rejected all partisanship; and, acting honestly for the universal good, he deserved, what he has so richly enjoyed, the universal love.

His principle it was, to act right, and to trust the People for support; his principle it was not, to follow the lead of sinister and selfish ends, and to rely on the little arts of party delusion to obtain public sanction for such a course. Born for his country, and for the world, he did not give up to party what was meant for mankind. The consequence is, that his fame is as durable as his principles, as lasting as truth and virtue themselves. While the hundreds whom party excitement, and temporary circumstances, and casual combinations, have raised into transient notoriety, sink again, like their bubbles, bursting and dissolving into the great ocean, Washington's fame is like the rock, which bounds that ocean, and at whose feet its billows are destined to break harmlessly for ever.

The maxims upon which Washington conducted our foreign relations were few and simple. The first was, an entire and indisputable impartiality towards foreign States. He adhered to this rule of public conduct, against very strong inducements to depart from it, and when the popularity of the moment seemed to favor such a departure. In the next place, he maintained true dignity, and unsullied honor, in all communication with foreign States. It was among the high duties devolved upon him, to introduce our new government into the circles of civilized states, and powerful nations. Not arrogant or assuming, with no unbecoming or supercilious bearing, he yet exacted for it, from all others, entire and punctilious respect. He demanded, and he obtained at once, a standing of perfect equality for his country, in the society of nations; nor was there a prince or potentate of his day, whose personal character carried with it, into the intercourse with other states, a greater degree of respect and veneration.

He regarded other nations only, as they stood in natural relations to us. With their internal affairs, their political parties and dissensions, he scrupulously abstained, from all interference; and, on the other hand, he spiritedly repelled all such interference by others with us or our concerns. His sternest rebuke, the most indignant measure of his whole administration, was aimed against such an attempted interference. He felt it, as an attempt to wound the national honor, and resented it accordingly.

The reiterated admonitions in his Farewell Address, show his deep fears, that foreign influence would insinuate itself into our councils, through the channels of domestic dissension, and obtain a sympathy with our own temporary parties. Against all such dangers, he most earnestly entreats the country to guard itself. He appeals to its patriotism, to its respect, to its own honor, to every consideration connected with its welfare and happiness, to resist, at the very beginning, all tendencies towards such connexion of foreign interest, with our own

affairs. With a tone of earnestness nowhere else found, even in his last affectionate farewell advice to his countrymen, he says—"Against the insidious wiles of foreign influence, (I conjure you to believe me, fellow citizens,) the jealousy of a free people ought to be constantly awake; since history and experience prove that foreign influence is one of the most baneful foes of republican government."

Lastly, on the subject of foreign relations, Washington never forgot that we had interests peculiar to ourselves. The primary political concerns of Europe, he saw, did not affect us. We had nothing to do with her balance of power, her family compacts, or her successions to thrones. We were placed in a condition favorable to neutrality, during European wars, and to the enjoyment of all the great advantages of that relation. "Why, then," he asks us, "why forego the advantages of so peculiar a situation? Why quit our own to stand upon foreign ground? Why, by interweaving our destiny with that of any part of Europe, entangle our peace and prosperity in the toils of European ambition, friendship, interest, humor or caprice?"

Indeed, gentlemen, Washington's Farewell Address is full of truths, important at all times, and particularly deserving consideration at the present. With a sagacity which brought the future before him, he saw and pointed out the dangers that even at this moment most imminently threaten us. I hardly know how a greater favor of that kind could now be done to the community than by a renewed and wide diffusion of that admirable paper, and an earnest invitation to every man in the country to peruse and consider it. Its political maxims are invaluable; its exhortation to love of country and to brotherly affection among citizens, touching; and the solemnity with which it urges the observance of moral duties, and impresses the power of religious obligation, gives to it the highest character of truly disinterested, sincere, parental advice.

The domestic policy of Washington found its pole-star in the avowed objects of the constitution itself. He sought so to administer that constitution, as to form a more perfect union, establish justice, ensure domestic tranquillity, provide for the common defence, promote the general welfare, and secure the blessings of liberty. These were objects, interesting, in the highest degree, to the whole country, and his policy embraced the whole country.

Among his earliest and most important duties was the organization of the Government itself, the choice of his confidential advisers, and the various appointments to office. This duty, so important and delicate, when a whole Government was to be organized, and all its offices for the first time filled was yet not difficult to him; for he had no sinister ends to accomplish, no clamorous partisans to gratify, no pledges to redeem, no object to be regarded but simply the public good. It was a plain, straight forward matter—a mere honest choice of good men, for the public service.

His own singleness of purpose, his disinterested patriotism, were evinced by the selection of his first Cabinet, and by the manner in which he filled the Courts of Justice, and other places of high trust. He sought for men fit for offices; not for offices which might suit men. Above personal considerations, above local considerations, above party considerations, he felt that he could only discharge the sacred trust which the country had placed in his hands, by a diligent inquiry after real merit, and a conscientious preference of virtue and talent. The whole country was the field of his selection. He explored that whole field, looking only for whatever it contained most worthy and distinguished. He was, indeed, most successful, and he deserved success, for the purity of his motives, the liberality of his sentiments, and his enlarged and manly policy.

Washington's administration established the national credit, made provision for the public debt and for that patriotic army whose interests and welfare were always so dear to him; and by laws wisely framed, and of admirable effect, raised the commerce and navigation of the country, almost at once, from depression and ruin, to a state of prosperity. Nor were his eyes open to these interests alone. He viewed with equal concern its agriculture and manufactures, and so far as they came within the regular exercise of the powers of this Government, they experienced regard and favor.

It should not be omitted, gentlemen, even in this slight reference to the general measures and general principles of the first President, that he saw and felt the full value and importance of the Judiciary Department of the Government. An upright and able administration of the laws, he held to be,

indispensable to public happiness and public liberty. The temple of justice, in his judgment, was a sacred place, and he would profane and pollute it who should assign any to minister in it, not spotless in character, not incorruptible in integrity, not competent by talent and learning, not fit objects of unhesitating trust.

Among other admonitions, Washington has left us, in his last communication to his country, an exhortation against the excesses of party spirit. A fire not to be quenched, he yet conjures us not to fan and feed the flame. Undoubtedly, gentlemen, it is the greatest danger of our system, and of our time. Undoubtedly, if that system should be overthrown, it will be the work of excessive party spirit, acting on the Government, which is dangerous enough, or acting in the Government, which is a thousand times more dangerous—for Government then becomes nothing but organized party; and in the strange vicissitudes of human affairs, it may come at last, perhaps, to exhibit the singular paradox of Government itself being in opposition to its own powers, at war with the very elements of its own existence. Such cases are hopeless. As men may be protected against murder, but cannot be guarded against suicide, so Government may be shielded from the assaults of external foes, but nothing can save it, when it chooses to lay violent hands on itself.

Finally, gentlemen, there was in the breast of Washington one sentiment so deeply felt, so constantly uppermost, that no proper occasion escaped without its utterance. From the letter which he signed, in behalf of the Convention, when the Constitution was sent out to the People, to the moment when he put his hand to that last paper, in which he addressed his countrymen, the Union, the Union, was the great object of his thoughts. In that first letter he tells them that to him, and his brethren of the Convention, Union is the greatest interest of every true American; and in that last paper he conjures them to regard that "unity of Government, which constitutes them one People," as the very palladium of their prosperity and safety, and the security of liberty itself. He regarded the Union of these states, not so much one of our blessings, as the great treasure-house which contained them all. Here, in his judgment, was the great magazine of all our means of prosperity; here, as he thought, and as every true American still thinks, are deposited all our animating prospects, all our solid hopes for future greatness. He has taught us: to maintain this Government, not by seeking to enlarge its powers, on the one hand, nor by surrendering them on the other; but by an administration of them, at once firm and moderate, adapted for objects truly national, and carried on in a spirit of justice and equity.

The extreme solicitude for the preservation of the Union, at all times manifested by him, shows, not only the opinion he entertained of its usefulness, but his clear perception of those causes which were likely to spring up to endanger it, and which, if once they should overthrow the present system, would leave little hope of any future beneficial reunion. Of all the presumptions indulged by presumptuous man, that is one of the rashest, which looks for repeated and favorable opportunities for the deliberate establishment of a united Government over distinct and widely extended communities.—Such a thing has happened once, in human affairs, and but once: the event stands out as a prominent exception to all ordinary history; and unless we suppose ourselves running into an age of miracles, we may not expect its repetition.

Washington, therefore, could regard, and did regard, nothing as of paramount political interest, but the integrity of the Union itself. With a united government, well administered, he saw we had nothing to fear; and without it, nothing to hope. The sentiment is just, and its momentous truth should solemnly impress the whole country. If we might regard our country as personated in the spirit of Washington; if we might consider him as representing her, in her past renown, her present prosperity, and her future career, and as in that character demanding of us all, to account for our conduct, as political men, or private citizens, how should he answer him, who has ventured on talk of disunion and dismemberment? Or, how should he answer him who dwells perpetually on local interests, and fans every kindling flame of local prejudice? How should he answer him, who would array State against State, interest against interest, and party against party, careless of the continuance of that unity of Government which constitutes us one people?

Gentlemen, the political prosperity which this country has

[See page 170.]

FOREIGN INTELLIGENCE.

LATER FROM EUROPE.—At a late hour (12 o'clock) we received, through the Post Office, slips from the office of the Philadelphia Inquirer, dated yesterday, furnishing the intelligence brought by the ship Hall, at Philadelphia, in thirty-five days from Bordeaux.—The Paris dates are of the 20th January, with London dates of the 17th—six days later from the former and two from the latter city, than before received.—We make room for the only extracts which strike us as important.

Respecting the Belgian affairs the London Courier of 17th thus speaks:—

LONDON, Jan. 17.—Information has just reached us that a courier arrived in Paris on Sunday afternoon, bringing intelligence that the Cabinet of St. Petersburg had after several discussions, come to a determination not to ratify the Treaty of the Conference in its present state; and that the Austrian Cabinet had come to a similar decision, without requiring any further time for consideration. It would appear, therefore, that not the slightest hope can be entertained of an exchange of ratifications even on the 31st inst. and that if the treaty is to be adopted at all, it will be after having undergone very material modifications. We stated yesterday that the Prussian Court announced its intention of ratifying, but with a condition. That condition, as stated in the information now before us, is, that the ratification should be exchanged together with those of all the other Powers, but not otherwise; consequently it is a dead letter, supposing that either of the other powers refuses to ratify. In publishing these facts as they have reached us, we merely fulfil what we conceive to be our duty to our readers. We may, at the same time, be allowed to express a hope that these new difficulties may be overcome.

M. Casimir Perrier had, it is said, declared, that if the plan of razing certain French fortresses, according to the stipulations for the separation of Holland and Belgium, was persisted in, he would resign. The London Courier of the 17th January holds this language on the subject:—

We understand that M. Casimir Perrier has made the question of the Belgian fortresses the sine qua non upon which rests his continuance in, or abandonment of, office. We have reason to know that M. Perrier has remonstrated in very strong terms against the proposed demolition of Marienbourg and Philippeville; but we hope he will not push his view of the subject to the extent intimated. The arguments hitherto used by the French Minister against the proposal of the Conference were—1st, that it was unjust to require the demolition of fortresses which were once the property of France, without at the same time destroying those which had been raised against her—and, secondly, that the question was one of such deep interest to the French nation, that no Minister could hope to govern it after having made a concession so repugnant to its feelings and to its sense of honor. Perhaps it is out of this second view of resistance that the report has originated of M. Perrier having declared that he will resign if the point be not abandoned by the Conference. At least we incline to this opinion; for we cannot suppose that M. Perrier would make the personal question of office a point of remonstrance to other Cabinets, although we can very well imagine that such a menace would have, or at least ought to have, an effect upon more than one Government,—for it is of much less importance to the peace of Europe that Mons should stand, and Marienbourg and Philippeville be demolished, than that there should, in the present critical times, be a breaking up of the French Cabinet. M. Perrier, however, should let the question stand upon its own merits, and reserve any declaration as to his intentions, for the final decision of the Conference. To believe that he has made the statement alluded to, would be to admit not only that his own mind is made up on the subject, but also that the other Cabinets have expressed themselves in such a way as to leave no hope of accommodation; and this is an admission which the circumstances do not, in our opinion, seem to warrant. The question of peace or war can hardly be made to depend upon an affair which is in itself really insignificant.

The British House of Commons re-assembled on the 17th.

In the Chamber of Deputies, the Budget was still under discussion. Gen. Lafayette, in order to do away some erroneous estimates made as to the com-

parative expenditures of the United States and France, had addressed a circular to the members of the Chamber, setting forth, on the authority of J. Fennimore Cooper and Gen. Bernard, that the average expense of this Government is as \$11:47 per head of its population, instead of \$31:35, as had been asserted; while, on the same principles of calculation, the expense of the French budget was as \$28:12 per head.

M. Salmon, minister of foreign affairs of Spain, died at Madrid on 10th January. M. Paer de la Cadena, the Spanish ambassador at St. Petersburg, would possibly be his successor.

FRANCE.—In the Chamber of Deputies the Budget continued the prominent topic of discussion. During a recent debate, one of the speakers, M. Jules de la Rouchefoucauld, compared the Budget of America with that of France; and maintained that if all the various charges to which the population of the United States was subjected in different shapes were brought into it, the amount would give an average of 35fr. for each individual, while that of France was only 31fr. for each inhabitant.

General Lafayette had addressed a circular to the members of the Chamber of Deputies, in which he states that having read an article in the Revue Britannique, referred to in the Moniteur, upon the comparative departmental expenses of France and America, and being struck with the manifest errors it contained, he had consulted the celebrated American writer, Mr. Fenimore Cooper, and also Gen. Bertrand, who had resided 15 years in America, from whose concurring evidence it resulted that the whole Budget of the United States amounted only to 147,402,051fr 80c., which divided by 12,856,497, the number of inhabitants, gives an average of 11fr. 47c. for each individual, instead of from 31fr to 35fr. as asserted in the Revue Britannique, while the ordinary French Budget of 1830, which amounted to 900,074,432fr. gives, if divided by 32,000,000, the number of inhabitants, an average of 28fr. 12c. per head.

The National says—"The following loans have been made in Europe since the Revolution of July, for the purpose of keeping the armies of the different kingdoms on a war-footing. To this list shall be added the extraordinary levies of men and the augmentation of taxes. The various loans, amounting to about £32,000,000 sterling, may be divided thus:

| | |
|---|--------------------|
| Holland | £12,000,000 |
| Austria | 8,000,000 |
| France (besides the sales of wood and the large circulation of <i>bons-royaux</i>) | 5,600,000 |
| Russia | 3,200,000 |
| Belgium | 1,000,000 |
| Piedmont | 1,000,000 |
| Roman States | 640,000 |
| Total | £31,440,000 |

Prussia has put in circulation new Anglo-Prussian Bonds; but they have not been made public, and the amount is consequently unknown. In France, to cover the extraordinary expenses of 1832, it will be necessary, in order to complete the Budget, to make a fresh loan of 5,200,000l.; and by an extraordinary sale of timber, 2,000,000l.; the City of Paris must also have a loan of 1,000,000l.; and thus the grand bankruptcy of the State is preparing.

M. Allier, the young advocate who defended one of the Society of the Amis du Peuple on the 15th inst and for his indiscreet conduct in Court was suspended from pleading for a twelvemonth, was yesterday tried before Court of Assizes for a political letter published by him in April 1831, tending to excite hatred and contempt against the Government. He was found guilty by the Jury, and condemned to two years imprisonment. M. Allier in his defence made use of expressions so violent, that the Procureur-general called upon the Court to take his words down, and refer them to the examining magistrate, to decide whether they did or did not form grounds for a fresh prosecution, which was accordingly done.

POLAND.—The Warsaw Journals contain the following:—"Prince Paskewitch has just published an ordonnance, regulating the aid to be provisionally granted to officers of the Polish army now deprived of the means of subsistence, as well as to the widows and orphans of those who have fallen. A commission has been established under the Presidency of the Russian General Dorevsky, which is to examine the applications. From such aid are excepted all those who were promoted to the rank of officers during the revolution, as well as those

who, by their conduct might prove unworthy of the favors of the emperor. The aid will be granted only for three years, at the expiration of which the persons who have received it must provide for themselves.

The relief is to be granted to the following two classes:—1. Officers and functionaries of the civil administration, who, after the commencement of the revolution, were admitted to active service, and who, after having taken part in the revolution, spontaneously retired, without going beyond the frontiers of the kingdom. 2. The officers of the corps of veterans, who were admitted into the service of the revolutionary government, if it appears that they subsequently retired from that body. The respective sums fixed for the relief of those two classes are as follows:—a colonel, 1,760 and 3,070 florins; a lieutenant colonel, 1,300 and 1,550 florins; a major, 1,100 and 1,340 florins; a captain, 1,000 and 2,240 florins; a lieutenant, 850 and 1,030 florins.

The Chamber of Commerce of Marseilles have received information by the Captain of Greek brig Socrates arrived from Syria, that the new island which was formed near to Sicily exists no more since the 20th December, when it sunk at the time of a violent earthquake: that having passed within gun shot of where it was, the Captain saw only a kind of rock covered with a shallow depth of water.

By the *Britannia*, from Liverpool, arrived since the above, we have our regular files to 16th from London; and 17th from Liverpool, both inclusive. These dates are not as late as those by the way of Paris, Bordeaux, and Philadelphia.

We give the latest commercial news and some items respecting Reform and the intended creation of Peers.

We hear that many of the anti reforming Peers have expressed their determination to absent themselves from Parliament until the reform question has been settled; this is perhaps the wisest course they could adopt. Will the Bishops do the same? It matters not what course they take; they can do little if any harm, and it is only on their own account and that of the church that it is hoped they will not increase the ill feelings of the country by further interference in political concerns.—[Globe.]

As the time draws nigh for the creation of new Peers, we hear the names of some of those who are to be raised to the Upper House mentioned with increased confidence. Sir G. Warrander has refused the honor; but G. Byng, C. Dundas, Sir T. Baring, Colonel Tynte, and Mr. Coke (who is to be made an Earl,) are among those whose names will appear in the list. Several Irish and Scotch Peers are also to be made Peers of the United Kingdom.—[Observer.]

It is said that all the sons of the King are to be elevated to the dignity of the Peerage, previously to the introduction of the Reform Bill into the House of Lords. At no distant period the Earl of Munster is expected to be appointed Governor-General of India, for which his experience during his residence there, and his great talents and acquirements, eminently qualify him.—[Court Journal.]

The ship *Dover* has arrived at Boston with London dates to the 20th, bringing a rumor that Austria and Prussia had ratified the treaty of the Conference. This rumor is entitled to no credit, as later accounts by the *Hull*, from Paris, give rather a contrary impression.

MEXICO.—From Vera Cruz we have by the *Leonidas* a file of the Censor to the 28th of January, inclusive. The last paper contains this paragraph:—

"Within a few days the Act of the garrison of this place will be seconded in many parts of the State of *Puebla*, and in the greater part of that of *Vera Cruz*, as from unquestionable data we are assured." It also publishes a letter from Mexico of 23d January, importing that the government had received information from *Guadalajara*, that the Senator *Pacheco de Leal* had presented a strong memorial against Ministers, and insisting upon their removal "for their manifest attempts upon the federal system, and the notorious crimes of which public opinion accuses them, and which that Legislature specifies." Ten thousand militia were ordered to be in readiness, which, united with those of *Zacatecas*, "will suffice," says the letter, "to sustain the Confederation against any number of traitors." The enthusi-

asm in *Guadalupe* was great; and *Zacatecas*, *Guanajuato* and *Tamulipas*, were daily expected to cooperate with it.

It would seem indeed from the complexion of these papers, that the revolt of Santa Anna and his garrison will be seconded by many of the States, and probably result in the overthrow of Bustamante and the existing government at Mexico.

HOME AFFAIRS.

APPROPRIATION FOR FORTIFICATIONS.—We publish for the information of our readers, the annexed act of Congress, showing the appropriation this year for different fortifications along the sea-board.

In the act for the support of the Navy, also recently passed, there is an item for the repair and improvement of the Navy Yard at Brooklyn, of seventy-two thousand dollars.

AN ACT making appropriations for fortifications for the year one thousand eight hundred and thirty-two.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and they are hereby, appropriated for fortifications for the year one thousand eight hundred and thirty-two, viz:—

For the preservation of Castle Island, and repair of Fort Independence, twenty thousand dollars.

For the preservation of George's Island, nine thousand dollars.

For Fort Adams, Newport Harbor, one hundred thousand dollars.

For the completion of Fort Hamilton, New-York, ten thousand dollars.

For repairing Fort Columbus & Castle Williams, New York, fifty thousand dollars.

For arrearages incurred in the preservation of the Pea Patch Island, two thousand dollars.

For Fort Monroe, Virginia, seventy-two thousand dollars.

For Fort Cathoun, Virginia, eighty thousand dollars.

For the completion of Fort Macon, North Carolina, thirty thousand dollars.

For the completion of the Fort on Oak Island, North Carolina, seven thousand dollars.

For the Fort on Cockspar Island, Georgia, forty-six thousand dollars.

For fortifications at Charleston, thirty thousand dollars.

For fortifications at Pensacola, one hundred thousand dollars.

For Fort at Mobile Point, eighty-seven thousand two hundred dollars.

For contingencies of fortifications, ten thousand dollars.

Approved, Feb. 24, 1832.

APPOINTMENTS BY THE PRESIDENT.

By and with the advice and consent of the Senate.

George B. Porter, of Pennsylvania, to be Governor of the Michigan Territory, vice Lewis Cass, resigned.

Lucius Lyon, of Michigan Territory, to be Commissioner on the part of the United States, to ascertain, survey and mark the Northern line of the State of Illinois.

James Shannon, of Kentucky, to be Charge d' Affaires of the United States to the Republic of Central America, vice William N. Jeffers, resigned.

Alfred P. Edwards, of Connecticut, to be Consul of the United States for the Island of Manila.

Hartwell Boswell, to be Register of the Land Office for the District of Lands subject to sale at Batesville, in the Territory of Arkansas, from the 6th day of April, 1832, when his present commission will expire.

George B. Dameron, at present Receiver of public Money for the District of Lands subject to sale at Augusta, in the State of Mississippi, to be Receiver of Public Money for the District of Lands subject to sale at Mount Salus in the State of Mississippi, vice Geo. B. Crutcher, dec'd.

The President of the United States, has recognized Conrad W. Faber, of this city, as Consul of His Royal Highness the Elector of Hesse and Grand Duke of Fulda.

TWENTY-SECOND CONGRESS—1st SESSION.

Congress—Tuesday, Feb. 23.

In the Senate Mr. Hayne introduced a bill extending the right of Debenture to Key West. The resolution respecting the Tariff, submitted by Mr. Clay, was taken up, and Mr. Dallas resumed and concluded his speech in its support. Mr. Forsyth then took the floor, and, after speaking some time in opposition to the resolution, gave way to a motion for adjournment. He will resume his remarks on Wednesday.

In the House of Representatives, Mr. Wickliffe, from the Committee on the Public Lands, reported a bill for the final adjustment of the claims for land in the South Eastern Land District in the State of Louisiana. Mr. Doddridge, from the Committee on the District of Columbia, made a report on so much of the President's Message as related to the expedi-

ency of granting to the citizens of this District a Delegate in Congress, or a territorial government, concluding with a resolution adverse to the views of the President.

Mr. Root gave notice, that when the bill for re-chartering the Bank of the United States should come up for consideration, he would offer the following additional sections, as amendments thereto; which were read and laid upon the table:

"And be it further enacted, That after the third day of March, 1836, there may be added to the said Bank, by the United States, one hundred and fifty thousand shares, amounting to fifteen millions of dollars, to be created for that purpose and bearing an interest of three per cent. per annum, payable quarter yearly, and made redeemable at the pleasure of the United States.

And be it further enacted, That it shall not be lawful for the President, Directors and Company of the said Bank to sell and transfer more than three millions of the said stock, so to be created, in any one year, nor to sell any part thereof, at any time, without previously giving notice of their intention to the Secretary of the Treasury, and giving the United States the refusal, for fifteen days, of purchasing the same at the current market price.

And be it further enacted, That of the twenty-five Directors for the management of the affairs of the said incorporation, eleven shall be appointed by the President of the United States, by and with the advice and consent of the Senate, not more than five of whom shall be resident in any one State.

And be it further enacted, That the notes or bills of the Mother Bank, or any other of its Branches, shall be receivable at the Mother Bank, or any of its Branches, in payment of debts due the said corporation.

The first bank incorporated under the Constitution of the United States gave a bonus of one million five hundred thousand dollars for its charter. It offered the like sum for the renewal of its charter in 1801. The present bank offered the United States the like bonus for its charter, and, upon the same principle, ought to pay that or a larger sum for its renewal or extension. But, as some of the states have claimed, and others may be desirous to possess the right of taxing the said bank or its branches within their respective jurisdictions, and, it being highly important that harmony between the General and State Governments should be cherished and perpetuated; therefore,

Be it further enacted, That in lieu of such bonus, the right of taxing the said bank, and its branches, in the same manner, and to the same proportional extent, as they do their own local banks, is conceded to the States, respectively, in which the same may be situated."

The House resumed the consideration of the resolution proposed by Mr. Clayton, for the appointment of a Select Committee to examine into the affairs of the Bank of the United States. Messrs. Patton, Polk, and Cambreleng, addressed the house in favor of the resolution; and Messrs. Jenifer, Branch and Huntington, in opposition to it. Mr. Mitchell, of South Carolina, is entitled to the floor to-day.

CONGRESS, Wednesday, Feb. 23.

In the Senate, Mr. Clay introduced a bill, giving a donation, in land, to Augusta College in the State of Kentucky. The bill supplemental to the act granting the right of pre-emption to settlers on the public lands was passed. Mr. Clay's resolution, proposing certain modifications of the Tariff, and Mr. Hayne's amendment thereto, were taken up, and Mr. Forsyth concluded his remarks thereupon, after speaking about two hours. Mr. Forsyth moved a reference of the resolution and the amendment to the Committees on Finance, Manufactures, and Agriculture jointly. Mr. Robbins has the floor for this day.

In the House of Representatives, the bill to establish certain post roads, and to alter and discontinue others, was again considered in committee, and various amendments agreed to. Mr. Vance moved an amendment authorizing the President of the United States, by and with the advice and consent of the Senate, to appoint all Deputy Postmasters, whose compensation amounted to \$200 or upwards.

This amendment was rejected—Yeas 54, Nays 74. A bill to confirm certain claims to land in the Territory of Arkansas, was passed. Some time was spent in Committee of the Whole on the Union, in the consideration of the bill in addition to an act to provide for certain persons in the land and naval service, in the revolutionary war. The Committee rose reported progress, and asked leave to sit again.

IN SENATE.—Thursday.

Apportionment Bill.

On motion of Mr. WEBSTER, the Senate proceeded to the consideration of the bill from the House to

apportion the Representatives among the several States, according to the fifth census.

Mr. WEBSTER offered the following amendment to the bill:

Strike out all after the enacting clause, and insert: "That, from and after the third day of March, one thousand eight hundred and thirty-three, the House of Representatives shall be composed of members, elected agreeably to the following ratio: that is to say, one representative for every forty-seven thousand persons in each State, computed according to the rule prescribed by the Constitution of the United States, and one additional member for each State whose fractional numbers, remaining after dividing its whole numbers by forty-seven thousand and as aforesaid, shall exceed twenty-five thousand persons, the said number of representatives in any State not exceeding one for every 30,000 persons; that is to say, within the State of Maine, eight; within the State of New Hampshire, six; within the State of Massachusetts, thirteen; within the State of Rhode Island, two; within the State of Connecticut, six; within the State of Vermont, six; within the State of New York, forty-one; within the State of New Jersey, seven; within the State of Pennsylvania, twenty-nine; within the State of Delaware, two; within the State of Maryland, nine; within the State of Virginia, twenty-two; within the State of North Carolina, fourteen; within the State of South Carolina, ten; within the State of Georgia, nine; within the State of Kentucky, thirteen; within the State of Tennessee, thirteen; within the State of Ohio, twenty; within the State of Indiana, seven; within the State of Louisiana, four; within the State of Missouri, three; within the State of Alabama, six; within the State of Mississippi, three; and within the State of Illinois, two."

Mr. Webster after giving his views of the subject somewhat in detail, and making some observations touching the unequal operation and the unconstitutionality of the bill, moved that it lie on the table. At the same time he gave notice that he should call it up on Monday next, even at the risk of breaking in upon another important debate. Several State Legislatures, now in session, were waiting for the bill.

The bill was laid on the table.

On motion of Mr. TAZEWELL, with the assent of the Senate entitled to the floor, the special order was passed over, and the bill to liquidate the claims of the State of Virginia, for Revolutionary services, was taken up, and, after some explanation by Mr. TAZEWELL, it was ordered to be read a third time.

The bill to adjust the Claims of the State of South Carolina for advances made during the late war, was considered, and ordered to a third reading.

HOUSE OF REPRESENTATIVES.

Mr. McDUFFIE, from the committee of Ways and Means, reported a bill to exempt merchandise, imported under certain circumstances, from the operation of the act of 19th May 1828, entitled "An act in alteration of the several acts imposing duties on imports," which was read twice and committed.

The following Message was received from the President of the United States.

WASHINGTON, March 1, 1832.

To the House of Representatives:

I submit to the consideration of Congress the accompanying report from the Secretary of State, showing the propriety of making some change by law, in the duty on the red wines imported into the United States from Austria.

Which Message and Document were on motion of Mr. Cambreleng referred to the committee on Commerce.

United States Bank.

The following resolution presented by Mr. Clayton was again taken up.

Resolved, That a Select Committee be appointed to examine into the affairs of the Bank of the United States, with power to send for persons and papers and to report the result of their inquiries to this House.

Mr. MITCHELL, of South Carolina, went into a full discussion of the necessity of the inquiry, and refutation of the arguments that had been urged against it. He contended from the acts of the Stockholders, that no immediate necessity for acting on the bill, was, by them, thought to exist, as to prevent this inquiry for want of time.

The Bank should not be the only judge of its own case. The veil of mystery which had enveloped its transactions should be drawn aside, and its affairs exposed to the House when they asked an extension of their monopoly for 20 years longer.

Mr. WATMOUGH said, that having moved the vote to be taken on the consideration of the resolution, he was the only person to whom the charge of smothering inquiry could in any degree apply.

To show that he had no wish to smother inquiry but to facilitate it—so it might be made promptly and with effect, he submitted an amendment of which the subject was to authorize the Committee of Ways and

Means instead of a Select Committee, to make the inquiry proposed by the gentleman from Georgia.

Mr. MITCHELL, of South Carolina, said, the Directors should be brought to answer on oath. He moved to insert the following:—

"And to inquire of the Directors, if they have, in any manner or form acted dishonestly, unjustly, or contrary to law."

Mr. CAMBRELENG said, he considered the amendment offered by the gentleman from Pennsylvania, [Mr. Watmough,] as an evasion of all proper and just enquiry—a mere pretext to get rid of the necessity for investigation. After the course taken by a majority of the Committee of Ways and Means—after the Chairman of that Committee has stated his belief that the charges are destitute of foundation, shall they be sent to that Committee for scrutiny? It was unprecedented in Parliament inquiry, that those opposed to investigation should have the management of it. If any inquiry be made, it was due to the Bank and its officers, as well as to the country, that it be thorough, and be made by those whose feelings will make it so.

Mr. FORSTER said the argument against a full investigation of the affairs of the Bank that it would take up time, never came with less grace than from the gentlemen by whom it has been urged. Now when a bill has been reported to perpetuate its monopoly for twenty years longer, it was first said by the gentlemen from South Carolina, (Mr. McDuffie,) you have come a month too late—but the gentleman from Pennsylvania (Mr. Watmough) now says, in effect, we can trust none but the pledged friends of the Bank with this inquiry—the investigation of its enemies will destroy it. Sir! if this course is pursued with an institution of such magnitude, yielding such immense influence, and controlling the property of such a vast number of people, is it not time for alarm? Is this corporation so sacred that we are not to be permitted to look into its concerns—but bound to recharter it on faith? There was one subject of inquiry which he would wish in a more definite form than was contained in the amendment. It might explain the course of certain leading newspapers. He wished to add an inquiry into the names of the Editors and printers of newspapers who have been accommodated by the Bank, or its branches, with loans above the sum of 5,000 dollars.

Mr. McDUFFIE said he had changed no opinion he had before expressed—on the other hand, his impressions had been confirmed. The charges against the Bank had vanished into thin air. Though he believed there was not a shadow of foundation for the inquiry, he had come to the conclusion that the only effectual mode of putting an end to the false clamor on the subject was to permit the inquiry to go forward in any form that those opposed to the Bank may wish. He hoped the gentleman from Pennsylvania [Mr. Watmough] would withdraw his amendment.

Mr. WATMOUGH withdrew his amendment.

Mr. CLAYTON expressed his intention to address the House in support of his motion, but, in consequence of the lateness of the hour, moved the House adjourn.

Which was carried.

Friday, March 2.

In the Senate, the bill to liquidate the revolutionary claims of the State of Virginia was passed. The consideration of Mr. Clay's resolution, was resumed, and Mr. Robbins spoke two hours in its support. Mr. Moore has the floor for Monday. The Senate, after spending some time in Executive business, adjourned over to Monday.

In the House of Representatives, after the reports from the Standing Committees, Mr. Clayton's resolution directing the appointment of a Select Committee to examine into the affairs of the Bank of the United States, was taken up. Mr. Clayton addressed the House in support of his resolution, until the expiration of the hour allotted to morning business. Mr. Root submitted a resolution, recommending to the several States an amendment to the Constitution of the United States, in substance that the citizens of each State shall vote directly for the President and Vice President, and that the person obtaining the largest number of votes in a state, shall be entitled to a vote corresponding with the number of all the members of Congress to which said state may be entitled; if there shall be a tie when the votes of the United States are canvassed by the Supreme Court, then the President to be chosen from those having an equal number of votes by joint ballot of both Houses of Congress, and upon a like contingency, the Senate to select the Vice President; also, that the President shall be ineligible after serving one term. The bill for the benefit of Mrs.

Decatur was further discussed in committee, by Messrs. Davis of Massachusetts and Carson. The Committee rose, reported progress and the House adjourned.

Saturday, March 3.

The Senate did not sit to day.

In the House of Representatives, Mr. Clayton's resolution, in relation to the Bank of the United States, was postponed until Monday. After the presentation and adoption of various resolutions the House resolved itself into committee on the claim of Mrs. Decatur. An animated discussion ensued, when, at a late hour, the committee rose, asked leave to sit again and the House adjourned.

Monday, March 5.

In the Senate, the Apportionment Bill was taken up, with Mr. Webster's amendment, and it was discussed till the Senate adjourned.

In the House of Representatives, Mr. Adams presented a memorial of certain citizens of the city of New York, in favor of the Cherokee Indians and the missionaries recently imprisoned for disobedience of the laws of the State of Georgia, which he moved to refer to a Select Committee. A debate, which occupied the whole day, ensued, in which Messrs. Adams, Bell, Wayne, Clayton, Pendleton, Thompson of Georgia, Beardsley, Ellsworth, Foster, Dickson, Drayton, Davis of Mass., Cambreleng, Doddridge, Clay, Burges, Stewart and Wardwell participated. Mr. Thompson of Georgia, moved to lay the memorial on the table, which was rejected—yeas 91, nays 92. The question "will the House commit the petition?" was subsequently agreed to—yeas 96, nays 93. It was finally committed to the same committee of the whole on the Union, to which various petitions of a similar character were heretofore committed.

LEGISLATURE OF NEW-YORK.

Tuesday—In SENATE.

Remonstrance presented of Edmund C. Genot, on the claim of John Jacob Astor, relative to lands in Putnam co.

The Finance committee reported a bill authorizing an annual tax, for three years, of one mill upon the dollar upon all real and personal estate, for the use of the State.

Mr. Edmonds, on leave, brought in a bill to repeal so much of the revised statutes as relate to the disqualifications of judges by reason of consanguinity or affinity.

The bill to construct the Chenango canal, and the bill to incorporate the Steuben co. Bank, were read a third time and passed. Adjourned.

IN ASSEMBLY.

Reported—By Mr. Moulton—to repeal that part of the revised laws which provides for the compensation of chaplains to the Legislature.

By Mr. Bishop—to incorporate the Kinderhook Bank; the East River Bank in the 7th ward of New York; the Greenwich Savings Bank, N. Y.; to incorporate the Schoharie Mutual Insurance co.; concerning the Brooklyn Savings Bank.

By Mr. Kemble—to establish the N. Y. State Lunatic Asylum.

By Mr. Ostrander—to authorize the Common Council of New York, to procure a supply of pure and wholesome water.

By Mr. Milledoler—relative to the practice of physic and surgery.

Mr. Bishop reported against applications for the Washington Bank, N. Y., and Centre Bank, N. Y. Agreed to.

The following communication was received from Ogden Edwards, judge of the first circuit:

"The whole amount of fees received by me, during 1830 and 1831, did not exceed in each year \$350. My fees as vice chancellor, in 1830, were about \$1000, and from Jan. 1 to May 1, 1831, were \$350; which time I ceased to act as vice chancellor."

Mr. Spencer called up his resolution, before offered, to appoint the annual "committee of nine." A little debate was had, and the resolution was lost.

The bill to incorporate the New York and Albany Rail road Co. was passed—yeas 104, nays 4.

The Westchester co. Bank bill, was read the third time, and on the question of its final passage, it was lost—yeas 77, nays 31. [A vote of 86, being two-thirds of the members elected to the house, is necessary to pass a bill creating an incorporation.]

The Herkimer co. Bank bill, at Little Falls, was also lost, on its third reading—yeas 58, nays 45.

The committee of the whole again took up the bill relative to imprisonment for debt.

Mr. Maxwell withdrew his amendment offered yesterday, to repeal the law of last year, to abolish imprisonment.

Mr. Stillwell spoke at length in defense of the

law of last year. After he sat down, the committee rose, and the House adjourned.

IN SENATE—Wednesday.

Reports: In favor of the bill authorizing the Hudson and Mohawk Rail-road company to construct a branch road.

A bill to reduce the capital stock of the Phoenix Insurance Company of the city of New York.

Also a bill to amend an act relative to the Orphan Asylum Society in the city of New York.

The committee of the whole again entered upon the consideration of the bill to construct the Chenango Canal.

Mr. Foster proceeded to address the committee in favor of the bill.

IN ASSEMBLY.

The following gentlemen were appointed on the usual Committee of Nine:—Spencer, Remer, Arnold, Winfield, Kemble, Morgan, Moulton, Kibby, Gates.

The committee of the whole renewed the consideration of the bill offered by Mr. Van Duzer, amending the law abolishing Imprisonment for Debt.

Mr. Hammond addressed the committee over an hour in favor of the amendment and against the law of the last session.

Mr. Howell followed on the same side.

Mr. Stillwell replied to both of these gentlemen, in vindication of the law of the last session.

Mr. McKeon spoke briefly, but eloquently in favor of the law abolishing imprisonment for debt., Adj.

Thursday, March 1.—IN SENATE.

Mr. Allen reported a bill to incorporate the American Manufactures Mutual Assurance Company.

Also, in favor of the petition of the superintendents of poor in the county of Richmond; for the payment to them of certain moneys, by the board of health, of the quarantine establishment, and a bill to accomplish that object.

Also a bill to impose a tax on dogs in the county of Richmond.

A message was received from the Governor transmitting the annual report of the Regents of the University, which was ordered printed and referred to the committee on literature.

A report was received from the Canal Commissioners in answer to a resolution of the Senate calling on them for their opinion whether they judged it most expedient that the state should construct a canal from Oneida Lake to the Erie canal, or that a company should be incorporated for the attainment of that object. The report recommended the incorporation of a private company.

A report was received from the Secretary of State in answer to a resolution of the Senate for a statement of the population of the several congressional districts according to the census of 1825 and 1830.

The committee of the whole again entered upon the consideration of the bill to construct the Chenango canal.

Mr. Foster continued the remarks which he commenced yesterday in favor of the bill.

IN ASSEMBLY.

Reports of Committees.—By Mr. Arnold, a bill to incorporate the Mercantile Bank, at Buffalo.

By Mr. Downing, a bill to renew the charter of the New York Typographical Society.

By Mr. Ostrander, a bill to incorporate the city of Buffalo.

By Mr. McKeon, a bill to incorporate the New York Marble Cemetery.

Mr. Van Schaick, from a select committee, made an interesting Report upon the culture and manufacture of silk, and introduced a bill to encourage the propagation of the Mulberry Tree, and the culture of Silk.

On motion of Mr. Grainger, double the usual number of copies of this Report were ordered to be printed.

The Governor transmitted sundry documents upon various subjects from the Legislatures of other States, which were read and ordered printed.

The committee of the whole resumed the consideration of the bill offered by Mr. Van Duzer, amending the law Abolishing Imprisonment for Debt.

After debate the question was taken on the first section of the bill, and lost, yeas 45, nays 60.

The whole bill was then rejected.

The question on agreeing with the committee of the whole, in rejecting the bill, was decided by yeas, 66, nays 42.

IN SENATE—Friday, March 2.

The committee again entered upon the consideration of the bill to construct the Chenango canal.

Mr. Edmonds proceeded to address the committee in opposition to the bill.

IN ASSEMBLY.

Mr. Bishop reported a bill to incorporate the New York Atlas Insurance Company.

Mr. Ostrander reported a bill to incorporate the city of Rochester.

Mr. Van Duzer offered a resolution for the appointment of a committee to investigate the concerns of the State Prisons, and report to the next Legislature, which lies on the table.

Mr. Van Schaick offered a resolution for such an amendment of the constitution as to allow the duties from auctions, and the interest upon canal revenues to be used for the support of the government, which lies one day on the table.

The committee of the whole renewed the consideration of the bill relating to the literature Fund in the 1st Senate District.

Mr. M'Keon opposed the bill, and urged that the Asylum for deaf and dumb, should continue to receive a share of the Literature Fund in the 1st district.

Mr. King made an able, and in our judgment, a conclusive argument in favor of the bill.

Messrs. Van Schalk and Hammond opposed the bill. Messrs. Maxwell, Otis and Granger supported it; the latter gentleman warmly. In the course of his remarks, Mr. G. read from an able Literature Report made to the Senate by the Honorable J. C. Spencer.

Mr. M'Keon's motion to strike out the first section of the bill was lost by a strong vote, the bill passed by a similar vote. Adjourned.

Saturday March 3.—IN SENATE.

REPORTS.—The committee again entered upon the consideration of the bill to construct the Chango canal.

Mr. Maynard offered an amendment to the first section, the purport of which was, that the commissioners should not proceed to construct this canal unless an indemnity of the state could be obtained from individuals through whose lands the canal is to pass, that no claims should be made by them for damages; and the commissioners should not proceed to the construction of the work unless contracts should be effected with responsible persons to complete the whole work for \$1,000,000; and, also, that the commissioners should permit such individuals as were willing to construct at their own expense such portions of the canal as shall run through their own lands or otherwise to do so. The amendment was adopted.

Mr. Edmonds then continued his argument against the measure.

When Mr. E. had concluded his observations, Mr. Foster made some remarks to vindicate himself from charges made by Mr. E. that he (Mr. F.) had traduced the canal commissioners. He had not done so; but he would now give the gentleman legislative authority which he could not question, respecting the candor and honesty of the canal commissioners. Mr. F. then read from the celebrated report of the canal committee of the last Assembly, of which Mr. Edmonds was the chairman. He would simply state the facts and leave the committee to judge of the harmony between the facts stated in the report and the conclusions finally arrived at in the same report.

It will be remembered that it appeared from that report that Mr. Seymour, one of the canal commissioners, had been personally interested in hydraulic works connected with the canal, in violation of express provisions of the law under which he held his office, and yet the committee did not believe that he had intended to violate the statute, because he had sold his interest before the report was made, nor did the committee believe that he had forfeited his office.

Mr. Foster's remarks were warm and animated, he handled Mr. E.'s report of last year; to the Assembly, without mittens; also the report of that committee in relation to letting the water through the locks at Lockport.

Mr. Edmonds explained, and the committee rose and reported, and the Senate adjourned till Monday morning at 11 o'clock.

IN ASSEMBLY.

REPORTS OF COMMITTEES.—The committee of the whole had the bill appropriating \$30,000 for the support of the Mount Pleasant State Prison.

Mr. Andrews called for information why so large an amount was necessary.

Mr. Van Duzer replied. Among other reasons he remarked that the marble business of the prison had not met the expectations of the inspectors.

Mr. Andrews remarked that when a similar appropriation was asked for last year, it was said that it would not again be required. It was then stated the prison would, during the last year, be in the receipt of large amounts upon contracts for marble. He saw no account of these receipts.

Mr. Van Duzer read a letter from the agent of the prison, stating that he was without a dollar to defray its expenses.

Messrs. Otis and Myers supported the bill.

Mr. Granger said it was not his habit, by any captious objections, to resist any fair appropriations for the support of government. But in reference to this appropriation, he was constrained to demand information. Year after year heavy appropriations have been voted to this prison upon the assurance that no more would be wanted. Mr. G. spoke some time, with a good deal of animation, against the bill.

The debate continued, with spirit, till the hour of adjournment, when the bill was adopted.

We have lately received a copy of the Adjutant and Commissary General's reports, transmitted by the Governor to the Legislature. These reports contain a statement of the number and strength of Militia, as well as of the Arms and Ordnance in the various State Arsenals, being the property of the State, for the year 1831. We have abridged from them the following interesting particulars. Adjutant General John A. Dix, states the effective force of the Militia as follows:

| | |
|---|---------|
| Horse Artillery, | 1,626 |
| Cavalry, | 6,829 |
| Artillery, | 14,216 |
| Infantry, including Light Infantry, and Riflemen, | 166,363 |

Total, 189,084 men.

Commissary General Alexander M. Muir enumerates the following to be the Ordnance and Munitions of War, belonging to the State on the 2d January 1832.

| OF IRON. | | | |
|------------|--------------|---------------------|--|
| 25 cannon, | 32 pounders, | mounted, | |
| 2 do | 24 do | do | |
| 4 do | 18 do | do | |
| 4 do | 12 do | do | |
| 10 do | 9 do | do | |
| 54 do | 6 do | do | |
| 4 do | 6 do | issued not mounted. | |
| 1 do | 32 do | dismounted. | |
| 55 do | 24 do | do | |
| 2 do | 9 do | do | |

161 pieces of iron.

| OF BRASS. | | | |
|--------------------------|--------------|--------------|--|
| 2 cannon, | 18 pounders, | mounted. | |
| 6 do | 12 do | do | |
| 7 do | 9 do | do | |
| 7 do | 9 do | do | |
| 96 do | 6 do | do | |
| 5 do | 4 do | do | |
| 50 do | 3 do | do | |
| 2 do | 2 do | do | |
| 1 do | 2 do | not mounted. | |
| 6 do | 6 do | do | |
| 2 brass 10 inch mortars. | | | |
| 1 do | 8 1/2 do | | |
| 1 do | 5 1/2 do | eprouvette. | |

179 pieces of brass.—161 iron.—Total 340.

ARMS, AMMUNITION, &c.

Small Arms.

| | |
|------------------------|--------|
| Muskets, | 48,543 |
| Common Rifles, | 1,889 |
| Repeating do | 521 |
| Pairs of Pistols, | 218 |
| Cutlasses and Swords, | 629 |
| Sets of Accoutrements, | 20,000 |

Ammunition.

Boxes, each of 1000 rounds fixed ammunition, 418

Quarter casks of powder, 21

General Muir adds that there are ten arsenals and two Magazines in the State, exclusive of the extensive fortifications on Staten Island.—[Mercantile Advertiser.]

To the Editor of the New-York American:—

As the deeds and sentiments of our immortal Washington are now adverted to with so intense an interest, I trust you will willingly give the accompanying letter an insertion in your paper. I have accidentally found it preserved amongst my scraps; and as it contains sentiments which fill the mind at once with admiration for the man, and show with what just and holy feelings he was actuated, I shall be glad to see it again brought before the eyes of his countrymen, and the world. Yours, &c.

3d mo. 2, 1832.

A SUBSCRIBER.

[From the New-York Daily Advertiser.

COPY.

To Colonel Benedict Arnold, Commander of the Detachment of the Continental Army destined against Quebec: Sir—You are intrusted with a Command of the

utmost consequence to the Interest and Liberties of America:—Upon your conduct and courage and that of the Officers and Soldiers detached on this Expedition, not only the Success of the present Enterprise and your own Honor, but the safety and Welfare of the whole Continent may depend. I charge you therefore and the Officers and Soldiers under your Command, as you value your own Safety and Honor, and the Favor and Esteem of your Country that you consider yourselves as marching not through an Enemies' Country, but that of your Friends and Brethren, for such the Inhabitants of Canada and the Indian Nations have approved themselves in this unhappy Contest between Great Britain and America; that you check by every Motive of Duty, and Fear of punishment, every attempt to plunder or insult any of the Inhabitants of Canada. Should any American Soldier be so base and infamous as to injure any Canadian or Indian in his person or property, I do most earnestly enjoin you to bring him to such severe and exemplary Punishment as the Enormity of the crime may require—Should it extend to Death itself, it will not be disproportionate to its Guilt at such a Time and in such a Cause. But I hope and trust that the brave men who have voluntarily engaged in this Expedition will be governed by different Views—that Order, Discipline and Regularity of Behaviour will be as conspicuous as their Courage and Valour. I also give it in Charge to you to avoid all Disrespect or Contempt of the Religion of the Country and its Ceremonies—Prudence, Policy and true Christian Spirit will lead us to look with Compassion upon their Errors without insulting them.—While we are contending for our Liberty, we should be very cautious of violating the Rights of Conscience in others; ever considering that God alone is the Judge of the hearts of Men, and to Him only in this case they are answerable.

Upon the whole, Sir, I beg you to inculcate upon the Officers, the necessity of preserving the Strictest order during their March through Canada, to represent to them the Shame, Disgrace and Ruin to themselves and Country if they should by their Conduct turn the Hearts of our Brethren in Canada, against us; and on the other Hand the Honor and Rewards which await them, if by their Prudence and good Behaviour they conciliate the Affections of the Canadians and Indians to the great Interests of America, and convert those favourable dispositions they have shewn into a lasting Union and Affection.

Thus wishing you and all Officers and Soldiers under your Command all Honour, Safety and Success, I remain, Sir, your most, Obedient, Humble, Servant.

G. WASHINGTON.

Cambridge Head Quarters.

September 14. 1775.

A schoolmaster in Cornwall, advertising his establishment, says:—"Every boarder must be supplied with a bible and prayer book, a knife and fork, three towels and a silver dessert spoon; all of which, except the books, become the perquisite of the proprietor on the pupil's quitting school." The conscientious pedagogue thinks that the Bible and Prayer-book may be well for the pupil—he prefers, however, the steel and the silver.—[Atlas.]

In the counties of Kilkenny and Kildare, the long suffering peasantry have struck out another legal and peaceable mode of baffling the tithe proctor. A cotter's cow, worth perhaps £5, is seized for 5s. tithe.—The sale commences according to rule—"three bidders to make an auction, and the King's duty to be paid by the purchaser." A soldier or police-man bids 1. (for the parson;) Paddy, the owner, bids 7 for himself, and after that waits contentedly for the parson, proctor, or police-man, to clinch the sale by a third bidding; confident that if his cow be sold, he will get a good price for it, and that the parson will have to pay his own tithe, and the King's duty into the bargain.—[Dublin Journal.]

CINCINNATI, FEB. 25.—The Flood in the Ohio has been very slowly subsiding since our last. The water is not yet within its banks. Our citizens are gradually returning to their business and their houses in that portion of the city which was inundated.

SAVANNAH, Feb. 27.—By advertisements in this morning's Georgian it will be perceived that the governor has taken the preparatory steps towards the survey and disposition of the Cherokee lands, required by the late act, by ordering the surveyors to meet at Milledgeville on the 2d of April, and the Justices of the Inferior Court to select persons to receive the names of individuals entitled to draws.

We are extremely gratified to learn that since the reception of the Savannah memorial at Washington, orders have been received from the War Department to prepare immediately quarters within the city for the troops at Cantonment Oglethorpe, during the ensuing summer.—[Georgian.]

CHOLERA.—We annex a letter from Dr. G. S. Bedford, explaining what struck as a discrepancy between his conclusions and those of Dr. Boisseau, whose treatise he translated:

MONDAY MORNING, MARCH 5th.

To the Editor of the N. Y. American:

In your notice of my translation of Boisseau's *Treatise on Cholera Morbus*, you quote me as follows:—"On no grounds, save those of arrogance and presumption, can we reasonably expect to escape this disease." You then remark—"It is very possibly so; yet the treatise he publishes arrives most unhesitatingly at the conclusion that the Cholera is not contagious, and only admits by possibility its transmission by vessels and merchandize." To one not versed in medicine, it would seem that I have been guilty of inconsistency; but that you and your readers may have a more perfect understanding of this matter, I shall illustrate my position in the following manner: In the first place, I contend that there is no direct proof of the contagiousness of cholera; and yet this disease has travelled in a regular and successive manner from east to west. From India it reached Russia, Poland, Prussia, &c.; and it is now raging in England.

The Influenza, which is prevailing in this country at the present moment, appeared at Canton and Manila in November, 1839; it preceded the cholera in Russia, Poland and Prussia; prevailed in France in May and June last; in England during the heat of July and August; and it reached this country in November. The course of the epidemic influenza has been from east to west.

Here is an example of a disease, which no one in this day dreams of calling contagious, commencing in the East, touching at the intermediate places, and ultimately prevailing in this country. Therefore, although I do not believe that the Cholera is a contagious disease, I am still impressed with the idea that it will shortly visit us. It may not be useless to add, that in China, Manila, and Europe, the Cholera was preceded by the influenza; and, therefore, it is not irrational to suppose that this disease, which is not yet extinct in North America, is but the precursor of Cholera Morbus.

We have yet to learn in what way this frightful epidemic is propagated; but in lieu of positive knowledge, we may be permitted to conclude, that it is through the medium of the atmosphere.

So far from admitting the possibility of our escaping the cholera, because it has been clearly demonstrated to be non-contagious, I am free to confess that, in my humble opinion, the danger of contracting it is far greater than if it were propagated by means of contagion only; for in the latter case, we might, by quarantine regulations, &c., prevent its introduction into our country. This position is sustained by the following fact: that at the recommendation of Roust, surgeon general of the Prussian forces, and president of the Board of Health, the strictest quarantine laws were enforced in the different Prussian ports, and other measures of a similar nature were adopted; for the completion of which seven million dollars were expended, without, however, preventing the invasion of the cholera morbus.

Very respectfully your obedient servant,

G. S. BEDFORD.

We add, as apposite to the subject, and, moreover, as in harmony with the conclusions of Dr. Boisseau and his translator, the following extract of a letter from Dr. Mifflin, of Philadelphia, to the Mayor of this city, (published in the Daily Advertiser of this morning,) giving the results of his own recent observation of the disease, as manifested at Cronstadt. Dr. Mifflin went out as Surgeon of the corvette *Kensington*:

That the disease has an epidemic character, there can be little doubt. That it is contagious, I saw no evidence; on the contrary, numerous proofs and exposures reject such a conclusion. In the absence then of more conclusive evidence, than has yet fallen under my observation, I should say—

1st. That its occurrence depends on a peculiar state of the atmosphere, as yet not clearly defined.

2d. That the disease is not contagious.

3d. That its ravages are greatest, when intemperance, and the causes above stated, prevail.

4th. That although it has not exempted any class or condition from attack, yet its fatal results have

been and can be avoided by prompt medical aid, provided the constitution of the patient has not been undermined by excesses, &c.

5th. Regarding remedies, none which are "specific" have as yet been attained.

In conclusion, I think I hazard little in predicting that should it please an all-wise Providence to send this epidemic to our shores, the general improved habits of our people, their comparative intelligence, and the facility of commanding prompt medical aid will so far arrest its fatality, as to leave it among the ordinary diseases to which we are more or less exposed.

IMPORTANT DECISION.—By private letters this morning from Washington, the all important intelligence is received that on Saturday the venerable Chief Justice delivered the judgment of the Supreme Court on the appeal of the Missionaries imprisoned by Georgia, in favor of the appellants and against the constitutionality of the law of Georgia.

The decision of the Court was unanimous, except as to Judge Baldwin, who only dissented, it is understood, on a point of form,—that the record from the Court below was not duly certified. The Court consists of—

| | |
|-------------------------|----------------|
| Chief Justice Marshall, | Virginia. |
| Justices.....Story, | Massachusetts. |
| Duval, | Maryland. |
| Thompson, | New York. |
| McLean, | Ohio. |
| Baldwin, | Pennsylvania. |

Mr. Justice Johnson, of South Carolina, is absent by reason of indisposition.

SUMMARY.

SHIPWRECKS.—We learn with regret that a letter from John Storr, Esq. commercial agent for the Insurance Companies of this city, dated Nassau, 20th February, states the following Marine losses:

Packet ship *De Witt Clinton*, New York to New Orleans, the crew and seven bales silks saved. Vessel and the rest of the cargo lost.

Schooner *North America*, Douglass, stranded on St. Salvador Bahamas. Cargo entirely plundered by the inhabitants. The Governor of the Islands has sent a vessel of war from Nassau to recover the property, and to identify and punish the thieves.

We have been favored with the following extract of a letter from Captain Henry Packard, of ship *De Witt Clinton*, to C. & J. Barstow.

"I presume you have had my letters of 7th February, informing you of the loss of the ship *De Witt Clinton*. She was wrecked on the morning of 30th January, on the extreme eastern part of Abaco. She filled immediately; and we saved only five thousand dollars of the cargo, which drifted ashore."

To this list we have to add from the Journal of Commerce of this morning, an account of the loss of brig *Manchester* of this port, and from the Boston Daily Advertiser, a sad list of missing vessels:—

The brig *Manchester* is ashore on Hempstead Beach, a few hundred yards west of the harbor, where she now lies, bilged and nearly full of water. She was from Jacmel, with a full cargo of coffee.—Both the brig and cargo are expected to be lost.—They are insured, though perhaps not to the full amount. Captain Whittmore came up to the city on Saturday by land, and after communicating the facts to the owners and underwriters, returned, accompanied by two inspectors from the Insurance Office. The night when the accident happened, was clear over-head, but near the water the atmosphere was thick and hazy.

Missing Vessels.—Among other vessels missing are brigs *Ursula*, *Invincible*, and *Jmes*, all of Boston, and *Philippine Rosa*, Capt. Castel; the latter a French brig. The *Ursula* sailed from Smyrna, Sept. 24, for Boston, and the *Philippine Rosa*, Sept. 27, with another French brig, the *Olympie*, both for New York. The *O* was abandoned at sea, and the crew have arrived at St. Thomas. The *James* and *Invincible* sailed from Malaga for Boston, the latter Oct. 12, the former 18th, and have not since been heard from. They all probably passed Gibraltar within 14 days of each other.

In the *Ursula*, were Geo. Powell, of Boston, master; Geo. Temple, of Reading, mate; John Currie,

of Alexandria; John Stubbs, of Bucksport, Me.; and Isaac Collins, of Boston, seaman; Edw. Albert, of Philadelphia, cook; and S. S. Sylvester, of Townsend, boy.

In the *James*, (formerly a Halifax packet,) were Elisha Wales, of Boston, master; James N. Seaver, of do. mate; T. B. Smith, of N. J., Thomas Vincent, of N. Y., Geo. Parsons, of Gloucester, and Oliver Allen, of New Bedford, seamen; John Farrell, of Ireland, cook.

The *Invincible* left Alexandria for the Mediterranean, and had on board Capt. — Pratt, of —; Mr. McKenzie, mate; Bryan Jenny, and three other young men of respectable families in Alexandria; seamen.

There is little doubt that these vessels were within a few days sail of this coast when the frequent and violent N. W. gales commenced in November. The *Cherub*, which sailed from Smyrna, October 7, about a fortnight after the others, arrived November 26, having for fourteen days experienced a succession of N. W. gales, and at one time had the water over her deck so much that the long boat amidships floated, and it was necessary to nail canvass over the companion way, &c. to prevent the water rushing below.

It is the brig *Samaria*, of Portland, with a cargo of molasses, which is ashore at Rockaway.

[From the National Gazette.]

We have a number of new American pamphlets before us, possessing more or less interest. To us, the most acceptable is the one of seventy two handsome pages, consisting of *Two Lectures on Political Economy*, which were delivered at Clinton Hall, New York, on the 23d and 30th December 1831, by William Beach Lawrence, Esq. before the Mercantile Library Association of that city. They are suitably dedicated to Albert Gallatin, as a testimony of the profound respect and affectionate regard of the intelligent and well informed author. The first lecture is a clear and instructive sketch of the History of Political Economy; the second, a good account of the Ricardian Theory. The Association to whom they were addressed had abundant reason to be satisfied with both compositions, and should endeavor to draw more information and opinions, in the same form, from the same source. We shall hail with particular pleasure, the appearance of more disquisitions of the kind.

Tax on Emigrants in Lower Canada.—On the 14th ult. the Governor of Lower Canada, in pursuance of instructions from England, sent to the Legislature a message, recommending the House of Assembly the expediency of imposing a tax, payable by the Masters of vessels bringing Emigrants into that Colony from the United Kingdom, for the purpose of creating a fund for the medical care of sick emigrants, and for the purpose of enabling indigent persons of that description to proceed to the places of their destination.

In consequence of this message a bill has passed the House of Assembly imposing a tax of one dollar on each emigrant landing after the 15th of April next, and unanimously passed through two readings, and a Committee of the whole House in the Council, and will therefore become a law.—[Daily Advertiser.]

It is understood that the United States Bank in this city discounted on Saturday, notes to the amount of half a million of dollars. The liberal course the branch has taken in this city has enabled other banks to discount to a considerable extent. The pressure on the money market, which was felt in the early part of the week, has been to a considerable extent relieved, and this by the liberal management of the Branch here, which is spoken of in the highest terms of commendation, by the merchants generally.

We understand that the ice in the North River opposite to Newburgh, has broken up, but below in the Highlands the ice was firm; steamboats only proceed as far as Caldwell, opposite to Peekskill.—[Daily Adv.]

CANADA.—The Governor of Lower Canada, Lord Aylmer, prorogued the Provincial Parliament on the 25th ult. He expresses much dissatisfaction, because the supply bill has been refused.

ACCIDENT.—We regret to learn that on Monday last Capt. Curtis Holmes, in crossing Broome street at Broadway, was knocked down by a baker's cart, and severely injured. The driver of the cart, though seeing Capt. H. struck to the ground, did not check his horse an instant, but went on at the same reck-

less rate. We hope Capt. H. may ascertain his name, and have him punished as he deserves to be.

We are requested to state, that the Grand Jury of the Circuit Court of the United States, on Tuesday, ignored the bill against Silas Soule, mate of the rig Triton; and we agree with a correspondent in looking upon this as "an instructive commentary on the practice of inserting in the newspapers positive statements in regard to the guilt of an individual. In this case, Soule was charged by some worthless sailors with murder. Their account even was grossly exaggerated in the public journals; one of which went so far as to state the points which the Petit Jury would be called on to decide. We understand that Mr. Soule is a respectable, industrious man; and it is to be regretted that no reparation can probably be made for the injury he has sustained by the circulation of false and unjustifiable charges.

THE SUBSCRIPTION BILL, as it is called, about which so much interest has been excited in New-Jersey, was called up in the Assembly of that State on Tuesday last, and its consideration indefinitely postponed by a vote of 30 to 18.

Mr. Stone, the editor of the Commercial Advertiser, announces as forthcoming, in all this month, a work from his own pen, on the subject of Masonry and Anti-Masonry, in a series of letters, addressed, by permission, to John Q. Adams.

From Mr. Stone's position in regard to both parties, and his capacity as a writer, it is reasonable to anticipate a volume that will prove both interesting and instructive.

POETRY.

IMPROVISED TO A LADY.

You think 'that often features—such
As beamed a thousand years ago,
Nature renews in every touch,
And bids again before us glow.
If it be so,—and if the fairest
Are those she chooses to remould,
How often must those looks thou wearest,
Have been in their bright die retold!

Friday Night.

MOTTOES.—By M. A. Browne.

"For love and all for love"—take thou this gem:
Lo, where the white wings of the fluttering dove
Hover betwixt the rose and the diadem;
The motto read—"Love, and all for love!"
"For thee and thee alone"—take thou this flower;
See how it turns towards the regal sun,
Bending its head beneath its dazzling power;
Silent it saith—"For thee, and thee alone!"
"Thine own for ever"—take this faithful heart,
That beats in my bosom with one tone.
Responding in its chords in every part
And whispering—"Thine for ever, love! thy own!"

MARRIED.—

Emanuel Rey, Esq. of St. Martin's, W. I., to Mary M., daughter of the late John Cockle.

DEATHS.

On Monday morning, (March 5th) John Coleman, in the 50th year of his age.

On Thursday, 1st instant, Frances Ann, wife of Mr. A. Richardson.

Feb. 20th, of consumption, at Hamilton, Madison Co., N. Y., Mr. Josiah Sablin, recently of this city and formerly of Columbus, Ohio.

At Aquackanok, N. J., Robert Kearney, aged 49 years.

Monday evening, March 5th, of a short illness, Sarah Du Bois, daughter of Thos. C. Doremus, aged 3 years and 6 months.

On Tuesday morning, 6th March, Charles Frost, Engineer, in the 34th year of his age.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 149 persons during the week ending on Saturday last, viz.:—37 men, 32 women, 42 boys, and 48 girls—Of whom 35 were of the age of 1 year and under, 19 between 1 and 2, 29 between 2 and 5, 2 between 5 and 10, 6 between 10 and 20, 15 between 20 and 30, 15 between 30 and 40, 13 between 40 and 50, 4 between 50 and 60, 9 between 60 and 70, and 4 between 70 and 80. Diseases—Apoplexy 2, bilious dysentery 1, burned or scalded 1, casualty 1, cholera 2, consumption 28, convulsions 13, cramp in the stomach 1, diarrhoea 1, dropsy 2, dropsy in the chest 1, dropsy in the head 1, drowned 3, dysentery 2, erysipelas 2, fever 1, bilious remittent 1, fever scarlet 9, frozen 1, hives or crop 2, inflammation of the brain 1, inflammation of the chest 3, inflammation of the stomach 2, interperneal 1, miasmus 3, measles 19, old age 1, pertussis 9, pneumonia 1, typhoid 3, scirrhus of the liver 1, scrofula 1, King's evil 1, small pox 1, sore throat 1, still born 7, tabes mesenterica 1, teething 2, whooping cough 1, worms 1.

ABRAHAM D. STEPHENS, City Inspector.

PASSENGERS.—

Per ship Britannia, from Liverpool:—W Brewster, of Detroit; R Pardows, of N York; G Ashton, of Manchester; E Herd, J Atkinson, Wm Atkinson, of England; Wm Turner, of Ireland, and 11 in the steerage.
Per ship Leonidas, from Vera Cruz:—Mr and Mrs Williams, and Mrs Wise.
Per ship Russell, from New-Orleans:—A Gardner, G M'Dermott, R E Smith, and 5 in the steerage.
Per ship Junior, from Mobile:—Mrs Harrison, Miss Parker, T B Berman, and W McWinn.
Per brig Empress, from Mobile:—C Albertson, and H Swift.
Per schr Gen Warren, from St Croix:—Mrs Cary, L Bartlett and C Bartlett.

COMMERCIAL RECORD.

SALES OF REAL ESTATE AT AUCTION.

Feb. 28.—The two story brick front House and Lot No. 269 Rivington, corner of Columbia st. 2½ feet front by 57½ deep for \$2600
The two story brick front House and Lot No. 271 Rivington street, for 1300
The two story do. do., No. 273 do. 1170
The two story do. do., No. 275 do. 1200
The two story do. do., No. 277 do. 1205
All 19 feet 1 inch front and rear, by 26 feet 2 inches deep.
Lots 18 feet 1 inch front by 59 feet in depth.
The two story brick front House and Lot No. 62 Columbia street, with a stable house 18 feet 2 inches by 26 feet 5 inches, includes Lot 25 feet front by 100 deep 1330
The two vacant Lots Nos. 64 and 66 Columbia street, 25 by 100 each, 830
The two story House and Lot, brick front, No. 68 Columbia, House 22 feet 3 inches by 33 feet 3 inches, Lot 100 feet deep, 2525
The two story brick front House and Lot No. 70 Columbia st. House 22 feet by 38 Lot 190 feet, 2460
The two story brick front House and Lot No. 72 Columbia st. same dimensions, 2500
Feb. 28.—House and lot No. 111 Fulton st. running through to Ann street, 25x116 feet. \$10,000
Feb. 29.—House and lot No. 55 Anthony st. 25x100 ft. \$4,100
Frame house and lot No. 165 Chapel st. 32x8x100 6,000
March 1.—Store and lot 225 Pearl street. 19 feet 4 inches on Pearl street, \$24,100
Do. adjoining, 19 feet on Pearl, 24,500
Do. do. do. 24,500
Lot No. 20 Gold street, 25x126 feet, with a piece of ground in the rear forming a T. 18,300
1 lot, corner Houston and Thompson sts. 25x93, 2,500
1 do. adjoining on Houston street, 2,000
1 do. do. do. 2,000
1 do. do. do. 2,050
3 do. do. and frame dwellings, \$2,900 ea. 8,700
1 do. do. corner of Sullivan street, 2,900
1 do. in rear of above on Sullivan st. 25x100 feet, 1,640
1 do. adjoining, 1,650
1 do. do. 1,650
1 do. on Thompson. first lot from Houston st. 1,980
1 do. adjoining, 1,750
1 do. do. 1,750
1 do. on Cherry st. near Market, 20x50, 4,250
1 do. do. do. 4,000
1 do. corner Cherry and Montgomery sts. 23x96, 1,950
1 do. adjoining on Cherry st. 1,650
3 do. do. do. \$1,650 each, 4,950
3 do. do. do. \$1,750 each, 5,100
1 do. corner Monroe and Montgomery sts. 1,750
3 do. adjoining on Monroe st. \$1,325 each, 3,975
4 do. do. do. \$2,450 each, 5,800

LIVERPOOL MARKETS, Monday, Jan. 16.

Cotton.—There has continued a good demand for cotton in the last week: the prices of Pernambuco have advanced ½d. per lb., but we make no alteration in the quotations of other kinds. American descriptions have been freely offered, particularly the Bowed of the new crop. On Friday there were sold by auction 430 Demerara at 7½d to 7½d. per lb. for middling to very good; 30 Bahama at 5½d to 7½d; 20 Surinam at 6½d to 7½d; 70 St. Domingo at 5½d to 6½d per lb. The sales by private contract consist of 6200 Bowed at 5d to 6d for ordinary to fully fair old, 6½d to 7½d for new, chiefly at 6½d to 6½d for good fair quality of the latter; 1340 Orleans at 5½d to 5½d, chiefly at 6½d to 7½d for fair to good; 3550 Bahama and Mobile 5d to 6½d; 130 Sea Island 9½d to 16½; 2000 Bowed at 5½d; 2400 Pernambuco 7½d to 8½d; 1610 Maranhão 6½d to 8d; 750 Bahia 6d to 7d; 570 Egypt 7½d to 9d; 120 St. Domingo 5½d; 10 Smyrna 5½d; 550 Surat 5½d to 4½d; 30 Bengal at 10½d per lb.; making a total, including those sold by auction, of 18,100 bags, of which 1500 American are taken on speculation. The imports are 21,531 bags.
Sugar, Coffee, &c.—There continues a steady demand for British Plantation Sugar from the trade; the sales amount to upwards of 1000 hids. at an improvement of 6d to 1s per cwt. on the grocery descriptions; besides the above 200 bags Bengal were sold at 60s to 61s per cwt. Nothing done in foreign or Mauritius Sugar. West India Molasses are in more request; nearly 700 punche. Demerara have been taken by the refiners at 22s 6d to 23s per cwt. The Coffee market is not so lively as it has been.

Drysalteries, &c.—For Pearl Ashes there has been an animated speculative demand, and about 3000 bbls. have changed hands, chiefly at 28s 6d to 29s with some small parcels at 30s per cwt., which is now considered to be the current price. Pot Ashes have been dull of sale, and only 209 bbls. sold at 29s to 29s 6d per cwt. Owing to the small stock of Logwood remaining here, prices continue to look up, small sales of Campeachy having been made during the week at £9 to £9 10s per ton.
Naval Stores.—The only transaction in rough Turpentine is a small sale of 350 bbls. at 11s 3d from the quay. In Tar nothing done.

LONDON, January 17.

Price of Stocks.—Three per ct. Cons. 82½; Cons. for acc. 83½; 3 per ct. red. 82½; 3½ per ct. red. 89½; New 3½ per ct. 89½; 4 per ct. 126s, 99½; Bank Stock, 194; Exc. Bills, 10 pmi.; India Bonds, 2 to 1 dia; Long Ann. 16 9-16; New do. 16 3-16.

PARIS, January 20.

Stock Exchange, Jan. 19th, 4 o'clock.—The market has continued dull, and as the reports in circulation tended rather to throw doubts on the adherence of the Northern Powers to the Treaty, which doubts were strengthened by the Courier, London paper, received this morning, the prices have again declined. The 5 per ct. for cash, have fallen 83; 4 per ct. 1½; 3 per ct. 17 10c; Neapolitane, 50c; Gebhard's, 4; Rentes Perpetuelles, 1; and the Papal Loan, 1. The Belgian Loan retains its price for cash.

BANK NOTE TABLE.

MAINE.

| | | |
|------------------------|---------------------|------------------------|
| U. S. Branch. | Cumberland. | Augusta. |
| Thomaston. | Casco. | Gardiner. |
| Vassalborough. | Mechanics. | Kennebunk. |
| Canal. | Union. | Manufacturers. |
| Portland. | Waterville. | Winthrop. |
| Bangor. | Saco. | Bathrop. |
| South Berwick. | Lincoln. | |

NEW HAMPSHIRE.

| | | |
|--------------------------|------------------------|-----------------------|
| U. S. Branch. | Rockingham. | Claremont. |
| Cheshire. | Portsmouth. | Grafton. |
| Concord. | Farmers. | Merrimack Co. |
| Exeter. | Piscataqua. | Merrimack. |
| New-Hampshire. | Dover. | Commercial. |
| N. H.—Strafford. | Winnipesaukee. | Connecticut river do |

MASSACHUSETTS.

| | | |
|--------------------------|--------------------------|-----------------------------|
| U. S. Branch. | Plymouth. | Bank of Norfolk. |
| Boston City Bks. | Dorchester. | Cambridge. |
| Agricultural. | Salem. | Andover. |
| Beverly. | Springfield. | Falmouth. |
| Bedford Com'l. | Taunton. | Mercantile. |
| Commercial. | Worcester. | Lynn Mechanics. |
| Dedham. | Blackstone. | Mechanics of Salem. |
| Gloucester. | Fall River. | do N. Bedford. |
| Hampshire. | Exchange. | Bunker Hill. |
| Franklin. | Danvers. | Atlantic. |
| Sunderland. | Andover. | Franklin. |
| Hampden. | Mendon. | Lowell. |
| Mechanics. | Oxford. | Brighton. |
| Middlehead. | Milbury. | Central. |
| Newburyport. | Housatonic. | Greenfield. |
| Phenix. | Hamp. Manufacts. | Sutton. |
| Pacific. | Barnstable. | Essex. |
| Manu. & Mech. | Leicester. | Farmers. |

RHODE-ISLAND.

| | | |
|-----------------------------|--------------------------|---------------------------|
| U. S. Branch. | Village Bank. | North Kingston. |
| Providence. | Smithfield Lime. | Mount Hope. |
| Union. | Rock. | Pawtucket. |
| Exchange. | Newport Bank. | Phenix. |
| Mechanics. | Roger Williams. | Washington. |
| Globe. | Squat. | R. I. Central. |
| Manufacturers. | Kent. | Warren. |
| R. Island Union. | Eagle, Bristol. | Warwick. |
| Rhode Island. | Do. Providence. | R. I. Agricult. |
| Merchants' Provi- | Mount Vernon. | Cumberland. |
| dence. | Cranton. | N. E. Pacific. |
| Do. Newport. | Bank of Bristol. | Smithfield Union. |
| N. E. Commercial. | Commercial. | High Street. |
| Burrillville. | Freemans. | Woonsocket Falls. |
| Burrillville Agric. | Franklin. | Mech. & Manu. |
| and Manu. | Landholders. | Centerville. |
| Smithfield Exch. | Narragansett. | Far. & Me. |

CONNECTICUT.

| | | |
|---------------------------|---------------------|---------------------|
| U. S. Branch. | Hartford. | Union. |
| Norwich. | Phenix. | New Haven. |
| Bridgeport. | Middletown. | Thames. |
| Fairfield County. | Mechanics. | Windham Co. |
| do Branch. | New-London. | Stonington. |

VERMONT.

| | | |
|-------------------------|---------------------|------------------------|
| Brattleborough. | St. Albans. | Orange County. |
| Montpelier. | Windsor. | Burlington. |
| Windsor. | Windsor. | |
| Bank Caledonia. | Bennington. | |

NEW-YORK.

| | | |
|-----------------------------|---------------------------|---------------------------|
| U. S. Branch. | State Bank. | Central Bank. |
| City Banks. | Commercial. \$50. | Jefferson County. |
| Long Island Bk. do. | Bank of Troy. | Geneva. |
| Dutchess Bk. do. | Farmers' \$50. | Chenango. |
| Lansingburg. | Mohawk. | Michigan. |
| Poughkeepsie. | Ulster. | Bk Columbia. broke |
| Catekill. | Do. Branch. | Middle District. |
| Newburgh. | Do. Ontario. | Franklin Bank. |
| Do. Branch. | Do. Branch. | Wash & Warren. do |
| Mech. & Farmers. | Auburn. | |
| Bank of Albany. | Rochester. | |

PENNSYLVANIA.

| | | |
|------------------------------|------------------------------|-----------------------|
| U. S. Bank. | Montgomery Co. | Gettysburg. |
| Philadel. Banks. | Columbia Br. Co. do. | Carlisle. |
| Harrisburg. | Chester county. | Miners. |
| N. ryanburg. | Lancaster. | Pittsburg. |
| Farmers Reading. do. | Germanstown. | Chambersburg. |
| Do. Lancaster. do. | Delaware county. | Erie. |
| Do. Bucks co. do. | Penn. Township. | Monongahela. |
| Easton. | York. | |

DELAWARE.

| | | |
|---------------------------|-----------------------|---------------------|
| Farmers. | Will & Brand. | Smyrna. |
| Do. Branches. do. | Delaware. | Commercial. |

MARYLAND.

| | | |
|---------------------------|-------------------------|-----------------------------|
| U. S. Branch. | Bank Maryland. | Hagerstown. |
| Baltimore Bks. | Frederick co. | Susquehanna Bridge. |
| Farmers. | Westminster. | Elkton. |
| Do. Branches. do. | Farmers & Mech. | Planters. |

DISTRICT COLUMBIA.

| | | |
|---------------------|---------------------|---------------------------|
| Patriotic. | Alexandria. | Mech. Georgetown. |
| Metropolis. | Potomac. | Do. Alexandria. |
| Washington. | Union. | Farmers & Mech. do |

VIRGINIA.

| | | |
|--------------------------|-----------------------|---------------------------|
| U. S. Branch. | Farmers. | Virg. & Branches. |
| Vally, & Branch. | Do. Branches. | Northwestern. |

NORTH CAROLINA.

| | | |
|-------------------------------|------------------------------|----------------------|
| State, & Branches. 2. | Newbern & Branch. 2. | C. Fear, & Branch. 2 |
|-------------------------------|------------------------------|----------------------|

SOUTH CAROLINA.

| | | |
|-----------------------|-------------------------|---------------------|
| U. S. Branch. | Union. | State Bank. |
| Plant. & Mech. 1 & 1½ | South Carolina. 1 to 1½ | State Bank S. C. do |

GEORGIA.

| | | |
|-------------------------------|------------------------------|----------------------|
| U. S. Branch. | State B. & Br's. 2½ | Macon. |
| Planters. | Augusta. | Augusta In. & Bk. do |
| Marine & Fireins. do. | Mech. & Planter. do. | Darien. |

ALABAMA.

| | | |
|-----------------------|-------------------------|-------------------|
| U. S. Branch. | Mobile & State. | Tombecks. |
|-----------------------|-------------------------|-------------------|

MISSISSIPPI.

| | | |
|-------------------------------|--|--|
| State of Mississippi. | | |
|-------------------------------|--|--|

OHIO.

| | | |
|-----------------------------|-----------------------------|-------------------------|
| U. S. Branch. | Marion. | Farmers & Mech. |
| Chillicothe. | Lancaster. | Belmont. |
| Western Reserve do. | Mount Pleasant. do. | Commercial. |
| Franklin. | Farmers. | Steubenville. broke |

LOUISIANA.

| | | |
|-----------------------|--------------------|--------------------|
| U. S. Branch. | State B.—Orleans 3 | Louisiana. |
| U. S. Branch. | | |

MICHIGAN.

| | | |
|-------------------------|--|--|
| Michigan Banks. | | |
|-------------------------|--|--|

CANADA.

| | | |
|-----------------------|--|--|
| Canada Banks. | | |
|-----------------------|--|--|

(Continued from page 169.)

attained, and which it now enjoys, it has acquired mainly through the instrumentality of the present government. While this agent continues, the capacity of attaining to still higher degrees of prosperity exists also. We have, while this lasts, a political life, capable of beneficial exertion, with power to resist or overcome misfortunes, to sustain us against the ordinary accidents of human affairs, and to promote, by active efforts, every public interest. But dismemberment strikes at the very being which preserves these faculties; it would lay its rude and ruthless hand on this great agent itself. It would sweep away, not only what we possess, but all power of regaining lost, or acquiring new, possessions. It would leave the country, not only bereft of its prosperity and happiness, but without limbs, or organs, or faculties, by which to exert itself, hereafter, in the pursuit of that prosperity and happiness.

Other misfortunes may be borne, or their effects overcome.—If disastrous war sweep our commerce from the ocean, another generation may renew it; if it exhaust our treasury, future industry may replenish it; if it desolate and lay waste our fields, still, under a new cultivation, they will grow green again, and ripen to future harvests. It were but a trifle, even if the walls of yonder Capitol were to crumble, if its lofty pillars should fall, and its gorgeous decorations be all covered by the dust of the valley. All these might be rebuilt. But who shall reconstruct the fabric of demolished Government? Who shall rear again the well-proportioned columns of Constitutional Liberty? Who shall frame together the skillful architecture which unites National sovereignty with State rights, individual security, and public prosperity? No, gentlemen, if these columns fall, they will be raised not again. Like the Colosseum and the Parthenon, they will be destined to a mournful, a melancholy immortality. Bitterer tears, however, will flow over them, than were ever shed over the monuments of Roman or Grecian art; for they will be the remnants of a more glorious edifice than Greece or Rome ever saw—the edifice of Constitutional American Liberty.

But, gentlemen, let us hope for better things. Let us trust in that Gracious Being who has hitherto held our country, as in the hollow of his hand. Let us trust to the virtue and the intelligence of the People, and to the efficacy of religious obligation. Let us trust to the influence of Washington's example. Let us hope that that fear of Heaven, which expels all other fear, and that regard to duty, which transcends all other regard, may influence public men and private citizens, and lead our country still onward in her happy career. Full of these gratifying and cheering hopes, let us look forward to the end of that century which is now commenced. A hundred years hence, other disciples of Washington will celebrate his birth, with no less of sincere admiration than we now commemorate it. When they shall meet, as we now meet, to do themselves and him that honor, so surely as they shall see the blue summits of his native mountains rise in the horizon; so surely as they shall behold the river on whose banks he lived, and on whose banks he rests, still flowing to the sea; so surely may they see, as we now see, the flag of the Union floating on the top of the Capitol; and then, as now, may the sun in his course visit no land more free, more happy, more lovely, than this our own Country.

Gentlemen, I propose—
"THE MEMORY OF GEORGE WASHINGTON."

[Some other speeches, delivered on this occasion, will be given in our next.]

POSTSCRIPT.

LATER FROM EUROPE.—By the Silas Richards, from Liverpool, we have our London files to the 24th, and Liverpool papers to the 25th, both inclusive. Our first and most gratifying duty is to announce the safety of the Havre packet ship *Charmagne*, Capt. Robinson, about which, serious apprehensions began to be felt here. She put into Plymouth, (Eng.) on the 21st January, leaky, and with loss of rudder, during a heavy gale, on the 6th, in lat. 45, long. 24, bound to New-York.

The political news is not important, except as to the certainty that Don Pedro was really about to sail with an expedition for Terceira, whence a serious attempt will then probably be made against Don Miguel. If, as is probable, Spain supports him, France,—with whose consent and good will, and from whose ports Don Pedro was to embark,—will do likewise for Don Pedro and "her little Faithful Majesty," as the London Times calls Donna Maria; and there will be a new element of European discord. Respecting the treaty of the *Twenty-four Articles*, there is nothing later. No decision of any sort was anticipated till after 31st January, when the renewed period for ratifying that treaty would expire.

The Reform Bill was "progressing" through the House of Commons. On the first night of the discussion, as appears by a sketch of the proceedings of the 20th, the majority for Ministers was smaller than heretofore; on the second night, the 23d, it rallied. The Times of 24th thus sums up the decision of the preceding night:—

The division of last night on Schedule B. restored the House of Commons to its position, and confirmed the unabated strength of Ministers on the Reform Bill. The question was, whether the number of boroughs returning one representative to Parliament should be left undetermined or fixed at 307 and the latter opinion prevailed by a majority of 98—

the numbers being 210 and 112. Several other clauses up to No. 7 were agreed to, but only provisionally; that is, all the details and substantive parts of the clauses remain to be discussed.

The attendance in the House, however, is not numerous; and the Chronicle complains of the remissness of members favorable to Reform. All was still uncertain as to the creation of Peers.

From Greece there were unfavorable accounts. We present them as we find them in a private letter to the London Courier.

[From the London Courier, of 23d Feb.]

MALTA, JAN. 23.—By the steamer *Messenger*, from Corfu, we have accounts from Nauplia to the 26th ultimo. That distracted country is again the seat of civil discord and bloodshed. The contending parties met at Argos, where the National Assembly was to be held, came to blows, and about a hundred persons lost their lives. It appears that about the twentieth of December, a proclamation, relative to the intended Assembly, was posted on the walls of Argos by the acting Government. Grivas, one of the Roumeliot Chiefs, who had signalized himself so repeatedly during the revolution, and who consigned to the President the fortifications of Nauplia, where he was considered the Liberator, it is said torn down this proclamation; the Governor of Argos, named Mavromati, one of those who accompanied Cape d'Istria into Greece, quarrelled with Grivas for what he had done, and from words the excited parties came to blows. The Roumeliots were twice beat by the government troops and cavalry; but on a third attack, it is said, they routed them, and forced them to take refuge at Nauplia.

This we feel inclined to consider the last floundering of the Cape d'Istria party in Greece.

Long before the assassination of the President, it was his study to alienate and banish from the Government all the influential men in the country; and since his death the same measures have been pursued with more vigor, but less talent. Mavrocordato, Tricoupi, and others, men of abilities, integrity, and patriotism, who had been actually exiled, to refuge in Hydra, where the people had declared themselves opposed to the tyrannical measures of the President. Both Mavrocordato and Tricoupi are Deputies elected to represent unwarlike parts of Greece, and so great is the terror of the Triumvirate, that they and other free deputies should reach the Assembly, that the island of Hydra is so strictly blockaded by the Government vessels that not a boat is permitted to approach or leave the island.

At the last National Assembly, the only one called by the late President, he had the Assembly surrounded by the mountaineers of the Kleftia Colocotroni, who browbeat and threatened all Deputies who seemed inclined to oppose the wishes of his master; they also intimidated the Government troops, on whom the President could place little reliance. To prevent a repetition of the same trick, the Deputies from Roumelia, and some other parts, came, attended, some with ten, some twenty, armed followers, and it is said that thousands are beyond the peninsula, waiting to support their Deputies in case of need. These Deputies call loudly for a free Assembly, and the admission of the members from the islands, to which the provisional Triumvirate will not accede. We understand a protest has been entered against this contravention of right before the Residents of the Allied Sovereigns.

Sir Richard Church, who was Commander-in-Chief of the Greek forces, and who was superseded by the President, in favor of his brother Agostino, now Acting Chief of the Government, had arrived at Nauplia, and wished to proceed to Argos, but was arrested on the road by the Government, and sent back; and it was only after a correspondence, energetic on the part of Mr. Dawkins, and evasive on the part of the Triumvirate, that he was at last permitted to proceed.

General Church had the greatest influence over the soldiers whom he commanded, and there is little doubt that if he had been allowed to go to Argos, he would have succeeded in soothing down the irritated feelings of both parties; but the permission came when too late—the deed was done. General Church is at Argos; and we feel confident that, with his ability and address, he will restore order and stop the effusion of blood.

The Hula, Jameson, from Dundee, had arrived at Scilly, with much damage, and about a quarter of her cargo thrown overboard; bound to New-York.

It is now hinted that the new peers will not be forthcoming until another attempt has been made to carry the bill without them. Should the bill in its grand principles, again fail, then would peers in any number be created; the King being immovable in his determination to abide by the measure in its essentials, and to "carry his Ministers through." Lords Wharncliffe and Salisbury are named as the parties to which the Royal declaration to this effect has been made.—[Spectator.]

The Ontario, one of the line of packet ships from this port to New York, arrived this morning, in 18 days from New York.—[Hampshire Gazette.]

BALTIMORE.—*Citizens Union Line.*—The *Carroll* of Carrollton, Capt. Chaytor, one of the Union Line Steam Boats, arrived yesterday, at twenty minutes before 4 P. M., with passengers from Philadelphia. The passage from Philadelphia to this city was made in nine hours and twenty three minutes.

Captain Thomas Maurice, of the U. S. Engineer corps, fell down at Washington, on Monday, whilst transacting business at the Engineer Department, and instantaneously expired!—[National Intelligencer.]

As doubts have been expressed at adians as to the continuance of the RAIL-ROAD JOURNAL, it is but justice to those who are subscribers to say that its permanency is certain. The publisher is permitted to refer to the following gentlemen: WILLIAM A. DUEB, Esq. President of Columbia College. JAMES RENWICK, Professor in Columbia College. ROBERT L. STEVENS, Esq. Engineer. JAMES G. KING, Esq. SAMUEL SWARTWOUT, Esq. Collector of the Port. Messrs. GRACIE, PRIME & CO.

* * * Editors who have published the Prospectus, are requested to give the above six insertions.

AMERICAN RAIL-ROAD JOURNAL.

The subscriber is now publishing a weekly paper, called the **AMERICAN RAILROAD JOURNAL**. A principal object in offering the proposed work to the Public, is to diffuse a more general knowledge of this important mode of internal communication, which, at this time, appears to engage the attention of almost every section of our country.

THE AMERICAN RAILROAD JOURNAL is printed on a sheet of the largest size, (mammoth) and put up in a convenient form for binding, each number containing sixteen large octavo pages of three columns each. The selections, upon the subject of railroads and other works of internal improvement, will be from the best authors, both of Europe and America, and will be occasionally illustrated by engravings. A part of this Journal will be devoted to the subject of internal improvement—giving a history of the first introduction of railroads into England and their improvements to the present day. It will also notice the meetings, in different sections of the country, upon the subject of railroads. The remaining part of the paper will contain the LITERARY, MISCELLANEOUS AND NEWS matter of the NEW-YORK AMERICAN, as prepared for that paper, omitting all political subjects, except such as are of general concern.

The terms of the American Railroad Journal are THREE dollars per annum, payable in advance; and will not be sent without. Any person who will obtain eight subscribers and remit the amount, shall have a copy gratis: and to companies of ten subscribers, who associate and remit twenty-five dollars, I will be sent for \$2.50 each per annum. The Journal will be sent for any length of time desired, if paid in advance. It will be published on Saturdays.

Letters upon the subject of the AMERICAN RAILROAD JOURNAL may be addressed, free of postage, to the publisher and part proprietor,

D. K. MINOR,

No. 35 Wall-street, New-York,

NEW-YORK AMERICAN, TRI-WEEKLY.

THE NEW-YORK AMERICAN is now published THREE TIMES A-WEEK, in addition to the *Daily* and *Semi-weekly*, as usual. This arrangement is made to accommodate a large class of business-men in the country, who are desirous of seeing the advertisements of the day, yet are unwilling to encounter the expense of subscription and postage of a daily paper. By this arrangement, it will easily be perceived, their wishes may be gratified, at one half the expense of a daily paper, as most of the advertisements, both of the *Daily* and *Semi-weekly* papers, will appear in the *Tri-Weekly* American; and the reading matter as published in the *Daily* paper. It will be issued on *Tuesdays, Thursdays, and Saturdays*, at FIVE dollars per annum in advance,—to subscribers out of the city of New-York, and forwarded, according to their order, and for any length of time.

All letters relating to the TRI-WEEKLY AMERICAN may be addressed to the Publisher and part Proprietor,

D. K. MINOR, No. 35 Wall-st. N.Y.

The New-York American is published DAILY at \$10 per annum, and SEMI-WEEKLY, at \$4 per annum, in advance, as heretofore, at No. 35 Wall-street, New-York.

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes to any required length (without aplice), offer to supply full length ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Rope, the public are referred to J. B. Jervis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County, Pennsylvania.

Palmyra, Wayne County, New-York,
1st mo. 23d; 1852.

A M E R I C A N



RAIL-ROAD JOURNAL.

OFFICE, 35 WALL-STREET.

NEW-YORK, MARCH 17, 1832.

VOLUME I...NO. 12.

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AMERICAN RAIL-ROAD JOURNAL.

NEW-YORK, MARCH 17, 1832.

THE SOUTHERN RAIL ROAD AGAIN.—In our last we stated how far we were interested in the location of a Rail-road from Lake Erie to the Hudson, or to New York, with our views of the considerations which should govern its location, and we will now assign our reasons for advocating the southern route. There is no doubt that a desire to secure the increasing trade of the *Western States* had its influence with those eminent men who projected, and were instrumental in the accomplishment of, the Erie Canal, as well as the great advantages which would be enjoyed by our own citizens; and in order to accomplish that grand project, they were obliged by the nature of things to adopt, for that kind of internal improvement, the route through which the Canal was constructed. It is undoubtedly the *best* route that could have been adopted in the state; and the successful completion of it in the period of eight years, at an expense of only about eight millions of dollars, shews conclusively the public spirit and disinterestedness of those who had the management of it; while its present great utility and productiveness, together with the unparalleled prosperity of the country through which it passes, shews the wisdom of those who projected, and against the prejudices of a whole community, successfully advocated its construction.

There cannot be a doubt in the minds of those who, previous to its commencement, were familiar with the country through which the canal passes, and with its present flourishing condition, that it is this day worth twenty millions of dollars more than it would have been without the canal, or some other easy mode of transportation. If this assertion needs proof, look at the towns, villages, and we had almost said—*cities*, on its margin, which have not a parallel on the globe, the growth of an equal period of time. If, then, this section of the country has been thus benefited by the liberality and enterprise of the state, whilst

other sections have been left almost wholly unaided, can we assign a better reason why the contemplated Rail-road should pass through the southern part of the state? No one, not even the editor of the *Buffalo Journal*, will presume to say that any one section of the state, is entitled to all the public works which may be constructed, or permitted by the state: and few will deny the propriety of consulting the convenience of the mass of the business community in their location. With a full belief in the justice of the preceding positions, we are decided in the opinion, that the first great work which should be chartered by the state, ought to pass through the southern tier of counties from Lake Erie to the Hudson River, at some point where it is seldom obstructed by ice, or to cross the River by a ferry and pass down on the east side directly into and through the principal business streets, that there may be no trans-shipments, until the contents of the cars are hoisted into the storehouses. There should then be constructed from the Grand Canal to this *Grand Rail-road*, lateral Rail-roads and Canals, within twenty-five to fifty miles of each other, as the nature of the country will allow, and the inhabitants may desire; that all sections of the state may possess advantages equal to those on the northern route, and that the resources of all sections of the state may be equally developed. By this course our own citizens, as well as those living west of the Lakes, will have a choice of routes, as well as of modes of transportation, and all will be accommodated. A good reason why the Rail-road should pass through the southern part of the state is, that the distance from Lake Erie to New-York is from 100 to 130 miles less than by the canal route; and another reason in its favor is, that with lateral roads and canals having a southern outlet, those inhabitants living intermediate between the canal and south road, may come directly to market; whereas, with only a northern Canal, or Rail-road, they must first go directly from market, and after reaching the Hudson, the same distance in an opposite direction, before they are as near as when they commenced their journey.

If such a course were adopted,—and to have it adopted, the state has only to give its *consent*, as there are individuals ready to furnish the means,—the state of New-York would, in twenty years, double its population and wealth; flourishing villages would rise upon sites now covered with trees, the growth of centuries; and the whole country would be densely inhabited by an enterprising and thriving population: but to effect this highly desirable ob-

ject, legislation upon the subject must be of a liberal character. Individual enterprise must not be burdened with heavy tolls to sustain any other interest than that of the stockholders; nor will it be necessary, as the canal debt will have been paid off, before much, if any tolls can be received from a Rail-road, and then, with a reduced rate of toll, it will produce a sufficient revenue to defray all the ordinary expenses of the state government. Such is the system of internal improvement—one affording facilities to all—that we advocate, and for which, to use an expression of the Editor of the *Buffalo Journal*, we have “a loving regard;” and it would give us much pleasure to find that gentleman equally liberal in his views.

In No. 3. of the Journal we gave some account of the Charleston and Hamburg Rail-road. We have recently received the latest report of Horatio Allen, Esq. Chief Engineer upon that road, which gives a highly flattering account of its present condition and prospects. We have not room to give it entire, but make several extracts from it showing the progress and the probable period of its completion, which it is believed will be about the month of January, 1833.

We also give on a following page an extract from the proceedings of a meeting, held at Charleston in May, 1831, to appoint Delegates to attend a meeting to be held at Estelville, Va.; and also the circular addressed by those Delegates to that meeting upon the subject of connecting by a Rail-road the port of Charleston with the Ohio river at its junction with the Mississippi, in order to divert a part of the trade of that country, which now goes to Baltimore, Philadelphia, and New York, to Charleston, S. C.—This is a measure of great importance to Charleston, and if its enterprising inhabitants can accomplish it, (and why can they not do so—having already nearly completed one-fifth of the distance?) they will not only merit a deal of credit, but also effect a great revolution in the course of business; and goods will then be shipped for Tennessee to Charleston, and be taken from thence on the Rail-road over the mountains, instead of by New Orleans or the Ohio river.

The distance in a direct line from Charleston to the mouth of the Ohio, is about 600 miles; but the mountainous country would probably make the route for a Rail-road at least 700 miles. This proposition, we believe, did not take with the meeting, which was called with a view to open a communication between Richmond, Va. and Knoxville, Ten.

Report of Ephraim Beach Esq. Civil Engineer to the Commissioners of the Susquehanna and Delaware Canal and Rail-road Company.

GENTLEMEN,—In compliance with a request from your board, communicated to me in the early part of the past summer, I examined the country between the Susquehanna and Pittston, at the junction of the Lackawanna and the Delaware river at its pass through the Blue Ridge, called the Delaware Water Gap; and also directed the execution of such surveys as were deemed necessary to determine the feasibility, and probable expense of constructing a Rail-road between those points, by which it appears that the scheme is not only practicable, but that the object may be effected without encountering any extraordinary difficulties, and at a comparatively reasonable expense.

Time and circumstances permitted the survey of but one route, in which the survey and levels were minutely taken, and the surrounding country as much explored as the nature of the case would permit, for which I am bound to acknowledge my obligation to the intelligence and assiduity of R. J. Germain, Esq. Civil Engineer, assisted by Messrs. Provost and party.

The surveyed route being that which forms the basis of the estimate, will be the subject of the following remarks.

It commences at the junction of the Lackawanna with the Susquehanna River, at Pittston, and runs from thence up the Lackawanna valley to the mouth of Roaring Brook, thence up the valley of that stream to Lake Henry, a tributary of Roaring Brook, and from thence, crossing the head waters of Lehigh upon the table lands which forms the dividing ridge between the Susquehanna and Delaware Rivers to the head waters of Anatomak or Broadhead's Creek, passing down to Pocono, one of its tributaries, through Stroudsburg, thence down the main stream, approaching the Delaware in front of Detottsburgh at the head of the Water Gap.

The elevation of the summit above the Susquehanna and Delaware Rivers respectively is 1366, feet and 1599 feet, and the distance about 70 miles. This we divide into two, the eastern and western division, which, for the sake of perspicuity, is divided into sections, corresponding with the different grades to which the line is best adapted, as suggested by the various features of the ground.

It is, however, worthy of remark, that on either side of the summit through the valleys of Roaring Brook and Broadhead's Creek and its tributaries, the location will be upon a transverse slope where any grade may be sustained that the circumstances of the case may require, hence, such grade was assumed in the survey as would admit of the advantageous use of locomotive engines. The maximum angle of ascent on the western division in the direction of the greatest trade being 26 feet per mile, that on the eastern division, in the opposite direction, 40 feet per mile, which is not objectionable inasmuch as the power necessary to transact the regular business of the western division, would perform the return business up a much steeper grade.

In the arrangement of the different grades for the application of locomotive, mechanical, or animal power 666.5 feet of elevation is overcome on the western division, and 774 feet on the eastern division, leaving to be surmounted by inclined planes requiring stationary power 699.5 feet on the western, and 855 feet on the eastern division, for which, as indicated by the survey, six inclined planes will be necessary, three upon each division. To those on the western division the waters of Roaring Brook may be introduced as the moving power.

In descending from the summit eastward into the valley of Pocono the line may be much improved and shortened by dividing inclined planes No. 1 and 2 into three planes, in such manner that neither shall overcome an elevation exceeding 250 feet, nor occupy a distance of more than half a mile; the line in consequence will be more direct, the inclined planes being reduced, better adapted to a great trade and their location such, that the head-waters of Pocono and Broadhead's Creek may be introduced at their summits as the propelling power. With this arrangement there will be seven inclined planes upon the whole route, to all of which water may be introduced in quantities sufficient to equal the greatest trade that can ever be anticipated, and may be used as a substitute for steam power, either in propelling machinery or as a preponderating power upon a self-acting plane.

In addition to the improvements suggested there is no doubt that upon a more thorough examination many more will suggest themselves, whereby the line may be much improved, and distance diminished without increasing expense.

Suitable materials for the execution of all mechanical constructions, are abundant and convenient; in short, computing the estimate I have had particular reference to the copious field notes and observations taken upon the ground, and, while on the one hand I have intended not to swell the amount to an extravagant degree, so, on the other, I have endeavored to make it fully adequate to the construction of the work, in a permanent manner.

The line generally is favorable in regard to curves, none very abrupt occurring, consequently no extra expense will be required to avoid them.

The formation of the road-bed should be calculated for a double track, inasmuch, as that from its location, it cannot be long after the first is completed before a second will be required, and should the grading be omitted until such necessity is experienced, the additional expense of widening the grade beyond what it would have been in the first instance, would be very great. Not so with the superstructure, the effect is different, and good policy would dictate the laying down first, a single track, and make its advantages available in the transportation of materials for the second. An advantage, too, to be derived in grading in the first instance for a double track is, that by the time the second is required, the road-bed becomes settled and prepared for the reception of permanent materials; accordingly the following estimate of cost for forming the road-bed is with a view to a double track.

| THE EASTERN DIVISION. | | | | | | | | | |
|---|---|--------------------------------|---------------------------|------------------|--|--|--|--|--|
| Includes all that part of the line between the main branch of Lehigh River, and the eastern termination upon the Delaware; and embraces the following grades. | | | | | | | | | |
| No. of Grade. | Remarks. | Length of each grade in miles. | Descent in feet per mile. | Descent in feet. | Expense of forming the road-bed in each grade. | Expense of forming the road-bed in each grade. | Expense of forming the road-bed in each grade. | Expense of forming the road-bed in each grade. | Expense of forming the road-bed in each grade. |
| 1. | From Lehigh River Eastward | 11. | Level | 0 | \$31,416 75 | 13,408 34 | 21,008 41 | 18,611 40 | 16 |
| 2. | Commencement of Eastern slope | 4. | 22.5 Level | 90. | 13,408 34 | 21,008 41 | 18,611 40 | 16 | |
| 3. | Groene Plains do | 2.30 | Level | 0 | 2,300 00 | 4,980 00 | 350 00 | 943 00 | |
| 4. | Descending side of Pocono Mountain | 4.98 | 40. | 199. | 2,300 00 | 4,980 00 | 350 00 | 943 00 | |
| 5. | Inclined Plane No. 1, including short level between valleys | 0.62 | 35. | 35. | 355. | 18,611 40 | 21,008 41 | 18,611 40 | |
| 6. | Along Pocono Valley | 7. | 40. | 280. | 280. | 21,008 41 | 18,611 40 | 16 | |
| 7. | Inclined Plane No. 2 | 3. | 35. | 105. | 105. | 7,690 03 | 8,356 89 | 2,800 26 | |
| 8. | Passes Stroudsburg and Anatomak Mills | 3. | 35. | 105. | 105. | 7,690 03 | 8,356 89 | 2,800 26 | |
| 9. | Along the bank of Delaware to Detottsburgh | 2.80 | 26. | 73. | 73. | 2,800 26 | 3,032 17 | 283 91 | |
| 10. | Along the bank of Delaware to Detottsburgh | 2.80 | 26. | 73. | 73. | 2,800 26 | 3,032 17 | 283 91 | |
| 11. | Along the bank of Delaware to Detottsburgh | 2.80 | 26. | 73. | 73. | 2,800 26 | 3,032 17 | 283 91 | |
| | Total of Eastern Division | | | | | 15,990 | \$171,342 | 16 | |

| WESTERN DIVISION. | | | | | | | | | |
|---|---|--------------------------------|---------------------------|------------------|--|--|--|--|--|
| Extends from the River Lehigh to the western termination at Pittston. | | | | | | | | | |
| No. of Grade. | Remarks. | Length of each grade in miles. | Descent in feet per mile. | Descent in feet. | Expense of forming the road-bed in each grade. | Expense of forming the road-bed in each grade. | Expense of forming the road-bed in each grade. | Expense of forming the road-bed in each grade. | Expense of forming the road-bed in each grade. |
| 1. | From Lehigh to Western Slope | 2.85 | Level | 0 | \$13,999 89 | 30,335 75 | 24,425 00 | 30,335 75 | |
| 2. | Descending Valley of Roaring Brook | 7.30 | 26. | 195. | 195. | 24,425 00 | 30,335 75 | 24,425 00 | |
| 3. | Inclined Plane No. 1 | 234.5 | 35. | 821. | 821. | 30,335 75 | 30,335 75 | 30,335 75 | |
| 4. | Indications of Coal, Roaring Brook Deep Hollow | 31. | 26. | 806. | 806. | 14,330 20 | 15,741 00 | 1,410 80 | |
| 5. | Inclined Plane No. 2, end of Moosack Mountain | 0.60 | 26. | 156. | 156. | 385 00 | 416 11 | 31 11 | |
| 6. | Do. | 2.85 | 26. | 75. | 75. | 251 11 | 271 11 | 20 00 | |
| 7. | Inclined Plane, No. 3. A. Slocum's Mills | 0.75 | 16.5 | 124. | 124. | 13,975 14 | 13,975 14 | 13,975 14 | |
| 8. | Down Lackawanna to Pittston | 9.54 | 16.5 | 157. | 157. | 13,975 14 | 13,975 14 | 13,975 14 | |
| | Total of Western Division | | | | | 28,921 70 | 28,921 70 | 28,921 70 | |
| | Sum for Eastern and Western Divisions | | | | | \$28,921 70 | \$28,921 70 | \$28,921 70 | |
| | Amount brought forward | | | | | \$28,921 70 | \$28,921 70 | \$28,921 70 | |
| | Add for engineering and unforeseen contingencies 10 per cent. | | | | | 2,892 17 | 2,892 17 | 2,892 17 | |
| | Aggregate cost of grading | | | | | \$31,813 87 | \$31,813 87 | \$31,813 87 | |
| | Aggregate cost of grading A. grading per mile | | | | | 446 15 | 446 15 | 446 15 | |

Next to be considered is

SUPERSTRUCTURE;

And, although stone blocks may conveniently be obtained for the support of wooden string pieces upon the plan adopted by the Mohawk and Hudson Rail-road Company—Or, stone sills superceding entirely the use of wood, upon the plan adopted by the Baltimore and Ohio Company on part of their

Road, suitable stone abounding in the valleys of Roaring Brook and Broadhead's Creek; yet, for various reasons, timber should be preferred in the first construction.

1st. As a matter of economy, costing \$1500 to \$3000 less per mile than the other plans.

2d. Should any unevenness occur in the road-bed in the line of the ways, to which a new road is very susceptible, it is much more easily adjusted.

3d. By the time the road-bed is properly settled and business requires a second track, the various plans now in progress of construction will be tested and the selection may then be dictated by actual experience, and

4th. Great economy and advantage will be derived from this, in delivering upon the spot the materials for a permanent superstructure.

The route passing through a district of country abounding with timber of various kinds and of excellent quality, such as white oak, yellow pine, red beech, hemlock, &c. all of which can be obtained at a very low rate, therefore the estimate is predicated upon a construction entirely of wood, with wrought iron rail-plates 2 1/4 by 5.8 inch thick, and one turnout per mile of 300 feet in length.

COST OF ONE MILE.

| | | |
|-------|--|----------|
| 10560 | Linear feet Hemlock timber, at 3c. | \$330 00 |
| 14080 | Do. durable timber 8 feet long for turns, at 3cts. | 440 00 |
| 2640 | Cubic feet durable timber for string pieces, at 12 1/2cts. | 330 00 |
| 3520 | Locust wedges, at 1ct. | 35 20 |
| 22 | Tons rail-plates, and transportation 65 dollars, | 1430 00 |
| 1.2 | Ton spikes | 100 00 |
| 600 | lbs. Connecting plates, 10cts. | 60 00 |
| | Labor putting down rails, drains &c. | 960 00 |
| 300 | Feet turnout, | 225 00 |

| | |
|-------------------------------------|-----------|
| Cost of one mile superstructure | \$3910 20 |
| Average cost of one mile graduation | 4445 15 |

| | |
|------------------------------------|-------------|
| Average cost of Rail-road per mile | 8355 35 |
| Cost of 70.58 miles | \$589720 60 |

The location of the inclined planes being such as to render water available as the propelling power, a question arises as to its most judicious application, whether in the operation of machinery, or as a preponderating power upon a self-acting inclined plane. Self-acting planes are at present only used where the preponderance of the descending trade is sufficient to draw up the ascending, but I see no reason why they cannot be used with equal advantage in an ascending, or fluctuating trade, where water, in sufficient quantities, can at all times be commanded at their head.

The plan recommended by M. Robinson, Esq. Civil Engineer to the Managers of Danville and Pottsville Rail-road Company.

I would therefore recommend for your consideration, as a matter of economy, as well as preferable improvement, the construction of inclined planes upon the principle of those upon the east end of the Carbondale Rail road, with cars sustaining tanks or cisterns capable of containing water sufficient to preponderate any necessary ascending load, to be disgorged of their load at the foot and return with the next ascending train.

| | |
|---|------------|
| Cost of seven inclined planes, at \$5000, | \$35000 00 |
| Cost of grading and superstructure, | 589720 60 |

| | |
|-------------------------|-------------|
| Aggregate cost of road, | \$624720 60 |
|-------------------------|-------------|

The capacity of the Rail-road for the transaction of business, like that of a canal, is measured by the facilities afforded in overcoming elevation.

Without troubling you with far-fetched theories upon this subject, I will refer you for example to the inclined planes upon the Carbondale Rail-road; their ordinary progress upon the Road, while making their transit is, at the rate of six miles per hour. From the favorable features of the ground on this route, for the location of the inclined planes, any angle of acclivity may be adopted that the nature of the case will justify; we shall assume therefore five degrees, as the angle best adapted to the practical operations, hence, about half a mile will be the length of the planes on the western division, their acclivity being in the direction of the trade will regulate the business.

Assuming six miles per mile according to the foregoing example, each transit will be performed in five minutes, allow for casual detentions 2 1/2 minutes, will make 7 1/2 minutes or 8 transits per hour. Assuming also 10 tons for the load, independent of the cars, is 80 tons per hour, and at 12 hours 960 tons per day, and, making liberal allowance for all necessary delays 250 days, or 240,000 tons per year.

The experience upon Rail-roads in this country

does not yet furnish data whereby to calculate the expense of transportation, suppose then the tolls to be one cent per ton per mile, and the transportation one and a half cents per ton per mile, (which is about the expense on canals, (the amount for tolls on 70 miles is \$168,000, and for transportation including tolls \$420,000. This calculation may appear too large, suppose then, that only half that business should offer, (which from its location there can be no doubt it shortly would,) the tolls would then be \$84,000, and transportation included tolls \$216,000.

A great inducement to this belief is, that more than 18 miles of the western end of this route is through a coal region, 6 miles of which is above inclined plane No. 2., along the valley of Roaring Brook on the east side of Moosick Mountain, where indications of coal are of frequent occurrence.

The location of inclined plane No. 2, is at the south-western extremity of Moosick Mountain, from the head of which a line of road may be graded on the west side of the said mountain declining 16 feet per mile 13 1/2 miles to Carbondale, which together with the extension to the Susquehanna will make at least 27 miles, with which this vast coal field, embracing the valley of the Lackawanna, may be accommodated with a Rail-road in a longitudinal direction, thus offering inducements to the individual enterprise of this district, by affording a cheap and expeditious communication to market, which may defy competition from any other quarter.

From the eastern termination of this route the road may be extended along the bank of the Delaware to Easton, which the Company is authorized by their Charter to do, from whence a choice of markets is offered to Philadelphia by the Pennsylvania Canal, or to New York by the Morris Canal; or, for a more direct communication to New York the Delaware may be crossed at the Water Gap, and a tolerably direct route may be obtained to the summit of the Morris Canal, or, a line may be extended up the valley of Paulinskill or, near the line of the late contemplated Sussex and Orange Canal to the Hudson at, or near Newburgh. On neither of the above routes will any stationary power be required.

But as it may be important for the Company so to extend their work as to maintain an entire uninterrupted communication to market during the winter season, I beg leave further to state that a very direct route may be obtained on which a Rail-road can be constructed without encountering any formidable difficulties from the Delaware Water Gap approaching the Hudson River opposite the City of New York. Respectfully submitted,

EPHRAIM BRACH,
Civil Engineer.

December 31st, 1831,

SOUTH CAROLINA.

"At an extra meeting of the direction of the South Carolina Canal and Rail-road Company, held at Charleston, on the 17th May, 1831, it was

"Resolved, That this board cannot contemplate without feelings of deep interest, the objects of the convention proposed to be held in June next, at Estellville, Virginia—That the questions to be there discussed in regard to the selection of an Atlantic sea port as an outlet for a very extensive, and productive portion of the western country, involve topics of the highest and most permanent importance to this city:

"That it is, in every point of view, desirable to obtain a decision favorable to the selection of Charleston as not only conducive to the future prosperity of the metropolis of South Carolina, but as tending to bind still more closely in the bonds of commercial Union, two sections of our country already connected by the strongest geographical and political ties;

"That, for the furtherance of these views, the board request their chief Engineer, Horatio Allen, Esq. to meet the convention, and that they proceed to select some fit person to accompany him as a delegate; and that the necessary credentials, and proper instructions be furnished them to represent the South Carolina Canal and Rail-road Company, at the proposed Estellville meeting.

Extract from the minutes.

JOHN T. ROBERTSON, Sec'y."

KNOXVILLE, 9th June, 1831.

To the meeting of delegates convened at Estellville, Scott County, Virginia.

Requested by the City Council of Charleston, and by the South Carolina Rail-road Company, to attend your meeting, on their approach to the place appointed, the undersigned became apprized that a postponement had occurred, and ascertained that

the objects contemplated were of a more definite and limited character than they had supposed. In consequence, they cannot be present; but, with a view to bring it before the public, avail themselves of the opportunity, to communicate in this manner, a project in which the Western, South-Western, and Southern States are mutually and deeply interested.

That project consists, in opening a communication by a Rail-road, between the point where the Ohio and Mississippi rivers unite their waters, and the city of Charleston to be connected with a line of packets thence to Europe. The first step towards its accomplishment has been taken in the Rail-road from Charleston to Augusta. The second, will be a continuation of this road to the navigable waters of the Tennessee, for which the improvements now in course on that river, afford supererogated inducement. Of the exuberant benefits of such a work, no one will doubt—that there are many, and strong incentives, and great natural facilities towards the undertaking, can be easily demonstrated—and of its practicability, especially through the combined action of several states, the New York and Ohio Canals, and the Baltimore Rail-road, are precedents in point. It will be well for the States interested, to have a scheme on so enlarged a scale constantly in prospect, that their collateral labors may tend to an ultimate coincidence.

The considerations which seem to have led to the present meeting, are, First, to obtain a market for the superabundant animal, vegetable and mineral products of this section of the country—and Secondly, the ready supply of imported and manufactured articles from other parts of the Union. In detail, the objects are, a free intercourse with commercial Sea-Ports, cheap transportation, an easy outlet, and profitable market for your staple productions; the furnishing of the Southern neighborhood, including the gold mines of North Carolina, with grain and live stock, and the manufacturing States with iron ore and in return, procuring groceries and other heavy articles, from New Orleans, and domestic and imported manufactures, from the northern and eastern cities.—To subserve these purposes, it is proposed to make use of the Mississippi to New Orleans, and of the Ohio upwards, to where advantage can be taken of communications by the Kenawha and James river with Richmond; by the Rail-road from Wheeling to Baltimore; by the Canal through the State of Ohio, and by the Canal from Lake Erie to the Hudson.

To each of these routes, there are serious objections, independently of their great distances respectively. Importations from the West Indies, Europe, or the northern ports to reach New Orleans, must contend with the Gulf Stream, encounter the exceedingly dangerous circumnavigation of Cape Florida, and conquer the difficulty of ascending from the Balize. In the other direction, Richmond is about one hundred, and Baltimore two hundred and twenty miles from the Ocean, by the tedious outlet of Chesapeake Bay, with the perils of Cape Hatteras near its mouth; and the proposition to supply the State of Ohio and the valleys of the Shenandoah, Potomac, Mohawk and Connecticut with grain and cattle, is, to use a familiar but apt phrase, "like sending coal to New-Castle." Whether, too, it will be feasible to transmit for consumption, the iron found in Tennessee, northwardly, may admit of a doubt, as it will come in point blank competition with the ore of Pennsylvania and New-Jersey, subject to the vast superiority enjoyed by those States in their immense coal mines for extracting and working up the material. In fact, the only trade that can be carried on between yourselves and that section of the country, will consist in your obtaining thence the imported and manufactured goods of which you stand in need, in return for specie, or United States' Bank notes. Upon this operation there can be but the single profits of the return cargo—their markets are closed, or contested by abundance at home, and the remittance of funds to make purchases has no longer even the premium of brokerage.

It seems to have escaped attention; that there is a much nearer route than any of these, combining all their advantages, and exempt from all their objections. Between the confluence of the Ohio and Mississippi, and the harbor of Charleston, a line of communication may be opened under six hundred miles in length. This is a less distance, than from the same point to New Orleans, by the bendings of the river. Already is a Rail-road, for one hundred and forty miles of the course, under contract, and in brisk progress, each mile of its execution, and every day of its existence developing its utility, and con-

firmed the confidence, and rallying the spirit of the public in its favor.

Although not indispensable, it certainly is highly important for the construction of Rail-roads, that a level as near as possible should be obtained. In mountainous countries, this can be effected only by following the valleys of streams, flowing alternately from the ridges in parallel directions. Upon inspecting the map, it will be perceived that the country on both sides of the intervening mountains is so intersected with water courses, as to be admirably subservient to this requisite.

The South Carolina Rail-road will run from Charleston to Augusta on the Savannah river; to Columbia on the Congaree; and to Camden on the Wateree. Taking Camden, the most northern, as the place of junction, the route for a continuation, would be by the bed of the Catawba, passing the mountain by stationary steam engines, down the Nolichucky and Holston rivers, to the Tennessee. From Columbia, the avenue lies up the Saluda, through the Saluda gap, along the French Broad, to the mingling of that river with the Holston.—Another, and perhaps the best course would be, from Augusta by the Savannah river, along the Tugaloo, and Turoree creek, until they meet the Hiwassee or the little Tennessee, down whose fine streams to the Tennessee, the passage is direct and easy. Yet further south, with a view to avoid, by turning the mountains, a way might be adopted from Augusta through Georgia, to Florence, below the Muscle Shoals. At whatever point the Rail-road might strike the Tennessee, it could be extended thence to the Cumberland, and onward to where they enter the Ohio; affording, throughout, rapid, and cheap transportation for travellers, produce and merchandise, to the whole western country, between the Mississippi and the Muskingum, from the Atlantic Ocean.

The states of North and South Carolina, Georgia and Alabama, and the territory of Florida, are the natural market for the western and south-western country. They raise neither corn, wheat, nor other grain, save rice; no horses, hogs or cattle, comparatively speaking, and are almost wholly dependent upon the north or the Saluda gap, for their supplies of all these commodities—on the other hand at Charleston may be had all the products of the West Indies, the goods manufactured at the North, and those imported from Europe, in as great abundance and variety, and upon as favorable terms as at any other place, with this great additional advantage, that they are in exchange for your own crops and droves. Thus, in this direction, you will realize the emoluments of being both sellers and buyers. By your resort thither in conjunction with its great natural advantages, the port of Charleston is susceptible of being made the second commercial emporium of the Union. With an immense export trade of cotton and rice—open at all seasons of the year, affording perfect safety to shipping, intermediate between Cape Hatteras and Cape Florida, its wharves but eleven miles from the ocean, so that in an hour and a half, vessels may be unloading or at sea, it needs but the intercourse with yourselves, which the finger of nature has delineated, to become the grateful and congenial participator in a common prosperity almost without bounds.

Of the astonishing results of the adaptation of steam power to locomotion on Rail-roads, the innumerable experiments going on in England and this country, teem with convincing proofs. It is not too much to say, that this mode of transportation will, before long, supersede the use, not only of turnpike roads, but also of canals, and even navigable rivers. For an undertaking possessing such manifold and self-evident recommendations, and promising such rich, prolific and permanent results, any amount of capital can be procured from the north, or from Europe, where the sphere of its employment is mostly preoccupied, or hazardous from the disturbed state of affairs. Indeed, the work in its progress, will create, by its own earnings, funds for its continuation. To be fruitful, it needs not, like most other works, to be completed, from end to end. Every half mile brought into play, adds to its income, and at Charleston the money now made upon using it only for five miles, already pays ten per cent. interest upon the capital expended in their construction, and the purchase of the locomotive steam engine. The abundance and fitness of materials in the southern and western country, for their construction and the nature of the commodities to be transported, give them here a high and peculiar recommendation. Your live stock, which now travel to market on foot, by slow and constantly deteriorating journeys, may be carried, either cured as beef and pork, or in pens on the Rail-road,

rapidly and without fatigue, as is in contemplation on other extensive roads. By this conveyance, also, the mail will be more swiftly transmitted, and a large portion of the numerous southern travellers, who now annually pass their summers, and expend their money at the north, will be induced by the facility of access to your country, of cheap living, pure water, salubrious air, lucious fruits, and scenery beautiful to a pre-eminent degree, with the finest forests, noble rivers, and lofty mountains, to make their visits Westward for pleasure, health, or information.

Having this object in view, the plan of running a road from the North Carolina line, through Jonesborough to Selby creek on the Sandy river, would militate, in a measure, against its speedy completion. To carry a road through the same section, either to the Nolichucky, or the Holston, would, on the other hand, embrace all the considerations we have now taken the liberty to present, in accordance with our mutual purpose of promoting the public good.

This great work will assuredly one day be accomplished. Its seed is now in the ground—already the resources of the country are adequate to its early maturity. The only question is, whether we, our children, or the stranger shall reap its benefits.

HENRY N. CRUGER,
HORATIO ALLEN.

Extracts from a report of H. Allen, Chief Engineer to the Board of Directors of the South Carolina Canal and Rail-road Company, February 6, 1832.

Engineer Department, S. Carolina Rail-road.
To the President and Directors of the
S. C. Canal and Rail-road Company:

GENTLEMEN.—I have delayed communicating this statement until the present season, with the view of placing it on a firmer basis than estimates are usually considered to have. To anticipate the doubts of any who might be disposed to consider the statement of probable cost herein contained as "an ordinary estimate on which according to all experience large allowances should be made," I would observe that the discordance between the estimate and actual amounts of expenditure for a given work has arisen in nearly all the cases which have come within my knowledge or observation, rather from a miscalculation of the amount of work to be performed, than from an inadequate estimate of the cost per item. Thus on many of the canals constructed in this country, the estimated prices for the necessary excavations and embankments have in most cases rather exceeded than fell short of those at which the works have been subsequently contracted for and executed, but the estimated amount of cubic yards has frequently been below the amount removed in the progress of excavation. I would add, although not exactly called for here, that this disagreement is the result of the superficial manner in which the Engineer is required to make his preliminary examinations, on the meagre data of which he is compelled to base his calculations and present his report. He is thus induced by the natural anxiety of the projectors of an undertaking to economize money and time in their preparatory arrangements, to double the liability to error from involving two subjects for estimate instead of one—first, as to the amount to be done, and second as to the value per item. By more extensive and accurate examinations the denomination of estimate might be in a great degree removed from the first of these, and that which has always been the great source of error and consequent disappointment, be made by far the least.

In the consideration and decision of the line of graduations generally, reference has been constantly had both to the resources of the Company and the character of the labor which the country afforded, without which reference disappointment must inevitably have ensued both as to time and cost of completion.

In the construction of the road one of three plans are made use of, according to the situation. 1st. Where the foundation is an uniformly hard clay, transverse sleepers are firmly bedded in and on the clay for the support of the rail timber. 2d. Where the excavated surface is of a less firm character, foundation timbers running parallel with the road are bedded in the earth, on which the transverse caps which support the rail timber are secured. 3d. Where the foundation is too loose or yielding to allow sleepers, or the line of graduation is above the surface, piles driven into the ground are made use of to support the caps.

The principal difficulty in the execution of this work consists in having the piles well driven.

In reference to the general plan of construction and the use made of timber (a perishable material) as the medium of support and connexion, there can

be but one opinion formed. The country through which the road passes is destitute of every other species of material. There was therefore no alternative presented; and the only question which could arise, would be as to the manner of making use of the materials to which we are thus restricted. In the consideration of that question but two methods are at our option. Either by graduating the surface to prepare a level bed for the whole extent of the road; (to do this it would be necessary to excavate through the ridges and embank across the depressions and valleys, and to place sleepers on the surface thus obtained throughout the line;) or to adopt the plan above described. Two strong objections exist to the adoption of the former. 1st, From the inadequacy of the Company's means. 2d, From the inapplicability of the labor of the country to the kind of work required by it. It might be sufficient to decide on the rejection of the first named plan to state, that the funds of the Company would require to be nearly doubled to execute the same length of road; but to that it is necessary to add, that if the first plan had been adopted, the great bulk of the labor would have been entirely unsuited, to the principal labor of the country, and would consequently had to have been performed by labor and contractors brought from abroad. When the difficulty of obtaining such labor and retaining it during near half of the year, are considered, it may be safely assumed that the completion of the work would have been postponed at least one but most probably two or three years. Moreover, it must be remarked, that there would exist still the same difficulty to contend with as to the faithful placing of the foundation, in this instance, that of a traverse sleeper upon a lately formed embankment, instead of a pile in the other, to which would be superadded the yearly settling of the embankments, the trouble and expense of raising which to their original height, and the reconstruction of the road, would many times exceed those which will accrue from any imperfect driving of piles.

GENERAL SUMMARY.

| Residency. | Miles. | Cost. | Am't done. | Force. |
|--------------------|--------|-----------|------------|--------|
| First Residency, | 27.75 | \$89,701 | \$78,337 | 300 |
| Second Residency, | 22.47 | 65,023 | 25,000 | 221 |
| Third Residency, | 15.73 | 36,391 | 16,505 | 85 |
| Fourth Residency, | 19.00 | 46,874 | 18,000 | 206 |
| Fifth Residency, | 18.30 | 52,014 | 2,861 | 25 |
| Sixth Residency, | 17.70 | 49,835 | 5,000 | 150 |
| Seventh Residency, | 15.25 | 49,819 | 7,500 | 300 |
| | 135.25 | \$391,677 | \$133,703 | 1317 |

| | |
|---|-----------|
| To the above cost of workmanship and materials, | \$391,677 |
| There must be added, for Rail-road Iron, | 133,800 |
| Iron spikes, | 12,500 |
| Piling machinery, | 3,700 |
| Edisto bridge, | 1,700 |
| Turn outs, | 5,000 |
| Inclined plane and double road, | 6,000 |
| Engineer department. | 45,623 |
| | \$600,800 |

| | |
|---|-----------|
| To this estimated cost of the Road, should be added for contingencies, right of timber, damages, removal of building, &c. | 10,000 |
| And capital required for motive power, viz. | |
| Stationary Engine, | \$9,000 |
| Six Locomotives, | 30,000 |
| One hundred and sixty wagons, | 20,000 |
| Water stations, | 2,000 |
| | \$672,000 |

The latest period fixed by contract for any portion of the work on the Eastern Division, is the 1st July, 1832, which I would take as the time of completion of that division, were we in possession of more effectual means of constraining the contractors to execute their work in accordance with the stipulations of the contract. The time is abundantly sufficient to perform the whole with economy, but unfortunately such is the scarcity of efficient contractors and of the physical force necessary, that we cannot take those measures which would be effectual.

Under these circumstances, I would name the month of August as the time for the completion of the Eastern Division; including the bridge over the Edisto, which by contract is to be finished by the 1st May, 1832.

The completion of the portion between town and Summerville may be expected, at the latest, between 15th April and 1st May. I have been able within the last week to put this portion of the line in a more effective state than has been the case heretofore. The disappointment with respect to the force which we had expected to have obtained, and thus

provided for any inefficiency on the part of the contractors, has been the cause of the delay in its much wished for completion.

The latest period named in any contract on the Western Division is the 1st Nov., 1832, the contractors on which are making great efforts to comply with the time of their contracts. They have succeeded in making several extensive and favorable sub-contracts with responsible men, which will enlist a force which they otherwise could not have obtained, and will very much forward their operations.

They will, however, require unremitted exertions and every facility that the company can with safety extend, to make them to comply with the time.

I therefore deem it prudent to name the month of January, 1833, as the probable time of completion of the whole work.

Were it certain that we would retain the present amount of force on the road, transferring it from place to place as required, it might reasonably be expected that the road would be put into operation within the present year.

On the subject of Messrs. W. & J. D. Gray's contract, I have addressed a separate communication to the President. Respectfully submitted:

HORATIO ALLEN, Chief Engineer,
South Carolina Rail-road.

We cheerfully give place to the following, from the Illinois Advocate, published at Edwardsville, Feb. 10.

Mr. Minor will please publish the enclosed Rail-way and Canal proceedings, and oblige the people of Illinois.

At a meeting of the citizens of St. Clair county assembled on the 14th Jan. 1832, upon previous notice, to express their sense upon the subject of a Rail road in the place of a Canal to communicate with the Michigan Territory, Maj. WASHINGTON WEST, was called to preside, and Alfred Cowles, Esq. was appointed Secretary. Whereupon, on motion of Gov. Reynolds, the following resolutions were unanimously adopted.

1. Resolved, By this meeting, that a Rail-way is preferable to a Canal to promote communication with Lake Michigan.

2. Resolved, That it is, under all circumstances, better that the state incorporate a company to construct such Rail-way, than for the State to undertake it, without any prospect of immediate success.

3. Resolved, That Messrs. James Mitchell, Jon. Green, Wm. Moore, L. Beeman, Alfred Cowles, Moses Short and Wm. G. Brown be a corresponding committee to ascertain the sentiments of the people of this state, as to their preference of a Rail-way or Canal. And to ascertain if a company can be formed to take stock in said Rail-way on fair and equitable principles.

Resolved, That said committee write and publish an address to the people of the State on the subject of a Rail road.

On motion of Dr. Joseph Green, it was Resolved, That if, in the opinion of the Executive, there appear any reasonable prospect of the stock being taken up by individuals, it would be advisable to convene the Legislature, in order to incorporate a company for that purpose.

On motion of L. Beeman, Resolved, That the proceedings of the Meeting be signed by the Chairman and Secretary, and published in all the newspapers in this State friendly to the above object.

All which being considered, were unanimously adopted.

WASHINGTON WEST, Ch'n.

ALFRED COWLES, Sec'y.

To the Editor of the Rail-road Journal:

Sir: Will you publish the following proceedings and oblige the friends of Rail-roads in Illinois?

At a large and respectable meeting of the citizens of Pike county, in Illinois, convened at Atlas, (previous notice having been given) for the purpose of taking into consideration the expediency of changing the contemplated Canal to unite the waters of Lake Michigan with the Illinois river, into a Rail-road, Doctor Henry J. Ross was called to the chair, and Col. William Ross was chosen secretary. On motion of Leonard Ross, Esq. a committee of nine was appointed to draft and report resolutions. The following gentlemen were chosen:—Leonard Ross, James M. Suley, Benjamin Berney, Daniel H. Gray, John J. Ross, Lyman Scott, James Talbut, Hiram Linsey and John Berney, who reported the following resolutions, which were unanimously adopted: Whereas it is universally admitted by our most

enlightened and scientific countrymen that Rail-roads are a vast improvement over Canals, their construction less expensive, and the result of actual experiments having verified the same, therefore

Resolved, That a Rail-road ought to be substituted in the place of our projected northern Canal.

Resolved, That, in the opinion of this meeting, the most certain and efficient measure to effect this great and desirable object would be to grant a charter to a company on liberal terms.

Resolved, That, in our opinion, the policy heretofore pursued by this state, in relying upon the aid of the general Government, together with her own resources, is calculated to procrastinate the execution of this great national work beyond the participations of the present generation.

Resolved, That should the governor of this state receive satisfactory evidence that a company would accept a charter, that we deem this subject of sufficient moment to justify his immediate call of the Legislature.

Resolved, That the chairman and secretary sign the proceedings of this meeting and transmit a copy to the editor of the Illinois Intelligencer, for publication, and a copy to be forwarded to the Executive of this state, and the editor of the Rail-road Journal, in the city of New York.

On motion, Resolved, That this meeting adjourn sine die. Feb. 20, 1832.

HENRY J. ROSS, Chairman.

W. Ross, Secretary.

MAD RIVER AND LAKE ERIE RAIL-ROAD.—At a meeting of the Commissioners appointed in the act entitled "An act to incorporate the Mad River and Lake Erie Rail-road Company," passed January 5, 1832, and the act entitled "An act to amend an act to incorporate the Mad River and Lake Erie Rail-road Company," passed February 8, 1832,—held at the town of Bellefontaine, in the county of Logan, on Wednesday, the 22d day of February, 1832, pursuant to notice, present:

Horatio G. Phillips and Charles G. Swain, of Montgomery.

Person Spining, Samson Mason, Henry Bechtle, and Jeremiah Warder, of Clark.

John C. Pearson and James Dallas, of Champaign.

Noah Z. McCulloch and Robert Patterson, of Logan.

William Townsend, George Anderson, and Burr Higgins, of Huron.

William Reed and John Cost, of Green.

Horatio G. Phillips was appointed Chairman, William Townsend and Jeremiah Warder, Secretaries.

The acts of incorporation and amendment were severally read.

On motion, Resolved, That James Hollister, of Huron, is appointed a Commissioner, to fill the vacancy occasioned by the death of H. H. Wilcox, named under the law as one of this Board.

On motion, Resolved, That one member from each county now represented, be appointed by the Chairman as a Committee to mature the further deliberations of the Commissioners; whereupon the following gentlemen were named:—Swain, Reed, Mason, Pearson, McCulloch, and Anderson.

After a recess, the committee appointed to prepare and report the business proper in their opinion to be transacted at the meeting of the Commissioners named in the acts to incorporate the Mad River and Lake Erie Rail-road Company, reported the following resolutions, which were adopted, after some modifications and amendments embraced therein:

Resolved, That it is expedient to cause books to be opened at Cincinnati, Dayton, Fairfield, Springfield, Urbana, Bellefontaine, Columbus, Tiffin, Lower Sandusky, Bucyrus, and Sandusky City, in the State of Ohio, on the third Monday in May next; and that the same be kept open for the space of five days successively, for the purpose of receiving subscriptions to the capital stock of the Mad River and Lake Erie Rail-road Company.

Resolved, That Samuel W. Davies and Francis Carr, of Cincinnati, George W. Smith, Jonathan Harshman, and Alexander Grimes, of Dayton, Robert Merer, and Stephen W. Reeder, of Green, Charles Cavalier and Pierson Spining, of Springfield, John Reynolds and William McDonald, of Urbana, Thomas Armstrong and Richard S. Canby, of Bellefontaine, Lincoln Goodale and Lemuel Reynolds, of Columbus, Josiah Hedges and Henry Cro-nize, of Tiffin, Samuel M. Lockwood and Rudolphus Dickinson, of Sandusky, Enoch B. Merriman and Abel Carey, of Crawford, William Townsend and James Hollister, of City of Sandusky, be, and they

are hereby appointed agents, whose duty it shall be to open books, for subscriptions to the capital stock of the said company, and to keep the same open between the hours of ten o'clock A. M. and two o'clock P. M. of each day, for the space of five days successively, at the several places in the foregoing resolution designated, and moreover, that such agents or any of them, shall have power to execute receipts to the subscribers for the amount of the first instalment paid on the share or shares subscribed, and that they, or either of them, do immediately after the expiration of the time prescribed for receiving subscriptions to said stock, make report to Horatio G. Phillips, of Dayton, Ohio, of the numbers of shares subscribed, together with the amount of money paid on such shares, and in their hands respectively.

Resolved That his Excellency the Governor of Ohio, General Joseph Vance of Champaign, Horatio G. Phillips, William Townsend, George Anderson, Samuel M. Lockwood, Burr Higgins, Russell H. Haywood, and Jeremiah Warder, be, and they are hereby appointed a committee, and that they be requested, if they shall deem it expedient, to open books at the time specified in the foregoing resolution, for the purpose of obtaining subscriptions to the stock aforesaid, at the following, and such other places as they may think proper: City of New York, Albany, Utica, Rochester and Buffalo; and that they have power to appoint such suitable persons as may be willing to serve as agents in procuring subscriptions out of this State.

Resolved, That the several agents appointed to open books for the subscription of stock, be, and they are hereby requested to provide bound blank books for each place designated for opening the same, and that they observe the following form as nearly as it may be applicable, in procuring the subscriptions to said stock.

"Stock subscribed to the Mad River and Lake Erie Rail-road Company at _____ on the 21st to 25th days of May, 1832, inclusive.

We, whose names are hereunto subscribed, do each severally promise to pay unto the President and Directors of the Mad River and Lake Erie Rail-road Company, or unto the agent or officer by them appointed for that purpose, the amount of stock by us respectively subscribed, at such time and in such manner as may hereafter be required by such President and Directors."

Resolved, That a meeting of the Commissioners appointed to carry into effect the acts to incorporate said Company, be next held at Springfield, Clark county on the last Wednesday in June next; at which meeting it shall be the duty of the said Horatio G. Phillips to make report, and communicate among other things, such information as he may have obtained respecting the amount of stock subscribed as aforesaid.

Resolved, That the proceedings of this and future meetings be recorded in a book to be procured for the purpose, and signed by the Chairman and Secretaries.

Resolved, That the proceedings of this meeting be published at the different points where it is proposed to open books of subscription, and in such other newspapers as may be friendly to the great improvement contemplated.

On motion the meeting adjourned.

H. G. PHILLIPS, Chairman.
Wm. Townsend, } Secretaries,
Jeremiah Warder, }

Ithaca and Owego Rail-road.—We have recently had several inquiries made of us, relative to the progress and prospects of this work, and therefore state the following facts, which we have neglected to notice at an earlier day. The first nine miles of the road, from the Inlet in this village to the summit level, were put under contract for grading, the first week in February. The section embracing the inclined plain, was commenced on the 15th, conformably to contract, and the contractors have performed as much work on it as the unfavorable state of the weather would permit. The work on the other sections is to be commenced, with a competent force on or before the 15th of April. The contractors are making preparations to begin as soon as the season will permit, and the whole grading of these sections is to be completed by the 15th of July. These nine miles comprise the most difficult and expensive part of the road; and the mere grading, or preparation of the ground for the rails, will cost nearly or quite as much as the same portion of work on the other 19 miles. A minute and careful survey, however, has resulted in fixing upon a route, free from ravines and deep cuttings, much more favorable than was anticipated; and the entire work, to the full completion of the road in the most substantial manner, to the summit level, including the inclined plain and the embankment across the flat, will not probably exceed an average cost of \$9,000 per mile. From the summit level to Owego, the ground is most favorable, being a gradual descent of about ten feet to

each mile, and the grading will be but a comparatively trifling item of the expense. This part of the route will be put under contract in a few weeks.—Timber, of the various kinds and to the full quantity, which will be requisite for the whole work, (should the expectations of finding good stone for rails and blocks near the line be realized, of which, we are informed, from recent examinations, there is no doubt) is now being delivered, agreeably to contract, along the line of the road. The opening of the spring, therefore, will find this important work in full and favorable progression; and nothing but the difficulty of procuring a requisite number of experienced contractors, and a sufficient force of laborers, is likely to prevent the entire completion of the road within the ensuing season.—[Ithaca Jour., March 8.]

Transportation on the Baltimore and Ohio Rail-road Thursday, March 8.

Arrived 74 cars and wagons, containing, viz :
Flour, 1296 barrels
Shorts, 344 bushels
Leather, 1-2 tons
Granite, 26 tons
Soap Stone, 5 tons
Round Timber, 6 tons
Wood, 23 tons

Departed 31 cars and wagons with merchandize, groceries, lumber, plaster, coal &c.

Arrived 7 coaches, with 63 passengers.

Departed 7 coaches, with 64 passengers.

Transportation on the Baltimore and Ohio Rail-road, Friday, March 9.

Arrived 47 cars and wagons, containing, viz :
Flour, 751 barrels
Tobacco, 1 hhd.
Granite, 18 tons
Wood, 14 tons

Departed 71 cars and wagons with merchandize, groceries, lumber, coal, iron, plaster, &c.

Arrived 7 coaches, with 53 passengers.

Departed 7 coaches, with 71 passengers.

NEW YORK RAIL-ROADS.—The following proceedings on this subject took place in the Legislature of this State on Tuesday last:

The bills to incorporate the Hudson and Erie Rail-road Company, and the Hudson and Berkshire Rail-road Company, were postponed until to-morrow.

Waterford and Whitehall Rail-road.—The Senate then resolved itself into a committee of the whole, Mr. Edmonds in the chair, on the bill to incorporate the Waterford and Whitehall Rail-road Company.

On the question of agreeing to the first section, a discussion of some length arose, for which we have not room. The question being taken upon the first section, it was lost, 8 to 14. The report of the committee was agreed to, and the bill rejected, yeas 17, noes 9, as follows:

Ayes.—Messrs. Allen, Armstrong, Beardsley, Birdsall, Conklin, Cropey, Edmonds, Fisk, Fuller, Gere, Lynde, Macdonald, Mather, McDowell, Rexford, Sherman, Westcott—17.

Noes.—Messrs. Brouson, Cary, Foster, Halsay, Maynard, McLean, Seward, Tallmadge, Tracy—9.

The committee, Mr. Macdonald in the chair, also rejected the bill to extend the time for completing the Waterford and Whitehall Turnpike Company, and rose and reported on the bill to incorporate the Hudson River and Owego Rail-road Company, Mr. Mather in the chair.

VALUE OF RAIL-ROAD STOCK IN ENGLAND.—From a late Liverpool paper, we extract the following quotations of the price of shares in various Rail-roads, in order that it may be proved, that in that country, abounding with canals, Rail-roads, prudently established, remunerate the undertakers of them largely.

[From the Liverpool Times of 24th January.]
SHARE MARKET, Jan. 23.
Liverpool & Manchester Railway, £100 paid £204 10s. 6d.
Old Quarter Shares, 25 " 49 7 6
New do, 25 " 18 17 6
Stockton & Darlington, 100 " 215 "
Bolton and Leigh ditto, 100 " 105 "
Do, 25 " 27 "
Warrington & Newton ditto, 100 " 105 "
Kewton & Leigh Junction ditto, 100 " 110 "
Wigan Branch ditto, 70 " 30 "
Helen & Runcorn Gap Railway, 40 " 55 "
Leicester & Swannington ditto, 40 " 45 "
Leeds & Selby, 25 " 25 "
Don & Wigan, 6 " 8 "
Bank of Manchester, 15 " 15 10
Bank of Liverpool, 10 " 15 10
Birmingham & Waterworks, 10 " 12 "
*A dividend of 4 per cent, for six months, on these shares, has just been received.

NEW-YORK AMERICAN.

MARCH 10, 12, 13, 14, 15, 16—1832.

LITERARY NOTICES.

THE POLISH CHIEFS, A HISTORICAL ROMANCE, by the Author of 'Sketches of Character,' &c. 2 vols. 12mo. New-York, J. K. Porter.—It may speak our own condemnation to say, what nevertheless truth compels us to admit, that we never read 'Sketches of Character,' and therefore, cannot infer from that work, the merit of the present one, of which we know not the author or country, but presume it to be indigenous. We have read it; and though we cannot commend it to our readers under the title of a romance, we may say to them, that as a *Cento* of any number of revolutions, including two or three in Poland, that of the United States, the slave revolt at St. Domingo, the French Revolution; and as a gallery of portraits of many remarkable historical personages in this country and in Europe, often well sketched,—the whole held together inartificially enough, by the supposed lives, loves, and death, of Kosciuszko and Pulaski, the Polish Chiefs,—it may serve, as well as historical reminiscences blended with fiction ever can,—to recall many past scenes, and to employ, not unprofitably, a leisure hour.

THE CHRISTIAN EXAMINER, for March: Boston, Gray & Bowen.—From an excellent article in this number "On Oaths, Judicial and Extra-Judicial," we make an extract, which cannot be misplaced, or without benefit, in such a great commercial community as this, where unhappily every form of business almost, is verified by oft-repeated and too little observed oaths.

The religious sanction of an oath is that conviction of personal accountability to God, which is implied in the direct appeal that is made to him in the words of adjuration; 'So help me God.' May God so deal with me, as I deal with the truth.

If the frequency of occasions for the taking of an oath did not diminish the solemn feelings, which such an appeal is calculated to make, it would certainly be considered as one of the most serious and important engagements which a moral and responsible being could be called upon to make. But neither its frequency, nor the comparatively unimportant occasions on which it is required, alter the nature or diminish the force of the act. Its character is not changed; its obligation is not lessened; its weight upon the conscience is the same; and the consequences are the same, whether men choose to consider them or not.

The religious sanction is, however, stronger or weaker, in practice, as men feel with more or less sensibility the weight of this obligation; but the law, which imposes the formality of an oath, supposes that this sensibility exists in a sufficient degree to compel men to the observance of the promise they have made. They certainly, who have no religious feelings, if any such there be,—they who, not speculatively, and for the display of some eccentricity of character, but really, are unbelievers in the existence of a Supreme Mind, (if indeed there can be found a rational being who thus debases his faculties) and they who imagine or persuade themselves that the actions of this life are perfectly immaterial in fixing the condition of the future, pass through an unmeaning ceremony in taking the form of an oath. Such, however, are too few, we trust, to be made account of, in the general regulations of society; and over such, whether few or many, nothing but present personal terror of immediate consequences could have any effect. But in an educated and intelligent community, better sentiments may be supposed to prevail; and over the great majority of our people, surely the religious sanction of an oath may be supposed to be truly felt, and duly appreciated. What then, it may be asked, is the cause that it is not universally imperative? How can it be, that although the civil sanction, which may be evaded, the religious sanction, which can never be evaded, is not completely and universally effectual?

The same questions may be asked, with nearly equal pertinence; in regard to all the moral duties of life, and the same answer may be given in respect to all. The binding obligation is disregarded by carelessness, inconsideration, rashness, insensibility, to distant threatenings, and by that expectation of impunity which arises, 'because sentence against an evil word is not executed speedily.' The entire

Christian world admits the moral obligation of the precepts of the decalogue, and yet all of them are daily disregarded, in a greater or less degree, in every civil community.

There are circumstances, however, connected with the subject we are considering, which tend, in some respects, to diminish the force of obligation which would otherwise be created by an oath.—Among these, we must again advert to their frequency, and the want of a due solemnity in administering them.

The constitutional tendency of the human mind to pass with slight observation the common occurrences of life, needs not to be illustrated. Every day bears witness to the fact; actions seem to become involuntary by habit. Danger even grows familiar; and the siege or the pestilence which at its commencement struck terror through a community, is, after a little time, and even in the midst of its desolation, regarded almost with apathy by the multitude. No wonder that the same occurs in regard to an oath. Men take an oath almost without knowing it. The words pass over their minds without impression. The ceremony becomes a mere form, which hardly engages their attention; and after it is passed, they are left without any strong sense of the condition in which they stand. An oath, indeed, never imposes a new obligation. Its power is only to add a new motive to the performance of an existing obligation, by annexing a new penalty to its violation. Where an obligation is already perfect, it cannot be increased. Now the obligation to speak the truth on grave and solemn occasions, is a perfect one by all the principles of morality. An oath is intended to place the speaker under a strong and imposing sense of this obligation; to awaken his conscience by a solemnity that cannot be evaded; to bring before him the consequences of his conduct, and the force of the rules by which it should be governed. As the confidence to be placed in the speaker, by those who hear, is proportioned to their conviction of the force which he allows to his obligation, the further object of an oath is not only to awaken this sense of obligation in him, but to satisfy others that it is awake, and is active and effectual;—it is to lead them to the certainty that he considers it a serious and solemn thing, and that the form to which he has submitted, the appeal he has made to the Supreme Being, the religious and moral sentiment which is thus recognized, will control his language, and compel the utterance of truth.

Now an oath, if it is so common in its occurrence, so trifling as to its objects, and so simple in its form, that it passes with little or no observation; if, in fact, it fails to rouse the attention of him who takes it, and to satisfy those who are to gain confidence from its power, that it is efficient for its object, is to all intents as no oath to the conscience, and fails of the purposes for which it was designed. Even where an oath may not be treated as a mere nullity, yet, if it fail in such impression on the mind that its force is not realized, not only its proper office for the time is circumscribed, but its power on future occasions is thereby sensibly diminished. This is found to be fact; and to this insensibility, or negligence, or want of suitable excitement, no small part of the disrespect which seems to be paid to an oath, is justly to be attributed, rather than to any deliberate moral delinquency.

We are indulging in no mere theory on this matter. The course of judicial investigation will amply confirm, to a careful observer, the truth of this remark. We do not depend on any trite maxim to prove it; though, being trite, it may be taken by consent to be true. Every day's practice shows, that when oaths become common things, they are, like other common things, of little estimation. No matter how valuable, or how indispensable, or how serious such common things may be, their power over the mind is weakening even by the very circumstances which ought to increase it.

If there is force in these remarks, they point directly to valuable and practical conclusions. The occasions for administering an oath should be diminished. The act should be more rare, that the observance may be more sacred; and the almost innumerable petty instances in which oaths are now exacted by law, should no longer be tolerated for such purpose.

Nec Deus interit, nisi digni vindice nodus.

The rule is as true in morals and manners, as in taste.

THE COURT AND CAMP OF BONAPARTE: New-York, Harpers' Family Library, No. XXIX.—Napoleon, like Alexander, was not only great himself, but the cause of greatness in others, and the brilliant array

of distinguished men around him, whose talents he had called forth,—the system of which he was the sun, sheds a lustre upon his career, that is not the less bright from being partially borrowed. It has been said, that he merged the glory of his generals' actions in his own, by the substitution of titles for the names under which they had first become distinguished. Their personal celebrity perhaps it did for a while, but a volume like the one before us, whose cheapness ensures a general circulation, while its contents does justice to their deeds, soon rights the aggrieved parties in this particular. The bluff and unlettered Junot, dashing Murat, and frank soldierly Ney, the cool and determined Lannes, with his handsome person and flashing eye, Berthier, Bessiers, Lavalotte, Lauroston, and Soult, are all again before us in their original characters, and with eyes undimmed by the brilliancy of stars and orders, we can do justice to the excellence of Duroc's character, while we contrast his distinguished manners with those of the awkward but noble hearted Rapp, and call back again the youth, affability and hilarity, of the elegant Beauharnois.

The biographical sketches of Talleyrand and Lucien Bonaparte are perhaps the most interesting in this volume, and we may take another opportunity of speaking of them. Of Josephine, though as much the soul of the court as was her husband of the camp, we gave so much room to her in the last week's notice, it is only necessary to show how she is here contrasted with the second wife of Napoleon:—

Between the two wives of Napoleon there existed a striking contrast. Josephine possessed all the advantages of art and grace; Maria Louisa the charms of simple modesty and innocence. The former loved to influence and guide her husband; the latter to please and to obey him. Both were excellent women, of great sweetness of temper, and fondly attached to Napoleon. "It is certainly singular," says Sir Walter Scott, "that the artificial character should have belonged to the daughter of the West Indian planter; the one marked by nature and simplicity, to a princess of the proudest court in Europe."

Among the French revolutionary characters to be noticed in the first part of the volume, with the exception of Talleyrand, old Fouché has perhaps the strongest claim upon the interest of the reader, from his playing such a bloody part in almost every scene of times that witnessed so many atrocities. The following is the account of the massacre of Lyons:

But whatever in the estimation of his employers, might be the value of Fouché's exploits at Nièvre, they were greatly surpassed by those which he shortly enacted at Lyons, in conjunction with a stage-player, the infamous Collot d'Herbois; who, having been often hissed by the inhabitants for his wretched performances, had vowed the most cruel hatred to that city. One of Fouché's first acts was to order a festival in honor of Châlier, an infuriated jacobin, who, for his cruel misdeeds, had been tried and executed. An ass formed a conspicuous part of the procession, having a mitre fastened between his ears, and dragging in the dirt a Bible tied to his tail; which Bible was afterwards publicly burnt, and its ashes scattered to the winds. This took place on the 1st of November. On the 10th, Fouché wrote to the convention,—"The shade of Châlier is satisfied. Yes, we swear that the people shall be avenged. Our severe courage shall keep pace with their just impatience. The soil died by the blood of patriots shall be purified; and on the ruins of this proud city the traveller shall find only some simple monument erected in memory of the martyrs of liberty."

The National Convention had directed that its victims should perish by the guillotine; but Fouché and his colleagues resorted to means far more terrible to desolate the devoted city. They ordered the shooting *en masse* of hundreds of human beings at a time, and boasting wrote to their employers, that they had contrived means "de vomir la mort à grands floots." Sometimes several hundreds, bound together with ropes, fastened to the trees of the Place de Brotteaux, were shot by pickets of infantry. At other times, when the proscribed were got rid of by cannon, loaded with grape shot, they were tied two

and two together, and ranged along the edge of a grave, which had been prepared, in compliance with Fouché's brutal command, by their nearest female relations or friends. The following is his own account of the state of things at Lyons on the 18th of November:—"Terror is here, in reality, the order of the day. Convinced that there are no innocent persons in this infamous city, except those who were oppressed or loaded with chains by the assassins of the people, we are steeled against the tears of repentance. Their bloody corpses flung into the Rhone present, both on the banks and at the mouth of the river, under the walls of the infamous Toulon, a spectacle of dread. The work of demolition proceeds too slowly: republican impatience demands a more rapid mode of execution. The explosion of the mine and the devouring activity of fire can alone express the omnipotence of the people. No indulgence, citizen! no procrastination! if you wish to produce a salutary effect." By way of palliating these enormities, Fouché alleges, that, "as he was only one member of a collective authority, the power of decision was not intrusted to himself alone." But the excuse will not avail him. The following letter, written by him to Collet d'Herbois, will prove that he wanted no goading—that he was by no means "infirm of purpose," during the occasional absence of his worthy associate.

"And we also, my friend, we have contributed to the surrender of Toulon, by spreading terror among the traitors who had entered the town, and by exposing to their view the dead bodies of thousands of their accomplices. Let us show ourselves terrible: let us annihilate, in our wrath, and at one blow, every conspirator, every traitor, that we may not feel the pain, the long torture of punishing them as kings would do. Farewell, my friend! tears of joy stream from my eyes, and overflow my heart."

Fouché.

"P. S. We have but one way of celebrating the victory. This evening we send two hundred and thirteen rebels before the thunders of our cannon."

One extract more. In a letter dated Nantes, March 28, 1794, he thus wrote to the convention:—"The day before yesterday I had the happiness to see eight hundred dwellings of the royalists consumed by fire; to-day I have witnessed the shooting of nine hundred of these brigands; and for to-morrow, I and Carrier have prepared a civic baptism of twelve hundred women and children—mothers, sisters, wives, daughters, or sons of the accursed robbers of La Vendée. Thus, in two days, three impure generations of rebels and fanatics will have ceased to exist."

The following was Bonaparte's opinion of this miscreant:—

Napoleon has described him as "a miscreant of all colors—a man who could worm your secrets out of you with an air of calmness and unconcern." Every one of five successive governments he, by such arts, had helped to found and to overthrow. "One of the wonders of our times," as Sir Walter Scott truly observes, "is, how Fouché, who had been the mainspring of such a complication of plots and counter-plots, and of intrigues, revolutionary and counter-revolutionary, contrived, after all, to die in his bed."

The following extract has some literary interest, and commemorates at the same time a pathetic incident:—

Le Brun possessed the talent of writing in an eminent degree, and his pen was frequently of great service to Bonaparte, whose style was crude, incorrect, and often unintelligible. Previous to the revolution, he published anonymously a prose translation of Tasso's "Jerusalem Delivered," attributed at the time to J. J. Rousseau. He also committed to the press a translation of the Iliad, which is considered more remarkable for elegance than fidelity. His great riches were the necessary result of an economy, carried in many instances to the extreme of parsimony. His son, who succeeded to his title, has acquired, by a series of military services, a claim to the gratitude of his country. At the period of the battle of Marengo, he was aid-de-camp to the brave Desaix, and, according to Napoleon's bulletin, received from him his last breath. "Go tell the First Consul," said the expiring man to young Le Brun, "I die with regret, not having achieved enough to live in the remembrance of posterity."

We close with an affecting account of the last moments of Murat:—

Murat continued his course to Monte Leone, the capital of the province. The road to it from Pizzo is rugged, precipitous, and difficult; and the little

party had not made much progress before they were pursued by one Trenta Capella, a captain of gendarmes, at the head of a number of his men, Murat, still in the hope of making a favorable impression, advanced towards his assailants, and hailed them; the only answer was a shower of balls. He enjoined his companions not to return the fire. "I would not," he said, "have my landing cost the blood of one of my people."

Joachim's situation was now become desperate. He saw that his only chance of safety was by reaching the sea; and, leaping from rock to rock, from precipice to precipice, while the shot whistled around him, he at length reached the beach. But there a new misfortune awaited him: the vessel from which he had disembarked was gone! Barbara, who had absolutely compelled him to land, had now abandoned him. A fishing boat lay on the beach: he endeavored to push it off, but it was fast. Some of his companions now joined him; but before they could get into the boat, all were surrounded by the infuriated mob. Every musket was levelled at the king, who strangely escaped them all. Seeing that the struggle was hopeless, holding out his sword to the populace, he said, "People of Pizzo, take this sword, which has often been drawn at the head of armies, but spare the lives of the brave men around me." But he spoke to the deaf: the fire became thicker and thicker, and in a few moments almost every one near him was killed or wounded. The crowd at length rushed upon Murat, and he and the wounded were dragged to the town, and huddled together in the common prison. Here Trenta Capella stripped the fallen monarch of his purse, his diamonds, his letters of credit, his passports, and, more disastrous than all, a single copy of the proclamation, which he had taken from one of his officers, and had imprudently forgotten to destroy.

Joachim spent a few hours amid his companions, most of whom were wounded, in a manner highly honorable to his heart, laboring to console them, as if he had no sorrows of his own. But he was soon removed from the common room into one more suited to his past dignity, and was there waited on by General Murziante, commandant of the Calabrias, whose duty it was to interrogate him as to his disembarkation. The conduct of this officer was honorable and delicate; he knew how to combine fidelity to his master with a deep sympathy for the fallen. The ex-king's first occupation was to write to his wife, and to the Austrian and English ambassadors then at Naples, to interest them in his behalf; but these letters were detained by the Neapolitan government until the writer was no more.

General Murziante's duty was now about to become more painful. On the 11th, at dinner, he seemed embarrassed, and suddenly said, "There has been a telegraphic despatch; the words were, 'You will consign to —,' then it broke off." He probably meant to prepare his prisoner; but Murat appeared to feel no apprehension. After dinner on the following day, he threw himself on his bed, and, desiring one of his officers to read passages of Metastasio, slept quietly. At midnight the fatal order came, directing Murziante to appoint a military commission to try General Murat as an enemy to the public peace, and to allow him no more than half an hour to receive the succours of religion.

A commission, consisting of one adjudant-general, one colonel-commandant, two lieutenant-colonels, two captains, and two lieutenants, was instantly appointed. Not one of them was competent, under the existing law of Naples, to sit in judgment on an officer of the rank conceded to "General" Murat; nor is it much to their credit that seven out of the eight had been indebted for their commissions to him, of whose destruction they were about to be the instruments.

On leaving his bedroom in the morning of the 13th, the captain of the guard announced to the king that he was to be brought before the commission, already assembled in an adjoining apartment, to answer for the motives of his descent on the Calabrias. Murat addressed him firmly; "Captain, tell your president that I refuse to appear before his tribunal." One of the officers, Sturage, a Sicilian, who had been named his advocate for the trial, then came forward, and said, with tears in his eyes, "I am appointed to defend your majesty, and before what judges?"—"They are no judges of mine," replied the king, "they are my subjects. You cannot save my life, but you will allow me to save the royal dignity. The end in view is not justice, but condemnation. You must not say a syllable in my defence: I command you." But remonstrances and protests were vain: the commission sat, and proceeded.

In this last painful scene, Murat behaved with

more dignity than might have been expected. When, according to usage, the secretary of the commission entered, to inquire his name, age, and family, he hastily cut short the vain formula: "I am Joachim! Napoleon, King of the Two Sicilies;—begone, sir." He afterwards conversed with perfect calmness, and entered into a statement of his conduct. "I own," he said, "that I thought Ferdinand more humane and high-minded. I should have acted very differently had our situations been reversed. I entered Naples the possessor of twelve millions of francs: and after nine years of a government which I did every thing in my power to make a paternal one, I came out of it with only two hundred and fifty thousand francs in the world." He afterwards spoke of his long military life, of his services to Naples, to her army of eighty thousand men which had been created, and to her navy and trade. "I have made," said he, in an impassioned tone, "all the sacrifices conceivable for the country. I forgot my own interests for those of the Neapolitans." He was then silent for a while, and after a deep sigh, he added, calmly, "Both in court and camp my object was the national good. I employed the public revenues solely to public purposes. I did nothing for myself. At this hour of my death, I have no other wealth than that of my actions. They are all my glory and my consolation."

In this way Joachim talked for some time with natural eloquence and loftiness. The officers around him were silent and deeply affected. At length the door opened, and one of the commissioners entered to read the sentence. He heard it unmoved. A confessor was mentioned, and at his request the king signed this declaration:—"I declare that I have done good as far as it lay in my power; and that I die in the arms of the Catholic religion." He then wrote, with a firm hand, the following letter to his wife:—

"MY DEAR CAROLINE: My last hour is come; in a few moments more I shall have ceased to live—in a few moments more you will no longer have a husband. Never forget me; my life has never been stained by injustice. Farewell, my Achille; farewell, my Letitia; farewell, my Lucien; farewell, my Louise. Show yourselves to the world worthy of me. I leave you without kingdom or fortune, in the midst of my multitude of enemies. Be steadily united—show yourselves superior to misfortune—think of what you are, and of what you have been, and God will bless you. Do not reproach my memory. Be convinced that my greatest pain in the last moment of my life, is that of dying far from my children. Receive your father's benediction—receive my embraces and my tears. Keep always before your memory your unfortunate father,

JOACHIM-NAPOLÉON.

"Pizzo 13th October, 1815."

He then cut off some locks of his hair, and, enclosing them in the letter, gave it unsealed to Captain Sturage, entreating him to have it sent safe to his family, along with the real of his watch, a cornelian head of his queen, which was found grasped in his right hand after his death. He requested the captain to take charge also of his watch for his faithful valet Amand. He then desired to see his two staff officers; but on being told that this would not be permitted, he said, "Let us delay no longer—I am ready."

When the fatal moment arrived, he walked with a firm step to the place of execution, as calm, as unmoved, as if he had been going to an ordinary review. He stood upright, proudly and undauntedly, with his countenance towards the soldiers, and when all was ready, kissed the cornelian, and then fixing his eyes steadfastly on it, he said "Save my face, aim at my heart!"

Thus perished one whom death had respected in two hundred combats, and most of whose errors must be ascribed to a wretched education, and a lamentable want of self-government, moral energy, reflection, and patience. Murat was the child of impulse and feeling, not of reason and judgment. Mental discipline might have concentrated his powers, but hardly without destroying the romance of his character. As a soldier, he had never a superior, but he was no general; as a king, he was liberal, even indulgent, though often arbitrary from passion or caprice, and profusely extravagant, from his fondness for show. As a man, he was generous and open-hearted; as a politician, wavering, ill-advised, and weak. In his domestic relations, he was loved more than respected. Of his wife, whose general talents were far superior to his own, he was fond; as a father, he was affectionate; as a friend, warm-hearted and faithful.

"The leading feature in King Joachim's charac-

ter," observes an amiable and enlightened traveller, "seems to have been that gallant, generous bravery so becoming a soldier, which he displayed on all occasions. In his very last retreat, he risked his life to save the son of one of his nobles, who wanted the courage to do it himself. They were crossing a river, under the fire of the Austrians—the horse of the young man was wounded, and his situation appeared hopeless. Joachim, moved by the distress of the father, plunged into the stream, and brought the son in safety to the bank. Peace to his manes! That man must have the feeling of humanity shockingly perverted by political enmities who can read unmoved the story of his ignominious death."

THE AMERICAN QUARTERLY REVIEW, No. XXI.—March, 1832.—The following are the contents of this number: Cherokee Case—The French Opera—Gold Districts—Constant on Religion—Renwick's Mechanics—American Lake Poetry—Memoirs of the Duchess of Abrantes—Central America—The Bank Question. Of this number, which came to hand yesterday, we have only had time to read the article entitled 'American Lake Poetry.' Though we are about to make some observations upon this, we are yet almost at a loss what complexion to give them; so perfectly do we coincide with the writer in many of his remarks, and so widely do we differ from him in his conclusions. The truth is, that once a week we are critics ourselves in a small way, and have done our little best, in the course of the last year or two, to show up the absurd pretensions of what is generally called "American poetry," to even the honors of being done into a hot-pressed octavo. But our big brother here is so ruthless and indiscriminate in his slaughter of bardings, such a remorseless Herod in his murder of the innocents, that it makes our flesh creep to mark the operations of his tomahawk. And indeed, we feel like flinging the weapon back upon his invisible scone, when he buries it in a head whose laurels should have protected it from the blow. Mr. Bryant, one of the few American poets whom we are willing to recognize as such, is here treated as a negative, while Mr. Willis has at least the satisfaction of being cut up at his own table.

With regard to Mr. Willis, who is so roughly handled, we shall say nothing; for the amende is amply made to him by classing his writings, as the Reviewer does, with those of Shelley and Bryant. Nor do we think it worth while to attempt parrying the random, right and left blows, which the Reviewer has dealt to the first of these poets. The task might be too difficult to protect him against such an assailant. Poor man, we leave him to the melancholy fate of being read and admired in every corner of the civilized world. But for Bryant, we must endeavor to stay awhile

"The deep damnation of his taking off."

Let us first see how the Reviewer begins with him:

We come now to the volume of Bryant, another aut or who has abundantly experienced the favor of the periodical press, without receiving that of the public. The faults of this poet—we mean the obstructions to his popularity, for his admirers will not consider them faults—are the same in kind, but not in degree, with those of Willis. He belongs to the same school, though he does not carry its peculiarities to such a fanatical extent. His versification is formed upon the same quaint and sluggish model; but he oftener deviates from it, and infuses into it a degree of spirit, which renders many of his productions not unpleasant to those who are fond of poring over sentimental stanzas or fragments in prosing blank verse.

Now, without meaning to throw the slightest reflection upon the reviewer's talents for classification, we must confess ourselves puzzled to know by what method he arrives at the conclusion in the third clause of this sentence. Wherein does Bryant resemble Willis, more than the author of the Lady of the Lake does him of the Corsair; or what kind of a school is that which embraces two writers who are

so diametrically opposed in style, thought and expression to each other, as the author of *Thanatopsis* and the writer of *Parhasius* and the *Dying Alchemist*? The versification of Bryant, so far from being "sluggish," is frequently animated and always vigorous—if choice of language and compactness of expression impart that quality; and the "prosing blank verse" of the piece we have alluded to, is surpassed in musical structure by the poetry only of Milton himself. We quoted so copiously from these poems in a former notice, that it is unnecessary to adduce illustrations here. Besides, the reviewer has not only not backed his assertion with an example to sustain it, but has not even alluded to a passage in the book to illustrate his observations. We therefore are certainly not dealing unfairly by him when thus pointing out where the beauties may be found whose existence he denies. But let us go on:

That the principal poems in this volume are upon subjects not the most happily selected for drawing popular attention, will be sufficiently seen from the titles of the four first on the table of contents.

This is a grave—a very serious charge. The subjects, forsooth, of these poems "are not happily selected for drawing popular attention." Is it the subject, then, that makes the poet? Byron thought otherwise, when he adopted as his own, the remark of Johnson,—that a good poet could make an epic on a broom-stick. Perhaps, however, the reviewer means merely to explain why "an author, who has abundantly experienced the favor of the periodical press, has not received that of the public." "His subjects were not happily selected for drawing popular attention;" and therefore his book does not sell in "Philadelphia," which, the reviewer tells us, "contains a population much inclined to poetical reading," and therefore it is not a good book—Q. E. D. But once more hear this Daniel come to judgment.—

We shall make no extracts from Bryant's volume for the sole reason that it contains but little that we can severely condemn, and less, perhaps, that we can warmly praise. Its chief blemishes are of a negative description. It possesses little that can excite the reader, either by awakening his curiosity, or interesting his heart. Page after page may be perused, if the reader has sufficient patience, with dull placidity, or rather perfect unconcern, so that the book shall be laid aside without any single passage having been impressed on the mind as worthy of recollection.

Here we have our doubts whether the writer of this article ever read the work that he has thus summarily condemned in this last passage; or rather, we might better say, judging by the cleverness with which parts of the article are written, that we have no doubt at all upon the subject. Is it possible that any mind, with a poetical sentiment in it, can read Bryant's "lines to the Past," and then hold such language as that above quoted? Majesty, simplicity, and strength, are the chief characteristics of this piece; but, short as it is, it has other well sustained pretensions as a finished poem, and, like Gray's *Elegy*, would be alone sufficient to immortalize its author. But we have no patience with a critic who can take up a volume abounding in so many passages of exquisite poetry, affecting sentiment, and beautiful morality, as does this, and then tell us that "the book shall be laid aside without any single passage having been impressed upon the mind as worthy of recollection." Let us borrow the language of an Eastern critic to express our estimation of these pieces. "We must look to Homer or Milton," says the N. Eng. Review, "for more sublimity than in 'Thanatopsis.' What can be more beautiful than 'The Groves were God's first Temples?' The 'Hymn of the North Star' is only equalled, if indeed it can be equalled, by the anonymous 'Hymn to the Stars.' The 'Song of the Stars' is at once sublime and pleasing."

To this we may add that next to Campbell's battle

piece, we hold Bryant's "Song of Marlon's men" to be one of the finest lyrics in the language. It is written with true old English words, and in true old English style. The thoughts are all American, and while expressed with the most perfect simplicity, they are highly poetic. The structure, though uncommon, is singularly musical; and the language, sufficiently nervous, is faultlessly chosen. We read the piece several times before at all appreciating it, and since then it has gained upon every reading.

We had intended to notice the reviewer's remarks upon versification; in treating of which, he attributes as a fault to Bryant, what critics have held to be a great beauty in the poetry of Milton and Dryden. But these hasty remarks have already been protracted to too great a length; though an apology can hardly be necessary for (even clumsily) repelling so unjust an attack (when awkwardly made) upon well earned literary reputation. As an American poet, we regard Bryant, with Halleck and one or two others, as leviathans among the small fry of what ought to be considered merely newspaper rhymesters; and we respect him as one of those who have removed a reproach upon the literature of the country. In literature, generally, we regard his writings, as we do those of Goldsmith; among the most delightful, though not the most brilliant, in the language; and we hold the modest fame of each of these authors as entitled to the reverence of every true lover of letters.

The Philadelphia National Gazette, in noticing the above, mistakingly quotes us as follows—"The task of defending Mr. Willis from such an assailant as the reviewer, might be too difficult." The Gazette, upon referring to the article, will see that *SHALLER* is the person mentioned, and that the remark is made ironically. This misconception has probably colored the subsequent remarks of the Gazette; for as to our having "merely made allegations concerning the poet in question," (Mr. Bryant, the only one whose reputation we attempted to defend,) surely there is more demonstration in our remarks than there is in those of the Reviewer. He does not even name the piece he condemns, while we pointed out particularly those that we approve. His observations in regard to Mr. Bryant's productions, might apply as more words of course to those of almost any other person; while ours, whether well or ill made, refer especially to the performances under consideration. We think that the Gazette is mistaken about the "panegyric which has been lavished in New York and Boston upon Mr. Bryant's effusions." If puff could be measured as you do other gas, by the cubic foot, it would appear that Mr. Bryant, so far from receiving too great a share, has been robbed of his due by the small lights that monopolize it throughout the country. Though still a young man, he has long been slowly, and solely by his own deserts, attaining to his present estimation among his countrymen: nor are his writings even yet so much known as they ought to be. Notwithstanding our deference for the opinion of the Gazette, we deny that they are either "trite" or "commonplace;" monotonous, when read continuously, they may be; but that is only an argument against the entertaining character of the volume, not the intrinsic worth or its contents. Upon the whole, while we agree with the reviewer in the propriety of drawing a line—and a very broad one—between literary pretension and real merit, we think he erred egregiously in placing Bryant upon the side which he did. Should all the literary talent of which our country can as yet boast be properly classified, we feel as confident that Bryant would take his place among the first ranks, as that some others, Mr. Cooper for instance, in spite of present popularity, would not be among the foremost.

FOREIGN INTELLIGENCE.

By the packet ship *Samson*, from London, we have received papers from that city to the 6th February, inclusive.

The Paris conspiracy, though large sounding, was an attempt alike impotent and absurd; and can only be likened, as we observe it is likened in some of the English papers, to the Cato-street conspiracy in London, when *Thistlewood* and his gang, with ludicrous disdain of adequate means in men, money, concert or arms, undertook to overthrow the monarchy of England. The immediate object of the Paris conspirators seems to have been the abduction *en masse*, or murder, of the Royal family; and the time chosen was during a ball given by the King at the Tuilleries. The actors in this affair are said to have been *ultras* of each extreme, an amalgamation of Carlists and Jacobins; some of the former, if we are to believe the correspondent of the *Morning Herald*, were of such rank as to be included in the Royal invitations—"two of whom (officers) the Duke de Cazes seized with his own hands in the saloon of the palace."

One effect of this meditated outrage, would doubtless be, as in all similar cases, to strengthen the hands of ministers, since all parties are interested in defeating such machinations.

The ratification of the *Treaty of the Twenty-four Articles* by France and England, leaving it still open to be signed by the three other powers, is an important step undoubtedly. One of the stipulations of that treaty is, that in fifteen days after its ratification, the citadel of Antwerp shall be evacuated by the Dutch troops. If the fact of leaving the Protocol open be not virtually an extension of the time stipulated for the fulfilment of this and other conditions, a very few days would suffice to determine the question whether the King of Holland refusing to withdraw his troops, France and England would feel bound to compel him to do so. In the House of Commons on the 3d February, in reply to some questions from Sir R. Vivian, as to the period when the ratifications of the other Powers could be expected, and as to whether, if the King of the Netherlands became a party to it, England and France meant to guaranty all its articles to him, as they had to the King of Belgium,—Lord Palmerston replied,

"The hon. bart. asked whether he (Lord Palmerston) entertained the hope that the ratification would arrive? To that question he had no hesitation in answering that he did entertain the strongest hopes that this ratification would arrive. The distance of the courts would necessarily occasion the ratification to arrive at different times; and the nearer the court, the sooner he expected to receive the ratification. The noble lord also asked whether it was the intention of his Majesty's Government to advise the King, in the event of a similar treaty being concluded with the King of the Netherlands, to insert a guarantee similar to that contained in this treaty? As to that, he could assure the house that he only performed his duty officially, and as a member of the house, in saying that he could not answer the question as to what might be the future advice of Government as to a treaty not yet brought up or settled.

Being subsequently pressed to state whether, according to the tenor of the guarantee to Belgium, the Powers entering into it could be bound for the punctual payment of the Belgic portion of the debt, Lord Palmerston said he

"could not conceive it possible that under any construction of the treaty, this country could, under any circumstances, be called upon to make good the payment of the money."

According to accounts from Brussels of 3d Feb. the Belgians consider the question settled as to themselves, though not as to Europe. They seem to calculate that the King of Holland, after the decisive step taken by France and England, will not withhold his signature, and then that of the other powers would follow of course—but if not—they are content with

the guarantee of France and England against all the others.

In England the *Reform bill* drags heavily in the House of Commons, and from the lean majority of 68 in a House of 436, by which the essential clause respecting the ten pound voters was carried on the 3d February, there would seem to be more uncertainty than we at least have heretofore anticipated as to its final success. The *Morning Chronicle* says it "does not like the aspect of the divisions"—and adds "there are but too many pretended Reformers in the house, who could rejoice in a defeat." The *Times*, too, is less confident in its tone—while the *Morning Post* and other Tory papers, openly exult in the belief that the King has refused, as the *Post* expresses it, "to pack the House of Lords," in order to secure the bill. If that be so, Lord Grey's ministry must give way. One of its subordinate members, Sir H. Parnell, Secretary at War, had retired, on some point of foreign policy in which he did not concur—whereupon the London *Figaro* perpetrates this pun:

A *Votary*.—The vote of Sir H. Parnell has caused him to be dismissed from his office—Ministers declaring they will have no *Secretary at War* with their interests.

There is nothing new from Portugal, or respecting Don Pedro's expedition. An impression seemed to prevail on the continent that the Emperor Nicholas was about to review his troops in Poland, and thence pass on to Berlin to pay a visit to his august father-in-law; and that possibly out of this movement a Congress, to be held somewhere in Prussia, might grow. Owing to new difficulties in the Papal States, the Austrians had entered, or were about to enter, Bologna again—though this time, it is said, with the concurrence of the French. With regard to the ill-fated Poles, whose crimes in favor of liberty and their native land, have subjected them to Russian mercy, the following extract from Nuremberg gives a mournful account—

"JAN. 26.—The Swabian Mercury contains the following article from Posen:

"The Poles banished to Siberia are divided into three classes. In the first are those who took part in the original insurrection of the 29th November, 1830; these are sent to Nertschinsk, where they must work in the mines. The second class are sentenced to hunt sables in the northern provinces. The third class, in which are several superior officers, are placed under the superintendence of the police at Tobolsk and in the vicinity, without any further restraint. With respect to Prince Radziwill, and some other distinguished Poles, it is said they will have to reside in Astracan and the southern provinces of the empire for some years, till the affairs of Poland are settled. The property of all those officers who have not accepted the amnesty is sequestered by the Provisional Government. Their children are sent to the school for Cadets at Riga, whence they will be sent, in the sequel, as common soldiers to the army."—[Nuremberg Correspondent, Jan. 27.]

The Sully, just arrived, brings us Paris papers of the 10th, and Havre of the 11th. The French government had ordered four regiments to Italy—to co-operate with or paralyse the Austrians in the marches of Ancona and Bologna. The private correspondent of the Havre paper thus announces this intelligence:

After a long Conference of the Ambassadors of the four Great Powers yesterday, at the President of the Council's, respecting the affairs of Italy, couriers were despatched to Vienna, Berlin, and St. Petersburg, by the Ministers of those Powers. M. Casimir Perrier is supposed to have apprised them of the relation between France and the Court of Rome, respecting the late occurrences at Romagna, which have rendered it necessary to send some French troops to *Civita Vecchia* upon the formal demand of the Holy Father.

The report of an armament for *Civita Vecchia*, which yesterday was treated as a fable, appears now to assume more consistency, in consequence of the article from the *Journal des Debats*, which seems to proceed almost from the Cabinet of the Prime Minister, or from the office of M. St. Au-

laire, (French ambassador at Rome.) Here is what we can gather of authentic. When the *Times* spoke of one regiment being destined for the Papal shores, it had picked up a vague rumor, founded upon an accidental expression of one of the King's Aides-Camps. Then, however, it had not even been discussed in the Council. Since then affairs are more complex. The strengthening of Austria in the Legations, her avowed purpose to take them under her protection like the Duchies of Modena and Parma have been the objects of pressing notes on the part of our Ambassador. It was even a question of declaring immediate war against Austria, in order to defeat her manoeuvres of invasion.

The Cabinet was not in a state to break with Austria; but taking advantage of a clause implied in the declaration of the Pope's ambassador, it was discussed in council (the king being present) whether it was not expedient to throw a French corps into the Roman States in order to annul therein the influence of the Austrian armies who occupy or border upon them. The discussion was animated, and the resolution of a serious demonstration was taken—it was however not one regiment, but three or four that are talked of, a number equal to that of the Imperial troops in the Marches.

The warlike article of the *Journal des Debats*, is the result of this decision. Orders were given by telegraph to equip at Toulon two ships of the line and five frigates, and to charter at Marseilles and Cette merchant vessels as transports. The 66th, 13th and 27th are attached, it is said, for this expedition.

A long discussion took place on 6th February, in the Chamber of Deputies, on a motion, pending the debate on the items of the budget, to strike therefrom the amount of pensions granted during the restoration. This was resisted by M. Perrier on the ground of its being contrary to the charter, to the honor and good faith of the nation, and as tending to make the government—a government of party, instead of a national government. Ministers prevailed by a majority of 47—in a Chamber of 399.

The deficit of M. Keener amounts to eight, and is supposed will amount to nine millions francs.

A general fast was ordered by the King of England for the 21st March, on account of the Cholera Morbus.

A letter of 8th Feb. from London, from a person near M. Talleyrand, says "the Conference since the 31st Jan. have had many official meetings, but they all referred to the state of Greece, and not of Belgium."

The packet ship *Rhone* arrived at Havre on the 9th February.

BELLEISLE, FEB. 2.—Don Pedro arrived yesterday on board an English steamboat. To-morrow he will sail in the Congress frigate for Terceira, and the rest of the expedition will follow him.

The *Journal des Debats* of 9th Feb. contains the manifesto of Don Pedro, on setting out for his expedition. We will give it to-morrow.

The Austrian troops entered Bologna on the 28th January, in company with the troops of the Pope.

BERLIN, JAN. 29.—The explanation of the Russian Cabinet, on the Belgian question, will require a new negotiation. Still its language is any thing but warlike, and the retrograde movement of the Russian troops, confirmed to us from St. Petersburg, is a fresh guarantee of peace. It must not be forgotten, that the Sovereigns, in persuading Leopold to become King, contracted duties towards him.—[Augsburgh Gaz.]

The London Courier of the 8th states that the despatches which were brought the day previous by the Russian Courier to the Minister of Foreign Affairs, announced that Russia was not yet decided as to the ratification of the Treaty of November 15; but nevertheless, it was hoped that the ratification would take place.

Our Government, it is said, received despatches to-day from St. Petersburg, announcing that the ratification of the twenty-four Articles by the Emperor Nicholas was soon expected.—[Jour. des Debats, 10 Feb.]

The *Journal du Havre* of the 10th notices, as a singular fact, that the packet ship *Rhone*, just arrived there from New-York, had brought a quantity of wheat, being the first importation of the kind since the peace. From the increased facilities of intercourse, by means of the packets between this country and France, the editor infers that they can be supplied with grain, from New-York and Boston, as soon as they now can, from Danzig and Stettin, and even from Marseilles, one of their own ports.

HAVANA, Feb. 25th.—"Coffee continues to sell at the same prices as formerly, and as some buyers appear again in the market, it is rather a little firmer."

HOME AFFAIRS.

THE CENTENNIAL DINNER.—At Washington.

[Continued from page 176.]

M. JAMES BARBOUR, of Va., being called upon by the President for a toast, rose and addressed the Company nearly as follows:

It has always been my maxim to yield obedience to the constituted authorities. Nothing I can assure you but devotion to that principle could induce me, unused as I am of late to speaking in public, now to appear, especially after the gigantic efforts which have just been made, which I doubt not, were as agreeable to the gentlemen themselves, as they certainly have been to me, and which constitute the most exquisite part of this feast. I consider it a peculiar evidence of good fortune, that I have been permitted to mingle in a company thus assembled, with one united desire to honor the memory of Washington. It is now one hundred years since his birth, and many since his death, yet we behold thirteen millions of freemen uniting throughout his native land to pour out a nation's gratitude for his eminent services, and to unite in a tribute, which, while it honors the mighty dead, re-acts at the same time, in conferring the truest honor on the nation which offers it. To the glory of Washington, it may be said, that while time is wasting the fame of every other name, it is constantly adding to his.

Gentlemen, the offering we here pay, is of a character consoling to philanthropy. There is no idolatry here; no self interest, no servile fear. Ours are the unbought suffrages of a grateful people.—The celebration of this day, is not a vulgar homage. Every age can exhibit a bending of the knee before some successful military chieftain. But this is not that sort of worship. Whatever fame may be due to that Washington for having conducted our armies to victory, the great characteristic which renders him so truly glorious, was this, that amidst every difficulty and in situations the most trying, he ever remembered that the genius of Liberty exacts a submission of the Military to the Civil power. Brutus acquired the acclamations of mankind when he plunged his avenging steel into the heart of a usurping General—an action whose memory shall endure as long as the course of planets and of suns. But Washington did more. He triumphed over himself. He brought the military wreaths which he had earned with his sword in the field, and laid them as an offering upon the altar of the free institutions of his country. In the course of my limited reading I have met with no event, in the history of past ages, that may at all compare, as a display of public virtue, with that to which the President of the Day so happily alluded—I mean the resignation of his military command by Washington. Nor is this, gentlemen, the first time that I have given expressions to such a feeling. Such was my enthusiasm on this subject in early life, that I performed a pilgrimage to the spot where that ever memorable action took place—and I said to myself then, and have ever since thought, there let his monument be erected; for there Washington consummated his glory. (Loud cheering and applause.) This, gentlemen, was an untrodden path to never-dying fame. The spectacle of a successful General is a vulgar occurrence. It is met with in every age, in every country. But it was left for our Washington to tread a path before unexplored—to erect a Beacon for the Nations—the true import of the word *glory* was first pointed out by Washington. Let the Caesars and Cromwells hide their heads.—His example is a light to the Earth—and future patriots will at his immortal name re-kindle the extinguished lamps of liberty.

But that name, gentlemen, is as dear to UNION, as it is to FREEDOM. They were sought by him as things indissoluble, and the words should be to us synonymous. And the day that shall see the rupture of the Union of these States, will witness the downfall of human hope.

Gentlemen, we owe thanks to our President for the views he has presented with so much eloquence on this subject. I trust the words he has uttered will be preserved, and that, like the invaluable legacy he has justly commended, they may exert a beneficial influence upon our destiny. Until it shall please Divine Providence to withdraw from this nation that countenance and blessing which he has hitherto extended to it, let us remember, that he who is the enemy of Union is an enemy of Washington. Gentlemen, on a day like this, I will not dwell upon even the possibility of a dissolution of that bond which now so happily unites us. If the Athenian Law-giver could not find it in his ear to provide a punishment against a crime of parricide because he could not bring himself to believe that such an offence would ever be committed, may not we be

lieve that the intelligence, the patriotism, and the virtue of the American People, will prove a sure guaranty against the commission of an infinitely greater crime. Yes, gentlemen, let us confidently hope that the Union of these States will be preserved from generation to generation, till the fiat shall proceed from the Eternal Throne that Time shall be no more. So long may Union and Liberty constitute the inestimable treasure of this People. And, in the meanwhile, may disciples of Washington spring up in every country, and like Moses conduct their liberated countrymen to the land of promise!

The President of the Day now rose, and said:

Gentlemen: the associations of this day, the great names to which we have done honor, and especially the patriotic, affecting, and truly American speech we have just heard, impel me to propose to you the following toast:

The ancient Commonwealth of Virginia.

Mr. Senator SPRAGUE, of Maine, was then called upon, and thus closed some stirring remarks:

We have heard of other Washingtons! for there have been sycophants who could impudently attempt to write his sacred name upon the front of their wretched and transient idols.

It was said by Buonaparte that he was once expected to become the Washington of France, but that it was not in his power. No—even Napoleon, at whose name Kings and Princes trembled—in whose path thrones and empires were trodden into dust—even he, could not be a Washington. And there never has been another mortal man, who, without the aid of divine inspiration, could be a Washington. Bolivar, too, in his day, was called the Washington of Colombia! He is gone—peace to his ashes. But it was well said, at the time, that we would not give our dead Washington for all the living Bolivars that the world could boast: and I will now say, that I would not give one of those bones that now repose in the hallowed shades of Mount Vernon, for the whole muster roll of rank and file heroes that crowd the crimsoned records of history.

Who shall estimate the influence of his life upon the destinies of the human race? Cast your recollection backward one century, to the day we now commemorate—contemplate the political thralldom of the world—mark the march of freedom and of intellect to the present time—carry your imagination forward one century hence—and dwell for a moment upon the beauteous visions of the future, and then say what the world owes to the birth-day of Washington.

I am admonished by the lateness of the hour, not to trust myself further upon this copious, exhaustless theme, and I will detain you only by offering this sentiment:

The Patriot Hero of our Revolution—the Christian Statesman of our Republic—great in goodness, and good in greatness.

Mr. PENDLETON, of New York, being called upon, said—Assuredly, Mr. President, I had not the least expectation of performing any other part than that of a listener during the celebration of this day. But, sir, since you have been pleased to call upon me, as the representative of New York at this board, I cannot for a moment hesitate to comply with your request. I have looked around me with some anxiety, and regret to find that, besides myself, there is, to my knowledge, at least but one gentleman present from the state of New York. It would have given me pleasure to have had the support of a greater number, but, since it could not be otherwise, allow me to say that the individual to whom I refer, in the sentiment which I am about to utter, bears a name that is in itself a host, so replete is it with interesting associations. I allude, Mr. President, to the name of CLINTON. It may perhaps be supposed that upon this occasion it would become me to ascend higher up the stream, and rather call to your recollection GEORGE CLINTON, the ancestor of our departed statesman, the friend and fellow-soldier of Gen. WASHINGTON. He was one whose public services eminently entitle him to be remembered, when they are remembered who stood by their country in the day of distress. But I hope, sir, that I shall not be thought to violate the propriety of this celebration, nor take a step too near our own times, if, upon this occasion, I express to you no other sentiment than—

The memory of DE WITT CLINTON.

Mr. Senator CHAMBERS, of Maryland, after some appropriate remarks, offered the following sentiment from Washington's Farewell Address:

"Religion and Morality," "the great pillars of human happiness—the firmest props of the duties of men and citizens."

Mr. WEBSTER now rose and said, if it had been allowed us as intelligent agents to choose at what

time or place we would pass the portion of time allotted for us by Providence in this world, we could not, I think, have selected otherwise than the kindness of Providence has selected for us. At what period could we have chosen to live—in what spot—on what orb would we have preferred to dwell, rather than now, on this earth, and in this spot? When I contemplate the times I live in, and the place I live in, I am grateful to the Almighty disposer of all things, and am compelled to view myself as among the favored of the human race. There is so much in this age to gratify and to ennoble an immortal mind—so much to swell and delight the patriotic heart—the time, the place, are so full of fruition and of hope, that for the few days which may be permitted to me, I thank God my lot has been cast when it has been cast, and where it has been cast: and as an honest expression of this sentiment, I offer you, gentlemen, the following toast:

Our Times and our Country.

Mr. Webster having retired—

Mr. Chambers, being in the chair, called upon Mr. ROSSINI, who thus concluded his remarks:—I recollect the first time I ever saw Washington; indeed it is impossible I should forget it, or recollect it without the liveliest emotion. I was then a child at school; the school was dismissed, and we were told that General Washington was expected in town that day on his way to Cambridge to take the command of the American Army. We, the children, were permitted to mingle with the people who had assembled in mass to see him. I did see him; I rivetted my eyes upon him; I could now, were I master of the pencil, delineate with exact truth his form and features, and every particular of his costume; so vivid are my recollections. I never can forget the feeling his sublime presence inspired. How often afterwards, when I came in my studies to learn them, have I repeated and applied, as expressive of that feeling, these lines—

Quem acce ore ferens, quam fort pectore et armis
Crebro equidem, nec vane files genus esse Deorum.

He did seem to me more than mortal. It is true this was young and ignorant enthusiasm; but though young and ignorant, it was not false; it was enthusiasm which my ripper judgment has always recognized as just; it was but the anticipated sentiment of the whole human kind.

I now beg leave to offer this sentiment:

The written legacy of Washington to his countrymen: a code of politics by which, and by which alone, as he believed, their Union and their liberties can be made immortal.

By Mr. R. S. COXE, of the City of Washington:

May every Child of the Republic be taught to admire, to venerate, and to imitate the character and the principles of WASHINGTON.

By Mr. CRANE, of Ohio:

The State of Ohio—Though not ranked among those States who adopted the Constitution of the U. States, the bond of our Union, she will be among the foremost to sustain and defend it.

TWENTY-SECOND CONGRESS—1st SESSION.

Tuesday, March 6.

In the Senate, Mr. Benton, from the Committee on Military Affairs, reported a bill to increase the pay of the surgeons and assistant surgeons in the U. States army, which was ordered to a second reading. Mr. Smith's resolution proposing an inquiry into the expediency of suppressing the circulation of bills of a denomination less than five dollars, was adopted. By Mr. Sprague—

Resolved, That the President of the United States be requested to communicate to the Senate, if not incompatible with the public interest, such portions of the correspondence between Mr. McLane, while Minister at London, and the Secretary of State, and also between said Minister and the British Government, as may not have been communicated with the message to Congress of the 3d of January, 1831.

The consideration of the Apportionment Bill was renewed, and the discussion was continued by Mess. Clayton, Tazewell, Ewing, and Webster—but no question was taken.

On the previous day, Mr. Benton, from the committee on Military Affairs, reported a bill for the establishment of a corps of Topographical Engineers. Ordered to a third reading. Mr. B. gave notice that he should call up this bill at an early day.

In the House of Representatives, Mr. Wardwell presented resolutions adopted by the Legislature of the State of New York, in opposition to the recharter of the Bank of the United States.

Mr. McDuffie, from the committee of Ways and Means, reported the following resolution, which lies one day for consideration.

Resolved, That the President of the United States be requested to inform this House whether any, and, if any, what, Indian tribes or nations who joined the enemy in the late war with Great Britain, continue

to receive annuities from the United States, under treaties made prior to the war, and not received.

Mr. Wickliffe, from the committee on the Public Lands, reported a bill for the final adjustment of private land claims in the State of Missouri. The resolution for the appointment of a Select Committee to examine the affairs of the Bank of the U. States, was again taken up. Mr. Clayton resumed and concluded his remarks in favor of the resolution, in a speech of about three hours' length. Mr. Root has the floor for to-day.

March 7.—In the Senate, the resolution submitted by Mr. Sprague, calling on the President for copies of the correspondence between Mr. McLane and the British government, was adopted, after having been so modified by the mover as to apply only to the correspondence respecting the colonial trade. The apportionment bill was taken up, and Mr. Webster, having withdrawn the amendment previously offered by him, moved another, varying practically from the former by allowing the state of Maine a representative for her fraction, and making the whole number of representatives 256; this amendment he supported in a speech of considerable length. Mr. Forsyth moved to strike out that part of the amendment which allows representatives for fractions, and upon this motion, the debate was continued. Mr. Tazewell, Mr. Sprague, Mr. Webster and Mr. Clayton, taking part therein. Mr. Clayton has the floor for this day.

In the House of Representatives, the discussion of the resolution for the appointment of a select committee to examine the affairs of the Bank of the United States, was resumed. Messrs. Root, Crawford, Evans, of Maine, and Beardsley, severally addressed the House. The former gentleman proposed as an amendment, that the select committee should be chosen by ballot. At four o'clock, Mr. Beardsley gave way to a motion for an adjournment, and was entitled to the floor on Thursday.

Thursday, March 8.

In the Senate, after the reception and reference of petitions and memorials, the apportionment bill was resumed, as the unfinished business. The question, which was on the motion of Mr. Forsyth, to strike out that portion of Mr. Webster's amendment, which provides for the representation of fractions exceeding a moiety of the ratio, was debated at length, by Messrs. Clayton, Forsyth, Hayne, Foot, Tazewell, Marcy, and Webster. Without coming to any decision, the Senate adjourned.

In the House of Representatives, nearly the whole of the day was devoted to the further consideration of Mr. Clayton's resolution for the appointment of a committee to investigate the affairs of the Bank of the United States, and the amendment of Mr. Root, to appoint the committee by ballot. Mr. Beardsley, of New York resumed and concluded his argument in favor of the fullest inquiry, on the ground of the grave charges brought against the bank; and in particular those respecting the bank drafts on checks, the alleged usurious practices, and corruption of printers, editors, and lawyers, by that institution, requiring a scrutiny before the renewal of the charter by Congress. Mr. Root replied with much animation; and was followed by Mr. Beel, in support of an inquiry to the fullest extent. The question was then taken by yeas and nays, upon Mr. Root's amendment, which was rejected, by a vote of ayes 88, noes 92. Mr. Wayne then moved a further amendment, providing that a select committee should be appointed, to meet and investigate the affairs of the bank during the recess of Congress, and report thereon to the House on the third Monday of December next, and embracing, in the scope of the inquiry, a comprehensive detail of the business, both of a public and private nature, of that institution. Mr. Burges rose to propose a further amendment; but, before it was read, the House, at half past 4 o'clock, adjourned.

March 9:—In the Senate, many private bills were passed, and others matured. The apportionment bill was taken up, the question being on Mr. Forsyth's motion to amend the substitute offered by Mr. Webster, by striking out therefrom the provision for the representation of fractions. Mr. Holmes, Mr. Silsbee, and Mr. Sprague, spoke in opposition to the motion, and Mr. White in its support. Mr. Dickerson has the floor for Monday. The Senate adjourned over to Monday.

In the House of Representatives, Mr. Verplanck reported a bill making appropriations for the publication of certain diplomatic correspondence. On motion of Mr. Barstow, the vote of Thursday, rejecting the amendment offered to Mr. Clayton's resolution for an inquiry into the affairs of the Bank of the United States, which proposed that the select

committee be chosen by ballot, was re-considered—Yeas, 98; Nays, 93. The further consideration of the subject was arrested, by the expiration of the hour allotted to morning business. Some time was spent in committee on the bill for the benefit of Mrs. Susan Decatur, *et. al.* The committee finally rose, and reported the bill without amendment. The several amendments proposed in committee, were renewed in the House and rejected. The question was then taken on engrossing the bill for a third reading, which was decided in the negative—Yeas, 78; Nays, 95, and so the bill was rejected.

LEGISLATURE OF NEW-YORK.

Monday, March 5.

In the Senate, Mr. Allen, from the committee on banks and insurance companies, submitted a report on the memorial of the banks in the city of New York contributing to the bank fund, and brought in a bill to amend the act for creating said fund, in relation to its investment.

The first section of the bill authorizes the Comptroller, in addition to the powers given him by the act creating the fund, to loan it as follows:

1. The several banks to pass on their books to the credit of the fund the amount which each is required to pay, and to furnish to the Treasurer of the state a certificate of deposit therefor, instead of paying over the money.

2. Such deposits to be held as special deposits, and in cases of insolvency to be preferred debts.

3. The said deposits may be drawn for and applied in like manner as if the same were in the actual possession of the Treasurer of the state.

4. The amount heretofore paid by the several banks into the treasury, to be passed on their books to the credit of the fund; and on their furnishing the Treasurer with a certificate of deposit for such amounts respectively, the Comptroller to repay to the banks so much of the amount heretofore paid by each, with the interest received and due thereon, if any, as may remain in the treasury unexpended.

5. The salaries of the bank commissioners to be paid by the Comptroller, by his drafts on the several banks contributing to the fund, in proportion to the amount of their respective capitals, which shall not be charged to the fund, but to the expense account of the several institutions.

The 2d section authorizes the Comptroller to withdraw the deposits whenever he may deem that the interest of the fund requires it. The 3d section authorizes him to invest the fund, or any part of it, if he shall deem it more advisable, in loans, to be secured by bond and mortgage. The 4th section provides for an increase of the salaries of the bank commissioners to \$2000. Ordered printed.

Mr. Maynard submitted for consideration certain amendments to the constitution, importing, 1st. that after the 1st Jan. 1835, the revenue from Auction sales and the manufacture of Salt may be transferred, by the Legislature, from the canal fund to the general fund, and, 2d that all tolls on canals not required for the payment of the canal debt, shall be pledged for the construction of other canals, for the further prosecution of the system of internal improvements and for the promotion of education.

The bill to incorporate the Westchester and Putnam Steamboat Company was rejected, 18 to 10.—The rest of the day was spent on the Chenango canal.

The Assembly was called to order at 10 o'clock, but only 36 members answering, the Speaker adjourned the House till 10 to-morrow.

March 6.—IN SENATE.

Petition.—Of the State Medical Society for the establishment of a state vaccine institution.

The committee again entered upon the consideration of the bill to construct the Chenango canal.

Mr. Sherman spoke upwards of two hours and a half, in favor of the bill but before he had concluded he gave way to a motion to rise and report, and at 1 o'clock the Senate went into executive business, but had not adjourned at 2.

IN ASSEMBLY.

Remonstrance of the State Medical Society, in relation to the practice of medicine; to renew the charter of the New York Coal Company.

Reports.—Relative to the Marine Court of the city of New York.

To incorporate the Monroe Insurance company in the city of New York.

To incorporate the Black River company.

To amend the charter of the Merchants and Trades Bank, in the city of New York.

To construct a Rail-road from Rochester to Charlotte.

To incorporate the Palladium Fire Insurance company, in the city of New York.

Mr. Spencer, from the committee of nine reported nine bills, to be referred to Select committees to be reported complete; to all of which Mr. R. B. Dodge objected, and they were returned to the General Orders.

Mr. R. B. Dodge offered a resolution nullifying the committee of nine, which after a few remarks among members, was laid on the table with the consent of the mover.

Bill read a third time and passed.—Concerning the Mount Pleasant State Prison.

The House went into committee of the whole, on the bill to incorporate the N. York and Erie Rail-road.

Mr. Howell moved to strike out the words "southern tier of counties," the effect of which would be to leave the commissioners at liberty to terminate the road upon the Hudson river, from Owego east, wherever they please.

Mr. Van Duzer opposed this amendment.

Mr. Granger strongly opposed the amendment. He thought the route ought to be defined and fixed. He was in favor of giving the company a free and liberal charter.

Mr. Stilwell was in favor of leaving the route undefined, to be fixed by the stockholders. He thought this course would hold out stronger inducements to enterprising capitalists.

Mr. Van Duzer resisted the proposition to disfranchise the southern tier of counties.

After a long debate Mr. Howell's amendment was rejected by an almost unanimous vote, when the committee rose and reported. Adjourned.

IN SENATE—Wednesday March 7.

Mr. McDonald, from the committee on Prisons, made an elaborate report on so much of the Governor's message as related to State Prisons. The most prominent point in the report was a recommendation that a prison for female convicts be erected in Troy, or its vicinity. The committee also reported a bill for the erection of 220 additional cells in the state prison at Auburn, and the erection of a new prison for female convicts.

Mr. Seward gave notice of, and on leave introduced a bill authorizing the Court of Errors to hold their sittings during the recess of the Legislature either in Albany or New-York as the court may from time to time determine.

The resolutions offered by Mr. Maynard to amend the constitution relative to the canal revenue, were referred to the committee of the whole when on the bill to levy a tax.

The committee again entered upon the consideration of the bill to construct the Chenango Canal.

The committee finally rose and reported without making any question by a vote of 14 to 13.

The committee entered upon the bill to incorporate the Steuben County Bank.

The question on Mr. Seward's amendment, which prohibited the commissioners from giving more than 100 shares to any one subscriber, was taken and the amendment was lost.

Mr. Birdsall's amendment was next in order, which was, that in case, that more than the amount of capital stock should be subscribed, subscribers for more than 20 shares should be deemed subscribers for 20 shares only.

Tallmadge and Edmonds against it; it was lost 17 to 10. The bill was then passed.

IN ASSEMBLY.

Reports: Against a division of the office of Flour Inspector in the city of New York.

Mr. Morgan made a counter report, recommending a division of the office.

To incorporate the Otsego Rail-road company.

Mr. Stilwell from a Select Committee, made a long report in favor of abolishing Capital Punishment, and introduced a bill in accordance with the report.

Mr. Juliard moved to print three times the usual number of copies of the above report.

Mr. Howell moved to lay the Report and Bill on the table, but his motion was lost by a large majority.

Mr. Morgan gave notice of a bill to appoint an Inspector of Gold and Silver Manufacturing Articles.

Mr. R. B. Dodge called up his Resolution to Nullify the Committee of Nine, which, after a short debate, was lost.

Mr. Van Schaick called for the consideration of the resolution for amending the Constitution so as to apply the auction and Salt duties to the support of the Government.

Mr. Van Schaick went into an examination of the finances of the State, for the purpose of showing that the mode proposed by the resolution for the support of the Government, was more wise and just, than a resort to Direct Taxation.

The resolution on motion of Mr. Granger, was laid on the table.

The committee of the whole resumed the consideration of the bill to incorporate the Erie and New York Rail-road.

After amending and adopting three sections of the bill, the committee rose and reported.

IN SENATE—Thursday, March 8.

The bill to incorporate the Steuben County Bank was read the third time.

Mr. Beardsley advocated the passage of the bill at some length.

Mr. Allen replied, he did not like the provisions of the bill, but considered himself pledged to vote for this bill, having reported it; but he would give bank applicants notice that he would vote for no bank bill hereafter, unless the provisions for the distribution of stock were such as they purported to be, and such as would secure subscribers for small amounts.

Mr. Lansing also advocated the bill.

The bill then passed—ayes 23, noes 6.

The committee of the whole again entered upon the consideration of the bill to construct the Chenango Canal.

Mr. Maynard's amendment then came under consideration, which contained the three following positions, to wit:

1. A relinquishment of damages by persons whose property is taken.

2. Contracts with responsible persons to complete the work for \$1,000,000.

3. Permission to individuals to construct so much of the Canal as runs through their lands as they shall be willing to do, free of expense.

Mr. Conkling's amendment contained another position as follows: The friends of this bill should execute a bond to the state of responsible persons of \$250,000, to secure the state against all demands which might come against it, in consequence of the construction of this canal. These amendments were regarded as conditions to be complied with before the commissioners proceed to construct the work. Both were adopted.

The question was then taken on the first section, which was adopted 15 to 14.

The House agreed with the report of the committee of the whole.

Ayes—Messrs. Allen, Armstrong, Birdsall, Cary, Conklin, Crosey, Foster, Fuller, Hubbard, Lynde, Mather, Maynard, McDowell, Seward, Sherman, Tracy—16.

Noes—Messrs. Beardsley, Bronson, Dietz, Dodge, Edmonds, Fisk, Gere, Halsey, Lansing, Macdonald, McLean, Quackenboos, Rexford, Tallmadge, Westcott—15.

And the bill was ordered engrossed for a third reading.

Adjourned.

IN ASSEMBLY.

Petitions presented &c.—On inhabitants of Cayuga for a Bank at Sherwood's Corners; for a Rail-road from Oswego to New York.

Report.—To extend the charter of the New York Coal Company.

The House, in committee of the whole, spent the day upon the bill to incorporate the New York and Erie Rail-road company.

The bill was finally adopted, and the committee rose and reported.

Adjourned.

Friday, March 9.

In the Senate, Mr. McLean from the committee on literature, reported against the bill from the assembly, relating to the distribution of the literature fund.

The bill for the construction of the Chenango Canal, passed by 16 to 13; those voting in the negative were,

Noes.—Messrs. Beardsley, Bronson, Dodge, Edmonds, Fisk, Gere, Halsey, Lansing, Macdonald, McLean, Rexford, Tallmadge, Westcott—13.

A bill reducing the capital stock of the New York Phoenix Fire Insurance Company from \$250,000 to \$200,000, was passed in committee. The remainder of the day was spent in debate upon the bill for the Hudson and Erie Rail-road.

In the Assembly, Mr. Tilford laid on the table a concurrent resolution for the adjournment of the Legislature on 3d April. The bill to amend the charter of the New York and Boston Steamboat Company was rejected. The committee of the whole passed the bill, giving the Superior Court of this city, concurrent jurisdiction with the Courts of Common Pleas, in cases not now provided for.

The committee of the whole took up the bill to continue in force the act for the relief of the New York Eye Infirmary. [The bill appropriates \$1000 annually, for five years, to the institution.]

A debate ensued, on the propriety of continuing the appropriation, without a provision that other gentlemen of the profession should be elective to the offices of the institution. The bill with these restrictions, was supported by Messrs. Milledoler, Myers, and Maxwell. Messrs. King, Arnold, Hamilton, Brown, and the Speaker supported the bill without the restrictions. Messrs. Hamilton and Young opposed the bill with or without the restrictions. The first section of the bill, making the appropriation, was then passed. The committee then rose and reported, an additional section, proposed by Mr. Milledoler, and providing for the election of the officers of the institution biennially, being under consideration.

IN SENATE—Saturday, March 10.

The bill to reduce the capital stock of the Phenix Fire Insurance Company in the city of New York was passed.

The committee of the whole again entered upon the consideration of the resolution to amend the constitution relative to the election of Mayor in the city of New York.

The question was on Mr. Seward's amendment, that all the Mayors of the several cities in the State be elected by the people. It will be remembered that this is an amendment offered to one proposed by Mr. Tallmadge, that the mode of appointment be prescribed by the Legislature.

Mr. Allen advocated the resolution in its original shape at some length; and opposed any kind of amendment. He however was agreed that the amendment should be extended to all the cities, if it could be done without any hazard to the amendment for the city of New York; but if this would obstruct the original resolution, he hoped it would not be insisted upon; and that the city of New York might receive what she asked. He contended that their request was republican and highly proper.

The discussion was continued till the committee rose and reported.

The committee took up the joint resolutions from the Assembly recommending our representatives in Congress to use their exertions to have artificers and such as had served three months in the revolutionary war placed on the pension list.

Also to give bounty lands to the officers of the army during the late war.

Mr. Dodge spoke some time in favor of the first resolution and decidedly against the last. Too much could not be done for revolutionary services; but he could not see that the officers of the late war had any such claims. And he was opposed to the British pension list system.

Mr. Fuller proposed an amendment, including widows of persons who had served in the revolution, which was adopted, and the first resolution was then adopted, and the last unanimously rejected.

ASSEMBLY.

After some ordinary business, the committee of the whole, took up the bill to continue in force the act for the relief of the New York Eye Infirmary; and after much discussion, and the rejection of several amendments, the question was then taken, and the report disagreed to, 43 to 56. So the bill was rejected.

Monday, March 12—IN SENATE.

Mr. Sherman reported a bill directing the appropriation of certain funds to the establishment of an academy in the co. of Richmond.

Bills passed in committee of the whole:

In relation to the oath of office of justices of the peace.

To incorporate the Watertown and Rome Rail-road company.

To incorporate the Elmira and Williamsport Rail-road company.

The same committee made some progress and had leave to sit again on the bill to incorporate the Hudson and Erie Rail-road company, and amend the charter of the Berkshire and Hudson Rail-road company.

IN ASSEMBLY.

Petition.—From sundry persons of the medical profession in New York against amending the law regulating the practice of medicine.

A bill was reported to enable the corporation of New York, to raise money by tax. Ordered to be engrossed for a third reading.

Mr. Van Duzer, from the committee relative to providing curtains for the Assembly chamber, made a report, concluding with a resolution, directing the

clerk to procure curtains, providing the expense does not exceed \$200.

There was some conversation, when the resolution was rejected, 75 to 31.

Mr. Stilwell called for the consideration of the bill to incorporate the New York and Erie Rail-road company.

Mr. Granger offered an amendment requiring that the Rail-road be completed within 15 years.

Messrs. Howell, Van Duzer, Speed, Myers and Bishop opposed it.

It was lost, 33 to 75.

An amendment authorizing the company to borrow money for the construction of the road was adopted, and the bill was then ordered engrossed.

[From the National Gazette.]

There is no difficulty in distinguishing between the real Washington, the paragon and benefactor of his race, and any pseudo created and worshipped by party, or magnified in a glare of false glory and inordinate power—between the sun, the golden sun of heaven, and any perihelion, or mock luminary born of the vapours of the earth. To rival Washington, it is indispensable not merely to have been the most patriotic, laborious, intrepid, judicious, efficient, disinterested, immaculate of statesmen and generals, but to have led a private life entirely concentaneous,—without an irregular habit, an immoral act, a loose expression, a counterfeited appearance, and affectation of any kind,—maintaining perfect dignity in every detail, commanding every where universal reverence, observing invariably the laws of truth, reason, self-respect and benevolence. Besides having studied his biography anew, we lately read his official correspondence, and most of the other productions of his pen, which are extant in print; it is impossible to doubt that they are all his own—the effusions of his own mind;—and what mental powers they display! what intelligent zeal! what indefatigable toil! how masculine and elevated a spirit! how strong, clear, ready, and terse a style! The man, the statesman, the commander, the writer, were all complete for the highest purposes.

Knowledge for the People: or, the Why and Because.

DOGS.

Why is the dog less carnivorous than the cat tribe?

Because the cheek-teeth are less adapted for tearing flesh, and the tongue is smooth.

Why do the dog and elephant approach nearer than any other quadrupeds to the perfection of man?

Because of the following peculiarities; the dog is the only animal that dreams; and he and the elephant the only animals that understand looks; the elephant is the only animal that, besides man, feels ennu; the dog, the only quadruped that has been brought to speak. Leibnitz bears witness to a hound, in Saxony, that could speak distinctly thirty words.

Why does the domestic dog differ from other varieties?

Because it has the tail curved upwards. Whenever there is white on any part of the tail, the tip is invariably white.

Why is the dog so attached to man, while almost every other quadruped fears man as its most formidable enemy?

Because this particular species of animal feels a natural desire to be useful to man, and, from spontaneous impulse, attaches itself to him. Were it because we train the dog to our use, and have made choice of him in preference to other animals, we should see, in various countries, an equal familiarity with various other quadrupeds; but every where the dog only takes delight in associating with us, and is even jealous that our attention should be bestowed on him alone; it is he who knows us personally, watches for us, and warns us of danger.—[Cuvier]

Why is the dog the most complete, the most remarkable, and the most useful conquest ever made by man?

Because every species has become our property; each individual is altogether devoted to his master, assumes his manners, knows and defends his goods, and remains attached to him until death; and this proceeds neither from want nor restraint, but solely from true gratitude and real friendship. The swiftness, the strength, and the scent of the dog, have created for man a powerful ally against other animals, and were perhaps necessary to the establishment of society. He is the only animal which has followed man through every region of the earth.—[Cuvier.]

Why are dogs considered by some naturalists to be domesticated wolves?

Because the anatomy of both, for the most part, corresponds; the wolf is, however, larger and more muscular. Their periods of gestation is the same,

although differently stated by Goldsmith; which statement led to an inference, that the dog and the wolf were essentially a different species.

Why do dogs bark at beggars?

Because the rage and misery of the poor mendicant induce the imagination of the dog to see in him a robber of his master's house, or one who will be cruel to himself—and he expresses his own fears by a bark.

Why is a house-dog terrified at a naked man?

Because the latter is to the dog an unaccustomed sight.

Why are dogs enabled to bear hunger a very long time without any serious injury?

Because they have a supply of some substance for the distension of their stomachs; hunger being the effect of the stomach's contraction. Dogs have been known to live for forty days without food, or substitute for food.

Why is the Mackenzie river dog so valuable to the Indians in the chase?

Because its want of courage and strength to pull down large animals, is more than compensated by its broad foot and light make, which enable it to run over the snow without sinking, if the slightest crust is formed on it; and thus easily to overtake and tear the moose or rein-deer, and keep them at bay till the hunters come up.—[Dr. Richardson.]

Why is the hare Indian dog peculiar to the banks of Mackenzie river?

Because, being only fitted for the chase, it has, since the introduction of guns, gradually given way to the mongrel race, sprung from the Esquimaux, Newfoundland, and this very breed, with occasional intermixtures of European kinds. Formerly, perhaps, it was generally spread over the northern parts of America.—[Dr. Richardson.]

Why do Newfoundland dogs swim better than others?

Because they are semi-webbed between the toes; which mechanism of the foot presents an extended surface, to press away the water from behind, and then collapses, when it is drawn forward, previous to making the stroke. Sir Everard Home describes this action as rowing through the water.

Why is the 'wild hound' of South Africa also called the hyena dog?

Because it connects the dog and wolf tribe with that of the hyena. In like manner the gnu forms a graceful link between the buffalo and antelope.

Why are the mastiffs of Cuba so highly prized by the natives?

Because they are eminently faithful, and as courageous as they are powerful, although by no means, remarkable for their intelligence. They are chosen, in preference to all others, for house-guards and watch-dogs.

Why is the terrier so called?

Because it burrows the earth (*terra*) in pursuit of foxes.—[Caius.]

Why is the harrier so called?

Because it hunts the hare.—[Caius.]

Why was the bludhunde, or bloodhound, also called slothunde?

Because *sloth* means the impression left by the foot of the dog in the mire. This dog was remarkable for the acuteness of his smell, tracing any wounded game that had escaped from the hunter, and following the footsteps of the thief, let the distance of his flight be ever so great. The bloodhound was in great request on the confines of England and Scotland, when the borderers were continually preying on the herds and flocks of their neighbors, and was used also by Wallace and Bruce during the civil war. Pennant says, 'there is an order, dated so late as 1616, that no less than nine bloodhounds should be kept on the border, upon Esk and other places mentioned.' The hound is essentially the same as the bloodhound. The foxhound is a smaller variety, and the harrier is still smaller.—[Cuvier.]

Why is the spaniel so called?

Because the race is derived from Spain; thence, *espagnol*, French, *spaniel*, English.

Why is the greyhound the first in rank among dogs?

Because, by the forest laws of Canute, it was enacted, 'that no one, under the degree of a gentleman, should presume to keep a greyhound'; also from an old Welsh saying, which signifies that you may know a gentleman by his hawk, his horse, his grehound. The greyhound is feelingly alive to caresses; and, when noticed, the motions of his heart are most violent and irregular. Caius, however, on the authority of Froissart, mentions the following fact, not much to the credit of the fidelity of this species:—When that unhappy prince, Richard II., was taken in Flint Castle, his favorite grey-

hound immediately deserted him, and fawned on his rival, Boliagbroke, as if he understood and foresaw the misfortune of his former master. This act of ingratitude the unfortunate monarch saw, and declared aloud to be the presage of his future death. 'Rey, Linnæus, &c., give the name of *graius* to the greyhound,' with which, however, the ancient Greeks do not appear to have been acquainted.—[Notes to Blumenbach.]

Why was the leviner, or lyemmer, so called?

Because of the lightness of the kind, (from *levius*, light,) and the old word *lyemne*, a thong; this species being used to be led with a thong, and slipped at the game.

Why is the mastife, or mastiff, so called?

Because it is a species of great size and strength, and a very loud barker; whence *mastiff*, quasi *mase thest*; it being supposed to frighten away robbers by its tremendous bark.

Caius says, three mastiffs were a match for a bear, and four for a lion. It appears that Great Britain was noted for its mastiffs, that the Roman emperors appointed an officer in that island, whose sole business it was to breed, and transmit from thence to the amphitheatre, such dogs as would prove equal to the combats exhibited at that place.

Why was the old English hound so well qualified for hunting?

Because his hearing was very perfect, and his sense of smelling was the most exquisite that could be imagined.

Why does the scent in hunting vary on different days?

Because of the varied condition of the ground, and the temperature of the air, which should be moist without being wet. If both are in this state the scent is said to be perfect. When the ground is hard and dry, there will scarcely be any scent, and it hardly ever lies with a north or an east wind. A southerly wind, without rain, and a westerly one that is not rough, are the best; a warm day, without sun, is a perfect one. In some fogs the scent lies high; in others not at all.—[Notes on Science.]

Recently Discovered Cave in Franklin County.

(Penn.)—This curious production of nature was never discovered till a few days ago, when the owner (Mr. Reece, of Peter's township, living on the base of the North Mountain) was about to dig for water; and as there is a very large spring issuing out of the rocks, at the foot of a hill of considerable height, and a kind of a sink hole some distance above the spring, he thought he probably could come on the stream—accordingly he commenced digging in the sink hole, and had proceeded but a few feet, when he could plainly hear the water running, seemingly with great rapidity: and at the distance of about twelve feet from the surface, came to the water, at the lower extremity of a fissure in the rock, which immediately expanded into a large and beautiful cavern, the entrance of which is partially obstructed by loose rocks, which, after advancing a little distance, entirely disappear, and instead of loose rubbish; solid rocks appear, enamelled with spar of different colors. In every direction are to be seen the most beautiful icicles, suspended from its noble, and in some places, majestic ceiling. Concretions, without number, and of almost every color, size and dimension, are seen pointing downwards from the ceiling, and inwards from the sloping walls—some white, some red, some brown, some green, and others transparent as glass, and all solid as marble. They threaten the curious adventurer with being torn to pieces by their craggy points, if he attempts penetrating any further into it; and indeed in some places he is obliged to proceed in a stooping position, in order to avoid them. In proceeding up this subterraneous passage you are obliged to walk in the run nearly all the way. The run is in some places dry at the present season of the year. Yet it is evident from the bed of the run, and other visible marks of the water, that in some parts of the year the water must flow through the different channels in large quantities. Even at this time there is a great deal running thro' it, but mostly through channels alongside the principal one, as is evident from the great noise it makes in falling over the craggy rocks which impede its progress. There are in the principal channel several falls which might very properly be denominated cataracts—the extent of the cave is as yet unknown, as it has been but partially explored: the greatest distance any person has been up it yet, is about 800 feet, at which distance there was no appearance of its termination. In ascending this cave, the eye is most agreeably struck with its grandeur—at every step new wonders present them-

selves—here is the spar formed into trees, shrubs, &c., which makes it have the appearance of a petrified grove—in some places the spar is formed into the likeness of men, birds, beasts, organs, &c., and in one place, raised on a pedestal, is a striking resemblance of a half unfurled flag. Besides this, there are hundreds of other likenesses, which I shall not here attempt a description of. When we first saw them, we were only surprised at their diversity and beauty, but on a more minute examination, we were struck with amazement, knowing them to be mere productions of nature; who hitherto, in solitary silence, had, in her playful moments, unseen and unheard, dressed the scene as if for her own amusement.—[Christian Advocate.]

The following is an extract of a letter from Audubon, the Naturalist, dated, United States Schooner Shark, 100 miles up the St. John's River—bound upwards, February 17, 1832.

"I have only time to say we are all well. A dreadful accident to one of our sailors—(the shooting off of his hand) gives me an opportunity to send this to St. Augustine. We have here a continuation of the poorest country on earth, with the exception, I suppose, of the Deserts of Arabia. No birds,—no plants that are worthy of attention. Never was a person so deceived as I have been by the accounts of the Floridas; not even a view worthy of the pencil, has yet been observed—nothing but pine barrens, poorer and gloomier than those on the Atlantic shore of the south east Jerseys. If we shoot ten birds in a day, of the most common sort, we look upon it as an achievement bordering on the wonderful. Not a shell have I seen since I left the St. Johns. Alligators it is true, are fully abundant: we have 25 or 30 alive on board to experiment upon.

How far we shall be able to proceed up this chocolate colored river, I do not know: but I feel as if to return to its entrance was the best occurrence that could happen. It would take about five years to inspect what I call the Floridas;—and after all, the report would be—"Alas! poor Yorick!"—[Phila. Gazette.]

SUMMARY.

The Boston Patriot announces the departure, from that port, on Thursday, of the U. States ship Peacock, with Francis Baylies, our Chargé d'Affaires at Buenos Ayres, family and suite as passengers.

The New Orleans packet ship Kentucky was taken upon the screw dock on Monday evening.—Yesterday the old copper was stripped off, the seams horsed and thoroughly corked, new copper put on and the ship set afloat again, all in less than thirteen hours. The Kentucky is upwards of 400 tons burthen. The Evening Edition is to be taken up this morning. She is one of the finest sailers in our waters.—[Jour. of Com.]

Of 4939 deaths in Philadelphia last year, 137 were by intemperance, 673 by consumption, 200 by scarlet fever, 1 by lightning, 67 by whooping cough, 45 found dead, 1 by the bite of a rattlesnake, 320 by dysentery, 51 drowned, and 54 perished with cold.

New Post-Offices.—A new Post-Office has been established in Hopewell, Ontario county, in the vicinity of Chapin's Mills, called "Chapinville Post-Office."—Ira White, Esq. Postmaster.

Another, at "Oaks' Corners," in the town of Phelps, Ontario county.—Elias Cost, P. M.

Another, at "Jack's Reef," in the town of Elbridge, Onondaga county.—Zerah Shepard, P. M.—[Wayne Sentinel.]

It is understood that John Barnum, now in jail in this town for the alleged crime of murdering his father, has confessed himself guilty of the said deed. We forbear at present making any comments upon the subject.—[Danbury (Con.) Republican.]

Fire.—A 9 o'clock last evening a fire broke out in the two story wood building, No. 116 William street, which was destroyed. It was owned by Madam Dulux, who lived in the upper story. The lower story was occupied by John H. Stumpehl as a toy shop, and Mrs. Storms, artificial florist. This is the third fire which has already been subdued by the hydrant at the corner of William and John streets.

Another Fire.—While the engines were engaged in William street, another fire broke out in the Iron Foundry on the North River at the foot of Beach street, William Kimball proprietor. It originated in what is called the pattern shop, which was entirely destroyed. A portion of the patterns was saved.—[Jour. of Com.]

HARRISBURG CONVENTION.—This Convention on Tuesday nominated Wm. Wilkin as a candidate for Vice-President. The votes were, on the 10th ballot,

| | |
|------------|----|
| Wilkin, | 67 |
| Dallas, | 62 |
| Van Buren, | 1 |

George Wolf was unanimously nominated for Governor, after which, a resolution was adopted, requiring the electors, in case of the death, or withdrawal of Mr. Wilkin, to give their votes for Mr. Dallas. An electoral ticket was then agreed upon.

The Convention also refused to send delegates to the Baltimore Convention. Yeas, 51, Nays, 80.

MELANCHOLY.—The following persons perished by the wreck of the schooner *Increase*, from Norfolk, lost on the south side of Long Island, on Monday morning: Midshipman P. L. Gansevoort, U.S.N.; of Albany; Mr. I. P. Niles, merchant, who has resided near Elizabeth City, N.C.; Master Edward Carter, of Kentucky, and Mr. Stafford, of this city. The two former were drowned in attempting to land, and the two latter perished from exposure on the wreck. Their baggage saved is in charge of Messrs. Doane, Sturges & Co. who will deliver it to their friends.

Fire.—The Ink Factory of Mr. George Mather, back of 111 Prince-street, was considerably injured by fire yesterday afternoon, between one and two o'clock. Also, a wooden building rear of 126 Greene-street.

[From the New London Gazette of Wednesday.]

Schooner Franklin, Dennis, standing S. W. 18th instant, lat. 33, 58, long. 71, fell in with the wreck of a brig or schooner, nearly new, masts gone, bowsprit standing, had "ONDON" on her stern, the last letters of the name of the place to which she belonged. The schooner Alabama, of this port, Jas. Loomis, of Lyme, master, and Alfred Hempstead, of Groton, mate, sailed from New York on the first of December last, for Mobile. The crew and passengers consisted of thirty-nine persons; among the latter were Mr. Isaac Turner, of the firm of P. C. & I. Turner, and Mr. William Champlin, of this city; the remainder were from towns in the neighborhood, (names unknown to us) consisting principally of young, enterprising mechanics, who were seeking their fortunes, and probably have found it in a watery grave. The schooner *Hussa*, Captain Way, of this port, sailed about the 1st of Dec. from Wilmington, bound for Charleston. As neither of these vessels have been heard from since sailing, it is unquestionably one of them whose wreck is mentioned above.

Sudden Death.—About two o'clock yesterday afternoon on Arch street wharf, a colored woman, apparently about twenty-five years of age, was seized with a fit, and fell, and died almost instantly. She had accompanied some of her friends to the steam boat, to see them off, and on attempting to leave the wharf in returning home was taken ill and died. Medical assistance was procured, and used, but of course without avail. Her name we did not learn.—[Philadelphia paper.]

A young man, engaged in a chairmaker's shop in Dock street below Second, fell from the roof of a house, about twelve o'clock yesterday, and was instantaneously killed.—[Philadelphia Chronicle.]

MISCELLANY.

An Essay on National Character, by the late R. Chevenix, pronounced to be very able, has just appeared, and, judging from the extracts given, it seems to be a production of both thought and originality.

It has been a practice of every age, says the author, to lament its own degeneracy, and to exalt the virtues of its forefathers. So general, indeed, has the custom been in all times, that one would suppose it to belong to some universal principle of human nature. If age after age, however, had spoken the truth, if every succeeding generation had been worse than the former, in what past beings would room have been found to contain the stock of depravity which, long ere this, must have been collected by the accumulation of so many centuries?

In speaking of the failure of Ziska, one of the earliest reformers, Mr. Chevenix says:

His failure, and the failure of the Hussites, show

the danger which attends the premature introduction of any principles, however good and wise, into any nation unprepared to receive, and incapable of appreciating them; neither can the knowledge, the liberality, and the efforts of a few supply the deficiency. The misfortune Ziska was, that he too far outstripped the genius of his age; while Hannibal and Cæsar only obeyed the temper of their respective times. The greatest man must surpass his contemporaries but by a little, and the holdest truths must be proportioned to the comprehensions of those to whom they are addressed. If they are not so, they are of no more advantage to the world than a beacon raised above the clouds.

In contrasting pride and vanity, he makes the following elegant remark:

Pride may be compared to the sun, which ripens the plant in silence; vanity to the breeze, which spreads its fragrance through the world.

And thus happily expresses himself with regard to religious toleration in the United States:

The progress of this country, compared to that of the Romans, teaches how the most opposite wants may equally tend to produce prosperity. The want of territory for their population made the Romans brave; the want of population for their territory made the Americans tolerant.

The author of "Englis' Spain in 1830," gives the following jeu d'esprit of Ferdinand VII.:

"I happened to be walking one day in the Calle de Alcalá, when the royal carriage drove up to the door of the Cabinet of Natural History, and being close by, I stopped to see the king and queen. The king stepped from the carriage first; he then lifted from the carriage a very large poodle dog, and then the queen followed, whom, contrary to royal etiquette, his majesty did not hand, but lifted, and placed on the pavement; and then turning to the crowd who surrounded the carriage, he said to them 'Pesa menos el matrimonio,' which means, Matrimony is a lighter burden than the dog."

[From Lardner's Treatise on Hydraulics, &c.]
THE DIVING BELL.

This machine depends for its efficacy on that quality in air which is common to all material substances, impenetrability; that is, the total exclusion of all other bodies from the space in which it is present. The diving bell is a large vessel closed at the sides and at the top, but open at the bottom. It should be perfectly impenetrable to air and water. When such a machine, with its mouth downwards, is pressed into the water by sufficient weights suspended from it, the air contained in it at the surface will be enclosed by the sides, the top, and the surface of the water which enters the mouth of the machine. As it descends in the liquid, the air enclosed in it is subject to the pressure, which increases in proportion to the depth, and by virtue of its elasticity will become condensed in proportion to this pressure. Thus at the depth of about 34 feet, the hydrostatic pressure will be equal to that of the atmosphere; and since the air at the surface of the water is under the atmospheric pressure, it will be effected by double the pressure at the depth of 34 feet. It will, therefore, conformably to what has been explained, be condensed so much as to be reduced to half its original dimensions. Half the capacity of the machine will, therefore, be filled with water, and the other half will contain all the air which filled the machine at the moment of its immersion. As the depth is increased, the space occupied by the air in the bell will be proportionably diminished.

It is well known that if an animal continue to respire in a space from which a fresh supply of atmospheric air is excluded, the air confined in the space will at length become unfit for the support of life.—This is owing to an effect produced upon the air drawn into the lungs, by which when breathed it contains carbonic acid, an ingredient not present in the natural atmosphere, and which is highly destructive to animal life. When the air in which the animal is confined has been breathed for a length of time, this effect being repeated, the air enclosed becomes highly impregnated with this gas; and if its escape be not allowed, and a fresh supply of atmospheric air admitted, the animal cannot live. If, therefore, a diving bell be used to enable persons to descend in water, it will be necessary either to raise them to the surface after that interval in which the air confined in the bell becomes unfit for respiration, or means must be adopted to send down a supply of fresh air, and allow the impure air to escape. But besides this, there is another reason why means of

sending down a supply of air are necessary. It has been already proved, that the hydrostatic pressure causes the water to fill a large part of the capacity of the machine, the air contained in it being condensed. It is necessary, therefore, in order to maintain sufficient room for the diver free from water, to supply such a quantity of air, as that in its condensed state it will keep the surface of the water near the mouth of the machine. Thus, at the depth of 34 feet, it will be necessary to supply as much air as would fill the bell in its natural state. At double that depth as much more will be necessary, and so on.

The air necessary for these purposes is supplied by one or more large condensing syringes, constructed on the principle explained already. These syringes, or pumps, are placed above the surface of the water into which the bell is let down, and they communicate with the interior of the bell by a flexible tube carried through the water and under the mouth of the bell. Through this tube any quantity of fresh air, which may be requisite for either of the purposes already mentioned, may be supplied. A tube furnished with a stopcock is placed in the top of the bell, by which the diver can let any quantity of impure air escape, to make room for the fresh air which is admitted. The impure air will rise by its levity in bubbles to the surface.

The diving bell received its name from the shape originally given to it. It was constructed with a round top, increasing in magnitude towards the mouth, thus resembling the shape of a bell. It is now, however, usually constructed square at the top and bottom, the bottom being a little larger than the top, and the sides slightly diverging from above. The material is sometimes cast iron, the whole machine being cast in one piece, and made very thick, so that there is no danger either from leakage or fracture. In this case the weight of the machine itself is sufficient to sink it. Diving bells, however, are also sometimes constructed of close grained wood, two planks being connected together with sheet lead between them.

In the top of the machine are placed several strong glass lenses for the admission of the light, such as are used in the decks of vessels to illuminate the apartments below.

The shape of the machine is generally oblong, with seats for the diver at the end; shelves for tools, writing materials, or any other articles necessary to be carried down, are placed at this side; and below the seats there are boards placed across the machine to support the feet. Messages are communicated from below to above either in writing or by signals. A board is carried in the bell on which a written message may be chalked. This board communicates by a cord with the arm of the superintendent above, who, on a signal given, draws it up, and who, in a similar way, is able to return an answer.

When the bell is of cast iron, a system of signals may be made by very simple means; a blow struck by a hammer on the bell produces a peculiar sound distinctly audible at the surface of the water, and which cannot be mistaken for any other noise. The number of strokes made on the bell indicates the nature of the message, the smaller number of strokes signifying those messages most frequently necessary. Thus, a single stroke calls for a supply of fresh air; two strokes command the bell to stand still; three express a desire to be drawn up; four to be lowered, and higher numbers express motion in different directions. Of course this system of signals is arbitrary, and liable to be varied in different places.

The bell is usually suspended from a crane, which is placed above the surface of the water; and in order to move it, this crane is placed on a Railway, by which it is enabled to traverse a certain space in one direction. The carriage which traverses this Railway supports another Railway in directions at right angles to it, on which the crane is supported. By these means two motions may be given to the crane, the extent of which may be determined by the length of the Railway, and the bell may be brought to any part of the bottom which is perpendicularly below the parallelogram formed by the length of the Railway.

† There is always present, however, in every part of the atmosphere, a very small and variable proportion of carbonic acid. Animal respiration greatly increases the quantity of this deleterious gas in a confined portion of air, and also diminishes the quantity of oxygen gas, that constituent of atmospheric air on which its power of sustaining life depends.—[Am. Ed.]

POETRY.

[The following are the "Lines," referred to at the close of the Literary Notices in the last No. of the Journal.]

TO FITZ GREENE HALLECK, ESQ.

By the late Joseph R. Drake, M.D.

"You damn me with faint praise."

Yes, faint was my applause and cold my praise,
Though soul was glowing in each polished line;
But nobler subjects claim the poet's lays—
A brighter glory waits a muse like thine;
Let amorous fools in love-sick measure pine,
Let Strangford whimper on in fancied pain,
And leave to Moore the hacknied rose and vine:
Be thine the task a higher crown to gain—
The envied wreath that decks the patriot's holy strain!

Yet not in prond triumphal song alone,
Or martial ode, or sad sepulchral dirge;
There needs no lay to make our glories known!
There needs no song the warrior's soul to urge
To tread the bounds of danger's stormy verge;
Columbia still shall win the battle prize!
But be it thine to bid her mind emerge;
To strike her harp until its soul arise
From the neglected shades where low in dust it lies!

Are there no scenes to touch the poet's soul?
No deeds of arms to wake the lordly strain?
Shall Hudson's billows unregarded roll?
Has Warren fought, Montgomery died, in vain?
Shame! that while every mountain, stream, and plain
Methinks for truth's proud voice or fancy's wand,
No native bard the patriot harp hath ta'en,
But left to minstrel of a foreign strand
To sing the beautiful scenes of nature's loveliest land!

Oh! for a seat on Appalachia's brow,
That I might scan the glorious prospect round!
Wild waving woods and rolling floods below,
Smooth level glades and fields with grain embrown'd;
High heaving hills with tufted forests crown'd,
Rearing their proud tops to the heaven's blue dome!
And emerald isles like banners green unroll'd,
Seen floating o'er the lake, while round them roam
Blue billowy helms and dancing plumes of foam.

'Tis true, no fairies haunt our "verdant meads,"
No grinning imps deform our blazing hearth;
Beneath the kelpies' langs no traveler bleeds,
No gory vampires taint our holy earth,
No spectres stalk to frighten harmless mirth,
Nor tortured demon howls amid the gale;
Fair reason checks these monsters in their birth;
Yet have we lay of love and horrid tale,
Would dim the manliest eye and make the bravest pale!

Where is the sterile eye that hath not shed,
Compassion's dew-drops o'er the sweet M'Crea?
Through midnight wilds by savage banks led;
"Her heart issued—her love is far away!"
Elate that lover waits the promised day,
When he shall clasp his blooming bride again!
Shine on, sweet visions! dreams of rapture play!
Soon the cold cores of her love in vain
Shall blight his withering heart and fire his frenzied brain!

Romantic Wyoming! could none be found,
Of all that roam thy Eden-bowers among,
To wake a native harp's untutored sound,
And give thy tale of woe the voice of song?
Oh! if description's cold and nerveless tongue
From stranger harp such hallowed strains could call,
How doubly sweet the desert wild had rung,
From one who lingered o'er "thy ruin'd wall"
Had pluck'd thy mourning flowers and wept thy timeless fall!

The Huron chief escaped from foemen nigh,
His frail bark lanches on Niagara's tides;
Pride in his port! defiance in his eye!
Singing his song of death the warrior glides:
In vain they yell along the river's sides;
In vain the arrow from its sheaf is torn;
Calm to his doom the willing victim rides,
And dilladown the roaring torrent borne,
Mocks them with gestures proud, and laughs their rage to scorn!

Arouse! my friend!—let vivid fancy soar;
Look with creative eye on nature's face—
Bid "geblin's damn'd" in wild Niagara roar,
And view in every field a fairy race!
Spur thy good paces to speed apace,
And spread a train of nymphs on every shore!
Or if thy muse would woo a ruder grace,
The Indian's evil manliness explore,
And rear the wondrous tale of legendary lore.

Away! to Susquehanna's utmost springs
Where throned in mountain mist Arouski reigns,
Shrouding in lurid clouds his plumelless wings,
And sternly scowling o'er his tribe's remains!
His was the arm, like comet ere it wanes,
That tore the streamy lightning from the skies,
And smote the mammoth of the southern plains!
Wild with dismay the Creek affrighted flies,
While in triumphant pride Kencava's eagles rise.

Or westward far where dark Miami winds,
Seek that fair spot as yet to fame unknown,
Where when the vesper dew of heaven descends,
Soft music breathes in many a melting tone;
At times so sadly sweet it seems the moan
Of some poor Ariel penanced in the rock—
Aren a louder burst—a scream! a groan!
And now amid the tempest's reeling shock,
Gibber, and shriek, and wail and fiendish laugh, and mock.

Or climb the palisado's lofty brow,
Where dark Omanas waged the war of hell,
Till roused to wrath the mighty spirit rose
And pent the demons in their prison cell:
Full on their heads the uprooted mountain fell,
Enclosing all within its horrid womb!
Straight from the teeming earth the waters swell,
And pillar'd rocks arise in cheerless gloom,
Around the drear abode, their last, eternal tomb.

Be these your lofty themes! but ne'er resign
The soul of song to laud your lady's eyes;
Go kneel a worshipper at nature's shrine!
For you her rivers flow, her hills arise;
For you her fields are green and fair her skies;

And will you scorn them all to pour your tame
And heartless lays of forced or fancied sighs?
Still you wrong the muse, nor blush for shame,
To cast away renown, and hide your head from fame?
Come! shake your trammels off! let fools rehearse
Their loves and raptures in unmeaning chime;
Cram close their crude conceits in mawkish verse,
And torture hacknied thoughts in timeless rhyme:
But thou shalt soar in glorious verse sublime!
With heavenly voice of music, strength, and fire,
Waft wide the wonders of thy native clime;
With patriot pride each patriot heart inspire,
Till Europe's bards are mute before Columbia's lyre.

A THOUGHT FOR THE NEW YEAR.

By the Rev. Henry Stebbing, M. A. etc.

The Future!—who can tell of thee?
Whose womb is like the deep,
Where gems and weeds lie mixedly,
And fulfil breezes sweep,
Casting to those who watch the tide
Sometimes a thing of worth,
But leaving nought for all beside
But refuse of the earth

Who can depict thy shadowy form
For fane or household hearth—
Tell of the sunshine or the storm
That waits upon thy path?
Who knows thee, fearful stranger?—who
Dares all unveil thy face—
Or track thee, were that power his due,
To thy far dwelling-place?

And yet, who would not haste thence on,
Whate'er thy form may be?
The very herds-boy stops his song,
To hear men talk of thee.
The rover halts thee at his board,
The maiden in her bower,
The miser as he counts his hoard,
The bard in his lone hour.

And thou wilt come—and some shall know
Early thy fearful part,
By the gray hair upon their brow,
Or the chill at their heart;
And some thy hand shall gently lead
Along a flowery way,
Making a quick and silent speed
To the last hour of day.

And others as they pass shall deem
Thy whispers strange and new,
Thinking what was before a dream,
Substantial then and true;
And they shall count thy steps and feel,
Borne on by thy strong power,
As if they saw a burning seal
Set on one fated hour.

Spirit unknown! but doomed to be
Mother of all we fear,
Distant as stars we cannot see,
And yet forever near!
I fain would look thee in the face,
Thy solemn records read,
The eulogies of my heart to brace
Ere fall the ill decreed.

Yet never canst thou seem to me
So fearful as to some;
Leave but my spirit sound and free,
No stranger wilt thou come;
For many a silent hour of thought,
And many a conquered care,
Hath oft and well my bosom taught,
Whate'er thou bring'st to bear!

MARRIED—

On the 26th of January last, at Ashwood Place, Miss, the residence of the Hon. George Poindexter, John G. Poindexter, Esq., of Goodland City, Va., to Mary Eliza, second daughter of the late Carter B. Poindexter, Esq., of Norfolk, Va.

DEATHS.

DIED—Tuesday evening, Feb. 6th, Nehemiah G. Miles, in the 33d year of his age.

Lately, in England, at the venerable age of 87 years, Mr. George Webb—over 60 years an eminent and scientific builder, father of Mr. E. J. Webb, of this city, architect.

On Sunday, Feb. 11th, Mrs. Elizabeth Slowley, wife of William Slowley, in the 50th year of her age.

Yesterday afternoon, after a short illness, Samuel T. Ross, in the 31st year of his age.

Saturday, March 10th, Martha G., wife of Capt Thomas Bruton.

On Saturday, 10th instant, of consumption, Josephine McIlvaine, youngest daughter of Timothy Davey, aged 3 years and 4 months.

On Sunday afternoon, March 11, Elizabeth, wife of Major Henry Stanton, U. S. Army, and daughter of the late Amasa Keyes, Esq. of Hartford, (Conn.)

PASSENGERS.

In the packet ship Samson, from London:—Capt. T. Frost, of Portsmouth, N. H.; Miss Sarah Woodham and servant, Wm J. B. Parsons, and 100 in the steerage.

In the ship Niagara, from Charleston:—Messrs. Hutchinson, Burnap, Thomenson, Bownc, Steele, Buckmaster, Furman, Cebra, McKay, Branson, Bull, Burnell, and 5 in the steerage.

SALES OF REAL ESTATE AT AUCTION,

By James Bleeker & Sons,

March 5—Lot and storehouse No. 239 Front st., 27x65 ft., \$8,600
March 6—Lot of ground with buildings thereon No. 61 Anthony st., 25x100 ft. 3,200
Lot corner Spring and Sullivan sts., 25x100 ft. 4,250
Lot on Sullivan st., 25x75 ft. 2,650
March 7—Two-story brick house and lot No. 46 Oliver st., about 20x70 ft. 3,800
March 8—Lot of ground with the buildings thereon, No. 19 Dey st., 25x85 ft. 6,550
March 9—Lease of lot No. 207 Fulton. (21 years) with the Building thereon, lot 25x34. 1,775

AMERICAN RAIL-ROAD JOURNAL.

The subscriber a now publishing a weekly paper, called the **AMERICAN RAILROAD JOURNAL**. A principal object in offering the proposed work to the Public, is to diffuse a more general knowledge of this important mode of internal communication, which, at this time, appears to engage the attention of almost every section of our country.

THE **AMERICAN RAILROAD JOURNAL** is printed on a sheet of the largest size, (mammoth) and put up in a convenient form for binding, each number containing sixteen large octavo pages of three columns each. The selections, upon the subject of railroads and other works of internal improvement, will be from the best authors, both of Europe and America, and will be occasionally illustrated by engravings. A part of this Journal will be devoted to the subject of internal improvement—giving a history of the first introduction of railroads into England and their improvements to the present day. It will also notice the meetings, in different sections of the country, upon the subject of railroads. The remaining part of the paper will contain the **LITERARY, MISCELLANEOUS AND NEWS** matter of the **NEW-YORK AMERICAN**, as prepared for that paper, omitting all political subjects, except such as are of general concern.

The terms of the American Railroad Journal are **THREE** dollars per annum, payable in advance; and will not be sent without. Any person who will obtain eight subscribers and remit the amount, shall have a copy gratis; and to companies of ten subscribers, who associate and remit twenty-five dollars, it will be sent for \$2.50 each per annum. The Journal will be sent for any length of time desired, if paid in advance. It will be published on Saturdays.

Letters upon the subject of the **AMERICAN RAILROAD JOURNAL** may be addressed, free of postage, to the publisher and part proprietor,

D. K. MINOR,
No. 35 Wall-street, New-York,

As doubts have been expressed at a distance as to the continuance of the **RAIL-ROAD JOURNAL**, it is but justice to those who are subscribers to say that its permanency is certain. The publisher is permitted to refer to the following gentlemen:

WILLIAM A. DUER, Esq. President of Columbia College
JAMES R. NEWICK, Professor in Columbia College.
ROBERT L. STEVENS, Esq. Engineer.

JAMES G. KING, Esq.
SAMUEL SWARTWOUT, Esq. Collector of the Port.
Messrs. GRACIE, PRIME & CO.

. Editors who have published the Prospectus, are requested to give the above six insertions.

NEW-YORK AMERICAN, TRI-WEEKLY.

The **NEW-YORK AMERICAN** is now published **THREE** TIMES A WEEK, in addition to the *Daily* and *Semi-weekly*, as usual. This arrangement is made to accommodate a large class of business-men in the country, who are desirous of seeing the advertisements of the day, yet are unwilling to encounter the expense of subscription and postage of a daily paper. By this arrangement, it will easily be perceived, their wishes may be gratified, at one half the expense of a daily paper, as most of the advertisements, both of the *Daily* and *Semi-weekly* papers, will appear in the *Tri-weekly American*; and the reading matter as published in the *Daily* paper. It will be issued on *Tuesdays, Thursdays, and Saturdays*, at FIVE dollars per annum in advance, to subscribers out of the city of New-York, and forwarded according to their order, and for any length of time.

All letters relating to the **TRI-WEEKLY AMERICAN** may be addressed to the Publisher and part Proprietor,

D. K. MINOR, No. 35 Wall-st. N.Y.

The **New-York American** is published **DAILY** at \$10 per annum, and **SEMI-WEEKLY**, at \$4 per annum, in advance, as heretofore, at No. 35 Wallstreet, New-York.

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Having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Ropes, the public are referred to J. B. Jervis, Eng. M. & H. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County Pennsylvania.

Palmyra, Wayne County, New-York,

1st mo. 22d, 1832.

J30 1f

PATENT, RAIL-ROAD, SHIP AND BOAT SPIKES.

THE **TROY IRON & NAIL FACTORY** keep constantly for sale a very extensive assortment of Wrought Spikes & Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years successful operation and now almost universal use in the United States (as well as England, where the subscriber obtained a Patent,) are found superior to any ever offered in market.

RAIL-ROAD COMPANIES MAY BE SUPPLIED WITH SPIKES having countersink heads suitable to the holes in the iron rails, to any amount and on short notice. Almost all the Rail roads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, **Troy, N. Y.**, will be punctually attended to. **HENRY BURDEN**, Agent.
Troy, N. Y., July, 1831.

Spikes are kept for sale, at factory prices, by I. & J. Townsend, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Brower, 222 Water street, New-York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

P. S. Rail-road Companies would do well to forward their orders as early as practical, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand for his Spikes.

J25 1am 1f
H. BURDEN.

METEOROLOGICAL TABLES.

KINGSTON, (U. C.)

For the information of our readers, we have given a Journal of the Thermometer for the last three months, in which may be seen the great and rapid changes of a winter at Kingston, in Upper Canada. The instrument was placed in an exposed situation on a border of this town, and carefully observed. On Friday morning last a little before sunrise, the mercury was 30 degrees below zero, 5 degrees above at 1 o'clock, and at 10 in the evening, it fell to 16 degrees below zero. It is several years since we observed so great a degree of cold at this place; the three previous winters, we observed, reached 18 degrees below zero, equal to the coldest day this winter, previous to last Friday.—[Kingston Herald, Feb. 29.]

| DECEMBER. | | | JANUARY. | | | FEBRUARY. | | |
|-----------|--------|--------|----------|--------|--------|-----------|--------|--------|
| Day. | 9 rise | 3 p.m. | Day. | 9 rise | 3 p.m. | Day. | 9 rise | 3 p.m. |
| 1 | 12 | 22 | 1 | 8 | 20 | 1 | * 1 | 29 |
| 2 | 14 | 24 | 2 | 3 | 19 | 2 | 2 | 29 |
| 3 | 7 | 18 | 3 | 13 | 25 | 3 | 3 | 40 |
| 4 | 16 | 19 | 4 | * 12 | 13 | 4 | 25 | 37 |
| 5 | 10 | 21 | 5 | 27 | 37 | 5 | 4 | 40 |
| 6 | 14 | 27 | 6 | 19 | 27 | 6 | 6 | 32 |
| 7 | 0 | 26 | 7 | 2 | 36 | 7 | 8 | 24 |
| 8 | 0 | 24 | 8 | 0 | 34 | 8 | 4 | 15 |
| 9 | 8 | 28 | 9 | 29 | 36 | 9 | 2 | 15 |
| 10 | 14 | 28 | 10 | 32 | 37 | 10 | 13 | 29 |
| 11 | 28 | 32 | 11 | 14 | 26 | 11 | 13 | 31 |
| 12 | 9 | 24 | 12 | 0 | 15 | 12 | 36 | 34 |
| 13 | 12 | 20 | 13 | 20 | 37 | 13 | 15 | 24 |
| 14 | * 9 | 22 | 14 | 10 | 39 | 14 | 15 | 27 |
| 15 | 3 | 25 | 15 | 36 | 44 | 15 | 20 | 20 |
| 16 | 19 | 24 | 16 | 30 | 47 | 16 | 2 | 14 |
| 17 | 17 | 21 | 17 | 19 | 50 | 17 | 0 | 24 |
| 18 | * 16 | 12 | 18 | 40 | 40 | 18 | 27 | 35 |
| 19 | 16 | 16 | 19 | 35 | 37 | 19 | 18 | 34 |
| 20 | 12 | 24 | 20 | 31 | 36 | 20 | 20 | 30 |
| 21 | 30 | 28 | 21 | 30 | 35 | 21 | 10 | 22 |
| 22 | * 16 | 6 | 22 | 5 | 21 | 22 | 23 | 27 |
| 23 | 20 | 29 | 23 | 3 | 29 | 23 | 15 | 26 |
| 24 | 27 | 34 | 24 | 30 | 36 | 24 | * 50 | 5 |
| 25 | 11 | 22 | 25 | 0 | 3 | 25 | * 6 | 23 |
| 26 | 8 | 27 | 26 | * 18 | 3 | 26 | 14 | 22 |
| 27 | 0 | 13 | 27 | * 1 | 14 | 27 | * 10 | 34 |
| 28 | 4 | 20 | 28 | 13 | 21 | 28 | 28 | 48 |
| 29 | * 4 | 21 | 29 | * 4 | 3 | 29 | 26 | 32 |
| 30 | * 14 | 12 | 30 | 2 | 16 | | | |
| 31 | 0 | 16 | 31 | 10 | 25 | | | |

* Below zero.

MONTREAL.

| Thermometer. | | | Barometer. | | | Remarks. | | |
|--------------|--------|------|------------|--------|------|----------|--------|--|
| 7 A.M. | 3 P.M. | | 7 A.M. | 3 P.M. | | 7 A.M. | 3 P.M. | |
| February 11 | 2 x | 14 x | 30.20 | 30.21 | Fair | Fair | | |
| " 12 | 40 x | 27 x | 29.91 | 29.99 | Rain | Snow | | |
| " 13 | 22 x | 18 x | 30.24 | 30.45 | Fair | Fair | | |
| " 14 | 12 x | 24 x | 30.49 | 30.54 | Fair | Fair | | |
| " 15 | 16 x | 32 x | 30.57 | 30.61 | Fair | Fair | | |
| " 16 | 9 x | 9 x | 30.69 | 30.71 | Fair | Fair | | |
| " 17 | 4 x | 17 x | 30.51 | 30.34 | Fair | Fair | | |
| " 18 | 15 x | 23 x | 30.91 | 29.86 | Fair | Fair | | |
| " 19 | 16 x | 31 x | 29.95 | 29.71 | Fair | Fair | | |
| " 20 | 24 x | 36 x | 29.69 | 29.54 | Fair | Snow | | |
| " 21 | 10 x | 19 x | 29.79 | 29.95 | Fair | Fair | | |
| " 22 | 15 x | 31 x | 30.17 | 30.27 | Fair | Fair | | |
| " 23 | 12 x | 19 x | 30.29 | 30.49 | Fair | Snow | | |
| " 24 | 15 x | 12 x | 30.38 | 30.45 | Fair | Fair | | |

RALEIGH, (N. C.)

| Fahrenheit's thermometer. | | | Winds. | | | February, 1832. | | |
|---------------------------|-------|--------|-----------------|------|----------------------------|-----------------|--|--|
| 9 A.M. | 12 M. | 3 P.M. | | | | | | |
| 22 | 30 | 42 | N. N.W. | N.W. | Clear, clear, cloudy. | | | |
| 23 | 42 | 52 | N. N. W. | | Cloudy, cloudy, clear. | | | |
| 24 | 36 | 36 | N.E. N. E. | | Cloudy, rain and hail. | | | |
| 25 | 36 | 34 | N.E. N. E. N.W. | | Rain and hail, rain, hail. | | | |
| 26 | | | | | Rain, rain, rain. | | | |
| 27 | 42 | 38 | N.E. N. N. | | Clear, cloudy, cloudy. | | | |
| 28 | 48 | 50 | N.W. N.W. S.E. | | Rain, rain, cloudy. | | | |

MARRIED—

On Wednesday evening, 14th inst. by the Rev. Dr. Brodhead, Thomas S. Nelson, of the House of L. Hulbrook & Co. to Mary S. daughter of Benjamin Wright, Esq.

PASSENGERS:

In the packet ship Napoleon, sailed for Liverpool—Captain Sterling, of Brit. Army; Messrs. Goodson, of London; Harri, of Boston; Tate, of do.; Conk, of Philadelphia; Kelly, of New-York; and Rev. Mr. Black, of New-Jersey.

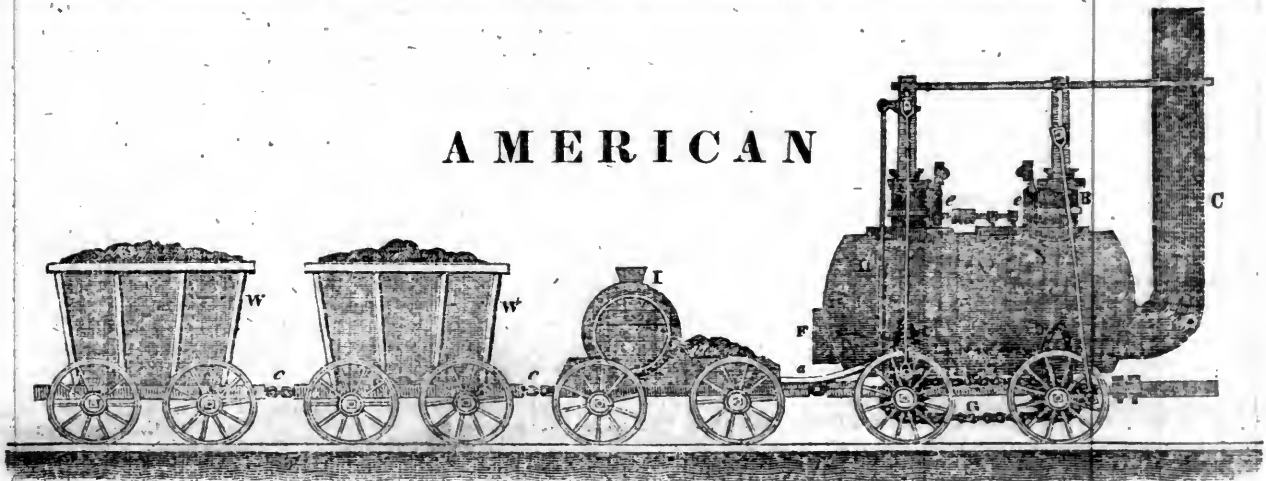
In the ship Lafayette, from Charleston:—Mrs Chambers, two daughters, and son; Mrs Schroeder and girl; Messrs E. J. Wright, Wm. Platt, and W. C. Haywood; Lt. Izzard; and 2 in steerage.

In the ship Silas Richards, from Liverpool:—Miss E. Starke, J. Norton and lady, Messrs S. Montague, J. Middleton, J. Oden, C. Mason, E. Patten, of England; H. Stewart, and Rev E. J. Burk of Ireland; C. Mills, A. Whitney, of New York; A. S. Riley, of Boston, and 14 in the steerage.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 128 persons during the week ending on Saturday last, viz:—32 men, 24 women, 38 boys, and 34 girls—Of whom 32 were of the age of 1 year and under, 6 between 1 and 2, 21 between 2 and 3, 10 between 3 and 4, 4 between 4 and 5, 10 between 5 and 6, 5 between 6 and 7, 10 between 7 and 8, 2 between 8 and 9, 5 between 9 and 10, 1 between 10 and 11, 1 between 11 and 12, 1 between 12 and 13, 1 between 13 and 14, 1 between 14 and 15, 1 between 15 and 16, 1 between 16 and 17, 1 between 17 and 18, 1 between 18 and 19, 1 between 19 and 20, 1 between 20 and 21, 1 between 21 and 22, 1 between 22 and 23, 1 between 23 and 24, 1 between 24 and 25, 1 between 25 and 26, 1 between 26 and 27, 1 between 27 and 28, 1 between 28 and 29, 1 between 29 and 30, 1 between 30 and 31, 1 between 31 and 32, 1 between 32 and 33, 1 between 33 and 34, 1 between 34 and 35, 1 between 35 and 36, 1 between 36 and 37, 1 between 37 and 38, 1 between 38 and 39, 1 between 39 and 40, 1 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OFFICE, 35 WALL-STREET.

NEW-YORK, MARCH 24, 1832.

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The AMERICAN RAIL-ROAD JOURNAL is published at 35 Wall-street, New-York, at \$3 a year, in advance

AMERICAN RAIL-ROAD JOURNAL.

NEW-YORK, MARCH 24, 1832.

McADAM ROADS.—We are anxious that it should be understood among all the friends of internal improvement, however carried on, by Federal, State or individual enterprise, that in adopting for our title that of a Rail-road Journal, we by no means intend or desire to exclude papers upon all other analogous modes of conveying passengers and produce. We believe that Rail-roads are destined to effect as great a change in travelling and in the transportation of light goods at least, as the original application of the power of steam to boats has done; but we are sure that such roads may not always be practicable, and fear that too many attempts made under discouraging circumstances to construct them, may tend to impair confidence even in well digested plans. Rail-roads, however, are not our present theme; but, as we have said at the head of this article, *McAdam Roads*. A letter addressed by Mr. C. H. Hammond, of the Bennington Iron Works, Vt., to Mr. Tibbetts, of Troy, which will be found in this number of the Journal, will, we think, give to its readers a more practical notion of the value as well as of the principle of roads constructed according to Mr. McAdam's plan, than any publication we have before seen. We recommend it to the attention of all road masters, proprietors of turnpike stock, and others interested in making roads and keeping them in repair. It seems that, even as a matter of economy in the first cost,—to say nothing of the subsequent expenses of repair which on common roads are so enormous,—the *McAdam plan* is greatly cheaper than that, universally practised upon among us, of bedding the road with stones and covering these with earth and gravel. If this proposition be established, it will then be incredible—so simple, certain, and perfect seems to

us the result of McAdam's plan—that our road-makers should persevere in the old way, and insist upon making indifferent roads at an increased cost. Mr. Hammond, we observe, in the close of his letter, expresses a wish that a volume in his possession containing important information respecting the McAdam system, could be republished. We cheerfully offer him our columns, and if he will transmit the book in question to us, we will from time to time furnish connected extracts from it, until the whole, or at any rate the most material parts, be spread before our readers.

We are indebted to the Hon. EDWARD EVERETT and the Hon. JOHN A. COLLIER, members of Congress, for copies of a report made by De Witt Clinton, Esq. U. S. Civil Engineer, of a reconnoissance of the route for a Rail-road from the Hudson river through the southern part of the state of New York, and a part of Pennsylvania, to the Portage summit of the Ohio Canal. We are truly obliged to them, as it comes very opportunely for those who are now engaged in the cause of a southern Rail-road. The Journal, however, was so far made up before it came to hand, that we are able to give only a part in this number: the remainder will be given in our next.

“PLEASE EXCHANGE” greets us, almost every day, as we look over the multitude of papers which are sent to this office. We regret exceedingly to be considered ungrateful to the “craft,” yet to answer all the calls for “exchange” would be a tax of several hundred dollars per annum for the materials. In truth, we have no use for more than six or eight exchanges, and perhaps not even that number, as we have the use of more than one hundred and fifty exchange papers, every week, sent to the New-York American: but as ours is the only paper in this section of the country devoted to the subject, and as we are desirous of having it as widely circulated as possible, the “Please Exchange” will be responded to in all cases where those making it will publish the contents of each number as they may be received, with the terms, \$3 in advance.

BALTIMORE AND PORT DEPOSIT RAIL-ROAD.—The Subscription Books of this company, we understand, will be opened in two or three weeks, and we have no doubt the stock will be readily taken. The object of the company, if we are correctly informed, will be to bring the vast resources of the Susquehanna River, and particularly the rich products of York and Lancaster counties directly to the Port of Baltimore,—one line of Rail-road passing down Bridge street to the Centre Market; one down Bond street to the Basin, and one passing to the Canton Company's grounds. The Road will be a very short one, is easily made, and will greatly benefit *Old Town and the Point*.—[Balt. Patriot of March 19.]

The Louisville and Portland Canal was open, after its completion, 104 days, before it was closed by

the ice this season; during which time, 827 boats of 76,000 tons, passed through, of which 406 were steam boats. It is calculated that 300,000 tons will pass annually hereafter,—nearly equal to half the coasting tonnage of the U. States.—[Nat. Intel.]

Transportation on the Baltimore and Ohio Rail-road, Saturday, March 10.

Arrived 102 cars and wagons, containing, viz:

| | |
|----------|--------------|
| Flour, | 1676 barrels |
| Iron, | 9 tons |
| Apples, | 3 barrels |
| Granite, | 45 tons |
| Wood, | 11 tons |
| Timber, | 6 tons |

Departed 107 cars and wagons with merchandize, groceries, lumber, plaster, coal, &c.

Arrived 7 coaches, with 98 passengers.
Departed 7 coaches, with 61 passengers.

Sunday, March 11.

Arrived 7 coaches with 67 passengers.
Departed 7 coaches with 58 passengers.

Thursday, March 15.

Arrived 57 cars and wagons, containing viz:

| | |
|---------|-------------|
| Flour | 468 barrels |
| Iron | 4 tons |
| Wood | 5 tons |
| Granite | 72 tons |

Departed, 32 cars and wagons with merchandize, groceries, lumber, plaster, coal, &c.

Arrived 7 coaches, with 77 passengers.
Departed 7 coaches, with 61 passengers.

Friday, March 16.

Arrived 54 cars and wagons, containing, viz:

| | |
|---------------|-------------|
| Flour | 917 barrels |
| Iron | 5 tons |
| Granite | 12 tons |
| Tobacco | 3 hhds |
| Paving Stones | 21 tons |
| Whiskey | 20 bbls. |

Departed 55 cars and wagons with merchandize, groceries, lumber, plaster, coal, &c.

Arrived 7 coaches, with 50 passengers.
Departed 7 coaches, with 90 passengers.

Saturday, March 17.

Arrived 100 cars and wagons, containing, viz:

| | |
|---------|-------------|
| Flour | 900 barrels |
| Granite | 71 tons |

Departed 89 cars and wagons with merchandize, groceries, lumber, plaster, coal, &c.

Arrived 7 coaches, with 69 passengers.
Departed 7 coaches, with 72 passengers.

Sunday, March 18.

Arrived 7 coaches with 64 passengers.
Departed 7 coaches with 77 passengers.

Monday, March 19.

Arrived 30 cars and wagons, containing, viz:

| | |
|---------|-------------|
| Flour | 550 barrels |
| Tobacco | 9 hhds |
| Granite | 22 tons |

Departed 35 cars and wagons with merchandize, groceries, lumber, plaster, coal, iron, &c.

Arrived 7 coaches, with 80 passengers.
Departed 7 coaches, with 72 passengers.

Copy of a letter from C. H. Hammond, Esq. to the Hon. Geo. Tibbets, dated Bennington (Vt.) Iron Works, 29th Feb., 1832:

DEAR SIR—At your suggestion, I sent to England for such information as could be procured, on the subject of Mr. M'Adam's system of road making and road repairing. From the materials received, I propose to give you a few extracts, accompanied with such observations as may be necessary to explain Mr. M'Adam's theory, in the hope that you and some others may do something towards correcting the errors which we are committing in making our new roads. Whether opinions, which seem somewhat rooted, can be eradicated just yet, is in my mind doubtful, but most certainly, when M'Adam's theory is once understood, no apology can be offered, for making him godfather to a system, which, if not precisely, is in principle, the one he has been for more than thirty years endeavoring to demolish. "It is of the utmost importance," says Mr. M'Adam, "that the theory be perfectly understood, as from a want of comprehending the original nature of the system, have arisen the many fruitless attempts at imitation, which have cost such vast sums to the public. Those who continue to use any part of the old method of road-making, are not, perhaps, aware of the principles upon which they are acting." That method thus utterly condemned, which is "common in England and almost universal in Scotland," is thus described by Mr. M. M'Adam. The first step is "to dig a trench, in this trench to deposit a quantity of stones, after this, a second quantity broken smaller; these beds of stone are called the bottoming of the road, and are of various thickness, according to the caprice of the maker, and generally in proportion to the sum of money placed at his disposal. On some roads in Scotland the thickness exceeds three feet. That which is properly called the road, is then placed on the bottoming, by putting large quantities of broken stone, or gravel, generally a foot or eighteen inches thick, at once. Any improvements," he says "that have been made on this place merely relate to the smoothness of the surface, by more carefully laying the stones, and consequently, at greater expense, but the original principle remains the same on every road, except when the new system has been fully adopted. From the conviction of the very insufficient and expensive nature of this method, I was led, says Mr. M'Adam, to consider the possibility of constructing lines of communication, capable of carrying the heaviest weights over any kind of soil, at all seasons, upon principles purely scientific." Before attempting to describe Mr. M'Adam's plan, or to explain his theory, I have thought it well to give, in his own words, a description of the system which he condemns, which is in principle the one adopted in the State of New York, and from which, to use his own felicitous comparison, his system "differs, even in theory, as widely as the principle by which an arch is thrown over a river, differs from the heap of stones which constitutes the ford." I know nothing practically of Mr. M'Adam's system, but what I saw casually, in England, ten years ago, when I was much struck with the perfection of his roads. In examining the subject now, I have been delighted with his cheap and simple mode of operating, and very favorably impressed with the soundness of the principles upon which his theory is founded. The strongest possible evidence of its practical utility, is the success of his system in England and Scotland, perhaps the most trying climates in the world for roads; in consequence of the frequent rains and fogs, and the severe frosts and snow, succeeded by sudden thaws. There is a received impression that our own climate is less favorable to good roads on account of the intensity of the cold and the depth to which the frost penetrates into the ground. But if this be correct it only tends to weaken the argument in favor of a system which has been found both in England and Scotland insufficient and pernicious, for the roads there constructed upon the principle which we are now adopting here "break up in a very alarming manner, and to an extent that creates great loss and inconvenience."

In January 1820, all the roads about London, constructed on the old system of "bottoming," broke up so that the mails were obliged to reach the metropolis by circuitous routes, while not one of the new roads gave way, nor were they affected by the rigor of that winter; yet none of these new roads were ever six inches thick. "It is worthy of observation, that the bad roads cost more money per mile, for their annual repair, than the original making of the new roads." In attempting to guard against deep freezing, or to go "below the frost," as it is called, the primary cause of injury from the frost

does not appear to me to have been properly considered. Whether frost penetrate six inches, or four and twenty, the effect of a thaw must be to break up the surface and let in the water, and water admitted into a mass of unconsolidated stones, deposited in a receptacle where it is likely to be accumulated, must occasion greater mischief, if arrested by frost, than it would in the natural ground. In either case, a breaking up must follow, and in the case of the stones, the damage to the road would be irremediable, except by an entire reconstruction. But frost is only an incidental cause of mischief, altogether contingent upon the presence of water; neither duration nor intensity of cold, nor sudden thaws can produce any sensible effect upon a road without it. Clay roads kept perfectly dry—I do not refer to atmospheric moisture; nor to the natural moisture of the ground, but to under water, and to rain—would be as good in thaws, and wet weather, as every one knows them to be, in the dry season of summer. It is the expansion of the water by congelation that loosens and displaces the materials of a road, or the native soil. Such are my views of the philosophy of Mr. M'Adam's theory; at any rate, to guard against water is the aim and end of his method. "There cannot be a doubt," says Mr. M'Adam, "that all roads may be made smooth and solid in an equal degree, and to continue so at all seasons of the year. Their durability will of course depend upon the strength of the materials of which they may be composed, but they will all be good while they last, and the only question that can arise respecting the kind of materials, is one of time and expense, but never of the immediate condition of the roads. The roads can never be rendered thus perfectly secure until the following principles be fully understood, admitted, and acted upon, namely: That it is the native soil which really supports the weight of the traffic; that while it is preserved in a dry state it will carry any weight, without sinking, and that it does in fact carry the road and the carriage also; that the native soil must previously be made perfectly dry, and a covering perfectly impenetrable to rain, must then be made to preserve it in a dry state; that the thickness of a road should only be regulated by the quantity of material necessary to form such impervious covering, and never by any reference to its own power to carry weight." These are Mr. M'Adam's principles, in his own language. So entirely does he condemn the old practice of a stone foundation, that he considers it not only "a useless expense, but a mischievous preparation." He holds that the native soil is the best foundation, whether clay, sand, morass, or bog, "if it was not such a bog as would not allow a man to walk over it." In his examination before a select committee of the House of Commons, he says "I should prefer a bog." "If a road, (that is, the covering) be made smooth and solid, it will be one mass, and the effect of the substrata can never be felt in effect, by carriages going over the road, because a road well made, unites itself in a body like a piece of timber." The practical truth of the above singular and startling assertion was sustained by other positive testimony, respecting a road "over a very soft peat bog," by Wedmore & Glastonbury, in Somerset co. "The general strength of the road," (over the bog) "is from seven to nine inches, and five tons of stones was considered for the repairs of this part of the road equal to seven on the other part, over the hills." (Evidence before the Committee of the House of Commons 11th March, 1819.) The preparation of the native soil and the manner of making the road, are easily described; but require judgment and nice attention on the part of the superintendent. The native soil must be drained either by carrying the water to lower grounds, or when that cannot be done, by raising the ground upon which the road is proposed to be laid, some inches above the level of the water. Having secured the soil from under water, the next step is to protect it from rain water. This is thoroughly accomplished by a covering of stones, which, if properly prepared and placed, becomes smooth, solid, compact and almost impenetrable. The prescribed size of the stones is six ounces in weight, or one inch longitudinally, and of angular shapes; round stones never will consolidate. Six ounces is the maximum, larger than this the road will be rough, or become either rutted, or what is very significantly called in England, "gridironed," like the Troy and Albany road for example. To the excellence of the Troy and Albany road, however, I bear most willing testimony; at the same time I cannot help thinking, that if the method of Mr. M'Adam had been adopted, it would have been in all respects better, though this opinion is hazarded with much diffidence in opposition to gentlemen whose judgment I am accustomed to treat with great defer-

ence. Mr. M'Adam thinks weighing the best mode of measurement as applied to all qualities of stones: His surveyors carry small scales with a six ounce weight, and if the largest stones selected from a heap do not exceed this weight, the rest will average less. He prefers placing the stones at three different times, the entire thickness not to exceed ten inches. Mr. M'Adam says, in answer to a question before a select committee of the House of Commons, "I should think ten inches of solid material equal to carry any thing." Curb stones are not necessary, and the only operation after laying on the stones, is to keep the wheel track filled up until the mass is consolidated by means of the travel. The inclination towards the sides is one inch in three feet. This is found to be enough to carry off the water. On convex roads, carriages will seek the centre in order to keep upright, by which the road is unequally worn, and more severely tried than if the wheels roll on a flat surface with the tires in perfect contact.

It has been already stated, that the thickness of the covering is totally immaterial as to its own power of carrying weight. It should be thick enough to stand wear, but the main object is to exclude water; for, says Mr. M'Adam, "experience has shown, that if water pass through a road and fill the native soil, the road, whatever may be its thickness, loses its support and goes to pieces." In consequence of an alteration in a line of turnpike road near Bristol, "it was necessary to remove the old road"—a M'Adam road—"and it was therefore left to wear very thin. On removing the road, it was not more than three inches thick in most places, and in none more than four, no water had penetrated it, nor had frost affected it during the preceding winter and the natural earth beneath the road, was found perfectly dry." Such is an imperfect abstract of Mr. M'Adam's system, the object of which, in a few words, is to make a strong, solid, smooth covering to the native soil, previously dry; strong enough to prevent the carriages from wearing through, solid enough to be impervious to water, and so smooth that the wheels meet with no obstructions, which would not only impede their progress, but have a tendency by jarring and shaking, to loosen the materials of the covering. And all the objects have been accomplished by Mr. M'Adam with so little expense, and such simplicity of construction, that "it is only wonderful," says Col. Chas. Brown, a witness before the committee of the House of Commons we see it now, that it has not taken place sooner, being founded upon the best possible principle."

I have by me several publications of Mr. M'Adam, together with the examinations of witnesses by Select Committees of the House of Commons, and the reports of those Committees, in 1819 and 1823, contained in one volume, all tending to explain and establish the M'Adam system. One of these reports says, "The general testimony borne to his complete success wherever he has been employed, and the proof that his improvements have been attended with an actual reduction of expense, induce your committee to attach a high degree of importance to that which he has already accomplished. The imitation of his plans is rendered easy by their simplicity, and by the candor with which he has explained them, though ability in the Surveyor to judge of their application must be understood as an essential requisite. (Rep 25th June, 1819, and in the same effect, June 1823.) Indeed, his success has been the result of a sound theory, confirmed by the test of time and experience. I wish we could manage to have much of the matter in my possession republished. It contains a vast deal of useful and practical information, of which I have given you a very meagre abstract—relating not only to road making and repairing, but also to the managements of the superintendence and of the finances of the public roads, in which latter particulars as well as in the first, our system is woefully defective."

I conclude with an apt quotation made by Mr. M'Adam, by requesting that whoever favors him with a perusal, will not judge by a few hours reading of the labors of nearly thirty years. Very respectfully your obedient servant,

C. H. HAMMOND.

Hon. Geo. Tibbets.

LIVERPOOL AND MANCHESTER RAIL-WAY.

Extract of a Letter which appears in the Liverpool Albion of the 12th of December, from an "Old Proprietor," to "Charles Laurence, Esq."

SIR—The two reports that have been distributed by the directors of the Liverpool and Manchester Rail-way Company are extraordinary productions, and, as they bear your signature, and contain matter for observation and reflection, I address my remarks to you; well knowing, from your situation as chairman of the committee, that few can be so well acquainted with the subject as yourself, and none more capable of setting me right if that which I state be wrong.

In your report, dated on the 18th of last September, you state the average receipts of the carriage of goods at 10s. 3d. per ton, and the appalling fact, (if fact it be) that the expenses incurred to produce this gross sum amount to 7s. 7d. per ton—thus leaving a nett revenue from this source of only 2s. 8d. per ton! Probably this enormous expenditure has not come upon you with surprise; but what will Mr. James Cropper say to it, who boldly proclaimed, not long ago, that goods would be conveyed from Hull to Liverpool, and *vice versa*, at little more than 4s. per ton! I said, this enormous expenditure might not, probably, come upon you with surprise; for, in your report, dated the 28th of March last, you say, "It was the wish of the directors, in the summer of last year, to make such an arrangement with one of the carrying companies on the Old River Navigation, as would have induced it to transfer a part of its carrying establishment to the Rail-way. After repeated interviews and discussions, the company alluded to demanded, as their share of the charge to the public, in order to defray the expenses of their establishments at Liverpool and Manchester, 9s. out of every 15s. per ton; while, for the remaining 6s., the Rail-way Company were to grant the use of the Rail-way, to provide locomotive engines, moving power for the tunnel, inclined plane, wagons for the goods, guards on the Road, and every other contingent expense. Such an extravagant demand from a company having experience in the carrying business, and one whose direct and evident policy it was to establish itself on the Rail-way, affording little encouragement to rely on the co-operation of any of the existing concerns."

These are strange assertions of yours, Mr. Lawrence, and will require more explanation. You say, "the extravagant demand was made of 9s. per ton for the bare management of the carrying trade at each end, out of every 15s. per ton, while, for the remaining 6s. you were to find power, road, wagons, guards," &c. &c. According to my idea of the matter, neither the directors of the Rail-road, nor the company alluded to, as "having had experience," exhibited any knowledge of the business they were negotiating upon. How could 15s. gross be charged for goods the Rail-way Company were bound by law to carry at 11s. and 9d. per ton? The proposal was too absurd to have ever been entertained, and can only have been introduced into your report for the purpose of rounding a period, or, probably, a worse motive—that of preparing the proprietors for your unjust, uncalled for, and profligate expenditure of 7s. 7d. per ton in the working of your carrying concern, leaving, according to your statement, just 2s. 8d. per ton to be divided amongst the proprietors, in the shape of dividend. Why, according to your showing, Mr. Lawrence, a carrier, upon your Rail-road, is charged by you the moderate toll of 9s. 8d. per ton, (which is not more than half of what the law allows you to charge,) would lose 1s. per ton for every ton of goods he carried, and a business of that nature could not be lasting. There must be a profitable return; and, it is quite sure, were it not for the coaching business you must shut up your Rail-road, that is, supposing your statement to be a correct one. And is it just towards your proprietors that merchandize should be carried at the expense of the passengers? It is not: each should have a profit. It is certain the carrying trade does not leave a sufficient toll to pay the proprietors a reasonable dividend for their outlay.

It appears from the above publication, that similar comments with those which the American press has made on the last report of the Liverpool and Manchester Rail-road company are made in England, also, and at the very head-quarters of this magnificent and costly enterprise.

The following are extracts from the report on which these comments are made:

Liverpool, 28th Sept. 1831.

"The Directors" "have now to report the result of six months' operations, from the 1st of January to the 30th of June last. During that period the Company's business, both in merchandize and passengers, has been gradually and steadily on the increase.—The tonnage of merchandize conveyed between Liverpool and Manchester for the six months, amounts to 35,865 tons.

Between Liverpool and the Belton junction 6,829

42,692

Coals, principally from the Hayton Collieries, a distance of five miles from Liverpool 2,889

Number of passengers booked at the Company's offices, 188,726

The gross receipts on this traffic are as follows:
On passengers £43,600 7 5
On merchandize 21,875 0 1
On coal 218 6 2
£65,693 13 8

Amounting to 4s. 7 1-4d. on each passenger booked, and 10s. 3d. per ton on merchandize conveyed.

The disbursements upon the same traffic amount to £35,379 3 10
Or belonging to the coaching department 19,099 16 5
To merchandize 16,279 7 5
£35,379 3 10

These disbursements the Directors, from the Classification of their Accounts, are enabled to apportion to the different departments, and under different heads of Expenditure, as follows:

| Gross Receipts as per above statement | Total Disbursements Amount of Profit | Disbursements exclusively in the Coaching Department, consisting of Portage, Station, Repair, and Omnibus | | | | Disbursements exclusively in the Merchandize Department, consisting of Portage, Station, Carriage, &c. &c. | | | | Disbursements proportioned according to the number of Tons of heavy goods, in each Department, respectively comprising Repairs of Engines, Wagons, Cattle, &c. including £33 17s. 3d. for Carriage of Coal as back carriage | | | | Disbursements proportioned according to the Receipts in each Department, consisting of Police Establishment, General Office Establishment, Maintenance of Way, Rates, Taxes, &c. including £3910 0s. 3d. for interest of Money borrowed | | | |
|---------------------------------------|--------------------------------------|---|------------|--------------|------------|--|------------|--------------|------------|---|------------|--------------|------------|---|------------|--------------|------------|
| | | Per Passenger | Per Ton | Per Carriage | Per Tonne | Per Passenger | Per Ton | Per Carriage | Per Tonne | Per Passenger | Per Ton | Per Carriage | Per Tonne | Per Passenger | Per Ton | Per Carriage | Per Tonne |
| 4 7 1/2 | 10 3 | 0 10 1/2 | 1 11 1/2 | 8 4 1/2 | 6 7 | 0 5 1/2 | 1 5 1/2 | 4 0 1/2 | 18 10 | 0 5 1/2 | 1 5 1/2 | 4 0 1/2 | 18 10 | 0 5 1/2 | 1 5 1/2 | 4 0 1/2 | 18 10 |
| 2 0 1/2 | 7 7 | 0 10 1/2 | 1 11 1/2 | 8 4 1/2 | 6 7 | 0 5 1/2 | 1 5 1/2 | 4 0 1/2 | 18 10 | 0 5 1/2 | 1 5 1/2 | 4 0 1/2 | 18 10 | 0 5 1/2 | 1 5 1/2 | 4 0 1/2 | 18 10 |
| 3 7 | 2 8 | 0 10 1/2 | 1 11 1/2 | 8 4 1/2 | 6 7 | 0 5 1/2 | 1 5 1/2 | 4 0 1/2 | 18 10 | 0 5 1/2 | 1 5 1/2 | 4 0 1/2 | 18 10 | 0 5 1/2 | 1 5 1/2 | 4 0 1/2 | 18 10 |
| 10 3 | 10 3 | 0 10 1/2 | 1 11 1/2 | 8 4 1/2 | 6 7 | 0 5 1/2 | 1 5 1/2 | 4 0 1/2 | 18 10 | 0 5 1/2 | 1 5 1/2 | 4 0 1/2 | 18 10 | 0 5 1/2 | 1 5 1/2 | 4 0 1/2 | 18 10 |
| | | 1809 16 5 | 18279 7 5 | 18279 7 5 | 3379 3 10 | 1809 16 5 | 18279 7 5 | 18279 7 5 | 3379 3 10 | 1809 16 5 | 18279 7 5 | 18279 7 5 | 3379 3 10 | 1809 16 5 | 18279 7 5 | 18279 7 5 | 3379 3 10 |
| | | 3250 11 0 | 8913 13 10 | 3250 11 0 | 8913 13 10 | 3250 11 0 | 8913 13 10 | 3250 11 0 | 8913 13 10 | 3250 11 0 | 8913 13 10 | 3250 11 0 | 8913 13 10 | 3250 11 0 | 8913 13 10 | 3250 11 0 | 8913 13 10 |
| | | 44600 7 6 | 12903 6 3 | 44600 7 6 | 12903 6 3 | 44600 7 6 | 12903 6 3 | 44600 7 6 | 12903 6 3 | 44600 7 6 | 12903 6 3 | 44600 7 6 | 12903 6 3 | 44600 7 6 | 12903 6 3 | 44600 7 6 | 12903 6 3 |
| | | 12727 13 8 | 3379 3 10 | 12727 13 8 | 3379 3 10 | 12727 13 8 | 3379 3 10 | 12727 13 8 | 3379 3 10 | 12727 13 8 | 3379 3 10 | 12727 13 8 | 3379 3 10 | 12727 13 8 | 3379 3 10 | 12727 13 8 | 3379 3 10 |

The Directors have found the disbursements considerably heavier than they anticipated, especially that portion of them belonging to the Merchandize department. It may be proper to remark, that the quantity of Merchandize conveyed is comparatively small, the business at the present moment being on a much larger scale than the average business of the six months included in this statement, while the expense of Carriage will not keep pace in the same ratio with the increase of the tonnage. On the other hand, with reference to the present result, as no allowance is made for wear of materials (except what is comprised in actual repairs, the first six months will have some advantage over succeeding periods, from the wagons, &c. being new to begin with. The above statement of Receipts and Disbursements has reference, of course, exclusively to the traffic on the Line; the sum raised by the creation of new Quarter Shares being appropriated altogether to the building of Warehouses, Wharves and Sheds, the purchase of Engines, Cranes, and Wagons, and generally to the completion of the roads and the works.

[From the Baltimore Patriot.]

BALTIMORE AND PORT DEPOSIT RAIL-ROAD.—We inserted yesterday, the act for incorporating a company to make the above road. Rail-roads constituting a subject of leading interest at the present day, it can scarcely be necessary for us to call public attention to the act authorizing the one to which we now allude. It may be remarked, however, that the Baltimore and Port Deposit Rail-road would be one possessing signal advantages of location—advantages which need not be enlarged upon, as they will at once occur to the reader. It is on the line, and will

constitute a link in the great chain of inland communication, which must, and will, at no distant day, stretch along the coast and unite the cities of the east with Baltimore and Washington. It is also on the line of the shortest connection with the commerce of the Lakes. The map will demonstrate, that the route from Baltimore, via Port Deposit, to any commercial outlet of the Lake, from Erie in Pennsylvania, to Buffalo in New York, will constitute a shorter distance, than that from Buffalo to New York by the Grand Canal and Hudson river. These are simple facts, but not the less important, in illustrating the advantages and capabilities of the Rail-road to Port Deposit.

[From the Baltimore Patriot of March 17.]

RAIL-ROAD FROM WASHINGTON TO NEW-YORK.—A writer in the Philadelphia Sentinel, urges some weighty arguments in favor of the construction of a continuous line of Rail-road from New York City through Philadelphia and Baltimore, to Washington. The advantages of such a line of road to the ordinary commerce and intercourse of the country, may readily be conceived. In the event of another war, with a nation more powerful on the ocean than ourselves, the facilities afforded by such a Rail-road, are thus glanced at by the writer in the Sentinel:

"Those of us who experienced the delays, and accumulated expenses of transportation, during the war, can form some estimate of the immense amount of money, that was expended by the United States, throughout the country, and when it was a common occurrence to see dozens of wagons lying along the road between New York, Philadelphia and Baltimore, loaded, and half covered with mire goods of every description piled up along the way to be plundered or destroyed—and if the bureau of their Quarter Master General was referred to, I think sufficient evidence would be afforded to convince the necessity of guarding, in time of peace, against some of the evils we sustained in the expenses and delays of transportation.

Added to the benefits noticed, I would suggest the advantage to the community of a more speedy conveyance of the United States mail from New York to Washington. We now look for the earliest intelligence from Europe to be received at New York, at which port a vessel can enter at all times of the year, and from whence the mail would, on a good Rail-road, be conveyed to the seat of government in 15 or 18 hours—and there can be little doubt a telegraphic communication would soon be added to give the news not only of the day, but of each hour, it necessary."

The writer suggests the propriety of requesting Congress to recommend to the several States concerned, to pass laws, authorizing individual enterprise to construct roads in the most direct route; and merely to give this great object the sanction of the National Government. It is added, that,

"A company has been organized, and surveys made for a road from Philadelphia to Chester; another is about being commenced from the city to Trenton; both are in the direct route; so much for the Pennsylvania system—and I cannot look for anything but a hearty co-operation from Maryland, Delaware and New Jersey."

Maryland may be said to have already given consent of her favorable disposition towards this important object, by the incorporation of the Baltimore and Port Deposit Rail-road Company. Doubtless, the present generation will witness the completion of the whole line.

THE BALTIMORE AND OHIO RAIL-ROAD.—The following preamble and resolution, relative to the route of the Chesapeake and Ohio Canal and the Baltimore and Ohio Rail-road from the Point of Rocks to Harpers' Ferry, have passed the legislature of Maryland:

Whereas, the progress on the route selected of the Baltimore and Ohio Rail-road Company, one of the great works of internal improvement in the success of which the state of Maryland is deeply interested has been suspended at the Point of Rocks on the left bank of the Potomac River, by a decision of the Court of Appeals of this state, in favor of the claim of the Chesapeake and Ohio Canal Company to the prior right of choice for the route and site of their Canal along the Potomac, which right of choice the said Canal Company have executed by choosing for the route and site of the Canal, the said left bank of the river;

And whereas the chief engineer of each of the said Companies acting as Commissioners under the

direction of the Court of Chancery and at the mutual request of the said Companies after making the necessary examination, surveys and estimate, united in opinion and reported that it was practicable to construct both the contemplated works through the narrow passes from a point below, but near the Point of Rocks, to a point at the Bridge which crosses the Potomac at Harper's Ferry, by a reasonable increase of expense: And whereas it is represented to this General Assembly that the Baltimore and Ohio Rail-road Company are willing to bear and pay the additional expense which will be incurred by the joint construction of said Canal and Rail-road from the Point of Rocks to Harper's Ferry, conformably to the said report: And the interest of the state and the public benefit will be greatly promoted by the extension of the said Rail-road past the Point of Rocks to the Bridge at Harper's Ferry. Therefore,

Resolved, by the General Assembly of Maryland, That it be earnestly recommended to the President and Directors of the Chesapeake and Ohio Canal Company, to call a public meeting of the Stockholders of the said Company, in the manner authorized by their charter, and submit to their consideration the proposition of the Baltimore and Ohio Rail-road Company, for the joint construction of the Canal and Rail-road aforesaid, from the Point of Rocks to Harper's Ferry, and that the agent or person appointed to represent and vote in behalf of the State of Maryland at the meetings of the Stockholders of the said Canal Company, be and he is hereby authorized to attend the said meeting and explain the wish and opinion of this Legislature, that such joint location should be assented to by the Chesapeake and Ohio Canal Company, and that the said agent use his best endeavors to obtain such assent and to have the object of this resolution effected on just and reasonable terms.

RAIL ROAD—PORTAGE SUMMIT, OHIO, TO HUDSON RIVER.

Letter from the Secretary of War, transmitting a survey of a route for a Rail-road from the Portage Summit of the Ohio Canal, to the Hudson River. Referred to the Committee on Internal Improvements, in the House of Representatives of the United States, February 29, 1832.

DEPARTMENT OF WAR.

February 28th, 1832.

SIR,—In compliance with a resolution of the House of Representatives, of the 23d instant, I have the honor to enclose a copy of the report "of a survey or examination of a route for a Rail-road from the portage summit of the Ohio canal to the Hudson river." I have the honor to be, very respectfully, your obedient servant,

LEW. CASS.

Hon. A. Stevenson, Speaker H. of Reps.

TOPOGRAPHICAL BUREAU, }

February 28th, 1832.

SIR,—I have the honor to lay before you the copy of a report on the reconnaissance of a Rail-road route from Hudson river to the portage summit of the Ohio canal, called for by a resolution of the House of Representatives, dated 23d instant. With great respect, I remain, sir, your obedient servant.

J. J. ALBERT, Topographical Engineer.

Hon. Lewis Cass, Secretary of War.

WASHINGTON, 26th JANUARY, 1832.

To Lt. Col. John J. Albert, Topographical Bureau:

SIR,—I have the honor to submit the following report on a reconnaissance of a Rail-road route between the Hudson River, at Jersey City, and the Portage summit of the Ohio Canal, at Akron.

1. To explain, satisfactorily, to the individuals interested in the examinations of the different routes, why all were not examined, it is necessary to remind you, that the order which I received on that subject restricted me to my personal allowances, and deprived me of the assistance and co-operation of officers whose labors would have afforded me great facilities in an exploration so arduous and so complicated. This state of things must be my apology for the imperfections of the report; and my excuse to those persons to whom I applied for local information; which, I am happy to acknowledge, was, in most cases, furnished with great frankness and friendly sympathy.

2. The utility and practicability of accomplishing a water or land communication to unite the Hudson river and Lake Erie, by a route through the southern counties of New York, at different and remote periods, received the sanction of many highly patriotic and distinguished individuals, under the term of a National Appian way, a State road, and a central canal; and perhaps, at this time, it may be deemed fortunate, since the merits of Rail-road improve-

ments are now better understood than formerly, and a more perfect and general knowledge of the resources of lands, and the localities of the route attained, that the want of adhesion among their advocates, and the strong counter interests, defeated the adoption of the original plans.

3. To enumerate all the benefits of Rail-road communications, would increase this report to an unreasonable length. Their merits will be found in the popular Rail-road treatises of the day. Their introduction as extensive lines of inter-communications, and their most striking advantages as useful improvements and public thoroughfares, consist in the facility of crossing a mountainous country, and of overcoming elevations, and the benefits they present of an uninterrupted avenue throughout the year, and the great speed, power, and economy, which can be obtained on them by substituting steam for horse labor.

4. Good roads have an influence over physical impossibilities, and by diminishing natural impediments, they bring places and their inhabitants nigher together. They increase the value of lands and the fruits of the earth in more remote situations, and, enlarging the sphere of supply, prevent those sudden fluctuations in prices, alike prejudicial to the grower and the consumer. They promote a free intercourse among the citizens of the remote places, by which unfounded prejudices and animosities are dissipated, and a nationality of character, desirable to be encouraged is universally inculcated.*

5. The considerations which would most forcibly present themselves for investigation in determining the properest route for the proposed work, would be to obtain the directest line; the levellest lands and most gradual slopes, to overcome the elevations, to secure the elements of revenue in the districts traversed by the road, and suitable materials for its construction; to unite with other improvements, so as to extend more fully to remote lands the benefit of the work as a public thoroughfare, and to consolidate conflicting interests; and to distribute, equally, to the communities interested, the advantages which would flow from its completion.

6. As a national improvement, the proposed work presents many inducements, as it would be a commercial, post, and military, route. It would diminish space, and unite, in strong mutual interests, different communities and States. It would increase the value and speedy sale of the public domain. It would condense the population on our northern frontier, and by connection with other improvements, it would add to the general prosperity of the whole country.

7. It would benefit the States interested, as it would secure, at all seasons of the year, an uninterrupted and speedy communication between the east and the west. It would add to their wealth and importance, by promoting the settlement and cultivation of wild lands, and the erection of manufactories, and the working of mines. It would inter-terprise among their citizens, introduce capitalists, and benefit them by possessing an improvement equal, if not superior, to any other work.

8. To individuals it would lessen the rates and risks of transportation of all kinds of commodities and facilitate the movements of the traveller. It would add to the uniformity of prices in our Atlantic markets, and would augment the value of the mine, of the soil, and of the forest, and all the varieties of manufactured articles.

9. It would be of signal importance to our citizens on our tide waters, as it would insure to them, in times of danger and scarcity, protection and supplies. But to the cities of New York, Philadelphia, and Baltimore, it would confer benefits only commensurate with the full development of the rich resources of our western lands.

10. The Hudson river presents, between the cities of Troy and New York, a tide channel, and the navigation for vessels is unobstructed as high up as the city of Hudson. Towns and villages are scattered along on the margins; and those on the western bank preferred claims, and held out inducements to be the point of termination of the State road, as formerly contemplated by the State of New York. The most prominent were the villages of Athens, Catskill, Kingston, Newburgh, and Nyack.

11. The object of my examinations was not to select a route from the many proposed, or decide on their merits; but to explore the one which presented, at the first view, the easiest practical line; the

time which I could also devote to the examination was not more than sufficient to pass over one route. I was, therefore, guided by the reflection, that, to confer the full benefit of my labors, it was important to select, as a starting point, the one nearest the city of New York. My explorations, therefore, began at the city of Jersey, as embracing the first, and many other important considerations.

12. In commencing my explorations at the city of Jersey, as the extreme southern point of the route, it must be understood that I do not recommend it as the most eligible situation for the termination of the proposed road. For its local merit, and the convenience of its proximity to the city of New York, must be carefully compared with other points which may be equally as proper for ending the work on the Hudson river; and only on a fair hearing of the claims of all the places interested, and on extensive instrumental surveys of all the routes, and on a full analysis based on all the facts involved, can this point be established.

13. The landing of Tappan, twenty miles above the city of Jersey, on the Hudson river, has been represented as embracing great merit as a place to end the road. The landing is near the mouth of Tappan creek, in the state of New York, and the river is seldom obstructed by ice between it and the ocean. There is also depth of water, and a width of channel, sufficient for shipping of all classes to approach it.

14. There are, however, objections to ending the work at this point. They consist in the distance from New York, and the shoal water which lies between the shore and the channel. The last objection could be surmounted by constructing docks and piers, or by ending the line at Dobb's ferry.

15. It is contemplated to construct a Rail-road between Albany and New York, on the east side of the Hudson river. If a ferry should therefore be established at Tappan landing, the cars with their freight might be taken over, and transported directly on that work into the city. This arrangement might be attended with some risk and inconvenience and would probably be more expensive than to send, by vessels, the freight to the city of New York.

16. To explain the character of the routes will require much detail. I shall therefore assume, as a fixed point, the valley of the Ramapo river, at Pierson's works. Commencing our examinations at Jersey city, the route would pass over the Bergen ridge, and intersect the Paterson Rail-road, and continue in conjunction with that work to the mouth of Saddle river; it would then ascend that stream, and its west branch, and pass in the vicinity of the New Prospect and Goshen turnpike, to the valley of the Ramapo; the distance would be about 35 miles.

17. The whole route of the Paterson Rail-road, if considered necessary, could be adopted, and the valley of the Passaic and Ramapo rivers could be followed to Pierson's works, which would increase the distance about 12 miles.

18. The Bergen ridge separates the waters of the Hudson and Hackensack rivers. It commences near the bay of Newark, and ends near Dobb's ferry. It is from one to six miles in width at its base, and with occasional ravines in its sides; at the extreme northern end, it is over 400 feet above tide water; and at the Bergen church, where the line would probably cross, it is not more than eighty or eighty-five feet. It would be questionable if inclined planes, a tunnel, or a uniform grade of the road, would be best to cross this obstacle.

19. The Paterson and Hudson Rail-road Company are incorporated by a grant of the State of New Jersey; they have commenced their work, and part of it is nearly completed. If the great western Rail-road should adopt it as a part of its route, it would add much to its value and general usefulness.

20. The Hackensack and Passaic rivers are separated by extensive salt meadows; to construct the work over them, will involve much difficulty and expense.

21. The second route ascends the valleys of the Hackensack and the English creek, to the head of tide. It then crosses over those streams, and ascends the Pascack creek, and passes obliquely over the high grounds which intervene between it and the valley of the Ramapo. The length of the route would be about 37 miles.

22. The Ramapo river, by Mr. Moffat's survey, at Pierson's works, is 232 feet above tide. A line at this elevation, or deviating a little from it, could probably be taken over the ridge which separates the Passaic and Hackensack valleys.

* Report Committee House of Representatives, March 3, 1816.

23. There have never been instrumental surveys of any of the routes described, except that part in conjunction with the Paterson Rail-road. The country is, however, highly agricultural, and no formidable impediments are presented to the eye in passing over it.

24. The line which commences at Tappan landing would ascend the Tappan or Spar creek; and, after passing over the ridges of land which separate the waters of the Hudson, Hackensack and Passaic rivers, ends at Pierson's works: the length of the route would probably be 23 miles.

25. The Ramapo valley is remarkable for the wildness and singularity of its scenery. It breaks through the chain of mountains which cross the Hudson river at West Point. Its general course is through a contracted and gloomy defile, and it flows with a sluggish current. By diverging upon one of its branches, the route attains the height of land in Orange county, which separate the tributaries of the Ramapo from those which flow into Murderer's creek and the Walkill river.

26. From this summit extends a fertile and beautiful country, bounded by the highlands, through which we have passed by the Ramapo valley and the Shawangunk mountains on the northwest. The height of land is 549 feet above tide, or 317 feet above the Ramapo at Pierson's works: the distance to it is eighteen miles, and the average rise is 12 feet in the mile. On an examination, it may be found necessary to resort to stationary power on the summit, and the shape of the ground presents a proper location for the plane.

27. From the height of land to the Walkill valley is about 13 miles; the average fall per mile is about 22 feet, and probable elevation, at the point proposed to cross the Walkill river is 260 feet; at its source, it is 430 feet, and boundary line between New Jersey and New York, it is 325 feet above tide water. From the point of crossing, the line ascends to the base of the Shawangunk mountain, which is 228 feet above the Walkill valley. The Deer Park gap, one of the most oblique depressions to cross the mountain, is 792 feet above tide; and Richardson's ravine is 50 feet lower; the ascent from the base to the summit of the mountain is therefore 254 feet, or 482 feet above the Walkill river, and the distance is 12 miles, which gives an average slope of 40 feet per mile; stationary power would therefore be required at the summit.

28. The northern parts of the State of New Jersey are very much broken by mountains and ridges, which principally lie near the heads of streams which flow into the Delaware and Passaic rivers. It is therefore supposed that no route can be found farther south so favorable as the one by the Ramapo valley.

29. It has been suggested, to avoid crossing the Shawangunk mountain, that a practicable route would be found from the height of land in Orange county to the Delaware river, at the Water gap. On examination, it may prove correct as the Walkill and its tributaries have their sources on high table lands: but it would render the route more circuitous, and increase considerably the distance.

30. Near the Walkill river, the route intersects the proposed line of the Orange and Sussex canal; at the base of the Shawangunk mountain, it would unite with the proposed Delaware and Newburg Rail-road, and in the valley of Baskerskill, with the Hudson and Delaware canal.

31. I have considered the line as ascending from the Walkill valley. This appears to be the fact from the levels of Mr. Moffat in my possession; but on a more full examination, there may be found a small variation in the elevation of the ridge which separates the first stream from the Shawangunk river, and may increase the altitude of the plane on the south side of the mountain.

32. The descent from Richardson's ravine to the Hudson and Delaware canal is 210 feet. If we deduct from this 20 feet, to pass the road over the canal, it would leave a plane of 190 feet; which would be in favor of the direction of the trade, as it would not be so long or so elevated as the one on the south side of the mountain.

33. It will require, to cross the valley at Baskerskill, a long and elevated viaduct or heavy mound, as the Hudson and Delaware canal is considerably elevated above that stream at Cuddebackville, the point at which it is proposed to cross it with the road.

34. Two routes present themselves from the valley at Baskerskill to reach the Delaware river. The first route would follow the course of the

Baskerskill and the Neversink river to Carpenter's Point, which is 451 feet above tide, or 81 feet below the summit level of the Hudson and Delaware canal, and 291 feet below the summit of the Shawangunk mountain at Richardson's ravine: the distance is about 10 miles, which gives an average slope of 29 feet in the mile.

35. The second is to follow Baskerskill to its confluence with the Neversink river, and ascend the Bushkill to Clowes, a distance of eight miles, and is 1110 feet above tide, and 578 feet above the summit level of the Hudson and Delaware canal. Stationary power, therefore, would be required, and the waters of the Bushkill could be used for that purpose. From Clowes the ground ascends for ten and a half miles, which brings the line near the village of Monticello, and is 141 feet above tide. From this point the ground gradually descends, for 7 1/2 miles to the valley of the Mongaup river, and is 1163 ft. above tide at the place proposed to cross it. The ridge which separates the valleys of the Mongaup and Callicoon rivers, is 1250 feet above tide, and the descent from it to the latter stream is 263 feet. The high land which lies between the main and north branch of the Callicoon is 1389 feet above tide, and the valley of the latter is 396 feet below the summit of the ridge: the greatest elevation on the route is between the west branch of Callicoon and Brower's creek, and is 1678 feet above tide. The Delaware river, at the mouth of the latter stream, is 886 feet above the same plane, and the rise to the village of Deposit is 104 feet.

36. I am indebted to Mr. Jones, of Monticello, for the elevations and distances on the last route. In a communication on that subject, he remarks: "I have not time to collect the distances, and to make correct calculations; but, from the view I have taken, I feel satisfied that lifts, by steam power, will only be wanted at the Deer-Park gap summit (1,678,) and the summit between the Delaware and the Susquehanna: that water power can, conveniently be had to overcome the other elevations."

37. "By a more circuitous course, we can avoid the highest elevation east of the Delaware, by following the Callicoon creek to its junction with the Delaware river: but I trust we shall be able to find a more favorable route than the State road survey, without deviating essentially from a straight line."

38. It is, however, proper to observe, in relation to this last route, that the elevations furnished by Mr. Jones are the results of Moffat's survey for the State road: that he made his examinations with a common surveyor's instrument, and at a very inclement period of the year; and that the whole route between the village of Monticello and the mouth of Brower's creek, is covered with a very dense forest, which makes it more than probable that the best route was not discovered.

39. Between the Hudson and Delaware rivers, we have traced three lines: the most southerly one to the water gap of the Delaware; the middle one to Carpenter's point; and the northerly one to the mouth of Brower's creek.

40. The Delaware river is navigable during certain periods of the year; and, at such times, large quantities of lumber are carried down, by its currents, to the Delaware bay. This singular stream has its sources on the highest lands between the Hudson river and Lake Erie. It generally flows through a contracted valley, and is bounded by elevated lands; and its numerous branches contain much rich soil. In its brief course, it breaks through three distinct ranges of mountains: at the Walpack bend; at the Water Gap, which is 2,500 yards in length; and at Wygaat mountain, near Easton.

41. From Carpenter's point, the middle route ascends the Delaware river eighty-eight miles, to the village of Deposit. The stream, at this point, is 990 feet above tide, and the rise is 532 feet, which gives nearly an average slope of six feet per mile.

42. The practicability of the route from Carpenter's point to Deposit, is demonstrated by the construction of the Hudson and Delaware canal to the mouth of the Lackawaxen creek; and above that point by a survey for a canal, made by Benjamin Wright, civil engineer, a few years ago, who not only pronounced it practicable, but easy of accomplishment. He also surveyed, for the same purpose, a line between the village of Deposit and Bettsburg, on the north branch of the Susquehanna, and arrived at a similar conclusion with the former.

43. The Delaware river, according to Mr. Mill's report, who acted as Judge Wright's assistant, preserves, between the mouth of the Lackawaxen creek and the village of Deposit, great sameness of character. The valley is not over half a mile in width, and numerous bluffs and mountains approach to the

margin of the stream. The rocks are grey wacke, sand, and rubble stone. "No lime rock has ever been found in this district of country."

44. Between the Delaware and Susquehanna rivers, two routes are conspicuous. The extreme northern is between Bettsburg and Deposit. It has also been urged to follow the line of the Hudson and Delaware canal and Rail-road, between the mouth of the Lackawaxen creek and the village of Carbondale, and to continue the line from the last point to the Susquehanna river, by descending the valley of the Lackawannock creek, and ascending the Susquehanna to Tioga point, or to continue the line over the ridge which divides the waters of the Lackawannock and Sturua creek. A more southern route has been suggested, by the way of Milford, and the valleys of Renneys and Wallpendack, through Cobb's gap, and down the Roaring brook to Carbondale, and to adopt either of the routes, from the last mentioned point, to reach the Susquehanna river.

45. The dividing ridge between Deposit and Bettsburg, according to the surveys of Mr. Wright, is 1,487 feet above tide. Mr. Henry makes the same point 1,689 feet. If the former be correct, the elevation of the ridge above the village of Deposit, is 497 feet. The distance is eleven miles, which gives the average rise 45 feet in a mile, and the descent to the Susquehanna river, 527 feet. The distance is 5 miles, or nearly an average fall of 105 feet per mile. This slope is the most formidable feature on the whole route; and, to overcome it successfully, and to accommodate the wants of the trade, will require powerful stationary engines on the summit.

46. The route between Stockport and Lanesborough has never been surveyed. It is, however, said by those who are familiar with the country, that its summit is not so elevated as that of the Hudson and Delaware Rail-road, on the Moosic mountain, and also lower than the ridge between Deposit and Bettsburg: it is 48 miles shorter than the latter route.

47. The objections urged against continuing the route from the village of Carbondale down the Lackawannock creek to the Susquehanna river, and up the latter stream to the Tioga point, is the rapidity of the fall of the creek, increasing the length of the route and the expense of the works. They are not, however, of such a character as to prevent a full examination of the line.

48. The Lackawaxen creek at its mouth, is 603 feet; the head of the canal at Hornelsdale, is 914 feet; and the summit of the Rail road is 1,769 feet; and the village of Carbondale is 912 feet above tide water.

49. A route has been surveyed between the village of Carbondale and the mouth of the Sturua creek, by James Seymour. The summit of the ridge is 936 feet above Carbondale, and 1,848 feet above tide. The descent to the Susquehanna river is 1,158 feet. The length of the line is 47 miles.

[To be continued.]

[From the Philadelphia United States Gazette.]

CAMDEN AND AMBOY RAIL-ROAD, AND DELAWARE AND RARITAN CANAL.—No scheme of internal improvement so deeply affects the city of Philadelphia, perhaps not excepting even the great western line of canals and Rail roads, as those now in process in the state of New Jersey, and it is rather surprising that these movements are regarded with so little attention. The only cause probably of this apathy is, the simple fact that the stock of the companies engaged in those works has been taken up without the appeals to public sympathy which have been requisite to call into existence the other great works which lead towards this city. No statements of prospective gain nor of benefits accruing to the community have been presented to the public, but the two projects of Canal and Rail-road, both connecting the cities of New York and Philadelphia, have advanced gradually from the time of their incorporation. In the meanwhile various legislative proceedings in our sister state, modifying the charters of these two companies, have agitated the whole community, and at last they have terminated in a manner so decisive, that we may consider the construction of both these works as certain, and that within as short a time as practicable.

It is important for us to consider what bearing these works will have upon our city, for it is impossible that Philadelphia should be placed within six hours travel of New York, and with a certain channel of communication for heavy goods not exceeding twenty-four hours, without very materially affecting the interests of both cities. But before touching this

point, we will give a brief view of these companies, showing their objects and their corporate powers:—

In February, 1830, a company was chartered by the Legislature of New Jersey, to construct a Rail-road from Camden to Amboy, a distance of about sixty-three miles, passing by Bordentown, to be completed within nine years; and on the same day, a charter was granted to a company to construct a canal, for sloop navigation, from the Delaware to the Raritan, with privilege to extend the canal up the Delaware, to any point on the river whence they might draw the water. The state reserved to itself the right of subscribing one fourth of the stock in each company within a given period, and of taking the works at the expiration of thirty years from their completion, on paying to the stockholders the cost. The stock to both companies was subscribed, and the parties went to their respective works. But before the return of another session of the legislature, it was obvious that a rivalry must exist between the two companies, each endeavoring to engross all the transportation. Both companies applied for amendments of their charters, to enable them the better to carry their points, and in the midst of this contention, the policy of uniting the two companies into one was so obviously the interest of both, that by an act of the legislature and the concurrence of the stockholders, the companies were made one in February, 1831. At this session of the legislature, the Rail-road company gave to the state 1000 shares of stock in lieu of its right to subscribe 2500 shares of \$100 each, with a condition that this stock should revert to the company, in case of any Rail-road being hereafter built across the state for the purpose of transporting passengers or property between New York and Philadelphia. At the same time, the canal charter was extended to 50 years.—Under this form, the joint company have executed, during the past year, a very considerable part of their two works. The period for the state's deciding upon its subscription to one-fourth of the canal stock having arrived, and there being evidence of a disposition to construct a Rail-road which might interfere with that of the joint company, a proposal was made to the state to guarantee 5 per cent. interest on the amount of the subscription, provided the stock was so held as not to be transferred until both works were completed. To this measure there was great opposition, on the ground that it would involve the state in debt, and after a long and stormy contest the point was abandoned, and a bill was passed by which 1000 shares of the stock were to be given to the state, on condition of an exclusive privilege during the continuance of the charter, for which right the company is to guarantee to the state a yearly revenue from its tolls and dividends of \$30,000.

Such is the present condition of the company, with a capital of two millions, and power to increase it to one million more, and exclusive right to Rail-road privileges across the state, and an obligation to construct both works within the period stipulated in the charter; there can be no doubt that they will be completed.

The dimensions of the canal are on the largest scale, being 75 feet in width and seven feet in depth the locks 100 feet in length and 24 in width in the clear, admitting of free sloop navigation, and passing from New Brunswick to Bordentown. The obvious effect of the New Jersey internal improvement will be to draw Philadelphia and New York together, by lessening the distance between those cities at least one half, and in the transportation of merchandize removing difficulties which now exist. What influence this approximation of the two cities will have upon their trade, it is worth considering. Where persons will pass with ease and safety from city to city, and return on the same day, with the capacity to transport the most bulky articles at a trifling expense, from one market to the other, in twenty four hours, it will present a state of things, the result of which it is impossible now to predict. But the question of interest to us is, how will our city be affected by these facilities to its inland trade? Will the enterprize of a neighboring city overcome the superior advantages which we possess in reference to the western trade? and shall that important branch of our business pass from our hands with the removal of the natural barrier which now separates these great cities of the western world? That the intercourse between them will be increased to an amazing extent, is most certain, as is shown by the increase of communication between Liverpool and Manchester, since the opening of the Rail-road between those large towns. But whether these facilities will carry the mass of western traders to New York, or bring that market to our doors, is a problem which time only can solve.

The western trade has a powerful footing in Phila-

delphia, which trivial circumstances will not lessen.—There is much in the habits of a trading community, in the affections which have grown out of long intercourse, even continued from father to son—much in the employment of an adequate capital, and the facilities arising out of an established trade, and much in the locality of the city, in relation to the west, and the channels of communication, which the state is now opening from its capital, to the western waters, and it is far more probable that the attractive power which will certainly be called into action, will draw the merchandize to Philadelphia, than withdraw the people from our market. It is at the same time obvious, that our city will acquire a new command of the New England manufactures, in the greatly increased facilities given to the intercourse with that section of our country through the canal, which will connect the waters of New York Bay and Long Island Sound with those of the Delaware. Instead of a long, circuitous, and very exposed navigation round the coast of New Jersey, or an immensely expensive transportation over land, the bay craft of New England will pass directly, safely and cheaply, into the waters of the Delaware, and thus at the same time greatly enhance the inland trade of our city, and furnish the means for an increased foreign commerce. Let our harbor be a receptacle for the products, manufactures and fisheries of New England, and a new impulse will be given to the commerce with the West Indies, South America and the Mediterranean, and the returning vessels will supply the sea coast of New England with all its fuel. Another consideration of great importance is the facility which will be gained in the possession of a winter port at Amboy. The greatest obstacle existing to the shipping interest of Philadelphia, is the want of a winter port to which our vessels can resort without subjecting the owners and consignees to the heavy charges arising from commissions and transportation: When the Rail-road from Amboy to Camden shall be completed, (and the entire completion of the work is now obligatory on the company) cargoes may, and no doubt will, be transported from Amboy to Philadelphia, with as much ease as from Liverpool to Manchester. The distance, being about 60 miles, will be travelled probably in three hours, or at any rate in four, and merchandize of almost every kind will find a ready transportation from the harbor to the city, and our flour, with other products, will thus find a new vent at a period when we are generally shut out from the trade of the world, by the freezing of our river, or the apprehensions of danger which send even our own vessels far away from home. Amboy is said to furnish an excellent harbor always free from ice and easy of access.

These considerations cannot but point out to the most casual observer, dangers which may affect our prosperity, and which yet may be avoided; for the immense facilities which will be afforded for accumulating the products of other portions of our country, will exist for taking away our own, and pouring the riches of commerce into the lap of a more enterprising competitor. Let all eyes, then, be cast towards the west, for that is the vast field to which our enterprize must tend—there are the consumers, and not a moment is to be lost in securing a channel of communication to the west, which will at all times be unobstructed.

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MARCH 17, 19, 20, 21, 22, 23—1832.

LITERARY NOTICES.

AMERICAN QUARTERLY REVIEW, No. XXI. Philad. Carey & Lea.—The contents of this number are varied, and as a whole, it is both instructing and attractive. Art. I. is an examination of the Cherokee Case, as determined last year by the Supreme Court of the United States, on the application of the Indians for an injunction against Georgia, which was not granted. It upholds entirely the decision then rendered, and in its argument, goes, in our opinion, far beyond it:—so far indeed, as to be at variance with the decision now recently made by the same Court, on the appeal of the imprisoned Missionaries. These are matters, however, which we do not willingly treat in our brief Reviews, and therefore we take leave of this paper without assenting to some of its conclusions; though not without feeling the ingenuity with which they are urged. Art. II. is a notice of the origin of the French opera; of its progress, and of many of the composers, performers, and pieces that are connected with its annals. Art. III. presents an opportune, elaborate, and we do not doubt, accurate, view of the discovery, and present state of the Gold Districts in North-Carolina, with incidental suggestions as to the best mode of

working mines, and with many useful cautions, which, however, by no means amount to discouragement, against the indulgence of a too sanguine spirit of anticipation on the part of adventurers in this new region. Our own prejudices are, we confess, against the sort of gambling existence, which the irregular pursuit of gold, whether scattered uncertainly amid precious sands, or dug from the bowels of the earth, is too apt to engender: but, when entered into with skill and knowledge, with adequate capital, and after sufficient investigation, it is undoubtedly a branch of human industry, as much entitled to consideration as any other. Art. IV. is a review of Benjamin Constant's work on "Religion considered in its origin, its forms, and its developments," which furnishes us the following beautiful testimony of the eloquent author, so well known as one of the champions of Liberty, that between it and Religion, there is an intimate and indissoluble connexion.

"Take the fundamental precepts of all religions according to the letter, you will always find them to accord with the most enlarged principles of liberty; we might say, with principles of liberty so enlarged, that even to this day their application has appeared to be impracticable in our political associations. But examine the history of religions, you will often find the authority they have created, working in concert with the powers of the world for the annihilation of liberty. By placing force on the side of faith, they put courage on the side of doubt.

"When a vexatious government maintains by force the superstition which supports its injustice, the friends of liberty may become unbelievers; and those unbelievers are then the heroes and the martyrs. But even their virtues are remembrances of another doctrine. There is in their system a noble inconsistency. It is a heritage of their religious sentiment; they owe to this sentiment their inward power.

"Cassius, educated in the maxims of Epicurus, and rejecting with him all existence after this life, invoked in the midst of battle the manes of the great Pompey, and in his last conversations with Brutus, "yes," cried he, "it would be beautiful if there were invisible beings who take an interest in human affairs. It would be beautiful if we were strong, not only in our land troops and our fleet, but also thro' the assistance of the immortals in a cause so noble and so holy."

Art. IV., in the shape of a notice of Professor Renwick's recent treatise on "the Elements of Mechanics," presents us with a rapid, but clear and instructive, sketch of the rise and progress of mechanical philosophy. It is written with discrimination, force, and manifest enthusiasm in the contemplation of the peaceful, but illustrious victories of the secluded Philosopher, whose far reaching mind detects and ascertains the rules which regulate alike the heavenly bodies and the huge material masses, in the subsequent accumulation and particular arrangement of which consists the renown of the practical mechanic. It is in this feeling, that at the very commencement of his paper the youthful writer, for we have reason to believe him such, thus vindicates the superiority of purely intellectual labor:

We think that the mechanist must be classed sub-ordinately to the mechanical philosopher. We esteem not lightly the names of such men as Vaucanson, and Watt, and Arkwright, and Fulton, but we never can place them in the same niche with Galileo, or Newton, or Lagrange, or Laplace. They pursue a path already pointed out, and are richly rewarded in the success that awaits them; while their more elevated instructors are, mayhap, doomed to imprisonment and penury. On them devolves the practical test of scientific discovery. Herculean minds have already grappled the stern truths and made the task easy. The distinct spheres of practical and theoretical philosophers, have been the cause of much invidious remark, and that too in our own day. It is the pride of many, to style this a practical age, in which we have less to do with books and philosophy than with men and things; and to esteem that the most highly which most directly contributes to our interests. This is but an overweening pride, begotten by the very benefits which science is diffusing from her unseen haunts.

We give one other extract, as further indicating the enthusiasm we have referred to, and as offering a fair specimen of the style of the article:

It was a proud era in the annals of mechanical philosophy, when the names of Bernoullis, Euler, Taylor, Newton, Leibnitz, de L'Hospital, Clairaut, D'Alembert, and many others of hardly less note, were arrayed in its cause. With a slight alteration we may adopt the language of the Mantuan:—

"Hæc tum nomina erant, nunc sunt sine nomina terra."

without any disrespect to the great mathematicians of our own time: For those were the individuals who laid the broad foundations on which the towering structure of analytical mathematics has been built; who unfolded the principles of that calculus which detects alike the laws which regulate the almost imperceptible vibrations of the music string, and those which preserve the harmony of the universe; and who not only placed in the hands of posterity an instrument of undefinable power, but themselves conducted the world to some of its most wonderful results. With no great principle from which they might start, save what they might invent and demonstrate of their own; with no common method which they all might adopt, except what a common necessity might prompt; it may safely be asserted, that under almost any other combination of circumstances, the world might have slumbered almost to another chasm, in ignorance of the great truths which their efforts have either directly or indirectly revealed to us.

Art. VI., entitled "American lake Poetry," was noticed by another hand last Saturday, and we have only further now to say of it, that it strikes us in taste, tone, style and sentiment, as beneath the general character of papers in this well conducted periodical. — Art. VII., is a second notice of the *Memoirs of Mde. Junot*, Duchess of Abrantes. This refers to vols. III. and IV., as the former did to I. and II.; and it possesses all the interest of the previous one—as those volumes seem to do of those that went before. We have little room to-day to spare, yet we cannot forego extracting a story admirably told, exceedingly affecting, though relating to a child of only two years and a half old, but which, notwithstanding so distinguished a practitioner as *Corvisart* assured Napoleon it might very well be true, appears quite incredible to us. The elder brother of Junot accompanied Napoleon to Egypt, tearing himself with great reluctance from his wife and only son. He returned shortly to hear of that son's death. Mde. Junot shall now speak:

"This death of so young an infant would not have been more than afflicting, had it not been accompanied by circumstances which rendered it heart-rending. They were a long time concealed from my brother-in-law, whose extreme sensibility would at first have hardly stood such a recital. He was not made acquainted with them until his wife had presented him with a second child. I have already said he was a good father; but if he was so for the children whom he had subsequently, his first-born collected upon his head all the tenderness, the future joys, the pride of a young father, and he loved the child to idolatry. He had him almost constantly in his arms; and when he was in those of his mother for the purpose of drawing nourishment from her breast, he would keep hold of one of his little hands, and not relinquish it even during a portion of his sleep. Had the child not been naturally good and affectionate, a continuance of such tender cares and endearing caresses would have attached it to the one by whom they were bestowed; and accordingly Henry loved his father with an affection which did not belong to infancy. Alas! the poor little creature soon gave sad and touching proofs of it.

"At the moment of my brother-in-law's departure, his son was two years and a half old; but his intelligence, already precocious, had been still further developed by the tenderness with which he had been treated, and at the age of thirty months, he was like a boy of eight or ten years. When the vehicle which carried off his father was disappearing, the little being uttered piercing cries; whilst the mother, whose sobs were in unison with his, only cried with him instead of endeavoring to distract his attention. Soon, however, the whole family, astonished at seeing, in an age so tender, a degree of grief which approached to despair, made use of every means to amuse the attention of the poor child; they told him stories, gave him toys of every form

and color, brought his little friends to play with him; but nothing consoled him. At the end of some days only he ceased to cry aloud; but his cries were replaced by sighs so deeply drawn, looks which sought around with such an anxiety and love for the paternal form, that his appearance was pitiable in the extreme.

"He was as beautiful as an angel, resembling those cherubim whom Raphael has placed on his canvases. His little white and curly head was a charming spectacle, when his mother, with the proud complacency which all mothers have in their children, would run her fingers through the silken ringlets which fell in thick bunches about a fair and rosy face, animated by an expression of liveliness, gaiety, and intelligence. But his days of beauty were short, and never was the simile of the flower and the child more appropriate.

"Mamma, where is papa?" the little creature was continually asking.

"During the first weeks, the answer was, 'He is gone away; but he will soon return.' It appears that the development of the imagination of this child was altogether extraordinary, and that the simple word *gone*, commented upon by him, and presenting to his mind only an indefinite idea on which he could find no reasoning, and whence he could derive no hope, he was only the more distressed after having heard it. My sister-in-law, whose perfect soul understood the griefs of every age, was the first to perceive it; and when the child would ask her for his father, she would answer that he was at Bussy. Then the eyes of the little one, which had already lost a great portion of their vivacity, would sparkle again, and he would say 'Mamma, let us go to Bussy.'

"They took him there, although they were sure he would not find the object of his search. As soon as the carriage approached the house belonging to his grandmother in that place, the little creature would jump from the lap of his mother or grandmother, and clapping his hands, cry out—'Papa! papa!' and on going into the house, his little legs would find strength to mount the stairs and traverse all the rooms. His voice had again become joyous; he thought his father was playing with him. Whenever he found a door at all open, or a curtain somewhat drawn, he would go up to it softly, thinking that his father was hid behind it. He would thus make the circuit of the house, followed by his mother crying bitterly, both from her own grief, and a spectacle which lacerated her heart.—After having visited every apartment, he would allow himself to be taken away, saying, in a broken voice: 'Mamma, papa is not here; let us go to Dijon.'

"When they were at Dijon, he would recommence the same lamentations and the same question;—'Where is papa?'

"He is at Sémur, my love,' would his mother answer.—'Let us go to Sémur, mamma!' And when they were at Sémur, he made search over the house of his grandfather in the same way as he had done at Bussy. At first there was the same joy, the same infantine gaiety; then the child disappeared, and it was a person, dying with excess of sensibility, who said to his mother—'Papa is not here; let us return to Dijon.'

"As the only prescription which the physician could give, was to amuse his mind as much as possible, all his caprices were attended to, all his wishes were gratified. Almost a year was thus passed in repeated journeys from Dijon to Bussy, to Sémur, and every place where the memory of the child located a recollection of his father. At length he became too feeble to bear the motion of the carriage; he would no longer quit the arms of his mother or grandmother. He no longer cried, except, when sometimes deceived by a species of resemblance, he fancied he saw his father in some one, either in the street, or who came into the house; and then he wept abundantly, as soon as he discovered his mistake. Such a condition could not last long, and the child fell into a complete marasmus. My sister-in-law, in despair, provided him with every kind of aid, but to no purpose. The most skilful physicians of Dijon declared they could do nothing for him. Alas! the departure of his father was the storm which had broken this young flower, and even his return would not have saved him. He gently declined, still calling on his father, and his name was the last sound that issued from those poor, delicate, colorless lips, which formerly, with the vermillion of a cherry, used to pronounce it with a smile of joy."

Art. VIII. is a happy exposition of the presumption, ignorance, and prejudice of a narrative, of an official visit to Guatemala from Mexico, by G. A.

Thompson, Esq., late Secretary of His Britannic Majesty's Mexican Commission," &c. &c.: and an excellent summary of information respecting the past and present condition of Central America. Art. IX. treats the Bank question, which all will now understand to mean the question of rechartering the Bank of the United States; and it displays by some arguments, which, if not new, are put in a new and strong light, the necessity that exists for Congress, in the exercise of its rightful powers, to constitute some such institution as the Bank of the United States, in order to obtain and preserve the control that belongs to the Federal Government over the monetary system of the country. It is plain, practical, and free from fustian—a great merit, when so much has been expended on the same subject.

THE QUARTERLY REVIEW, No. XCII., London: John Murray.—Ours is almost literally this week a Review of Reviews, which constitute not the least popular or influential reading of the day. The number before us is very clever. Beginning with Art. I. of the Quarterly, we meet Mde. Junot again, whose memoirs it treats as probably "less adulterated," and more amusing, than any, not excepting those of Bourienne, to which the wonderful existence and career of *Napoleon* have given rise. We have already given up so much space to this work, that we can only extract the following series of portraits in the author's best manner. The persons described were the guests at the wedding feast of Junot:

'Lannes was then twenty-eight years of age, five feet five or six inches high, slender and elegant, his feet, legs, and hands being remarkable for their symmetry. His face was not handsome, but it was expressive. . . . He was, besides, amiable, faithful in friendship, and a good patriot; possessing a heart truly French, and of the best days of the glorious Republic. One curious trait in his character was, the obstinacy with which he refused to part with his pigtail. In vain the First Consul begged, entreated him to cut it off; he still retained a short and thick cue, well powdered and pomatumed.'

'Bessières, who was about the same age, was a larger man than Lannes; like him, he was from the South, as the accent of both sufficiently testified, and like him he had a mania for powder, but with a striking difference in the cut of his hair; a small lock at each side projected like little dog's ears, and his long and thin Prussian cue supplied the place of the *Cudogan* of Lannes. He had good teeth, a slight cast in the eye, but not to a disagreeable extent; and a rather prepossessing address.'

'Berthier was small and ill-shaped, without being actually deformed; his head was too large for his body; his hair, neither light nor dark, was rather frizzed than curled; his forehead, eyes, nose, and chin, each in its proper place, were, however, by no means handsome in the aggregate. His hands, naturally ugly, had become frightful through his habit of biting his nails, to an extent that made his fingers almost always bloody; and his feet were no better, except that he left the nails alone. Add to this, that he stammered much in speaking, and that, if he did not make grimaces, the agitation of his features was so rapid as to occasion some amusement to those who did not take a direct interest in his dignity.'

'M. de Lavalette was no bad representation of Bacchus; a lady might have been proud of his pretty little white hand, and red, well-turned nails; his legs and feet, also small and well formed, supported a protruding person; his two little eyes, and immoderately little nose, placed in the midst of a very fat pair of cheeks, gave to his countenance a truly comic expression, in aid of which came the extraordinary arrangement of his head; not the locks only, but the very individual hairs might be counted, and they received distinguishing names from the wits of the staff—as the invincible, the redoubtable, the courageous; and one, in particular, which defied all discipline of comb or hand, and pertinaciously stood upright, they called the indomptable. He married, a few days before his departure for Egypt, Mademoiselle Emilie de Beauharnais, a young lady of extreme beauty, very gentle, and, thanks to Madame Bonaparte, her aunt, very well educated.—Her father, the Marquis de Beauharnais, obtained a divorce from his wife, that the one might marry a negro, and the other a German canoness.'

Art. II. is a very curious, and, to us who have little time now for any studies connected with classical history, wholly new paper on the *origin of the Latin tongue and race*. It is little more than a synopsis of a learned German work of Professor Von Ernst Jakel, which establishes that the language of Virgil is "a dialect," and the children of Romulus the offspring "of a Teutonic race that migrated from Germany into Italy, by the way of the Tyrol, at a period vastly more remote than Roman history reaches to." Passing over Art. III., which is a strongly written argument in favor of emigration to the North American colonies as a means of relieving the excess of population at home, and Art. IV., which, in opposition to the theory of M. Senior, Professor of Political Economy in King's College, insists that the establishment of the English system of poor laws in Ireland,—that is, the system as originally understood, though not now adhered to in England,—of compelling parishes "to set to work the unemployed and able bodied poor," can alone alleviate the misery of that island; and Art. V. on the tithe system in Ireland; we come to an agreeably written review of *Beranger's songs*, in which, notwithstanding some outbreaks of national prejudice, and of Tory antipathy to a liberal poet, justice is done to the elegance, the facility of expression, the harmony, and the blended pathos and gaiety of de Beranger's muse. Art. VII. embodies a history of English Dramatic Poetry. Art. VIII. is devoted to ridicule and discredit a recent book of travels in England, by a German Prince. We confess that we have derived a malicious sort of satisfaction from witnessing the writhings of the Reviewer, in his affected indifference to, or contempt of, the statements of His Highness Prince Puckler Muskau of Prussia. It is "the poisoned chalice commended to the lips" of those who have drugged it so often for others; or, without a figure, it is now the turn of England to feel and smart under the injustice which her travellers have so often done, and her reviewers so often applauded, in regard of other nations. This book is ushered to the world with a highly encomiastic preface by Goethe. It is so admirably translated, that one may, according to the Edinburgh Review, (which also has a notice of it) read it through without once suspecting that it was not originally written in English; and as it speaks the opinions of one of the highest social caste, as to the state of society in the upper ranks of English life, it will, we doubt not, be eagerly read. The English critic thus preludes of the *genus* to which this traveller belongs:

"The cold nights of November do not more surely portend to the anxious sportsman in the country the approach of woodcocks, than do the balmy zephyrs of May foretell the arrival of illustrious foreigners in London; each succeeding season brings its flock of princes, counts, and barons, who go the ordinary round of dinners, assemblies, concerts and balls; yawn each of them, one night under the gallery of the House of Commons; one day take their position on the bench at the Old Bailey; visit the Court of Chancery; snatch a glimpse of the House of Peers; mount St. Paul's; dive into the Tunnel; see Windsor; breakfast at Stanhurst; attend a review on a wet morning in Hyde Park; dance at Almack's; try for an heiress—fail; make a tour to the provinces; enjoy a battle at Norfolk; sink into a coal-pit in Northumberland; admire grouse and pibrochs in Scotland; fly along a Rail-road; tread the plank of a steam packet, and so depart,—and then are heard no more."

Such was the Prince Puckler Muskau; and such were his qualifications and opportunities of depicting that "strange isular life which" (according to the clear and consistent summary of M. Goethe) "is based in boundless wealth and civil freedom, in universal monotony and manifold diversity—fornal and capricious, active and torpid, energetic and dull, comfortable and tedious, the envy and the derision of the world!"

The Quarterly Review feels very sensibly in this

case, that such rapid glimpses of a country afford but slender qualifications for accurate or impartial observation: yet when a *Lieut. De Roos* executes a flying tour of six weeks, through a region many times more extensive and diversified than that traversed by the German prince, he is deemed conclusive authority against a people, whose prosperous and untaxed Freedom seems a perpetual reproach and canker to some minds in England. We may, perhaps, at another time, lay before our readers some of this travelling Prince's stories, which, like those of the German Highness of Saxe Weimar, who honored these United States with a visit, abound unjustifiably and offensively in allusions by name to the persons and families whose hospitality was extended to him. Art. IX. and last, is another Tory manifesto against Reform, and upon the *misgovernment* which is now ruining old England. It is vehement, able, and wrongheaded, and, in parts, particularly spiteful towards the United States, where upon the authority of Dr. Cooper, the Wrights, the Owens, and other such *native* witnesses, it assures the starving people of England, that though we in these United States may be a little better off just now, yet that "the future comes apace," when the majority, looking "on the rights of property as at variance with their interest, the cause of property will be helpless." A fact, however, which goes far to impair the value of this prophetic warning, is stated at p. 563; that "wealthy individuals have proved the sincerity of their distrust of the stability of the national faith and public security of England under another [the present] regime, by investing large sums at much disadvantage in the American and Russian funds."

THE PROTESTANT EPISCOPAL PULPIT, for January: John Moore, New York.—This monthly publication is devoted to original sermons of the Protestant Episcopal Church. The number before us contains two sermons—one by Rev. Mr. Griswold, the other by the Rev. Samuel Fuller, jr. of Hartford, Ct. It has also a splendid engraving of Bishop Seabury.

The type, paper and general execution of this work, together with its cheapness—one dollar and a quarter per annum—commend it to the patronage of Episcopalians.

CHART OF THE NORTH ATLANTIC OCEAN FROM THE EQUATOR TO 65° NORTH LATITUDE, ACCORDING TO THE LATEST SURVEYS AND OBSERVATIONS.—E. & G. W. Blunt, New York, 1832.—This is one of the most important and best executed of the very valuable publications prepared by the publishers above named.—The great care, labor, and responsibility incurred by the publishers of charts and nautical works, are not properly appreciated by the community, and with the intention of awarding credit where it is due, we have minutely examined this chart of the Atlantic Ocean. It is compiled partly from the best European charts, but the coast of this continent, and especially of the United States, is drawn from authorities to which the European hydrographers have not access.

From the time of the first appearance of Blunt's American Coast Pilot, in 1794, until 1820, with the exception of one abortive attempt by the Government to survey the coast of North Carolina, the hydrography of the United States has been improved solely by individual exertion.

In other countries it has been deemed the duty of the government to cause their respective sea coasts to be surveyed; and the English, the French, the Spanish, the Dutch, and generally the charts of Europe, South America and the East Indies, have been constructed from surveys made at the expense of the governments to which those countries belonged or of the East India Company.

Such has not been the case in the United States, the second great maritime power of the world. Un-

til 1820, literally nothing was done by the government. Much however was effected by individual exertion. From the pilots and collectors in the different sea ports, and from sea captains habitually trading with particular ports, information was collected and published in the American Coast Pilot.—Several important sea ports were surveyed at the expense of the author of that work.

Charts of the coast were finally published by him, completed from the most authentic materials. The character of these charts is well known to all, who venture their lives and property upon the ocean.—They stand above all competition. Without the aid of a protecting duty, without even the patronage of the Government, upon the simple and fair ground of free competition, they have driven all foreign charts out of the market, and so far at least as the United States is concerned, the sneer of the Edinburgh Reviewers, "Who reads an American book?" may be well retorted with—Who uses an English chart? It may be fairly stated, that the vast amount of property constantly afloat in the 1,500,000 tons of shipping belonging to the United States, in some measure depends on the accuracy of these publications. How this responsibility has been met may be best learned from the fact, that since their first appearance, the insurance on the coasting trade has been diminished more than one half; and that in various instances, public acknowledgments have been made, that the safety of vessel and crew has been effected by following the sailing directions for running into harbors, with which all on board were unacquainted.

Ever since the attention of the American Government has been directed to the procuring of scientific information of our coasts, the surveys of the Messrs. Blunts have more than doubled in extent and importance, all the marine surveys of the Government. During that time, i. e. since 1819, their survey vessels have been employed in examining Nantucket and Gorges' bank, two dangerous shoals on the eastern coast, the latter lying about 100 miles from the land, almost in the track of our European traders; in surveying the passage generally used by the New Orleans traders across the Bahama bank, and in surveying the harbor of New York and the coast fifty miles in extent on both sides of Sandy Hook, together with the passage through Hell Gate and Long Island Sound, and the coast and harbors on both shores as far as Block Island.—These surveys (already published) are made with an accuracy and minuteness which bear alike the test of scientific examination and of daily experience.—In the chart now published, the information collected from these and from the public surveys is all concentrated; the line of the coast delineated from the best authorities; and the longitude of various places corrected, so as to conform to the longitudes deduced from the observations taken at the eclipse of the sun February 12th, 1831.

By these observations; taken by the most scientific astronomers in the United States, the longitudes previously assumed, were found to be nearly correct. That of Washington corresponded exactly with that deduced from an observation of the eclipse by Hassler; that of Monomoy Point on Cape Cod differed only a mile and a half from that observation by Robert T. Paine. The longitude of New York was found to be 74° 0' 45", deduced from the observations taken both at Brooklyn and New York; the longitude heretofore assumed in Bowditch and Blunt's charts, was 74° 1'; making only a difference of one quarter of a mile. While, however, these results showed the coast of the United States on this side of Cape Florida to have been delineated in the charts formerly published so near to the correct line; on the other side of that peninsula very important errors were discovered. Among these is the line of the coast running south from the river Sabine, which at Galveston was found by an excellent chronometer, to be placed seventy miles too far to the west. The result of this observation coincided so exactly with other information in possession of the publishers, that it has been adopted as the true longitude; and vessels trading in that quarter will not hereafter be warned of the vicinity of the land, by striking the beach, when their charts inform them it is still seventy miles distant.

AFFAIRS OF PORTUGAL.—"Dom Pedro sailed from Belleisle on the 10th February for Tercoira, in the *El Reynha du Portugal*, 54, and 500 men, accompanied by the *Donna Maria Segunda*, 44, and 400 men, one corvette, and two transports, having in all 1,500 troops on board."

By the above paragraph in a London paper, among

those last received, we learn that the gallant little armament of the ex-Emperor, whose assembling is noticed on page 205, has again put to sea. The handful of troops here mentioned are composed of all nations; the ships are manned alike by British, French, and Portuguese sailors, and the marching force is composed of the same materials, with the addition of a corps of Poles, who, having been driven from their own country by the sword, now naturally seek a home with it elsewhere. This bold descent of a few adventurers upon a kingdom in a state of armed preparation to receive them, is one of the many incidents in "this age of fact" that rival in romantic interest those daring struggles for the British crown which the poet and the novelist have invested with so many spirit-stirring associations. But while occurring so immediately before our eyes, that day by day we can watch their development, we only think of them as affecting the condition of stocks and the state of the markets generally. The Poles are already nearly forgotten, and the Greeks were long since given up for the Poles. People even begin to be tired of the Portuguese, since the doubtful fate of their nation appears to produce but little effect upon the price of cotton, and yet the movements of Dom Pedro and the proceedings of Dom Miguel are well worthy of the attention of all faithful news-readers. Though the characters of the late and present representatives of the House of Braganza exhibit but few traits to recommend them to our confidence, yet the disposition of Pedro has always appeared anything but akin to that of the miscreant who, with him, owes his birth to an imbecile father and a wicked mother. The conduct of the Ex-Emperor towards his country, has, from the commencement of his career, been that of a prince far in advance of other continental potentates in liberality of opinion. The charter which he granted to Portugal when he first succeeded to her crown, though at the time satisfactory to none of the factions which distracted the kingdom, has long since been admitted to have been admirably adapted in its chief provisions to ensure her welfare. The adoption of this charter it may be recollected, formed one of the principal conditions of Don Pedro's abdication, when he accepted the sovereignty of Brazil, in preference to the throne of his fathers; and its final establishment is now clearly set forth in his manifesto as the chief object of the present expedition. The political acts then of Dom Pedro have, so far as the eye of man can judge of them, been prompted by a loyal regard for the best interests of his countrymen, and when compared with the public deeds of his brother, they entitle his present fortunes to our warmest sympathies. But there are other reasons why the fate of this expedition should be regarded with interest by every friend of humanity; and the force of these is best shown by glancing at the existing state of affairs in Portugal, and the previous events which have given them their present complexion. In doing this, we shall avail ourselves of the facts collated in a well written article in the last number of the Edinburgh Review, where the speech of Lord Palmerston, with some other documents, suggest the subject-matter of a very interesting paper.

Portugal, when left to take care of herself, by the peace of 1814, was in but little better condition, with her ruined commerce, desolated agriculture, and deserted manufactories, than when conflicting armies were bringing these miseries upon her beautiful territory. The discipline of war, and the common dangers which all shared while they lasted, had kept up something like system in the state of society; but with the return of peace, restrictions of every kind seemed to be lost, when a disbanded and needy soldiery, grown reckless from the endurance and the infliction of all kinds of hardship, were dispersed through a country, where the laws had long since

lost their control, and the authority of those who should put them in force was utterly disregarded. But, as the Review remarks, "while there was much of misery, there was much of good.—If evil passions had been let loose, counteracting, ennobling sentiments had been implanted." The fierce struggle for national existence, and the brave repulsion of foreign invasion, had given a sternness and elevation to the character of the people generally; whilst their close intercourse with the British allies, by whose side they fought, tended to liberalize their minds, and give them new views with regard to their individual and political rights. It was the certain operation of this last influence which, some years after, caused the constitution to be proclaimed, when in 1820 the example of Spain determined the moment of rising for Portugal. The regency, which held the government for King John, ceased to exist within a few weeks after the first rising at Oporto; and the Revolution being imitated upon the other side of the Atlantic, the king himself was stripped of his authority with equal celerity, and sent home to be insulted by the Cortes, who were now alienating all parties by their misgovernment of the country. In 1823, the power of the Cortes, sapped by the intrigues of the Queen, and unable to contend with the popularity of the King, and the impatience its abuse excited, fell without commotion. In the struggles for power between the leading factions which then followed, the stripling Dom Miguel began by a variety of acts to show himself the worthy son of his "she-wolf" mother; but being banished to Vienna by his father, for an open attempt to usurp the crown, an opportunity was afforded him at the court of Austria to perfect himself in the science of king-craft. How well he profited by the advantages afforded him in this school of legitimacy, has since been shown in his skilful duping of the British ministry and the other Cabinets which were not in his confidence.

In the mean time, the death of the King was preparing the way for the first exercise of the peculiar talents of this arch-intriguer. His elder brother, Dom Pedro, having been called to the throne of Brazil, was far away from the scene of action. He took the earliest opportunity, however, of abdicating the throne of Portugal in favor of his eldest daughter, Donna Maria, granting at the same time a constitutional charter to the country, and offering the young Queen in marriage to Dom Miguel, that the dissensions of the family and of the kingdom might alike be healed by this union. From this moment the intrigues of Miguel and his mother began to prevail, and were continued until completely triumphant. They first prepared the nation for their operations by nullifying the charter, which was easily effected by falsifying its clauses so as to make some part or other of it offensive to all parties; and after some violent commotions, the blame of which was thrown from Dom Miguel upon his friends, this admirable hypocrite ascended the throne with the hopes, as well as the wishes, of good men that his reign would bring prosperity to the country, he having pledged himself to observe the conditions that were to form the tenure by which he held it. The rest of Miguel's course may be dismissed in a few words. In two months he usurped all power, and had himself proclaimed absolute king, and then, having organized a corps of armed police amounting to 30,000 men, the real miseries—miseries to which the previous wretchedness of this unhappy country was but as mockery—of being governed by such a violator of laws, human and divine, began to be felt. This large body of men, "composed of the very lowest orders, receive no pay, but are left to earn the wages of iniquity." So outrageous are their acts of rapacity, cruelty and indecency, that it is a matter of astonishment to foreigners who witness their per-

petration, that they can be endured for a moment. The extent of their operations as denouncers of suspected persons to the tribunals which abet their proceedings, and the effect of those proceedings themselves, may be estimated from the following statement given in the Review:

There are at this moment about 50 000 Portuguese wandering over Europe,—some exiles, some fugitives, all miserable, and all exposed to the loss of their property,—upon which Dom Miguel fastens, by appointing as special administrators any favorites, who, while they replenish his coffers from the property of their countrymen, do not neglect to fill their own. While many are thus herded in the common jails, or in select apartments, some are indeed separated in solitary damp dungeons, far under ground, where death often releases them from their troubles; others again are removed to distant fortresses, while the place of their confinement and even their very existence remains concealed from their friends and relations. Thus are imprisoned, and thus are treated, for assumed political offences, at this moment, in the light of the civilization of the nineteenth century, some 7 or 8000 unfortunate Portuguese; while there are nearly half that number of fugitives wandering about their native country, unable or unwilling to quit it. They are either concealed by their friends at the greatest risk, or hidden in caves or forests, or steal about sheltered by disguise; all rising in the morning with the miserable fear lest the day should close on them in a dungeon. To these miserable men we may add some 20,000, who are denounced as suspected persons, and who are in consequence exposed to daily obloquy and insult; while upon the slightest offence to any of the royalist volunteers or other Alguettes, they are exposed to the yawning doors of the loathsome jail. Then there are some 3000 sufferers who have been transported to the pestilential climates of Africa; the greater part of whom, if not already dead, are now, whatever may have been their previous situation in life, working as felons, or as colonial servants and soldiers. We have thus a sad total of about 80 or 90,000 victims.

To this sad record of the consequences of Miguel's manifold atrocities must be added one equally mournful, made up of the names of those who have been plunged in want and rendered desolate in the world by the ruin of them to whom they looked for support, and the destruction of those who were most dear to them. What an accumulated mass of injury does it make for one person to inflict, when wrongs so irremediable as these are daily perpetrated upon individuals, while the same unwholesome power is blasting the prosperity of the whole country they inhabit. The trade of Portugal is nearly destroyed and the internal resources of the country are in a state of exhaustion. Day by day, and each of their fateful hours, the work of torture and execution is going forward. How can we in our favored homes realize so frightful a spectacle as that here described?

Mr. Matthews in describing some of these executions to Lord Douglas, in March 1829, says, "The following five individuals were hung yesterday, and their heads are still sticking upon spikes, in one of the most public squares of the town, to the terror of the inhabitants—Brigadier General Moreira, Lieutenant Ferreira Braga, Lieutenant Vellez Barreiros alias Perestrelo, Cadet Scarnichie, and midshipman Chaby. The son of Brigadier Moreira was made to be present at the execution, and to see his father's head stuck on the spike, also to walk three times round it. His mother has since expired with grief; and the father of one of the sufferers, who was a youth of bare sixteen years of age, has since destroyed himself."

But let us turn from these sickening details of superhuman depravity; which, at one moment make the blood run cold with horror, and at another pour it warm with indignation through the veins, that such things can be and men endure them. Ere this the little squadron of Pedro, with the liberating force it conveys, will have sallied out from the Western Isles to unseat the usurper from his blood-cemented throne. The wishes and the prayers of the civilized world are with them in the adventure, and the malison of every honest heart be upon those who thwart their just endeavor.

A BUST IN MARBLE of John Jay, executed by Frazer, may be seen for a few days in the upper room of the Exchange. It is beautiful as a specimen of sculpture, and renders admirably the noble head of that able and honest patriot.

HOME AFFAIRS.

TWENTY-SECOND CONGRESS—1st SESSION.

Saturday, March 10.

The Senate did not sit to day.

In the House of Representatives, Mr. E. Everett, from the Committee on the Library, reported a resolution directing the Clerk to purchase two hundred and forty copies of the Documentary History of the Bank of the United States. After a short debate the resolution was agreed to. The bill to establish certain post roads, and to alter and discontinue others, and for other purposes, was read the third time and passed. Mr. Doddridge moved a reconsideration of the vote rejecting the bill for the benefit of Mrs. Decatur; but before the question was decided, the House adjourned.

Monday, March 12.

In the Senate the apportionment bill came up as the unfinished business, and the question on the pending amendment was debated by Messrs. Dickerson, Buckner, Robbins, Hayne, Frelinghuysen, Sprague, Webster, and Mangum. On taking the question on Mr. Forsyth's motion it was carried, yeas 24, nays 23. Mr. Webster then abandoned his amendment, and it was rejected without a division; when Mr. Hill moved to amend the bill by striking out 47,700, the ratio of representation, and inserting 44,000. This motion was also lost without a division. The bill was then ordered to a third reading by yeas and nays, 27 in the affirmative, and 20 in the negative. The Senate then adjourned.

The House of Representatives resumed the consideration of Mr. Clayton's resolution for the appointment of a select committee to inquire into the affairs of the Bank of United States. The question was on the amendment of Mr. Root, to choose the committee by ballot, and after a long discussion the house adjourned without taking the question.

March 13.—In the Senate, Mr. Dallas, from the select committee to which was referred the application of the U. S. Bank for the renewal of its charter reported a bill, which was read and ordered to a second reading. The resolution for the purchase of sixty copies of the Legislative and Documentary History of the U. S. Bank was adopted, after a long debate, by a vote of 29 to 17.

The House of Representatives, at an early hour, resumed the consideration of the resolution proposing an inquiry into the affairs of the Bank of the United States—the amendment offered by Mr. Root, that the committee be chosen by ballot, being under discussion, Mr. Collier spoke at length against, and Mr. McDuffie briefly in favor of, the amendment. The question was then taken by yeas and nays, and the amendment was lost—yeas 100, nays 100—the Speaker giving the casting vote in the negative.—Mr. Wayne's amendment, which proposed the appointment of a committee, to meet in the recess of Congress, to examine into the general arrangement of the Bank, was next considered. Mr. Wayne addressed the House for about two hours in favor of his amendment, but without having concluded, at a quarter past four o'clock, he gave way to a motion for an adjournment, which was carried.

Wednesday, March 14.

In the Senate, some time was spent in the consideration of Executive business. The Apportionment Bill was read a third time, and Mr. Webster moved its recommitment to the committee from which it was reported, with general instructions for the report of a bill apportioning the representatives, as nearly as may be, among the several States, according to their representative populations as compared with the representative population of the U. States. After some discussion the bill was laid on the table, and a motion made to reconsider the vote of Monday last, by which the proposition to represent fractions was rejected, which motion is still pending.

The House resumed the consideration of the resolution for the appointment of a Select Committee to examine the affairs of the Bank of the U. States.—Mr. Wayne concluded his remarks in favor of his amendment, which he modified by striking from it that part which required the Committee to act in the recess. After a further debate of some length, a part of which was of a personal character, the question was taken, and the amendment rejected—yeas 26, nays 164. Mr. Adams then proposed to amend the original resolution by limiting the inquiry to the alleged violations of the charter of the Bank, &c. and directing the Committee to report by the 21st of April. Several ineffectual attempts were made to amend this amendment so as to extend the proposed inquiry, when it was finally adopted—yeas 106, nays 92. The resolution thus amended was agreed to, the committee directed to consist of seven, and the House, at 8 o'clock, adjourned.

Thursday, March 15.

In the Senate, Mr. Smith presented resolutions of the legislature of Maryland in favor of an appropriation by the government in aid of the removal of free people of color from the United States. The bill for the establishment of a Law Library, in connection with the Library of Congress, was considered and ordered to a third reading. The act concerning the granting of patents to aliens for useful discoveries and inventions was considered and ordered to a third reading. The resolution some time ago submitted by Mr. Clay in relation to the tariff was taken up, and Mr. Moore and Mr. Benton spoke at length thereon. Mr. Bibb has the floor for to-day.

In the House of Representatives, the resolutions offered by Mr. Root, in relation to an amendment of the Constitution, changing the mode of electing the President and Vice President of the United States, were taken up, and after a few remarks from Mr. Root, they were, on his motion, referred to a Committee of the Whole on the State of the Union. After disposing of some other matters, the military and General Appropriation Bills were taken up in Committee of the Whole on the State of the Union, and after various amendments, and some debate, these bills were reported to the House; when the Military Appropriation Bill was ordered to be engrossed and read a third time.

Naval Depots.—The following resolution, submitted by Mr. Cambreleng, on the 3d instant, was taken up.

Resolved, That the Secretary of the Navy be directed to furnish this House with a statement of the number and description of vessels of war which have arrived at and departed from each of our Naval depots, from the 1st Jan. 1815, to the 1st Jan. 1832, the number of seamen recruited in the same term at each station for the naval service with the annual expense of transporting the same, and the number and description of vessels of war built and repaired since the late war at each Navy Yard in the United States.

Mr. Pearce moved the following amendment, which was agreed to, and the resolution, thus amended, adopted:

"And that the Secretary be also directed to report to this House whether any of said vessels during the period above mentioned, have arrived at any Naval depots, and other ports to which they were not ordered; and, if so, what were the reasons thereof. Also to report to this House, the length of time a rendezvous has been kept open for the recruiting of seamen at each of the said naval depots. Also the difference in the expenses (if any) which attended the building and repairing vessels of war, at the several naval depots during the periods in the first part of this resolution mentioned."

Custom House Officers.—The following resolutions, heretofore presented, were considered and agreed to on the 15th.

By Mr. Davis of Massachusetts:

Resolved, That the Secretary of the Treasury be instructed to report to this House the number of persons employed in the Custom House service in Boston, New York, Philadelphia, Baltimore and Charleston; the full amount of pay received annually, the service rendered for such pay; the method in which the amount of pay is ascertained; the authority by which each and every person is employed; and whether any persons so employed, receive extra pay, and if so, for what and to what amount.

March 16.—In Congress, little was done. The bill appropriating \$5000 now, and \$1000 per an., for five years, for the purchase of a law library, under the instructions of the Chief Justice of the United States, to be annexed to the library of Congress, was passed. The Tariff was discussed by Mr. Bibb. In the House, a debate highly complimentary to Mr. Adams, occurred on the request of that gentleman to be excused as Chairman of the Committee on Manufactures, as his time for five weeks would now be required in Philadelphia. This was resisted on the ground that Mr. Adams united the hopes of all parties for a conciliatory adjustment of the Tariff question. We will give a sketch of this debate to-morrow, from the National Intelligencer. Mr. A. finally postponed his request until Monday. The rest of the day was spent on the appropriation bill, as elsewhere noticed.

BANK OF THE UNITED STATES.—The debate on the resolution of inquiry, originally proposed by Mr. Clayton, of Ga. has terminated at length in its adoption, as amended by Mr. Adams, so as to read thus:

Resolved, That a Committee of seven be appointed "to inspect the books, and to examine the pro-

ceedings of the Bank of the United States—to report thereon, and to report whether the provisions of its charter have been violated or not; that the said committee have leave to meet in the city of Philadelphia, and shall make their final report thereon, on or before the twenty-first day of April next; that they have power to send for persons and papers, and to employ the requisite clerks, the expenses of which shall be audited and allowed by the Committee of Accounts, and paid out of the contingent fund of this House."

The last day's debate, which was protracted till a late hour, was we learn one of great heat and confusion, in which all things and all men were discussed, and the Bank very little.

We are glad this matter is disposed of; for there is enough of pressing business before the National Legislature to occupy all their time.

The Select Committee consists of:—Messrs. Clayton, of Georgia, Adams, of Mass.; McDuffie, of S. Carolina, Cambreleng, of New York, Johnson, of Kentucky, Thomas, of Maryland, and Watmough, of Pennsylvania.

We annex the ayes and noes on the adoption of the resolution as amended by Mr. Adams. It is drawn, as Mr. Adams stated to the House, in the words of the charter, and copied from a similar resolution of the House of Representatives, under which Mr. Jno. C. Spencer, as chairman of a committee, made an investigation into the affairs of the Bank some years ago.

YEAS.—Messrs. Adams, Adair, Chilton, Allan, Allison, Appleton, Armstrong, Arnold, Ashley, Babcock, Banks, Noyes Barber, John S. Barbour, Bartinger, Baretow, Isaac C. Bates, Branch, Briggs, Bullard, Burd, Cahoon, Choate, Collier, Lewis Condit, Silas Condit, Eleutheros Cook, Bates Cook, Cooper, Corwin, Coulter, Craig, Crane, Crawford, Creighton, Daniel, John Davis, Dearborn, Denny, Dewart, Dickson, Doddridge, Drayton, Duncan, George Evans, Joshua Evans, Edward Everett, Horace Everett, Ford, Gilmore, Grennell, Hodges, Heister, Korn, Hugh, Hughes, Hunt, Huntington, Irrie, Irvin, Jenifer, Kemall, Henry King, Leucher, Marshall, Maxwell, Robert McKay, McDuffie, M-Key, M-Kennan, Mercer, Milligan, Muhlenberg, Newton, Pearce, Pendleton, Fitcher, Potts, John Reed, Root, Russell, Wm. B. Shepard, Aug. R. Shepperd, Slade, Smith, Southard, Spence, Stanbery, Stewart, Storrs, Sutherland, Taylor, Philomena Thomas, Tompkins, Tracy, Vance, Verplanck, Vinton, Washington, Watmough, Wilkin, Eliza Whittlesey, Frederick Whittlesey, Edward D. White, Wickliffe, Wilde, Williams, Young—106.

NAYS.—Messrs. Alexander, Robert Allen, Anderson, Angel, Barnwell, James Bates, Beardsley, Bell, Bergen, Bethune, James Blair, John Blair, Boon, Bouck, Bouldin, John Broadhead, John C. Broadhead, Cambreleng, Carr, Carson, Chandler, Chinn, Claiborne, Clay, Clayton, Coke, Connor, Davenport, Dayan, Doubleday, Felder, Fitzgerald, Foeter, Gaither, Gordon, Griffin, Thomas H. Hall, William Hall, Hammons, Harper, Hawes, Hawkins, Hoffman, Hogan, Holland, Hubbard, Isaacks, Jarvis, Jewett, Richard M. Johnson, Cave Johnson, Charles C. Johnston, Kavanagh, Kennon, Adam King, John King, Lamar, Lansing, Leavitt, Lecompte, Lent, Lewis, Lyon, Mann, Mardis, Mason, M-Carty, William M-Coy, M-Intire, Thomas R. Mitchell, Newman, Nuckolls, Patton, Pierson, Polk, Edward C. Reed, Rencher, Roane, Soule, Speight, Standifer, Stephens, Francis Thomas, Wiley Thompson, John Thomson, Ward, Wardwell, Wayne, Weeks, Wheeler, Camp, P. White, Worthington—92.

THE GENERAL APPROPRIATION BILL being under discussion on Thursday, 15th inst. Mr. Davis of So. Carolina moved to strike out the appropriation for a Minister to Colombia, on the ground of the uncertain condition of that country, and because of the little value of our commercial intercourse with it, which alone was the motive for keeping a Minister there. He stated the total amount of imports of Colombia to be only \$180,000. After some debate, in which Mr. Archer as Chairman of the Committee of Foreign Relations insisted upon the necessity of the full mission, at least for the present year, the motion of Mr. Davis was rejected.

We annex some further proceedings. From the first item, which appropriates a year salary and outfit, it is evident that Mr. Rives is to return from France:—

Mr. Wilde moved the addition of 18,000 dollars, for a mission to France; which was agreed to—ayes 101.

Mr. Wilde further moved, for the salary of a Chargé to Naples, 4,500 dollars, and for his outfit, 4,500 dollars; which was carried.

Mr. Archer moved an item for a Dragoman to the mission at Constantinople, and contingent expenses, 37,500 dollars. The motion was negatived.

Mr. Verplanck moved for an item of 12,000 dollars, for the printing of certain documents illustrating the history of this country from 1783 to 1789;

but, after some conversation, the Chairman pronounced this amendment not to be in order.

Mr. Davis, of South Carolina, moved 4,000 dollars, for the purchase of a bust of Mr. Jefferson, by Caracci. The motion was négative.

An item of five thousand dollars was added to be paid, on account, to Mr. GREENOUGH, for a Statue of Washington.

On Friday the discussion was resumed. A motion by Mr. Wilde to strike out the appropriation for the salary of the Commissioner of the Land Office, on the ground of inattention to his duties, or incompetency, led to an animated debate. Mr. Wilde only withdrew his motion, on a pledge by Mr. Wickliffe, that he would move an inquiry into the matter. Another animated debate arose, on motion by Mr. Stanberry to strike out the appropriation for the salary of the Second Auditor, William B. Lewis, on the ground of his connection with certain improper proceedings under the Chickasaw treaty. Mr. Everett, Mr. McDuffie, and others, opposed this, because the charges respecting that matter were now undergoing investigation, and the case should not be prejudged. Mr. Branch sustained the resolution, because the office was unnecessary. It had been officially recommended in Mr. Monroe's time to abolish it, and the committee on retrenchment had reiterated that recommendation. The motion of Mr. Stanberry was finally withdrawn. Mr. Davis' motion for an appropriation of \$4000 to purchase Caracci's bust of Jefferson, was again urged and carried, 81 to 63. Mr. Archer renewed the motion for an appropriation of \$37,500 for a dragoman at Constantinople, and explained in detail the objects of it. It was supported by Messrs. Adams and Everett, and opposed by Messrs. Whittlesey and Root, and finally carried by a large vote.

Mr. Arnold wished to be informed by the Chairman of the Committee on Foreign Relations, whether it was expected that a minister would be appointed to England, to which Mr. Archer replied in the affirmative.

The bill was then ordered for a third reading on Saturday.

Mr. Stanberry inquired of the Chairman of the Committee of Ways and Means, whether the appropriation last year made for a mission to Russia had been expended. If it had not, and he was bound to presume it had not, inasmuch as the friends of the late Minister to that Court had expressly and repeatedly assured the House that he would not accept the money, then there could be no necessity for a new appropriation.

Mr. McDuffie replied that the Minister had received every cent of the appropriation.

Mr. Carson observed, that if the gentleman alluded to him, he was mistaken; he had never said that the Minister would not receive the money. He should have considered him very foolish if he had refused it.

Mr. Stanberry replied, that some of the gentleman's friends had so declared, and among others the Chairman of the Committee on Foreign Relations, (Mr. Archer.)

Mr. Archer said, that he had not been among the number, but, had he been called upon, he should, without hesitation, have expressed a confident expectation, that the Minister would not receive it.

LEGISLATURE OF NEW-YORK.

Report of the Committee on Banks and Insurance Companies, on the Memorial of several banking institutions subject to the act to create a fund for the benefit of the creditors of certain monied corporations.

Mr. Allen, from the Committee on Banks and Insurance Companies, to which was referred the memorial of several banking institutions subject to the act to create a fund for the benefit of the creditors of certain monied corporations, Reported—

That the object of the memorialists is to obtain such a modification of the act alluded to, as will insure an income from the bank fund, and thus carry into effect the evident intentions of the Legislature, and the just expectations of the memorialists.

The committee had the honor of submitting their views on this subject to the Senate, during the last

session of the Legislature, in a report, to which they beg leave to refer.

The fund then amounted to \$26,983 67. It now amounts to \$89,610 35, and the total amount of interest credited to the bank fund, as appears by the Treasurer's report, is but \$101 03.

The only investment the Comptroller has been enabled to make of this fund, under his present limited powers, is in the purchase of \$8,082 40 of canal stock of this State, bearing an interest of five per cent. per annum, and this was made at a loss to the fund of \$484 94.

The payments to the Bank Commissioners, up to the 31st of December last, amounted to the sum of \$8,648 99. The result is, therefore, that for the short period in which our present system has been in operation, the principal of the fund has been diminished \$9,133 93, while it has gained only the small sum of \$201 03.

The act of 1829, by which these institutions are compelled to make an annual payment of the half of one per cent. on their capitals, for the purpose of creating said fund, declares, that the said fund shall be the property of the corporations by which the money shall be paid, in proportion to the amount which each such corporation shall have contributed thereto; and the income arising from the said fund, after deducting thereout the salaries of the Bank Commissioners, shall annually be paid by the Comptroller to the several corporations by which the said fund shall be created.

It must be evident, therefore, that the circumstances which have prevented a compliance with the provisions of this act, could not have been foreseen or contemplated by the Legislature who passed it; for they would not have provided for the annual payment of an income, if, even in prospect, there had been doubts that such income could not have been realized.

The sum now in the Treasury belonging to the bank fund, after deducting the payments made to the Bank Commissioners, will amount to \$31,062 39, which, at an interest of six per cent. (and the use of it is worth this to the banks,) would be \$4,863 72; a sum sufficient to pay the whole of the present disbursements, which is but \$4,500.

The capitals of the banks now subject to the act to create a fund, is stated by the Bank Commissioners to be 18,755,800, and the sum they will pay to the fund for the present year, being the half of one per cent. on this capital, will amount to \$93,779; add to this the amount now in the Treasury, and we have a sum of \$174,840, the interest on which will be \$10,490 46, leaving a balance, after deducting the salaries of the commissioners of \$5,990 46.

If this can be effected with perfect safety to the fund, and in the opinion of the committee it may, both the letter and spirit of the law will be complied with; but if, on the other hand, the present provisions are to continue, and the principal of the fund be annually deteriorated by the payments to the commissioners, the banks who created it will not only be deprived of an income promised them when they received their charters, but will be cut off from a considerable portion of the principal which the law authorizes them to receive when their charters shall expire.

It appears to the committee that common justice requires that some provision should be made, by which the Comptroller may be enabled to invest the money belonging to the bank fund in such manner that the institutions contributing to it may receive the remuneration contemplated by the act under which it is raised.

The plan proposed by the memorialists for this object, is, that the annual payments be made by each institution, instead of being paid into the treasury, shall be placed as a deposit on their books to the credit of the fund, and that the Treasurer be regularly furnished with a certificate of such deposit; that they be declared preferred debts, in the event of insolvency; that the money may be drawn for, and applied, as required by law, when wanted; and that the salaries of the Bank Commissioners be paid by the Comptroller, by checks on the several banks, in proportion to their respective capitals.

This plan only carries out the system adopted by the act passed the 26th of April, 1831, for the improvement of the canal fund, and applies its provisions, in effect, to the bank fund.

By the above act, the Commissioners of the Canal Fund are authorized to deposit the monies belonging to said fund, with any safe incorporated monied institution in this State, and to make such contracts for the interest and duration of such deposits, as shall be most promotive of the interests of said fund.

In accordance with these provisions, it appears

by the report of the Canal Board, that they have loaned nearly two millions of the canal fund to banks in different sections of this State, at an interest varying from three and a half to four and a half per cent. Several of these banks hold a much larger sum of the public money than the amount of their capital, and nearly all of them hold a sum far above the maximum of their payments to the bank fund.

The capital of the depositing banks, in the aggregate, amounts to \$2,851,300, and the sum loaned to them, as shown by the report of the Canal Board, is \$1,833,229, nearly two-thirds the whole amount of their capitals, or about sixty per cent of such amount, while the loan that would be required to be made of the bank fund, upon the principle proposed by the memorialists, would only be three per cent on the capitals of the banks, respectively.

The depositing bank of the treasury of this State, and in whose vaults the eighty-one thousand dollars belonging to the bank fund is safely secured, curious as it may appear, is not one of those who contribute to this fund, or which is subject to the visitation of the Bank Commissioners.

Although the sums deposited on loan, in these banks, are large in proportion to their capital, the committee entertain no doubt, but that they are perfectly secure.

There never was an instance, as the committee believe, of a bank failure, when the whole of the capital had been paid in; when dividends were restricted to actual profits; when no part of the capital could be withdrawn by a hypothecation of the stock, and when the amount of loans, and the issues of bills, were restrained within proper bounds.

These provisions are all embraced by the charters of the banks paying to the fund; and in addition, they are subject to the visitation and inspection of the commissioners, at least four times in each year.

There cannot be a doubt therefore, in the opinion of the committee, of the perfect security of these institutions, as at present organized, of their continued security, unless the Legislature shall so increase their number, and thus augment this species of capital far above the legitimate business wants of the community.

Believing as the committee do, that the objects contemplated by the act to create a fund, may be fully accomplished by the adoption of the plan proposed by the memorialists, with some modifications, they have prepared a bill authorizing the Comptroller so to loan the money contributing to the fund, with authority to withdraw the whole or any part of the same, whenever he shall deem the interest of the fund to require it; and with further authority, if he shall deem it more advisable, to invest the said fund, or any part of it, in bonds and mortgages of real estate, of at least fifty per cent. is above the sum loaned.

The committee accordingly introduced a bill in conformity with their report.

IN SENATE—Tuesday, March 13.

The bills to incorporate the Hudson and Erie Rail-road Company, and the Hudson and Berkshire Rail-road Company, were postponed until to-morrow.

Waterford and Whitehall Rail-road.—The Senate then resolved itself into a committee of the whole, Mr. Edmonds in the chair, on the bill to incorporate the Waterford & Whitehall Rail-road Company.

On the question of agreeing to the first section, a discussion of some length arose, for which we have not room. The question being taken upon the first section, it was lost, 8 to 14. The report of the committee was agreed to, and the bill rejected, ayes 17, noes 9, as follows:

Ayes—Messrs. Allen, Armstrong, Beardsley, Birdsall, Conklin, Crosey, Edmonds, Fisk, Fuller, Gere, Lynde, Macdonald, Mather, McDowell, Rexford, Sherman, Westcott—17.

Noes—Messrs. Bronson, Cary, Foster, Halsey, Maynard, McLean, Seward, Tallmadge, Tracy—9.

The committee, Mr. Macdonald in the chair, also rejected the bill to extend the time for completing the Waterford and Whitehall Turnpike Company, and rose and reported on the bill to incorporate the Hudson River and Owego Rail-road Company, Mr. Mather in the chair.

IN ASSEMBLY.

Bills read a third time and passed.—To incorporate the Leather Manufacturers' Bank, in the city of New York, ayes 100, noes 17.

To incorporate the New York and Erie Rail-road, ayes 108, noes 2.

To raise \$550,000 by tax, for the support of the city of New-York.

Wednesday, March 14.—IN SENATE.

A bill, with amendments, to incorporate the New York and Albany Rail-road Company was reported.

Also—to incorporate the Poughkeepsie Whaling Company.

By Mr. Beardsley—relating to the Superior Court of the city of New York.

The bill to incorporate the Elmira and Williamsport Rail-road Company, capital \$75,000, was read a third time and passed.

A communication was received from the Comptroller in relation to the claim of J. J. Astor against the State. Adjourned.

IN ASSEMBLY.

Bills reported.—To incorporate the College of Pharmacy, New York; to encourage the propagation of the mulberry tree and culture of silk. [To employ paupers in poor houses for that purpose.]

Mr. Spencer, from the canal committee, to whom was referred the bill from the Senate, to construct the Chenango Canal, reported that a majority of the committee are of opinion said bill ought not to pass. The report was a long one. [The majority of the committee are Messrs. Spencer of Franklin, Woods of Courtlandt, Litchfield of Onondaga. The minority are Messrs. Howell of Steuben, and Twitchell of Oneida.]

Mr. Howell, in a few remarks, stated that the minority of said committee expressly dissented from the conclusions of the above named report, and that they were fully of the opinion the bill ought to pass.

The said report was referred to a committee of the whole, and double the usual number of copies were ordered printed.

Mr. T. Smith, of Westchester, called for the consideration of the resolution to report what appears to be the public sentiment on the militia system, and whether any amendments can be made to that system.

A number of amendments were offered, and a desultory debate was had, in which Messrs. T. Smith, Arnold, Myers, Maxwell, Moulton, M'Keon, Genet, King, Salisbury, Curtis, Hammond, Andrews, Kemble, and McDonald took part. All the amendments were rejected. Mr. Tilford made a call for the previous question, which was sustained.

When, the original resolution of T. Smith was rejected. Ayes 40, noes 76.

The bill to incorporate the Hudson River Coal Company, to explore for coal and other minerals, was read a third time and passed: ayes 86, noes 3. To reduce the capital stock of the Phoenix Fire Insurance Company, New-York, ayes 108, noes 0.

Thursday, March 15.—IN SENATE.

On motion of Mr. Bronson, the bill to levy a tax, was made the special order of the day for Thursday next.

The bill to enable the Mayor and Commonalty of the city and county of New York to raise money by tax, was passed.

The bill to construct a Rail-road from Rome, Oneida county, to Watertown Jefferson county, was passed.

The committee of the whole, entered upon the bill to incorporate the Hudson and Berkshire Rail-road company.

Mr. Stewart proposed an amendment designed to protect the Canaan and Union Village turnpike company against the injury it might sustain by the construction of this road, and make some remarks in support of the amendment.

The discussion was continued for some time when the amendment was rejected, and the bill passed.

IN ASSEMBLY.

The Resolution suspending the Rule which prohibits a re-consideration of Bank bill questions, was called for by Mr. Kemble.

Mr. Howell said that although in favor of that bill, he should vote against the suspension of a salutary Standing Rule of the House.

Mr. Nicholas opposed the resolution. The rule was adopted to protect the character of the House, and to put an end to scenes of corruption which had been practised in former Legislatures in resuscitating rejected bills.

Mr. Granger said that if the practice of suspending rules should be sanctioned, to enable absent members to vote, Legislation would become a mere bagatelle. Except in cases of sickness, or extreme business, there was no apology for absence.

Mr. Hammond supported the resolution. He thought the Rule was unconstitutional.

The Speaker decided that it only required a majority of votes to suspend the Rule.

The question was then decided,—Ayes, 61.—Noes, 54.

A motion was then made to lay the question on the table, which prevailed by a vote of 53 to 44.

The bill for the construction of the Chenango canal, was made the special order of the day, for a for night from to day.

The House resumed the consideration of the bill to increase the salaries of the Chancellor and Judges.

Mr. Kemble spoke in favor of the bill.

Messrs. Salisbury and Hammond spoke several times upon the question, the former against and the latter in favor of the increase.

Mr. King made an animated and eloquent appeal in favor of the bill. He insisted that the compensation was inadequate. A large sum was due to the Independence of the Judiciary, the dignity of the state and the welfare of our citizens.

Mr. M'Donald made an interesting, but eccentric speech in favor of the bill.

Mr. Granger replied, generally, to the arguments of the friends of the bill; insisting that in these times of economy and reform, the salaries of officers ought not to be increased.

Mr. Bishop advocated the bill. He said it was "mean and contemptible" in the Legislature to deny this increase of salaries.

Mr. Van Duzer replied to Mr. Granger with much spirit.

Mr. Granger rejoined with corresponding spirit, after which, the question was taken, and the first section of the bill was lost—ayes 51, noes 59.

The question on agreeing with the committee of the whole, was taken by ayes and noes—and the bill rejected by a vote of 65 to 49. Adj.

Friday, March 16.—IN SENATE.

Mr. Halsey called for the consideration of the resolution offered by him yesterday, to supply the members with copies of the Revised Statutes during the sittings of the Legislature, which was adopted.

The bill to incorporate the Mayville and Portland harbor Rail-road company, was passed.

IN ASSEMBLY.

Mr. M'Keon made a report in relation to the Ordinances of the New York Common Council.

Mr. Bishop made a report to amend the charter of the Clinton Fire Insurance Company.

The bill to incorporate the city of Rochester, was referred to a select committee to report complete.

The committee of the whole passed the bill to renew the Charter of the Orange County Bank;

And the bill exempting the Bank of Chenango from certain restrictions.

The House passed the bill to renew the charter of the Middleburgh Bridge company; and the bill providing for the printing of the laws relating to the Poor, in pamphlet form.

The committee of the whole passed a bill amending the charter of the Hallett's Cove Rail-way.

Saturday, March 17.—In the Senate, to-day, Mr. Sherman presented the memorial of Jonas Humbert, Jr., that the Legislature will award to him the merit of having first discovered and presented to the State, through the late Gov. Clinton, some useful discoveries in the construction of the Erie and Champlain Canals! After some debate by Messrs. McLean, Sherman, Tallmadge, Allen, Seward and Fuller, a motion to lay the memorial on the table was lost, eight rising in favor. It was referred to the Committee on Canals.

The bill to incorporate the Hudson and Berkshire Rail-road Company was passed, 26 ayes. A bill reducing the inspection of flour fees from one cent and a half to one cent per barrel in New-York was discussed, and the first section adopted.

In the Assembly, a bill to amend the charter of the Haerlem Rail-road Company was reported.

Bills read a third time and passed:—To amend the charter of the Troy Insurance Company; ayes 105, noes 0.

To extend the charter of the Bank of Orange County; ayes 106, noes 0.

To amend the charter of the Bank of Chenango; ayes 102, noes 2.

To incorporate the Mechanics' universal benefit society, in the city of New York; ayes 107, noes 1.

To declare the mode of proving the ordinances of the Common Council of the city of New York.

The bill to amend the charter of the Hallett's Cove Rail-way Company, was ordered to a third reading, after an amendment proposed by the speaker, requiring the canal to be 82 feet wide and 18 feet deep;

also another, limiting the time for the completion of the work to five years.

Monday, March 19

In the Senate, the following bills were read a third time and passed:

To amend the revised statutes in relation to the inspection of flour and meal.

To incorporate the Poughkeepsie Manufacturing Company, ayes 24.

To incorporate the Oswego cotton mills, ayes 24.

To amend the charter of the Jackson Marine Insurance Company of the city of New York, ayes 24.

To incorporate the Cherry Valley cotton and woolen factory, ayes 23.

To incorporate the Walden company, in Orange co., ayes 25.

To amend the act to incorporate the Buffalo and Hamburg turnpike company, ayes 25.

In the Assembly, bills were reported to incorporate the East River Fire Insurance Company.

By Mr. Milledoler, respecting inspectors and sealers of weights and measures in the city of New York. [Authorizes the appointment of an additional inspector.]

By Mr. Ostrander, to divide the Ninth Ward of the city of New York into two wards.

Bills read a third time and passed:

To incorporate the Little Falls manufacturing company.

To amend the charter of the New York and Harlem Rail-road company.

To amend the charter of the Hallett's Cove Rail-way company. [Increases the capital stock to \$150,000; for the purpose of cutting a canal through the flats at Hellgate.]

To incorporate the Warren county Rail-road company.

The committee of the whole, Mr. Babbitt in the chair, resumed the consideration of the bill to incorporate the Rail-road Bank, at Schenectady. On motion of Mr. Ely, the name of the bank was altered to that of the Schenectady bank, and the bill passed: report agreed to and the bill ordered to be engrossed.

FOREIGN INTELLIGENCE.

FROM ENGLAND.—We are indebted to Captain Robinson, of the ship *Charlemagne*, for Plymouth papers, with London dates of 16th ult., a week later than those last received.

The Reform Bill was making but slow progress in the House of Commons, and it was not expected to come to a third reading for some time. The House had divided on several clauses, but it is stated that ministers were enabled to carry all they wished with sweeping majorities. Nothing, says the *Plymouth Herald*, is yet authentically known whether any, or what number of Peers, will be made to enforce the success of the measure in the Lords. Rumors which have been lately in circulation respecting a change of Ministry, are said to be without foundation. Ireland is still represented as being in a most deplorable state. We find nothing new respecting Portugal or Belgium.

In a debate in the House of Commons on the 14th on the subject of tithes in Ireland, the Secretary for Ireland, Mr. Stanley, in reply to an observation of Mr. Croker's, said "The Rt. Hon. Gentleman says that he understands the measures of Government will not be directed against the existence of tithes. I beg distinctly to say that the measures of his Majesty's ministers will be directed to secure the maintenance of the Protestant clergy, but that they will be directed to the extinction of the system of tithes." [Loud cheers of hear.]

The Cholera Morbus has at length reached the metropolis of the British empire. It suddenly appeared in London on Saturday, the 12th of February.—Ten cases and seven deaths were announced in the space of 24 hours. "Since that time," says the *Devonport Telegraph*, "there have been 6 additional cases, but no deaths, making in all 16 cases and 7 deaths in three days, out of a population of nearly a million and a half. Its progress, therefore, is any thing but alarming, though the intelligence has, of course, greatly agitated the whole country."

From a summary kindly furnished by the Evening Post, in whose possession the papers first were, we take the following:—

The subject of the cholera was brought up in the House of Commons on Monday, the 13th February, the day after it made its appearance in London. Mr. Thompson in reply to Mr. Croker stated that cases of decided Cholera had certainly occurred, and that as the best way of preventing unnecessary alarm, the government had adopted every possible method to spread correct information on the subject, through the medium of public journals, &c. Government, he said were about to apply for a bill to increase the powers of the Privy Council, so as to enable them to take more effectual means for checking the progress of the distemper. The Chancellor of the Exchequer added that a series of papers illustrative of the character and progress of the Cholera would be shortly laid before Parliament. These papers were afterwards, on Tuesday the 14th of February, laid before both Houses and ordered to be printed.

The disease in the meantime is spreading rapidly and committing great ravages in Scotland. The deaths are on a higher proportion to the cases than in England; they are also more numerous in proportion to the population.

At Haddington, where the disease has prevailed with much severity, it is no longer confined to the poor, but several respectable individuals, in easy circumstances, have died of it; some after an illness of ten, twelve, or fifteen hours.

It has broken out at Hadwick, on the border, "so that in the east end and centre of the country, says an English paper, it is now fairly established."

The people of Edinburgh made early preparation for it. Before the disease appeared, there were three hospitals erected, capable of receiving one hundred and sixty patients, with all the necessary attendants, and a fourth is in preparation. Stations for the distribution of medicines in convenient parts of the town were established, so that the medical attendant could be immediately supplied with what was necessary. Covered litters for the conveyance of patients were provided. The city was divided into districts, under the gratuitous care of 100 medical men, with a reserve of forty or fifty to be directed to the district first attacked. The police arrangements were made most effective for the removal of vagrants, and the suppression of vagrancy—6 soup kitchens, issuing daily 5,800 qts. of soup, and 6,500 rations of bread were put in immediate requisition.

THE CHOLERA MORBUS.—London, Feb. 15.—The total number of cases reported at Rotherhithe, Limehouse, Ratcliffe highway, Lambeth and Southwark, are as follows:

| Cases | Deaths |
|-------|--------|
| 16 | 7 |

LONDON, Feb. 16.—Reports received—this day.—In London 12 new cases, 4 deaths, (viz Southwark 11, Lambeth 1.) In the north of England 39 new cases, 15 deaths.

The London Courier of February 17, announces that the Five Powers have resolved to establish a regular form of government in Greece, under a constitutional sovereign. It is added that the crown has been offered to a German Prince, who will probably accept the offer. We give below an interesting account of the meeting of the armament of Dom Pedro, at their rendezvous, Belleisle, being, with the following item, the only additional thing we observe in the papers received worthy of extracting.

PARIS, FEB. 15.—The ratification by Russia of the 24 Articles, appears now to be certain, and all the letters from St. Petersburg which have arrived within the last three days, state that the official publication of it will no longer be delayed.

THE PORTUGUESE EXPEDITION.

"Her Faithful Majesty's Ship *Reynha de Portugal*, Belle Isle, 8th Feb. 1832.—"We are now on the eve of departure from this hospitable little island, where we have received the most cordial support from the authorities, and the most flattering marks of attention from the inhabitants. The Emperor Don Pedro arrived here on the 2d, to the great joy of his expectant squadron. An order was issued by the Minister of War to the Superintendents of the various towns he passed through on his visit from Paris.

"All was expectation on the morning of the 2d, and nothing was wanting to crown the general satisfaction that reigned throughout the fleet but the arrival of the brig *William* from England, which

was hourly looked for, with a large addition to the land force, in charge of Capt. Staunton, of the land forces. In spite of the apprehensions entertained for her she was seen rounding the extremity of the bay, in the wake of our splendid schooner the *Terceira*, commanded by Mr. Wilson, who had hovered about the Island and fallen in with her that morning. Almost immediately afterwards the Superb steamer was descried, on board of which were the Emperor and his suite. She entered the bay under a royal salute from all the ships; each of which was seen with her yards manned in the true British sailor style, while tremendous cheers were ringing along the waters. It needed but a short time to place his majesty and suite on board the *Reynha de Portugal*, the name substituted for the Congress. His suite is numerous, consisting of more than sixty persons of distinction—the most notable are, the Marquesses de Loule, Palmella, Fontiera, Nilo Buposta, Calharie, Villy Real, Paraty, Alva, Tappa, le Baron Renduff, Generals Arerade, Vasconcellos, Pizarro, Xavier, Don Thomas di Mascarenhos, Juez Mascarenhos, Manuel Gonsalves di Miranda, Jose de Silva Carvalho, and others. This distinguished train is adorned likewise by the name of Lafayette, a nephew of that patriarchal warrior accompanying the Emperor.

"I mention these names to you, as I think their publicity will serve the cause both in Lisbon and London.

"Our Flag Ship, *la Reynha de Portugal*, Vice Admiral Sartorius and Captain Bertrand, as well as our next in rate, the *Donna Maria Seconda* (lately the *Asia*) are in a state of admirable discipline.—The *Perla* and *Terceira* are in like good order. We have now 1,400 British sailors, having lost but one by sickness since our arrival here. The land force, which is likewise wholly British, amounts as yet to but 600, chiefly old soldiers. Capt. Hodges commands them with the rank of Colonel. Major Williams is his second. Nothing can equal the delight with which I contemplate this little corps, which, in regard of officers and non-commissioned officers, is composed of the most zealous, enterprising, and intelligent persons. We shall receive an addition of 400 British soldiers at Terceira, where a battalion of 450 Portuguese will likewise be incorporated with it, under the orders of Col. Hodges. This latter force is officered from the first families in Portugal.

"Sunday, the 5th inst. was the day of our formal inauguration into the service of her Majesty Donna Maria. The Emperor attended Divine Service at an early hour (his own chaplain officiating) on board the *Reynha*, our service having been read by the Admiral himself. Soon afterwards an order was communicated to all the officers of the squadron to repair, without delay, on board the flag ship. On their assembling there, an imposing scene took place. The Emperor, supported by the whole of his suite, appeared on deck with uncovered head in a superb uniform, which infinitely well became his dignified and handsome person. The naval officers lined the starboard side of the *Reynha's* deck, while the latter was occupied by the offices of the land force, standing with drawn swords at open order, and the marines with presented arms in the rear of them. A royal salute was fired from each of the ships at the commencement of this interesting ceremonial, while the rigging of the *Reynha* was thickly studded with her bold British tars, all appearing in super-fine blue jackets, and Jersey shirts and trousers, the recent and personal gift of the Emperor.—When the salute was ended, the Admiral came forward to the capstan where the Emperor stood, and raising the Holy Scriptures from it, he took the oath which had previously gained the sanction of his officers, and proceeded to administer it to each of them. Col. Hodges, on the other side, similarly pledged himself, and administered the oath to the officers under his command. The Emperor then repaired to his cabin, whither all the officers of the squadron were likewise required to repair.

"*Propos*, I shall give you a copy of the oath:

"I swear fidelity and obedience to her most Faithful Majesty, Donna Maria Seconda, or the Regency acting in her name, and to the constitutional charter as given by his Majesty Don Pedro, during the time I am engaged in her Majesty's service, and where that obedience can never be required in a manner injurious to my native country."

"On assembling in the cabin the Admiral declared to the Emperor and the officers, that though their fealty was pledged, to Donna Maria, he acknowledged Don Pedro as the head of the Regency, and the Commander-in-chief of this expedition and would ever obey as such. This day was one of general rejoicing and satisfaction. The most sanguine hopes prevail as to the result of the expedition, and

there is nowhere a doubt of the purity of the Emperor's intentions, which are conveyed in his manifesto in a manner, to use his own words, 'frank, clear and loyal;' for in the reading of that masterly document in the presence of the Regency, he passed round to Mandizabel, whose upright and romantic energy, coupled with almost supernatural powers of labor, have been a pillar of strength to their expedition, and said—'Is it not frank, clear and loyal?'

"One of the most interesting events of the last few days was the presentation, by the Emperor, of a handsome stand of colors to the British battalion, commanded by Colonel Hodges. These colors were worked by the fair hands of the young Queen.

"A corps of Poles and French (1,000 strong) will be added to the expedition; and, to complete our little armament, a British officer of the highest character, and well known in the British army for his professional character and enterprise, will be attached to the person of the Emperor, as his chief adviser, acting under that guide as commander-in-chief, though not ostentatiously so, lest such nominal appointment should give umbrage to the Portuguese Generals, who are most tenacious on this point.

The most humane and liberal arrangements are made by the particular desire of the Emperor, to provide for the relatives of those who fall, and for pensions according to the regulation of the British service, for those who are maimed.

"The squadron will certainly leave Belle Isle tomorrow."

MARCH OF MACHINERY AND OF MIND.—From the Mercantile Advertiser of this morning, we learn that

"Steamboats now run between Canton and Peking.

A Canton paper contains an advertisement of the steamer *King-fa*, to leave on the following day.—

"She carries cows, a surgeon, band of music, and has rooms elegantly fitted up for cards, and opium smoking."

"An application for a new theatre at Whampoa, has been refused, for the reason that there are already five theatres in that city, which are quite enough for its population, which does not exceed 350,000."

SUMMARY.

On Monday, Mr. Cambreleng, Chairman of the Committee of Commerce, introduced a bill into the House of Representatives making an appropriation—amount not stated—for a Custom House in the city of New York.

On the same day, Mr. Archer, Chairman of the Committee of Foreign Affairs, gave notice that on Thursday, (to-day,) he should move for the consideration of a bill to carry into effect the treaty with France.

THE SUPREME COURT OF THE U. STATES finished its session on Saturday last, and the Judges have departed on their respective circuits. It is with unalloyed satisfaction we see it stated, that the venerable Chief Justice was in good health, and able to take his accustomed exercise.

We perceive by the Southern papers that the last number of the Southern Review has been issued.—It has survived four years, and after struggling in vain to obtain adequate patronage, has ceased to exist.

The Albany Daily Advertiser of Tuesday has the following paragraphs as to the state of the river:—

There is little prospect of a boat reaching this city for some days. The ice at Kinderhook is very strong and sleighs can easily pass across the river.

The Ferry.—It was with exceeding difficulty, that boats could cross our ferry yesterday. The mails and passengers were detained for many hours.

We find the following paragraph in the Philadelphia Gazette of last evening. We have not received any Mobile papers to-day:

Mutiny.—It is stated on good authority, in the Mobile Register, of the 3d instant, that a mutiny had occurred on board the schooner *Topas*, Captain Rider, of Bangor, (Me.) on her passage from Mattamoras to Galveston, in which Captain Rider and his mate were killed. The affair was a bloody one, and the crew have been put in irons.

THE FLOOD IN THE MOHAWK, NORTH RIVER AND CONTIGUOUS STREAMS.—The truly melancholy details which we subjoin, of the disasters by this unprecedented flood, are so long, as, with the other matter already in type, to preclude all comments.

[From the *Schenectady Whig*, Tuesday 13th, 10 A.M.]

GREAT FLOOD IN THE MOHAWK.—Our city has just been visited with a flood which has caused much pecuniary damage to some of our citizens, and the loss of some lives. The waters of the Mohawk, in consequence of the late thaws, had been rising gradually, for a day or two, previous to last evening. It began then, however, to rise more rapidly, and by midnight had attained such a height as to overflow that portion of the city situated on the flat. As great masses of ice had lodged against the bridge, and accumulated in the channel, at, and for some miles above, the city, the water was raised above the banks of the canal, three or four miles up the river, and a large volume of it thrown back upon the flats beyond, so as completely to inundate them. There were thus, for some miles above this city, two channels formed, through which the waters of the river flowed in nearly equal quantities. It was that part of the waters flowing back of the canal, which has produced the disastrous results. As the course of these waters back of the canal was arrested at the city, they poured, in great quantities through the culverts and over the banks of the canal upon the lower part of the city.

The lives that were lost, were those of two children belonging to Mr. V. Goff. Mr. Goff lived in a small tenement, situated in a lane that leads out of Water street. We understand that the water came so suddenly upon him, that the house was torn down and two of his children carried off, before he had time to rescue them. The poor man did not save a single article of clothing or furniture, excepting what himself, his wife, and the two children saved, had on.

As a very strong current ran between the main part of the city and that portion which was overflowed, great difficulty was experienced in bringing off the families which were in jeopardy. But through the praiseworthy efforts of several spirited individuals, who made extraordinary exertions to effect this object, they were all brought safely off, we believe, with the exception of the two who were drowned, as above stated.

Of the damage which has been done to property, we have heard no estimate, but it must be great. Five or six dwelling houses, a carrying shop, and several barns, &c., have been thrown down or carried off. A part of the embankment of the Saratoga and Schenectady Railroad is washed away. The canal banks must have sustained great damage from the action of the water. Several boats were taken out of the canal, and either carried down the river or lodged among the ice and floating buildings.

The time the flood was at its height, and when the greatest damage was done, was between one and four o'clock this morning; which of course, as the inhabitants were principally in their beds, was an unfavorable time to meet the calamity. But the Mayor and other public spirited citizens were promptly on the spot, and it is probable that the efficient and timely aid afforded by them, was the means of saving several lives.

Half past 12 p. m.—The water is still rising, and the banks of the canal, on the south of the city, are continually wearing away. If the canal should further yield, to any considerable extent, in that direction, a much greater destruction of property must ensue in the lower part of the city, as many more of the buildings in that part, must be swept away. Great destruction of property has taken place, we understand on the flats above this city from the drowning of live stock, &c. The bridge at this place stands, though we should consider it in great danger of being swept away, were it not so strongly built.

In addition to the above, we are informed says the Albany Daily Advertiser, that two small bridges, between Schenectady and Amsterdam are taken off, and that the bridge over the Mohawk at the latter place is impassable for carriages.

Further Damages by the Flood.—The Green Co. Advertiser, published at Coxsack, states that the ice broke up opposite that place on the morning of the 13th. It commenced moving at 1 P. M. and in three hours had nearly disappeared, although on that very morning foot passengers had crossed over in safety.

Coeymans.—The breaking up of the ice in the Hudson, on Tuesday, swept off almost every building on the wharves at Coeymans, several of which contained large quantities of wheat and other grain. The storehouse on the dock of N. Stephens is near

ly destroyed together with a considerable quantity of grain; about one half of the store is carried away, and a schooner was driven into and through the part left standing, where she remains. Another storehouse with a quantity of hay in bundles was swept off; and two or three vessels sunk.

Pops-Knee Island.—Much injury was done on this island, which is situated four miles below Albany. A dwelling-house, together with three barns, and a hop house from an extensive plantation, were carried away. Four horses were killed by the falling of a barn in which they were. All the fences were destroyed. Twelve thousand hop poles were taken off. The loss is over \$4000. The family who lived in the house went out on the night before. They lost all their furniture, together with a cow. Mr. Aiken, on the same island, lost his barn, hay-press and a large quantity of hay. A great portion of the land is overflowed, and two new bridges erected the last season over Walkill, have been carried away. Other bridges also have been much weakened and threatened with destruction. In addition to the above, says the Albany paper, we are informed that the bridge across the Rosendale, at Snyder's, has been carried away.

Serious damage it also appears has been done to the Delaware and Hudson Canal, by the floods in the Rondout. The following we learn to be the actual state of things, from the Ulster Plebeian of the 14th.

The sudden thawing of the great body of snow which had been collecting the past winter, together with a considerable quantity of rain, raised the Rondout to a great height. Fears were entertained on Monday, that the stream would find its way through the embankment of the Delaware and Hudson Canal. On the night of that day, about eleven o'clock, the fears of the inhabitants were too fully realized. A small breach was at first made. A number of hands, actively engaged, could not again confine the water—and in a short time the whole body of water tore away the embankment, and rushed impetuously along, deluging the village of Eddyville. A new channel has thus been formed for the Rondout, the closing of which, if accomplished at all, must be done with great expense. To calculate the amount of loss is out of the question. Suffice it to say, that in addition to the damage sustained by the Canal Company, which is very great, injuries not inconsiderable have also been occasioned to a great portion of the inhabitants of Eddyville, who were driven hastily, at a late hour of the night, from their habitations, leaving their furniture and other effects exposed to destruction by the merciless element.

Eddyville is now an island. The Rondout, which before ran along the south side of that village, by the new channel has also obtained a passage on the north side. And the new channel appears as natural and as likely to retain the water as the old. Indeed, many are of opinion that the water will be withdrawn from its old course. Should that be the case, the damage will be greatly increased, as a cotton factory, an oil mill, and a saw mill, will be left without water.

It is expected that the repairs of the Delaware and Hudson Canal cannot be completed short of three or four months—perhaps longer. Independent of all other injuries, this long suspension of operations will be seriously felt by the inhabitants of a large portion of country, as well as the company.

A few minor particulars will not, perhaps, be uninteresting. A Mr. Howland, in attempting to cross to some point, the boat upset, and he sank; he however retained the rope, succeeded in mounting the skiff, and was carried rapidly down—destruction seeming inevitable. Passing a tree, however, he reached a limb, to which he hung until assistance was rendered him from the shore. He afterwards claimed the honor of exploring the new channel.

Since the above was in type, we have received the annexed statement from the President of the Delaware and Hudson Canal Co., and have seen a letter from Rondout of Thursday, entirely corroborating the President's statement. It will we are sure be gratifying to all interested in the welfare of this enterprising company to find, that they have not suffered such loss as was at first apprehended.

OFFICE OF THE DEL. AND HUD. CANAL CO. }

NEW YORK, MARCH 17, 1832.

Erroneous estimates having been made and published as to the extent of the injury done to the works of this company at Eddyville by the recent flood, I deem it proper to state for the information

of the stockholders, that we have accurate accounts of the damage, and it is much less than was anticipated. A breach in the embankment of the Canal had been made at that point, which it was apprehended might endanger the guard lock. This however remains uninjured; and the engineer who superintended the construction of the works at this point, offers to repair the injury done by the flood for \$5000. The whole cost of constructing the levee in which the breach occurred was \$12,000. The probable extent of the injury is from \$2000 to 4000, and it will not delay the opening of the canal beyond the usual time.

JOHN WURTS, President.

The following is the account of the destruction of the Light-house at Kinderhook, from the paper published at that place:—

Melancholy Occurrence.—On Tuesday last, about 12 o'clock, M. the ice in the Hudson river at Stuyvesant Landing, began to give way. The river had at that time risen to an unusual height, the water being twelve feet of above low water mark, covering the docks to the depth of four feet, and making an entrance into most of the store-houses on the wharfs. These buildings were uninjured. The ice continued to move for about two hours, and apparently in one solid mass several miles in extent. During this interval a most distressing scene was witnessed at the upper Light-house, situate a mile and a half above the landing. This was a stone building, 20 feet by 34, and two stories high, with a mole surrounding it four feet in height. The water had risen to the top of the mole before the ice began to move, which rendered the situation of the inmates truly alarming. Soon the immense field of ice above was seen to swing from its moorings, and coming down with irresistible force, struck the Light-house, which in a moment was made a heap of ruins.

The following letter contains a very moving account of the accident:—

STUYVESANT LANDING, Tuesday evening, March 13th, 1832.—To the Editor of the Kinderhook Sentinel:—Sir, I am about to record one of the most afflicting and singular Providences I ever witnessed. The Hudson river had been rising for more than 24 hours when the ice began to give way. It was thought that the light house, standing about a mile above the landing, was in danger of being injured by the large bodies of ice which were floating down the river. About 12 o'clock to-day, two gentlemen with great difficulty made the light house in a small boat, as it was now standing in, and entirely surrounded by water. They advised Mr. Whitbeck, the occupant of the house, to leave it together with his family, immediately. They accordingly made preparations to do so, by removing their furniture into the upper story, and making a comfortable disposition of their cows and other stock. When nearly ready to leave their threatened home, suddenly and with terrible violence, the ice came rushing upon the house—they were startled by one awful and tremendous crash, and in less than a minute the whole two story stone edifice was a mingled heap of ruins. The family, consisting of ten persons, with the exception of one, were in the building when it fell. Four of them disappeared, and were either buried beneath the ruins, or swept off by the impetuous flood. Two daughters of Mr. Whitbeck—one aged 15 and the other 13, and two of his grandsons, one 14 and the other two—were the unfortunate victims of this dire catastrophe. By the timely assistance afforded by the two gentlemen above alluded to, who were near in a boat, six persons out of ten were saved. The survivors were badly bruised, and on reaching the shore, so chilled and exhausted, that they were unable to walk. They were taken to a house near by, and made as comfortable as circumstances would admit.

I am informed that it is not expected Mrs. Witbeck will recover, and that the recovery of the other members of the family is considered very doubtful. I have seen and conversed with Mr. W. this evening. He was as comfortable as I expected to find him, but he was a "man of sorrows, and afflicted with grief." My heart moved within me when I saw the man and heard him speak. His eyes were suffused with tears when he spoke of the calamity which had bereft him of his dear children. The sympathies of all the by-standers were so excited in his behalf that they wept. But I could endure it no longer when he raised his streaming eyes towards heaven, and cried in the agony of his heart—and bitterness of his soul—"Oh my children! my children! where are they?"

This family is now left in a destitute condition, to share the lot of the suffering and of the poor.

Yours, JOHN ALLEN.

The change in the weather has it appears closed the

LIST OF PREMIUMS OF THE N. Y. HORTICULTURAL SOCIETY, FOR THE YEAR 1832.

FLOWERS.—For the best six Hyacinths, \$2; do. six Pinks, 2; do. six Carnations, 2; do. six Dahlias, 2; do. twelve Tulips, 2; do. twelve Garden Roses, 2; do. Polianthus, 2; do. Auriculas, 2; for the best and greatest variety of other Flowering Shrubs, 2; for the best and greatest variety of Perennial Flowers, 2; for the best new sort of Geraniums, 2; for the first best variety of seedling Camellias, 3; do. second best do. do. 2.

FRUIT.—Strawberries, for one pint of the best, \$2; do. do. (new variety), 2; Raspberries, do. do. 2; Red Currants, do. do. 2; White do. do. 2; Cherries, for the best two dozen, (new sort), 2; Gooseberries, for the best twelve, 2; Apricots, do. six, 2; Peas, do. six, (new sort), 2; Plums, do. six, 2; Plums, for the best, 2; (new variety), 2; Early Peaches, do., freestone, 2; Late do. do., 2; Nectarines, do. do., 2; do. do., clingstones, 2; for the best bunches of white Grapes, raised under glass, 2; do. black, do. 2; do. of white, raised in open air, 2; do. of black, do. 2; do. of any other colored Grapes, 2; do. pair of green seeded Melons, 2.

VEGETABLES.—Cauliflowers, for the best two heads early, \$2; do. do. late, 2; Cape Broccoli, do. heads, 2; Lettuce, do. do. 2; Cabbages, do. early, 2; for the earliest 2 quart in pot of early Peas, 2; do. do. of Lima Beans, 2; do. do. of Bush Beans, 2; for early frame Cucumbers, 2; for the best Celery, 2; do. early Carrots, 2; do. do. Beets, 2; do. Forced Potatoes, 2; do. Blanched Rhubarb, 2; do. Sea Kale, 2.

Additional premiums will be awarded, at the discretion of the Inspecting Committee, for such vegetables, fruit or flowers which may be exhibited, and which may be judged by that body worthy of a premium, whether they be produced by a Member of the Society or otherwise.—New-York, March 31, 1832.

Published by order of the Society,

THOMAS T. DEVAN, Rec. Sec'y.

PASSENGERS:

In the ship Henri IV. sailed for Havre—Messrs. Wm. Johnston and L. Smith and child.

In the ship Silvanus Jenkins, from Liverpool.—Messrs. Mary Gould, Sarah Carter, Duncan M. Thompson, Eliza Thompson; John H. Insley, Anthony Slater, Thos. Bates, Charles Fletcher, Mathew Carewell, Albert Schumacher, John T. Pang, Wm. Brown, John Warren, David Barker, and 23 in the steerage.

Per ship Charlemagne, from Havre:—E. Dumazeau, Esq. of France, and 67 in the steerage.

Per ship France, from Havre:—J. F. Rattenburg, F. Smith, M. Reja, F. Mortier, F. Hourdequin, M. A. Hervy, C. H. Seneville, F. Rambault, M. Mortier.

Per ship Plato, from Leghorn:—Don Pietro Bonaparte, Prince of Canans, and servant, and C. F. Faulae, of Baltimore.

Per ship Emperor, from Savannah:—Capt. Paine, Mr. Hope, and Faber.

Per ship Wm. Drayton, from Charleston:—J. Napier and lady, E. Crocker, J. S. Jones, G. D. Blake, A. Gilchrist, J. Britton, S. P. Hyde, S. Beman, A. Mitchell, J. Edgar, W. B. Harwood, C. S. Knight, C. Lambert, and 3 in the steerage.

Per brig Texas, from Brasoria:—Messrs. R. Gaston, J. Pasqual, J. Smith, J. F. Seranton, and 11 Copman.

Per brig Chipola, from Apalachicola:—Mrs. Lodyani, and 1 Williams.

Per schr. Star, from Charleston:—Mr. Carman and lady, J. Henderson and lady, Messrs. Haigist, Ernest, and Upson.

In the brig Neptune, from Havana:—Capt. Davis of ship Lavinia, cast away on 16th Feb. on the Callarades; Rufus P. Cowling, 3 Charters, F. Glenn, T. Flindt, Col. S. Tate, bearer of despatches to the U. S. Government, S. M. Cracker, and one lady, all the passengers by the L.

In the ship Saluda, from Charleston:—Mrs. Marquand and daughter, Mrs. Giffert, Miss Jennings, Dr. Davis, F. P. Smith, Messrs. Jones, Fickels, Hart, Murray, and 6 in the steerage.

MARRIAGES.

MARRIED.—On Friday evening, Feb. 16, by the Rev. Dr. Wainwright, Mr. Henry Wreake, to Miss E. M. Fitzwilliam. On Wednesday evening, the 21st inst. by the Rev. Spencer H. Cone, Mr. Gabriel W. Cobb, to Miss Eliza Ann, daughter of R. Fogg, all of this city.

DEATHS.

DIED.—On Sunday morning, 19th inst. after a lingering and painful illness of consumption, *Miguel Kip*, aged 53 years, relict of the late James S. Kip, Esq. of Ulrica. On Monday morning, 19th inst. of scarlet fever, *Ann M. Lane Gerard*, only daughter of Robert L. Gerard, aged 6 years and 7 days.

On Monday morning, 19th inst. *Natalie*, only daughter of Rufus Prime, aged 12 months.

On Wednesday, March 7th, *Charlotte W.*, wife of Dr. Jeremiah Van Rensselaer, and daughter of the late Wm. Foster, Esq. of Boston.

On Wednesday afternoon, March 7th, after a short and severe illness, *Edwin Chesterman*, in the 31st year of his age.

On Wednesday evening, March 7th, after a long and painful illness, *Mrs. Ann Maria Ames*, in the 33d year of her age, wife of Mr. Charles Ames.

On Thursday evening, March 15th, after a long and painful illness, which she bore with Christian fortitude and patience, *Miss Jane Ann Wessells*, eldest daughter of the late John Wessells, in the 29th year of her age.

On Thursday, March 15th, in the 81st year of his age, Capt. *Christopher Prince*.

On Thursday evening, March 15th, of consumption, Mr. *John C. Bogardus*, aged 69 years.

Saturday morning, March 17th; *Eliza Ann*, daughter of Samuel and Rachel Jones.

On Friday morning, March 9th, Mr. *Nicholas Bogert*, in the 56th year of his age.

After a lingering illness on the evening of the 15th inst. *Charlotte McDonald*.

On Tuesday evening, March 20th, after a short illness, *Eleazar M.* oldest daughter of Thomas C. Doremus, aged 9 years and 6 months.

At Hempstead, on Wednesday evening, the Rev. *Seth Hart*, aged 70 years.

At his residence, near Sands' Point, L. I., on Tuesday morning, the 22d inst., Capt. *William Sands*, in the 66th year of his age.

On Monday morning, Feb. 19, at Lawrenceville, N. J., *Frank*

Elizabeth, aged 11 years, youngest daughter of Eli Hart, of this city.

In Philadelphia, March 2d, Mrs. *Hewietta Chauncey*, wife of Elihu Chauncey, Esq. and daughter of the late John Toackle, Esq. formerly of Accomac county, Virginia.

At Stamford, on the 23d ult. Mrs. *Ann Thompson*, widow of John Thompson, a native of Scotland, aged 101 years. She had resided in this State 57 years, and was one of the first inhabitants of this County. Her habits were uniformly those of industry, frugality and temperance. She enjoyed the use of her senses and mental faculties in a remarkable degree, and was able to walk about the house until the day before her decease. [Delaware Republican, of Feb. 29.]

On board of the ship *Fanthea*, on the 30th of January, 1831, on her voyage to Canton, *William Skew*, only son of the late William S. Skew, of this city.

Recently, in England, Mr. *Tuiddy*, of Snailwell, Newmarket, at the extraordinary age (within a few months) of 110 years! leaving her youngest child now 84 years old.

On the 25th of January, while dining with their Majesties at the Pavilion, at Brighton, Charles Greenwood, Esq. of the firm of Cox & Greenwood, the army agents, and bankers, London. Mr. G. suddenly placed his hand on his forehead, exclaimed "Oh my head!" when Sir Herbert Taylor jumped up to assist him, and the unfortunate gentleman fell dead into his arms.

At Paris, on the 27th January, after a short illness, *Susan Emily Broten*, aged 10 years, third daughter of the Hon. Patrick Brown, of New Providence, Bahama Islands.

At Rome, on the 18th January last, *Edward Abel*, of this city in the 26th year of his age.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 122 persons during the week ending on Saturday last, viz.—30 men, 24 women, 34 boys, and 34 girls.—Of whom 30 were of the age of 1 year and under, 10 between 1 and 2, 19 between 2 and 5, 6 between 5 and 10, 10 between 10 and 20, 15 between 20 and 30, 14 between 30 and 40, 5 between 40 and 50, 4 between 50 and 60, 3 between 60 and 70, 5 between 70 and 80, 1 between 80 and 90, and 1 between 90 and 100. *Diseases*—Apoplexy 2, burned or scalded 2, cancer 1, cholera 1, colic 1, consumption 25, convulsions 10, diarrhoea 6, dropsy 2, dropsy in the chest 1, dropsy in the head 7, drowned 1, erysipelas 1, fever bilious 1, fever scarlet 4, fever typhus 1, hives or croup 2, inflammation of the bowels 3, inflammation of the brain 1, inflammation of the chest 3, inflammation of the liver 1, interperia 1, marasmus 4, measles 13, old age 2, peripneumony 7, pleurisy 1, schirrus of the liver 1, scrofula or king's evil 2, small pox 4, sore throat 1, spina bifida 1, stillborn 7, unknown 3, whooping cough 1.

ABRAHAM D. STEPHENS, City Inspector.

METEOROLOGICAL RECORD.

NATCHEZ, MISS. FEBRUARY 24.

In our last notice of the weather we spoke of the intense cold. Since then, if we have had any cause of complaint, it has not been for the want of caloric. Fires quenched, windows up, and doors open, have been the order of the day. Our fruit trees have put forth their blossoms—the green leaves are throwing off the vesture in which dame Nature has so kindly nursed their infancy—our fields, also, are putting on a dress more in union with the existing temperature and the approaching spring. In fact, for the last month, we have enjoyed summer weather. We wrote the above when the thermometer stood at 79 and intended it for last week's paper; but what was truth last week is false this. It will be perceived by the following extract from the meteorological Table of Henry Tooley, Esq. that we had, on Monday morning last, a little more snow.

| | | 5 A. M. 4 P. M. | |
|---------|---------------------------------------|-----------------|----|
| Jan. 25 | Clear, N. E. | 63 | 29 |
| 27 | Hazy, N. E.—E. clear | 23 | 40 |
| 28 | Cloudy, E.—rainy all day, S. E. | 33 | 49 |
| 29 | Cloudy, N.—clears away N. | 38 | 54 |
| 30 | Clear east—hazy S. E. | 35 | 58 |
| 31 | Cloudy S. E. | 50 | 68 |
| Feb. 1 | Cloudy, windy S. E. | 60 | 67 |
| 2 | Cloudy S. E., flying clouds, calm | 65 | 80 |
| 3 | Cloudy S. | 66 | 74 |
| 4 | Cloudy S., rain N. | 67 | 76 |
| 5 | Rain N. clears away N. N. E., cloudy | 60 | 64 |
| 6 | Cloudy E.—clears away S. | 59 | 74 |
| 7 | Cloud S.—flying clouds | 64 | 78 |
| 8 | Cloudy S. | 67 | 77 |
| 9 | Cloudy S.—flying clouds | 63 | 81 |
| 10 | Cloudy S.—flying clouds | 68 | 76 |
| 11 | Cloudy S.—windy, flying clouds, windy | 64 | 77 |
| 12 | Cloudy S.—windy N. E., windy | 68 | 62 |
| 13 | Rain N. E.—E. rain | 50 | 55 |
| 14 | Cloudy, S.—misty, clears away | 60 | 76 |
| 15 | Cloudy, S. flying clouds, heavy rains | 69 | 79 |
| 16 | Cloudy, N. E. clears away N. E. | 64 | 70 |
| 17 | Cloudy, foggy, N. E.—E. N. | 62 | 72 |
| 18 | Cloudy, foggy, S. E.—cloudy | 62 | 78 |
| 19 | Cloudy, S. foggy W. rain N. rain | 69 | 60 |
| 20 | Snow N. W. windy N. gale, clear | 34 | 43 |
| 21 | Clear, N. E. | 36 | 52 |
| 22 | Clear, E. breeze, S. E. | 36 | 63 |

The weather has been growing colder and colder since yesterday morning, and now the Earth is covered with half hail, half snow, and it is still snowing, hailing or raining, we can hardly tell which.

MONTREAL.

| | | Thermometer. | | Barometer. | | Remarks. | |
|---------|------|--------------|---------|------------|---------|----------|---------|
| | | 7 A. M. | 1 P. M. | 7 A. M. | 1 P. M. | 7 A. M. | 1 P. M. |
| March 3 | 33 x | 46 x | 29.98 | 30.03 | Fair | Fair | |
| 4 | 10 x | 47 x | 30.17 | 30.14 | Fair | Fair | |
| 5 | 33 x | 45 x | 29.94 | 29.83 | Snow | Snow | |
| 6 | 32 x | 47 x | 29.64 | 29.75 | Fair | Fair | |
| 7 | 14 x | 26 x | 29.33 | 29.94 | Fair | Fair | |
| 8 | 11 x | 32 x | 30.04 | 30.17 | Fair | Fair | |
| 9 | 32 x | 48 x | 30.00 | 30.06 | Fair | Rain | |

Latest dates from London.....February 17

Latest dates from Liverpool, direct.....February 8

Latest dates from Paris.....February 13

Latest dates from Havre, direct.....February 11

POST-OFFICE REGULATIONS.

| | | Arrives— | | Closes— | |
|--------------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| | | 6 o'clock A. M. | 5 o'clock P. M. | 3 o'clock A. M. | 5 o'clock P. M. |
| Northern Mail..... | 6 o'clock A. M. | 3 o'clock P. M. | 5 o'clock A. M. | 5 o'clock P. M. | |
| Eastern Mail..... | 6 o'clock A. M. | 2 o'clock P. M. | 5 o'clock A. M. | 5 o'clock P. M. | |
| Southern Mail..... | 6 o'clock A. M. | 2 o'clock P. M. | 5 o'clock A. M. | 5 o'clock P. M. | |

BANK NOTE TABLE.

| | | | | | | | | |
|---------------------------|--|--|----------------------|--|--|------------------------|--|--|
| U. S. Branch..... | | | MAINE. | | | Augusta..... | | |
| Thomaston..... | | | Cumberland..... | | | Gardiner..... | | |
| Vassalborough..... | | | Carr..... | | | Kennebunk..... | | |
| Canal..... | | | Merchants..... | | | Manufacturers..... | | |
| Portland..... | | | Union..... | | | Wint..... | | |
| Bangor..... | | | Waterville..... | | | Bathrop.....no sale | | |
| South Berwick..... | | | Saco..... | | | | | |
| | | | Lincoln..... | | | | | |
| U. S. Branch..... | | | NEW-HAMPSHIRE. | | | Claremont..... | | |
| Cheshire..... | | | Rockingham..... | | | Grafton..... | | |
| Concord..... | | | Portsmouth..... | | | Merrimack Co..... | | |
| Exeter..... | | | Farmers..... | | | Merrimack..... | | |
| New-Hampshire do | | | Piscataqua..... | | | Commercial..... | | |
| N. H.—Straford do | | | Dover..... | | | Connecticut river do | | |
| | | | Winthrop..... | | | | | |
| U. S. Branch..... | | | MASSACHUSETTS. | | | Bank of Norfolk..... | | |
| Boston City B'ks..... | | | Plymouth..... | | | Cambridge..... | | |
| Agricultural..... | | | Pawtucket..... | | | Andover..... | | |
| Beverly..... | | | Salem..... | | | Falmouth..... | | |
| Bedford Com'l..... | | | Springfield..... | | | Merrimack..... | | |
| Commercial..... | | | Taunton..... | | | Lynn Mechanics..... | | |
| Dorham..... | | | Worcester..... | | | Merch'ts Salem..... | | |
| GloUCESTER..... | | | Blackstone..... | | | do N. Bedford..... | | |
| Hampshire..... | | | Fall River..... | | | Bunker Hill..... | | |
| Franklin..... | | | Exchange..... | | | Atlantic..... | | |
| Sunderland..... | | | Danvers..... | | | Franklin..... | | |
| Hampden..... | | | Asiatic..... | | | Lowell..... | | |
| Mechanics..... | | | Mendon..... | | | Brighton..... | | |
| Marblehead..... | | | Oxford..... | | | Central..... | | |
| Newburyport..... | | | Milbury..... | | | Greenfield..... | | |
| Phoenix..... | | | Housatonic..... | | | Sutton..... | | |
| Pacific..... | | | Hamp. Manufacts..... | | | Essex.....broke | | |
| Manu. & Mech. do | | | Barnstable..... | | | Farmers.....broke | | |
| | | | Leicester..... | | | | | |
| U. S. Branch..... | | | RHODE-ISLAND. | | | North Kingston..... | | |
| Providence..... | | | Village Bank..... | | | Mount Hope..... | | |
| Union..... | | | Smithfield Lime..... | | | Pawtuxet..... | | |
| Exchange..... | | | Rock..... | | | Phenix..... | | |
| Mechanics..... | | | Newport Bank..... | | | Washington..... | | |
| Globe..... | | | Roger Williams..... | | | R. I. Central..... | | |
| Manufacturers..... | | | Scituate..... | | | Warren..... | | |
| R. Island Union..... | | | Kent..... | | | Warwick..... | | |
| Rhode Island..... | | | Eagle, Bristol..... | | | R. I. Agricult'l..... | | |
| Merchants' P.ovi- | | | Do Providence..... | | | Cumberland..... | | |
| dence..... | | | Mount Vernon..... | | | N. E. Pacific..... | | |
| Do Newport..... | | | Craighton..... | | | Smithfield Union..... | | |
| N. E. Commercial do | | | Bank of Bristol..... | | | High Street..... | | |
| Burrillville..... | | | Commercial..... | | | Woonsocket Falls..... | | |
| Burrillville Agric. | | | Freemans..... | | | Mech. & Manufs. do | | |
| and Manuf. do | | | Franklin..... | | | Centerville..... | | |
| Smithfield Exch. do | | | Landholders..... | | | Far. & Me.....broke | | |
| | | | Narragansett..... | | | | | |
| U. S. Branch..... | | | CONNECTICUT. | | | Union..... | | |
| Norwich..... | | | Hartford..... | | | New Haven..... | | |
| Bridgeport..... | | | Phenix..... | | | Thames..... | | |
| Fairfield County do | | | Middletown..... | | | Windham Co..... | | |
| do Branch do | | | Mechanics..... | | | Stonington..... | | |
| | | | New London..... | | | | | |
| Brattleborough..... | | | VERMONT. | | | Orange County..... | | |
| Montpelier..... | | | St. Albans..... | | | Burlington..... | | |
| Rutland..... | | | Windsor..... | | | | | |
| Bank of Caledonia do | | | Vergennes..... | | | | | |
| | | | Bennington..... | | | | | |
| U. S. Branch..... | | | NEW-YORK. | | | Central Bank..... | | |
| City Bank..... | | | State Bank..... | | | Jenerson County..... | | |
| Long Island Bk. do | | | Commercial..... | | | Geneva..... | | |
| Dutchess Co. do | | | Bank of Troy..... | | | Chenango..... | | |
| Lansingburg do | | | Farmers', \$50. do | | | Michigan..... | | |
| Poughkeepsie do | | | Mohawk..... | | | Bk Columbia broke | | |
| Catskill..... | | | Ulrich..... | | | Middle District..... | | |
| Newburgh..... | | | Do Branch..... | | | Franklin Bank..... | | |
| Do Branch..... | | | Ontario..... | | | Wash & Warren..... | | |
| Mech. & Farmers..... | | | Do Branch..... | | | | | |
| Bank of Albany..... | | | Aburn..... | | | | | |
| | | | Rochester..... | | | | | |
| State Bk. Newark..... | | | NEW-JERSEY. | | | Commercial..... | | |
| Do Morris town..... | | | Morris Canal..... | | | Cumberland..... | | |
| Do Elizabeth..... | | | Trenton B. Co. do | | | Salem B. Co..... | | |
| Do Camden..... | | | Orange..... | | | Paterson..... | | |
| Do Brunswick..... | | | Washington..... | | | Monmouth.....broke | | |
| Newark B. Co. do | | | People's..... | | | N. J. Manuf. Co. do | | |
| Farm. & Mech. do | | | Sussex..... | | | | | |
| at Rahway..... | | | Farmers..... | | | | | |
| | | | Bk Brunswick do | | | | | |
| U. S. Bank..... | | | PENNSYLVANIA. | | | Gettysburgh..... | | |
| Philadel. Banks..... | | | Montgomery co. do | | | Carlisle..... | | |
| Harrisburg..... | | | Columbia Br. Co. do | | | Milners..... | | |
| N. Hampton..... | | | Chester county do | | | Pittsburg..... | | |
| Farmers Reading..... | | | Lancaster..... | | | Chambersburg..... | | |
| Do Lancaster..... | | | German town..... | | | Erie..... | | |
| Do Bucks co. do | | | Delaware county do | | | Monongahela..... | | |
| Easton..... | | | Penn Township do | | | | | |
| | | | York..... | | | | | |
| Farmers..... | | | DELAWARE. | | | Smyrna..... | | |
| Do Branches..... | | | Wilm & Brand..... | | | Commercial..... | | |
| | | | Delaware..... | | | | | |
| U. S. Branch..... | | | MARYLAND. | | | Hagerstown..... | | |
| Baltimore Bks..... | | | Bank Maryland..... | | | Susqueh Bridge..... | | |
| Farmers..... | | | Frederick co. do | | | Elkton.....broke | | |
| Do Branches..... | | | Westminster..... | | | Planters..... | | |
| | | | Farmers & Mech. do | | | | | |
| Patriotic..... | | | DISTRICT COLUMBIA. | | | Mech. Georgetown..... | | |
| Metropolis..... | | | Alexandria..... | | | Do Alexandria..... | | |
| Washington..... | | | Potomac..... | | | Farmers & Mech. do | | |
| | | | Union..... | | | | | |
| U. S. Branch..... | | | VIRGINIA. | | | Virg. & Brnches..... | | |
| Vally, & Branch..... | | | Farmers..... | | | Northwestern..... | | |
| | | | Do Branches..... | | | | | |
| State, & Branches..... | | | NORTH CAROLINA. | | | C. Fear, & Branch..... | | |
| | | | Newbern & Brnch..... | | | | | |
| U. S. Branch..... | | | SOUTH CAROLINA. | | | State Bank..... | | |
| Plant. & Mech..... | | | Union..... | | | State Bank S. C. do | | |
| | | | South Carolina..... | | | | | |
| U. S. Branch..... | | | GEORGIA. | | | Macon..... | | |
| Planters..... | | | State B. & Br'n..... | | | Augusta In. & Bk. do | | |
| Marine & Fireins. do | | | Augusta..... | | | Darien..... | | |
| | | | Merch. & Planter do | | | | | |
| U. S. Branch..... | | | ALABAMA. | | | Tombecke..... | | |
| | | | Mobile 5—State..... | | | MISSISSIPPI. | | |
| State of Mississippi..... | | | | | | | | |
| | | | OHIO. | | | Marietta..... | | |
| U. S. Branch..... | | | Marietta..... | | | Farmers & Mech. do | | |
| Chillicothe..... | | | Lancaster..... | | | Belmont..... | | |
| Western Reserve do | | | Mount Pleasant..... | | | Commercial..... | | |
| Franklin..... | | | Farmers..... | | | Steuenville.....broke | | |
| U. S. Branch..... | | | LOUISIANA. | | | Louisiana..... | | |
| | | | State 3—Orleans..... | | | | | |

A M E R I C A N



RAIL-ROAD JOURNAL.

OFFICE, 35 WALL-STREET.

NEW-YORK, MARCH 31, 1832.

VOLUME I...NO. 14.

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AMERICAN RAIL-ROAD JOURNAL.

NEW-YORK, MARCH 31, 1832.

We have received, and shall publish in our next, a communication from the President, accompanied by a report from the Chief Engineer, of the Baltimore and Ohio Rail-road Company, to the Maryland Legislature, of the survey of a route for a Rail-road from the Baltimore and Ohio Rail-road, at some point within eight miles of Baltimore, to Washington City, or to the boundary of the District of Columbia. This is another link in the great chain, which we hope to see in the form of a Rail-road passing through the Atlantic States, from Portland to New Orleans,—uniting them, as it will, by a free intercourse, more firmly in the bonds of friendship and good will than by any other system of legislation that can be adopted.

The present is a period when, if it has not already been done, the suggestion of a correspondent of this Journal, "Uniformity of Rail-way Tracks," should be observed. This, however, is a subject of too much importance to be overlooked by the distinguished engineers who have the superintendence of the principal roads now constructing, to require censure from us.

The following article is taken from the Baltimore Patriot of the 27th instant, and it will be read with great satisfaction by all who take an interest in the success of the work to which it alludes. It will also, we hope, satisfy those who oppose Rail-roads from a belief that they are not suitable to carry heavy and bulky articles, that they have only to become better acquainted with their ability, to entertain different opinions.

BALTIMORE AND OHIO RAIL-ROAD.—This great work which is destined to confer the most important benefits upon the city of Baltimore, the State of Maryland, and indeed upon the whole nation, is daily affording evidence of its extraordinary powers,—

Contrary to the expectations of every one, a single line of Rail-way was opened to Frederick, from the termination of the double track, last December.—And although the public were not prepared, nor had time been afforded for the construction of a sufficient number of cars, yet the trade was opened with great activity, and the transportation of passengers and produce has continued without interruption ever since, and that, too, through a most inclement, variable and long protracted winter. We observed from the commencement of, and throughout the winter, the daily arrivals of our valuable staple, Flour, from the mills of Washington and Frederick counties, which has found its way ere this to distant regions, while the same article, conveyed by canals and rivers is now just beginning to emerge from the icy chains in which it had been so long bound, and is arriving at an overstocked and depressed market.

The valley of the Patapsco, through which the Rail-road passes, is almost a continued defile, and is justly admired for the rude grandeur of its scenery. Those stupendous cliffs which frown so awfully above the traveler's head during the course of 30 miles, contain a mass of wealth more valuable than gold mines. LIMESTONE, SOAPSTONE, and, above all, inexhaustible quantities of GRANITE, of every variety and of the finest qualities, adapted to all kind of constructions. Laminated Granite is in various places found near the forks of Patapsco, and in masses of great extent; it is quarried with facility, and can be detached in lamina of almost any thickness or superficial extent. The quarries of compact granite are more numerous, more varied, and infinitely more valuable. The stone has a peculiar freshness, and for fineness of texture, solidity and compactness, is not surpassed either in strength or beauty, by any hitherto known in this or any other country. It is easily formed into any size or shape and is admirably adapted to all the purposes of public and private edifices, fortifications, &c.; we are therefore not surprised that it has already attracted so much notice, both at home and abroad and that extensive contracts have been recently entered into for the delivery of it, in the neighboring cities both to the South and East of us, for public and individual account. We have noticed as many as three vessels at a time loading with it along the line of the Rail-way upon Pratt street, and as almost the entire amount for which it sold, is the result of actual labor performed in its preparation, immense advantages must result to the community from the opening of this new source of industry and profit amongst us.—We have been highly gratified to observe with what facility it is delivered on board of vessels, directly from the long train of cars, which convey it immediately from the quarries, in large blocks weighing 2 to 3 and 4 tons, and would suggest to the Directors of the Rail-road Company the transfer of these shipments from the crowded wharves now used for their operations, to the City Block as soon as the requisite fixtures can be placed there. That site affords admirable conveniences for such a business, and the liberal donation of the City to the Rail-road Company furnishes ample and convenient space for it.

The use of Granite in our own city is rapidly in-

creasing, and will add greatly to its embellishment. We learn that cars are now constructing at the depot of the company, on Camden-street, for the transportation of some massive columns of about 20 tons weight each, intended for an edifice, erecting by one of our enterprising fellow-citizens, and destined for a seminary of learning. Large quantities of FINE STONE, of excellent quality, have also been brought into the city, by the Rail-road, at as cheap a cost as it can or ever has been furnished by water, and we can recollect the timely and abundant supply of FINE WOOD which the road furnished to us during the late severe winter, effecting a saving, we are assured, during the month of January and February alone, of more than sixty thousand dollars to the city.

In addition to the articles here enumerated, we hear that arrangements are now making for supplying the city with LIME, equal to any demand that can arise. Indeed it is anticipated that Lime will soon become an article of extensive export, the supplies along the road being inexhaustible, and the means of its transportation equal to any exigency.

The Valley of the Patapsco, from its being hitherto, in many parts, wholly inaccessible, has retained its primeval forests. It is thickly wooded and occasionally is very heavily covered with timber of the most valuable kinds. We witnessed with much pleasure a few days since the arrival of a number of cars, laden with unusually fine SHUT-TIMBER, from 40 to 45 feet in length, and were told that it was conveyed from a forest through which the Rail-road passes, about 30 miles distant from this city. A new and valuable accession of this article is therefore about to be opened to us.

We learn from the officers of the company, that large quantities of FINE LUMBER are conveyed daily from Baltimore, westward, and that a considerable portion of it has passed from 50 to 70 miles into the interior.

Thus we have a triumphant refutation of the idle tale so often and so confidently repeated, that Rail-roads were not adapted to the conveyance of articles of heavy burden and small cost. Indeed the contrary is proved to be the fact; for the most ponderous and cheapest commodities are every day transported on the Baltimore and Ohio Rail-road. When the second track shall have been completed to the Point of Rocks, which we are told will be accomplished in less than three months, and when a sufficient number of powerful engines shall be put in operation upon the road, a practical illustration may then be expected of the great value of this noble undertaking, and Baltimore will have renewed cause to exult in the entire success of a system she was the first in our country to patronize, and from which she has already derived extensive advantages.

TRANSPORTATION ON THE BALTIMORE AND OHIO RAIL-ROAD.

March 30.—Arrived 57 cars and wagons, containing, viz:

| | |
|---------------|--------------|
| Flour, | 442 barrels. |
| Iron, | 3 tons. |
| Paving stone, | 8 tons. |
| Granite, | 78 tons. |

Departed 84 cars and wagons with iron, lumber, plaster, merchandise, &c.

Arrived 7 coaches, with 67 passengers.
Departed 7 coaches, with 71 passengers.

RAIL ROAD—PORTAGE SUMMIT, OHIO, TO HUDSON RIVER.

[Report concluded—*from page 197.*]

50. In reviewing the route between the Delaware and the Susquehanna river, we will discover that, unless a direct line crossing the dividing ridge which separates those streams is adopted, and if the works are not confined to their valleys, stationary power will become frequently necessary. If we examine either of the southern routes, it will be seen that there are two summits requiring stationary engines; and, to avoid the great bend of the Susquehanna river, if we follow the most direct line, there will be a third summit 1,557 above tide, to overcome. These routes would occasion a waste of time in the transit of trade, and would add considerably to the expense of the works; and could not be justified, unless supported by great inducements of public utility and accommodation.

51. The country between the Susquehanna and the Hudson rivers presents to the eye a succession of knobs, clusters, and chains of mountains, variegated by ridges and hills, and interspersed by deep and fertile valleys and uplands. The soil is principally gravel and loam, and the lands abound in stone, and other materials suitable for the construction of the works.

52. By following the line avoiding the great bend of the Susquehanna, and passing over the summit 1,557 feet above tide, the length of the route would be considerably diminished. Mr. Henry stated the length of the line between Deposit and Russell's tavern to be 27 1/4 miles. This route would confine the work entirely in the State of New York.

53. The north branch of the Susquehanna river is proposed to be improved by locks and dams to the Otsego lake. The length of the improvement would be 82 miles, and the fall is 292 feet. If a Rail-road should be substituted, the average grade of the work would not exceed 3 1/2 feet per mile.

54. Near the mouth of the Sturges creek the route unites with the one contemplated from the village of Carbondale to the Susquehanna river, and it is probable that this junction would be more beneficial to the interest of the latter improvement, than an extension of the Ithaca and Owego Rail-road to the same point, as it would open a greater extent of country to be supplied from that valuable coal district, than any other route proposed.

55. At Binghamton the line intersects the proposed route of the Chenango canal, which commences at Whitesboro'. The distance from that place to the north end of the summit level of the canal, is 19 miles; the rise is 706 feet, the length of the summit level is 17 3/4 miles; and the distance, from the southern end of that level to Binghamton, is 59 miles, and the fall is 303 feet. This canal or a Rail-road on the same route, would concentrate, at Binghamton, the trade of that rich and improving valley.

56. At the village of Owego, the route unites with a Rail road between that point and the Cayuga lake. The length of the road is 30 miles, and the rise, from the Susquehanna to the summit, is 179 feet; the fall to the Cayuga lake 593 feet. At Tioga point, the route connects with the contemplated Pennsylvania canal, and will open a communication by that work and the Susquehanna Rail road with the cities of Philadelphia and Baltimore.

57. The Susquehanna river at Bettsburg is 960 feet, at the mouth of Chenango river 828 feet, at Tioga point it is 775 feet, above tide. The distance between the extreme points is 86 miles, the fall 185 feet, which gives an average grade of 2 1/4 feet per mile.

58. Near Tioga point, the line diverges and ascends the Chemung river; at Elmira, it connects with the Chemung and Seneca lake canal. The length of the improvement is 18 miles, and its summit is supplied by a feeder 13 1/2 miles long, from the Chemung river at the Chimney narrows. The descent from the summit level to Elmira is 53 feet, and the fall to the Seneca lake is 443 feet. This route also intersects at Elmira the proposed Rail-road between the Chemung river and Williamsport, on the west branch of the Susquehanna.

59. The Chemung river is formed by four branches. Those in the direction of the route are the Canisteo, the Conhocton, and the Connewaque. They all drain rich districts, capable of yielding most of the luxuries and necessities of life. The Canisteo and the Conhocton head on the ridge which separates the waters which flow into Lake Ontario and the Susquehanna valley. The Connewaque rises in

the state of Pennsylvania, and some of its numerous branches approximate near the streams which discharge into the Genesee and Allegheny rivers.

60. The Conhocton, at Bath, is 1,120 feet; the ridge which lies between it and the Canisteo valley is 1,840; and Arthrop, on the last stream, is 1,194 feet; and the height of the land between Arthrop and the Angelica creek is 2,062 feet; and the village of Angelica, 1,428 feet, above tide. The length of the route between Bath and Angelica is 45 1/2 miles, and the total rise and fall of the route is 2,868 feet, which gives an average grade of 62 feet per mile. By adopting this route, it would require stationary engines on the summits between the Conhocton and the Canisteo, and between the last stream and Angelica creek; and increases considerably the length of the road.

61. The summit level of the Chemung canal is 920 feet; and the dam at the Chimney narrows will create slack water to the mouth of the Canisteo. The village of Hornesville, on that stream, is estimated to be elevated 160 feet above its mouth; and the distance to Tioga point, by following the valleys of those streams, is 74 miles. The rise is, therefore, 305 feet, and the grade of the road between those points would not exceed 4 feet per mile.

62. The height of land which lies between the sources of the Connewaque and Angelica creeks, is estimated at 1,750 feet above tide; and if the elevation is correctly stated, there is a rise of 670 feet from Hornesville to the summit, and the fall to the village of Angelica is 322 feet.

63. The Genesee river, at Belvidere, is 1,299 feet, the dividing ridge between the Genesee and Allegheny river is 1,488 feet, and the last stream at Olean point is 1,410 feet, above tide; and the aggregate rise and fall is 406 feet. If to this be added the elevation and depression of the route between the first point and Hornesville, it gives 1,398 feet. The distance is 77 miles, and the average grade would be about 17 feet per mile. But the length of the route between Hornesville and the Genesee river is 24 miles, and the total rise and fall on that part is 1,121 feet; stationary power would, therefore, be required between those points. The aggregate rise and fall between the Genesee and Allegheny river at Olean point, is 277 feet, and the distance is 33 miles; which will not be quite 7 feet rise and fall in the mile.

64. Mr. Cameron, of Bath, (deceased,) with several other gentlemen of science and reflection, had, at one time, seriously in contemplation, to open a canal communication by the Canisteo route, to unite the Genesee and Susquehanna valleys.

65. At the mouth of the Conhocton, the line could be united to a Rail-road from the village of Bath, and with the Crooked Lake Rail-road, and the Crooked lake and Seneca canal, and at Painted post, with a lateral branch from the coal mines at Canal port. In the valley of the Genesee river it would unite with the proposed canal (or Rail-road) between Rochester and Olean point. The length of that route is 103 miles, and the summit level is 981 feet above the Erie canal, and 78 feet above the Allegheny river.

66. The country at the head of Oil and Black creeks is a very extensive swamp, and, during floods, the waters in Oil creek at the mills of Cady and Baldwin, pass over a low marsh into Black creek. Those streams rise within 80 rods of each other. The Ichua creek is more elevated than the summit on which Black and Oil creeks originate.

67. The Connewaque presents a more direct course to reach the Allegheny river, than either the Conhocton or the Canisteo. The only fact I have, in relation to the practicability of this route, is, that a few years ago a number of persons were employed to examine the country between the little Genesee, a branch of the Allegheny, and the main Genesee valley. They stated that the country is very level, and with a rich soil.

68. The route has now crossed the great ridges, chains of mountains, and streams which intervene between the Allegheny and the Hudson rivers, and entered on the tributary waters of the Mississippi. It has also reached Olean, famous as a point for the embarkation of emigrants to the western States. The river at this place is two chains and fifty links wide; and, at the Pennsylvania and New York line, it is 17 feet higher than at Olean point; and as low down as Warren, the stream has an average width of sixteen rods. In this distance, there are thirty bars which obstruct the navigation at low water. The banks present the same features as are generally found on the western streams.

69. The distance from Warren to Franklin is sixty

miles; and the western shore between those points is very favorable for any improvement, with an exception of 3 1/8 miles; and materials for the works are found in great abundance, and good quality, and conveniently to be procured.

70. Olean Point is 1,410 feet; Warren, 1,126 feet; Franklin, 990 feet; Pittsburg, 756 feet; and the mouth of the Big Beaver, 698 feet, above tide water; and the fall, in the whole distance, is 712 feet.

71. The Allegheny river, with many of its branches, rises on a very extensive table land, on which also originate many of the streams which flow into Lakes Ontario and Erie; and, as far as the mouth of Big Beaver, the whole beds of the Allegheny and Ohio rivers are much elevated above the surface of Lake Erie. The branches of these streams also extend far into the country, while those which discharge into that lake have a very rapid and brief course. The country, therefore, on the Allegheny slope, is indented by streams with moderately elevated banks, while, on the lake side, the surface of the country is more abrupt in its descent, and the streams have scooped out deep and gloomy defiles.

72. From Olean point the line descends the Allegheny river to Warren. It would then follow the Connewaque creek, and the outlet of Chautauque lake to Jamestown, or would continue down the Allegheny river to the mouth of Broken Straw creek; which stream it would ascend to its sources, and intersect the head waters of the French creek, and the outlet of the Conneaut lake. These routes are all considered practicable, as they have been surveyed for canal improvements, and pronounced feasible.

73. The routes mentioned are very circuitous: to avoid them, two others have been suggested. The first, which I shall consider, has been surveyed by Mr. Silas Tiffany, who says, "I have examined the pass from the Allegheny river, by way of Covey's Gap, to the Chenango creek, and find the elevation about 130 feet above the stream." The place at which the proposed route would leave the valley of the Allegheny river is 42 miles from Olean point, and 7 from the New York and Pennsylvania boundary line. Vanhorn's creek, which the route would follow to Covey's gap, is about 5 miles in length and the width of its valley is from 80 to 100 rods. Its sources nearly interlock with Carr's run, apparently on the same level, and the distance between them is but a few rods. The valley of Carr's run, for the first half mile from its sources, is narrow, but of sufficient width for the road; and the balance of the valley (5 miles) is from 70 to 90 rods wide, bounded with hills sloping gradually to the bottom lands. The distance to Jamestown, from the intersection of Carr's run with the Connewaque creek, is 6 1/2 miles. The length of the route is 59 miles. It appears by Mr. Silas Tiffany's examination, that the mouth of Vanhorn's run is 1,239 feet; the summit 1,369 feet; and the Connewaque creek, at its junction with Carr's run, is 1,222 feet above tide water. This gives a total aggregate rise and fall of 520 feet.

74. The second route is to follow Cold Spring creek, and the little Connewaque creek, to the outlet of the Chautauque lake to Jamestown. A writer in favor of the central canal, in alluding to this route, says: "From the junction of the little Connewaque, the canal would follow the latter about 5 miles to its sources. This stream rises on the summit between the Connewaque and the Allegheny river. Its course for a short length is pretty rapid, but the distance is so short, as to require but little lockage: on this summit rises also the waters of Cold Spring brook, and other streams running east into the Allegheny river." The length is short, and the descent is not great. Mr. Marvle, of Jamestown, estimated that the summit of this route "is lower than the one by Covey's gap." The length of the route from Olean to Jamestown, is 57 miles.

75. The Chautauque lake is 1,294 feet above tide, and contains 16,000 acres. It is 18 miles long, and is from 30 to 100 feet in depth. From Mayville, at its northern extremity, it is proposed to construct a Rail-road to unite it with Lake Erie. The length would be 10 1/2 miles, and the fall 724 feet. From the lake to Warren, the distance is 24 miles, and the fall 132 feet. These lines have been pronounced to be very favorable for a canal.

76. From Jamestown, the line follows the western shore of the Chautauque lake to Goose creek, which stream it ascends to the height of land on which its waters, and those of the Broken Straw and French creek nearly commingle. The elevation of the sources of Goose creek has never been ascer-

tained by instruments. It has, however, been estimated by Mr. Tiffany, at 140 feet above the plane of the Chataque lake. This may however be too little, as the high lands on the southern shore of Lake Erie are from 1,000 to 1,300 feet above its surface; and most of the streams which originate on it, are from 600 to 1,000 feet above the lake. If the latter be correct, it would give a rise of 276 feet above the Chataque lake, and the distance being 16 miles from Jamestown, the average ascent would be about 17 feet per mile.

77. The route from the sources of Goose creek, follows the valley of the French creek to Waterford in Pennsylvania; passes through Meadville, and enters the town or Kinsman, in Ohio, and through the villages of Warren and Ravenna, and ends at Akron, on the portage summit of the Ohio canal.

78. In the last distance, the route unites with the proposed canal to the harbor of Erie, and the one projected from the portage summit of the Ohio canal to Pittsburgh, and by their means with the whole of the State improvements of Pennsylvania, and the city of Washington, by the route of the Potomac and Ohio canal, and by the Ohio canal with the whole extensive valley of the Mississippi and its tributaries.

79. The States of Ohio and Pennsylvania, and the United States, have made very extensive surveys for canal improvements in the last section of the route described, which completely demonstrates the practicability of the road from the sources of the French creek at Akron.

80. The La Boeuf lake is 1,218 feet; the Conneaut lake is 1,085; the source of the Mahoning and Grand rivers, is 912 feet. The Big Beaver river, at Warren, is 854 feet; and Champion's swamp, in its vicinity, is 1012 feet. The summit near Ravenna is 1,073 feet, and the Portage level is 974 feet, above tide. The fall, therefore, from the sources of Goose creek to La Boeuf lake, is 352 feet; the difference in level of the La Boeuf and Conneaut lakes, is 133 feet; and between the Conneaut lake and Champion's swamp, only 6 feet. The Ravenna summit is 67 feet above Champion's swamp; and 99 feet above Akron. The distance from the sources of Goose creek to La Boeuf lake, is 29 miles; and from the last point to Warren 65 miles, and to Akron 38 miles. The average slope of the road will not, therefore, in the first reach, exceed 13 feet per mile; and the remainder of the route might be graded less than three feet per mile.

81. The whole length of the road, if properly located, will not be more than 546 miles. Stationary engines will not be required at more than four places on the route, viz. at the Ramapo, Deer Park gap, between the Delaware and Susquehanna rivers, and between the Canisteo and Angelica creeks. The total elevations and depressions of the route, will not exceed 6,507 feet. The streams crossed by the route, present no great width or difficulties. It will moreover, unite, with ten extensive Rail-road and Canal improvements completed, and ten others projected, and with nine rivers navigable at certain periods of the year.

82. The elevations and distances as given, are believed to be correct, as they have been carefully collected from the official reports of civil engineers and surveyors, and from other public documents relating to State improvements.

83. If a Rail-road should be made from Elmira, on the Chemung river, to Williamsport, on the west branch of the Susquehanna, and continued so as to join the Rail-road leading to Philadelphia and Baltimore, it would open a more direct communication with those cities, than any other route suggested or completed, and would be one of the links in a great line of Rail-road communication extending from New Orleans to Buffalo. The distances to Philadelphia and Baltimore, would not exceed 270 miles, while the present route to the first point is 374 miles, and the latter 394 miles, and are embarrassed with a dangerous and uncertain navigation.

84. In the course of a few years, it is not unreasonable to expect a Rail-road communication between the cities of New York, Philadelphia, Baltimore, and Washington; and, in conjunction with the works we have been considering, numerous mail avenues will be opened throughout the country. If the United States should not, therefore, be able to secure an interest in those works, or be able to control them, the transportation of the mail will be monopolized by private companies who will secure their own terms, or the community will be placed under great inconvenience by the Government permitting the mail to be carried in less time and certainty than it can be on those roads.

85. The resources of the country, in the sphere of the route of the proposed road, is very great. Judge Wright, in a report, in alluding to the canal line in the valley of the Delaware river, says: "My opinion is, if a canal was carried no further than Deposit, it would be, in a very short time after being completed, a very profitable work."

From a personal examination, a few years ago, of the valley of the north branch of the Susquehanna, I am fully sensible of its fertility and its capability of sustaining almost any reasonable improvement. Judge Bates, in alluding to the Chenango valley, and its resources to sustain a canal which would cost one million of dollars, says: "In less than five years after its completion, it will yield a surplus revenue beyond the interest on the capital and the repairs of the work." Judge Geddes, in his report on the Chenung canal, alludes, in high terms, to the resources of that part of the states of Pennsylvania and New York; and William H. Bull, in his report on the Crooked Lake and Bath canal, says: "It will accommodate a country 70 miles in length, extending from the east line of Alleghany county to Geneva, and also the country bordering on the Crooked Lake, containing a population of more than fifty thousand inhabitants."

Judge Roberts, in speaking of the Genesee and Alleghany canals, says: "It would accommodate a large section of our country, whose superfluous productions are equal in quantity and qualities to those of any portion of the State." Doctor Whippo, and other engineers, speak in high terms of the Alleghany valley, and the country between it and Lake Erie. The best opinion of the fertility of the western States, may be formed from the numerous improvements projected or commenced to convey its surplus productions to the Atlantic cities. But if lateral improvements will produce such great results as are anticipated, how much more profitable will be one which passes from the east to the west, and communicates with them all?

86. The country in the vicinity of the route, abounds in minerals of the most useful and valuable kinds. "The anthracite coal is found on a line extending from the head waters of the Lehigh and Schuylkill to the Susquehanna at Wyoming, and from thence nearly to the Blue ridge." Mr. Meredith calculates that, if the consumption of coal was one million of tons annually, it would require 647 years to exhaust it.

87. Anthracite coal can be used in the manufactories of salt, in distilleries, in furnaces, in cotton, and woollen manufactories, and by the blacksmiths. It is also valuable as fuel, and for culinary purposes.

88. At Belmont mines, Mr. Meredith states, that iron stones are found in circular masses, and weigh from 10 to 50 pounds, and will yield from 30 to 50 per cent. of metallic iron.

89. And in a very interesting paper, he says, "The transition region appears to extend from Berwick, 24 miles below Wilkesbarre, in a northerly direction, to the Otsego lake. Its length is nearly 160 miles, and its breadth from Nanakeating hollow, westward to the ridges of the Alleghany, will exceed 110 miles. In all this extensive region there is no limestone, no gypsum, no salines, in any quantity."

90. "A great part of the country, where the lime, the salt, and the gypsum will be used, is susceptible of a dense population, although it is at present thinly inhabited and badly cultivated; that a large part of its surface is covered with forest; that its streams are only navigable at one or two seasons of the year, and that it is destitute of all active trade and coal markets."

91. At Tonawanda, on the Susquehanna, and at Canal Port, on the Chemung river, and at Ocean Point, on the Alleghany, and in the county of Portage, in Ohio, bituminous coal in large and rich mines are found and worked.

92. Iron ore, in extensive beds and masses, have been discovered at various places, and they have been pronounced by those who have examined them, to be equal in quality to any discovered in this country or Europe; and bismuth and copper, and galena, have been found, and gold and silver ores in small quantities, on Pine Creek near Canal Port.

93. On the north side of the mountain, near Canal Port, sulphate of iron occurs in the strata of coal. In the valley of the Genesee, silicious rock is found suitable for making glass of the finest quality; and quarries of stone of the most durable.

* Examined by George W. Hughes, Esq. U. S. Assistant Civil Engineer.

† See Mr Hughes' interesting geological report.

and useful kinds, are dispersed over this interesting region. The forests are stored with trees of every description, suitable for ship building, for carpenters', and for ordinary and ornamental works. The soil is also rich for cultivation and for pasturage, and the climate is salubrious; and the country is capable of sustaining a dense and busy population, which must be the case whenever a secure and cheap avenue is opened from it to our tide waters.

94. This interesting region is, however, suffering great inconvenience from its sequestered condition: in an able address to the Legislature of the State of New York, some of them are exposed; and, as they have a strong bearing on the merits of the improvement and condition of the citizens in the northern counties of Pennsylvania, and the southern ones of New York, I shall quote from it.

95. "Those who reside in the vicinity of the canal, or who have direct communication with it, are now in full enjoyment of a permanent, safe, cheap, and easy route, for the conveyance of their produce to market at a cheaper rate than in former years: when the markets are favorable, they return home enriched; when they are unfavorable, they return without loss."

96. "But the situation of those who cannot use the navigable waters, are far different: it is in winter only, through storms and bad roads, they can venture with their produce to market. If the snows fall, which they often do in our variable climate, the surplus of their husbandry is lost, the toil and labor of the past year are gone for nothing. If transportation in wagons is attempted, it costs not only the expected profit, but the capital itself."

97. "By means of the Erie canal, Rochester, at the distance of 400 miles from the city of New York, has been brought nearer market than Delaware at 180 or 100; and its products are enabled, in consequence, to compete with the settlements of the south, and by the diminished expense of transportation, to drive their products almost wholly from that market."

98. It has been said by some few persons that the proposed improvement would injure the business of the Erie canal. Those who advance this opinion can have reflected but little on its solidity, as it could not injure, but must manifestly benefit that work: for the gypsum, salt and lime of the western counties of New York, would be exchanged for the minerals found on the Susquehanna and its tributaries. It has also been urged by many writers, that the Erie canal will, in the course of a few years, be unable to pass the immense trade which will be concentrated on it; and that a second improvement will be required by the public interest.

99. I cannot, however, but remark, that in the course of a few years the canal debt of the State of New York will be paid. It is then reasonable to be supposed that the tolls will be reduced on all freights. In that event, transportation will most probably be done cheaper on that work than on any new improvement in its vicinity, which will require a heavy expenditure of capital, and entering directly into competition with the canal. It is true, that a Rail-road would possess greater speed and certainty than the old work. But the former will be embarrassed by the outlay of six or seven millions of dollars, and will accommodate the same population and lands as the canal. Is it, therefore, unreasonable to apprehend that the new improvement will be unproductive to its proprietors, and that it will not accomplish the ends proposed by its construction.

100. The Rail-road, on the proposed route, is, happily, so far separated from the Erie canal, as to be beyond the reach of its influence on its prosperity, as it will benefit distant districts and populations.

101. A Rail-road in the vicinity of the Erie canal will not accommodate the country on the route I examined. It would also, by ending at Lake Erie, be embarrassed by ice in the spring and fall. Freights would also be taxed with insurance against storms and casualties in the lake navigation, and troubled with transhipments, and uncertainty in arrivals and departures. The road would also present, at certain periods of the year, a broken line of communication, and would entail an increased distance in the travel between the east and the west, of more than one hundred and eighty miles.

102. The above remarks are dictated in a spirit of sincerity, and from a conviction that the district traversed by the Erie canal does not require, at this day, any further improvement but lateral communications with that work, to promote its prosperity and business. If this opinion be erroneous, I shall

* If it should end or pass through Buffalo, N. Y.

be happy to retract it, as I am ardently in favor of all improvements which the wants or the exigencies of the country may require.

103. The useful effects which are produced by a judicious system of internal improvements, are too clearly illustrated by the benefits they have conferred on the state of New York, to require many remarks. In 1817, when the Erie canal was commenced, there were not more than fifty small villages within a distance of twenty miles on each side, and extending the whole length of the route. There are now more than one hundred and thirty, all exhibiting evidence of prosperity and wealth; well cultivated, and stocked farms, with ornamental and commodious buildings, are found in every direction, and the fruitfulness of the soil may be judged by the revenue of more than one million of dollars which it has yielded to the canal fund within the last year.

104. The plan of construction is a subject which can only be determined after the location of the road. I should, however, propose that it should be a double track, and that locomotive engines should be used entirely on it, to supersede the necessity of the horse path. The rails should also be elevated on suitable blocks, some inches above the ground, to admit of their being freed, in the easiest manner, from the snow and sleets which would lodge on them during winter. The great error of the roads in operation, or building, in this country, is, having the rails nearly on the level of the horse path. I would also propose, in deep cuts, that the roads should have an uniform declivity, to admit of the water which may collect to be drained in the easiest manner; and, on heavy embankments, that the road should be constructed of wood, and that suitable turn-outs should be made from one track to the other.

105. To many persons it may appear strange how the road can be arranged so as to prevent the locomotive engines, going at different velocities, interfering with each other. This is simply an arrangement of time in starting; for the velocity of the engine being known, and the hour it started, it could easily be arranged that the engines and their trains would meet at certain points, and pass each other.

106. The cost of the Road must be a matter of uncertainty until a full examination of the route is made. I am, however, impressed with an opinion that it will not exceed, on an average, \$15,000 or \$17,000 per mile. If we assume the greatest sum, the cost would amount to \$9,282,000. This is a large investment, but small in comparison to the great ends to be secured.

107. I cannot conclude my report without offering my best wishes for the final success of the proposed work, as it contains the elements of national, state, and individual prosperity.

DE WITT CLINTON, U. S. Civil Engineer.

The following circular (in answer to our correspondent C*, whose communication was published in No. 7 of this Journal,) addressed to the members of the legislature, was received, and should have been published, some time since, but it was mislaid. It is now given that the advocates of both routes may be heard.

There can be little doubt, we imagine, of the propriety of adopting the River route, in preference to the one more inland and through Massachusetts as suggested by our correspondent C*.

[FOR THE AMERICAN RAIL-ROAD JOURNAL.]

To the Individual Members of the Senate and Assembly of the Legislature of the State of New York.

A Correspondent in the Rail-road Journal under the signature of C, gives to the public an article on the subject of a Rail-road from New York to Albany, and opens his communication by observing, "That it would seem too plain to need an argument, that a Rail-road running along the margin of the Hudson where it must sustain a competition with perhaps the best water communication in the world, would be less productive than one constructed upon a far more feasible route in the interior, where its presence would create business for its support."

As plain as this proposition may seem to C, it can be satisfactorily shown that the Rail-road on the margin of the River would, when completed be more than three times as productive as the other.

The first position I take is, that neither Road

could compete with water navigation for eight months in the year and that during the remaining four months, the river route would be far the most productive.

For my present object the interior route may be divided into three sections.

First Section, extending from the termination of the Harlem Canal to its intersection of the Dutchess County Rail-road, a probable distance of eighty-five miles.

Second Section, extending from the intersection of the Dutchess County Rail-road to a point opposite the City of Hudson—46 miles.

Third Section, the residue of the route to Albany—40 miles.

The distance assigned to the several sections at present can only be problematical.

The first section would not, for the reasons hereafter assigned, during eight months in the year, produce enough to pay the expenses of cars and locomotives upon it. The Pennsylvania Commissioners, in their Report of the experiments made of the costs of transportation by Canal and by Rail-road, state that the former is three times as cheap as the latter. It costs the Delaware and Hudson Canal Company 58 cents to transport a ton of coal sixteen miles on the Rail-road, and only 50 cents to convey the same ninety miles on the Hudson river, thereby showing a difference of six to one in favor of river transportation for ninety miles—but suppose that the distance is extended to 150 miles, then the ratio would probably be more than ten to one in favor of the river, because when a vessel is once laden, whether she sails 90 or 150 miles is not material; but it is otherwise with a Rail-road. Every foot the cars pass over will have cost several dollars, and must be supported by a perpetual tax. I assume the fact, that from Poughkeepsie to New York, there will be a difference of six to one in favor of river transportation; and that while the market vessels or tow-boats can pass from the one of those places to the other, no produce or freight which is embarked on the interior Rail-road above its junction with that of Dutchess county, will ever pass below that junction. It will, as a matter of course, go to Poughkeepsie, a distance of 25 miles, and from thence to New York by water. A ton of produce at the junction of the two ways can go to New York by Poughkeepsie, for less than one fourth of what it will cost in the other direction. To ascertain this, the comparison has only to be made between the expense of 60 miles of Rail-road and 80 of river transportation. But it may be asked what distance will produce be brought on the second section before it arrives at the aforesaid junction. If we are to suppose that the city of Hudson, the Redhooks, Rhinebeck, and other landing places will lay by and permit their towns to be destroyed; and that the farmers in those respective counties back of those places will prefer sending their produce to Poughkeepsie by Rail-road rather than conveying it in their own wagons to their accustomed market town, then such produce might pass over the whole of the said middle section, a distance of forty-six miles. But it can hardly be presumed that the citizens of Hudson, and the inhabitants of those other towns, will permit their property to be destroyed in this way. They also will obtain charters for Rail-roads, and make them at least so far back as to intersect the Albany Rail-road.

And thus, it is presumed that the lateral Rail-roads will take the principal part of the produce to their respective landings, and leave the Second and Third Sections without much support for eight months in the year. And with respect to the first section, it passes from Harlem, a distance of forty miles and upwards, through the county of Westchester, where the farmers are hemmed in (if I may be allowed the use of the expression) by two navigable rivers. They go in their own wagons but a short distance to their respective landings; the same wagons must be employed to embark their produce on the Rail-road, and unless the Rail-road should alone depend for freight upon the very farms through which it is to pass, it would be almost or quite as near for many of those farmers to drive to their usual market towns. The Rail-road may, for a while, try a ruinous rivalry with the market vessels, and thereby embarrass many of our citizens, but when it is considered that produce can be carried to market by water (even in Westchester county) for the one fourth part of what it will cost by land, there can be no doubt of the final result. For a distance of 15 miles south of the junction with the Dutchess county Rail-road, produce might pass upward and go to Poughkeepsie; but very little (if any) of it would

ever reach the city of New York on the Albany Rail-road.

It may be well to consider what will be the effect of granting a charter to the applicants for the proposed eastern route. After they have obtained such charter, it will be their interest to oppose all lateral roads to the river. They will allege and (with great truth) that such lateral roads will render theirs wholly unproductive, and thus it will be with great difficulty that those charters (which certainly are the only ones as between these competitors that ever should be granted) can be obtained. Our Legislature will be continually thronged by a host of opposing Lobbies, and the country back to the Hudson River opposite the Second and Third Sections of the Albany Rail-road may, for a time, be deprived of its natural advantages.

The writer C knows very little of the article of time, when he supposes that it would be a profitable commodity in the city of New York, after having borne the expenses of one hundred and thirty miles of Rail-road transportation. The Thomastown line, of excellent quality, is brought to this city all the way by water. Col. Delafield's kilns, which are only at the distance of sixteen miles, (the line from which is believed to be very good) is discharged from the kilns into the very sloops which transport it to market. Mr. Van Cortlandt, whose estate is still nearer to the city, on the very banks of the Hudson, is also preparing upon an extensive scale to manufacture this article. There are also many other kilns, situated on navigable waters, which furnish lime for this market, and with which the Berkshire people could never compete. The article of iron would of course be conveyed by the lateral Rail-roads to the river, and would form no source of profit to the eastern Rail-road. Passengers would, in general, prefer steam boat travelling. The Rail-road company from Albany to Schenectady charge fifty cents for conveying a passenger twelve miles, which I presume is as cheap as it can be afforded. From Poughkeepsie to New York, eighty miles, a passenger pays only one dollar; it is upwards of six times as cheap as the Rail-road.

People go on board the steam boat and take, without any complaint whatever, four times the quantity of baggage that would be permitted to them on a Rail-road car. They carry small articles of freight without inconvenience; but this could not be so on a Rail-road; here the seats are assigned to each passenger, and he will be permitted to carry his baggage, but no freight.

While, therefore, the navigation remains unobstructed, it is contended that neither Rail-road would be profitable. But I now come to consider the four months in the year, during which the navigation is closed by the ice. For this period it would be observed there is no Hudson river, so far as its utility is concerned. Now suppose the river was entirely removed, and the proposition was to make a Rail-road either where it now runs, or on the proposed eastern route. Surely no man in his senses would hesitate. The river route would be perhaps twenty times as productive as the other. But taking the four months in the year, when the same quantity of freight is not sent to market as during the remaining eight, and I presume the amount of produce would be more than three times as great as on the other route. It will probably be admitted that the number of passengers, who travel north and south, in the winter season, and who reside upon or near the river in the intermediate towns, between the cities of New York and Albany, are ten to one, over those residing on the interior route. (In this estimate, I include the inhabitants on both sides of the river.) With respect to passengers, therefore, there is a most decided preponderance.

It is presumed that those who peruse this article, will have read a copy of the memorial of the Highland Turnpike company and their associates, with Notes, &c. In this memorial many of the resources of the river route are fully stated. And I shall here briefly recapitulate them.

1. The number of freighters, comprising those on the west as well as the east side of the river, being probably ten to one over those on the other route.
2. The produce which will be received from the great Rail-roads, to be brought from west into Newburgh, Catskill, and other towns.
3. The Coal to be brought from Bolton.
4. The manufactured articles, from all the manufactories in the various populous towns on or near the river; of which there are no doubt ten to one over those to be found on the interior route.
5. The more frequent and speedy transportation of the United States Mail, to and from New York to all the populous towns on the river.

6. In the event of a war, the transportation of heavy ordnance to and from Westpoint.

7. The transportation of heavy engines and other apparatus, to and from Cold Spring foundry.

8. Great quantities of marble, from the state prison at Sing Sing, would be transported to the city of New York.

9. The produce brought to market towns, or remaining in sloops or tow boats overtaken by the ice, might be readily taken to market.

10. Supplies from the city for the people residing in the villages and towns up the river.

11. The Highlands abound in wood, which could be conveyed in great quantities to the city of New York.

Upon the whole, it is maintained that while produce can be conveyed to market by water, the eastern Rail-road will receive but little freight. The Dutchess Rail-road will take the northern produce, and the farmers in West Chester county will still find it for their interest to send their produce to market through their accustomed channels.

And inasmuch as travelling by steamboat will be six times as cheap as by Rail-road, the latter mode of conveyance can never compete with the former.

But I apprehend that travelling on the Rail-road in the interior will often be suspended during the winter season. The deep trenches will be sometimes filled with snow and ice, and while in this condition the road will not be passable.

With respect to the comparative cost of the two ways, it is confidently believed that the river route will be the least expensive. A large item of the expense of constructing a Rail-way in the interior of a country is the transportation by land of the heavy articles required; this expense is comparatively nothing by water. All those articles or materials are found on the banks of the Hudson; and could be readily floated to the point of requisition. The passage on the margin of the river through the Highlands is considered the most feasible part of the route. Stone are here abundant, and causeways across small bays of the River can be made with great facility. Sufficient excavations in the mountains along the river can be made for the accommodation of the road at a less expense than the grading of an equal distance of low or swampy ground, and when made, it will be entirely secure against frost, and not, in like manner as the other, subject to natural decay. It is not intended to have a single stationary engine on the whole route, and yet the proprietors will not invariably follow the banks of the river. For some general idea of the course intended to be pursued, a reference is given to note (2) annexed to the said memorial of the Highland Turnpike Company and their Associates. The applicants for this Rail-way have considered it more respectful to the members of the Legislature, to bring the merits of their case before them by printed circulars rather than by calling personally upon them, and explaining the grounds of their application.

New York, March 1, 1832. J. S.

PROJECT FOR A LAND COMMUNICATION WITH IRELAND.

Mr. Henry Fairbairn proposes, in the United Service Journal, for this month, to form a land communication with Ireland, by which the three kingdoms are to be joined in a substantial and perpetual chain of connection; a work which, though seemingly vast, he contends can be executed without any extraordinary expense or difficulty. The distance from the extremity of the break water at Donaghadee, Portpatrick, in the west of Scotland is fifteen miles, of which about one mile and a half is covered with the intervening Copeland Isles, which lie direct across the channel, about four miles and a half from Donaghadee. The soundings between the Copeland and the Irish shore being uniformly shallow, in no instance exceeding 8 fathoms, it is apparent that the magnitude of the work is diminished in the remaining 9.12 miles from the isle to the coast of Scotland. Here the soundings are various, from ten to thirty and forty, and about midchannel reaching to a depth of ninety-eight fathoms—the deepest soundings observable in the whole Irish channel. Mr. Fairbairn proposes to connect the islands at this point by a broad causeway; and if this be a work of great labor, so it is certain that we possess the means to execute it greater than ever came into the power of one nation. While mountains of stone exist on the edge of the sea at Portpatrick, our prisons are crowded with thousands of useful laborers; and when we consider the abundance of material, the low cost of the labor of convicts, and the power of the inclined plane, it is apparent that a barrier may be raised here of Egyptian magnitude, durability, and strength,

while it would not materially obstruct the navigation of the Channel, the passage being open by the north of Ireland. Crossing the Channel, on a rail-way to be laid on the pass, and from Portpatrick to a point striking the rail-way now in the act of formation from Carlisle to Newcastle, and southward on that in contemplation from Carlisle to Manchester, and thence on the Birmingham rail-way to London, a single day will bring the corn, cattle and linens of Ireland through the most populous manufacturing districts of England to London. The distance from London to Dublin, by this route, will be about 480 miles, and estimating the rate of travelling for passengers and mails at forty miles an hour, we may perform the journey from capital to capital in twelve hours—and at the rate of three pence for thirty miles, the amount proposed by Mr. Stephenson, is sufficient to cover all the expenses of locomotive power—the cost to each passenger will not be more than four shillings. The position of the pass is by nature truly fortunate, lying through the centre of the three kingdoms, and in the narrowest point presented by the map. So equally, indeed, are its advantages divided amongst the three nations, that the project is one peculiarly fitted to be executed by the Government. Mr. Fairbairn, to execute this gigantic project, proposes to employ, in opening quarries, propelling wagons, and the other necessary works, about twenty thousand convicts. The average cost of the conveyance of these convicts to the scene of their labors will not be more than seven shillings per man; while the expense of taking such persons to Woolwich amounts to ten times the sum. The expense of transportation to New Holland is 80*l.* a man, and the average expenditure for the purpose, 110,000*l.* a year. This large annual expense Mr. Fairbairn proposes to devote to the clothing and victualling of the convicts employed at the work, while the saving in the prison expenses of the kingdom will indirectly support the remainder of the cost for labor. The cost of the superintendence, tools, and other incidental expenses to be repaid to the Government by a toll, and by the diminished expense of conveying the mails, stores and troops. These are the principal outlines of a plan, which, at all events, has the merit of being one of the boldest and most original projects of a projecting age. We are not scientific enough to pronounce an opinion on its practicability, or to form a conception of its expense—but the means to be employed are, we think, justifiable, on the grounds of the wholesome nature of the labor for the convict, instead of that of the treadmill, or the beating oakum; while no one can complain that criminals should be so employed, when the peasantry of the best portions of the kingdom are breaking stones on the roads for tenpence a day. The difficulties to be surmounted in the raising such an embankment would be undoubtedly great; but when the unceasing labors of the coral insect are known to have raised the islands of the Pacific, why should we despair of the perseverance and industry of man?

INTERNAL IMPROVEMENTS. NO. III.

To promote the great cause, a canal convention was held in August, 1825,* at Harrisburgh, at which one hundred and thirteen representatives were assembled, from forty six counties. After long debates and very considerable opposition, an address and resolutions in favor of internal improvement were agreed upon.

The opposition was formidable, and embraced some of the ablest men in the state. It was confidently asserted that the measure was impracticable—that the resources of the state were inadequate for the purpose—that it would require an enormous and oppressive taxation, to which our citizens would not submit—that, independent of these reasons, it would, if accomplished, be extremely partial in its operation, as its benefits would be confined to certain parts of the state, while large and important sections would be debarrd from them—whereas the burdens must be borne by the whole.

That sectional considerations produced this opposition, cannot be doubted. The representatives of those counties not likely to be immediately benefited, strenuously opposed the measure, with all the powers of eloquence. Among the opposition were found all the representatives of Bedford, Cumberland, Franklin, Lancaster, Northampton, Tioga, and York. Berks, Chester, Lebanon, and Lehigh, were divided.

I annex the preamble, and four of the six resolutions agreed to—

"Whereas, the great interests of the state of Pennsylvania require that there should be a steady

perseverance in improving the resources of wealth and strength, and social comfort, which abound within her limits: And, whereas, the time has arrived when she is called upon by every consideration of regard for her character and standing, as well as for her permanent prosperity and happiness, to make a vigorous and united exertion for accomplishing, without delay, the connexion of the Eastern and Western waters: And whereas, a distinct and solemn expression of the deliberate opinion of the people is always of powerful efficacy, and is especially fit and requisite upon an occasion like the present, where an extraordinary effort is necessary for the common advantage of the whole; the public will being the only sure authority for the undertaking, and the best pledge for its energetic and zealous prosecution: Therefore,

1. Resolved, That the improvement of the Commonwealth will be best promoted, and the foundations of her prosperity and happiness most securely established, by opening an entire and complete communication from the Susquehanna to the Allegany and Ohio, and from the Allegany to Lake Erie, by the nearest and best practicable route, and that such a work is indispensably necessary to maintain the character and standing of the state, and to preserve her strength and resources.

2. Resolved, That the application of the resources of the state to this undertaking, ought not to be regarded as an expenditure, but as a most beneficial investment; for its successful execution will increase the public wealth, improve the public revenue, and greatly enlarge the ability of the state to extend her aid to every quarter where it may be wanted; and at the same time will encourage industry, create circulation, extend trade and commerce, enhance the value of land, and of agricultural and mineral products, and thereby augment the means of the citizen to promote his own and the public welfare, by contributions to similar works.

3. Resolved, That all local objects tending to a diffusive and unconnected application of the public means, ought, for the present, to yield so as to allow an undivided exertion of the public strength in this great undertaking, which is essential to its speedy and successful prosecution. For though it be certain, that whatever may be its location, the benefit will be most sensibly felt, in the first instance, in the immediate neighborhood; yet it is also true, that its invigorating influence will pervade every part of the Commonwealth, and, in a short time, its branches will spread in all directions wherever the bounty of Providence has furnished the means of access to the great channel thus improved: and, encouraged by this example, new channels will be successively opened as occasion may offer, or the public exigencies and the demands of the country may require.

4. Resolved, That we regard with satisfaction, the efforts of our sister states, to make extended improvements; and that, in our opinion, a wise and liberal policy requires of Pennsylvania, to grant to them every just and legal facility wherever her concurrence may be necessary to their successful prosecution; and that we have witnessed, with pleasure, the progress made towards laying out a canal from the Potomac to the Ohio, as well as the steps taken by the State of New-York, for forming a connexion with the north branch of the Susquehanna.

On the first three resolutions, the votes were—87 in the affirmative, and 26 in the negative. The six members from Lancaster voted against the whole. The vote on the last, which was a mere milk-and-water affair, and had no bearing whatever upon the important objects of the convention, was 107 affirmatives, and 5 negatives.

In conformity with the general wishes of the citizens of the state, the legislature, in 1826, passed "an act to provide for the commencement of a canal, to be constructed at the expense of the state, and to be styled the Pennsylvania Canal." It contained an appropriation of 300,000 dollars for the purpose, and was signed by the governor, February 25th, in that year. From time to time, further appropriations have been made, until the whole amount has reached the formidable sum of 13,022,645 dollars.

Philadelphia May 24th, 1831. HAMILTON.

* It is but justice to state, that the suggestion of calling the canal convention, which greatly accelerated the march of internal improvement, was made by B. Chew, Jr. Esq. I do this the more readily, because his agency in the affair has not been generally known. Honor to whom honor is due.

Rail-roads.—There are now finished, in progress, and projected, in the United States, two thousand nine hundred and thirty eight miles of Rail-roads.

Since the opening of the Liverpool and Manchester Rail-way, between seven and eight hundred thousand persons have travelled on it.

NEW-YORK AMERICAN.

MARCH 21, 26, 27, 28, 29, 30—1832

LITERARY NOTICES.

BOURBONNE'S LIFE OF NAPOLEON, a revised edition with additions, 1 vol. 8vo. pp. 660: Philadelphia, Cary & Lea.—Already has the first edition, in two volumes, of the translated Memoirs of Bourienne been absorbed in this country, and the Philadelphia publishers here present us with a second which though in one volume, contains in addition to all that was comprised in the previous edition, Notes Explanatory, from the dictation of Napoleon at St. Helena, from the Memoirs of the Duke of Rovigo, of General Rapp, of Constant, and others. We have before spoken of this work, as embodying undoubtedly a large amount of authentic information respecting the life, character and career of Napoleon, but it must never be forgotten in reading it, that the author was faithless and so discovered to be by Napoleon, to the trust reposed in him as Secretary, and that he has private resentments to assuage in the coloring he sometimes gives to characters and events. The type in which this volume is printed, though small, is clear and distinct.

THE LIFE OF BELISARIUS, by Lord Mahon, 1 vol pp. 306: Philadelphia, Carey & Lea.—History and Romance, Gibbon and Marmontel, and the arts of the Sculptor, the Painter, and the Engraver, have thrown their combined and varied interest around the great name and capricious destiny of Belisarius. It was therefore an adventurous undertaking for Lord Mahon to treat anew a subject which had been previously illustrated with so much talent; yet he has acquitted himself well of the task. His leading motive for entering upon this biography seems to have been the desire to restore what he considers the truth of history, in regard to the great lesson of the mutability of human grandeur afforded by the close of the life of Belisarius. Gibbon it was, we believe, who first upon the authority of the monk Theophanes, (who wrote two hundred years after the events he records,) rejected the story, until then generally received, that Belisarius, old and infirm, was by order of Justinian, deprived of his eyes, and turned forth from his ample possessions, to beg his daily bread. For this impressive account he substituted the version of Theophanes,—that for a time impoverished and disgraced by the Emperor of the East, Belisarius was subsequently restored to freedom, riches and honor. It is somewhat hazardous certainly to impugn the historical accuracy or research of Gibbon, especially on a question where his general prepossessions against the authenticity of monkish testimony would have led him to adopt with hesitation a narrative so wholly at variance with tradition as that given by Theophanes of this striking part of the life of Belisarius; yet we confess ourselves satisfied with the contrary conclusion at which Lord Mahon arrives. The reasoning upon which he founds this conclusion, he has judiciously detached from the body of the story, so that it proceeds in an unbroken series—leaving to those only who are curious to probe the truth, to follow his examination of this disputed point.

The career and character of Belisarius are of the highest interest, and of themselves fitted to make a book devoted to recording them very popular; and we are sure, therefore, that this publication will be well received. The style of it in its balanced, antithetical, and polished periods, is manifestly framed upon the model of Gibbon; and the narrative is, with the exception of the closing scene, in harmony throughout with that of the great historian. It is, indeed, in this respect, little more than an amplification of the two fine chapters which Gibbon devotes to the same subject. The termination in shame, beggary, and blindness of a career that had

equalled in splendor that of the mightiest conqueror, is instructive, even though the dread of such results may rarely have checked the overflowing exaltation of prosperous hours. Moreover, though we concur entirely with his present biographer as to the innocence of Belisarius, of the charge imputed to him by criminals on the rack; of having conspired, himself an aged man, to dethrone his Octogenarian sovereign, yet his pusillanimity before his wife, the vicious, but high-spirited and daring Antonina,—a pusillanimity which made him accessory to atrocious crimes—and his rapacity—deserved severe retribution. In these respects, of submissiveness to an impudic wife, and a grasping love of money, he is compared not unsaply by Lord Mahon to Marlborough.

This volume is neatly printed and embellished with a map of the Roman Empire, with the divisions marked upon it, into which it had been cut up by the invasion and permanent establishment of the Ostro Goths and the Vandals at the commencement of the sixth century.

EULOGY ON THE LATE JAMES M. PENDLETON, M. D. by G. S. Bedford, M. D.—This eulogy, delivered in the Hall of Columbia College, on the 9th ult. at the request of the New-York City and County Medical Society, commemorates, in no exaggerated language, the rare merits and fine character of one, too early lost, and very deeply mourned. In speaking of such a man, even friendship cannot be partial; for "the daily beauty" of his life had justified in advance, the eloquent regrets which its premature close has called forth. From the sketch given by Dr. Bedford, of the early years and nurture of Dr. Pendleton, we extract only a single paragraph; but it is one, which mothers will lay to their hearts; and of which, how many, many sons, will make the application, even though, unlike Dr. P. they may not have profited, as he did, by such anxious cares:

Dr. Pendleton's mother was a woman of no ordinary cast of mind; to talents of a high order, she added the most sincere piety and benevolence, and an untiring zeal in the performance of all her duties. She did not find it incompatible with these attributes to participate in all the innocent pleasures of society, and her devotedness to the education of her children was as honorable to herself, as it was useful to those on whom her tenderest cares were bestowed. As proof of the fruits of her instruction and example, it may be mentioned that Dr. Pendleton, in the hour of dissolution, remarked, that "under God, he owed his present calmness to the early religious education received from his mother." This exemplary woman died at Hyde Park, in 1817.

PROCEEDINGS RELATING TO THE CENTENNIAL ANNIVERSARY OF WASHINGTON'S BIRTH-DAY: published by order of the Common Council of N. York. We thank the Common Council for this record of an inspiring celebration, on a day that was fitted to call forth—as it did call forth—some noble tributes of eloquence and patriotism. We thank the veteran, Lewis, too, who, though in his own pathetic language, he "has reached the valley of by gone years, and travelled on the downward path of life so far beyond the ordinary limits of human existence, as to approach the verge of that period, when the strength of man is but labor and sorrow," yet, on this occasion, like the aged war-horse, aroused by the blast of the trumpet to the spirit of earlier days, has, at the stirring name of Washington, kindled with renewed enthusiasm, and stepped forth to speak to those who are already in the light of posterity to that wonderful man, of the unequalled virtues, valor, and patriotism, which, as his fellow-soldier in the days of a nation's peril, he witnessed. We have, unhappily, room only for one extract; and that we select for its historical bearing.

Referring to Washington, the orator says:

But on no occasion did his dignified composure and calmness of temper shine more resplendent, than when faction reared its grisly front, seeking

his removal from the command of the army. With the causes of its origin, perhaps no man this day living is acquainted, save him who now states to you the fact. The seeds were sown at Cambridge, as early as March, seventy six, by those who owed their military existence to the partiality of him whom they wished to destroy. It was for a time confined to a small circle in the army, until the convention of Saratoga gave rise to comparisons between the issues of the northern and middle campaigns. It then penetrated the legislative halls of two of the states, and from these found its way to the councils of the *Patres Conscripti* of the Union. Wrapped in the mantle of conscious integrity, he calmly permitted the storm to rage. The battle of Monmouth gave it a check, and it finally expired, when the laurels gathered on the heights of Saratoga, withered and perished on the plains of Camden.

BRIDGEMAN'S YOUNG GARDENER'S ASSISTANT: N. Y., George Robertson.—We have here a second edition enlarged, of a very cheap and useful manual by a practical man, on the cultivation of vegetables and flowers. It will we are persuaded be found, what the writer intends it shall be, "generally useful to such as may wish to superintend, or take the management of, their own gardens." Mr. Bridgeman is a gardener himself, in the Bowery road, and his directions are therefore applicable to our climate—an advantage of no little moment.

A CATECHISM OF FACTS; OR PLAIN AND SIMPLE RULES RESPECTING THE NATURE, TREATMENT AND PREVENTION OF CHOLERA: by A. B. Granville, M. B., F. R. S., &c. &c. Philadelphia, E. L. Carey & A. Hart.—Dr. Granville, an eminent physician in London, is the author of this unpretending little work, of which the humble but honorable aim is to convey "instruction to the people on the subject of their health, without technicalities." This is done in the form of questions and answers, and in a manner that all may comprehend. The writer rejects, in common with "four-fifths of the people of Europe, and a large proportion of those of Asia and Africa," the doctrine of contagion as applied to the Cholera.

We hope, and we believe, we shall not have the Cholera here; but as a precaution, this little republication by Carey & Hart is well timed and will be well received.

LACON, OR Many Things in a Few Words, 2 vols. 12mo.: New York, C. P. Fessenden.—A neat and accurate second edition of a popular work is here presented to us: there were so many errors in previous editions as to render a more correct one desirable; in addition, the numerous Latin quotations in the text are all rendered in an English translation at the foot of the page. On this ground the present publisher has taken out a copy-right.

As an example of the extraordinary alteration in a sentiment, which the omission of a single letter may occasion, we give the annexed apothegm, where in former editions, the *l*, in the word *gold*, was omitted:

"Those who worship gold in a world so corrupt as this we live in, have at least one thing to plead in defence of their idolatry—the power of their idol. It is true, that like other idols, it can neither move, see, hear, feel, or understand; but, unlike other idols, it has often communicated all these powers to those who had them not, and annihilated them, in those who had. This idol can boast of two peculiarities; it is worshipped in all climates, without a single temple, and by all classes, without a single hypocrite."

VIEWS OF THE CITY OF NEW-YORK AND ITS ENVIRONS: New York, Peabody & Co.—This constitutes No. IV. of this cheap and well executed publication; each number containing four engravings, and those in that now before us are,—1st. of the Washington Institute and of the new Reservoir; 2d. of the Hudson River from Hoboken; 3d. of Coffee House Slip; 4th. of Theatre Row; each of them illustrated by a well written memoir.

SONGS OF THE ETTRECK FIGHTER, first American edition; 1 vol. 12mo. 311 pp. New York, Wm.

Stodart.—We are no great admirers of the poetry of Mr. Hogg, and of his prose still less; but both are much admired, and the American publisher has, in the pretty volume before us done justice, so far as good printing, good paper, and a neat getting up, are concerned, to the poetical effusion of this shepherd bard.

MR. TUCKERMAN'S SEMI-ANNUAL REPORTS OF HIS SERVICES AS A MINISTER AT LARGE IN BOSTON: N. Y. Phil. French.—Our readers cannot have forgotten some well written essays which appeared several months ago in this paper, commending to adoption in this city, the plan which had been so successfully prosecuted in Boston, of a *ministry at large for the poor*. It is to make known the fruits of that plan, that the publication now under notice has been issued here; and we cannot be wrong in saying, that whether on the score of Christianity, human kindness, or sound political economy, the plan detailed, in these reports, as in actual operation, is deserving of the serious attention of the public authorities, and of benevolent associations and individuals.

EVELINA, by Miss Burney; Harper's Library of Select Novels.—Few have not at some time read this charming novel with pleasure; and we confess that we have run over this reprint of an old favorite with something like the fondness that one recurs to a first love. The beautiful picture presented in the character of Evelina, of a young and artless mind expanding with a knowledge of the world, and yet preserving its ingenuousness and simplicity in a highly artificial state of society, has something refreshing in it when reverted to from scenes and characters like those of the Young Duke, and others of his class. There may be much, too, in the association which must always be present to the mind of the reader of this simple story,—that, as the authoress was but 17 when she wrote it, the delineation of a young female heart is more than probably drawn from the life, and that Miss Burney herself was the original. It is certainly almost incredible how so young a girl, leading a secluded country life, could attain the knowledge of the world which is here displayed; and yet, though the extreme youth of the author, and the consequent few opportunities she must have enjoyed of studying the manners of the day in which she wrote, may reasonably lead one to question the truth of her delineations of society, yet, the probability is, that they approach full as near to the reality as those pictures of "High Life," which, for the majority of readers, constitute the greatest charm of the modern novel.—There is, as we have more than once had occasion to observe in most of these assuming productions which affect such an intimate acquaintance with the manners and habits of living of the upper classes of England, so much extravagance and such a leaven of vulgarity in their views of society, that the most of them ought at once to be rejected as mere caricatures of what they pretend to describe. The eternal harping upon the necessity of eating fish with silver forks, and the impropriety of being seen to partake of cheese or porter, has something ludicrously amusing in it; but one becomes disgusted with a writer when he fills his pages with descriptions of the furniture and finery which surround and set off his characters, especially when he shows that the presence of this kind of trumpery upon the scene is essential, in his opinion, to its real elegance. And so, in the arrant pappies they make of their men of fashion, they do, as the Prince says in Cinderella, "libel gentility most grossly." We are rambling away from Evelina, by the bye, but it is useless at this day to criticize a book so well known, and therefore an excuse can hardly be necessary for indulging the vein. In condemning the unnatural character of most of the class of novels to which we have just alluded, the critic

should recollect that the class of society from which their materials are drawn is particularly unfavorable to the delineator of marked characters and strong feelings. Wherever, as is the case in England, wealth is abundant and the leisure to enjoy it is shared by many, a taste for elaborate, trifling will spring up with the ennui consequent with ordinary minds upon a want of employment. In such communities, or rather we should say in such circles, the love of pleasure becomes the prevailing passion of every individual. Thought and feeling will be neither very deep nor enduring, for the strong exercise of the one is precluded by the variety of dissipation the mind has to employ it, and the heart can never be deeply interested when its vanity is continually stimulated. It by no means follows, however, that the understanding will remain unemployed, or the feelings become blunted. Fancy and quickness of parts will be constantly brought into play, conversation will be cultivated, as a talent, and those who talk will, from the necessity of speaking well in order to be listened to by those whose attention can only be arrested by what entertains, learn to speak to the purpose: and those who listen will be upon the alert to catch the ball and send it back to the best advantage when it falls to their turn. Illustration will take the place of argument, but what is lost in the solidity of observations will be gained by their immediate appropriateness, their brilliancy, and their variety. The most extravagant paradox will, indeed, be often received as real wit, but vapid prosing will never be received at all, and stupidity if bent upon prating will at least have to vent itself in monosyllables. The mind exercised in such a school will become generally, rather than well, informed, and its acquirements, though varied, almost entirely superficial. The effect upon duller understandings will evidently be to sharpen while it polishes them. But at the same time those of a higher order will be blended with the mass; talent will degenerate into mere cleverness, while bare mediocrity improves into respectability; and so with the heart, its more delicate perceptions will be called out and its taste improved, its grosser feelings refined if not subdued, and many of its amiable characteristics heightened and rendered more serviceable to others. But its affections will become less fervid and disinterested; they will languish for ought to employ them, and finally lose themselves in trifling. We speak of a heart devoted to the life to which we allude; and of one thus enslaved, we may add that its own moral sense will soon be exchanged for the opinions of others, and its very principles be supplanted by the conventional forms which regulate their conduct. Its aversions will become moderated and its prejudices allayed; but its attachments and its predilections will be weakened in the same degree. The fear of ridicule and the habitual suppression of every thing like strong emotion, with the continually hearing generous sentiments treated with levity and grave subjects dismissed with a jest, accomplish this in a brief space of time. In short, it would seem that the soul cannot at the same time preserve its freedom of action and its relish of simple pleasures, while its movements are regulated by the whims of others, and its enjoyments are derived from a common stock of artificial excitement. If our premises are correct, there can then be no sphere of action more unfavorable to high intellectual development, or the display of those bold traits of character, which spring from strong passions and deep feeling, than what, in the broad sense of the term, is called "fashionable society;" and while we are persuaded that its allurements have snatched many a weak mind from grovelling pursuits, we are equally convinced, that they have sapped and ruined many a one, originally vigorous and aspiring. And yet, the ambition of "shining in society," of feeding the va-

nity of others, and banqueting upon their praise in return, is a weakness from which few, even of the most illustrious, have been exempt. Nay, those who have vanquished armies, and enthralled Senates with their voices, have been content to follow where nature never meant them to lead. The dicta of puppyism, the fiat of a fop, has frequently given genius as sharp a pang as the condemnation of the true arbiters of merit; and the same silly wish that accuates the thriving villager to be considered upon the other side of that indefinable line which marks out "the best society in the place," is often strong in the bosom of him whose fellows are the mighty dead, to be admitted to the companionship of those whom he must despise. We grieve to say it, but we do think, that the sorest feeling in Byron's bosom during the later years of his life, arose from the conviction of his having "lost caste;" in other words, being banished from the circles of which he was once the ornament in England. The fondness with which he dwells upon his former dandy celebrity, in his letters and conversations, with the evidences given of his smarting severely under the neglect of the fashionable world, lets us completely into this weakness of his eccentric character. Nor is this so remarkable in one in whom the love of personal notoriety was as strong as the love of a poet's fame. His self-love required continual stimulus; and while he knew that his works would, at some time, garner in the harvest of enduring celebrity, that his ambition would be amply gratified, he yet craved the immediate awards of praise, and pined for present food for his vanity. The Poet, second to but one in England's line, would not have been content with the fame of Shakespeare himself, upon the condition that it was to be posthumous.

At the day when Miss Burney wrote, the Despotism of Fashion, as it now exists in England, was almost unknown. It was not then necessary to live in Park lane or on Regent square to be considered among "the elite," and high breeding consisted more in an intimate knowledge and observance of the forms of society than in an acquaintance with the peculiar cut of a tailor, or a close attention to the last new tie of a cravat. The drama was in vogue, and while the acting of Garrick reflected upon the stage the manners of those whose privileged intimacy his talents and accomplishments commanded, the genteel comedy of the day was a salutary check upon extravagance and absurdity. Miss Burney describes with warmth the ease and vivacity of Garrick's manner, the grace of his motions, and the elegance of his attitudes, in playing a favorite character; and Garrick was the "glass of fashion and the mould of form" for many of his young contemporaries. Still there were many formalities in the old fashioned school that the modern has dispensed with to advantage. Lord Orville himself, the hero of the novel before us, is after all but a stick of a lover. He kisses his mistress' hand a dozen times a day; but that, the then usages of society almost enjoined as a duty. He allows his rival before his face to detain her person against the lady's will, and refrains from chastising Sir Clement's impertinence, because he has no right to assume the privilege of being her protector. He makes speeches too where he should whisper passion, and nearly loses the object of his wishes from the want of activity in the pursuit. This slow method of operations might have done well enough in those days when a gentleman had the same partner for a whole evening at a ball; but Lord Orville, in our time, would never, at the rate at which his suit progresses, have brought matters to a final hearing. How his prim genius would have been rebuked before that of the brisk wooer, who now makes a declaration in one round of a waltz, and fixes the happy day in the next. As for Evelina herself, there are many as beautiful, as intelligent and as amiable to be met with; but af-

ter a first winter, or after even three weeks of a first winter, who ever sees that charming simplicity and unaffectedness of character survive in the new debutante. A betrayal of timidity, too, is thought to show a want of knowledge of the world; and thus that sensitive modesty of manners, which, after personal beauty, is the most powerful of feminine charms, is discarded as soon as possible. Some men detest a blue, and some an amazon: if we have an aversion in that way, it is for a woman of assurance. And with this dangerous acknowledgment, being warned that we have already travelled beyond our rightful limits, we conclude these rambling observations.

A TREATISE ON HYDRAULICS AND PNEUMATICS, by Dr. Lardner: Carey & Lea, Philada.—This makes the last published number of the excellent Cyclopædia now in the course of publication by Carey & Lea. We will not attempt to pass upon its scientific character; but it appears to be written in simple and perspicuous language, and with a familiar knowledge of the subject, and well suited to popular use, by abounding in illustrations adapted to the capacity of ordinary readers. We quote the following as relating to one of the most wonderful triumphs of human ingenuity over the elements:—

Balloons—The total impracticability of guiding or governing balloons in their course through the air, has hitherto prevented them from being applied to any purpose of extensive utility. Scientific men have, on some occasions, ascended in the atmosphere, to observe at great elevations the effect of temperature, pressure, electricity, and other phenomena connected with meteorology. In 1804, M. Gay Lussac and M. Biot made an ascent from Paris, furnished with various meteorological apparatus, to a height of upwards of 13 000 feet. Soon afterwards, M. Gay Lussac ascended alone, to a height of 23,000 feet above Paris. In 1807, M. Garnerin ascended at ten o'clock at night from Paris, and, rising with unusual rapidity, soon attained an immense elevation above the clouds. By some neglect, the apparatus for discharging the gas from the balloon was found to be unmanageable, and the high degree of rarefaction at so great an elevation produced in the balloon such a tendency to burst, that the aeronaut was obliged to cut a hole in the silk to allow the escape of the air. The balloon then descended with such rapidity, that he was obliged to counteract its motion by casting out all his ballast. The balloon thus continued alternately rising and sinking for nearly eight hours, during which he experienced the effects of a thunder storm, by which he was finally dashed against the mountains. He landed at Mont Tonnerre, at a distance of nearly 300 miles from Paris.

The effects produced on the aeronaut by the rarefaction of the atmosphere at great elevations, are sensibly manifested in respiration; the pulse is rendered more rapid, the head unusually swelled, and the throat parched.

The intense cold which also necessarily accompanies rarefaction produces great inconveniences, and an irresistible disposition to sleep is felt.

It has been found also that storms and currents in the atmosphere are local, and that while one stratum is thus agitated, other strata inferior or superior to it will be calm. By managing his ascent or descent, the aeronaut may thus transfer himself from wind to stillness, from a storm to a calm, or from one current of wind to another in a different direction. The velocity with which balloons are sometimes transported through the air amounts to eighty miles an hour. The appearance of the clouds from great heights is said to resemble a plain of snow, or a sea of white cotton. Those which are charged with electricity are said to resemble the smoke of ordnance. Clouds containing hail or snow are often encountered, in which the car becomes almost filled with these substances. Clouds of mist or rain frequently drench the aeronaut. When birds are allowed to escape from the balloon at a great height, they fall almost perpendicularly downwards, the attenuated air not having sufficient inertia to offer resistance to their wing.

Attempts have been made to render balloons useful in military operations, by viewing from an elevated position the disposition and movements of an hostile army. An academy, with this object, was

actually established at Neudon, near Paris, during the late war, where a corps of aeronauts was trained to the service. A balloon was kept constantly inflated, and secured to the ground by a rope, which allowed it to ascend to a height of about twenty-five yards. At this institution military balloons were prepared for the different divisions of the French army; and on one occasion an ascent was made by a french general, at the battle of Fleury, to a height of nearly 500 yards, from which he reconnoitred the hostile armies. It is said that the signals which were made to general Jourdon on this occasion decided the fate of the engagement. The project, however, has long since been abandoned, not being found generally available.

It has been proposed to render balloons useful in geographical surveys, both as a means of raising the observer to great elevations, and of transmitting signals to great distances.

To the Editor of the New-York American:

DEAR SIR:—Having been favored with several anonymous communications relative to the article on "Griffin's Remains," in the last number of the Southern Review, I take the liberty of making the following reply to all such correspondents, through the medium of your columns. The communications in question should have been directed to another quarter. The classical exercises of the students in the upper forms of our College are never submitted to me, but to the Senior Professor of Languages. The Latin poems of the Rev. E. D. Griffin were written by him while a member of these forms, and long after he had passed from under my hands. I had charge of his classical studies only for three months of the Freshman year, and, during this period, no Latin poems were, to my knowledge, written by him, certainly none were presented to me as academic exercises. After remaining under my charge from April to June inclusive, of the year 1820, Mr. Griffin was transferred to the Sophomore form, and became consequently a member of the upper classical department. His poems, during the whole of his collegiate course, were never submitted to me either for correction or approval, nor was my opinion ever asked respecting the propriety of their appearing in print under the sanction of the College. I first knew of their existence, as well as of their having been printed by the Institution, when copies were handed to me at our College celebrations. The same remark will apply to Mr. Griffin's poem at Commencement, with the single exception, that I first became acquainted with it, as a mere auditor, during the exercises in the church on the day when he was graduated. But, though the correcting of the pieces in question never fell to my lot, and it may seem therefore unequalled for me to say any thing in their defence, yet I cannot help remarking, that the observations of the reviewer in dispraise of them betray an equally lamentable want of scholarship and good feeling. When we take into consideration that Mr. Griffin had none of the daily drilling in Latin verse which forms so marked a feature in the English system of classical instruction, and to which so much valuable time is unnecessarily sacrificed; that his effusions were produced at irregular intervals, and with but little previous exertion; that he can hardly be said to have had any regular instruction in the principles of Latin versification; and that this last is plainly shown by his selecting for his models in Latin verse the neglected hexameters of Horace, instead of the more sonorous and flowing melody of the Mantuan Muse, and by his remaining unacquainted with the rhythmical powers of the cæsural pause, until, in his last production, his own poetic mind, unaided by instruction, seems to have revealed to him some idea of cæsural melody, and the true cadence of the stately hexameter, we ought rather to wonder at what he did achieve in this branch of scholarship, than sit down and carp at productions, which, with all their faults, are infinitely fairer specimens of talent than the drilled centos of

the schools of England. Nor can we regard the editor of the Southern Review, whoever he may be, as at all competent to pass an opinion on the merits or demerits of Latin versification. By his own showing, he is altogether ignorant of the very nature of a common hexameter. What if Mr. Griffin "counted" his dactyls and spondee "upon his fingers?" Is it not better to do so, and thus to be certain that an hexameter actually contains six feet, than to say with the Editor of the Southern Review, in the table of errata appended to his second number, that the following words form a perfect hexameter, "*Equites illos Cn. Pompeii veteres fidosque*?" What if Mr. Griffin did occasionally avail himself of the aid of the metrical ictus in lengthening a short syllable? Is this to be made a ground of censure by one who has himself been guilty of a blunder at which even a Bavius would have laughed, and for which a school-boy would have been whipped? What if Mr. Griffin's Latinity, like that of every young scholar who relies on his own resources, is occasionally rough and unclassical? Is this defect to be criticised by one who cannot himself even *spell*? It will be time enough for the editor of the Southern Review to meddle in matters of scholarship, certainly time enough for him to pass an opinion upon the niceties of Latin versification, when he shall have learnt that such personages as *Cymon*, *Aeschynæ*, *Cataline*, *Hylander*, and *Cruiger*, never existed; that *Bæotia* is found on no map; and that *Trajiçus*, *Comedia* and *Tragedia* are any thing else but Latin words. But I need not enlarge. The subject will no doubt be fully handled by those who feel more directly interested in it than I do; and it remains for me merely to add with the Roman moralist, "*Quem malus est, culpam qui suam alterius facit*!" I remain, &c.

March 24th.

CHAS. ANTHON.

[FOR THE NEW-YORK AMERICAN.]

I was induced after reading some remarks in your paper of Monday, on a criticism in the Southern Review on the Latin poetry of a deceased writer, to read the Review itself; and candor calls on me to allow that the strictures of the reviewer are not misplaced or dictated by an ungenerous or unworthy spirit. Fair and unstinted praise is given to the talents, character and promise of Mr. Griffin; and if enlightened judgment is to be silent on the merits of his Latinity, when courting the public eye in its original questionable shape, there is an end to advancement in just and solid classical attainment. It is to be presumed that whoever undertakes to write Latin verse is as ready as the member of any other craft to have his work brought under review; and if the judgment be founded in truth and uninfluenced by a petty spirit, I for one will not except to it, but be thankful for its salutary influence on our institutions; nor will any inaccuracies not clearly imputable to the reviewer in question, diminish the force and weight of his criticisms.

Yours, &c.

ARISTIDES.

FOREIGN INTELLIGENCE.

The Manchester, packet ship, from Liverpool, brings us accounts from that port of the 16th ult.—From London we had later accounts by the *Charlemagne*. We annex a few items.

Liverpool Cotton Market, Wednesday, Feb 15.—The demand for Cotton continues very good. The sales yesterday were 2,100 bags, and this day 3,050; prices do not advance, but they are steady.

London, Feb. 14.—The rumours respecting an intended alteration in the currency, by the issue of one pound note was last night put at rest by the declaration of Lord Althorp that government had no intention whatever on the subject.

Sir Walter Scott was presented to the King of Naples on the 12th ult.

The first division of the expedition, with Don

* The Edinburgh Encyclopedia, article Aeronautics.

Pedro, left Belleisle on the 10th; the second division was to quit on the 12th; the weather was fine and the wind fair. The day previous to quitting, an offer was made of a free passage to England, for any who felt disposed to return, but not one availed himself of it.

American Commission to ascertain the Cost of English Woollen Manufactures.—We learn that a seizure of English woollen goods has been made by the Custom-house of the United States, on the allegation that the goods were entered below their real value, with the fraudulent intention of passing them at a lower rate of duty. The seizure having been appealed against, the Government has ordered a commission to be appointed to examine in England the cost of producing the goods. Several Leeds manufacturers have been examined on the subject, and no less than thirty-six written questions were proposed to them, calculated to elicit answers, showing the cost of every minute process of the manufacture. It is conjectured by some of our manufacturers that the seizure has been made, and the commission appointed, merely to furnish a pretence and an opportunity for obtaining full information as to the modes and processes of the manufacture of woollens in England, which may be serviceable to our American competitors. They say that the goods seized were not entered below their value, and that the questions put to the individuals examined were such as a manufacturer only could have suggested. We should have thought, seeing the great number of English manufacturers and workmen who have settled in the United States, and the excellence of their own machinery, that it would have been unnecessary for the Government of the United States to have resorted to such a mode of obtaining information. But it is possible the conjecture of our townsmen may be correct. At all events, the manufacturers and merchants of this country should be careful not to enter their goods exported to America below their real value. [Leeds Mercury.]

Mr. James Fletcher, author of the *History of Poland*, shot himself through the heart, on Friday night last week, at his lodgings in Grove Terrace, Lisson Grove. The unfortunate young man, who had exhibited considerable promise of future eminence, was only twenty-two years of age. From the evidence of a gentleman named Atkins, who keeps a school at Abbey House, St. John's Wood, it appears that Fletcher was respectably connected, and that his friends were persons of large property near Canterbury. He lived with Mr. Atkins as an assistant for two years, during which time he published his *History of Poland*, which met with great success; at Christmas last he left Mr. Atkins's, thinking that he would do better by devoting himself to literary pursuits. Besides the *History of Poland*, Mr. Fletcher published a poem, entitled *The Siege of Damascus*, *The Gem*, &c. and was a contributor to several of the periodicals. Mr. Atkins said he had frequently seen him of late; and he complained to him that a bill of exchange, which he received from his publisher, and which he had cashed, was likely to fall back into his hands. The bill was to fall due in a day or two, and he was very dejected through apprehension of suffering from pecuniary embarrassments in consequence. Another friend spoke of Mr. Fletcher as exceedingly depressed on Friday night. It is not a little curious, that he had all his life spoke with great contempt of suicides; and the conversation on Friday turning on that subject, he particularly censured the conduct of the late Col. Brereton, whose example he was so soon to follow. [Bell's Messenger, 12th Feb.]

Expedition to the Niger.—It is, we are informed, the intention of a company of merchants at Liverpool to equip a steamer of 100 tons burden, and other vessels for a trading voyage up the Niger. We have further learned that the merchants have it in contemplation to send a limited number of Moravian Missionaries with the expedition, who are to remain in the country; though this matter is, we believe, as yet undecided. The vessels, it is expected, will leave Liverpool about May next. [Literary Gazette.]

In 1830, out of 1,397 persons condemned to death in England, 46 only were executed.

[From the London Times.]

PARIS, Feb. 11.—Private Correspondence.—A foreign intrigue forms at present an object of great interest to France. It is the abdication of Frederick William III., King of Prussia, now in his 62d year, in favor of his son, Frederick William, born in 1795. The sufferings of the old King, during the campaign which he carried on against Buonaparte, and during which he at one period found himself with

scarcely any territory, have given him sufficient experience to dread the results of battles: he has therefore lately contributed very much to preserve the peace of Europe, and it is a well-known compliment paid this monarch by a late French ambassador, and on which he prides himself very much, that "he is the pacificator of Europe." But there is a war party in Prussia, at the head of which is the present Prince Royal, an enthusiastic, and, as it is asserted, ignorant man, who is now influenced very much by his Dutch and Russian connexions. Efforts are now said to be made to induce the old King to resign the reins of government, and then, as the French expect, war will blaze all over Europe.

One of the French opposition papers quotes an extract from a pamphlet lately published at Paris, called *Simon le Proletaire*, in which Prince Talleyrand, among others, is attacked with severity and injustice. The pamphleteer pretends to enumerate the occasions on which the Prince amassed his great fortune, and to specify the sums which he received for particular services. We dare say the whole of the recital is a calumny, but the credulous author publishes it with an apparent conviction of its truth. As a specimen, we need only state that he accuses the Prince of receiving 2,000,000 of francs under the Directory for selling the interests of France to Portuguese agents; 10,000,000 for selling the interests of France to Spanish negotiators; 2,000,000 for the negotiation of the treaty with the Batavian republic; 3,000,000 from sovereigns, or mediatized princes, for settling their rank on the establishment of the Rhenish Confederation; 3,000,000 for the peace of Presburg in 1805; 2,400,000 for the establishment of the Grand Duchy of Warsaw; 2,500,000 at the peace of Tilsit; 10,000,000 from Lord Castlereagh for overthrowing Napoleon I.; and 7,375,000 for selling the throne of Naples to Murat, and then restoring it to the Bourbons. The pamphleteer thus makes an account against the Prince of more than 46,000,000 of francs, or nearly 2,000,000 sterling! Lord Castlereagh seems to have been the most liberal purchaser of his diplomatic conscience. Where did his lordship find such a sum as 10,000,000 of francs (400,000*l.*) for secret service money?—[London Times.]

FATAL EFFECTS OF SUDDEN FRIGHT.—An instance occurred on Friday week, in the family of Charles Brenden, Esq., Baywater road, near London, of the lamentable consequences attendant on the very reprehensible practice of "frightening in fun," as it is termed. One of Mr. Brenden's sons, about 12 years of age, dressed himself in a white sheet and a hideous-looking mask, and lying in wait for the housemaid, he suddenly jumped upon her as she was passing along the scullery passage to the kitchen, and clasped her in his arms. She uttered a loud scream and fell down in a state of insensibility. Her fellow servants endeavored to reanimate her but were unable and it was found necessary to send for medical assistance. By the aid of powerful stimulants she was recovered after remaining insensible for upwards of three hours: but the shock and fright she sustained have entirely turned her brain! She has not uttered a word since, and when spoken to by any person takes not the slightest notice, but will continue sitting in one position, gazing vacantly for eight or nine hours at a time. It has been necessary to use force to compel her to take sufficient nourishment. She is twenty years of age, and was a merry good-tempered girl; but, by a mischievous frolic, she is likely to remain in a state of idiocy for life.

The Naples Gazette of the 7th inst. says:—"In addition to our former account of the eruption of Vesuvius, we have to state, that in the afternoon of the 22d of December and the following night, the shocks from the mountain became much more frequent and perceptible, and were felt in all the neighboring country, and hollow roarings were heard every moment. On the 3d inst. the lava from the mouth of the crater had become 25 feet broad. It is a curious circumstance, that the first substances of which the lava consisted have, in cooling, been formed into three arches like a bridge, under which the current which now issues from it runs. On the same day the lava had reached the base of the volcano, keeping the direction of the hermitage of St. Saviour, running over the old beds formed in 1767, 1779, and 1822, and encumbering the plains called *Ginestre*. Its greatest extent is a quarter of a mile, and its depth about fifteen feet. The mountain throws up at intervals of about two minutes each a large quantity of red hot stones, which fall back into the crater.

The Naples Journals state that the Spanish Ambassador on the 15th ultimo made a formal application for the hand of the Princess Maria Amelia, the King's sister, on behalf of Don Sebastian, Infante of Spain.

A new monthly periodical is announced, under the name of the British Magazine, and a Monthly Register of Religious and Ecclesiastical information, the State of the Poor, Progress of Education, &c.—It is to be edited by the Rev. Jas. Hugh Rose, B. D.

Another new monthly is about to start, having in view objects particularly valuable to science. It is to be called the Nautical Magazine, and to contain a Register of Maritime Discoveries in all parts of the world, with Reviews of interesting Voyages and Works relating to Hydrography.

From a work lately published by order of the President of the Council, it appears that within Paris and the Banlieu, 335 children were made orphans by the events of the three days of July, 1830; namely, the first Arrondissement 30, in the second 9, in the third 16, in the fourth 26, in the fifth 27, in the sixth 41, in the seventh 26, in the eighth 38, in the ninth 23, in the tenth 30, in the eleventh 6, in the twelfth 38; in the Arrondissement of Sceaux 22, and in that of St. Denis 23. A second part of the same publication comprises the names of the guardians of these interesting objects. A third part gives a statement of the sums paid, and to be paid for the support of the orphans, from the year 1830, to the year 1849; when they will all have attained an age to provide for themselves. The year in which the largest amount will be payable, will be 1834, when 155,000 francs will be expended; the lowest must necessarily be in 1849, when it will be 1,400 francs only.

CHINA.—The Canton paper of the 8th Dec., gives this important intelligence.

"The arrival of H. M. S. Challenger, as an *avant courier* of the British fleet, has thrown our little pulic into no ordinary state of ferment and excitement. We rejoice at the prospect which is now presented, through the agency of this naval force, of a speedy and thorough redress for the long catalogue of annoyances which is registered against the Government of the Celestial Empire. The Chinese do not seem, as yet, to apprehend any serious disturbance; they speak with indifference of the arrival of an armed force, and rely upon a repetition of former terminations to disprove of this nature.

Upon no previous occasion has so formidable a demonstration been made by the officers of his Majesty's Government to carry matters to a successful issue. No fleet has, at any previous time, been ordered to China for the express purpose of exacting from its government satisfaction for oppressive edicts and apologies for national insults. Whatever may be the indecision of the committee, the officer now in command of the fleet is not one from whom the Chinese can expect much concession, or in whose councils they may hope for wavering and irresolution.

Captain Freemantle, the commander of the Challenger, is entrusted, we understand, with an official communication from the Governor-General of India to the Governor of Canton, which he has been instructed to deliver to his Excellency, in person.

By the Brig Lawrence from Jamaica, papers to the 2nd inst. are received from that island with late dates from Pera and Gauthimala. We extract all of interest:—

The Jamaica market was overstocked with American produce. Flour, \$6 to 7, sales at \$3 75, of schr. Alpha's cargo; Exchange on New York, 7 per cent. premium; Coffee \$18; Sugar, \$3 to 4.

LIIMA, Dec. 28.—Peace is now concluded between Bolivia and Peru: a treaty of commerce has been entered into, and we now look forward with confidence to improvement in our Markets. Gen. Gamara (President) has returned to the city from Upper Peru, and our old and high prized friend, General Rivera, has also arrived from Chili, and met with a most cordial reception, and it is presumed will be our next President.

GAUTIMALA, Jan. 10.—We are now in commotion—Martial Law proclaimed. Arce, our late ex-President with 7,000 troops, is within a few miles, and we momentarily expect an attack. The Government has concluded to remove to St. Salvador. The country is so divided, 'tis hard to conjecture who shall triumph.—At any rate the aspect is, we will have another year of civil war.

HOME AFFAIRS.

COLONIZATION MEETING.—On Tuesday Evening a large meeting was held at the City Hotel of the friends of Colonization.

The Hon. William A. Duer, President of Columbia College, was called to the chair, and Richard R. Lansing, and William Kent, Esqs. were chosen Secretaries. The meeting was addressed by the Rev. Dr. Cox, L. H. Clarke, S. A. Foot, S. P. Staples and J. S. James, Esquires.

The following resolutions were adopted:

Resolved, That in the history of the Colony of Liberia, from its commencement to the present time, we have evidence, amounting to demonstration, of the practicability of the measure, and that nothing is wanting to ensure its ultimate success, but the effective co-operation of the American people, without regard to sectional interests and feelings.

Resolved, That in the opinion of this meeting, the American Colonization Society stands prominently forth among the philanthropic enterprises of the age, and is justly entitled to our cordial patronage and support.

Resolved, That the members of the Legislature of the States of Virginia and Maryland, and the conductors of the public press in those States, who have manifested a disposition to provide for the ultimate abolition of slavery, without impairing such rights of property as are secured by law and recognized by the Constitution, are entitled to our unqualified approbation; and that while we disclaim the right and propriety of dictating to our Southern brethren, the measures which ought to be pursued for relieving our common country from the burthen of Slavery, we yet hail with joy their movements to effect this great object, and pledge ourselves to second their efforts.

Resolved, That this meeting have witnessed with great satisfaction, the introduction, into the House of Representatives of the Congress of the United States by a member from Maryland, of a resolution in favor of furnishing aid by the general government to the cause of colonization, and that we anxiously hope it may not be overlooked amidst the other important subjects, that occupy the consideration of that honorable body.

Resolved that a respectful memorial be addressed by us to the Legislature of this State now in session soliciting them to instruct their Senators and request their Representatives in Congress to exert all lawful and constitutional means, to obtain an appropriation of the proceeds of the public lands, or of such other sources of revenue as may be deemed expedient, for the purpose of colonizing the free colored population of this country on the coast of Africa.

Resolved, As the sense of this meeting, that Colonization in Africa, as a missionary effort, presents the most favorable prospect of introducing civilization and Christianity into that extended, but benighted continent.

[From the Pennsylvania Inquirer.]

U. S. DISTRICT COURT.—*The United States of America vs. John F. Sarchett.*—This case, which, during the last week, has excited considerable interest, was decided on Tuesday last, by a verdict in favor of the United States.

Henry D. Gilpin, Esq. District Attorney for the United States, and John Cadwalader, Esq., for the Defendant.

The facts in evidence were briefly these. In January, 1831, Mr. Sarchett imported from England, a number of casks containing short pieces of bolt iron, cut of the proper length to be converted into links for chain cables, of which he is a maker. It was asserted on the part of the United States, that these were essentially bolt or bar iron, and as such to be charged at \$37 a ton. Mr. Sarchett contended that, by the process of cutting, they had assumed a new and definite character as a manufactured article; and, as such, not being specifically enumerated in the revenue laws, they were to be charged at 25 per cent. ad valorem.

A great number of witnesses, embracing blacksmiths, makers of chain cables, manufacturers of bar iron, merchants engaged in the iron trade, were examined on both sides. The various points of law and fact were discussed by the respective counsel at considerable length, and the charge of Judge Hopkins was very able.

The verdict in favor of the United States is of more than ordinary importance, from the principle which it establishes. If a partial change in an article which still retains its essential character, were deemed sufficient to give it the qualities and denomination of a new manufacture, it is easy to see that

there would be but little difficulty in evading the duties in almost every instance, where they are charged on an article susceptible of progressive changes in the course of manufacture.

It may be proper to add, that it appeared in evidence, that the Defendant assented voluntarily to the present suit, for the purpose of having the question decided fairly on its merits.

Old Iron—Scrap Iron.—It will be recollected that in November last, judgment was rendered in the New York Superior Court in favor of Moses H. Grinnel and others, against Samuel Swartwout, Collector, for the amount of the excess of duty charged on a quantity of old iron—the duties being charged as on scrap iron. It is proper that our importers should be aware that this decision has not altered the practice at this port, the duties to which scrap iron is liable being still charged on that description of iron determined by the New York Court to be old iron.—This practice is sanctioned by the treasury department, which has directed an appeal from the decision of the New York Superior Court.—[Phil. Inquirer.]

THE TARIFF.—The following list of ayes and noes in the Senate on Monday, on Mr. Hayne's amendment to Mr. Clay's resolution, which has been so long under debate, denotes accurately the relative strength of the tariff and anti-tariff parties in the Senate, so far as the members were present. There were seven absent, Messrs. Chambers of Maryland, Dallas of Pennsylvania, Naudain of Delaware, Ruggles of Ohio, Webster of Massachusetts, Tazewell of Virginia, and Mangum of North Carolina,—of whom the first five, it is presumed, would have voted in the negative, and the last two in the affirmative,—making the parties stand 20 anti-tariff, 28 tariff, votes.

The question being on striking out all Mr. Clay's resolution after the word resolved, and inserting Mr. Hayne's amendment, it was decided in the negative, as follows:—

Yeas.—Messrs. Benton, Bibb, Brown, Ellis, Forsyth, Grundy, Hayne, Hill, Kane, King, Miller, Moore, Poindexter, Robinson, Smith, Troup, Tyler and White—18.

Nays.—Messrs. Bell, Buckner, Clay, Clayton, Dickerson, Dudley, Ewing, Foot, Frelinghuysen, Hendricks, Holmes, Johnston, Knight, Marcy, Prentiss, Robbins, Seymour, Silabee, Sprague, Tipton, Tomlinson, Waggaman and Wilkins—20.

THE TARIFF AND THE APPORTIONMENT BILL, the two chief subjects which have been before Congress at this session, would seem, by the report of the proceedings in the Senate on Thursday, as far from a decision, as when they were first agitated. As to the Tariff, it is, we observe, stated by Mr. Hayne, that he was losing daily, and indeed, had almost entirely lost all hope of an amicable arrangement. On the Apportionment bill, there is yet menaced much debate by the introduction of new, and the discussion of old, propositions; and some delay, in order to ascertain how much Maine, in consequence of the award of the King of the Netherlands respecting the north-eastern boundary, (which, from the statements in another part of this paper, is, it would seem, to be acquiesced in) may be shorn of her present proportions and representation. The Legislature of this state, therefore, must possess themselves in patience, and make up their minds to a long session, or to an adjourned one. When Congress are to adjourn—if they are to do any business at all—it is impossible to conjecture; but certainly not before the middle of June.

TWENTY-SECOND CONGRESS—1st SESSION.

NATIONAL MEMORIALS.—In the House of Representatives, on the 8th inst. Mr. Verplanck, from the Joint Library Committee, made the following report:

"The collection of the diplomatic correspondence of the American Revolution, recently published by order of a former Congress, contains a treasure of information touching the most eventful period of our history, full of interest and instruction to the statesman and philosopher, and gratifying to the just pride of the American patriot, from the high evidence it affords of the virtue and talent of the venerable fathers of our liberties."

The original joint resolution of the two houses of Congress for the publication of this selection limited to the correspondence ending with the peace of 1783. In a subsequent resolution for the publication of the secret journals of the Congress of the old Confederation, the publication of the remaining correspondence of our diplomatic agents abroad, until the adoption of the present form of government in 1789 was also ordered. But no appropriation having ever been made to enable the Executive to carry this part of the resolution into effect, the papers still remain unpublished in the Department of State. This correspondence is contained in a number of manuscript volumes, and a large mass of miscellaneous and imperfectly arranged papers. All reasons of State for withholding any part of these from the public eye, have long ago passed away—and a large portion of them are calculated, to shed much light upon that curious and least known portion of our political history, that of the period immediately preceding the adoption of the present Constitution. Many of these papers were written by our greatest men, and upon subjects worthy of their talents.

During this period, the American Commissioners at Paris, Franklin, John Adams, and Jay, were engaged in various negotiations, or efforts at negotiation, with the different European Powers, under instructions from Congress, laying down as the basis of such negotiation, the most liberal principles of reciprocity, and equality in trade, of the mitigation of the severities of war, and of respect for neutral rights. Their correspondence on those and other matters committed to their charge, during the years 1784 and 1785, form an important part of these unpublished papers.

From 1784 to 1788, John Adams represented the American Confederation in London; and his negotiation and conferences with the statesmen of England, and especially William Pitt, upon the weightiest subjects of international law, form a curious and instructive part of Mr. Adams' copious and interesting correspondence.

Thomas Jefferson was the American Minister at Paris, during the same years; and, though our relations with France then called forth little of diplomatic talent, his correspondence is not less valuable, as it embraces the period of the first movements of the French revolution, which he viewed with the intense interest of an ardent republican, and the eye of a philosophical statesman.

John Jay was the Secretary for Foreign Affairs from 1784 to 1789, inclusive. His ample instructions to our ministers and diplomatic agents abroad, his negotiation with the Spanish Minister in this country, and his reports to Congress on various points of our foreign relations, form a large part of this collection. In these papers, numerous points of public law and national policy are discussed with the wisdom and learning that always distinguished this eminent man.

The letters and communications of Carmichael, from Spain, of Barclay from Morocco, of Lamb from Algiers, in relation to the treaties with those several Powers, and of Dumas from Holland, on the fiscal concerns of the United States with that nation, as well as of Marbois, Otto, and De Moutier, representing the French government, and Van Berchel that of Holland, also offered materials from which a judicious editor might make a very useful selection.

The publication of mere the valuable part of this mass of correspondence would place the preservation of those precious materials for history and public law beyond the reach of accident. It would, at the same time by filling up the only remaining chasm, complete the official publication of the documentary history of the U. States' Confederation, and that of the Federal Convention, with the collection of State papers formerly printed and the great collection of public documents since 1789, now printing by order of the last Congress, a noble collection of national state papers, unrivalled in value, interest, or authenticity, by those of any other nation.

A bill making appropriation to defray the expense of such a publication under the direction of the Secretary of State, is herewith reported.

The bill thus introduced was twice read and committed.

In the House of Representatives, on Friday, 16th of March, a long debate arose on a motion by Mr. Archer, to amend the general appropriation bill by providing thirty seven thousand five hundred dollars "for the salary of a Dragoon, and for contingencies to the mission to Constantinople."—This was finally agreed to by a large majority, having been opposed by General Root, by Mr. McDuffie, who seemed to think the Black Sea trade of little value, and also objected to appropriations for contingencies, and by Mr. Whittlesey of Ohio, who regarded presents as a sort of tribute. The proposition was supported by Mr. Archer, Mr. Campbell, Mr. Wayne, and others. Speaking in its favor, Mr. Everett observed (—

The custom of presents obtains at many, perhaps all, the Courts of Western Europe. He had heard of one snuff box, set with brilliants, in one of those courts, which on occasion of the negotiation of treaties had been presented to successive foreign ministers, for fifty years. The Minister received it; sold it to the jeweller who made it for \$5,000, the jeweller sold it again to the government, who presented it to the next negotiator, to be disposed of in the same way.—As our constitution does not allow our Ministers to receive these presents, our Government is of course dispensed from making them to the negotiators of the civilized Powers of Europe. But the case was different with Turkish; and it had in effect been found that the ratification of the treaty could not be obtained without holding out the reasonable expectation of presents, for which this appropriation was asked. Like the gentleman from New York, Mr. E. had been in favor of a full mission, differing in that respect from many of his friends in Congress. He had some personal acquaintance with the character of the Turks and their government; and he knew that in dealing with them, the external show went much further, than with civilized Powers. He did not wish the Americans to get the name at Constantinople, which he had heard they sometimes received at Canton—that of second-rank Englishmen. He would not run a race of prodigality with any Foreign Powers; but he would, in every proper way, impress the governments of all countries with whom we have dealings with the assurance, that we know and were disposed to respect their usages, as far as our own honor permitted. There were occasions, when, in semi-civilized, and barbarous countries, the property, the liberty, and even the lives of our citizens, depended on its being well known, that they were under the protection of a powerful government.—There is no way more effectual, and he would add economical, of conveying to those countries a proper impression of the power of this, than by keeping up our diplomatic establishments, in a respectable style.

Mr. Adams said:—

The usage had been universal among the Powers of the East from time immemorial. And as to the usage of our own Government on that subject, the gentleman at the head of the Committee on Foreign Affairs had referred the House to the practice of Mr. Jefferson. But he might have gone much farther back; for we have been in the habit of giving presents ever since we have been a nation. Our first treaty with France had been effected through the influence of presents—by presents given by our Ministers at Versailles; and the old Confederation had allowed our Ministers not only to give presents, but to receive them in return. Mr. A. said, he was not indeed sure but presents of some kind had been received by our commissioners in the present case.—What had become of them he did not know. Not an Emperor of Morocco died, but this country made presents to the successor; not a Bey of Tunis, nor a Dey of Algiers, fell by disease, or died by the hand of some loving brother, but presents were still made to the new occupant of the throne. Congress, indeed, did not see the appropriation, nor vote the money for that specific object: the Executive drew the necessary supply from a fund set apart for the contingencies of foreign intercourse. So that, if the worthy gentleman from Ohio (Mr. Whittlesey) insisted upon considering presents made to barbarian governments as tribute, he was paying every day not only many "cents" but many dollars, and many thousands of dollars, for tribute. But the matter was not so considered elsewhere. Nay, the practice of making presents in conducting negotiations prevailed even in Europe. We ourselves received presents on such occasions, notwithstanding the provision in the Constitution to the contrary. The identical snuff-box to which his colleague had alluded had been in Mr. A.'s own hands. It had been offered to him by the Minister with whom he had concluded a treaty. The offer took him by surprise, being wholly unexpected, and the task of refusing was rendered the more embarrassing, from the circumstance that the box contained on its lid a portrait of the reigning sovereign. He had, however, been obliged to say to the Minister, that it was with great regret he was compelled to refuse a present of that description, but he must do so, as the Constitution of his own government forbade him to accept of it. The Minister had replied, that there was a similar regulation among European Powers, but the difficulty was always gotten over by the Minister's applying to his sovereign for leave to accept, which was never refused. The Minister therefore continued to press the snuff-box upon him, urging him to take it

and suggesting a similar expedient to get over the prohibition of the Constitution.

Mr. A. however, had assured him that it would be very useless for him to make such an application, as he apprehended his sovereign would not be very likely to grant it. He had therefore requested him to retain the box, and he had accordingly done so. So customary was this form of civility, that this was not the only instance which had occurred to himself. He had been offered presents in like manner in other countries. In Holland, it was the practice to present a heavy gold chain having a large medal appended to it, to every foreign minister on his leaving the Hague. In England (where they stuck closer to matter of fact,) it was customary to ask a Minister on his departure, whether he chose to receive a snuff box containing a portrait of the king, or a present of the like value in money. Some gentlemen, who were more sentimental, preferred accepting the box. Others, who looked closer to the pocket, received a sum of money. So perfectly was the thing understood, that there was a regular graduation of the value of these presents according to the grade of the minister to whom they were to be made, from an ambassador, down as low he believed as to a secretary of legation. It had happened to him when engaged in negotiating a treaty with that power, that the British minister had put the question to him. Mr. A. had replied that it was not in his power to accept either. The minister replied, that he had himself received many of these presents, but never without experiencing a sense of shame.

A very good principle on that subject had been established by the Directors of the East India Company. In their intercourse with the nations of the East, the company always made valuable presents, and permitted their agents to receive corresponding presents in return. But the value of the presents thus received, was always charged to the Minister, so much on account towards his salary. This, in the policy of merchants who were princes and who united glory with interest in all their concerns, might be a very proper arrangement.—He had mentioned these facts, for the purpose of showing how universal the usage in question was. Our own Government indeed formed the only exception, and even that exception was not uniform—for he believed that there was seldom an Indian treaty made, in which we did not make presents, whether we received any or not. The Indian chiefs, indeed, were often much disposed to make presents on such occasions, so that whether nations were in a state of barbarism, or had advanced to the highest degree of civilization, there still seemed to be something which suggested, that, in order to propitiate man to man, it was necessary that something should be given.

Saturday, March 17.

The Senate did not sit to-day.

In the House of Representatives, Mr. Bell, from the committee on Indian Affairs, reported bills authorizing the appointment of an Agent to reside among the Choctaw Indians, west of the river Mississippi, in pursuance of the treaty of 1830—in addition to the several acts regulating the intercourse with the Indian tribes—and to provide for the appointment of three Commissioners to treat with the Indians, and for other purposes. Mr. White, of New York, from the select committee on coins, made a report, accompanied by a bill, concerning the gold coins of the United States. Three thousand extra copies of the report were, on motion of Mr. Patten, directed to be printed. Mr. White, from the same committee, reported a bill regulating the value of certain foreign silver coins within the United States. Mr. Wickliffe submitted a resolution directing the committee on Private Land Claims, to inquire into the conduct of the Commissioner of the General Land Office, touching an official request made to that officer by the committee on Public Lands. The resolution was amended, by directing the inquiry to be made by the committee on the Judiciary, and agreed to. Seventeen private bills were considered in committee on the whole, reported to the House, and ordered to be engrossed for a third reading.

Monday, March 19th, 1832.

In the Senate Mr. Dickerson, from the Committee on Manufactures, made an unfavorable report on the subject of the reduction of the duty on Alum Salt. Mr. Bibb concluded his remarks in opposition to Mr. Clay's resolution on the subject of the Tariff. Mr. Foreyth moved to refer the whole subject to the Committee on Agriculture—lost, Yeas 18, Nays 22. The question recurred on Mr. Hayne's amendment. Mr. Hayne moved a division of the question; and the vote was first taken on striking out the whole of the original resolution, after the word "Resolved,"

and decided in the negative—yeas 18, nays 23. The amendment was declared by the President to be rejected by this vote, and the original resolution consequently adopted.

In the House of Representatives, various petitions and memorials were presented and referred.—The bill making appropriations for the military service and for the support of government for the year 1832, together with a large number of private bills were read a third time and passed. The bill amending the act for the relief of the insolvent debtors of the United States, passed at the last session, was taken up and discussed—but before any question was taken, the House adjourned.

Tuesday, March 20.

In the Senate, Mr. Hendricks introduced a bill making an appropriation to improve the navigation of the Wabash and for a survey of the Kaskaskia, and White river. Mr. Benton introduced a bill granting to the State of Missouri 500,000 acres of land, to be applied to purposes of internal improvement. The bill authorizing the government of Arkansas to lease the Salt Springs in said Territory, and several private bills, were passed. At an early hour, the Senate proceeded to the consideration of Executive business, and when the doors were opened, the Senate adjourned.

In the House of Representatives, Mr. Wilde submitted a resolution for an inquiry into certain facts connected with an increase of the specie circulation of the country. The bill in addition to an act for the relief of the insolvent debtors of the U. States, was taken up and debated at length, and after some material amendment, was ordered to be engrossed for a third reading. The House then adjourned.

Wednesday, March 21.

In the Senate Mr. Waggaman submitted a resolution proposing an inquiry into the expediency of granting 500,000 acres of land to the State of Louisiana for the purpose of internal improvement. Several bills from the House were read twice and referred. The bill from the House for the relief of Benedict Joseph Flajet was, after some discussion, ordered to a third reading. Mr. Clay's resolution respecting the Tariff was taken up, and, after some conversation as to the question whether the motion to amend, proposed by Mr. Wilkins, was in order, the resolution was laid on the table, and the Senate proceeded to the consideration of executive business. In the House of Representatives, Mr. Adams, from the Committee on Manufactures, reported a bill for the prevention of frauds upon the revenue. Mr. Adams stated the reasons which would induce him to decline pressing the request, made on a former day, to be excused from serving on the committee of Manufactures, for the remainder of the session.—The resolution of Mr. Wilde, directing the Committee on Coins to inquire into certain facts connected with an increase of the specie circulation of the country, was modified at the suggestion of Mr. Cambreleng. Mr. Wilde further modified his resolution, and addressed the House at some length, on the proposition. The consideration of the subject was arrested by a call for the orders of the day.—The House proceeded to consider the amendments proposed by the Committee on the Public Lands, to a bill from the Senate supplementary to the several Laws regulating the sale of Public Lands. Various amendments to the amendments of the Committee, were proposed and adopted, and others rejected, when the bill, as amended, was ordered to a third reading.

Thursday, March 22.—IN SENATE.

APPORTIONMENT BILL.

Mr. Wilkins asked the Senator from Delaware, (Mr. Clayton) whether it was his intention to call up the Apportionment Bill and when? The Legislature of Pennsylvania was in session and waiting only for this bill; unless it was soon passed, the Legislature of that State must be specially convened for the purpose of arranging the Congressional Districts. He should move to call up the bill immediately unless the Senator from Delaware intended very soon to call it up.

Mr. Clayton wished, he said, to call up that bill, as soon as the Senate should be full. His colleague and a Senator from Maryland, (Mr. Chambers) were absent, and as long as there was a reasonable expectation that they would soon return to their seats, he hoped the Senator from Pennsylvania would not press his motion to take up the bill.

Mr. Wilkins was every day, he said, so much urged by the members of the Pennsylvania Legislature to procure, if possible, the passage of this bill, that he could not consent to the further delay required by the Senator from Delaware. He moved therefore, that the bill be now taken up.

Mr. Webster remarked that the question on the amendment submitted by him was taken in full Senate, one member only being absent, and he hoped that the motion pending for a reconsideration would not be put during the absence of several friends of that motion.

Mr. Marcy said the State of New York would suffer much inconvenience from any further delay of this bill, and he saw no probability that the cause of the delay would soon be removed. He was in favor of taking up the bill.

Mr. Bockner expressed his surprise that the motion should, at this time, be pressed so earnestly by the members from the large States. The subject was of such importance to the small States that they had a right to demand upon it a full vote after full deliberation. The inconvenience which a few States were to suffer by the delay of a few days was a matter of little consideration compared with the principles involved in this bill. It was very possible that a majority of the Senate would unite in favor of some modification of the bill; and their opportunity to amend it ought not, in his opinion, to be lost solely in consequence of the accidental absence of two Senators.

Mr. Clayton said that his colleague would be here certainly on Monday, and there was reason to believe, also, that the Senator from Maryland would be here. At all events, he was willing to have the vote taken on Monday, taking the hazard of their continued absence.

Mr. Forsyth would be willing he said, to consent to the postponement of the bill if there was the least probability that there would be any change of opinion already expressed by the Senate, adverse to the amendment proposed by the Senator from Massachusetts. But he was confident that no one vote would be changed by a continued discussion.

Mr. Foot said that the motion to fix the ratio at 48,500 had not yet been discussed. That motion would be made, and it would in some manner lessen the relative injustice of the bill as it stands.

Mr. Holmes suggested as a reason for the postponement, that it was necessary before the bill was passed, to ascertain whether a portion of the State of Maine was to be again represented in Congress, or whether it was to be transferred to Great Britain.

The motion to take up the bill, was then put and lost, without a count.

THE TARIFF.

On motion of Mr. Clay, the Senate resumed the consideration of his resolution proposing a modification of the Tariff.

Mr. Wilkins submitted the following amendment to the resolution:—

Strike out all after the word forthwith, and insert the following: "so far reduced, or altogether abolished, as to bring down the amount of the public revenue to a sum sufficient to defray the ordinary expenditures of the Government, after the payment of the National Debt, as proposed in the late Report of the Secretary of the Treasury, and without a view to a surplus revenue, or for distribution, having such regard as they may deem expedient to such an ultimate equalization of duties as will render them efficient for the purposes of their imposition."

Some discussion occurred on this resolution—when

Mr. Forsyth moved that the committee be instructed to take into consideration the amendment offered by Mr. Hayne some time ago, and rejected.

Mr. Poindexter moved that the committee be also instructed to take into consideration the resolution offered on the 21st of December, by him, as follows:

Resolved, That the Committee on Finance be instructed to inquire into the expediency of fixing a rate of duties on foreign imports, not to exceed, on any article imported into the United States, more than 20 per cent. ad valorem; and not to reduce the duty on any article so imported, below 10 per cent. ad valorem; and to arrange such duties, having regard to all the great interests of the country, so as to produce a net revenue of not less than fifteen millions of dollars annually.

Resolved, That the said Committee be further instructed to inquire into the expediency of giving effect and operation to said system of duties on the 30th day of June next.

Mr. Bibb moved that the Committee be also instructed to inquire into the expediency of reducing the price of Public Lands.

Mr. Hendricks adopted all the above motions, as modifications of his motion.

Mr. Robinson moved the following amendment, so as to make the last amendment read as follows:

"And also to inquire into the expediency of re-

ducing the price of the public lands, and transferring the residue to the States in which they lie."

The question being then taken on the motion to refer the resolution as amended, on motion of Mr. Wilkins, Mr. Forsyth, and Mr. Poindexter, to the committee on Manufactures, it was decided in the affirmative, by the following vote—

Yeas—Messrs. Bell, Buckner, Clay, Clayton, Dallas, Dickerson, Dudley, Ewing, Frelinghuysen, Foot, Hendricks, Holmes, Johnston, Knight, Marcy, Prentiss, Robbins, Robinson, Ruggles, Seymour, Silabee, Sprague, Tipton, Tomlinson, Waggaman, Webster, Wilkins—27.

Nays—Messrs. Benton, Bibb, Brown, Ellis, Forsyth, Grundy, Hayne, Hill, Kane, King, Mangum, Miller, Moore, Poindexter, Smith, Tazewell, Troup, Tyler, White—19.

The discussion of the motion of Mr. Bibb, as amended, was continued.

The question being taken on the reference of this instruction, it was decided in the affirmative—yeas 26, nays 20.

Mr. Clayton then moved, as a farther instruction to the committee on Manufactures, that the committee report a plan for distributing the proceeds of the sales of the public lands among the several States according to equitable principles.

The Senate then adjourned.

In the House of Representatives, the consideration of Mr. Wilde's resolution on the currency was resumed; and Mr. Alexander offered a modification calling for an inquiry into the expediency of refusing to receive, in payment of debts due the United States, the notes of banks issuing notes under the denomination of 5 dollars. The discussion on the subject was arrested by the expiration of the hour. An ineffectual effort was made by Mr. Archer to call up a bill to carry into effect the French Convention, and the remainder of the day was devoted to the discussion of the bill for the organization of the ordnance department. Before any conclusion was arrived at on the measure, the House, at 4 o'clock adjourned.

Friday, March 23.

In the Senate, the resolution submitted by Mr. Clayton, instructing the Committee on Manufactures to take into consideration the expediency of distributing the public lands or the proceeds of their sale among the several States, was taken up, and Mr. Clayton spoke in its support. Mr. Poindexter moved an amendment, referring it to the Committee on Public Lands; and on motion of Mr. Hayne, the resolution and amendment were laid on the table. The Army Appropriation Bill was taken up, amended, and ordered to a third reading. Some time was spent in the consideration of Executive business, after which the Senate adjourned.

In the House of Representatives, Mr. Verplanck, from the committee of ways and means, reported a bill making appropriations in conformity to the stipulations of certain Indian treaties. Mr. Doddridge, from the committee on the District of Columbia, reported a bill to erect a bridge and aqueduct over the Potomac river at Georgetown, in the district of Columbia. The resolution proposed by Mr. Wilde, in relation to the specie circulation of the country, was further discussed by Messrs. Irvin and Speight. The debate was arrested by the expiration of the hour allotted to morning business. Numerous private bills were considered in committee of the whole, reported to the House and ordered to be engrossed. The House adjourned over to Monday.

Monday, March 26.

In the Senate, Mr. Clay presented the memorial of sundry citizens of New York, engaged in the silk trade, praying that specific duties be substituted for ad valorem duties on imported silk. The Vice President presented the memorial of the New York Tariff Convention, and fifteen hundred extra copies of the paper were ordered to be printed. The Apportionment Bill was not taken up, but Mr. Wilkins gave notice that he should call it up this day. Mr. Ewing's resolution, respecting removals from office, came up, but was, at the request of the mover, postponed to, and made the order of the day for Monday next. Mr. Sprague's resolution, for the publication of the names of persons owning unclaimed dividends on public stocks, was discussed and laid on the table. Some time was spent in the consideration of Executive business.

In the House of Representatives, the Speaker laid before the House the memorial of the Tariff Convention recently assembled in New York; 3,000 extra copies of which, were ordered to be printed. Mr. McCarty, from the committee on Internal Improvements, reported a bill to improve the mail road from Louisville to St. Louis. A joint resolution

respecting the pay of the Marine Corps, was read a third time and passed. Several bills from the Senate were read twice and committed. The bill authorizing the President of the United States to direct transfers of appropriations in the Naval service, under certain circumstances, was passed. The bill from the Senate for the re-organization of the Ordnance Department, was read a third time and passed—Yeas 101, Nays 66.—[Globe.]

LEGISLATURE OF NEW-YORK.

IN SENATE—Tuesday, March 20.

Bills passed.—To incorporate the Auburn and Owasco Canal Company.

To incorporate the Poughkeepsie Whaling Company.

An act in relation to State Prisons, provides, among other things, for the construction of 220 additional cells in the Auburn State Prison.

IN ASSEMBLY.

REPORTS.—To incorporate the Tonawanda Railroad Company.

BILLS READ A THIRD TIME AND PASSED.—To increase the capital stock of the Hudson River Bank.

To annex part of the town of Kingston to the town of Saugerties.

To incorporate the Schenectady Bank.

Ayes 108, noes 9.

IN SENATE—Wednesday, March 17.

Mr. Foster called for the question on agreeing with the report of the committee of the whole on the bill authorizing Reuben Ellis to contract with the Ordnance Department of the United States, to furnish this State with certain improved fire arms.

Mr. Dodge called for the ayes and noes; and the Senate agreed with the report of the committee 16 to 11, and the bill ordered to a third reading.

The committee of the whole rejected the bill for constructing a prison for female convicts, and passed the bill relative to the loans of '86, '92 and 1808, and the bill for the better security of mechanics and others erecting buildings in the city of New York.

The committee also passed the bill to incorporate the Buffalo Marine Hospital, and the bill to incorporate the Auburn and Canal Railroad Company.

The committee rose and reported on the bill for the establishment of a State Vaccine Institution, under the superintendence of the State Medical Society. Appropriates \$1,000 per annum for — years.

IN ASSEMBLY.

Bills read a third time and passed.—For the appointment of an additional Police Justice in the city of New York; to incorporate the Oneida Lake Canal Company; to incorporate the Rochester and Dansville Railroad Company; to incorporate the New York Fire Insurance Company of the city of New York.

The House, in committee of the whole, passed the bill to incorporate the Cayuga County Bank.

IN SENATE—Thursday, March 22.

On motion of Mr. McLean, the Tax Bill and the resolution to amend the Constitution, so as to transfer the salt and auction duties from the canal to the general fund, were made the special order of the day for Monday next.

Bills passed.—To authorize Reuben Ellis to contract with the Ordnance Department to furnish the State with certain improved fire arms.

To amend the act for the better security of mechanics and others erecting buildings in the city of New York.

To divide the 9th Ward in the city of New York; new ward to be called the 15th Ward.

The committee of the whole passed the bill for the establishment of a State Vaccine Institution, under the superintendence of the State Medical Society—appropriates \$1,000 per annum for three years; and the bill to incorporate the Columbia Insurance Company. Also, the bill to incorporate the American Manufacturers Mutual Insurance Association.

IN ASSEMBLY.

Bills read a third time and passed.—To incorporate the Oneida Fire Insurance Company.

To incorporate the Bank of Lyons; lost—ayes 71, noes 37.

To incorporate the Rome Bank; passed—ayes 98, noes 21.

To incorporate the Pearl-street Bank in the city of New York—laid on the table.

To incorporate the Salina Bank—laid on the table.

To incorporate the Tompkins County Bank. The bill was lost, ayes 75, noes 34.

Friday, March 23.—IN SENATE.

Bills passed.—To provide for certain expenditures in the county of Richmond.

To establish a state vaccine institution.

To incorporate the Columbia Insurance Company.

To incorporate the American Manufacturers Mutual Insurance Association.

To incorporate the Auburn and Canal Rail-road company.

To incorporate the Buffalo Marine Hospital.

The committee of the whole passed the bill to incorporate the Troy and New York Steamboat Company; the report of the committee was laid on the table.

IN ASSEMBLY.

The Comptroller made a report, pursuant to a resolution, relating to an appropriation of \$2000 for extra clerk hire.

The final question on the bill to incorporate the Pearl Street Bank was taken and lost:—ayes 79, noes 35.

The final question was called for on the bill to incorporate the Cayuga County Bank.

The question was taken and lost:—ayes 75, noes 34.

The final question on the bill to incorporate the Bank of Salina, was taken and carried—ayes 91, noes 27.

The bill repealing certain parts of the Revised Laws relating to suits against heirs and devisees, was read a third time and passed.

Mr. Granger addressed the House with a good deal of animation against the bill, insisting that it went to unsettle the sound principles of law for the protection of infant heirs.

Messrs. Van Duzer, Bishop and Hammond, supported the bill.

Mr. Maxwell arrested the debate by a demand for the previous question, and the bill passed—ayes 68, noes 34.

Saturday, March 24.—IN SENATE.

A bill was reported to incorporate the Hydo Park and Dry Dock manufacturing company.

Bill passed.—For the appointment of an additional special justice in the city of New York and for the other purposes.

IN ASSEMBLY.

Reports of Committees.—To incorporate the New York City Trust company.

To incorporate the Brockport and Tonawanda Rail-road company.

To lay out new streets in the twelfth ward of the city of New York.

To renew the charter of the New York Typographical Society. Ordered to a third reading.

The commissioners of the Land Office, reported unfavorably upon the proposition to construct a feeder from the Oneida creek to the Erie canal.

Bills read a third time and passed.—To incorporate the American Fire Insurance company of the city of New York; the Utica and Susquehanna Rail-road company; the Buffalo and Erie Rail-road company; and the Rensselaer and Saratoga Rail-road company. Adjourned.

IN SENATE—March 26.

Petitions.—Of the Mohawk and Hudson Rail-road Company.

Of the Marine Insurance Company in the city of New York for an extension of time to fill up their capital stock.

Also of the Savings' Bank of the city of New York for an amendment of their charter.

Also of the trustees of Edward Thompson for authority to sell a certain lot in the city of New York.

Also of the Flushing Steamboat Company for an amendment of their charter.

Also of the county of Queens for a repeal of an act relating to the Clerk's office of said county.

The Annual Report of the New York Savings' Bank was received.

The Assembly sent ten bills for concurrence.

The bill to open certain roads through lands belonging to the School Fund, in the counties of Franklin and Clinton, being called up,

Mr. Armstrong asked if this was not a two-third bill?

The President replied, that it had not been so reported.

Mr. Maynard said a bill similar in character to the one now before the Senate had been decided by Col. Young, when Speaker of the other House, to be a two-third bill; and by his successor, Gen. Root, to be a majority bill. General Root's decision had been sustained by the Assembly, and this body; and his opinion was, that it was not a two-third bill, because although the appropriation was to be expended

in a particular place, its ultimate object was the benefit of the whole State.

The President decided the bill to be a majority bill. No decision was had.

ASSEMBLY.

Petitions, &c.—Remonstrance of medical gentlemen of New York against any alteration of the Medical Laws; for a race course in Seneca county; further remonstrance against the Brooklyn and Jamaica Rail-road Company; petition of the New York City Medical Society in favor of alterations in the Medical Laws.

The Comptroller made a report in relation to the Safety Fund, in obedience to a resolution offered by Mr. Andrews.

IN SENATE—Tuesday, March 27.

Mr. Beardsley, from the committee on the Judiciary, presented an elaborate report relative to the respective powers of the State and corporations of cities, villages, &c. on the questions referred to that committee, which grew out of the application to the legislature for the appointment of a measurer General of grain in the city of New York—the charter of that city giving to the common council the power to appoint measurers of grain. The report concluded by expressing the opinion that this right was vested exclusively in said city, while the charter continued in its present shape; but that the legislature have the power to alter, modify, or amend said charter, whenever it is believed the general good requires it.

Mr. Allen offered the following resolution to wit: "Resolved, That the attorney general report to the Senate, his opinion on the following proposition:—

Is a monied corporation which has a portion of its capital invested in the capital stock of another monied or other corporation, taxable on their capital, liable to be assessed and taken on so much of the capital thus invested."

Mr. Allen said the object was to settle a difficult question of law.

Mr. Sherman took the same view, and said the report of the Attorney General might lead to further legislative action. The question was whether capital was not now doubly taxed.

The resolution was adopted 12 to 11.

IN ASSEMBLY.

Mr. Winfield, from the Medical Committee, made a report counter to that of the chairman, (Mr. Milledoler) of the committee.—Mr. Winfield is opposed to any alteration of existing laws regulating the Medical practice.

Mr. Speed offered the following Resolution:

Resolved, That the Bank Commissioners be required to report to the next Legislature, the names and place of residence of every stockholder in the several Banks in this State which have been incorporated since the 1st day of June, 1829; together with the amount of stock held by each respectively, on the 1st day of September, 1831, and 1st day of September, 1832, and whether on their own account or in trust for any other person, and if in trust, for whom—also, the names and residence of all persons, or the name of every body corporate, to whom any stock may be hypothecated, and the amount of such hypothecation, also, the dividends made by each Bank during the year, and the surplus profits, if any.

Mr. Kemble moved to lay this resolution on the table.

Mr. Bishop wanted time to examine this subject. He did not understand its object or necessity.

The motion to lay it on the table was lost.

Mr. Speed stated that as there had been an unusual scramble for Bank stock in the new institutions, and much complaint of irregularity existed, he was anxious to know into whose hands the stock had fallen.

After some further remarks, Mr. Speed consented to lay the resolution on the table till to-morrow.

Mr. Tilford called for the consideration of the resolution for an adjournment.

After some discussion about the day of adjournment, Mr. Granger adverted to the state of the Apportionment bill, in Congress, as an argument against acting upon the resolution until that question shall be disposed of. Mr. G.'s motion to lay the resolution upon the table, prevailed.

Mr. Van Duzer called up his Resolution for the appointment of a Committee to visit the State Prisons.

Mr. Van Duzer explained the objects contemplated. He thought the mode of keeping the Accounts at the Prisons, required amendment. It was feared, also, that the Marble operations of the Sing-Sing Prison, would have to be abandoned. The whole subject of Penitentiary discipline was interesting and important, and every possible attention should be given it.

Mr. Granger referred to the futile investigations and useless Reports of former Committees who have visited the Prisons. He had no confidence, he said, in the labors of travelling Committees. After having refused to investigate the subject before appropriating \$40,000 to the Mount Pleasant Prison, the time for investigation has passed.

Mr. Van Duzer, in reply, charged the gentleman from Ontario with inconsistency, in opposing both the appropriation and investigation.

The Resolution was adopted by a vote of 68 to 33.

IN SENATE—Wednesday, March 28.

Reports: By Mr. Allen, against the bill from the Assembly to incorporate the Leather Manufacturers' Bank, in the city of New York; by Mr. Beardsley, a bill to incorporate the New York Saddlers Benevolent Society. By Mr. Allen, the bill to amend the charter of the Harlem Rail-road Company, with amendments.

The Committee of the Whole passed the bill to amend an act for the relief of the Orphan Asylum Society of the city of New York, and entered upon the consideration of the bill for the productive investment of the Bank Fund, but rose and reported.—[The bill provides for the investment of this fund in stocks, to be created by the state for the liquidation of the claim of John Jacob Astor.]

The committee entered upon the bill authorizing the Hudson and Mohawk Rail-road Company to construct a branch road, and to increase its capital stock.

IN ASSEMBLY.

Mr. Granger presented the petition of Jas. Thompson, and fifty thousand other inhabitants of this State, in favor of the Botanic practice of Medicine.

Reports.—To incorporate the Somers Bank, in Westchester county.

A report of fees received by John K. Paige, Clerk of the Supreme Court at Albany, in which he states the aggregate amount of fees during the years 1830 and 1831, to be \$5,027 06

Disbursements during same years, 2,550 41

Balance, \$2,476 66

A similar report was received from William M. Oliver, another Clerk of the Supreme Court as follows:

1830, Whole amount of fees, \$3,683 51

Expenses, &c. 730 00

1831, Whole amount of fees, \$2,565 68

Expenses, &c. 688 00

Mr. Speed called up the resolution offered yesterday, directing the Bank Commissioners to ascertain the condition of Banks incorporated since 1829, and the question being taken, the resolution was adopted, as follows:

AYES—65.

NOES—Messrs. Allen, Anderson, Angel, Beardsley, Hosea Bennett, M. W. Bennett, Bishop, Brisson, Coe, Couch, Coulter, Curtis, E. Dodge, Doig, Dyert, Hogeboom, Hough, Howell, Hughston, Kemble, L'Honnemied, Litchfield, Maser, Maxwell, M'Burney, Mercereau, Milledoler, Moulton, Palmer, Sawyer, Seymour, Skinner, N. Smith, T. Smith, Spencer, Tailmadge, Tuttle, Williamson, Wood, Woodsworth—38.

Mr. M'Keen gave notice of a bill relating to inspection of election in New York.

Bills read a third time and passed.—To incorporate the Commercial Insurance Company of the City of New York.

To incorporate the Portland and Mayville Rail-road company.

To incorporate the Marine Insurance Company, in the City of New York.

To incorporate the Maysville and Portage Rail-road company.

To incorporate the Palladium Fire Insurance Company, in the city of New York.

To incorporate the Tonawanda Railroad Comp'y.

To incorporate the Albion and Tonawanda Rail-road Company.

WASHINGTON MONUMENT.—We have seen a tasteful model, designed by Mr. Ball Hughes, for this structure, the conception of which is highly creditable to the artist. It is composed of a triangular pedestal, with three sitting figures, allegorical of Wisdom, Justice and Victory, at the base. In the centre of the groupe, and elevated about fifteen feet, a colossal figure of Washington surmounts the pedestal; upon each side of which is a shield, with the most striking scenes in the life of the hero carved in relief upon it. The model is of course upon but a small scale; but when the work is executed, the entire height of the monument will be thirty feet. The figure of Washington about ten feet—the other figures in proportion. The figures, together with all inscriptions on the pedestal, to be in bronze—the base, and all other parts of the Monument, to be in the finest and most suitable American marble. The design is both simple and grand, and appears very happily adapted to the object for which it has been conceived.

ration, dignity and firmness; and so treating it Georgia will be unhurt by what will prove to be a *brutum fulmen*. The Judges know you will not yield obedience to their mandates, and they may desire pretexts for the enforcement of them, which I trust you will not give. The Chief Magistrate of the United States will perform all his constitutional duties; but he will not lend himself to party, to perform more. He will, if I mistake not, defend the sovereignty of the States, as he would the sovereignty of the Union; and if the blow be aimed at him and at us, it would be ungenerous, by an improvident act of ours, to make him the victim of the common enemy. The jurisdiction claimed over one portion of our population may very soon be asserted over another; and in both cases they will be sustained by the fanatics of the North. Very soon, therefore, things must come to their worst; and if, in the last resort, we need defenders, we will find them everywhere among the honest men of the country, whom a just and wise conduct will rally to our banner. For the rest we care nothing.

Dear Sirs, very respectfully yours,
G. M. TROUP.

NORTH-EASTERN BOUNDARY.—It is known to our readers, that the people of Maine and Massachusetts have declared their general conviction, that the award of the King of the Netherlands respecting the disputed boundary between Maine and the British Provinces, ought not to be acquiesced in. The General Government, however, feel bound, it seems, either from views of expediency, or because they consider themselves concluded by the act of reference, to abide by the decision, to carry that award into effect. They have so expressed themselves to Mr. Preble, the Agent at Washington, for Maine, who was also the Plenipotentiary sent to the Hague; and accordingly, the Legislature of Maine have adopted the following resolve, after various attempted amendments and much discussion, in the Senate by a vote of 18 to 6, and in the House by a vote of 80 to 69:

Resolve respecting the Territory lying north and east of the rivers St. John and St. Francis.

Whereas, information has been communicated by the agent of this state at Washington, that it is proposed that Maine should cede to the United States, her claim and jurisdiction over that portion of territory which lies northerly and easterly of the line recommended by the Arbitrator, for an ample indemnity, in order that the United States may be enabled to make such an arrangement with Great Britain, as may best comport with the interests and honor of the United States:

And whereas the Government of Maine has repeatedly declared, and now declares, that the right of soil and jurisdiction in said territory, according to the provisions of the treaty of 1783, is in the state of Maine as a sovereign and independent state, and has denied and continues to deny, the right of the General Government to cede the same to any foreign power, without the consent of Maine, and has communicated resolutions to that effect to the General Government, and has claimed of that Government the protection guaranteed to every state by the Constitution of the United States;

And whereas the legislature of Maine is disposed to regard the proposition aforesaid as emanating from a disposition on the part of the general government, to promote the interests, and preserve the peace of the nation, without violating the rights of Maine, or disregarding the obligations resting upon the whole Union to protect each state in the full enjoyment of its territory and rights of jurisdiction, and willing to meet the proposition in a like spirit in which it is believed to have been made, therefore

Resolved, That upon the appointment by the President of the United States, of a person or persons to enter into negotiation with this state, for the relinquishment, by this state, to the United States, of her claim to said territory, and for the cession of the jurisdiction thereof, on the one part, and for an ample indemnity therefor, on the other part, and notice thereof being communicated to the governor, the governor, with the advice or council, be, and he is hereby authorized and requested to appoint commissioners on the part and in behalf of this state to treat with such person or persons, so appointed by the President on the subject aforesaid; and any agreement or treaty, to be made in pursuance of this resolve, is to be submitted to the Legislature of Maine for approval or rejection; and until such an agree-

ment or treaty be so submitted to and approved by the Legislature of Maine, nothing herein contained shall be construed, in any way, as implying the assent of this state to the line of boundary recommended by the Arbitrator, or to the right of the general government to adopt or sanction that line instead of the line described in the treaty of 1783.

Resolved, That the Governor be requested forthwith to communicate the foregoing preamble and resolution, confidentially, to the agent of this state, at Washington, and also to the executive of the commonwealth of Massachusetts, to afford to that commonwealth the opportunity of adopting such measures as she may consider expedient in relation to her interest in said territory.

This resolve was sent to the legislature of Massachusetts, where at the last dates it was under discussion, and where propositions to amend it had been offered.

[From the Buffal Patriot.]

CONGRESSIONAL DISTRICTS.—The following table exhibits the present arrangement of the Congressional districts in this state, the number of Representatives now sent, under the ratio of 40,000, adopted after the census of 1820, with the population for each district according to that census, and the present population of each district, as determined by the census of 1830.

It will be seen that the 39th district, located in the interesting and fertile regions of the west, with its unrivalled scenery and business prospects, has had much the largest comparative increase of any other district in the state. In 1820, this district was the lowest in point of numbers, except three, in the state. In 1830, it by far exceeded any other single district; having a population over Monroe, &c. of more than 11,000.

Ratio: 40 000 47 700

| Districts. | Number of Members. | 1820. | 1830. |
|--|--------------------|--------------|-----------|
| 1—Queens and Suffolk..... | 1 | 43,791 | 49,240 |
| 2—Kings, Richmond, and Rockland..... | 1 | 26,169 | 37,005 |
| 3—New-York..... | 2 | 123,706 | 202,489 |
| 4—Westchester and Putnam..... | 1 | 43,906 | 49,084 |
| 5—Dutchess..... | 1 | 46,615 | 50,926 |
| 6—Orange..... | 1 | 41,212 | 45,366 |
| 7—Ulster and Sullivan..... | 1 | 39,824 | 48,914 |
| 8—Columbia..... | 1 | 39,330 | 39,907 |
| 9—Rensselaer..... | 1 | 40,153 | 49,424 |
| 10—Albany..... | 1 | 38,116 | 53,520 |
| 11—Delaware and Greene..... | 1 | 49,563 | 62,549 |
| 12—Schenectady and Schoharie..... | 1 | 24,236 | 40,249 |
| 13—Otsego..... | 1 | 41,636 | 51,372 |
| 14—Oneida..... | 1 | 50,997 | 71,326 |
| 15—Herkimer..... | 1 | 31,017 | 35,369 |
| 16—Montgomery and Hamilton..... | 1 | 38,920 | 44,919 |
| 17—Saratoga..... | 1 | 36,502 | 38,679 |
| 18—Washington..... | 1 | 38,581 | 42,625 |
| 19—Clinton, Essex, Franklin, Warren..... | 1 | 38,773 | 61,729 |
| 20—Jefferson, Lewis, Oswego, and St. Lawrence..... | 2 | 70,590 | 132,508 |
| 21—Chenango and Broome..... | 1 | 42,315 | 54,817 |
| 22—Madison and Cortlandt..... | 1 | 48,715 | 62,838 |
| 23—Onondaga..... | 1 | 41,461 | 58,974 |
| 24—Cayuga..... | 1 | 38,897 | 47,548 |
| 25—Tompkins and Tioga..... | 1 | 40,484 | 64,235 |
| 26—Ontario, Yates, Seneca, & Wayne..... | 1 | 64,429 | 113,860 |
| 27—Monroe and Livingston..... | 1 | 45,725 | 77,581 |
| 28—Allegany, Cattaraugus, & Steuben..... | 1 | 35,409 | 76,531 |
| 29—Genesee and Orleans..... | 1 | 47,460 | 70,930 |
| 30—Chataque, Erie, and Niagara..... | 1 | 35,558 | 88,875 |
| | | 34 1,372,812 | 1,919,132 |

[From the Mercantile Advertiser.]

Mr. Wright, of Maryland, who has filled the Consulate of the United States at Rio Janeiro, for the last six years, and on two occasions performed the duties of Chargé d'Affaires, with satisfaction to our government, and so far as we can learn, with the approbation of all his countrymen who have had occasion to require his services, has been removed from that station by request of the Brazilian Government. In the notification to Mr. Wright, of the necessity, to which the President had been reduced, by the pressing solicitation of the Brazilian government, of annulling his commission, the Secretary of State says:

"It affords me much pleasure to be able to state, that your conduct has been perfectly satisfactory to your own government—that it appears to have been distinguished throughout by great zeal and discretion in the discharge of the duties incident to your station, under the most unfavorable circumstances, and of those which occasionally devolved upon you from the temporary vacancies that had occurred in the diplomatic agencies of the United States in Brazil; and that it feels an undiminished confidence in your patriotism, integrity and prudence. You will readily perceive, however, that no alternative was left to the President, upon the occasion, and that in compliance with the established usage in such cases, and the courtesy due from one nation to another, he was obliged to take the step he did."

SUMMARY.

LOSS OF THE PACKET SHIP LAVINIA.—The Packet ship Lavinia, Capt. Davis, from Vera Cruz, for this port, struck on the Colorado Reef, Feb. 16th. evening, here she continued bumping during the night. Next morning the passengers and crew were taken from the wreck by a small Spanish schooner, and carried into Havana. Captain Davis succeeded in saving the specie, amounting to \$63 000, at an expense of about \$1500. The Captain and crew, with the specie, arrived at this port yesterday, in the brig Neptune. The merchandise on board the Lavinia, together with the ship, which were totally lost, may be estimated at \$37 000. Nearly or quite all was insured.

The following extract of a letter from Wm. Shaler Esq. Consul of the United States, at Havana, bears honorable testimony to the alacrity of the Spanish authorities, in co-operating with Mr. Shaler for the security of the treasure and Merchandise on board the Lavinia.

HAVANNA, March 7.

On the 2d inst. I received an express from Capt. Henry Davis, dated at Mariel, on the day previous, informing me of the loss of the Lavinia on the Colorado on the 16th ult. and that he should leave there immediately for this port in a small Spanish schooner that he had chartered, with his specie, crew, and passengers. I immediately applied to all the authorities here, who had, I found, received reports similar to mine. They discovered the utmost goodwill and readiness to afford all practicable aid in the case; the Admiral offered to send a vessel of war, if I required it: but as Mariel is but about 30 miles distant, I had a right to expect the instant arrival of Capt. Davis here, and therefore declined making the request, from the fear of giving a claim to salvage, and considering the treasure as already under the safeguard of this Government, in which I have a well-founded confidence. The Intendant offered to receive it into the public treasury on arrival, for safe keeping, with liberty to re-export it, or otherwise dispose of it, as I pleased, free of all expense or duties whatever. On the 3d, the vessel not appearing, I began to regret not having sent a Spanish vessel of war after her. On the 4th, my apprehensions increased at not seeing her arrival. The U. S. schooner Porpoise came in, and called immediately down the coast in search. Early on the morning of the 5th Davis arrived. The treasure was immediately transferred on board the Neptune, and will depart as soon as the wind permits, under convoy of the Porpoise.

Cayuga Lake Bridge.—This bridge over which passed the great western turnpike, we understand fell one day last week, in consequence of the heavy pressure of ice which was forced against it by the south wind. It is said that a driver of one of the stages on that route had got a short distance on the bridge when it commenced falling in his rear—but by putting his horses to the top of their speed he was enabled to reach the opposite side, just in time to escape the wreck of planks and crush of timbers.—[Ithaca Republican.]

The steam boats now ply regularly to Hudson.—A few miles above that place, at the Elbow near Kinderhook, the passage is yet obstructed—all the drift lumber and other articles that were washed from the shores above, by the late freshet, having lodged at that place and united with the ice, forming a barrier impervious to winds and rains, and which nothing but warm weather can open.

The correspondent of the Charleston Courier, at Havana, states that the Spanish droger, which assisted in saving the crew and cargo of the ship Lavinia "received nothing as salvage, not having demanded any thing more than a reasonable compensation for bringing the passengers, crew and money. This would not have been the case with American or English wreckers, and I think ought to be publicly noticed."

On the morning of the 3d inst. the Sardinian brig Catherine and Carmilite, with a cargo of coffee and sugar, was nearly destroyed at the wharf in Havana.

TREARY WITH MEXICO.—Col. Tate, who came passenger in the Neptune, having sailed in the Lavinia

from Vera Cruz, is the bearer of a duplicate copy of the ratified treaty between the United States and Mexico.

EXAMINATION OF MIDSHIPMEN.—We learn from the Norfolk Beacon, that a Board of Officers for the examination of Midshipmen whose warrants bear date prior to 1827, would convene at Baltimore, on Monday last, the 19th inst. The following gentlemen constitute the Board, viz:

Com. Jacob Jones, *President*,
"Charles Ridgely,
Capt. Henry E. Ballard,
"John B. Nicholson,
Sailing Master P. J. Rodriguez, *Mathematical Examiner*.

The Richmond Compiler of Thursday last (22d inst.) says—

Mr. John Randolph of Roanoke, is said to be very ill. An express left him about 11 o'clock on Monday morning, when he was supposed to be in great danger. The express came for his brother, Judge Henry St. George Tucker, who left town for Charlotte, yesterday morning.

The Philadelphia Chronicle of Saturday says,—"The Bank Committee proceeded to business immediately after their arrival. Wm. R. Reed, Esq. has been appointed their Secretary."

CHOLERA.—The authorities of Boston have resolved to quarantine all vessels arriving from any port of Great Britain or Ireland. This sweeping measure surely is unnecessary, and will not, we trust be imitated here.

We learn that Messrs. Carey & Lea have in the press a new *Sketch Book* by Washington Irving. The work is called the *Aihambra*; the scene of it is Spain, and it contains a short account of the author's travels to Granada, and some of the legends of that vicinity.—We may expect a delightful book; the subjects and the scenes are those on which Mr. Irving is certain to excel.

The same publishers will soon issue another novel of the indefatigable and inexhaustible Cooper. The title of it is *Heidenmaier*, or the Pagan Camp. They have also in press an American novel bearing the name *Swallow Barn*, or a Sojourn in the Ancient Dominion. It is the production of a writer of talents, and has greatly pleased some of his friends who have read his manuscript.—[National Gazette.]

The Jewels of the Princess of Orange.—It will be recollected that Mr. George B. Raymond, one of our police marshals, was deputed by the Dutch Minister last summer to proceed to England for the purpose of arresting the wife of Carrara and John Roumago, who made their escape from this country with a portion of the jewels of the Princess of Orange. Mr. Raymond having succeeded in arresting the fugitives at Liverpool, proceeded with them to Holland. We have seen a letter from him, dated at Hague, Jan. 22d, which states that he had succeeded in discovering the spot where the largest part of the jewels were buried by Carrara at Brussels, and in disintering the whole of them. He had the satisfaction of delivering them himself into the hands of the Princess, in the presence of all the Royal family. He had to contend with great difficulties in passing and repassing the Belgian army; owing to the hostile state of things existing between Holland and Belgium. He was treated with every attention by the Dutch Government, and had unlimited powers to draw on the Rothschilds while engaged in his arduous duty.—[Jour. of Com.]

Four famous Land Admiral, Ragsin, could send even a pair of his boys, with one of his Red Rovers to drive them, in the state of Illinois, he would doubtless be honored with an equestrian statue.—The Edwardsville Advocate, of last Friday week, says in a postscript, surmounted by a flying trumpeter:—

We are in hourly expectation of the arrival of a mail from the eastward as a foot traveller from Lebanon informs us, that he passed a very large mail between Carlyle and Lebanon, the day before yesterday, which he thinks will certainly be here this afternoon.—[Philad. Chronicle.]

The bridge over Connecticut River at Sunderland Mass. was carried away by the late flood. It was old and not very valuable. Also the bridges over the same river at Charlestown and Walpole, N. H. The Westmoreland bridge was badly damaged.—

The bridge across Williams' River, Vt. was carried away.

NORFOLK, MARCH 19.—During the storm about 4 P. M. on Saturday, the ship *James Cropper*, loading with cotton at Murray's wharf, was struck with lightning, which descending to the deck, (slightly chafing some of the spais, but doing no other damage,) seemed to envelope the whole deck in a sheet of liquid fire; considerable apprehension was felt for a time, that it had passed into the hold and set fire to the cotton, but it has proved groundless.—[Beacon.]

The Delaware.—According to the Easton, Pa., papers, there is a great freshet in the Delaware river. South Easton was entirely inundated by the water, and immense losses have been sustained by the raftsmen above that place, the flood having swept away their whole winter's work. The inhabitants of Williamsport were obliged to leave their dwellings in boats.

[From the Genesee Courier.]

FLOOD.—The Genesee river for a few days past has been rapidly rising, and is now over the banks and entirely covers the Genesee flats for nearly twenty miles in extent. Much damage has been done by the destruction of fences, forage, &c. It is higher than it has been known to be for the last 12 or 14 years.

Since the above was put in type, a gentleman arrived from the south, and gives us a melancholy account of the destruction on the Canaseraga. The inhabitants living on the flats left their dwellings yesterday. The whole scene presents a dreadful destruction of property, as well as confusion among the families, who are obliged to take higher quarters. Vast quantities of timber and lumber of every description are seen floating down the river.

The new bridge across the Genesee river at Mt. Morris, fell a little before 12 o'clock yesterday, and floated down the river.

HAVRE, Feb. 7.—They write from Naples under date of Jan. 17th, that Professor Zahn, in searching for curiosities between Vesuvius and Pompeii, discovered a new city buried under the lava. So this, with Herculaneum, Pompeii and Stabia, is the fourth city. This fourth city is found under the cinders of the Volcano.

Letters from Palermo state that at the place where the Volcanic island disappeared, there is now seen a column of water boiling up, of the diameter of fifteen feet, and rising from ten to twenty feet above the level of the sea.

POETRY.

THE EVENING PRAYER.

"Alone, alone!—no other face
Wears kindred smile, or kindred line;
And yet they say my mother's eyes—
They say my father's brow is mine;
And either had rejoiced to see
The other's likeness in my face;
But now it is a stranger's eye
That finds some long forgotten trace.
I heard them name my father's death,
His home and tomblike the wave;
And I was early taught to weep.
Beside my youthful mother's grave.
I wish I could recall one look—
But only one familiar tone:
If I had ought of memory,
I should not feel so all alone.
My heart is gone beyond the grave,
In search of love I cannot find,
Till I could fancy soothing words
Are whispered by the evening wind.
I gaze upon the watching stars,
So clear, so beautiful above,
Till I could dream they look on me
With something of an answering love.
My mother, does thy gentle eye
Look from those distant stars on me?
Or does the wind at evening bear
A message to thy child from thee?
Dost thou pine for me, as I pine
Again a parent's love to share?
I often kneel beside thy grave
And pray to be a sleeper there.
The vesper bell! 'tis evensong;
I will not weep, but I will pray—
God of the fatherless, 'tis Thou
Alone canst be the orphan's stay!
Earth a meanest flower, Heaven's mightiest star,
Are equal in their Maker's love,
And I can say, Thy will be done,
With eyes that fix their hope above.

PASSENGERS:

In the packet ship Birmingham, Capt. Harris, sailed for Liverpool:—Messrs. Glennie, of Mexico; Norris, and Wm. Hawkins, of New York; J. Holmes, of Connecticut; and Bathurst, of Liverpool.

In the packet ship Manchester, from Liverpool:—Messrs. Harbottle & Thompson.

In ship Louisiana, from London:—Mr. Kettle, lady and ser-

vant; Messrs. Jas. Gallier, Wm. Kean & Wm. B. Taylor, and 100 in all.

In the bark Portland, from Bristol:—John J. Hickman, and 2 in the steerage.

In the ship Talma, from New Orleans:—Mrs. Bunker, Messrs. McQuinn & Brown.

In the ship Hanover, from New Orleans:—C. Ellis.

In the bark York, from Charleston:—Geo. Gibbs, Captain G. Bairns, Wm. W. Johnson, Thomas G. Peal, Dr. Wm. B. Chesbrough, Jas. Kleyer, James G. Twooley, W. R. Smith Samuel Kilum, J. C. Campbell, Jason B. Bailey, Edward Goodell, Albert Parmelee, George Lee, and 27 in the steerage from the South Carolina Rail-road.

Per Lawrence, from Jamaica:—Messrs. Christie, MacGregor and servant, of Jamaica; Dr. Hervey, of do; T. F. Girard, lady child and servant, of France; and Thomas Carter of New York.

Per Zema from Maracaibo:—Messrs. J. B. Hall, P. Storma, and H. Jasburt.

In the Tuscaloosa, from Rio Janeiro:—Don Juan Maria Gomez, Colombian Minister, lady, 3 children and servant, Mr. Adolph Renschaeffer, lady, 2 children and servant, Mr. John Torroella, Mr. Peter Boisson.

In the Eliza Denison, from Mobile:—Messrs. Peck & Gruchell.

In the Pato, from St. Thomas:—J. Hoyt, A. B. Merrill.

In the Manilla, for Carthagena, sailed Saturday, 24th:—Mon J. Borrot and servant, Consul for France at Carthagena, Senor A. Cubillo and servant, Senor Manuel Gomez, Rafael Moore, Antonia Silva, Jose A. Silva, of Colombia.

SALES OF REAL ESTATE AT AUCTION.

By James Bleecker & Sons.

| | |
|--|-------------|
| March 16—House and lot No. 148 Sullivan st. 25x100. | \$2,900 |
| Two story brick front house and 2 lots, No. 11 Tillary street, Brooklyn. | 4,600 |
| March 20—House and lot No. 67 Division street, 34x10 x68. | 4,350 |
| Lot and buildings No. 700 Water street. | 1,035 |
| Lot and building No. 694 do. 25x100. | 2,350 |
| March 22d—2 lots and buildings, 76 and 78 Norfolk street, 52x100. | 6,300 |
| 3 lots on 13th street, near 7th avenue, each | 875 |
| 1 each do. | 500 |
| March 23—1 lot S. W. corner 1st avenue and 2d street, 25x100. | 1,600 |
| 1 lot adjoining on 1st avenue, 25x100. | 1,305 |
| House and lot on do. | 3,300 |
| 1 lot on do. | 1,685 |
| 1 lot on Bowery, next to 2d street, 25x10x123. | 2,635 |
| 1 lot on do. adjoining, 17x123. | 1,975 |
| 1 lot on 2d street, near Bowery, 23x60. | 1,375 |
| 1 lot on do. adjoining. | 1,375 |
| 2 lots on do. do. each | 1,350 |
| 1 lot on do. do. | 1,325 |
| 1 lot corner 2d avenue and 2d street, 25x100. | 2,650 |
| 1 lot adjoining on 2d avenue, 18x100. | 1,625 |
| 1 lot on N. side 3d street, 54 feet front and 20 deep. | 875 |
| 1 lot on do. do. 54 do. and 18 " | 805 |
| 1 lot on do. do. 60 do. and 15 " | 600 |
| 1 lot on do. do. 75 do. and 16 " | 650 |
| 1 lot corner 1st avenue and 2d street, 6 feet 10 front and 100 deep. | 800 |
| 1 lot on south side 2d street. | 25x37 725 |
| 1 lot on do. | 25x61 750 |
| 1 lot on do. | 25x64 700 |
| 1 lot on do. | 25x67 760 |
| 1 lot on do. | 25x70 830 |
| 1 lot on do. | 25x75 835 |
| 1 lot on do. | 25x77 810 |
| 1 lot on do. | 25x80 900 |
| 1 lot on do. | 25x33 1,155 |

As doubts have been expressed at distance as to the continuance of the RAIL-ROAD JOURNAL, it is but justice to those who are subscribers to say that its permanency is certain. The publisher is permitted to refer to the following gentlemen:

WILLIAM A. DUEK, Esq. President of Columbia College
JAMES RENWICK, Professor in Columbia College.
ROBERT L. STEVENS, Esq. Engineer.
JAMES G. KING, Esq.
SAMUEL SWARTWOUT, Esq. Collector of the Port.
Messrs. GRACIE, PRIME & CO.

. Editors who have published the Prospectus, are requested to give the above six insertions.

NEW-YORK AMERICAN, TRI-WEEKLY.

The NEW-YORK AMERICAN is now published THREE TIMES A-WEEK, in addition to the *Daily* and *Semi-weekly*, as usual. This arrangement is made to accommodate a large class of business-men in the country, who are desirous of seeing the advertisements of the day, yet are unwilling to encounter the expense of subscription and postage of a daily paper. By this arrangement, it will easily be perceived, their wishes may be gratified, at one half the expense of a daily paper, as most of the advertisements, both of the *Daily* and *Semi-weekly* papers, will appear in the *Tri-weekly American*; and the reading matter as published in the *Daily* paper. It will be issued on *Tuesdays, Thursdays, and Saturdays*, at FIVE dollars per annum in advance,—to subscribers out of the city of New-York, and forwarded, according to their order, and for any length of time.

All letters relating to the TRI-WEEKLY AMERICAN may be addressed to the Publisher and part Proprietor.

D. K. MINOR, No. 35 Wall-st. N.Y.

GEOGRAPHICAL ESTABLISHMENT,

124 Broadway, corner of Cedar st.

A. T. Goudrich has constantly for sale a complete assortment of the best Maps, of America & European publication; also Atlases and Statistical Works—and on Railroads, Steam-Engines, &c. &c. Just received new and improved Maps of the United States, by the most celebrated and correct publishers, which may be had in great variety and at the lowest price, wholesale and retail.

M17 &c

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making Ropes to any required length (without splice), offer to supply full length Ropes for the anchored pines on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Ropes, the public are referred to J. B. Jervis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County Pennsylvania.

Palmira, Wayne County, New-York,
1st mo. 22d, 1852.

"PLEASE EXCHANGE" greets us, almost every day, as we look over the multitude of papers which are sent to this office. We regret exceedingly to be considered uncourteous to the "craft," yet to answer all the calls for "exchange" would be a tax of several hundred dollars per annum for the materials. In truth, we have no use for more than six or eight exchanges, and perhaps not even that number, as we have the use of more than one hundred and fifty exchange papers, every week, sent to the New-York American: but as ours is the only paper in this section of the country devoted to the subject, and as we are desirous of having it as widely circulated as possible, the "Please Exchange" will be responded to in all cases where those making it will publish the contents of each number as they may be received, with the terms, \$3 in advance.

MARRIAGE.

MARRIED—At Westpoint, evening of March 23, by the Rev. O'Reilly, M. Charles Sylvain Hotel, of France, to Miss Charlotte Victorine Laure, daughter of the late Baron Boidot de St. Michael, colonel of the Imperial Guard.

DEATHS.

DIED—On Friday afternoon, 23d inst. Ralph Watson, aged 28 years, a resident of this city, and a native of Canada.

On Friday morning, March 23d, Mrs. Hannah Wood, aged 60 years.

At Quincy, (Mass.) lately, Hon. Thomas Boylston Adams, aged 59, brother of Ex President J. Q. Adams.

Of Dropsy, at the United States Naval Hospital, near Portsmouth, Virginia, on Saturday evening, March 17th, 1832. Lieut. Alexander Eskridge, of the United States Navy, a native of Virginia, aged 39. He had but a short time since returned from a long cruise in the Mediterranean, in the Frigate Constitution.

At Estreville, near Georgetown, S.C. on the 17th March, Captain Frederick H. Coffin, in the 39th year of his age, son of Alexander Coffin, Esq. of Hudson, N. Y.

On Saturday, March 24, of scarlet fever, after an illness of 6 days, Medora, the adopted child of William Van Hook, aged 5 years and 4 months.

And on Tuesday, 27th March, of scarlet fever, after an illness of 3 days, Elizabeth Goele, wife of William Van Hook, aged 36 years.

At Union College, Schenectady, on the 8th of March, Nelson A. Hinman, son of the Hon. Anson Hinman, of Pike, Allegany County.

At Savannah, on the 13th of March, the Rev. Edward Rutledge, recently Professor of Moral Philosophy in the University of Pennsylvania.

In October last, at Cronstadt, in Russia, of the Cholera, Richard L. Walker, of this city, in the 27th year of his age, son of the late Dr. Richard L. Walker.

At Brooklyn, Long Island, after a lingering illness, Richard A. Monroe, of the U. S. Navy, aged 33 years.

Last night, March 27th, aged 91, Miss Elizabeth Ledyard, formerly of Groton, (Conn.) and for many years a resident of this city.

At St. Croix, on the 4th March, Daniel W. Buck, in the 21st year of his age, son of Gordon Buck, of this city.

At Mount Vernon, near Matanzas, Cuba, on the 9th March, Mr. Henry Bush, of this city, (late of the house of G. G. & S. Howland,) aged 34.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 159 persons during the week ending on Saturday last, viz:—32 men, 28 women, 46 boys, and 53 girls—Of whom 29 were of the age of 1 year and under, 19 between 1 and 2, 24 between 2 and 5, 12 between 5 and 10, 8 between 10 and 20, 10 between 20 and 30, 15 between 30 and 40, 13 between 40 and 50, 13 between 50 and 60, 8 between 60 and 70, and 2 between 80 and 90. Diseases—Borned or scalded 1, casualty 1, childbed 1, consumption 48, convulsions 18, cramp in the stomach 1, diarrhoea 4, dropsy 4, dropsy in the head 10, fever scarlet 10, fracture 1, hives or croup 6, inflammation of the bladder 1, inflammation of the bowels 1, inflammation of the chest 3, influenza 1, interpermea 1, marasmus 3, measles 11, old age 2, palsy 1, peripneumony 6, pneumonia 5, sudden death 1, rupture 1, small pox 4, stillborn 5, typhoid fever 1, suicide 2, tabes mesenterica 1, teething 3, unknown 3, whooping cough 1.

ABRAHAM D. STEPHENS, City Inspector.

CHOLERA—At a recent sitting of the Westminster Medical Society, Dr. Gorn on Smith declared, that he had read all the books, and reports, and essays, that had been published on this all-absorbing question; that he had spent the laboring columns of the newspapers; that he had consulted philosophical men in the profession, and philosophic men out of the profession—nay, he had consulted philosophic women also; that he had thought upon the subject by day, and had dreamt of it by night; and he had arrived at a conclusion, for which he was himself alone responsible; of which neither the credit nor the discredit would be imparted to another, viz that, after all his reading, his talking, his thinking, and his dreaming, he knew nothing more about the matter than he did before he began.

LEXINGTON & OHIO RAIL-ROAD.

NOTICE—The letting advertised to take place at Louisville, Kentucky, on the 15th April next, is postponed until the 26th May thereafter, at which time an additional quantity will be prepared and offered for contract, as will be seen on referring to an advertisement inserted in this paper.

E. I. WINTER, President,
Lexington & Ohio R. R. Co., Lex. Ky.

LEXINGTON & OHIO RAIL-ROAD.

NOTICE TO CONTRACTORS—From 22 to 30 miles of the above road will be prepared for contract, and sealed proposals for grading the same will be received at the company's offices in Lexington and Louisville, on the 20th, 25th and 26th May next, where attendance will be given on those days by one of the company's engineers, who will be prepared with the necessary plans, profiles, maps, &c. to impart all the information desired by those offering for contracts.

The road offered for contract passes through a country abounding in every thing necessary for the support of hands, and not surpassed in healthfulness by any country. The enterprizing holds out to contractors every assurance of profitable employment.

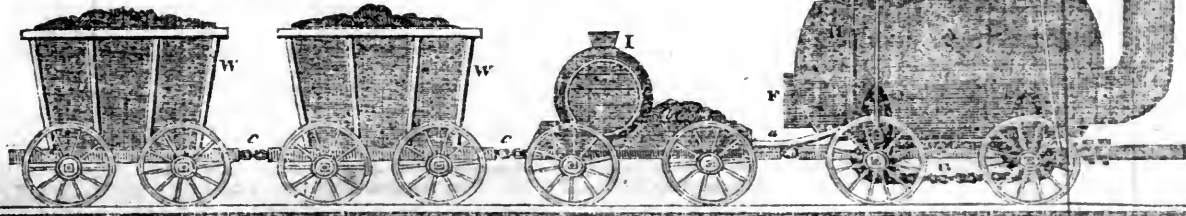
E. I. WINTER, President,
Lexington & Ohio R. R. Co., Lexington, Ky.

NEW-YORK PRICES CURRENT:

Corrected from the "New-York Shipping and Commercial List."

| | | | | | | | | | | | |
|---------------------------------------|----------|---|----------|----------------------------|----------|---|----------|----------------------------|----------|---|----------|
| ASHES | | | | Rye Flour.....do | | | | PROVISIONS | | | |
| Pot, first sort.....100 lbs | 4 70 | a | 4 73 | Indian Meal.....do | 2 57 | a | 3 00 | Beef, Mess.....per brl | 9 50 | a | — |
| Pearl.....do | 4 75 | a | 4 83 | Do.....hhd | — | a | 14 00 | Do. Prime.....do | 6 37 1/2 | a | 6 00 |
| BARILLA | | | | FRUIT | | | | Do. Cargo.....do | — | a | 4 25 |
| Teneriffe.....ton | 38 00 | a | 45 00 | Raisins, Malaga.....cask | 6 00 | a | 8 00 | Butter, N. Y. Dairy.....lb | 15 | a | 18 |
| BEE-SWAX | | | | Do. bloom.....box | 2 50 | a | 2 75 | Do. Shipping.....do | 11 | a | 13 |
| White.....lb | 44 | a | 45 | Do. muscatel.....do | 2 75 | a | 3 25 | Do. Philadelphia do | — | a | — |
| Yellow.....do | 13 | a | 20 | Do. bunch.....do | 3 12 1/2 | a | 3 50 | Hog's Lard.....per lb | 7 1/2 | a | 9 |
| BREAD | | | | Do. Smyrna.....lb | 6 | a | 8 | Pork, Mess.....do | 13 00 | a | 13 50 |
| Navy.....lb | 3 1/2 | a | — | Currents, Zante.....do | 7 1/2 | a | 8 | Do. Prime.....do | 10 75 | a | 11 00 |
| Pilot.....do | 4 1/2 | a | — | Almonds, soft shell.....do | 11 | a | 11 1/2 | Do. Cargo.....do | 9 50 | a | — |
| Crackers.....do | 5 1/2 | a | — | Do. shelled.....do | 13 | a | 16 | Cheese, American.....lb | 5 | a | 7 |
| BRISTLES | | | | Figs, Smyrna.....do | 8 | a | 10 | Hams, Virginia.....do | 10 | a | 11 |
| Russia, first sort.....lb | 60 | a | 70 | Filbert.....do | 4 | a | 5 | Do. Northern.....do | 10 | a | 11 |
| Do. common.....do | 20 | a | 40 | Prunes Bordeaux.....do | 14 | a | 18 | RAGS | | | |
| American.....do | 15 | a | 50 | Tamaris.....do | 4 | a | 6 | Foreign.....do | 4 | a | 5 1/2 |
| CANDLES | | | | GRAIN | | | | Country.....do | 3 | a | 5 |
| Monk, tallow.....lb | 12 1/2 | a | — | Wheat, North riv. bshl | — | a | — | RICE.....100 lb | 2 75 | a | 3 12 1/2 |
| Dipped.....do | 11 1/4 | a | 12 | Do. Genesee.....do | — | a | — | SALT | | | |
| Sperm.....do | 31 | a | 32 | Do. Virginia.....do | 1 00 | a | 1 03 | Turk's Island, per bush | — | a | 50 |
| CLOVERSEED.....lb | 9 1/2 | a | 11 1/2 | Do. N. Carolina.....do | 1 00 | a | 1 03 | Isle of May.....do | — | a | 50 |
| COAL | | | | Rye, Northern.....do | 78 | a | 80 | St. Ubes.....do | 48 | a | 50 |
| Liverpool.....chaldron | 12 00 | a | — | Corn, Yellow, North do | 50 | a | — | Cadiz.....do | — | a | 45 |
| Scotch.....do | 10 00 | a | — | Do. White, L. & N. J. | 50 | a | 53 | Lisbon.....do | 43 | a | 47 |
| Sidney & Bridgeport, do | — | a | 12 00 | Do. Southern.....do | 40 | a | 44 | Liverpool ground.....do | 40 | a | — |
| Albion.....do | — | a | — | Barley, North river.....do | 1 00 | a | — | Do. blown.....do | — | a | — |
| Virginia.....do | 7 00 | a | 10 00 | Oats, South & North do | 34 | a | 40 | Do. sack do, per sack | — | a | 2 00 |
| Antiracite.....ton | 10 00 | a | 11 00 | Peas, white dry, 7 bush | 6 00 | a | 7 00 | SALTPETRE | | | |
| COCOA | | | | Do. black eyed.....do | 85 | a | 86 | Refined.....per lb | — | a | 9 |
| Caracua.....lb | 12 | a | 14 | Beans.....do | 7 50 | a | 9 00 | Crude E. I.....do | 7 | a | — |
| Trinidad.....do | 5 | a | 6 | HEMP | | | | SHEETINGS | | | |
| W. I. common.....do | 4 | a | — | Russia.....ton | 215 00 | a | 230 00 | Russia, white.....piece | 11 00 | a | 11 50 |
| Para.....do | 5 | a | — | Manilla.....do | — | a | 245 00 | Do. brown.....do | 9 25 | a | 9 50 |
| COFFEE | | | | Sisal.....do | — | a | — | SOAP | | | |
| Cuba.....lb | 11 1/2 | a | 13 1/2 | American dew-ret.....do | 130 00 | a | 150 00 | New-York, Brown.....lb | 5 | a | 6 |
| Brazil.....do | — | a | 13 | Yarna, Kentucky.....lb | 9 | a | — | Castile.....do | 13 | a | 13 |
| Porto Rico.....do | 12 | a | 13 1/2 | HIDES | | | | SPELTER.....lb | 2 1/2 | a | 3 |
| Laguaira.....do | 11 1/2 | a | 13 1/2 | La Plata & R. Grande, lb | 15 | a | 15 1/2 | SPICES | | | |
| St. Domingo.....do | 12 | a | 12 1/2 | Brazil.....do | 11 1/2 | a | 13 1/2 | Cassia, in mats.....lb | 22 | a | 25 |
| Java.....do | 12 1/2 | a | 13 | Do. wet salted.....do | 7 | a | 7 1/2 | Cloves.....do | 45 | a | 48 |
| Jamaica.....do | 12 | a | 13 | Oronoco.....do | 13 1/2 | a | 14 1/2 | Ginger, race.....do | — | a | 10 |
| COPPER | | | | W. India & Southern, do | 11 | a | 13 1/2 | Do. ground.....do | 7 | a | 11 |
| Sheeting.....lb | 32 | a | 35 | S. A. Horse.....piece | 1 45 | a | 1 55 | Notmaga.....do | 1 50 | a | 1 60 |
| Pig.....do | 18 | a | 19 1/2 | HOPS | | | | Pepper.....do | 14 | a | 15 |
| Old.....do | 17 1/2 | a | 17 1/2 | First sort, 1831.....lb | 30 | a | 25 | Pimento, Jam.....do | — | a | 18 |
| Bolt.....do | 24 | a | — | Second sort, do.....do | 19 | a | 22 | SPIRITS | | | |
| CORDAGE | | | | INDIGO | | | | Brandy, Rochelle, gall | 1 45 | a | 1 50 |
| Foreign.....lb | 10 | a | 11 | Bengal.....lb | 1 00 | a | 1 55 | Do. Bordeaux.....do | 1 31 | a | 1 37 1/2 |
| Am. Patent.....cwt | 11 | a | — | Manilla.....do | 75 | a | 1 12 1/2 | Rum, Jam. 4th proof, do | 1 00 | a | 1 15 |
| CORKS | | | | Caracua.....do | 1 12 1/2 | a | 1 35 | Do. St. Croix, 3d do, do | 90 | a | 95 |
| Velvet.....gross | 33 | a | 40 | Guatemala.....do | 75 | a | 1 25 | Do. Wind Isl. 3d do, do | 80 | a | 85 |
| Common.....do | 20 | a | 20 | IRON | | | | Do. N. Orleans, 1st do, do | 45 | a | 60 |
| Phial.....do | 5 | a | 10 | Pig, Eng. & Scotch, ton | 40 00 | a | 47 50 | Do. N. Eng. 1st do, do | 36 | a | — |
| COTTON | | | | Do. American.....do | 30 00 | a | 40 00 | Gin. Holl. Meder Swan | 1 25 | a | — |
| New Orleans.....lb | 10 1/2 | a | 13 | Bar, do.....do | 30 00 | a | 35 00 | Do. Hour Glass.....do | 1 25 | a | — |
| Upland.....do | 8 | a | 11 1/2 | Do. Russia, P. S. I., do | 100 00 | a | — | Do. Scheidam.....do | 12 | a | 15 |
| Alabama.....do | 8 1/2 | a | 11 1/2 | Do. new Sable, do | 84 00 | a | 85 00 | Do. Country.....do | 27 | a | 45 |
| Tennessee.....do | 9 | a | 10 | Swedes.....do | 86 00 | a | 90 00 | Whiskey, Rye.....do | 39 | a | 31 |
| COTTON BAGGING | | | | English aed.....do | 72 00 | a | 75 00 | Cider Brandy.....do | — | a | — |
| Hemp.....yd | 13 | a | 21 | Sheet, English.....cwt | 6 75 | a | 8 00 | STEEL | | | |
| Flax.....do | 12 | a | 16 | Peru L. Co. flat & sq. ton | — | a | 105 00 | German, Has.....per lb | 10 1/2 | a | 12 1/2 |
| Do. American.....do | 19 | a | 20 | Round.....do | 120 00 | a | 140 00 | English.....do | 11 | a | 14 |
| DIAPERS | | | | Hoop, American.....cwt | 5 50 | a | 7 00 | Trieste, in boxes.....do | 5 | a | 5 1/2 |
| Russia, broad.....piece | 2 30 | a | 2 35 | Do. English.....do | 6 62 1/2 | a | 6 75 | American.....do | 5 1/2 | a | 6 |
| DUCK | | | | LEAD | | | | SUGARS | | | |
| Russia, U. X.....bolt | 19 00 | a | — | Pig.....per lb | — | a | 6 | British Island.....do | 6 | a | 9 |
| Do. Brinsguina.....do | 19 00 | a | — | Bar.....do | — | a | 6 1/2 | St. Croix.....do | 8 | a | 10 1/2 |
| Do. Zottof & Konoff.....do | 17 50 | a | 18 00 | Sheet.....do | 6 1/2 | a | 7 | New Orleans.....do | 6 | a | 7 1/2 |
| Do. 3d quality.....do | 15 50 | a | 16 00 | Old.....do | — | a | 6 | Havana, White.....do | 9 | a | 10 1/2 |
| Do. Inferior.....do | 13 00 | a | 15 00 | LEATHER | | | | Do. Brown.....do | 7 | a | 8 |
| German, Half.....do | 16 00 | a | 11 00 | Sole, Oak tanned.....lb | 23 | a | 28 | Do. Muscovado.....do | 6 | a | 7 |
| Holland, A. A.....do | 24 00 | a | 25 00 | Do. Hemlock.....do | 30 | a | 25 | Porto Rico.....do | 7 | a | 9 |
| Ravens.....do | 8 25 | a | 10 50 | Do. damaged.....do | 13 | a | 19 | Brazil, White.....do | 7 | a | 8 |
| Amer. Joy's, all flax, do | 15 50 | a | 12 00 | Upper, dressed.....slate | 1 75 | a | 2 75 | Do. Brown.....do | 6 | a | 7 1/2 |
| Do. No 1 & 2.....do | 15 50 | a | 12 00 | Do. undressed.....do | 1 60 | a | 2 50 | Manilla, Brown.....do | 7 | a | 7 1/2 |
| Do. Phenix Mill, Paterson, N. J., do | 16 00 | a | 19 00 | LUMBER | | | | Lump.....do | 12 | a | 13 |
| Do. cotton, Paterson, No 1 & 2.....yl | 26 | a | 38 | Boards, N. R.....M ft | — | a | 15 00 | Loaf.....do | 14 | a | 17 |
| DYE WOODS | | | | Do. East'n Pine, do | 16 00 | a | 17 00 | SUMAC | | | |
| Brazilito.....ton | 35 00 | a | 36 00 | Do. Albany de pce | 16 | a | 17 | Sicily.....per ton | 75 00 | a | — |
| Camwood.....do | 75 00 | a | 80 00 | Flank, Georgia do, M ft | 25 00 | a | 35 00 | Trieste.....do | 40 00 | a | 46 |
| Fustic, Cuba.....do | 20 00 | a | 21 00 | Slaves, W. O. pipe, do | 35 00 | a | 60 00 | American.....do | 35 00 | a | — |
| Do. Tampico.....do | 22 00 | a | — | Do. do. hid., do | 35 00 | a | 40 00 | TEAS | | | |
| Do. Maine.....do | 13 00 | a | 15 00 | Do. do. brl., do | 29 00 | a | 32 00 | Imperial.....do | 1 00 | a | 1 30 |
| Logwood, Camp'ly, do | 25 00 | a | 26 00 | Do. R. O. hid., do | 27 00 | a | — | Gunpowder.....do | 1 00 | a | 1 20 |
| Do. St. Dom., do | 18 00 | a | 20 00 | Leading W. O., do | 34 00 | a | 55 00 | Hyson.....do | 75 | a | 84 |
| Do. Jamaica, do | 17 00 | a | — | foops, do | 25 00 | a | 30 00 | Young Hyson.....do | 67 | a | 80 |
| Nicaragua, Bonafre, do | 60 00 | a | — | Scandling, Pine, do | 15 00 | a | 16 00 | Hyson Skin.....do | 42 | a | 62 |
| Do. Coro., do | 65 00 | a | — | Do. Oak.....do | 30 00 | a | 25 00 | Souchong.....do | 38 | a | 62 |
| Do. Hache.....do | 67 50 | a | 75 00 | Timber, Oak.....sq. ft | 30 | a | 25 | Bohea.....do | 27 | a | 36 |
| FEATHERS | | | | Do. Yellow Pine, do | 35 | a | 30 | TOBACCO | | | |
| Live, Foreign.....lb | 14 | a | 20 | Shingles, Cypress, M ft | 7 1/2 | a | 4 00 | Richmond & Petersb., do | 3 | a | 6 |
| Do. American.....do | 35 | a | 37 1/2 | Do. Pine, bundle | 2 50 | a | 3 00 | North Carolina.....do | 3 | a | 4 1/2 |
| FISH | | | | MOLASSES | | | | Kentucky.....do | 3 | a | 3 1/2 |
| Dry Cod.....per cwt | — | a | 3 00 | Martinique & Goad, gall | 25 | a | 28 | Cuba.....do | 11 | a | 20 |
| Scale.....do | 1 87 1/2 | a | 2 00 | English Islands.....do | 25 | a | 27 | St. Domingo.....do | 9 | a | 15 |
| Pickled Cod.....per brl | 3 50 | a | 3 75 | Havana & Matanzas, do | 23 | a | 25 | Manufactured, No 1, do | 10 | a | 12 |
| Do. Salmon.....do | 12 00 | a | 13 00 | Trinidad do Cuba.....do | 25 | a | 27 | Do. No 2, do | 7 1/2 | a | 9 1/2 |
| Smoked, do per cwt | 5 87 1/2 | a | 6 00 | New Orleans.....do | 30 | a | — | Do. No 3, do | 6 1/2 | a | 7 1/2 |
| Mackerel No. 1, per brl | 5 87 1/2 | a | 6 00 | NAILS | | | | Latics' Twist.....do | 14 | a | 17 |
| Do. No. 2.....do | 4 25 | a | 4 37 1/2 | Cut, 3d to 40d.....per lb | — | a | 6 | Cavenish, Myer's.....do | 12 | a | 30 |
| Do. No. 3.....do | 2 75 | a | 2 87 1/2 | Cut, 21.....do | 7 | a | 8 | WHALEBONE | | | |
| Shad, Conn. Mess.....do | 2 50 | a | 2 75 | Cut, 3d.....do | 8 1/2 | a | 9 | Slab.....do | — | a | 15 |
| Herrings.....do | 25 | a | 60 | Wrought.....do | 10 | a | 16 1/2 | WINES | | | |
| FLAX | | | | NAVAL STORES | | | | Madeira.....per gall | 1 12 1/2 | a | 2 50 |
| Russia.....per lb | — | a | — | Tar.....per brl | 1 75 | a | — | Sherry.....do | 1 00 | a | 2 00 |
| American.....do | 9 | a | 10 | Pitch.....do | — | a | 1 62 1/2 | Canary, Cogswell's, do | 95 | a | 1 37 1/2 |
| NEW YORK AND MEAL | | | | Rosin.....do | 1 12 1/2 | a | 1 62 1/2 | Teneriffe L. P.....do | 85 | a | 1 25 |
| New York suprine, brl | 5 00 | a | 5 25 | Turpentine Wilm. soft, do | 2 68 1/2 | a | 2 75 | Do. Cargo.....do | 60 | a | 75 |
| Troy.....do | — | a | — | Do. North Co. do, do | 2 21 | a | — | Malaga, dry.....do | 40 | a | 63 |
| Western Canal.....do | 5 75 | a | 6 00 | Spirits Turpentine, gall | 37 1/2 | a | 40 | Do. sweet.....do | 41 | a | 64 |
| Ohio, tia do.....do | — | a | — | OILS | | | | Clarif.....per cask | 20 00 | a | 28 00 |
| Philadelphia.....do | — | a | 5 25 | Florence 30 flasks, box | 5 25 | a | 5 75 | Do. In bottles, per doz | 2 50 | a | 7 00 |
| Baltimore Howard at do | — | a | 5 25 | French 12 bottles, bask | 4 00 | a | 4 50 | Port.....per gall | 70 | a | 1 50 |
| Richmond City Mills, do | — | a | — | Olive.....per gall | 90 | a | 95 | Lisbon.....do | 80 | a | 1 25 |
| Do. Country.....do | 5 00 | a | 5 12 1/2 | Linseed, American, do | 95 | a | 98 | Marselles Madeira, do | 49 | a | 54 |
| Alexandria & George-town, do | 5 00 | a | 5 25 | Do. Dutch.....do | 95 | a | 98 | Catalonia.....do | 35 | a | 40 |
| Fredericksburg.....do | 5 00 | a | — | Whale.....do | 25 | a | 28 | WOOL | | | |
| Petersburg.....do | 5 00 | a | — | Do. refined.....do | — | a | 45 | Merino, Am. fleeces, lb | 45 | a | 65 |
| Scratch'd and fine, do | 4 75 | a | — | Sperm, Summer.....do | 78 | a | 80 | Do. pulled.....do | 45 | a | 50 |
| Fine middlings.....do | — | a | — | Do. Winter.....do | 87 1/2 | a | 90 | Common.....do | 25 | a | 35 |
| | | | | Liver, Straits.....per brl | 16 00 | a | — | Pulled, spinning.....do | 40 | a | 43 |
| | | | | Do. Bank & Shore, do | — | a | 14 00 | Lambs, 1st quality.....do | 36 | a | 48 |
| | | | | OSNABURGS.....yd | 8 1/2 | a | — | Do. 2d quality.....do | — | a | 34 |
| | | | | FLASTER PARIS | — | a | 4 62 1/2 | Do. 3d quality.....do | 23 | a | 34 |

A M E R I C A N



RAIL-ROAD JOURNAL.

OFFICE, 35 WALL-STREET.

NEW-YORK, APRIL 7, 1832.

VOLUME I...NO. 15.

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AMERICAN RAIL-ROAD JOURNAL.

NEW-YORK, APRIL 7, 1832.

COMPARATIVE VALUE OF RAIL-ROAD AND CANAL STOCK.—A communication on this subject, which we have transferred from the National Intelligencer to our columns, will, we imagine, astonish many of our readers by its facts. The enormous appreciation of some of the canal stocks, and the considerable appreciation of all those which are quoted, speak very loudly in favor of canal navigation; which, judged from the tables here given, must be more largely and certainly productive than Rail-roads. Canals, however, it must be remembered, are of longer standing than Rail-roads, and may be supposed, in the lapse of time, to have attracted and encouraged much interchange of commodities, which, as yet, the briefer existence of Rail-roads has not enabled them to do. Besides, canals had probably pre-occupied most of the lines of direct communication in Great Britain,—a fact, which may both account for their great profits and for the less successful results of some Rail-way enterprises. These latter, prevented possibly by the same plea of vested rights which is now used as an argument for loading the Buffalo and Albany Rail-road application with onerous provisions in favor of the Canal, were obliged to seek other less favorable routes; and hence they have sometimes proved unprofitable.

Be the results, however, what they may, the facts exhibited in the communication referred to, will, we think, be deemed highly interesting; and in that light are copied into this Journal which aims at disseminating accurate information upon all branches of internal improvement.

We conclude this week our publication of the second chapter of "Wood's Treatise on Rail-roads." It gives a concise history of the first introduction of Rail-roads into England, and their various improvements down to 1831. We have given the en-

gravings appended to this part of the work, that the subject may be more readily understood by those of our readers who are not familiar with the construction of Rail-roads, which, although done upon wood, have subjected us to considerable expense; an expense, however, which is cheerfully incurred, as we have the confidence to believe that the friends of Rail-roads and internal improvement will amply sustain us by a liberal subscription to the Journal.

We are aware that the extracts lose much of their interest by being published at irregular intervals; yet we cannot encounter the expense, if we could devote the space, to their continuance in every number. By a reference to Nos. 1, 2, 3, 4, 8 and 15, this chapter will be found in full, and it will amply compensate a second reading in course, by those who have not had an opportunity of perusing that valuable work entire.

We shall continue our extracts from this work, and others, as our convenience may permit, giving such engravings as may be necessary to a correct understanding of the subject.

We shall next give the chapter which treats of carriages, or cars, and shall be greatly obliged if Mr. Winans, or some other gentleman familiar with them, will give us a description of the "Winans' Car," now in use on the Baltimore and Ohio Rail-road, which is said to be a great improvement upon the English car.

We have heard much of a small book entitled, "Rail-roads compared with Canals and Common roads," which is only to be found in the Library of Congress, at Washington, and have made considerable exertion to obtain it for the purpose of republishing it in the Journal; but have been thus far unsuccessful. It is said to contain much useful information upon the comparative value of Rail-roads, Canals, and common roads; and we hope still to be able to obtain it.

WILLIAMS'S NEW YORK ANNUAL REGISTER FOR 1832.—By an advertisement in this paper, it will be seen that this well known work will be published about the 10th April. We are informed that it will be far superior to the former numbers, which were highly approved by the public, and will contain considerable valuable information on the subject of Rail-roads.

Proposals have been issued by W. Milnor, Jr. Esq. of Philadelphia, for the publication of a new daily evening paper in that city, to be entitled "The Washington."

LEXINGTON AND OHIO RAIL-ROAD.—We would call attention to the advertisement of the Lexington and Ohio Rail-road Company to contractors, in another column of the Journal.

The Baltimore Patriot says—"The Rail-road is now completed through the city nearly as far as a street bridge, and, as it progresses, seems to impart new life to all within its course. In Market street several splendid buildings, with granite fronts, are now finishing, and others just commenced—and we observe in the more remote parts of our city the erection of whole rows of handsome dwelling houses. This looks like business, and affords us ample demonstration of the "growing prosperity" of Baltimore."

The Report of a Survey of the route from the Baltimore and Ohio Rail-road, near Baltimore, to the District of Columbia, by J. Knight, Esq. Chief Engineer, will be found in our columns to-day; and in our next we shall give a Report, made by John M. Fessenden, Esq., of his survey of the route for the Boston and Worcester Rail-road—another "link" in the grand chain.

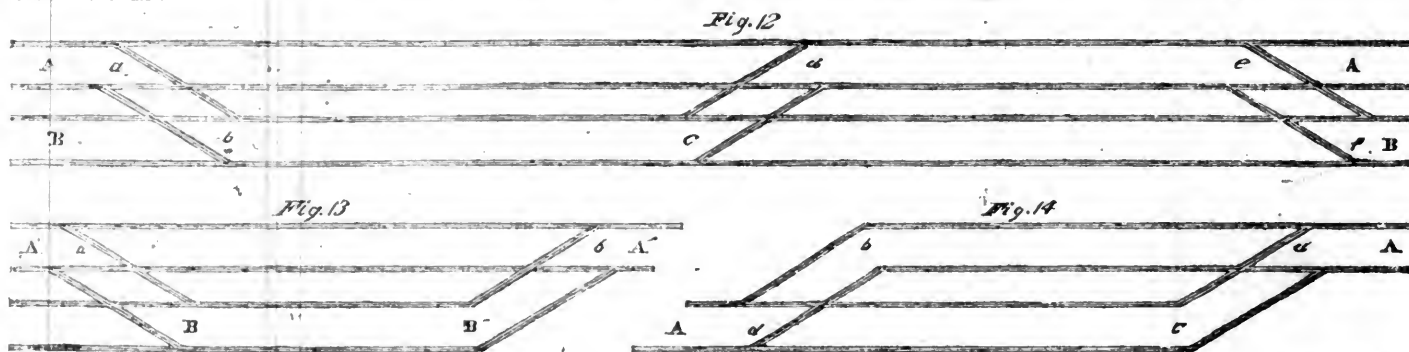
TO CORRESPONDENTS.—We have several communications on hand, which will be published when we have room. S. J. C. in reply to J. S., will probably appear next week.

BRANCH RAIL-ROAD.—The bill authorizing the Mohawk and Hudson Rail-road Company, to construct a Branch Rail-road, finally passed the Legislature on Saturday last, and has become a law. The importance of this work to all the old and compact parts of the city, as well as to the Company, must be obvious to all. The following is the first section of the bill.—[Argus.]

§ 1. Authorizes the Company to construct a Branch Rail-road from the line of their present Rail-road, at or near its intersection with the great western turnpike, to the capitol square in the city of Albany, and from thence, or from some point between the said place of intersection and the capitol square to the Albany basin; and to transport, take and carry property and persons on the same.

We have been informed says an English paper, that orders for upwards of 18,000 tons of iron rails are now executing by the iron masters in Monmouthshire, to be exported to America, where rail-roads are making rapid progress in public estimation.—[Mercantile.]

The Schenectady Cabinet estimates the damage by the late freshet within ten miles of that city, at \$3,500 to Mohawk and Hudson Rail-road. John J. Van Eps and brothers, on the slate, have lost all their stock, among which are six horses and thirteen head of cattle.—[Lansingburg Gaz.]



CONTINUATION OF "THE HISTORY AND PROGRESS OF RAIL-ROADS."

Having thus described, and pointed out some of the properties of the different rails at present used, both of cast and malleable iron, it may be necessary to mention a plan of rail composed of both these kinds of iron. Mr. John Hawks, of Gateshead, in 1817, obtained a patent for a rail, which he stated, in his specification, "to be a compound of malleable and cast iron, so connected as to be stronger than if made of either alone," and which consisted of a bar of malleable iron formed into the proper shape of the under part of the rail, the flat part on which the carriages run; the upper side of the malleable iron was then made rough and uneven, or dovetailed, and the cast iron top run upon it in a state of fusion, thus forming the rail for about three quarters of an inch down of cast iron, and the remainder of malleable iron. In all rails, or bars of iron, supported upon the ends, and loaded in the middle, the under part is in a state of tension, and the upper part subjected to compression. It is known that malleable iron resists tension with greater force than cast iron, and, on the contrary, that cast iron resists compression in a greater degree than malleable iron. By forming, therefore, the upper part of the rail or that subjected to compression, of cast iron, and the under part, which is exposed to a state of tension, of malleable iron, Mr. Hawks expected to secure greater strength by his combination than if formed of either material separately, and also to present the hardest material to the wheels of the carriages. The great care required, in accomplishing a proper and firm joining of the two, rendered the making of them very difficult; the wrought iron requiring to be entirely free from the least damp, otherwise the soundness of the cast iron was injured; this, added to the circumstance of the malleable iron part being made too weak, and by yielding to the weight, causing the cast-iron to crack, and eventually work loose, prevented, I believe, the extension of their use, though, if properly manufactured, they might have become useful.

Various other kinds of rails, both of cast and malleable iron, have been used; but it would be swelling the work to, perhaps, an unnecessary size, to attempt the description of them. The kinds figured in the drawings constitute those most extensively used in the Northumberland and Durham Railways, where certainly the experience of their utility has been very considerable, from their extensive use in the application to the conveyance of goods, and on those public lines of road enumerated.

It seems to me a matter of great astonishment, that the plate-rails have yet many advocates; and what seems more unaccountable, is the mistaken notion of the friction being less upon them than upon the edge-rail. I should have thought that the number of Railways of both kinds now in existence would have afforded sufficient opportunity of ascertaining this fact, without having recourse to surmise or opinion. Sufficient proof will be adduced hereafter, in the account of experiments on friction, to show the absurdity of such a supposition, which is also apparent from the nature of the action of the carriage-wheels upon the two rails. Certainly, if the wheels in the plate-rails be equal in breadth to the surface of the rails in the other, and that the former would always roll along the rail without rubbing against the sides of it, more than the ledge of the wheel rubs against the side of the edge-rail, then the friction in the two cases might be equal; but the rubbing of the wheels against the plate-rails is considerably greater than the rubbing of the wheels against the sides of the edge-rails. The general height of the ledge of the flat rail is three inches, and the projecting ledge of the wheels of the other, one inch, and as the tendency to rub against the ledge is the same in each, nay, as will be hereafter shown, is greater in the flat than in the edge-rail, the friction will be as the height of the

ledges, and consequently greater in the plate-rail.—This is supposing the rails equally free from obstruction, or extraneous matter, affecting the free rolling of the wheels upon them; but any person will see that the form of the plate-rails necessarily causes them to be more subject to the presence of such obstruction than the edge-rail, the one forming a sort of receptacle for the dust, dirt, and other substances falling upon them; while the other, from its narrow surface, and elevated position, tends to throw off any extraneous matter which may accidentally fall upon it. Mr. Palmer, in his description of a patent Rail-way, gives a very interesting experiment on the obstruction caused to the carriages by the dust upon the plate-rails, which I shall take the liberty of inserting: he states, "I made an experiment on a branch of the Cheltenham tram-road, (which was nearly new and in good condition), with a view to ascertain the difference of resistance occasioned by dust lying upon the rails. The carriage and its load weighed 5264 lbs.; the rails being swept clean, the resistance was thirty-six pounds; the rails being slightly covered with dust, the resistance was forty-three pounds. Consequently, the difference of resistance to that weight was seven pounds, being upwards of one-fifth increase."

The tendency of the edge-rail to form a rut or groove on the periphery of the wheels, and thus to increase the friction, was for a long period a motive for preferring the other; and this wear was considerable at first, owing to the narrow surface of the rails; afterwards, when the bearing of the rails was made greater, and now, since the introduction of case-hardened wheels, this objection is entirely removed. Certainly, when the wheels were indented, the increase of friction would almost amount to the difference between the two rails, and this might cause an uncertainty which of the two ought to be preferred. This having ceased, and the other reasons for preferring the edge-rail still remaining good, together with the saving of weight, by the mere proper distribution of the metal to resist the transverse strain of the carriages, renders it no longer a subject of dispute that the edge-rail is decidedly the best.

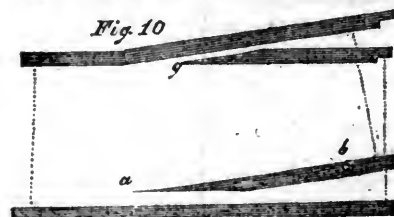
Having thus given a minute description of the various kind of rails used upon the different Railways, it is now necessary to give a sort of brief outline of the form of single and double lines of road, with their passings, as they may be required for the general conveyance of goods.

In most of the Rail-roads in the neighborhood of Newcastle-upon-Tyne, and other districts of Great Britain, which I have visited, one main line of road is laid the whole distance, with short pieces of double road at certain intervals, and proper passings between them, for the carriages going in one direction to pass the others returning in the opposite direction. In public lines, and for general traffic, perhaps, in many cases, double lines of road the whole distance may be preferable: but this will, in all instances, be regulated by the peculiar circumstances of each particular line of road. Dividing them into two kinds, viz., single lines with different kinds of passings, and double lines with common passings from one to the other.

Fig. 12. will represent a double road, with the crossings from one line to the other, for the carriages to pass each other; AA' is one line, which may be for the carriages going in either direction, say from A to A', and BB' the other line, for the carriages traversing the opposite direction, say from B' to B; those two lines are supposed to extend the whole distance traversed, from one end to the other. When the goods to be conveyed are to travel at the same rates of speed, perhaps few, if any, passings will be required from one road to the other; but when it is intended for the conveyance of passengers also, or for the transit of light goods at a swifter pace, then it will be necessary to have certain passings, so that the carriages moving faster can cross to the other

road, and pass those moving slower; when the latter can again come upon their own road, and so proceed. Thus, suppose a train of heavy goods travelling along the road A towards A', and another train of lighter goods or passengers coming in the same direction, the heavy train can then pass along the crossing a b into the road BB', until the lighter train has passed, and the heavy one will again resume its former track, by proceeding along the crossing c d. In like manner, a light train of carriages proceeding along the road B' towards B, encounters a heavy train travelling in the same direction; by the proper signal, the heavy train proceeds along f e into the road A' A, until the other train passes it, when it again gets upon its former track, by passing along d c. In this manner, when the road is pretty straight, (which in public lines should always be the case) the carriages will never be interrupted by each other; as, if engines are used, the weights they take being large, there will not be a great number upon the road at once; and the heavy ones making a point of giving way to those proceeding at a swifter rate, will always keep clear of those travelling with passengers and light goods.

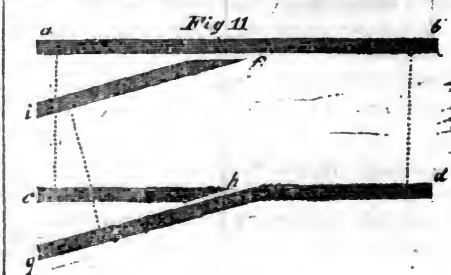
The mode of causing the carriages to cross from one road to the other, is effected as follows: suppose through the crossing c d, a moveable rail, similar to a b, Fig. 10. is placed at the junction, c, of the pass-



ing with the main line of road: when this moveable rail is thrown back in the position shown in the drawing, the carriages proceed along the main line, c d, e f, without interruption; but when put close to the other rail, as shown by the dotted line in the drawing, this rail acting against the projecting ledge on the wheels of the carriages, prevents them from continuing along the main line, and diverts them into the passing; the rail on the opposite side having an opening at g for the ledge to pass through. Fig. 9



shows the sort of rail laid at the point where the four rails meet together, a being the point where two of the rails meet, and b c where they branch into two separate rails again; the upright ledges, d d and e e, standing up about 3.4 of an inch, prevent the wheels from running off the road at the junction of the rails, where the projecting ledge on the wheels has no effect in keeping them upon the road: at the junction, d, of the crossing with the main line of road, rails, similar to those shown in Fig. 11, are



used; a, b, c, d , being the main lines, and e, f, g, h , the rails of the crossing. By attentive examination of these rails on the larger scale, Figs. 9, 10, 11, and applying them to the lines of road shown in a smaller scale, in Fig. 12, it will be seen in what manner the wheels of the carriages are directed into the proper road. The moveable or switch rail, is always to be put into the proper position by the attendant of the train of carriages, to divert them into the right track, otherwise they would always continue along the main line.

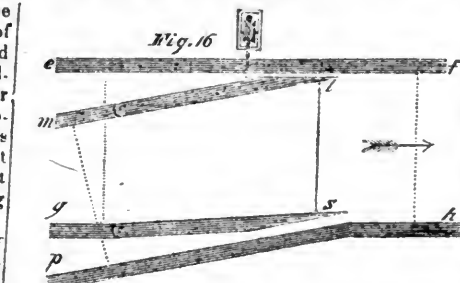
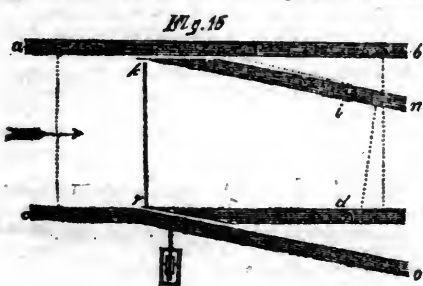
Figs. 13 and 14 will show two single lines of Road, with passings of a different kind; A, A' , Fig. 13, is the main line, extending the whole distance, along which the carriages travel, in both directions; B, B' is a siding or passing, for the carriages going in opposite directions to pass each other; this kind of siding is used when the goods are all conveyed in one direction, where the distances are short, the motion slow, and where, perhaps, the necessity for the carriages passing each other does not so frequently occur. In this form of road the carriages will always continue along the main line of road unless diverted into the passing by the moveable rail, previously described, the attendant having to put it into the proper position, whenever the carriages are likely to meet each other. Thus, if a train of carriages, coming along the main line, in the direction A, A' , is likely to meet another train coming in the opposite direction, then the attendant puts the moveable rail into the proper situation, when the empty train proceeds either along A, B , or B', A' , as the case may happen, and the carriages pass each other.

This form of sliding is much, or, indeed, almost invariably, used in all the Rail-ways, where the goods are to be conveyed in one direction only, the empty carriages being the returning load; such as the conveyance of coals from the coal pits to the shipping places. In these cases, the loaded carriages always keep the main line, and the empty carriages pass into the siding; the moveable rail being placed on that end of the crossing towards which the empty carriages are proceeding. These moveable rails are very inconvenient, requiring the constant precaution of putting them in their proper places whenever the carriages are to pass each other; it is true they do not affect the loaded carriage passing on the main line; the projecting ledge of the wheels always displacing them from their position in contact with the rail, into that which allows of the free passage of the carriages without interruption. Fig. 14 will show a mode of obviating these inconveniences of the moveable rail, by a particular form of laying the Road; by which the carriages are enabled to pass each other without the danger of meeting, and where no moveable rail or switch is required. A will represent the main line proceeding in one direction, and A' the same line passing in the opposite direction. The carriages having always a tendency to continue moving in a straight line, will, in passing along from A towards d , keep the road, A, d, c ; and, in like manner, the carriages proceeding in the opposite direction A', a , will keep the road A', a, b ; the two trains will thus proceed into different roads, and, passing each other, will join the main line again, the former by the road c, a , and the latter by the road b, d .

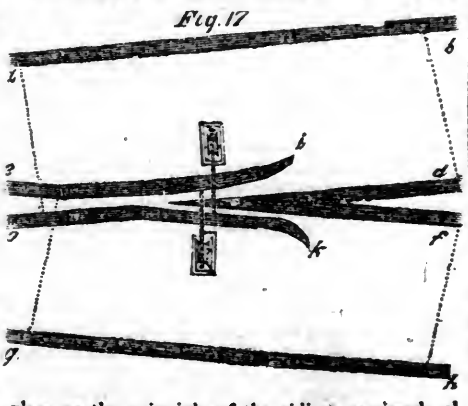
This form of passing will be very useful upon public lines; where any neglect of placing the moveable switch in the proper place might occasion many inconveniences.

The form of crossing Fig. 14, though obviating the use of switches, is objectionable, from the turns in the line which the loaded carriages must necessarily make, whether there be any carriages to pass or not. I have lately adopted a form of crossing, upon the Killingworth Rail-way by which the main line of way is not obliged to be diverged as in the last mode; and yet the empty carriages are obliged to pass through the siding when necessary.

Fig. 15 and 16, a, b, c, d , will represent the main



line at one end of the crossing, and e, f, g, h , the main line at the other, l, m, h, p , being the rails passing into the crossing at the latter end, and n, k, o, c , those at the other. Suppose the loaded carriages always to pass along in the direction of the darts, the empty ones returning in the other direction; and the latter always going into the siding or passing place to allow the former to pass them. i, k, d, r , are two tongues or switches, working freely upon the pins i and d , and resting upon flat pieces of iron at k and r ; these two switches are joined together by a chain r, k , and a small chain is fastened to r , which, passing over a pulley placed by the side of the road, a weight is attached to the other end, sufficient to keep the switches always in the position shown in the drawing; and likewise sufficient to bring them back into that position when the carriages pass. At the other end of the crossing, similar switches are worked by a pulley and weight placed by the side of the road, by which they are kept in the position shown in the drawing, and are joined together by a bar of iron, s . On an examination of this crossing, it will be seen that the loaded carriages passing along a, b, c, d , meet with no obstruction, as, when well fitted up, the rails appear as an unbroken line. When the carriages arrive at e, f, g, h , the flanch of the wheel acting against the rail e, f , pushes the moveable rails, s and l , into their proper position, and the carriages pass on without the least jolt. The empty carriages, in returning, are diverted into the siding by the rail l, m , while an opening is made by the position of the rail s, g , and when the loaded carriages pass, they proceed along the rails o, c, n, k , out of the siding, the flanch of the wheel acting against the rail o, c , pushing the moveable rails i, k and d, r into their proper position. It was stated that the rails s, l were connected by a bar, while the rails r, k were connected with a chain; the reason is this, the wheel of the loaded carriage, in passing along a, f , pushes the switch s right, by the flanch of the opposite wheel, acting against e, f , and therefore the switch s, g , pulls l into its proper position; but the wheels of the empty carriages, in coming out of the siding, push the switch d, r out of the position in the drawing into the proper one; and the weight of the carriages being at the same time upon k, i , a bar would be bent; a chain is therefore used, allowing the wheel acting against o, c , to push the switch k, i right. This form of crossing is not more useful for the purposes just stated, than for presenting an unbroken level surface for the wheels to travel upon. In the old form of crossing, Fig. 11, it will be seen that a considerable break exists at f and h ; and as the wear is generally greater upon b, a than f , the latter soon becomes higher, and thus produces a jolt to the carriage passing over. This takes place to a great extent upon the crossing or X rail, Fig. 9; a, b is the track of the loaded carriages, and a, c that of the empty; the wheels of both carriages therefore pass over c , which is thus soon worn down below b , and still more below the level of c . It is scarcely necessary to state, that this must produce a jolt to the carriages; and that all such jolts are very objectionable. Fig. 17, shows



a plan, on the principle of the siding previously al-

luded to, for the purpose of obviating those jolts; a, b, c, d , shows the main line of road; e, f, g, h , the crossing; two moveable rails, or switches, are placed on the rails e and c , working with weights, as previously explained; d, f are two rails joined into one, and terminating in a point, against which the switches i and k rest, in the same manner as k . Suppose a loaded carriage proceeding from a to b , when it arrives a little beyond the joint of the switch, the wheel pushes it into the position shown in the drawing; and it will be seen that the wheel has a level and smooth surface to pass over: in like manner, in returning the reverse way, the wheel strikes against i , and pushes it into the position shown. The carriage also, in passing along the crossing rails from f to e , pushes the switch k out, or into the position of i , while the switch i , resting close against the rail d, e , forms a continued line for the wheels to pass over. The pulleys are fixed in boxes, and are placed below the surface of the Rail-way; which, keeping them out of sight, prevents them from being damaged.—[To be continued.]

OFFICE OF THE BALTIMORE AND OHIO

RAIL-ROAD COMPANY, Feb'y 21, 1832.

Hon. R. Thomas, Speaker of the House of Delegates:

ESTERED FRIEND.—The legislature of Maryland having at the last session, passed a law authorizing the Baltimore and Ohio Rail-road Company, to lay out, survey, locate and construct a Rail-road from some point on the Baltimore and Ohio Rail-road already constructed, within eight miles of the city of Baltimore to the line of this state, adjoining the District of Columbia, in a direct line towards the city of Washington, along the most direct and suitable route that might be reasonably and conveniently practicable, the directors of this company were desirous of ascertaining, as well the facilities which the intermediate country between the cities of Washington and Baltimore afforded for the location of a direct and efficient Rail-road, as also the probable cost of the construction of such a road in a manner worthy of its position, between the principal commercial city of this state and the capital of the United States, and as a part of the great highway between the southern and eastern states, in order that it might be ascertained whether this company could undertake to avail themselves of the authority granted by the law here referred to; as early therefore, after the passage of this act, as their Chief Engineer could be spared from the important duties which he was then engaged, in relation to the location of the route for the Rail-road between Baltimore and the Potomac river, the board directed that officer to proceed with all his assistants to make the necessary examinations, surveys and estimates, and report the results as soon as practicable. After a most careful and assiduous attention to the duties assigned to him, the Engineer has completed the general preliminary surveys and estimates; and I now have the pleasure to enclose to thee a copy of his report, which I respectfully request may be laid before the House of Delegates.

By this report it will be seen, that a sum, exceeding fifteen hundred thousand dollars, will be necessary for the construction and completion, in a competent manner, of such a Rail-road as will be adequate to effect the great object contemplated; and the experience of the directors justifies them in reposing the fullest confidence in the correctness of the report in all its details and estimates.

It may be proper for me to add for the information of the legislature, that the sum that appears to be necessary for effecting this most desirable improvement, greatly exceeds the amount which the directors feel themselves authorized at this time to divert from the principal object contemplated by the company, and to effect which they were incorporated—the connexion of the principal commercial city of Maryland by an easy, speedy, safe and cheap mode of inter-communication with the western States—an object of the first importance to the prosperity of Maryland. At the same time the directors cannot but consider, a similar intercourse between Baltimore and the capital of the Union, as second only in importance to this great object, and in fact as properly forming a part of it, since its early accomplishment would, in an eminent degree, contribute to secure the accomplishment of the principal work—a work which when completed, will be amongst the most magnificent as well as extensively useful improvements ever accomplished by human efforts.—Such a work is therefore peculiarly deserving of the further aid and patronage of the state, more especially as the assistance already accorded, has been productive of so much benefit, and has enabled the company to afford a demonstration that has resulted

in the most satisfactory assurance of its certain and triumphant accomplishment.

Permit me then respectfully, but earnestly, to ask the favorable attention of the legislature in this subject, so vitally important to the welfare and prosperity of the citizens of Maryland. The aid of the state will ensure the construction of a Rail-way between Baltimore and Washington, of the capacities described in the report herewith transmitted; at an early period, a portion of the funds necessary, will be cheerfully furnished by the individual stockholders, and it is believed that the city of Baltimore will as readily furnish another part—the liberal encouragement we have already experienced from the legislature, and the great benefit which must result to the state from the execution of the proposed work, will not permit a doubt, but that the representatives of the people of Maryland, will also promptly contribute to its accomplishment, and that they will not suffer the energies of this company to be paralyzed for want of patronage and support.

With the assurance of my high regard and esteem, I am very respectfully thy friend,

P. E. THOMAS, President B. & O. R. R. Co.

ENGINEER'S OFFICE, B. AND O. R. R. Co.
BALTIMORE, FEB. 17, 1832.

To Philip E. Thomas, President, &c.—The calculations and estimates of the probable amount of expense that will be required in the construction of the contemplated Rail-road, to connect the cities of Washington and Baltimore, having just been finished I take the earliest occasion, in accordance with thy request, to communicate the general results.

In the first place, however, it may be proper to give a concise general description of the proposed plan and profile of the contemplated Rail-way, and to advert to the character of the country, over which the route must be conducted.

The purpose of this Rail-way being to effect an easy and rapid communication between the National Capital and the third city in the Union, as well as to form an important and permanent part of the great inland highway, that must, in connection with the seat of the general government exist, and always be used, in a direction parallel to the coast, through Richmond, Charleston, and Savannah, to the south, and Baltimore, Philadelphia, and New York and Boston, to the north; it would appear to be a concern involving great general interests, and the benefits of which would descend to remote generations.

The Rail-road under consideration, therefore will have a national character, and should be planned and constructed in a manner worthy of its highly important position and functions.

To do less than this, would be to mar a great national work, to the loss of the investment, and to the lasting detriment of our character for science and enterprise. The capabilities of the road should therefore be such that no other work of any conceivable description could be brought into successful competition with it.

In this is involved considerations of speed and motive power, both scientific and practical, and these again must regard the resistances to be overcome, whether arising from friction, gravity, or the passing of curves. Friction upon Rail-ways, has, within a few years past, undergone great and important reductions; and it may be that the final term to which its ratio has been approximating, is not yet attained. From a careful consideration of this important item of resistance, and assuming the average of that of the two best kinds of cars now in use, and making allowance for practical imperfections in the Rail-way, and supposing also, the wheels to be three feet in diameter, I have no doubt that the attainable rate of the friction will be such as to reduce the traction on a level, to less than the 300th part of the weight moved; but as wheels of less diameter may be employed for common cars, I shall assume the practical traction at an average equal to 264th. This resistance therefore, will be equal to the gravity down a line of Rail-way, descending at the rate of one in 264 or 20 feet per mile, consequently the inclinations of a Rail-way from a level should not exceed this rate.

All motive agents, mechanical as well as animal are capable of exerting, for a short time and occasionally twice the power that their regular and constant average work or movements require when the effect produced is a maximum. This has been demonstrated by the mathematician, and has likewise been found in accord with experience. Hence, the ascending lines of a road of any description should not have a grade requiring more than double the power necessary on the level parts of the same road.

The power required on the ascent of the Rail-way, at the rate of 20 feet per mile, will be double of that required on a level, in addition to that which will be necessary to counteract the gravity of the motive agent. If, therefore, whilst the friction is the 264th, the ascents and descents are greater than one in 264, there will either be a loss of time, or else an unnecessary surplus of power would exist on the level parts of the Rail-way. In either case there will be a loss of effect when compared with the cost of transit.

Moreover, since with the use of locomotive steam power upon this Rail-way, the velocity on the level parts should be as great as will comport with due safety; it follows, that the velocities, upon the descending, should not be greater than upon the level parts; and therefore, any acceleration from gravity would not be useful, and could not be employed to any valuable extent in this particular instance. Consequently, in descending, as well as in ascending, an inclination exceeding 20 feet in the mile would be disadvantageous.

Although the grade had been restricted as already mentioned, to one in 264 as the maximum; it was still desirable, that it should be less than this limit, and that as much of the Road should be level, as the surface of the country to be traversed would admit of, consistently with a due regard to the expense of construction.

It was evident, that the velocities to be employed upon this Road would be as high as confidence and safety would permit, and that a speed of about twenty miles per hour must be attained so as to perform the trip from city to city within two hours.

This will probably require the use of a locomotive engine, weighing six tons, to convey a train of six cars, containing one hundred passengers, in the time proposed; for although the adhesion of the wheels of a four and a half ton engine would be sufficient for the draught of this train upon an ascent of twenty feet per mile, yet it is doubted whether its capacity for the generation of steam would be adequate to the whole performance within the specified time.

Taking it for granted, that a six ton engine will be employed, and that the speed will be made to average twenty miles per hour, it becomes necessary that the road should be comparatively straight, in order that the centrifugal force, in curves, may be small, and the stability of the engine and its train upon the rails ensured; and likewise, that the necessary wear and tear should be prevented, and at the same time the power economized.

It was consequently concluded to make the curvatures so slight as to admit of the use of locomotive engine wheels, of a diameter of four or five feet, and so that just such engines in all respects as are now used on the Liverpool and Manchester Rail-way, could be run upon this road.

The minimum radius of curvature was assumed at 1400 feet. It is now known, however, that the line may be so laid, that the radius of curvature shall in no place be less than 2000, and in very few places less than 3000 feet, whilst the ascents and descents shall not in any part, exceed twenty feet per mile.

The greater part of the experimental lines already run, with a view to this Rail-way, have been traced, with a view to the limits of grade and curvature already mentioned, and the estimates are made for a line of this character.

A line more nearly approaching to that of a perfectly straight and horizontal line would have been preferred, but the character of the country does not admit of it within any practicable limits of expense in the construction, nor would the gain in the motive power be a sufficient return for the capital which must be added to make any material reduction in the altitudes of the summits to be passed, beyond such as are contemplated in the estimates.

The ridges crossed between the Baltimore and Ohio Rail-road, and Bladensburg, are three in number; the first divides the slopes of the Patapsco and Patuxent rivers; the second the two branches of the Patuxent; and the third the Patuxent and the North Eastern Branch of Potomac. The altitudes of these ridges at the comparatively low points at which they are crossed, vary from 200 to 215 feet above the level of mid-tide, at Baltimore, and cuts from 40 to 50 feet deep will be required, at the same time that the Patapsco and each of the Patuxents must be crossed at altitudes above them of from 40 to 50 feet respectively. It will, however, depend upon the result of surveys yet to be made, whether the route may be laid across the second and third ridges just mentioned, at points less elevated; but it is not expected, that this would materially reduce the amount

of the estimate, as the route would be lengthened by the change, yet the question will involve considerations connected with the moving power to an extent that should not be disregarded in a route of such magnitude. The Patapsco may be crossed either at an altitude of 50 feet or of 66 feet above tide, according as the one or the other of the two places proposed, should be ultimately selected for this purpose.

From the Patapsco to the first ridge in a distance of about six miles, the route passes up the valley of Deep Run. In consequence of the uniformity of the extreme grade, necessary to be adopted, in order to gain the summit at an altitude of 165 feet above tide, the line is here thrown upon very rough, uneven ground, encountering a succession of spurs from the ridges, and deep indentations at the lateral small streams which have to be crossed; thus making the graduation of this part of the line very expensive. Thence to the head drains of the North Eastern Branch, a distance of about ten miles, the route continues to be equally expensive, in consequence of the cuts through the three ridges before mentioned, and the embankments across the valleys of the two Patuxents. The tributary of the North Eastern Branch, having been gained, the route for about eight miles in its descent, down the valley of that stream, to Bladensburg, is remarkably favorable. At Bladensburg, the valley of the North Western Branch, must be crossed with a long embankment, from 30 to 35 feet in height, and thence to the line of the plat of the city of Washington, a distance of about four miles, the route is rough, and will require much heavy excavation.

From the line of the city of Washington, the Rail-way can be conducted to the General Post Office, in the further distance of about two miles, upon such route, and to such other point as shall be agreed upon. The uncertainty, however, of the future position of this part of the line renders it impossible at this time to extend the estimates to any point within the city boundary.

The materials to be excavated will consist of sand, gravel and clay; the latter will probably, in places, be found to be of a hard texture, and such as has been encountered on the first seven miles of the Baltimore and Ohio Rail-road. This will probably be the case along Deep Run, and also between Bladensburg and Washington. With these exceptions a greater portion of sand and gravel may be found to obtain. Very little rock will be found in the whole extent of the route.

The estimate for the graduation has been carefully made up from the details of the several excavations and embankments, with a view as well to the supposed degree of tenacity of the material to be excavated, as to the distance it must be transported in executing the work, and the width of the road-bed to accommodate a double Rail-way; that is, two tracks and the ditches necessary for drainage.

The masonry has been estimated on the plan of stone culverts and substantial stone arched bridges, without ornament or any unnecessary dressing. The stone will be found on the Patapsco, the two Patuxents, the North Western Branch, and on the Potomac generally, within a distance, probably, of 5 or 6 miles of the site of the works to be constructed. In estimating the masonry, due regard has been paid to the probable expense of securing the foundations, the quality of the work, the quantity of the materials, the distance of transportation and the proportions of the parts.

In estimating the cost of the Rail-way, regard has been had to the action it will have to sustain, the quantity and quality of the materials to be used in the construction, to the necessary labor to be expended, and to contingencies and superintendence.

It is confidently believed that the great ends to be expected from the establishment and use of this important avenue of communication will be attained, should the plan and profile, as already described, be adopted, and a Rail-way suited to the action of locomotive engines weighing six tons, be constructed.

With a view to the action of such engines in high velocities, it is proposed to lay down rails of a description different from those on the Baltimore and Ohio Rail-road. The absence of stone suitable for sills throughout this entire line, renders it impracticable in the first instance, to use that material in the construction; and it may be likewise remarked, that even were this material sufficiently abundant, it would be some years before the embankments would be sufficiently settled to receive a structure of this kind.

These circumstances compel the use of wood instead of stone, to support the iron rails, and it is proposed to place the sleepers or tie-pieces, three feet apart instead of four feet as heretofore, and to use string pieces of wood underneath the sleepers in addition to those laid

upon them, in order to strengthen the track, and to prevent unequal and partial settling. These under timbers may be various in their dimensions, and such as are to be procured with most convenience. The upper string pieces, however, which rest upon the sleepers, and on which the iron rails will be placed, are proposed to be six inches square, of southern pine scantling, and of the best quality that can be obtained. The iron rails will have a continuous flat base, in width 3 1/2 inches, resting upon the wood; each rail will be about 15 feet in length and about 2 inches in height, so as to permit the flanges of the wheels to play above the base plate. These rails will be rolled of such form as to economize the quantity of iron to the greatest extent consistent with utility. The rail will weigh about 32 pound per running yard, and it will require 50 tons for each mile of single track.

With regard to the policy of estimating for two sets of tracks instead of one only, it may be proper to observe, that although there is little doubt that the capacity of a single track, with the proposed velocities, would be sufficient to effect the whole of the transit that would be required upon the proposed rail way for some years to come; yet when it is considered that repairs will be needed, and that for these purposes, materials must be conveyed for long distances on the line and that considerable quantities of earth must occasionally be removed from the ditches in the long and deep cuttings, and transported in rail way cars to supply defects in embankments, or in some other place of deposit; and when it is also considered, that two tracks would allow the business of the road to be performed in the day time, whilst the number of trains, and their hours of departure and arrival, could be increased as circumstances should require; the belief is entertained, that it will be advantageous to have two sets of tracks.

The difficulties to be overcome having been adverted to, and the plan of the work described, it will be proper next in order, to give the results of the estimates.

The mason work will consist of 6357 perches of culvert ironwork, estimated to cost \$24 010, being an average of \$3.77 2-4 per perch of 25 cubic feet, together with 32,380 perches of bridge masonry, in which arches are to be made. The cost of this item is estimated at \$215,135, or at the rate of \$6 64 1/2 per perch: amounting together to 38 737 perches of masonry, and costing \$239,145, being an average of \$6 17 1/3 per perch. This charge is considerably enhanced in consequence of the estimated expense of securing the foundations for the works.

The total mass of earth and other material to be excavated, removed and supplied, to effect the entire graduation, is calculated to be two millions, four hundred and six thousand seven hundred and sixty-one cubic yards, estimated to cost the sum of \$779,518.15, being an average of 32.39 cents per cubic yard.

The length of the route included in the estimate is 29 miles.

SUMMARY.

| | |
|---|----------------|
| Graduation, 2 406 761 cubic yards. | |
| at \$32.39 | \$779,518.15 |
| Masonry, 38,737 perches at \$6.17 1/3 | 239,145.00 |
| Amounting to | 1,018,663.15 |
| Add 10 per cent for contingencies and superintendence | 101,866.32 |
| | 1,120,529.47 |
| Rail way double track 29 miles at \$15 000 per mile | 435,000.00 |
| Total amount | \$1,555,529.47 |

The details of the estimate from which the foregoing results have been obtained are in this office, and statements of them will be reported if necessary. Maps and profiles are likewise nearly completed, representing the several routes surveyed.

The final location of the route of the Rail-way can be commenced as soon as the weather will permit.

In making the estimates I have been assisted with regard to the masonry, by Robert Wilson, assistant superintendent of masonry; and so far as relates to the structure of a track of Rail-way, by James P. Stabler, superintendent of construction of the Baltimore and Ohio Rail-road.

In the surveys, drawings and calculations, I have been aided by Henry J. Rannoy, Benjamin H. Latrobe, and the other young gentlemen named in my last annual report.

All which is respectfully submitted.

J. KNIGHT, Chief Engineer.

[From the National Intelligencer.]

To the Stockholders of the Chesapeake and Ohio Canal. I have observed a notice in the Intelligencer, calling together the Stockholders of the Chesapeake and Ohio Canal, for the purpose of considering the proposition of the Baltimore and Ohio Rail-road Company, "for the joint construction of the Canal

and Rail-road from the Point of Rocks to Harper's Ferry." After the Baltimore and Ohio Rail-road Company has so long retarded our progress by a protracted law suit, and we, having justice on our side, have triumphed over all obstacles interposed, it is exceedingly modest in our neighbors, now to ask a participation of the advantages of our triumph: but let that pass. My purpose is to ask the Stockholders of the Chesapeake and Ohio Canal to carefully review their advantages, before they yield any of them, for much less than a fair equivalent. Give to the friends of the Rail-road system all they claim, assume the data furnished by themselves, and those friendly to the Canal system may, I am sure, rest satisfied. I, for one, am contented with our Canal, and desire no union of purpose, or of stocks, to pass any where. We have the right of way, and let us steadily pursue the even tenor of our Canal, and, notwithstanding the clamor in favor of Rail-roads, (which I think is subsiding,) we shall have the best work and most valuable stock in the United States. In England, where both Canals and Rail-roads have been tested, I show you the price of their stocks:

Railway.—The following list of prices of Railway stock in Liverpool at the latest dates will show, that notwithstanding the enormous expenditures in their construction in England, the investments have, in nearly every case, been highly profitable. One of the cases where the stock is below par is the Branch of "Kenyon & Leigh Junction Railway," while the principal Rail-way is ten per cent. above par.

The Liverpool & Manchester Railway is one hundred and nine per cent. above par.

| | Cost per Share. | | |
|-----------------------------------|-----------------|------|---------|
| Liverpool & Manchester Railway. | £100 | paid | £209 |
| Old Quarter Shares, | 25 | | 50 10s. |
| New ditto | 25 | | 49 |
| Stockton & Darlington | 100 | | 215 |
| Bolton & Leigh do | 100 | | 104 |
| Ditto | 25 | | 27 |
| Warrington & Newton do | 100 | | 108 |
| Kenyon & Leigh Junction do | 100 | | 110 |
| Wigan Branch do | 70 | | 50 |
| St. Helen's & Runcorn Cap Railway | 75 | | 55 |
| Leicester & Swannington do | 40 | | 57 |
| Leeds & Selby | 25 | | 25 |
| Preston & Wigan | 5 | | 3 |

Now let us see the price of Canal Stock at the same time and place:—

| | Cost per Share. | | |
|----------------------|-----------------|-----------------------------|------|
| Coventry Canal | £100 | Sold for, on 1st Nov. 1831. | £750 |
| Cromford do | 100 | do | 410 |
| Erewash do | 100 | do | 600 |
| Forth & Clyde | 100 | do | 600 |
| Leeds & Liverpool | 100 | do | 401 |
| Loughborough | 100 | do | 2550 |
| Mersey & Liwell | 100 | do | 525 |
| Oxford | 100 | do | 510 |
| Stafford & Worcester | 100 | do | 555 |
| Stroudwater | 150 | do | 480 |
| Trent & Mersey | 101 | do | 620 |

I could present a list of fifteen other Canals in England, the stocks of which cost 100l. per share, and sold, on the 1st November, 1831, for 200l. to 300l. per share! besides a number of 50 per cent. above par. Some of the most important of these Canals are in the immediate vicinity of Rail-ways, with which they no doubt come in competition.

The Leeds and Liverpool Canal is 130 miles long, overcoming an elevation of 841 feet by lockage, cost \$21,500 per mile, and is now worth three hundred and five per cent. above par, that is 405l. for 100l. paid. The Grand Junction Canal is 93 1/2 miles long, with 760 feet lockage, cost upwards of \$95,000 per mile, and sold, on the 1st November, 1831, for one hundred and thirty five per cent. above par; that is, 235l. for 100l. paid. Let it be borne in mind, that these prices of Canal stocks in England, are the results of actual dividends made for a series of years. The Loughborough Canal for the last ten years has divided 180l. per share, per annum, on 100l. original cost. The Coventry Canal 50l. per share; the Erewash 54l. per share, &c. These are facts, for the truth of which I refer the Stockholders to the London Prices Current for November and December last. The utility and value of Canals is not an experiment. I seek not to make proselytes to my opinions, but to urge the Stockholders to cherish their own work, and not ruin both by joint operations. Let Rail-roads be made where Canals cannot; and I hope soon to see a Rail-road from Washington to Frederick, &c. But for the Valley of the Potomac, I, for one, desire nothing better than a Canal.

A STOCKHOLDER.

[From the Baltimore Patriot of March 29.]

In the Patriot of Tuesday, we gave an account of the business now doing upon the Baltimore and Ohio Rail-road; and from the Gazette of last evening we extract the following additional information on the same subject. The actual business done on this great thoroughfare, and the certain prospect of its enlargement, are truly gratifying:

"Railroad Prospects.—Since the opening of the Baltimore and Ohio Rail-road, for travelling and transportation, from Baltimore to Frederick, in De-

cember last, at a time when the Rail ways were covered with snow, the weather has been almost uniformly disagreeable, often so severely cold as to deter from travelling all who were not urged by some very pressing necessity. In truth, from the first of December until the middle of March, the winter has been the most severely uncomfortable of any we have experienced for a great number of years—yet amidst all the difficulties which necessarily attend the commencement of a new system, where the very plan had to be invented without any precedent to guide, and the detail, of course, often altered, as circumstances required, or experience taught—where numerous agents were absolutely necessary to put the great machine in motion, but all uninformed as to the mode of operation, and sometimes embarrassing its movements by well meant but mistaken exertions—we say, notwithstanding all these difficulties, there was no period of even one month, from the time that the transportation was commenced, until the present day, that the receipts for the use of the road did not greatly exceed the whole expense of moving power and agents, including all matters exclusively or properly chargeable to the account of travel and transportation. This information we state on the best authority; and from the same source we have the gratification to state, what we are sure it will gratify all the worthy part of our community to learn, that the receipts from the use of the Rail-road now exceed FIVE HUNDRED DOLLARS per day—while the expenses are certainly less than half that amount—so that the net daily income is nearly, and probably by the first of April, will be quite and perhaps exceed THREE HUNDRED DOLLARS per day. For, as the weather improves, the income especially from travelling, increases, without any, or at most, a comparatively small increase of expense.—And by the first of April, the track of Rail-way will be completed to the Point of Rocks, which will cause a great addition to the income from transportation, and bring a large increase of valuable productions from new sources to our city. The travelling will also be proportionally increased, as well from business as from pleasure and curiosity—while a considerable portion, probably one-eighth, of the whole present or recent expense of transportation, incurred by the conveyance of materials for laying the rails, will cease in a few days, as that operation is nearly completed; and although it is highly beneficial in saving expense to the company, it adds nothing to its income.

We have been careful in inquiring and cautious in making the above statement, but we deem it a duty to make it at this time because much exertion has been used, and with considerable effect, to induce a belief, that the expenses of transportation on the Baltimore and Ohio Rail-road greatly exceed the receipts. With what view such a report has been circulated we shall not inquire. A disposition to circulate gloomy forebodings, is not inconsistent with honesty of intention—but we cannot consent, that any Stockholder should be misled with wrong impressions, and induced to sacrifice his stock, when it is certain beyond a rational cause of doubt, not merely that it will be—but that it is productive. We therefore, in all sincerity, congratulate the Stockholders of the Baltimore and Ohio Rail-road on the actual state and cheering prospect of their affairs.

Description of a Rail-way on a new principle, with observations on those hitherto constructed, &c. by H. R. Palmer, Civil Engineer: Lond. 1824.

We quote from the above the following paragraph, explanatory of the new Rail-way.

His plan consists of "a single rail, or rut of iron, raised about 30 inches from the ground, upon vertical pieces of cast metal set into them. Two parallel axes, firmly connected in a horizontal plane, has in the centre of each a wheel made to traverse the rail-way. The extension of these axes beyond the naves of the wheels, supports on each side a pyramidal carriage of iron plates, on which the load is placed, as in the two scales of a balance. The load, therefore, instead of being conveyed upon four wheels, is supported upon two only; by which provision, not only is the friction diminished, but Mr. Palmer has discovered that the amount of resistance to the weight is reduced as 1 to 300, and that a single horse equal to 150 lbs. of power, could draw 45,000, or 20 tons 1 cwt. at the rate of 2 1/2 miles per hour. By this arrangement, the centre of gravity of the load is always below its points of suspension, and consequently they will prevent its overturning, which, with a little precaution, may be easily provided against—that of equally loading the two sides of the carriage.

NEW-YORK AMERICAN.

SAT. APRIL 2. 3 4 5 6-1832

LITERARY NOTICES.

LECTURE UPON THE PRINCIPLES OF INTEGRITY; delivered to the Mercantile Library Association of Philadelphia: by Joseph Hupkinson, Judge of the District Court of the United States.—This is a frank, plain-spoken exposition of matters that concern deeply our national character, of which, from the necessity of the case, merchants must be the chief types and representatives in the eyes of foreign nations. We would willingly give the whole address, but our limits forbid: large extracts, however, we can make room for; and we commend them especially to the attention of those just entering upon the career of commerce.

The address begins by assuming, we fear too justly, that "the standard of mercantile morality" is with us below that of other countries; and thus proceeds:

There is no class of our citizens on whose conduct the reputation of our country, for probity and honor, so immediately depends, as our merchants.—The operations of others are confined within our own limits, and the good or evil they may do, is seldom felt or known beyond them. The merchant, on the contrary, in the prosecution of his business, touches every portion of the earth, and comes in contact with the people of all nations. Whether our statesmen are wise and patriotic or not; our legislatures enlightened and eloquent; our divines accomplished and pious; our lawyers and physicians skillful, learned and faithful; our mechanics ingenious and industrious, are domestic concerns; questions of opinion or prejudice, about which strangers may differ with us, without any imputation upon us as a moral and just people: but whether our merchants are honest or not; whether they are upright and conscientious; whether it is safe or dangerous to deal with them, are questions of fact, in which foreigners have a close and daily interest; are questions not of theoretical speculation, but to be decided by the evidence of experience; by the actual transactions of business, not to be misunderstood by any capacity, nor concealed from the dullest comprehension.

The American merchant then should never forget that he holds the character of his country, as well as his own, in sacred trust; and that he betrays both, when he enters into the crooked path of dissimulation and trick, or the broader and fouler ways of dishonesty and fraud. Strangers can know us only by the individuals they deal with, whom, in the spirit and usage of trade, they will take as specimens or samples of the whole. If they find their confidence abused, the reproach is visited, not only on the fraudulent merchant, but on his nation, and we are all condemned for his iniquitous cupidity.

It is, I fear, a truth we cannot question, that the character of an American merchant is not highly respected abroad; it is looked upon with distrust; it has been severely reproached. Is this merely European prejudice? Is it an injustice of which we may complain? Have we given no grounds for it? Is there not—or has there not been, for I believe we are improved and improving in this respect, a looseness of principal and practice in contracting and paying debts, very rare, if not unknown among men of the same standing in trade, in Europe, at least on the continent? The ambition to do great business is universal and devouring here; the disposition to contract debts becomes eager and reckless; the obligation to pay them is but faintly felt, and the failure to do so hardly produces a sensation of shame in the defaulter, or any resentment or neglect towards him on the part of his friends or the public. Our commercial community seem to make a common cause with every delinquent trader, and to treat the most criminal extravagance, the most thoughtless indiscretion, the most daring and desperate speculations, with the lenity due to accident and misfortune. When the catastrophe which, sooner or later, awaits such proceedings comes, a hasty arrangement is patched up between the debtor and his creditors, altogether under the dictation of the former, who deals out the remnant of his property if there be any, to his friends or favorites, at his will and pleasure, with the air of a Lord Chancellor, and the creditors have nothing to do but to hear and submit to the decree, in the shape of an assignment.—Debtor and creditor retire from this dishonest mockery, mutually dissatisfied; the one to resume his

business, his station in society, his pride and importance, his manner of living, without any visible degradation or retrenchment, and the other to repeat the same system of credit, with the same disastrous credulity. It is not unfrequent for the same individual to run a second time over the same course of extravagance, folly and ruin. If this is the manner of settling the affairs of an insolvent, we may imagine what becomes of the foreign creditor and his claims; and cannot be surprised if he is loud in his complaints. In some instances, there is so little feeling of mortification excited by bankruptcy; so little remorse for the losses which others will suffer by it, that the whole thing is turned into a jest.—Two of these reciprocal drawers and endorsers, these mutual assurance gentlemen, were enjoying themselves at a convivial dinner, when one of them suddenly took out his watch, and observing that it was 3 o'clock, (the hour of protest), cried out "Tom, we are broke." The joke was thought excellent, and set the table in a roar. Is not this a criminal levity? Is it not to make sport of plunder; to create distress and then to mock it?

I am far from intending to involve every insolvent trader in these reproaches, and I repeat with pride, that such heartless depravity is becoming less frequent among us. Bankruptcy is often the consequence here, as elsewhere, of inevitable misfortune, and is met with fidelity and honor. The life of a merchant is, necessarily, a life of peril.—He can scarcely move without danger. He is beset on all sides with disappointments, with fluctuations in the current of business, which sometimes leave him stranded on an unknown bar, and sometimes sweep him helpless into the ocean.—These vicissitudes depend on causes which no man can control; and are often so sudden, that no calculation could anticipate, or skill avoid them. To risk much, to be exposed to hazards, belongs to the vocation of a merchant; his usefulness and success depend, in many cases, on his enterprise. He must have courage to explore new regions of commerce, and encounter the difficulties of untried experiments. To be unfortunate in such pursuits is no more disgraceful to an upright trader, than to fall in the field of battle is dishonorable to the soldier, or defeat to a General who has done all that valor and skill could achieve to obtain the victory. Very different is the case of one who with but little of his own to jeopard, commences business on a system of commercial gambling, and makes his desperate throws at the risk of others; who embarks in rash and senseless adventures, condemned by common sense as by honesty; and when they end in a total wreck, looks his abused creditors coolly in the face, and offers them a list of bad debts, and an inventory of worthless goods, *provided they will release and discharge him for ever from their claims.*

It cannot be denied, that such a course of proceeding between a bankrupt and those who have trusted him, that the authority he assumes, and sometimes insolently, over his property, in exclusion of those to whom it rightfully belongs, are utterly inconsistent with the principles of honest dealing; they bespeak an unsound, may I not say, a corrupt state of the mercantile body, so far as they extend, and are destructive of all security in commercial transactions. These evils must be probed and corrected; every honest man has an interest in removing them, and in elevating the commercial character of his country. Our traders must not consider themselves, or allow others to consider them, as petty traffickers for petty gains by all advantages; but as *merchants*, in the fullest and most honorable sense of the term; as the men by whom the great operations of the world are sustained, by whom the intercourse of the human family, however scattered and remote, is kept up; as the instruments of civilization and intellectual improvement; as the agents to distribute the comforts and luxuries of life over the whole surface of the globe. By them the whole race of man, of every variety of complexion and character, and whosoever they may inhabit, are brought together, and taught to know each other and to aid each other. They are the peacemakers of the world, for they show it to be the interest and happiness of all to remain at peace; and they demonstrate that it is easier to obtain the good things we may desire by commerce than by conquest; by exchange, than by arms. They soften national asperities, and remove unjust prejudices. Such high functions cannot be performed by ordinary men; and those who do perform them faithfully are the noblest benefactors of mankind.

The cause of frequent failures in trade in this country is reasonably ascribed, in many instances, to the ignorance of the business of merchants, by those

who, without any previous training or experience, think themselves qualified for such pursuits. Another cause is thus explained:

There are other causes, still more grave and disreputable, of disasters in our trading community. I would particularly refer to the *system of indorsing*, which prevails; the facility of obtaining credit on the faith of mere names, and the contrivances and deceptions which are resorted to, to keep up the false and hollow credit thus obtained, and to postpone, as long as possible, the inevitable explosion, even after it is known to be inevitable. This is rank dishonesty. Whenever a trader knows that he cannot hold his ground, he should at once give it up, and not strive to prop himself by expedients of buying and borrowing—of indorsements and credits, which but sink him deeper in debt, and draw his confiding friends into his difficulties. But what is the value of an Indorser in our system business? An indorsement purports to be a surety for the payment of the note; an additional security to the responsibility of the drawer. How seldom is it in fact? Yet such is the competition for business; the eagerness even to seem to be fully engaged in it, that such securities are seized upon as if they were as sure as a bond of fate. Experience has taught every one, that the Drawer and Indorser are so linked in with each other, so equally bound in mutual responsibilities, that the failure of one is the failure of the other, and the security of both, no better than that of either. CREDIT! CREDIT! is the fatal bane of commercial prosperity—of commercial honor and honesty. The transactions of business are little better than fictions. Goods are sold which have never been paid for—and a note is taken for them which will never be paid. And this is called doing business. This is followed by forced sales and ruinous sacrifices of property for immediate, but temporary, relief—and the whole winds up with an assignment, when there is nothing of any value to assign. A consequence of this state of things is, that the true merchant, with a substantial and responsible capital, is deprived of his fair business and profits by a swarm of penniless speculators, who do sell, and must sell, for whatever price they can get, for the moment the ball stops rolling, they cease to exist. This, assuredly, is an unwholesome state of trade, and corrupts and undermines the whole commercial community.

The address, which might, we think, profitably, in every sense be republished here, thus concludes:

As our laws between debtor and creditor rather encourage than suppress the evils and impositions of which we have spoken, so corruptive of our commercial integrity and so injurious to our national character, there is but one other tribunal to which we can refer for their correction. Public opinion must inculcate sound doctrines, and visit with indignation those who offend them. While the truly unfortunate and insolvent should be treated with tenderness; should be relieved, by a liberal indulgence; and encouraged, and enabled, by a generous assistance, to re-establish himself, and retrieve his fortunes by increased industry and economy: the careless spendthrift, the rash and reckless adventurer, the slave of vicious indulgences, who sports with property not his own, and lavishes uncounted sums to glut his pride and pamper voluptuous appetites, should be made to feel his crimes and his degradation by the withering neglect of the whole community.

As a summary of the doctrine I teach and desire to impress upon you, let me add, that debts contracted in the indulgence of extravagant and unbecoming luxuries, or in the pursuit of rash and desperate adventures, are a violation of the sound principles of mercantile integrity: that the true merchant will thoroughly qualify himself for his business by a patient and systematic preparation, and will depend upon the regular operations of legitimate commerce for his profits, which, though more slow, are, finally, more certain and lasting than the fluctuating gains of speculation: that if misfortunes and bankruptcy should fall upon him, he will meet them promptly and manfully, and not attempt to gain a few lingering days of credit for himself, by drawing his friends into the vortex of his ruin, and extending it to those who may, unwittingly, continue to trust him: that he will at once surrender, into the hands his creditors shall choose to hold the trusts for them, all the property in his possession or power, unfettered by selfish stipulations for his own benefit, undiminished by any concealment, or by assignments or transfers to favorites of any description. While you approve and expect such a course of conduct

from others, no not depart from it yourself, and be exposed to the reproof so often merited—

—“What eagles are we still
In matters that belong to other men;
What beetles in our own.”

A SERIES OF MAPS FOR A GENERAL ATLAS, No. 2. N. Y., David H. Burr.—The first number of this publication, (which is to be completed in twenty numbers, each containing five maps) was, on its appearance, commended by us to the public, as furnishing, at a cheap rate, (\$1 per number) a series of colored maps, of an intermediate size between those larger and more expensive ones which belong properly to the library, and the smaller and meagre ones which are found in school-books. This second number fulfils the promise of the first. It contains *New-York, Massachusetts, Rhode-Island, and Connecticut in one map; Mexico and Central America; Upper Canada; and the British Isles.*

THE BIOGRAPHY OF PIOUS PERSONS, abridged for Youth: Springfield, Mass., Merriam, Little & Co.—This well meant and well executed little volume, exhibiting the practical effect of religion upon minds of varied strength and attainments—and in all the conditions of life—from the throne to the cottage—is particularly adapted to the young. They will learn from its pages how worthy of all honor is that religion “which can render the illusions of prosperity harmless, and the pains of sorrow salutary,”—which can “make life’s pilgrimage a scene of virtue, and beautify death as an angel of repose.” The names and examples of Lady Jane Grey, of Milton, of Fennelon, of Boerhave, of Jonathan Edwards, and of Sir William Jones, are some among those offered in this volume to the contemplation and imitation of present times.

THE NEW-YORK MATHEMATICAL DIARY, by Jas. Ryan, A. M., New-York.—This number, XIII. completes the second volume of the Diary, which was originally established by Professor Adrain, in 1825, and has, since he left the city, been conducted by its present editor, Mr. Ryan. Its contributors are numerous and able. The number before us has a fine engraved head of *La Grange*, from a medal in the possession of *D. F. Bowditch*. This publication naturally addresses itself only to those who cultivate the mathematics, but it addresses itself to them with great force, as presenting, in the language of a clear and spirited dialogue, in this number, under the title of *Horæ Decretæ*, “a common ground where the acolyte may tilt and tourney with the bolted knight; where spears may be broken with visors down, and where the veteran may joust with the novice, without the fear of compromising his dignity, or of disparaging his known skill.” It is a publication, we may add, which its editor’s love of science induces him to keep up, sustained as it is by contributions from the first talent of the land, in the face of deficient subscriptions.

LETTERS OF THE BRITISH SPY, WITH A BIOGRAPHY OF THE AUTHOR.—The long established reputation of these productions of Mr. Wirt, supersedes the task of criticism in noticing them, and only leaves us the duty of calling attention to this new edition of one of the most popular American works ever published—the present being the tenth edition. The style of the writer, vitiated, as it afterwards became in his *Life of Patrick Henry*, has been much and justly commended. Although it is occasionally too redundant and ambitious in its character, and abounds over much in adjectives and apostrophes, in general it is earnest and fervid, and adapted with great felicity to the interesting and instructive subjects of which the writer treats. It is rich, too, in veins of generous feeling and high morality, which, though a recommendation to every reader, is particularly so to the young.

We have room but for one extract, it is the inimicable sketch of the Blind Preacher, which, though

possibly already familiar to the reader, he will not complain of having again placed before his eyes:

It was one Sunday, as I traveled through the county of Orange, that my eye was caught by a cluster of houses tied near a ruinous, old, wooden house, in the forest, not far from the road side.—Having frequently seen such objects before, in traveling through these States, I had no difficulty in understanding that this was a place of religious worship.

Devotion alone should have stopped me, to join in the duties of the congregation; but I must confess, that curiosity, to hear the preacher of such a wilderness, was not the least of my motives. On entering, I was struck with his preternatural appearance; he was a tall, and very spare old man; his head, which was covered with a white linen cap, his shrivelled hands, and his voice, were all shaking under the influence of a palsy; and a few moments ascertained to me that he was perfectly blind.

The first emotions which touched my breast, were those of mingled pity and veneration. But ah! sacred God! how soon were all my feelings changed! The lips of Plato were never more worthy of a prognostic swarm of bees, than were the lips of this holy man! It was a day of the administration of the sacrament; and his subject, of course, was the passion of our Saviour. I had heard the subject handled a thousand times: I had thought it exhausted long ago. Little did I suppose, that in the wild woods of America, I was to meet with a man whose eloquence would give to this topic a new and more sublime pathos, than I had ever before witnessed.

As he descended from the pulpit, to distribute the mystic symbols, there was a peculiar, a more than human solemnity in his air and manner which made my blood run cold, and my whole frame shiver.

He then drew a picture of the sufferings of our Saviour; his trial before Pilate; his ascent up Calvary; his crucifixion, and his death. I knew the whole history; but never, until then, had I heard the circumstances so selected, so arranged, so colored! It was all new: and I seemed to have heard it for the first time in my life. His enunciation was so deliberate, that his voice trembled on every syllable; and every heart in the assembly trembled in unison. His peculiar phrases had that force of description that the original scene appeared to be, at that moment, acting before our eyes. We saw the very faces of the Jews: the starting, frightful distortions of malice and rage. We saw the buffet; my soul kindled with a flame of indignation; and my hands were involuntarily and convulsively clinched.

But when he came to touch on the patience, the forgiving meekness of our Saviour; when he drew, to the life, his blessed eyes streaming in tears to heaven; his voice breathing to God, a soft and gentle prayer of pardon on his enemies, “Father, forgive them, for they know not what they do!”—the voice of the preacher, which had all along faltered, grew fainter and fainter, until his utterance being entirely obstructed by the force of his feelings, he raised his handkerchief to his eyes, and burst into a loud and irrepressible flood of grief. The effect is inconceivable. The whole house resounded with the mingled groans, and sobs, and shrieks of the congregation.

It was some time before the tumult had subsided, so far as to permit him to proceed. Indeed, judging by the usual, but fallacious standard of my own weakness, I began to be very uneasy for the situation of the preacher. For I could not conceive how he would be able to let his audience down from the height to which he had wound them, without impairing the solemnity and dignity of his subject, or perhaps shocking them by the abruptness of the fall. But—no; the descent was as beautiful and sublime, as the elevation had been rapid and enthusiastic.

The first sentence, with which he broke the awful silence, was a quotation from Rousseau, “Socrates died like a philosopher, but Jesus Christ, like a God!”

I despair of giving you any idea of the effect produced by this short sentence, unless you could perfectly conceive the whole manner of the man, as well as the peculiar crisis in the discourse. Never before did I completely understand what Demosthenes meant by laying such a stress on *delivery*. You are to bring before you the venerable figure of the preacher; his blindness, constantly recalling to your recollection old Homer, Ossian and Milton, and associating with his performance, the melancholy grandeur of his geniuses; you are to imagine that you hear his slow, solemn, well-accented enunciation, and his voice of affecting, trembling melody;

you are to remember the pitch of passion and enthusiasm to which the congregation were raved; and then, the few minutes of portentous, death-like silence which reigned throughout the house; the preacher removing his white handkerchief from his aged face, (even yet wet from the recent torrent of his tears,) and slowly stretching forth the palsied hand which holds it, begins the sentence, “Socrates died like a philosopher”—then pausing, raising his other hand, pressing them both clasped together with warmth and energy to his breast, lifting his “sightless balls” to heaven, and pouring his whole soul into his tremulous voice—“but Jesus Christ—like a God!” If he had been indeed and in truth an angel of light, the effect could scarcely have been more divine.

Whatever I had been able to conceive of the sublimity of Massillon, or the force of Bourdaloue, had fallen far short of the power which I had felt from the delivery of this simple sentence. The blood, which just before had rushed in a hurricane upon my brain, and, in the violence and agony of my feelings, had held my whole system in suspense, now ran back into my heart, with a sensation which I cannot describe—a kind of shuddering delicious horror! The paroxysm of blended pity and indignation, to which I had been transported, subsided into the deepest self-abasement, humility and adoration! I had just been lacerated and dissolved by sympathy, for our Saviour as a fellow creature; but now, with fear and trembling, I adored him as—“a God!”

If this description give you the impression, that this incomparable minister had anything of shallow, theatrical trick in his manner, it does him great injustice. I have never seen, in any other orator, such a union of simplicity and majesty. He has not a gesture, an attitude or an accent, to which he does not seem forced, by the sentiment which he is expressing. His mind is too serious, too earnest, too solicitous, and, at the same time, too dignified, to stoop to artifice. Although as far removed from ostentation as a man can be, yet it is clear from the train, the style and substance of his thoughts, that he is, not only a very polite scholar, but a man of extensive and profound erudition. I was forcibly struck with a short, yet beautiful character which he drew of our learned and amiable countrymen, Sir Robert Boyle: he spoke of him, as if “his noble mind had, even before death, divested himself of all influence from his frail tabernacle of flesh,” and called him, in his peculiarly emphatic and impressive manner, “a pure intelligence: the link between men and angels.”

The above sketch has been compared to the celebrated stories of *La Roche* and *Le Fevre*; to either of which, in simple eloquence and beautiful pathos, it must be allowed to approach, though hardly to equal those happiest productions of *Sterne* and *McKenzie*. The parts of this volume, however, which as most characteristic of the mind of the author are chiefly entitled to attention, are the dissertations upon eloquence and the portraits of eminent lawyers and public men with which it abounds. Several of the persons whose characters are here drawn, have already passed from the scene of action; and the reader may at his leisure compare Mr. Wirt’s estimation of them, when viewed through the medium of warm party atmosphere, with that in which they are now held, when prejudice and partiality are both much allayed; and in so doing, he cannot help paying a tribute of admiration to the candor of the writer. Much has been said of the excellence of Mr. Wirt’s private character; while the propriety of his course in public life, especially the readiness, firmness and other commanding qualities displayed in the famous proceedings incident to Barr’s conspiracy, have given an enviable distinction to his name. This little book, if we mistake not, had much to do with the extension of a celebrity, which its republication will tend to refresh in the affections and the estimation of the public.

THE DRAMATIC WORKS OF WM. SHAKESPEARE, WITH A LIFE OF THE POET, &c.: complete in 1 vol.: New York, James Conner.—A handsome edition of Shakspeare of the size of this one, that can be put in the pocket of a traveller, has long been a desideratum, and will therefore be now well received. We are glad to see this edition on another account, however,—besides welcoming it as an acquisition to

steak-boat travellers, and jaunters of all kinds: and that is because it places the works of the immortal bard within the means of those whose slender resources prevent them from purchasing the more expensive editions. The benevolent wish of Henry the Great for supplying the physical necessities of his subjects, we should like to see realized in respect to the mental wants of our countrymen; and as he wished a pullet in the pot of every peasant in his kingdom, we would have a Shakspeare on the shelf of every cottage in the country. His works would bear the same relation to their ordinary newspaper reading, as the fowl would to the ordinary rasher of bacon—except that they would be more solid food, as well as a greater delicacy. Nor is the wish so extravagant as it seems, when we remember how the writings of Burns are disseminated among the Scottish peasantry, and reflect that those of Scott are to be found in every little inn and many a farm house throughout our country. It requires mind to enjoy Shakspeare, but not an artificial one, nor a taste highly cultivated; and apart from those words which need the aid of a glossary, or the passages which require the elucidation of a commentator, there are scarcely any imaginative writings of a respectable character which are better adapted to become popular. His wonderful delineations of the heart are meant for human nature at large. In the universality of his genius consists the principal superiority of Shakspeare to the author of *Paradise Lost*; Milton is perhaps worshipped with more enthusiasm by the scholar, because he has his idol to himself, and may revel in the exclusiveness of devotion if he pleases: but Shakspeare, as known through his works, is "the general progeny of common humanity," and in them we love him as the offspring of us all. His characters represent the species, and not the individuals, of our kind; and, being drawn from the life, will always excite sympathy while the laws of human nature are unchanged. Other writers depict men as modified in their characters by those circumstances around them, which, in giving artificial rules of action, separate them from the rest of their fellows. Scott paints barons and knights as those figures of a pageant were never painted before. His kings, too, are prince-like, and his clowns are true churl-born: you know how the knight, the king and the clown would act in their several stations; but when Shakspeare draws them, you know how they would act in every station. In the language of one of his commentators, in the writings of other poets, a character is too often an individual; in those of Shakspeare, it is commonly a species. It is from this wide extension of his design that so much instruction is derived: It is this, says Johnson, which fills the plays of Shakspeare with practical axioms, and domestic wisdom: his persons act and speak by the influence of those passions and principles by which all minds are agitated, and the whole system of life is continued in motion. To this drawing-immediately from the fountains of nature, the English master owes that originality of genius which Pope concedes that he possesses in a greater degree than Homer himself: the one being the channel through which the love of ages found a vent; the other, the immediate mouth-piece of Nature herself. As such, he should be revered as her oracle by all worshippers of the gods; and each new edition of his works, to use the words of Sir T. Hanmer, "be looked upon as another small monument designed and dedicated to his honor." This volume is to be had of the Carvills, and the other principal booksellers.

THE NATIONAL ALMANAC for 1852, vol. X.—West's Almanac for 1852.—This valuable and useful Annual, which is in fact, as its name, an illustration of "the state of the United States," furnishes this year, in addition to much and various information in matters

of present interest, a large collection of papers and acts of the period preceding the revolution; a brief history indeed of the passage in Great Britain, and reception here of those acts, which led to the separation of the colonies. It is therefore valuable in a double sense, as a memorial of the past, and a guide in present affairs.

LITERARY ITEMS.

The indefatigable Dr. Bowring has produced another work, "Wybor z Básniectvi Ceského—Czechian Anthology; being a History of the Poetical Literature of Bohemia, with translated Specimens."

A Comic Magazine is among the announcements of new periodicals. The prospectus abounds with puns, and gives samples of amusing woodcuts: the editor, *inter alia*, promises in the getting up of his miscellany to display some *rise-ability*.

A work is shortly to appear at Lemberg, entitled, *Lexicon of the Polish Literati*, by Ignaz Chodvnicki, sub-prior of the Carmelite convent at Lemberg. It is arranged alphabetically, in three volumes octavo, and contains brief memoirs of the most celebrated Polish classical writers, poets, orators, philosophers, mathematicians, astronomers, physicians, surgeons, theologians, jurists, politicians, historians, philologists, writers on statistics, and many other celebrated characters, from the introduction of Christianity and civilization in the country to the present time; together with an accurate statement of their productions, both published and in MSS., with a critical review of the most important of their writings.

Bryant's Poems are said to be republishing by Murray, London, under the immediate auspices of Washington Irving. The last Southern Review contains an article upon the volume, which, after awarding to the author the highest rank among American writers, and supporting the encomium by numerous beautiful quotations, concludes thus:—

"Upon the whole, we have great pleasure in strongly recommending this excellent little volume to the attention and patronage of the public. Decided poetical merit is a great desideratum in the social character of our country. A most exalted merit it is—precious in itself, still more precious as an index of what is felt and thought by a people, and as tending to warm into enthusiasm all the sentiments that do most honor to human nature. In this point of view, Mr. Bryant deserves well of his country; and if "one great and kindling thought," as Dr. Channing sublimely expresses it, "may awaken the minds of men to virtue and glory, and live when thrones are crumbled, and those who sat upon them forgotten, let no one rate that service low."

The following new works are announced in the London Literary Gazette:—*Practical Hints on Landscape Gardening, with Remarks on Architecture as connected with Scenery*, by S. W. Gilpin, Esq.

Principles of Astronomy, by William Brett, M. A., Fellow of G. C. College.

Richard of York, or the White Rose of England, an Historical Novel.

The adventures of Barney Mahoney, by T. Crofton Croker, Esq.

Santarem, or Sketches of Society and Manners in the centre of Portugal.

A Berlin paper says that a long-felt desideratum in the literary world is in a fair way of being satisfactorily filled, by the publication of a new journal here, under the title of *Magazin für die Literatur der Ausländer*; or, *Foreign Literary Gazette*. It is to appear three times a week, and the size is a pretty large sheet of foolscap, containing eight very closely-printed columns, of ninety-six lines each.

The poet Crabbe, who died lately in England, was a sort of connecting link, uniting a literary age long since gone, to that which has just passed. He came to London at the age of twenty-four, gained the friendship of Burke, at whose recommendation he published in 1781, his poem of "The Library." This was quickly followed by "The Village," which gained for his genius the high and enviable approbation of Dr. Johnson; with these early associations of his name with those of Burke and Johnson, Mr. Crabbe afterwards figured in the literary world with Byron and Scott. The "Borough" was published

in 1810, and "Tales" followed in 1815, with "Tales of the Hall" in 1819. According to the London Athenæum, Mr. Crabbe was born in 1754, at Aldborough, in Suffolk, where his father held some appointment in the customs. It is said that he was originally intended for the medical profession, and that he served an apprenticeship to a provincial apothecary. In the meantime Crabbe had entered himself at Cambridge, had taken orders, and now accompanied the Duke of Rutland, as chaplain, upon his appointment to the Viceregal government of Ireland. Through the same patronage he afterwards obtained some small church preferment.

The poet Crabbe was a crabstock grafted on the watery pippin of modern poetry; he might want the golden tint, the roddy hue, but he had all the nervousness and vigour of the original fruit. His death has left a place which will not be soon filled by any future poet. In his own particular style he was an original and a master.

Look at his unrivalled powers of observation; his descriptions so true to nature, as to be rather transcripts than imitations; his occasional touches of matchless tenderness, the deep and dreadful pathetic, interwoven with the most minute and horrible details.

Then the sly humor and familiar moralizing which run through all his works.—

Nor like another Juliet tried his truth
With, be thy purpose marriage, gentle youth.

He was a retired observer of human manners, yet not like too many a mere satirist, or contemptuous misanthropist. True, he had no aspiration for the grand or sublime, and extacies—his heroine had no delicate distresses, his heroes no noble fires. We look upon his poems with the same mingled feelings of compassion and amusement, with which a judicious observer would look upon human life; and they bear the same relation to the higher order of poetry as *Victorine* does to Shakspeare's tragedies.

True, his painful accuracy and minute description of distress and vice, like the beggar who shows his scars, instead of moving pity, raises our loathing.—There is too much to excite horror, at times too much to create disgust.

But who that really paints human life and actions can do otherwise? His rustic images, like the beggars of Murillo, the children of Gainsborough, and the pigs of Morland, are the exact images we see in our fields and farm-yards; and then his sea-side Borough actually smells of the sea, and you seem to hear the call of the sailors raising the anchor come softened over the harbor.

Crabbe's poetry, in its combination of power and minute accuracy, seems like a sketch by a Salvator Rosa finished by an Ostade.

THE SIN OF PUNNING.—A violent contest is waging in the London Literary Gazette between two correspondents, under the signatures of Senex and Juvenis, upon the degree of human frailty implied in the possession of this vice. Senex affiliates the sage saying of Dr. Johnson, that "a man who would make a pun would pick a pocket;" as if a perversion of language were a perversion of truth, and consequently an immoral act. Juvenis, of course, at this is very wroth, and replies to the celebrated dictum of the moralist as follows:

A comparison of words, either as they affect the ear or eye, may possibly be contemptible to fastidiousness; but it can never be considered culpable in any point of view whatever, by any person possessing honor or candor. To say, therefore, that a mere punster would pick a pocket—that is, that he who for an innocent purpose institutes a fancied or real resemblance between words, would institute for a criminal purpose a relation between his own fingers and the purses or pockets of another—is a detestable falsehood, emanating from the malignancy of envy, as well as the ignorance of politeness and truth.

The whole controversy, which is of some length, and embraces several metaphysical and philological disquisitions, is conducted in the same grave strain as the above remarks. For our own part, we look upon a punster with the eye of a naturalist. He is just as useful in all society to which prosers may obtain admission, as is a weazel among the rats of a granary, a hawk among crows in sowing season, or any of those beasts or birds of prey, which prevent the depredations of others of their kind. The punster is the natural enemy of the prosier, and seems in-

tended by nature to prevent the latter from trespassing upon time, as he otherwise would. There is nothing that demerits a stupid story-teller, or a dull decanter upon trivial things, so completely as a pun judiciously discharged at him. The abuse of punning, the habit of quibbling upon every word that turns up in conversation, it must be confessed, is offensive; but so would be many another act, which is well bred in-itself, when misplaced as to occasion. Viewing the habit, then, in this innocuous light, it is with feelings of pity that we peruse the following introduction to a little volume, just published by one who long since detected in several overt acts, was at length driven from the society of his fellow men on account of the frequent indulgence of his fatal propensity:

"I hardly know how to express my object in making this avowal. I know well that mine is not a peculiar case; that there are, alas! too many victims to the same infatuation which has proved so fatal to me; and yet, is it too much to hope, that I may in some degree serve others by warning them from indulging the weakness that has clouded the morning of my life—destroyed my usefulness in its meridian, and consigned me before the evening of my days to misery and neglect?"

"And here, before I startle the reader with that acknowledgment of my character which should ever precede confessions of this kind, I will, with a consideration for his feelings which as yet he cannot estimate, wave him, with a monitory hand, from the perusal of sufferings whose relation may at this moment be dimming one of the few bright hours, which, as an inheritor of the cares of mortality, it would otherwise be his to enjoy. But if, notwithstanding this attempt to arrest what may prove a painful gratification of his curiosity—if he is so habituated to the contemplation of pictured misery in the pages of fiction, that he catches with eagerness at aught which may still excite his jaded feelings, and wantonly launches here in the pursuit of that interest which he can only find in tracing the sources of real wretchedness; I will no longer tamper with his unhealthy imagination, but at once minister to his appetite for horrors, by avowing that he is about to read *'The Confessions of a Punster.'*"

We may take an opportunity to notice this work more at large in the weekly review. In the mean time we offer our condolence to the unfortunate individual who has been thus seriously visited with the consequences of a melancholy infatuation, not, however, without a slight suspicion that his volume is meant for a satire upon those who do an injury to the cause of propriety by confounding its distinctions in speaking like the great English moralist of an idle habit as an infamous vice.

THE UNITED STATES AND BELGIUM.—The Baron Desere Behr is, it is stated, appointed Minister Plenipotentiary from Belgium to the United States.

Mr. Legare, of Charleston, was, it has also been said, some time ago nominated by the President to the Senate, as *Chargé d'Affaires* of the United States to Belgium. The delay in passing on this nomination, can only arise from doubt (which may, we think, be wisely entertained) of the expediency of instituting such a mission at present, and not from any, as to the qualifications or character, which are eminent, of the nominee.

LATER FROM EUROPE.—By the *Rhone*, packet ship, from Havre, we have our Paris files to the 1st ult. inclusive, and by the *Caledonia*, from Liverpool, we have papers of the same date from that port, and to the 29th from London. They furnish little of positive interest. In London, though the *Cholera* had jumped from the east end of the town to its centre, at St. Giles's,—the *Five Points* of Westminster,—it seems to be justly looked upon as comparatively harmless; and the wise resolution was taken not to render it really desolating and fatal, by useless and injurious quarantine restrictions.

The translations from the late Paris papers indicate a pacific disposition in the North; but if there be any thing in the speculations referred to by our Havre

correspondent, and in the extract in the *Gazette de France* from the Madrid letter, as to the feelings and purposes of Spain, a new source of general discord may soon be opened there; unless the feeble force which Don Pedro has as yet succeeded in mustering should deter him from any attempt upon Portugal.

Concerning the probable fate of the Reform Bill, we refer to our extracts.

The citizen King of the French, while walking in the streets of Paris, was nearly run over by a cabriolet driven at a rapid pace. From the following extract it would seem H. M. had made the mistake of causing the individual driving the cabriolet to be arrested for an attempt upon the sacred person of the Monarch! The *Gazette de France* says:

We have announced that the Viscount Albert Berthier de Sauvigny had been sent to Sainte Pelagie on a warrant accusing him of a personal attack on the King. It appears, however, to be clear that the Viscount twice called out, and at length pulled up his horse with so much force that he threw him upon his haunches, and thus prevented the horse or cabriolet from even touching the King. To-day (Saturday) he was conducted from the prison, first to his private dwelling in the rue de l'Oratoire, and afterwards to his office in the Place de la Bourse, where nothing to inculpate him was found.

In a subsequent number of the same paper, (on 29th Feb.) we find these comments upon this subject:

The arrest of the person driving the cabriolet, which was so near Louis Philip, has given rise to some reflections, which are not without importance. It is suggested whether it would not be better for the head of the Government, when he goes out, to go in a carriage, rather than expose every one to the charge of having made "an attempt upon the person and life of the King,"—a capital crime!—The Duke of Berri returning home on foot one day, was grazed by a carriage. M. de Nantouillet, who was with him, said "this will prove to you, Monseigneur, that you ought not to go out on foot." "No," replied the Prince, "it will only teach me, when I am in a carriage to think of those on foot, and when I am on foot to look out for carriages."

The Chamber of Peers, in adopting the resolution from the Chamber of Deputies, for abrogating the law of 19th January, 1815, which required that the 21st January, (the anniversary of Louis XVI's execution) should be observed with religious solemnities, as a close holiday—added an amendment, that nevertheless, "on the 21st January of every year, the public offices, the courts and tribunals, should be closed in token of grief." When the resolution thus amended was returned to the Chamber, it was rejected, without debate, with one dissentient voice only; and the original resolution, in the following laconic terms, "the law of the 19th January is abrogated," was transmitted again, on the 28th February, to the Peers.

"A curious discussion," says the *Gazette de France*, "is going on between the English and American schools on the subject of the budget of the United States. M. Cooper and Gen. Bernard, at the request of M. de Lafayette, write in the *Courier Francais* and the *National*, while the *Journal de Paris* and the *Journal des Debats* open their columns to the remarks of M. Saulnier, editor of the *Revue Britannique*. The question is, which is the cheapest government—that of England, with three independent powers, or that of a democracy. The true question for us would seem to be, whether the French school, applied to this country, would be as dear as the English or the American."

LONDON, Feb. 23.—The Senate of the U. States, after a long debate with closed doors, has refused to ratify the President's nomination of Mr. Van Buren to the Court of St. James's. Mr. Van Buren has, it will be recollected, been some time in this country. He will, of course, be immediately recalled. We understand that, according to the Constitution of the United States, all his acts since he has been Minister to England, will be null and void, unless they shall hereafter be sanctioned by the Senate. He cannot even recover his salary without the sanction of the Legislature.—[Times.]

The remarks of the Times as to the nullity of Mr.

Van Buren's official acts, &c., shew how little accuracy of knowledge there is in England respecting our laws and constitutions. Mr. Van Buren's acts, up to the date of his recall, are as valid as though his nomination had been confirmed.

Outrages in Manchester.—On Monday week a large body of the hand-loom weavers assembled in Manchester, and compelled numbers of the workmen at other factories to join them. They also levied contributions in money, meat, and drink, from the occupiers of several public houses and shops.—One man was thrown into the Lik, and nearly drowned. They were at length dispersed by the Police.

[From the *Gazette de France* of 1st March.]

A Toulon letter of 23d gives the following particulars as to the movements of ships and troops destined for the expedition of Italy:—"The Sphinx steamboat is ordered to be ready at a moment's warning, supposed for the purpose of carrying despatches to Italy.

"There has been no countermand of the expedition. The *Marengo* has not sailed, because the corvettes *Caravan* and *Rhone* were sufficient to carry the 3d Battalion of the 66th, some artillery and engineers. The *Marengo* is in the harbor ready to receive troops on board, and it is nearly certain that a third detachment will be despatched in the beginning of next month.

"The *Caravan*, having on board a battalion of men, has just returned dismasted. The *Diligent*, corvette, received sailing orders in the night—her destination is a profound secret."

[From the *Gazette de France* of Feb. 27.]

SPAIN.—We have the following account from Madrid of 16th inst.:—"The Spanish Government is not mistaken as to its position, and foresees that it may have to struggle against England. It is said that letters of marque have already been sent to Cuba, and to the Spanish Consuls in the United States, to be issued to any who may be disposed to equip privateers against English commerce, in case England should attack Spain. We are far from dreading here a war with England; Spain has nothing to lose, England much. France would not suffer the Balearic Isles to become English possessions, and the United States would protect Cuba. If foreign troops were landed in Spain they would find their graves there, and clouds of privateers, in every sea, would soon teach English commerce, that England cannot with impunity violate the laws of nations."

BERLIN, FEB. 19.—The news circulates widely, that, in consequence of an order from the Cabinet, the effective force of the Prussian army will be materially diminished. This measure of economy cannot but confirm the expectation of peace.—[Hamburg Correspondent.]

Extract of a letter from Havre, of March 1st, 1832.

I hear this morning that Mr. Rives has again been assured that it was not the intention of this Government to propose an increase of the duty on cotton. Mr. Humann, who was rapporteur of the Commission of Finance, also declared, that it was not his opinion, but he was overruled. He said, very properly, that while there is protection held out, a raw material should not be taxed, one principle being at war with the other.

A letter from a goodsowner in Madrid, says, that Spain will certainly back Dom Miguel, in case Dom Pedro invades Portugal; and that it is understood Spain will be supported by the three great northern powers. From this, and other views, it is inferred by some, that the Grey ministry cannot long stand, and when it is overthrown, that of Perier will soon follow; and that Louis Philippe will not be able to remain long on the throne of France; England, in the first instance, looking on, but afterwards will take part also against her. For my part, I have only to say, *c'est une opinion comme une autre*; but I think Louis Philippe is not in so much danger, even though the Perier policy should be set aside, which I hope for the good of France may not be the case.

[For news by a previous arrival, see "Foreign Intelligence," next page. For foreign Market, see page 240.]

A Post Office has been established at Rondout, N. Y., and M. Ten Eyck, Esq. appointed Postmaster.

The bills of the Burrellville (R. I.) Bank are not received at the Suffolk Bank.—[Boston Centinel.]

The Freeman's Bank, Bristol, R. I., is also reported to have failed.

FOREIGN INTELLIGENCE.

LATER FROM EUROPE.—The packet ship York, from Liverpool, brings us London papers to the 23d ult., with Paris dates of the 21st. By an extract from the London Courier of 22d, it will be seen that both France and England had signified authoritatively to the King of Spain, that they would not permit him to send troops to the aid of Don Miguel. Considering that Don Pedro's expedition against Miguel was fitted out, if not with the connivance of, at least without opposition from, either France or England; that the commander of his naval force, Capt. Sartorius, is, as was admitted in the House of Commons, a British officer on half pay; that the sailors of the fleet, and the soldiers of the one battalion it conveys, are all English; it seems a pretty bold step for those Powers to say to Spain, that she shall not interfere to aid Miguel.

The Belgian question was still unsettled. Count Orloff, an Aide de Camp of the Emperor of Russia, arrived at the Hague on the 13th February, on a special mission. The London Courier of 21st, has the following speculations as to his objects:

We have this day spoken with a gentleman of high rank, who comes direct from Berlin, which he left on the 11th inst. in the evening. He states that on the morning of the 10th Count Orloff arrived from Petersburg on a mission to Holland and England, and that it was only on his arrival at Berlin that he received information of the 24 articles having been formally ratified by France and England. In consequence of this information he despatched a courier in great haste to Petersburg. It is supposed in well-informed circles, that the circumstance of the partial ratification, would or might make an alteration in his instructions. One party thought that Russia, finding the steps taken, would consider it useless to stand out; but another opinion prevailed more strongly, that Russia, not counting on the ratification stated, would find an excuse to withdraw herself entirely from the Treaty. Time will show which opinion is well founded. But one thing appears certain—Count Orloff's arrival in this country will not be as speedy as expected, and he can conclude nothing until he shall have received new instructions from his court.

The Austrians having withdrawn from Bologna, the French expedition destined for Italy had been ordered, it is said, to the Morea. Of Greece, we hear that the Powers were deliberating anew concerning her destinies; and a German Prince, it was conjectured, was to be sent to reign over that state.

The Cholera was making little progress in London; and apprehensions about it had greatly subsided. A bill had passed both Houses of the British Parliament, investing the Privy Council with extraordinary power to guard against the extension of the disease. We place among our extracts the sketch of a curious debate in the House of Commons, upon the propriety of declaring, in the preamble of the bill, that the Cholera was a visitation of Providence. Respecting the nature and treatment of the disease, we find the following sensible remarks by Mr. Hume, in the House of Commons:

Mr. Hume was quite certain that the isolating plan would aggravate tenfold the disease—

They had sufficient data already before them to warrant this opinion. On the one hand, it was seen—such was the strange and as yet unaccountable progress of the disease—that the freest intercourse might take place between an infected and a non-infected place, without spreading it in the latter. There was, for example, the most unrestricted intercourse between Sunderland and Durham, and yet but one cholera case occurred in the latter. And so in Glasgow, the disease had not shown itself in a single instance, notwithstanding its free intercourse with Kirkcaldy and other infected places. On the other hand, the disease extended itself in spite of the strictest precautions enforced by a despotic government, through the means of the most rigid military cordon. The fact was, nothing was known of the *modus propagandi* of the disease but this—that no precautions hitherto tried can keep it out, and that it does not extend to districts under apparently the most favorable circumstances of propaga-

tion. The only effect, then, of the proposition to cut off all intercourse with infected places, would be to add famine to pestilence.

The proper preventives were food, and clothing, and cleanliness.

Mr. Strickland corroborated Mr. Hume's views, by the fact, that of six hundred medical men in Sunderland and its neighborhood not one had suffered.

The Reform Bill was almost through the Commons. All the clauses had been passed in committee, and the schedules were under discussion. It would probably be sent to the House of Lords before the end of the month. Of its fate there, the London Spectator of 18th Feb'y says:

"It is now generally believed that it will pass that House without material alteration. The Reformers, therefore, need not abate one jot of heart or hope. The confidence of the King in his Ministers is unabated; the Ministers are resolute in their determination not to disappoint the People. The Moderates have, it is said, come in when they could do no better: Lord Grey holds in his pocket a commission which would have enabled him to dispense with their assistance had it not been proffered; he has had one hundred and seventy applications for peerages; and, sooner than the Bill should suffer damage, he will doubtless make the whole!"

HOUSE OF COMMONS—WEDNESDAY, FEB. 15.

The English Cholera Preventive Bill being under consideration

Mr. Briscoe wished to introduce into the preamble that the cholera was an infliction of God.

Mr. Hume thought it might with quite as much propriety be denominated a blessing of God. He would oppose the amendment.

Mr. Lefroy and Mr. Shaw professed themselves of opinion that the words were peculiarly applicable; and exhorted Mr. Briscoe to persist in moving their insertion.

Mr. Briscoe, however, on the entreaty of Lord Althorp, withdrew his motion, protesting that his only reason for calling the disease an infliction of God, was that it had baffled human skill.

On Thursday, in going into Committee on the Scotch Cholera Bill, which was introduced the previous evening, Lord Advocate Jeffrey moved the insertion in the preamble of the words "by the interposition of Providence."

Mr. Hume objected to the words: they were unequalled by any feature of the bill or of the disease.

Lord Althorp approved of the amendment, and deprecated a division on such a subject.

Mr. Hunt could see no reason why the Scotch should monopolize the interposition of Providence. If the amendment were proper, it ought to have been also made in the English bill.

Mr. Warburton asked, if occasions of evil were to be attributed to special interposition, why should not occasions of advantage equally?

The Lord Advocate said, he had not seen the preamble to the English bill. He felt convinced the words would be agreeable to the people of Scotland who universally attributed the disease to the interposition of Providence, and only to be cured by its aid.

Mr. Gordon (Lord Roden's nominee) hoped that the question would be pressed to a division, that the names of those who thought fit to venture to reject such an amendment might be put on record, and the names of those who stood up to vindicate their principles might equally be known.

Mr. James suggested, if these discussions were to be continued, that the House should meet on Sunday for that purpose, and put the Chaplain in the chair.

Mr. Hume said, that being dared to a division, he would divide; the country would not mistake his motives.

Sir R. Inglis hoped that no division would be taken on the subject. He wished for their own sakes, that no men should have on their conscience the responsibility of having negatived such an amendment.

The House, however did divide: for the amendment, 55; against it, 10; majority for inserting the reference to Providence, 45.

The English Cholera Prevention Bill passed through all its stages in the Lords last night; the Bishop of London having previously moved the insertion in the preamble, of the same words which had been inserted in the preamble of the Scotch Bill by Lord Advocate Jeffrey. The amendment

was agreed to by the Commons; where the Scotch Bill was read a third time, and sent up to the Lords.

A KING FOR GREECE.—Otho, second son of the king of Bavaria, has been selected for the king of Greece by Great Britain, France and Russia, while Austria and Prussia have been indirect parties to the agreement. He is only 17 years old, and will have a Counsellor.

The Crown of Greece.—It is stated that it has been resolved by the five great powers to offer the crown of Greece to a young German prince. Such, we believe, is the fact. The Conference have had several meetings on the subject, but it was only on Friday last that the decision was taken. On Saturday a courier was sent off, with despatches, to the second son of the King of Bavaria, who is an amiable and accomplished young man, with an offer of the crown. No doubt is entertained of his accepting it. By the arrangement which is come to between the representatives of the five powers, they bind themselves to maintain the Greek sovereignty against all enemies, and to find the means of tranquilizing the country.

Irish Tithes.—The following is, we understand, an outline of the plan which Ministers intend to submit to Parliament for the purpose of putting an end to the frightful evils which have attended the enforcement of the existing tithes system in Ireland. The plan embraces two objects, the putting down of the present resistance of the law, and the extinction of the tithes system. The first step which the committee recommend for the accomplishment of those objects is that of enabling his Majesty "to advance to incumbents of parishes, not having received their tithes, sums of money proportioned to the income of each for the year 1831." By this operation the tithes will be converted into a debt to the Crown, and enforced, if necessary, under a less obnoxious form—the attorney-general to proceed for the recovery of the same in various modes to be prescribed by the act of parliament. But the most important recommendation of the report is that which suggests the total abolition of tithes, and the substitution of an equivalent, either in the form of a tax on land or an exchange in land. In either case, it is hoped that the ferment which now exists in Ireland upon this subject will be appeased without recourse to extraordinary powers.

Marriage of King Leopold.—We understand that the marriage between the King of Belgium and one of the daughters of Louis Philip, has been merely deferred, not broken off, as one of the French journals has stated. It is not the Princess Louise, it is said, but the Princess Marie, who is destined to share with him the throne of Belgium. This young lady has already made herself remarkable by her *egalite* opinions, and would, at any rate, please the republican party in Belgium.

The French government has made a highly satisfactory concession to English trade. It has agreed to diminish the tonnage duty on English ships in French ports from four francs twelve centimes a ton, to a franc and a half; or from about 3s. 5d. to 1s. 3d. We have, of course, accepted the proposition with pleasure, as a near approximation to the duty paid by French shipping in our port, (which is 9d.,) and an earnest of final perfect reciprocity.—[Times.]

We were able to state exclusively on Saturday, upon the authority of our Paris Correspondent, that the French Minister of Foreign Affairs had signified to the Spanish Ambassador in Paris, the determination of the French Government not to permit the King of Spain to send troops to the assistance of Don Miguel.

We are now informed from a source entitled to the highest credit, that a note to a similar effect, and almost in as strong terms, has been sent by Lord Palmerston to M. Zoa Bermudez, the Spanish Minister at this Court.

The last dispatches from Madrid left no doubt of the existence of a treaty between Ferdinand and Don Miguel, by which they bound themselves mutually to assist each other. Up to that time, however, Ferdinand had not openly sent any troops into Portugal, but large bodies of Spaniards were arriving privately on different points of the frontiers. This important fact has been formally communicated to Lord Palmerston and General Sebastiani.

The Paris papers of Monday, with the *Nouvelles* and the *Messenger des Chambres*, dated Tuesday, reached us by express this morning. They contain accounts of disturbances in several parts of France; but the continued improvement of the French funds shows that they are of a very partial nature. The Five per cent. closed on Monday at 97 $\frac{1}{2}$. 50c., and the Three per cent. at 67 $\frac{1}{2}$. 5c. This is a pretty strong indication of the confidence reposed in the Government by persons of property.—[Courier of Wednesday, 22.]

[From the Correspondent of the Courier.]

PARIS, FEB. 20.—The Cholera has created no little degree of fear in this capital, and every precaution is adopted by the police, in case it should visit us. Papers and letters coming from England now undergo the ordeal of vinegar; but all this will only be for a short time. The following statement of the amount of the French army and navy will be read with interest.

According to the most recent official accounts, the effective force of the French army to the 1st January, 1832, consisted of:—

| | |
|--------------------|---------|
| Infantry | 276,000 |
| Cavalry | 54,000 |
| Artillery | 34,000 |
| Engineers | 8,000 |
| Wagon Train | 4,500 |
| Veterans | 14,000 |
| Gendarmerie | 16,000 |
| General Staff | 4,020 |
| Total | 410,520 |
| With the fractions | 412,171 |

The expense of this force is set down in the Budget at 250,475,000*fr.*, which gives the annual expense per man, 607*fr.* 73*cs.*; of these 412,000 men, only 378,000 receive rations of provisions. Every ration of bread for these soldiers costs 19 3/4*cs.* or very nearly that in the interior. In the army of Africa the price of the ration is 19 1/2*cs.*, a difference nearly imperceptible. In the army of the Morea it is 20*cs.*

The ration of rice per soldier, in Africa, costs 3 1/2*cs.* and in the Morea, per soldier, 1 3/4*cs.*

The ration of meat costs, in the Morea, 20*cs.*, in Africa only 11*cs.* The ration of wine 11*cs.* in both countries. The troops in the interior consume, in the whole, wine to the amount of 341,000 francs, brandy to the amount of 78,000 francs, and river water, for certain garrisons, to the amount of 60,000 francs, making altogether 479,000 francs of liquids, for the service of the interior.

The cavalry of the French, of which the actual effective force is 54,000, mounted and dismounted (not including the gendarmerie) consumes annually 5,019 horses, which are purchased at the rate of from 390 to 625 francs each. The artillery consumes about 3000 draft horses, at 450 francs, without reckoning 571 saddle horses, at 450 francs; 720 draft horses, at the price of from 470 to 480 francs, are also necessary for the remounting of military and engineer wagon trains.

Total 9,328 horses, costing 4,344,000 francs.

Our Navy consists of 120 armed vessels; the annual maintenance of the material of which costs 4,372,000 francs; eight ships are disposable in harbor, which cost 447,700 francs; sixteen on commission, and cost 506,300 francs; lastly, 135 ships in ordinary, cost 1,960,000 francs.

Total of maintenance for the material of 279 ships, 7,486,000*fr.*

The number of individuals on board the fleet in active service or disposable is 13,000 seamen, and 1,432 officers. Their pay and maintenance costs 9,215,000*fr.*

"Two ships, 12 frigates, 8 corvettes, and 19 brigades of from 20 to 16 guns, and six corvettes avises of 18 guns, are the most important of our armed vessels.

THE PAPAL STATES.—The retirement of the main body of the Austrians from the Romagna is confirmed by the French papers, and it appears that Bologna alone remains garrisoned by a very small force of those troops. The French squadron, too, which had been ordered for Ancona, is supposed to have been countermanded, and sent to the Morea. Austria, it appears, did not at any time much relish the plan of a campaign, in the susceptible legations of Italy, in company with the French soldiers, as the inclinations of the latter, whatever the intentions of their Government might be; would lean rather to ferment resistance to, than favor the oppressions of, despotism. The Austrians, therefore, by a vigorous effort, stifle at once the feeble revolt, and have now left France without a pretext for sending troops, or making a lodgement in the Peninsula.

By the DE RHAM we have our Paris files to the 20th February inclusive. The previous dates from Paris by the way of London, were of the 21st, so that we have nothing new.

From the supplement of the Gazette de France we take the following paragraph:

The Belgian Moniteur has this postscript: "The Convention relative to the Fortresses was to be rat-

fied on the 14th February. On that day the Plenipotentiaries of Austria, Great Britain, Prussia and Russia met, and united with the Belgian Plenipotentiary in postponing the epoch of the ratification to the 15th March."

An article in the St. Petersburg Gazette, relating to the mission at the Hague of Count Orloff, has produced some sensation. The article is pacific. "The mission of Count Orloff," it says, "will serve to manifest the loyal principles and conciliatory views of his majesty the Emperor, as well as his constant and lively solicitude for peace." On this article the Paris Temps remarks: "We have always said there would be no war. The *statu quo* is in the force of circumstances, and belongs to no particular system or cabinet, but to the nature of things and the position of governments and peoples. We have never ceased to repeat that peace would not be disturbed. Things are in such a state that war can only proceed from France; we are the power most disposed to move forward; but no cabinet is rash enough to sport with the destinies of Europe."

We add a late letter from Havre, dated Feb. 21st.

The minds of the people both of London and Paris appear to be more at ease on the question of peace or war, and yet a subject of difficulty is rising up. Spain has declared she will support Dom Miguel against Dom Pedro, and the three Great Powers say they will support Spain. France and England will take the other side the moment Spain invades Portugal. Thus you see the question of peace or war must still be sought in the chapter of accidents.

The funds come higher this morning from Paris. The cholera does not occasion so much alarm as one would expect at its approach.

Mr. Rives has been assured by the minister that the duty on cotton will not take place.

Baltimore American Office, March 29—12 M.

By the ship Ferret, Foster, arrived at this port have received, through the politeness of Mr. Wm. C. Pressman, files of Buenos Ayers papers to the 28th January, and of Montevideo papers to the 10th February, both inclusive.

The U. S. ship Lexington had returned to Monte Video from the Falkland Islands, having on board some of the persons concerned in the robbery of American sealing vessels. She was to proceed to Rio de Janeiro in a few days.

At Buenos Ayres there was every confidence that the cessation of hostilities would be followed by a permanent peace. The Federal party had completely triumphed, and illuminations had taken place in the city.

The Provinces of Rioja and Mendoza have formally expressed their desires to join the league formed by the Provinces of Entrerios, Santa Fee and Buenos Ayres, and that the Governor of the latter should transact their foreign affairs.

The long prevailing drought still continued. Prayers were offered up in the churches for rain.

HOME AFFAIRS.

TWENTY-SECOND CONGRESS.—1st SESSION.

Tuesday, March 27.

In the Senate, Mr. Wilkins introduced a bill, on leave, to give effect to the act of the Legislature of Virginia, authorizing the commencement of the Western section of the Chesapeake and Ohio Canal. The bill to exempt merchandize imported under certain circumstances, from the operation of the tariff of 1828, was discussed, and on motion of Mr. Wilkins, recommended to the committee of Finance. The apportionment bill was taken up, and the motion to reconsider the vote, by which Mr. Webster's amendment, providing for the representation of fractions was rejected, was carried. The bill was then recommitted to a select committee, chosen by ballot, and consisting of Messrs. Webster, Clayton, Forsyth, Mangum, and Hayne. Mr. Foot offered a resolution changing the hour of meeting for the remainder of the session, from 12 to 11.

In the House of Representatives, the bill in addition to an act for the relief of certain insolvent debtors to the United States was read a third time and passed.—The bill from the Senate, supplementary to the several acts for the sale of the Public Lands, was read a third time, as amended. Considerable debate arose on the question of its passage, which was eventually arrested by a motion for the previous question, which was sustained. The bill was then passed.—Yeas 119, Nays 44.

Wednesday, March 28.

In the Senate Mr. Smith offered a resolution instructing the Committee on Military Affairs to consider the expediency of establishing a national Foundry, for the making of cannon, &c. Mr. Clay presented a memorial from sundry citizens of Kentucky, asking the interference of the Government in favor of the objects of the colonization society—laid on the table. The bill making appropriations for the support of the Government during the year 1832, was taken up; and after some discussion was laid on the table, and the amendments reported from the Committee on Finance, and the communications from the departments respecting them, were ordered to be printed. A short time was spent in the consideration of Executive business.

In the House of Representatives, the bill to authorize the Judges of the United States Courts to take bail of claimants of property seized and to perform other acts in vacation, together with numerous private bills, were read a third time and passed. The House resumed, in Committee of the Whole, the consideration of the bill in addition to an act entitled, an act to provide for certain persons engaged in the land and naval service of the United States in the Revolutionary war. Mr. Elsworth addressed the committee, and when he had concluded his remarks, the committee rose, and the House adjourned.

Thursday, March 29.

In the Senate, after the reception and reference of petitions and memorials, a number of bills from the House of Representatives were passed through two readings and referred to appropriate committees. The bill which had been recommitted to, and reported as amended by, the Committee on Finance, exempting merchandize imported into the U. States, under certain circumstances, from the operations of the tariff law of 1828, was discussed; and finally, after adopting the amendment of the committee, ordered to the third reading. The bill supplementary to the several acts for the sale of the public lands, together with the amendments of the House of Representatives, were taken up on motion of Mr. King, who moved that the Senate concur with the House in the amendment. The first amendment was adopted, and the second was opposed by Mr. Ewing and advocated by Messrs. Moore, King and Buckner; when the bill was laid on the table, and the amendment was ordered to be printed, to give the Senators an opportunity of examining into its merits. The Senate went into the consideration of Executive business, on motion of Mr. White; and after some time in secret session, adjourned.

In the House of Representatives, Mr. Mercer, from the committee on Internal Improvement, reported a bill for the improvement of certain harbors and the navigation of certain rivers; and a bill giving the assent of Congress to an act of the North Carolina Legislature, incorporating the Roanoke Inlet company. They were severally read a first and second time, and committed to a committee of the whole on the state of the Union. The House afterwards resumed the consideration of the Revolutionary Pensions Bill, in the discussion of which it was engaged till half past four o'clock.

Friday, March 30.

The Senate was occupied nearly the whole of the day by a debate growing out of a report from the Committee on Manufactures, handed in by Mr. Dickerson, their chairman, accompanied by a bill repealing the duties on certain articles not protected by the present tariff. The report, in reference to the several propositions which had been referred to them, declares that the committee cannot decide on the subject of the public lands, without receiving further information, which has been called for by a resolution of the Senate; speaks of the propositions of Messrs. Poindexter and Hayne as highly inexpedient—the former difficult and impracticable, and the latter as interfering with the policy heretofore pursued, of affording incidental protection to domestic industry; and also speaks of other reductions of duties which may hereafter be safely made.

On the reading of the report and bill, Mr. Forsyth moved to recommit the latter, on the ground that the report being in part as stated by the committee, did not comply with the implied instructions of the Senate, by presenting, in one view, all the subjects that had been referred to them. The amount of reduction proposed by the bill is estimated by the committee at 5,660,000. Messrs. Forsyth, Hayne, Clay, Dickerson, Miller, Foot, Holmes, Benton, Smith, King, Mangum, Sprague, Dallas, Marcy, Brown, and Tazewell, took part in the debate; at the conclusion of which the bill was laid on the table, yeas 27, nays 19. The following is a copy of the bill:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from

and after — day of — next, the following articles of merchandise when imported into the United States, may be entered free of duty, to wit: all teas imported from China, or any other place east of the Cape of Good Hope, coffee, cocoa, almonds, figs, currants, raisins, prunes, plums, dates, grapes, filberts, black pepper, Cayenne pepper, cinnamon, cloves, cassia, nutmegs, mace, pimento, ginger, capers, camphor, indigo, nutmeg, madder root, gum Arabic, gum Senegal, shellac, lac dye, linseed, rapeseed, and hempseed oil, sumac, argol, wood or pastel, barks, roots, and all berries used in dyeing, inneric, tortoise shell, sponge, crude saltpetre, saffron, saffo, olives, Indian rubber, brass in plates, Peruvian bark, juniper berries, oil of juniper, cochineal, ivory unmanufactured, opium, corals, quicksilver, aloes, ambergris, burgandy, pitch, calomel, camellia flowers, coriander seed, cantharides, castanea, catnip, chalk, coculus indicus, coral, cypripedium, culicoides, daggers, dirks, down and feathers of all kinds, epaulates, and wings of gold and silver, filtering stones, linoli, frankincense, gamboge, hair pencils, hangers, henstock, hennane, honey, horn-plates for lanterns, ipsecutaria, ivory black, lamlanum, macerons, millstones, musk, nuts of all kinds, rattans unmanufactured, reeds unmanufactured, rhubarb, cotton stone, sabres, spy-glasses, telescopes, tamarinds in sugar or molasses, bristles, or horns and all other horns and tips, parts of watches, sextants, quadrants, paintings, drawings, tin in plates and sheets, quilts, and flax.

Sec. 2. And be it further enacted, That instead of the duties now payable by law on the following articles of merchandise, when imported into the United States, there shall be levied and collected on the same when imported in vessels of the United States, from and after the — day of — next, the following duties, to wit: on all teas imported from any other place than above specified, or in vessels out of the United States, ten cents per pound: Provided, That nothing herein contained shall affect the rights of foreign vessels secured by treaty.

Sec. 3. And be it further enacted, That the several articles of merchandise enumerated in this act, which have been, or shall be hereafter, put into the custom house stores, under the bond of the importer, and shall remain under the control of the proper officer of the customs on the — day of — next, shall be subject to no other duty than if the same were imported respectively after that day.

In the House of Representatives, Mr. Grennell presented a petition from a citizen named Pool, praying compensation for losses sustained in consequence of the recapture, by him and his crew, of a vessel which he commanded and which had been taken by pirates. It was committed to the Committee of Commerce. Mr. Mercer, from the Committee on Internal Improvements, introduced a bill authorizing a subscription for two hundred and fifty shares of the stock of the Alexandria Canal Company, which was read a first and second time and committed to the same committee of the whole as the bill for the construction of a bridge and aqueduct across the Potomac River at Georgetown.

The House then resumed the consideration of the report of the committee on the Judiciary on the subject of the charges against the Collector of the port of Wiscasset; and Mr. Evans, of Maine, went into an argument in support of the inquiry by the House.

Mr. Verplanck moved that the House resolve itself into a committee of the whole on the state of the Union, which was agreed to.

And the committee took up the military appropriation bill, with the amendments of the Senate.

The first amendment, which was to grant 2000 dollars instead of \$1500, for the expenses of the visitors to West Point, was concurred in. The other amendments to the bill were agreed to also.

A further sum of \$4825 was agreed to, for the general repairs of barracks, academies, mess halls, officers' and professors' quarters, &c. &c.

The committee next considered the bill making appropriations in conformity with the stipulations in certain Indian treaties.

The Indian appropriation bill was then taken up, and amendments proposed, but before the question was decided the committee rose and reported the two first appropriation bills, and obtained leave to sit again on the Indian appropriation bill.

The amendments to the two bills were agreed to.

The Speaker laid before the House a communication from the Secretary of War, with a survey of the Hudson river, which was committed and ordered to be printed.

Saturday, March 31.

The Senate did not sit today.

In the House of Representatives, Mr. Ingersoll, from the Committee of Ways and Means, presented the report of the minority of that committee on the subject of the tariff, and on the motion of Mr. Briggs, of Massachusetts, five thousand copies of it were ordered to be printed. The House resumed the consideration of the report of the Judiciary Committee, on the subject of the charge against the Wiscasset collector, and Messrs. Speight, Stanberry, Allan, of Kentucky, Felder, of S. C. severally spoke upon the question. On the expiration of the hour, the Indian and Internal Improvement appropriation bills were taken up in Committee of the Whole on the state of the Union, Mr. Polk in the Chair, and an interesting discussion springing up from an item in the latter bill, granting \$4000 for certain repairs already made in the Cumberland road. The debate had not concluded when, at four o'clock the committee rose and the House adjourned.

Monday, April 2.

In the SENATE, Mr. Poindexter submitted a resolution for the discharge of the Committee on Manufactures from the further consideration of the several subjects referred to them on the 22d ult., on which that Committee have not reported, and referring those subjects to a Select Committee. Some time was spent in Executive business; after which the bill making appropriations for the support of Government in the year 1832, was taken up, and the amendment allowing \$250,000 for the expenses of the Supreme and District Courts of the United States, held within the District of Columbia, was adopted. The proposed amendments to the clause making appropriations to defray the expenses of diplomatic intercourse, were taken up, but not disposed of.

In the House of Representatives, among the various memorials presented was one by Mr. Mercer from subjects of the King of Great Britain, relative to African colonization, the suppression of the slave trade, and eventual and general emancipation of slaves. This memorial was, without being read, referred to the Select Committee heretofore raised on the subject. Its contents, as stated by Mr. Mercer, were not distinctly heard, or understood by the House. Mr. Polk, subsequently, after having examined it, moved a reconsideration of the vote by which it was referred. Mr. Burges called for the reading of the memorial. Upon this proposition, a lengthy and animated debate arose.

The reading of the memorial, on account of its extraordinary character, was opposed by Messrs. Drayton, Letcher, Symmes, Ingersoll, Blair, of S. C., Briggs and Patton, and supported by Messrs. Burges, Arnold and Dickson. At the instance of Mr. Mercer, (who addressed the House several times on the subject of the memorial,) Mr. Burges withdrew his motion that it be read. The motion to reconsider was carried without opposition; when Mr. Mercer was permitted to withdraw the memorial. Mr. Arnold submitted a resolution directing the committee on Internal Improvements to inquire into the expediency of constructing a national road from Buffalo, in the State of New York, by way of Washington city to New Orleans. It was rejected, ayes 46.—[Globe.]

LEGISLATURE OF NEW-YORK.

IN SENATE—Thursday, March 29.

A petition was presented of Stephen Van Rensselaer, for relief against injury by the canals.

Mr. Allen, from the Committee on Banks, &c., reported in favor of the bills from the assembly, to extend for a limited period, the charter of the Orange County Bank, and to amend the charter of the Hudson River Bank.

Mr. Allen, from the same committee, reported a bill to amend the charter of the Seamen's Bank for Savings in the city of New York.

Mr. Allen, from a Select Committee, reported a bill to revive the act to incorporate the Flushing Steamboat Company.

The bill to amend the act for the relief of the Orphan Asylum Society of the city of New York, was read the third time and passed.

The resolution for amending the constitution in relation to the election of Mayor of New York, was postponed until Monday next.

BANK FUND.—The Senate again resolved itself into a committee of the whole, Mr. Foster in the chair, on the bill in relation to the investment of the bank fund. The first section of the substitute moved by Mr. Allen being under consideration, some discussion took place, when committee rose and reported and the Senate adjourned.

IN ASSEMBLY.

Bill introduced on Notice.—Mr. McKeon gave notice of a bill relative to inspectors of elections for charter officers in the city of New York.

Bills read a third time and passed.—To incorporate the American Manufacturers' Mutual Assurance Association.

To incorporate the Great Au-Sable Rail-road Company.

To amend the act to provide for sick and disabled seamen.

To incorporate the Oswego cotton manufacturing company.

To incorporate the Auburn and Owasco canal company.

To incorporate the Buffalo and Aurora Rail-road company.

The Committee of the Whole took up the bill relative to pilots in that part of East river called Hell-gate. [Reducing the number of pilots to 13 to be appointed and commissioned by and with the advice and consent of the Senate, on the recommendation of the board of wardens of the city of New York, to hold their offices during good behavior, and

to be subject to the rules and regulations prescribed by said board of wardens.] It was dismissed without result.

IN SENATE—Friday, March 30.

Mr. McLean from the committee on banks, &c. reported in favor of the bill from the assembly, to incorporate the Schenectady Bank.

Mr. Beardsley from the same committee, reported in favor of the bill from the assembly, to incorporate the Bank of Rome.

Mr. Allen from the committee on banks, &c. reported a bill to extend the time for filling up the stock of the Neptune bell insurance co. of N. York —also in favor of the bill from the assembly, to incorporate the American fire insurance co. of the city of New York; and to incorporate the Washington county fire insurance co.

Mr. Beardsley from the select committee, composed of the committees on the judiciary and finance, reported a bill authorizing and directing the final settlement of the claims of John Jacob Astor.

The first section authorizes the comptroller, upon the proper evidence being adduced to him of the final decision in favor of Mr. Astor, or three of the five suits directed to be brought by the act of 1827, to settle and pay the claim, without requiring any proceedings in the two remaining suits.

2. The comptroller to issue, in addition to that directed to be issued by the act of 1827, sufficient five per cent. stock to pay the interest which may be due on the 1st day of April 1832, that being the day when, by the terms of the act, the interest becomes payable: the whole of the certificates of stock to be issued to bear date on the 1st day of April 1832.

3. No certificate of stock to be issued, until Mr. Astor shall deliver to the Secretary of State, to be recorded in his office, a release or releases, certified by the Attorney General to be good and sufficient to discharge this state and the defendants respectively, against whom recoveries have been had, both from the effect and operation of such recoveries, and from all claims and demands whatever, for costs or charges arising from or growing out of the said suit of either of them.

The bill was committed to a committee of the whole.

Mr. Bronson, from the same select committee, submitted a report in relation to the stock to be issued to Mr. Astor, and of investing the canal monies in said stock. The committee are of opinion that it would be a good investment, but deem it unconstitutional and a violation of the faith of the state to the public creditors, to invest monies belonging to the canal fund, in the stock proposed to be issued to settle the claim of Mr. Astor. The report was referred to a committee of the whole, when on the bill redorted by Mr. Beardsley.

The bill in relation to the appointment of inspectors of the election to be held in April next, in the 15th ward of the city of New-York, was read the third time and passed.

On motion of Mr. Dodge, the bill relative to the investment of the bank fund, was postponed until Tuesday next.

The committee of the whole again considered the bill to authorize the Mohawk and Hudson rail-road to construct a branch rail-road.

The 7th section was adopted without farther debate or alteration. The bill also authorizes the company to increase their capital \$150,000, for the purpose of completing their main road; and directs the additional stock to be sold at public auction, and the premium, if any, to be applied to the payment of the debts of the company. An amendment was adopted declaring that the premium shall be deemed tolls, when the bill was passed and ordered to a third reading.

The same committee rose and reported on the bill to incorporate the Hudson and Erie rail-road company.

The committee of the whole passed the following bills:

Regulating the measure of grain in the city of New-York.

To amend the Revised Statutes relating to the keeping, by the clerks of the Supreme court, of the records of judgments rendered in the District courts of the United States.

Imposing a tax on dogs in the county of Richmond.

To amend the charter of the Ithaca and Oswego rail-road company.

After the consideration of executive business, the Senate adjourned.

IN ASSEMBLY.

Some discussion occurred on a resolution fixing

the day of adjournment, and in regard to an extra session. The subject was laid on the table.

Hell Gate Pilots.—The committee of the whole, resumed the consideration of the bill concerning the pilots in that part of East River, called Hell Gate. The amendment proposed by Mr. Howell to the 9th section, providing that half pilotage should not be more than once chargeable for the same passage—being under discussion. The amendment was adopted.

The report was then agreed to and the bill passed to a third reading.

The committee of the whole took up the bill to encourage the propagation of the Mulberry tree, and the culture of silk. [Appropriates the sum of 1,000 dollars, for the printing and distributing throughout the State a manual containing all the information which may be thought necessary, to be compiled under the direction of the secretary of state. The bill also authorizes the employment of the poor by the several superintendents, in the culture of silk and the propagation of the mulberry tree.] The appropriation was opposed by Mr. Curtis, sustained by Messrs. Van Schaick, Otis, Granger and Hammond, and carried. The bill then passed, and the committee rose and reported—report agreed to and the bill ordered to be engrossed.

IN SENATE—March 31.

The following bills from the Assembly were favorably reported upon by the standing and select committees: to incorporate the Aurora and Buffalo Rail-road company, and to renew the charter of the North American Coal Company.

Mr. Allen, from the committee on banks, &c. reported against the bills from the Assembly, to incorporate the East River Fire Insurance Company, in the city of New-York; and to amend the charter of the Clinton Fire Insurance Company of the city of New-York.

Mr. Beardsley, from the committee on the judiciary, reported against the bill from the Assembly to amend the 35th section of the title 2d, chapter 3d, part 3d of the revised statutes.

To authorize the Mohawk and Hudson Rail-road company to construct a Branch Rail road, ayes 25, noes 0.

To amend the act to incorporate the Ithaca and Owego Rail-road Company.

IN ASSEMBLY.

Bills read a third time and passed.—To encourage the propagation of the mulberry tree and the culture of silk; ayes 73, noes 33.

Concerning the pilots in that part of East River called Hellgate.

The House concurred with the Senate in their amendments to the bill authorizing the Hudson and Mohawk Rail-road Company to construct a branch Rail-road and for other purposes.

The committee of the whole rose and reported on the bill regulating the practice of physic and surgery, with the substitute proposed by Mr. Milledoler for the original bill.

Chenango Canal.—The committee of the whole Mr. Seymour in the chair, rose and reported on the bill from the Senate, providing for the construction of the Chenango Canal. [Authorizes the loan by the commissioners of a sum not exceeding \$1,000,000 for this purpose.] Adjourned.

IN SENATE—April 2d.

Mr. McLean, from the committee on banks, &c. reported the bill from the Assembly to incorporate the Bank of Salina, without expressing any opinion in favor of or against its passing. The bill was committed to a committee of the whole.

Mr. Allen moved the following:

Resolved, (if the Assembly concur) That this legislature will adjourn on Monday the 23d inst. at 12 o'clock at noon.

After some discussion,

On motion of Mr. Allen, the resolution was ordered to be laid on the table.

Bills read a third time and passed.

Authorizing the appointment of a Measurer General of Grain in the city of New York, ayes 24. [It was decided by a vote of 12 to 9, to be a two-third bill, on the ground that it altered, indirectly, if not directly, the powers of the corporation of the city of New York in relation to the appointment of measurers of grain.]

To make certain alterations in the map or plan of the city of New York. [Authorizes the enlargement of Union place, at the intersection of Broadway with the Bowery.]

The committee of the whole passed the following bills:—

Authorizing and directing the final settlement of the claim of John Jacob Astor against this State. [Messrs. Maynard and Beardsley withdrew their amendments to this bill.]

To amend the act to incorporate the New York and Harlem Rail-road Company.

The resolution to amend the Constitution in relation to the election of the Mayor of the city of New York, was further postponed until Thursday next.

The Senate then resolved itself into a committee of the whole, Mr. Hubbard in the chair, on the bill to levy, for three years, a tax of one mill on the taxable property within this State; and the resolution to amend the Constitution so that the duties on salt and on sales at auction, after the year 1835, be paid into the general instead of the canal fund.

After the reading of the report of the committee on finance, Mr. Maynard offered a substitute for the bill, when the committee rose and reported, and the substitute was ordered printed.

IN ASSEMBLY.

Petitions presented and referred.—Two remonstrances of physicians residing in New York, against the passage of a bill regulating the practice of physic and surgery. By Mr. King, the remonstrance of Queens county against exempting the farm belonging to the corporation of the city of New York, in that county, from taxation.

Bill reported.—By Mr. M'Keon, to extend the fire limits of the city of New York.

Bills read a third time and passed.—To extend the time of completing the canal and locks along the Seneca river.

Extending the time for the collection of taxes in Kings co.

To incorporate the Fishkill Factory.

The bill respecting the practice of physic and surgery was rejected.

IN SENATE—Tuesday.

Mr. ALLEN, from the committee on banks, &c., reported in favor of the bill from the Assembly, to incorporate the Commercial Insurance Company of the city of New York, with amendments.

Mr. Allen, from a select committee, reported in favor of the bill from the Assembly concerning pilots in the channel of the East River, commonly called Hell-gate.

The bill authorizing and directing the final settlement of the claim of John Jacob Astor against this state, was read the third time and passed.

The following bills were also read the third time and passed:

Vesting the title of a certain lot in the city of New York, escheated to the people of this state, in Elizabeth Idley, her heirs and assigns.

To amend the act to incorporate the New York and Harlem Rail-road company.

The bill to amend the charter of the Firemen's Insurance Company of the city of Albany, was read the third time, and referred to the committee on banks, &c.

The committee of the whole rose and reported on the bill relative to the Supreme and Circuit courts.

The committee of the whole again considered the bill to levy for three years a tax of one mill on the dollar of the valuation of the real and personal estate within this state: and the resolution to amend the constitution, so that the duties on salt and sales at auction, after the year 1835, be paid into the general instead of the canal fund.

Mr. Bronson took the floor, and spoke about an hour in favor of the bill, and in opposition to the policy of raising revenues for the support of government from the canals. He did not express a desire to preserve the general fund, which he estimated as being now about sufficient in amount to pay the debt due to Mr. Astor; and that it would be best disposed of by applying it to the payment of that debt if it could be done. Before Mr. B. concluded, he gave way for a motion that the committee rise and report.

After the consideration of executive business the Senate adjourned.

□ We omitted to state in the proceedings of yesterday that Mr. Allen from the committee on banks, &c. reported in favor of the bill from the assembly, to incorporate the Palladium Insurance company of the city of New York.

IN ASSEMBLY.

Petition, &c.—Of inhabitants of Utica against the manufacture of combs in the State Prison at Auburn; remonstrance of John Y. Cebra and others against the passage of the act relative to the Protection Insurance Company in the city of New York.

On motion of Mr. Maxwell—

Resolved, That the House meet on Wednesday afternoon, at 4 o'clock, to take up in committee of the whole, the several bills to incorporate banking institutions.

On motion of Mr. Myers, the resolution was so

amended as to include also the several bills for the incorporation of insurance companies.

The House concurred in the amendment made in the Senate to the bill to vest the title to certain lands in Joseph Ross, an alien; also in the amendments to the bill to amend the charter of the New York and Harlem Rail-road Company.

The bill to incorporate the city of Buffalo was read a third time and laid on the table.

IN SENATE—Wednesday, April 4.

Mr. Beardsley reported a bill respecting suits on notes, bills of exchange, &c., which was committed to the committee of the whole, and ordered printed.

Mr. Tallmadge moved that the several Rail-road bills be made the special order of the day for Friday.

Messrs. Allen and Foster opposed this motion, and Mr. Birdsall supported it. Mr. A. said it was unfair to pass over a large number of bills and take these Rail-road bills out of the general orders; besides, if all these bills were passed, it would ruin all the Rail-roads already granted, by creating so great a division of capital that enough could not be concentrated on any one road to complete it, and it was evident to him that the Legislature would leave much important business unfinished, if they went on, as they had done; for he had never attended a session in which so little business had been done in the same length of time. The motion prevailed 10 to 9.

IN ASSEMBLY.

A bill was reported to establish a race course in the county of Ontario.

A bill was reported, regulating the inspection of flour in the city of New York, and made the special order of the day for Monday next.

The committee of the whole, resumed the consideration of the bill for the construction of the Chenango Canal.

At the request of Mr. Juliand, Mr. Curtis withdrew the motion which was under discussion yesterday.

The petitions of citizens of Albany, in favor of the Canal, was read.

Mr. Otis took the floor against the bill. He remarked that his sympathies were in favor of the project—that he appreciated the importance and advantages to be derived from such an improvement.—Mr. Otis then proceeded to argue that the canal would not be a general benefit to the State, and that the condition of the finances would not justify the undertaking.

Messrs. Myers and Hammond spoke warmly in favor of the bill. They dwelt with pride and gratitude upon the rich rewards which New York is receiving from the Erie and Champlain Canals. That city takes an enlightened view of the system of internal improvements.

Mr. Otis replied.

Mr. Granger followed, in favor of the bill. He continued his remarks till the hour of adjournment, when the committee rose and reported.

Recovery of the City Bank Money.—It is fresh in the memory of most of our citizens, that the City Bank was robbed something more than a year ago by Smith and Murray. Though at two separate times, part of the money stolen had been recovered, still, a considerable amount was missing, and it was known that Murray, now in the State Prison, knew where that money was hidden.

We are informed that in consequence of the measures taken in the month of December, by the City Bank, to entail perpetual imprisonment on Murray, unless he disclosed the place where the money was concealed, he, through the fear of the consequences and the promise that he would not be prosecuted further for any deficiency, was induced sometime last week to make a full disclosure to Mr. Wiltse, agent of the State Prison, which being communicated to B. J. Hays, he, in company with Justice Hopson, proceeded to Philadelphia on Monday morning, and the same evening, without the least difficulty, succeeded in recovering \$26,528, of which \$22,228 was the property of the Bank, and \$4,600 belonged to Messrs. S. & M. Allen.

The money was put into an earthen jar, and buried by Murray, in a public square in 6th street, Philadelphia, near the Schuylkill, a short time before his arrest: it was one foot under the surface, and so accurate was the place described, that the first time Justice Hopson probed the ground, his instrument struck upon the pot.

It seems that there are two squares in 6th street, and Murray's wife, who, it is said, had wished for the money, searched, on each occasion, in the wrong square.

Of the large sum stolen from the bank, all has been recovered except about \$9000, and Murray, we understand, can give no account of that.—[Mercan.]

THE NORTH EAST BOUNDARY.—We published some days ago the proceedings of the legislature of Maine on this subject: they authorized, conditionally, a cession to the United States, for a full equivalent, of the territory which, by the award of the King of the Netherlands, would be included within the British lines, to the end that the General Government might the more readily settle the whole question.—But as Massachusetts has also an interest in this territory, her concurrence was asked; tho' from the following message of Gov. Lincoln, it will not we apprehend be obtained. If the legislature should agree in opinion with the Governor, we presume the arrangement contemplated by Maine will fail.

IN SENATE OF MASSACHUSETTS, MARCH 17.

The Secretary came in with the following message from his excellency the Governor:—

To the Honorable the Senate and

House of Representatives:

Immediately upon receiving the request to me by the two houses of the Legislature to apply to the Executive of Maine, for a communication of the correspondence which he had had with the Government of the United States, and with the agent of that State, upon the subject of a negotiation for a cession of the territory northeast of the St. Johns, I despatched, by a special messenger, a letter addressed to his excellency the Governor, a copy of which is herewith transmitted for your notice. This messenger returned the last night, with an answer, which also accompanies this communication.

From this correspondence it will plainly be perceived, that the only ground of the proceedings of the Government of Maine, which were confidentially communicated by the letter of the Governor of the 5th inst. covering the resolutions of the Legislature approved by him, was in letters from Mr. Preble, the Agent of that State at Washington, expressing his opinion in regard to the expediency of the proposed arrangement, and that of the representatives of that State in Congress, in letters addressed to him, which opinions were formed from circumstances unofficially within their knowledge, and that these communications are now considered by the Governor, so far private and confidential, that he does not feel himself authorized to make them public, without the permission of the persons from whom they were received. He has, therefore, declined affording the information which was sought by the order of the Legislature.

We are thus left without any knowledge of the change of circumstances, which has induced to the recent unexpected and extraordinary manifestation of change of sentiment and policy on this most interesting subject, in the State of Maine. We learn neither by what authority a proposition to negotiate for the territory is made; nor the terms which are to form the basis of such negotiation; nor who are to be the parties to it; nor how far the compromise which may be contemplated, is within the constitutional power of the National Executive, with or without the consent of the States. Maine asks from us no consent or countenance to the bargain which is now offered. Indeed, it cannot escape remark, that in the leading resolutions of her Legislature, in reference to this subject, a joint concern in Massachusetts, even in the disposition of the property in the lands, is no otherwise adverted to than by an admonition contained in the resolution which proposes notice to us of the intention to negotiate, that we may take charge of our own interest. The remembrance of former relations is no longer invoked. No appeal is made to a sense of mutual interest; to the principles of liberality, or magnanimity, and of friendly regard to a sister state;—nor is the generous disinterested, and spirited response, which was given to that appeal for aid and co-operation in the defence of the rights of jurisdiction and State sovereignty, acknowledged or recognized. Under all these considerations, I respectfully submit to you, that no further proceedings here, are, at this time, required, for the dignity, honor, or interest of the Commonwealth. The deliberate and explicit opinions expressed by this Legislature upon the whole subject matter, at an earlier period in the session, fully assert the rights of the state, in the property in question, and the confidence in the obligation of the National Government to defend us in its possession and enjoyment. The resolutions which were then passed, are in the hands of our Senators and Representatives in Congress, who will not fail to have the first notice of any hazard to our true interest and faithfully to advise to the most effectual measures for its protection.

LEVI LINCOLN.

Council Chamber, March 17th, 1832.

[From the Washington Globe of Wednesday]

TREATY WITH THE CREEKS.—A treaty has been concluded with the Creeks, in which this tribe cede all their lands within the State of Alabama, for lands

beyond the Mississippi, and upon similar terms with those stipulated in the Choctaw Treaty. All the tribes have now agreed to emigrate from the bosom of the States, with the exception of about 4,000 Cherokees.

SAFETY FUND.—In Assembly, on Monday, a communication was received from the Comptroller, in pursuance of a resolution of the house, directing a report to be made of the total amount of the bank fund, what portion had been invested, and in what securities; in what bank the balance was deposited, and at what rate of interest; and if any part of the fund had been expended for the ordinary expenses of government.

The Comptroller refers to his Annual Report, made to the Legislature on the 4th January, for a full and precise statement of the amount of payments into the fund, up to the 30th September last,—the amount and rate of investment and the reasons of the failure to invest the balance remaining in the treasury at that time. He refers also to the Senate documents of the present session, for an exhibit of the amount paid for 1831-2, up to the 27th January last,—showing that all the banks liable to contribute, had then paid the contribution due on the first day of the present year—with three exceptions—the Farmers', and the Merchants' and Mechanics' Bank of Troy, and the Mechanics' and Traders' Bank of New York. The amount paid at the date of that report being as follows:—

| | |
|---|--------------------|
| Total payments in 1830-1. | \$26,983 67 |
| Payments then made in 1831-1. | 58,999 70 |
| Paid since that time, Farmers' b'k of Troy | 1,390 00 |
| " Merchants & Mechanics' b'k of Troy | 1,500 00 |
| " Mechanics and Traders' bank of New York, 269 days, | 786 98 |
| Showing the whole amount paid, at this date, (March 26) to be | \$89,610 35 |
| Deduct payment for \$8,082 40, per cent stock of 1837, at 6 per cent. per cent. premium, | \$8,567 34 |
| Payments for salaries of commissioners prior to 30th September last, | 6,398 99 |
| For salaries of commissioners, due 1st Oct. 1831, and 1st Jan. 1832—\$2,220 less the amount of income received upon the stock invested, | 1,946 91—16,913 24 |
| \$308 69, being | |

Remaining in the treasury at this date, \$72,697 11

Which amount, exclusive of the sum which will be required to pay the salaries of the commissioners for the present year, remains to be invested.

The bill of which the following is a copy, effecting a material change in the Ordnance Department has passed both Houses.

A Bill providing for the organization of the Ordnance Department.

Be it enacted, &c. That, from and after the passage of this act, the Ordnance Department shall consist of one Colonel, one Lieutenant Colonel, two Majors, and ten Captains, and as many enlisted men as the public service may require, not exceeding two hundred and fifty.

Sec. 2. And be it further enacted, That the Secretary of War be authorized to select from the Sergeants of the line of the Army, who shall have faithfully served eight years in the service, four years of which in the grade of non-commissioned officer, as many Ordnance Sergeants as the service may require, not to exceed one for each military post; whose duty it shall be to receive and preserve the ordnance, arms, ammunition and other military stores, at the post under the direction of the commanding officer of the same, and under such regulations as shall be prescribed by the Secretary of War, and who shall receive for their services five dollars per month, in addition to their pay in the line.

Sec. 3. And be it further enacted, That the first section of the act passed on the eighth of February, one thousand eight hundred and fifteen, entitled "An act for the better regulation of the Ordnance Department," and so much of the second section of the act, entitled "An act to reduce and fix the military peace establishment of the United States," passed the second of March, one thousand eight hundred and twenty one, as provides for one supernumerary Captain to each regiment of artillery, to perform ordnance duty, and so much of the fourth section of the same act as merges the Ordnance Department in the artillery, and reduces the number of enlisted men, be, and the same are hereby, repealed: Provided, That nothing contained in this act shall be so construed as to divest the President of the United States of authority to select from the regiments of artillery such number of Lieutenants as

may be necessary for the performance of the duties of the Ordnance Department.

Sec. 4. And be it further enacted, That all officers and enlisted men authorized by this act, shall be subject to the rules and articles of war, and that the officers shall receive the pay and emoluments now allowed, or which may hereafter be allowed, to artillery oficers.

ANOTHER SHIPWRECK.—The packet ship De Rham, Capt. Weiderholdt, from Havre, went ashore about seven o'clock on Saturday evening on Rockaway Breakers, and immediately bilged. Several lighters went alongside yesterday morning, and commenced taking out the cargo. The lighter sloop Amity, with the passengers, and some of the goods, left the ship at 10 o'clock yesterday morning, and reached the city last evening.

Our news boat left the ship at nine o'clock yesterday morning, at which time she had twelve feet water in her hold, her rudder unshipped, and a very heavy sea running. As there was a strong westerly gale yesterday, there is but little doubt that the ship has gone to pieces.

The wind here on Saturday evening was moderate from the S. W. and the weather clear. The Sandy Hook light, too, is visible from the Rockaway beach.

MISCELLANEOUS.

British Dominions in America.—Bouchette, in his work on this subject, states that their magnitude is nearly equal to the whole extent of the two Russias; it is almost double that of the totality of the European continent, and is more than two-fold greater than the Persian empire under Darius, or the Roman empire in the plenitude of its power. The crown of England extends over an aggregate surface of 4,700,000 square statute miles. The provinces, which form comparatively but a small section of the aggregate British possessions in the western hemisphere, occupy nearly four hundred thousand square statute miles of land, of which superficies scarcely 9,800 square miles have been as yet brought under cultivation.—The population, in round numbers, amounts to nearly a million and a half of souls, and doubles itself every sixteen or eighteen years. The trade of these provinces now employs annually upwards of 1800 sail of British shipping, exceeding 470,000 tons, and requiring more than 20,000 seamen. The value of the exports to them from Great Britain amounts to more than two millions sterling. It is computed that, in less than half a century, the number of inhabitants spread over the British possessions in America, will not fall short of sixteen millions.

Original Anecdote.—The Portland Advertiser says—When the report reached Brunswick College that the Cholera was in Topsham, a student in the Freshman class observed that he knew "the Cholera would get here, but he hoped he should be a Senior when it arrived, as he understood it only attacked the lower classes."

Mr. A—, formerly a member of the Constituent Assembly, has just died at Avignon. He ascended the tribune but once. "Gentlemen," said he, "man is an animal ***," awed by the imposing aspect of the Assembly, he stopped short. A member exclaimed, "I move that the speech be printed, with the portrait of the orator prefixed."

The total annual receipts of Missionary, Bible, Education, and Tract Societies, from 1827 to 1832, are 619,645.

Atheists put on a false courage and alacrity in the midst of their darkness and apprehensions; like children, who, when they go in the dark, will sing for fear.

Michael Angelo, full of the great and sublime ideas of his art, lived very much alone, and never suffered a day to pass without handling his chisel or pencil—When some person reproached him with living so melancholy and solitary a life, he answered, "Art is a jealous thing; it requires the whole and entire man."

Cholera, vs. Reform.—At Bristol a few days ago, the following curious colloquy was heard between two women who had returned from the Committee for the prevention of the Cholera:—"I say, Martha, what hast thee got?" "Why, I have got five yards of flannel, what hast thee?" "Why I have got seven, and dang me if I don't think, after all, the cholera is better than reform!"

Roman Statistics.—A general view of the population of Rome, from Easter 1829 to Easter 1831, has

Not been published, from which we deduce the following particulars. In the course of last year the population had increased by 3,361. The whole population is now 150,666, exclusive of foreigners and Jews, of which there may be about 5000. Since 1822 the population has increased 14,581, which is the more remarkable, as, from 1822 till now, the number of deaths exceeds that of baptisms by 2,705. But as the increase in the population has been gradual, and is probably correct, there must be errors in the lists of births and deaths. In 1826, 1828, and 1829, there were more baptisms than burials; 1822 was the most fatal, the excess of deaths being 1,948. In the years 1830-31, the number of baptisms is stated as 4,725, that of deaths 5,102; being an excess of 377. The decrease in the number of marriages, for some years past, is very remarkable. In 1824 there were 1,396 marriages, in 1831 only 964, though the population is above 12,000 more than in 1824. The number of ecclesiastics, monks, nuns, &c. is now 5254, in 1822 it was 4714.—[Literary Gazette.]

The following is the amount of duties paid by the five principal Auctioneers of Philadelphia, during the last quarter:—

| | |
|-----------------------------|-----------|
| R. F. Allen, | \$6181 60 |
| John Jennings, | 5796 91 |
| H. D. Mandeville, | 2798 91 |
| Samuel W. Lippincott, | 2655 70 |
| M. Thomas, | 1302 79 |

POETRY.

[FOR THE NEW YORK AMERICAN.]

To a Lady on her Birthday.

We'll quarrel not with Time to-day;
Thou art too young the elf to mind
Who steals thy girlish years away,
And leaves a woman's charms behind.
And I, though dealt with more severely,
About his thefts won't make a pother,
Who's schooled my heart to love thee dearly,
Yet love thee only as a brother.
And now, while I cannot help thinking
Life's perils did in number grow,
When first those dangerous eyes were winking
Upon it eighteen years ago,
I own, sweet Cox, in candid dealing,
Though safer—it had darker seemed,
If all their intellect and feeling
Upon the world had never beamed.
April 2d.

[From the Mercantile Advertiser.]

NEW YORK MARKET.

ASHES—The market has been very flat during the week; the sales are too unimportant to notice. We quote Pots \$4 65 a 70, and Pearls \$4 70 a 4 75, which are almost nominal.

CLOVERSEED—There is a fair demand; sales of Southern have ranged from 9½ a 11, according to quality, and some prime lots of Northern have commanded 12 cents per lb.

COFFEE—The market has been very flat during the week. The transactions of the week consist of about 600 bags Rio at 12½ a 13; 100 bags of Cuba at 12½ a 13; 40 bags Porto Rico at 13 a 14, and some parcels of St. Domingo at 12 a 12½.

COTTON—The import of the week is 6733 bales. The sales from the 24th to the 31st inst. are 2100 bales consisting of

| | |
|--------------------------------|-----------|
| 1000 bales Uplands at | 8½ a 11½ |
| 200 bales New Orleans at | 10½ a 12½ |
| 600 bales Floridas at | 10½ a 11½ |
| 300 bales Mobiles at | 10½ a 11½ |

FISH—One or two lots of Codfish in shipping order have been sold from the vessels at \$5 a 3 09, which is a shade improvement. Country cured is selling in small lots at \$3 a 3½. Mackerel continues heavy; some sales have been made during the week, No. 1 at \$3 75, No. 2 at \$4 25, and No. 3 at \$2 75 a 2 91.

FLAXSEED—The season of export is over; the demand is now altogether for crushing—we shall therefore omit quotations till next season.

FLOUR—The receipts from Albany since the opening of the North River have amounted to about 5000 bbls. of Western, and on this description we note a decline of fully 25 cents per barrel. All other kinds of flour too are dull—a reduction of about 13½ cents per bbl. from the prices of last week. Sales of Georgetown mountain, common brands have been made for the Havre market, at 34; superior brands of this description sell at \$5 12½ for home use. Considerable supplies of Rye Flour have been received from the landings on the North River and is almost unobtainable, at a decline of 50 cents per bbl. on the prices of previous week.

GRAIN—2000 bushels of Virginia Wheat have been sold at 100 cents. Rye has advanced a trifle. About 30,000 bushels of Southern Corn have been purchased during the week, by distillers, and the Boston Market, at 45 a 47 cents. Northern yellow sells readily at 50 cents.

BANK NOTE TABLE.

MAINE.

| | | |
|----------------------|-------------------|-----------------------|
| U. S. Branch, | Cumberland, | Augusta, |
| Thomaston, | Casco, | Gardiner, |
| Vassalborough, | Merchants', | Kennebunk, |
| Canal, | Union, | Manufacturers', |
| Portland, | Waterville, | Wint., |
| Bangor, | Saco, | Bathrop, |
| South Berwick, | Lincoln, | |

NEW-HAMPSHIRE.

| | |
|------------------------|----------------------|
| U. S. Branch, | Rockingham, |
| Cheshire, | Portsmouth, |
| Concord, | Farmers', |
| Exeter, | Fiscataqua, |
| New-Hampshire, | Dover, |
| N. H.—Strafford, | Winnipisseege, |

MASSACHUSETTS.

| | |
|-------------------------|------------------------|
| U. S. Branch, | Plymouth, |
| Boston City B'ks, | Pawtucket, |
| Agricultural, | Salem, |
| Severly, | Springfield, |
| Bedford Com'l, | Taunton, |
| Commercial, | Worcester, |
| Dedham, | Blackstone, |
| Gloucester, | Fall River, |
| Hampshire, | Exchange, |
| Franklin, | Danvers, |
| Sunderland, | Andover, |
| Hampden, | Mendon, |
| Mechanics', | Oxford, |
| Marblehead, | Milbury, |
| Newburyport, | Housatonic, |
| Phenix, | Hamp. Manufacts, |
| Pacific, | Barnstable, |
| Manuf. & Mech., | Leicester, |

RHODE-ISLAND.

| | |
|-------------------------|------------------------|
| U. S. Branch, | Village Bank, |
| Providence, | Smithfield Lime, |
| Union, | Rock, |
| Exchange, | Newport Bank, |
| Mechanics', | Roger Williams, |
| Manufacturers', | Scituate, |
| R. Island Union, | Kent, |
| Rhode Island, | Eagle, Bristol, |
| Merchants' Provi- | Do. Providence, |
| dence, | Mount Vernon, |
| Do. Newport, | Cranston, |
| N.E. Commercial, | Bank of Bristol, |
| Burrillville, | Commercial, |
| and Manuf., | Freeman, |
| Smithfield Exch., | Franklin, |
| | Landholders, |
| | Narragansett, |

CONNECTICUT.

| | |
|-------------------------|-------------------|
| U. S. Branch, | Hartford, |
| Norwich, | Phenix, |
| Bridgeport, | Middletown, |
| Fairfield County, | Mechanics', |
| do Branch, | New-London, |

VERMONT.

| | |
|-----------------------|-------------------|
| U. S. Branch, | St. Albans, |
| Beauleborough, | Windsor, |
| Montpelier, | Vergennes, |
| Rutland, | Burlington, |
| Bank Caledonia, | |

NEW-YORK.

| | |
|------------------------|-------------------------|
| U. S. Branch, | Bank of Albany, |
| City Banks, | State Bank, |
| Long Island Bk., | Commercial, \$50, |
| Dutchess Co., | Bank of Troy, |
| Lansingburg, | Farmers', \$50, |
| Poughkeepsie, | Mohawk, |
| Catskill, | Utica, |
| Newburgh, | Do. Branch, |
| Do. Branch, | Ontario, |
| Mech. & Farmers, | Do. Branch, |

NEW-JERSEY.

| | |
|--------------------------|-----------------------|
| U. S. Branch, | Morris Canal, |
| State Bk. Newark, | Trenton B. Co., |
| Do. Morristown, | Orange, |
| Do. Elizabeth, | Washington, |
| Do. Camden, | People's, |
| Do. Newark, | Sussex, |
| Do. Farm. & Mech., | Farmers, |
| at Railway, | Bk. Newark, |

PENNSYLVANIA.

| | |
|------------------------|-------------------------|
| U. S. Branch, | Montgomery Co., |
| U. S. Branch, | Columbia Br. Co., |
| Philadelphia, | Chester county, |
| Harrisburg, | Lancaster, |
| Northampton, | Germantown, |
| Farmers Reading, | Delaware county, |
| Do. Lancaster, | York, |
| Do. Bucks co., | Perk Township, |
| Easton, | |

DELAWARE.

| | |
|---------------------|-------------------|
| U. S. Branch, | Wilmington, |
| Do. Branches, | Delaware, |

MARYLAND.

| | |
|-----------------------|------------------------|
| U. S. Branch, | Bank Maryland, |
| Baltimore Bks., | Federick Co., |
| Farmers, | Westminster, |
| Do. Branches, | Farmers & Mech., |

DISTRICT COLUMBIA.

| | |
|---------------------|-------------------|
| U. S. Branch, | Alexandria, |
| Patriotic, | Patoma, |
| Metropolis, | Union, |
| Washington, | |

VIRGINIA.

| | |
|------------------------|---------------------|
| U. S. Branch, | Farmers, |
| Vally, & Branch, | Northwestern, |

NORTH CAROLINA.

| | |
|--------------------------|------------------------|
| U. S. Branch, | Newbern & Br'ch, |
| State, & Branches, | South Carolina, |

SOUTH CAROLINA.

| | |
|-----------------------|-----------------------|
| U. S. Branch, | Union, |
| Plant. & Mech., | South Carolina, |

GEORGIA.

| | |
|--------------------------|-------------------------|
| U. S. Branch, | State B. & Br's, |
| Planters, | Augusta, |
| Marine & Fireins., | Mech. & Planters, |

ALABAMA.

| | |
|-----------------------------|--------------------|
| U. S. Branch, | Mobile, |
| State of Mississippi, | Mississippi, |

OHIO.

| | |
|------------------------|-----------------------|
| U. S. Branch, | Marietta, |
| Chillicothe, | Lancaster, |
| Western Reserve, | Mount Pleasant, |
| Franklin, | Farmers, |

LOUISIANA.

| | |
|---------------------|------------------------|
| U. S. Branch, | State 3—Orleans, |
| Missouri, | |

MICHIGAN.

| | |
|---------------------|-----------------------|
| U. S. Branch, | Michigan Banks, |
| Canada Banks, | |

CANADA.

CLAREMONT.

| | |
|----------------------|--------------------------|
| U. S. Branch, | Claremont, |
| Grafton, | Merrimack Co., |
| Merrimack Co., | Merrimack, |
| Commercial, | Connecticut river, |

BANK OF NORFOLK.

| | |
|----------------------|------------------------|
| U. S. Branch, | Bank of Norfolk, |
| Cambridge, | Andover, |
| Falmouth, | Merrimack, |
| Merrimack, | Lyons Mechanics, |
| Merch's Salem, | Do. N. Bedford, |
| Bunker Hill, | Atlantic, |
| Danvers, | Franklin, |
| Lowell, | Brighton, |
| Central, | Greenfield, |
| Sutton, | Essex, |
| Essex, | Farmers', |

NORTH KINGSTON.

| | |
|-------------------------|---------------------------|
| U. S. Branch, | North Kingston, |
| Mount Hope, | Eastport, |
| Phenix, | Washington, |
| R. I. Central, | Warwick, |
| Warwick, | R. I. Agricultural, |
| Cumberland, | N. E. Pacific, |
| Smithfield Union, | High Street, |
| Woonsocket Falls, | Mech. & Manufa., |
| Centerville, | Far. & Mc., |

UNION.

| | |
|---------------------|-------------------|
| U. S. Branch, | Union, |
| New Haven, | Thames, |
| Windham Co., | Stonington, |

ORANGE COUNTY.

| | |
|---------------------|----------------------|
| U. S. Branch, | Orange County, |
| Burlington, | |

SALES OF REAL ESTATE AT AUCTION.

By James Bleeker & Sons.

| | |
|--|---------|
| March 30.—The two-story brick house and lot No. 76 Mercer street, lot 25x100 feet. | \$9,900 |
| A two-story brick house and 13 years lease of lot at \$64 per annum, in King st. near Hudson st. house insured. | 1,405 |
| One do adjoining do do do. | 1,400 |
| One do do do do do do. | 1,430 |
| March 31.—The three-story brick house and lot No. 542 Broadway, east side, between Spring and Prince sts. lot 20x100 feet. | 7,250 |
| Three-story brick house No. 544, adjoining do. | 7,300 |
| Do do do do do do. | 7,025 |
| Do do do do do do. | 4,735 |
| Ten years lease of lot corner Delancy and Rivington sts., at \$30 per annum. | 920 |
| A farm of 124 acres at Flushing, L.I. | 9,000 |

PASSENGERS.

In the ship De Rham, from Havre:—Mr Lempan, of Belgium; Dr Kelly, of Charleston, S.C.; Francis Pope, of England; Dr Barabino, of Philadelphia; M Testar, of Paris, and 7 in the steerage.

In the ship Margaret Forbes, from Liverpool:—Mr T Smith, J Britton, Miss Shields, and Miss Wakefield.

In the ship Warsaw, from New Orleans:—F Schlesinger, A Little, C Swan, and 10 in the steerage.

In the ship Calhoun, from Charleston:—Prince Murat, lady and servant, Miss Traverses, Miss M Lance, Mrs Crafts, Messrs D Chambers, O C Swift, W Ropes, W G Ramsey.

In the barque Pauli, from Buenos Ayres:—M Manson, of New York, and A Johnson, Jr. of Newark.

In the brig Martha, from Amsterdam:—Charlotte, Elizabeth and Lydia Tresseder.

In the brig Flight, from Lagayra:—J S Manson.

In the ship President, from London:—Mr H Arlington, Miss G Williams, and 60 in the steerage.

In the packet ship York, from Liverpool:—Mr Raymond, of New-York, bearer of despatches for the United States Government and the Dutch Ambassador at Washington; Messrs. Harris, of Dublin; Hall, Blackburne, Anderson and Son, and Balque, of England, and 53 in the steerage.

"PLEASE EXCHANGE" greets us, almost every day, as we look over the multitude of papers which are sent to this office. We regret exceedingly to be considered ungrateful to the "craft," yet to answer all the calls for "exchange" would be a tax of several hundred dollars per annum for the materials. In truth, we have no use for more than six or eight exchanges, and perhaps not even that number, as we have the use of more than one hundred and fifty exchange papers, every week, sent to the New-York American: but as ours is the only paper in this section of the country devoted to the subject, and as we are desirous of having it as widely circulated as possible, the "Please Exchange" will be responded to in all cases where those making it will publish the contents of each number as they may be received, with the terms, \$3 in advance.

NEW-YORK AMERICAN, TRI-WEEKLY.

The NEW-YORK AMERICAN is now published THREE TIMES A-WEEK, in addition to the Daily and Semi-weekly, as usual. This arrangement is made to accommodate a large class of business-men in the country, who are desirous of seeing the advertisements of the day, yet are unwilling to encounter the expense of subscription and postage of a daily paper. By this arrangement, it will easily be perceived, their wishes may be gratified, at one half the expense of a daily paper. Most of the advertisements, both of the Daily and Semi-weekly papers, will appear in the Tri-Weekly American; and the reading matter as published in the Daily paper. It will be issued on Tuesdays, Thursdays, and Saturdays, at FIVE dollars per annum in advance, to subscribers out of the city of New-York, and forwarded, according to their order, and for any length of time.

All letters relating to the TRI-WEEKLY AMERICAN may be addressed to the Publisher and part Proprietor.

D. K. MINOR, No. 33 Wall-st. N.Y.

GEOGRAPHICAL ESTABLISHMENT.

124 Broadway, corner of Cedar st.

A. T. GOODRICH has constantly for sale a complete assortment of the best Maps, of American & European publication; also Atlases and Statistical Works—and on Rail-roads, Steam-Engines, &c. &c. Just received new and improved Maps of the United States, by the most esteemed and correct publishers, which may be had in great variety and at the lowest price, whole-sale and retail. M17 6c

TOWNSEND & DUFFEE, Rope Manufacturers.

Having machinery for making ropes of any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Ropes, the public are referred to J. B. Jervis, Eng. M. & H. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County Pennsylvania. Palmyra, Wayne County, New-York, 1st mo. 23d, 1852. J30 6c

LEXINGTON & OHIO RAIL-ROAD.

NOTICE.—The tenders advertised in the place at Louisville, Kentucky, on the 15th April next, is postponed until the 26th May thereafter, at which time an additional quantity will be prepared and offered for contract, as will be seen on referring to an advertisement inserted in this paper.

E. I. WINTER, President, Lexington & Ohio R. R. Co., Lex. Ky.

LEXINGTON & OHIO RAIL-ROAD.

TO CONTRACTORS.—From 22 to 30 miles of the above road will be prepared for contract, and sealed proposals for grading the same will be received at the company's offices in Lexington and Louisville, on the 26th, 26th and 28th May next, where attendance will be given on those days by one of the company's engineers, who will be prepared with the necessary plans, profiles, maps, &c. to impart all the information desired by those offering for contracts.

The road offered for contract passes through a country abounding in every thing necessary for the support of hands, and not surpassed in healthfulness by any country. The enterprises holds out to contractors every assurance of profitable employment.

E. I. WINTER, President, Lexington & Ohio R. R. Co., Lexington, Ky.

M31 6c

TRANSPORTATION ON THE BALTIMORE AND OHIO RAIL-ROAD.

March 21.—Arrived 37 cars and wagons, containing, viz:
 Flour, 412 barrels.
 Granite, 12 tons.
 Paving stone, 9 tons.
 Departed 44 cars and wagons with merchandize, groceries, lumber, plaster, coal, &c.
 Arrived 7 coaches, with 65 passengers.
 Departed 7 coaches, with 96 passengers.

March 22.—Arrived 69 cars and wagons containing, viz:
 Flour, 814 barrels.
 Choct Rye, 2 tons.
 Granite, 66 tons.
 Paving stone, 15 tons.
 Departed 40 cars and wagons with merchandize, plaster, coal, iron, &c.
 Arrived 7 coaches, with 48 passengers.
 Departed 7 coaches, with 77 passengers.

March 24.—Arrived 92 cars and wagons containing, viz:
 Flour, 900 barrels.
 Wheat, 100 tons.
 Pig Iron, 5 tons.
 Paper, 2 tons.
 Granite, 11 bundles.
 Ship timber, 83 tons.
 Leather, 1 ton.
 Buffalo skins, 1 box.
 Old Copper, 1 barrel.
 Departed 91 cars and wagons, with merchandize, scrap iron, plaster, hides, lumber, &c.
 Arrived 7 coaches with 86 passengers.
 Departed 7 coaches with 118 passengers.

March 25.—Arrived 8 coaches with 101 passengers.
 Departed 7 coaches with 97 passengers.

March 26.—Arrived 35 cars and wagons containing, viz:
 Flour, 623 barrels.
 Iron, 2 tons.
 Granite, 14 tons.
 Soap Stone, 5 tons.
 Paving Stone, 10 tons.
 Departed 65 cars and wagons, with merchandize, oysters, fish, plaster, hides, lumber, scrap iron, &c.
 Arrived 7 coaches with 37 passengers.
 Departed 7 coaches with 57 passengers.

March 27.—Arrived 46 cars and wagons, containing, viz:
 Flour, 221 barrels.
 Granite, 71 tons.
 Paving stone, 9 tons.
 Departed 43 cars, laden with 3 moving wagons and contents, for Pacific Fur Company, &c.
 Arrived 8 coaches, with 94 passengers.
 Departed 3 coaches, with 83 passengers.

March 28.—Arrived 35 cars and wagons, containing, viz:
 Flour, 524 barrels.
 Rye, 85 bushels.
 Tobacco, 4 hds.
 Iron, 9 tons.
 Granite, 13 tons.
 Paving stone, 14 tons.
 Hides and Skirtings, 2 tons.
 Departed 31 cars, laden with building timber, sugar, peas, furniture, merchandize, &c.
 Arrived 61 passengers.—Departed 81.

March 29.—Arrived 40 cars and wagons, containing, viz:
 Flour, 323 barrels.
 Wheat, 29 bags.
 Shorts, 100 bags.
 Furniture, 1 load.
 Merchandize, 7 boxes.
 Lime, 1 load.
 Granite, 15 tons.
 Whiskey, 4 hds.
 Live stock, 1 calf.
 Departed 55 cars, containing salt, hardware, oil, dry goods, &c. &c.
 Arrived 8 coaches, with 69 passengers.
 Departed 8 coaches, with 69 passengers.

MARRIAGES.

MARRIED.—By the Rev. Wm. W. Phillips, Mr. Henry Stevenson to Miss Margaret S. Faure, daughter of Leon Faure, Esq. deceased, all of this City.
 Wednesday morning, April 4, at St. George's Chapel, by the Rev. Dr. Milnor, John L. Moore, of this city, to Martha Curtis, daughter of James Amory, Esq. of Bloomington.
 In Philadelphia, on Monday evening the 26th March, by the Rev. G. T. Bedell, D. D., Mr. Henry Times to Miss Mary B. daughter of Mr. Samuel Dyer, all from England.

DEATHS.

DIED.—On Tuesday evening, April 3, in the 43d year of his age, Charles Drake, M. D.

The death of such a man is scarcely less a public than a private calamity; and if his family and immediate friends lament his departure more than society at large, it is only because they are more intimate with his intellectual and moral worth, and hence more deeply realize their loss.

With a mind at once acute, vigorous and comprehensive, and a heart keenly alive to human suffering, his devotion to medicine as an inductive science, affording ample scope to his powers and his sagacities, overlooked the frailty of his physical constitution; and thus, while attainments were insured which few can boast, his undying spirit was continually expanding in views of usefulness that knew no limits, but those which "marked the boundaries of his earthly habitation."

"Nec prosunt domino que prosunt omnibus, arces!"

[Communicated.]

On Tuesday, April 3, Louisa M. Sherman, daughter of the Hon. Alpheus Sherman.

On Tuesday evening, April 3, after a lingering illness, Geo. W. Gordon, in the 23d year of his age, son of the late Charles Gordon.

On Tuesday, April 4, Mrs. Elizabeth Hughes, aged 61 years.

Wednesday morning, April 4, Mrs. Jane, aged 41 years, wife of Lawrence Hill, formerly of Alexandria, D. C.

On Friday, 30th instant, Deborah, wife of Alfred P. Edwards.

On Wednesday evening, Feb. 23, Mary B., the wife of Thomas M. Huntington, aged 30 years.

On Thursday afternoon, Feb. 29, of a short illness, Mrs. Mary Cor, relict of the late Joseph Cor, in the 80th year of her age.

On Sunday evening at 7 o'clock, Mrs. Abby Macomber, con-

sort of the late Dr. Ebenezer Macomber, formerly of Providence, R. I. aged 73.

On Thursday morning, Feb. 29, after a lingering illness, Mrs. Ann Wenman, wife of Uzziah Wenman.

On Sunday evening, 1st instant, Mr. Daniel Waldron, in the 74th year of his age.

On Monday morning, April 2d, Gabriel William Ludlow, infant son of Richard Whitley.

On Saturday morning Miss Elizabeth Scott, aged 61.

This morning, Emily, eldest daughter of Robert Ray, in the 10th year of her age.

Last evening, in his 36th year, Richard Joseph Tuttle, M. D. a native of St. Croix.

On Wednesday afternoon, April 4, Maria S. Higbie, wife of Aaron H. Higbie, aged 21 years.

On Thursday morning, April 5, William Walton Morris, late of Morrisania, in the 74th year of his age.

On the 29th March, at his residence in Onondaga, Ruben West, Esq.

In Newark, N. J. on the 27th ultimo, Mr. Joseph L. Wheeler, in the 80th year of his age.

At Wappingers Creek, Dutchess co. on Sunday, 1st April, Eliza, the wife of Thomas B. Goslet, in the 40th year of her age.

At Charleston, S. C. (whither she had gone in company with her father for the benefit of her health) Mary M., aged 19 years, only surviving daughter of Samuel Allen, of this city.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 136 persons during the week ending on Saturday last, viz.:—33 men, 31 women, 43 boys, and 29 girls. Of whom 35 were of the age of 1 year and under, 13 between 1 and 2, 14 between 2 and 5, 2 between 5 and 10, 6 between 10 and 20, 23 between 20 and 30, 16 between 30 and 40, 11 between 40 and 50, 3 between 50 and 60, 7 between 60 and 70, 2 between 70 and 80, 3 between 80 and 90, and 1 between 90 and 100. Diseases.—Ascites 2, apoplexy 1, asthma 1, burned or scalded 1, consumption 32, convulsions 13, dropsy 3, dropsy in the head 9, drowned 1, fever 1, fever bilious 1, fever inflamm. matory 1, fever scarlet 6, fever typhus 1, hemorrhage 1, hives or croup 3, inflammation of the bowels 4, inflammation of the brain 1, inflammation of the chest 1, inflammation of the liver 2, inflammation of the stomach 1, influenza 3, interperence 5, marasmus 2, measles 7, old age 5, peripneumony 6, pneumonia typhoid 2, eclirrhia of the liver 2, scrofula or king's evil 1, small pox 3, sore-throat 1, stillborn 10, unknown 2, whooping cough 2. ABRAHAM D. STEPHENS, City Inspector.

LIVERPOOL MARKET.

Feb. 29.—The demand for Cotton last week was on a limited scale, only reaching 10,140 bales, viz:

| | |
|--------------------|----------------------------------|
| 240 Sea Islands at | 10 a 15d. |
| 10 Stained | 6d. |
| 5170 Upland | 5 1/2 a 7 1/2—30 at 7 1/2d. |
| 1320 Orleans | 5 1/2 a 7 1/2—140 at 8 a 8 1/2d. |
| 800 Alabama | 5 1/2 a 6 1/2 |
| 1540 Brazil | 6 1/2 a 9 |
| 320 Egyptian | 7 1/2 a 9 |
| 30 W. India | 6 1/2 a 8 1/2 |
| 620 E. India | 4 1/2 a 5 1/2 |

10,140
 With the exception of 300 bales for export, the business done was confined to consumers, who in the early part of the week, purchased on rather more favorable terms, but subsequently the market became more steady, and any previous decline was regained; the import during the week was 20,200 bales. The sales of Cotton for the past four days are about 16,600 bales, with an advance in prices, of fully 1/2 per lb. but a corresponding improvement not having taken place yesterday, in the Manchester market, ours has had less animation to-day; about 1600 of the foregoing are on speculation.

As there have been in more regular demand, and 320 bbls. of Montreal Pot sold at 28s. 2d. 3d; 370 bbls. of Pearls at 29s. 2d. 3d, were taken by speculators. Tar, 100 bbls. sold at 12s. 3d. 13s per bbl. having been previously offered at auction, and withdrawn. Turpentine, the only transaction is 200 bbls. of middling quality at 11s. 3d per cwt. Quer. Bark, about 70 hds. of Philadelphia, at 8s per cwt. Cloverseed, about 40 tons were offered at auction on the 27th inst., and about 8 sold at 68s. 7d. per cwt. There has been more doing in Wheat, the last few days, and rather better prices obtained. In Flour, the transactions quite limited, and you have annexed particulars of the Stocks. Tobacco, the sales of the month, are 579 hds. of which 217 are Virginia Leaf, and 512 Stemmied, 67 hds. Kentucky leaf, and 84 of Stemmied; our present stock consists of 8569 hds. against 6083 at this period last year.

Averages of Grain.

Wheat Barley Oats
 For the week 59s. 2d. 34s. 6d. 20s. 11d.
 For 6 do 59s. 7d. 35s. 5d. 21s. 5d.
 Duty.....27s. 8d. 9s. 4d. 15s. 3d. On Flour 16s. 7. p. bl.

Stocks of Grain.

| | | | |
|---------------------------|-------------|-------------|---------------|
| Wheat | Barley | Oats | Flour |
| Duty paid.....80,000 qrs. | 10,000 qrs. | 35,000 qrs. | trifling. |
| Bunded.....116,700 qrs. | | 23,600 qrs. | 263,800 bbls. |

LONDON, Feb. 29.—The Funds.—This being settling day in the Consul market, the brokers are chiefly occupied in getting in accounts, and we believe that at present all is going off well.

Consols, which left off yesterday at 82 1/2 for the account, are not quite so good this morning; they opened at about 82 1/2, afterwards were down at 82 1/2 for Money, and 82 1/2 for Account, owing to some sales of stocks being effected. We should have imagined that the repeated declaration again made last night in the House of Lords of the Prime Minister, with the positive assurance that the peace of Europe would be maintained, would have had the effect of improving the market; but this was not the case, being thwarted by some manoeuvres going forward to those obstacles in the way of the passing of the Reform Bill in the House of Lords. This has some weight on our Funds at present.

In the Foreign market little or nothing as yet.

Consols at present 82 1/2 for Money.

Half Past One.—The fluctuation of this account being so trifling no failures are expected to take place, but money is scarce in the House, and it is a Bull Account with 5-16 contango. Consols may be quoted at present 82 for money, and 82 1/2 for April. Up to the present hour we are without reports or any political information of consequence. Don Pedro's expedition is at present the topic of conversation, and it is expected that Madeira will fall without much resistance. It is expected there will be this night a grand struggle in the debate on the Reform Bill.—The Foreign market is void of the least interest. Consols 82 1/2 Three o'clock.

HAVRE, March 1.—Our last respects were under date of the 29th ult. We have had a steady demand for cottons since then

at full prices, for all U. S. sorts. The market is very firm—some arrivals have lately taken place, and our stock has undergone a small increase, being now estimated at 25,000 bales.—As there remain very flat, and the transactions in both Ports and Pearls have been quite small. Extensive sales of Rice have been made at an advance of 1 fr. The inquiry for American flour is limited; we have just sold 300 barrels Western Canal at 40 fr. in bond. Supplies to the extent of about 12,000 bbls. are shortly expected from various ports in the United States. The wheat by the Rhone is still unsold. The demand for coffee is reviving, and prices on the rise.—[Daily Adv.]

| | | MARCH. | | | |
|------------------------------------|------------------------------------|------------------------------------|------------------------------------|--------------|------------------------------------|
| | | 1832. | | | |
| Thermom. at. | 17 | 17 | 17 | Thermom. at. | 17 |
| | 18 | 18 | 18 | | 18 |
| Barom. at. | 30.01 | 30.01 | 30.01 | | 30.01 |
| | 30.02 | 30.02 | 30.02 | | 30.02 |
| WINDS. | N.E. | N.E. | N.E. | | N.E. |
| | N.W. | N.W. | N.W. | | N.W. |
| WEATHER. | Clear | Clear | Clear | | Clear |
| | Cloudy | Cloudy | Cloudy | | Cloudy |
| Clear until 11 A. M. after cloudy. | Clear until 11 A. M. after cloudy. | Clear until 11 A. M. after cloudy. | Clear until 11 A. M. after cloudy. | | Clear until 11 A. M. after cloudy. |
| | Clear until 11 A. M. after cloudy. | Clear until 11 A. M. after cloudy. | Clear until 11 A. M. after cloudy. | | Clear until 11 A. M. after cloudy. |

WILLIAMS' NEW-YORK ANNUAL REGISTER FOR 1832.

IN PRESS, by Jonathan Seymour, New-York, and will be published on the 10th April.—THE NEW-YORK ANNUAL REGISTER FOR 1832, by Edwin Williams—Containing:

Part 1. Almanac, Astronomical Observations & Geographical Information.

Part 2. Statistics of the State of New-York, viz.:—Towns, Post offices, Villages, Canals, Rail-roads, Banks, Manufactories, and other information relative to the State.

Part 3. Civil & Judicial List, Attorneys & Clergy of the State of New-York.

Part 4. National Register, U. S. Government, U. S. Bank, Tariff, &c.

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 James Bogert, Geneva.
 Mack & Andrus, Ithaca.
 R. W. Hoskins, Buffalo.
 MARTIN SNYDER, Travelling Agent. A64t

AMERICAN RAIL-ROAD JOURNAL.

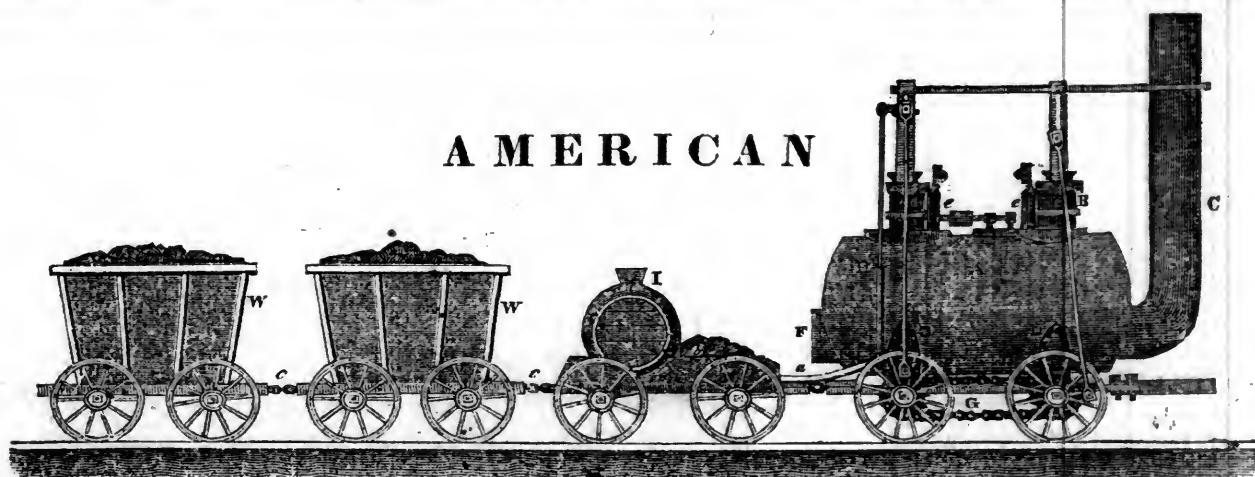
The subscriber is now publishing a weekly paper, called the AMERICAN RAILROAD JOURNAL. A principal object in offering the proposed work to the Public, is to diffuse a more general knowledge of this important mode of internal communication, which, at this time, appears to engage the attention of almost every section of our country.

THE AMERICAN RAILROAD JOURNAL is printed on a sheet of the largest size, (mammoth) and put up in a convenient form for binding, each number containing sixteen large octavo pages of three columns each. The selections; upon the subject of railroads and other works of internal improvement, will be from the best authors, both of Europe and America, and will be occasionally illustrated by engravings. A part of this Journal will be devoted to the subject of internal improvement—giving a history of the first introduction of railroads into England and their improvements to the present day. It will also notice the meetings, in different sections of the country, upon the subject of railroads. The remaining part of the paper will consist of the LITERARY, MISCELLANEOUS AND NEWS matter of the NEW-YORK AMERICAN, as prepared for that paper, omitting all political subjects, except such as are of general concern.

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D. K. MINOR,
 No. 35 Wall-street, New-York,



A M E R I C A N

RAIL-ROAD JOURNAL.

OFFICE, 35 WALL-STREET.

NEW-YORK, APRIL 14, 1832.

VOLUME I...NO. 16.

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The AMERICAN RAIL-ROAD JOURNAL is published at 35 Wall-street, New-York, at \$3 a year, in advance.

AMERICAN RAIL-ROAD JOURNAL.

NEW-YORK, APRIL 14, 1832.

We are enabled to give Mr. Fessenden's report of his survey of the route of the Boston and Worcester Rail-road, together with his estimates of its cost. The profile shows that the country admits of a highly favorable location, the average inclination being only 12 and 82-100 feet per mile, and the greatest inclination 27 feet per mile. The distance, according to this survey, from Boston to Worcester, is 43 1-4 miles; and the road is estimated to cost, including locomotive engines and the necessary cars, \$883,903 86. This may be considered the commencement of that Rail-road which will, within a few years, open an easy and expeditious communication between Boston and Albany; and perhaps a branch may be constructed from Worcester to Hartford, Conn., and to New York, although it would not be the most direct route from Boston. From an estimate of the business of the different towns through and near which it will pass—a report of which accompanies that of the Engineer, and may be hereafter again referred to,—it would seem that the investment would not only be safe, but highly advantageous. There can, we should think, hardly be a doubt that it will find friends whenever the stock may be in the market.

We give in this number the report of Mr. James P. Stabler, Assistant Engineer, upon the Baltimore and Ohio Rail-road, not so much for the purpose of showing the present condition of that work, as the detail of "Rail-road making," a subject with which the people of this country are very little acquainted.

The numerous projects now agitated for Rail-roads in different sections of the country, render it highly important that their cost should be better understood; and we know of no way more likely to effect,

this object, than to give the result of experiments made in our own country.

INTERNAL IMPROVEMENT IN VIRGINIA.—A great company was incorporated by the legislature of Virginia at its recent session, under the style and title of the *James River and Kanawha Company*, with a capital of five millions of dollars, for the purpose of connecting the tide water of James River with the navigable waters of the Ohio. This is a great step on the part of Virginia, hitherto not easy to be moved in the march of improvement. The act of incorporation is now before us, and we extract the sections which explain the objects to be accomplished. It is left to the Company to determine in what way they will accomplish the communication between the two rivers—whether by Rail-roads alone, or by a chain of Rail-roads and canals. The State which at present owns the canals and works of the James River Company, subscribes that property at a million of dollars to the capital of the new company, and stipulates moreover, if three-fifths of the whole capital of five millions shall be subscribed by individuals or corporations, to fill up the balance. The charter provides, too, that if five millions shall be found insufficient to complete the work, the company may increase their capital to the requisite amount, the state reserving to itself the right to subscribe for two-fifths of such additional amount.

We have before us Mr. Cruzet's report, dated Sept. 24, 1831, of his survey of the route from Lynchburg to New River, giving the rise and fall, distance and estimated cost of this section; but for want of space, and more particular information relative to the other sections, we defer it for the present; but with the intention of again referring to it, as soon as we can obtain the necessary information, for which we must be obliged to some of our Virginia friends or subscribers. The descriptive sections of the charter are annexed.

22. The James river and Kanawha company are charged with the duty of connecting the tide water of James river with the navigable waters of the Ohio by one of three plans of improvement, at their election; that is to say, either by a continuation of the lower James river canal to some suitable point on the river not lower than Lynchburg, a continued Rail-road from the western termination of that canal to some convenient point on the Great Kanawha river below the great falls thereof, and an improvement of the Kanawha river from thence to the Ohio, so as to make it suitable for steamboat navigation; or secondly, by a continuation of the James river canal aforesaid, and a continued Rail-road from its western termination to the Ohio river; or, thirdly, by a continued Rail-road from Richmond to the Ohio river. And whether they elect one or another of

these plans of improvement, that which they elect shall be executed in a substantial, durable, and workmanlike manner; their improvements shall be kept permanently in good repair; free and fit for public use, according to the provisions of this act; and the work which they shall construct, and the property which they shall acquire by purchase or condemnation, under the authority of this law, shall be vested in them and their successors forever, for their own use and benefit, exempt from all public taxes, burdens or charges, other than those which may be imposed or authorized by this act.

23. If the company elect to continue the lower James river canal to Lynchburg, or beyond it, as part of their improvement, then that canal in all its parts from Richmond to its western termination, shall be at least forty feet wide at top and twenty-eight feet wide at bottom, with not less than four feet depth of water at all seasons of the year, shall be provided with a convenient tow path, and adapted throughout its whole extent to the navigation of boats of not less than thirty-five tons burden, propelled by horses. To avoid very great expense at difficult passes, and to furnish proper accommodation to the trade on both sides of the river, the bed of the river shall occasionally be used as part of the line of navigation, when the reflux water from the dams will admit the convenient application of horse power, and the safe and easy passage of the usual canal boats. The canal at its lower termination shall be connected with the tide water, so as to enable the boats which usually navigate it with their cargoes at all times conveniently to pass into tide water and descend the river or return.

24. From the highest point on James or Jackson's river, to which the navigation shall be carried as aforesaid, a Rail-road shall be extended by the most convenient route either to the Ohio river or to some suitable point on the Kanawha river, below the great falls thereof, as the company may elect. Such Rail-road shall be graduated so as to be convenient for transportation both eastward and westward, and shall be furnished with two sets of tracks, and all other works and fixtures necessary for the accommodation of the trade thereon.

25. If the company should not choose to extend the lower James River Canal, but should elect a continued Rail-road from Richmond, then they shall construct a Rail-road from the tide water at Richmond, following the course of James River beyond the Blue Ridge, and thence by the most convenient route to the Kanawha river, terminating either at the mouth of that river or at some other convenient point below the great falls, or at some convenient point on the Ohio river. And for the accommodation of the trade on both sides of James river, they shall extend proper arms to the road across the river to all towns, and other convenient places of deposit on the opposite shore thereof.

26. If the western termination of the rail-road, should be at any point of the Kanawha above its mouth, then the navigation of the Kanawha river from thence to the Ohio shall be improved by locks and dams or otherwise, so that at all seasons of the year it may be conveniently and safely navigated by steamboats of not less than one hundred tons burden.

[FOR THE AMERICAN RAIL-ROAD JOURNAL.]

NEW YORK AND ALBANY RAIL-ROAD.—Having read with some attention the circular of J. S. which is copied in the 14th number of the Rail-road Journal, I am almost persuaded that a certain degree of local interest in the route along the margin of the Hudson which he proposes, would have "satisfactorily shown" me "that the Railroad on the margin of the river would be more than three times as productive as the other," which intersects a rich back country now secluded from any important facilities of transportation.

Being however a plain citizen, with no personal interest in either route to aid my conceptions, and fully persuaded also that J. S. has honestly given us his own views on this interesting subject, I own myself to have been a little startled by the character of his premises and the nature of his conclusions. If these are to be adopted, I do not see how a Rail-road for the conveyance of property along the river can ever be supported, for a difference of "six to one in favor of the river" is surely a most appalling competition for the rail-road to encounter. The prospect of successful competition with the steamboats, or of sustaining the railway by the transportation of passengers on this route, appears still more disheartening, "for, inasmuch as traveling by steamboat will be six times as cheap as by rail-road, the latter mode of conveyance can never compete with the former."

Nor do I perceive, the above being true, how a business of from two to four months' in winter is to furnish the treble income which J. S. anticipates for his route over the other, liable as he says Rail-roads are to obstructions in winter. But I forget—"the produce bought to market towns (subject to sixfold cost of transportation by Rail-way) or remaining in sloops or tow-boats, overtaken by the ice, might be readily taken to market." True—and the "coal" can be brought from Bolton (probably on a sub-marine rail-way) and "in the event of war the transportation of heavy ordnance from West-point," and "marble from the state prison at Sing Sing," and "wood from the river shore in the Highlands," and all this too at only six times the cost of coming on the river.

Perhaps, therefore, I ought to be satisfied that I have not duly appreciated the arguments of J. S. in favor of the river route, and when he shall have obtained the plans and profiles of this route, (for some general idea of which "a reference is given to note (2) annexed to the memorial of the Highland Turnpike Company and their associates,") together with the distance, character of the curves, slopes, embankments, &c. and a careful estimate of the cost made by competent engineers, I may then think it best the rail-way should be made on his route, and leave the fine country which borders the vales of the Croton and Housatonic to seek an outlet for its trade in some other direction. Indeed, this conclusion ought to be settled by the astounding consideration that "the river route would be perhaps twenty times as productive as the other," and all ought to become firm in the belief that a rail-way leading near the manufactories, iron works, farms and quarries of the secluded district in question would be quite useless, while one which passes at a great distance from all these, and subject to a competition with the river navigation at a sixfold disadvantage in the cost of transportation, would necessarily enrich its proprietors.

To be serious, however, it is sufficient to remark, that the facts urged by J. S. are for the most part fallacious or inapplicable to this question, and his numerous assumptions, by far too gratuitous and untenable, to be relied on in settling a question of so much importance to the community, as he himself will be convinced on a more thorough investigation of the principles which should govern the location and construction of important internal improvements. The legislature, with commendable wisdom, have proposed to commit the selection of the route to the intelligence of the company and the professional skill of its engineers. S. J. C.

REPORT OF THE ENGINEER.

To the President and Directors of the Boston and Worcester Rail-road Company:—

Boston, Jan. 12, 1832.

GENTLEMEN,—In compliance with the invitation received through the President of your Board, in the month of August last, to make further surveys and estimates for a Rail-road from Boston to Worcester, I examined the country embracing all the routes possessing claims to consideration, receiving material aid from the results of former examinations and from residents, who for some time have been alive and thoughtful on the subject, and having, after some preliminary surveys, determined the most advantageous route, and made upon it an approximate location, I have now respectfully to report—

That in making the selection of a route, it is obvious that would have the preference, which should be found the most direct, consistent with a minimum expense of power in the transportation upon it: an important qualification of directness, of course, dependent upon the inclinations of the Road, the value of which may be estimated, when we consider that something more than double the power is requisite to ascend with a given load an inclination of 22 feet to the mile, than is required upon a level, assuming the friction equal to 1.240th.

To avoid the many elevations which would be encountered by pursuing a direct line for the first ten miles, the valley of Charles river presents itself, along the banks of which the location is made with slight inclinations, avoiding entirely the sinuosities of the stream, to a point one fourth of a mile above Weston bridge; beyond this, the direction of the valley soon becomes unfavorable, and by an early crossing, we are enabled to gain the elevation of the ridge in advance, at the rate of 30 feet to the mile, a degree of inclination which is not exceeded throughout the location,—by ascending the ridge in the most favorable depression, the line is brought to the plane of Needham; from thence we do not hesitate in adopting a location passing near the southern extremities of Merse's, Long, and Farm Ponds, to the valley of Concord river, and pursuing that valley to the Charlestown meadows in Westborough, including a distance of 20 5/8 miles, and if we except 2 1/4 miles with the maximum inclination of 30 feet per mile, to pass the summit between Merse's and Long Pond, is extremely favorable, the whole rise being 185,125 feet, or an average of 10.075 feet per mile: any deviation from this course would require much greater inclinations. From Charlestown meadows, the passage of the ridge bordering the eastern side of Worcester pond is best effected at Cutler's summit, which was found to be the lowest depression in it. From the pond, a very direct route to Worcester can nowhere be obtained without recourse to an objectionable degree of ascent; by following the ridge upon the western side, however, we are enabled to reach a very favorable summit at the head of Pine Meadow Valley, by which an easy descent is made to any part of Worcester.

The total length of the proposed Rail-road by the above route is 43 1/4 miles, the total ascents and descents 653 125 feet, the average rate of ascent from Boston to Worcester is 12.82 feet per mile, the effect of gravity upon this inclination is 5.44 lbs. per ton; from Worcester to Boston the average ascent is 2.28 feet per mile, and the effect of gravity 0.97 lbs. Hence the average power required to move one ton to Worcester is 13.80 lbs., and to Boston 4.86 lbs.: the greatest power required either way is 20.05 lbs. per ton, by varying the velocity with the power necessary to move upon the different inclinations of the road, a locomotive engine weighing 4 1/2 tons may draw at a rate averaging

| | |
|-------------------------|-------------|
| 6 miles per hour | 36 tons, |
| 15 miles " " | 15 " " |
| 20 miles " " | 10 " " |
| and a horse may draw at | |
| 6 miles per hour | 3 1/2 tons, |
| 10 miles " " | 2 " " |

There are no objectionable curvatures upon the route, the greatest having a radius of 1000 feet.

The annexed Table presents in detail the quantity of masonry, excavation, embankment, &c. with the cost of the same, calculated for a road 24 feet in width, together with the length and inclination of the different stages of the location.

The total distances at the different rates of inclination from Boston to Worcester are

| | |
|---|--|
| 16 1/4 miles level, | |
| 2 5/8 " at 13 ft. per mile, | |
| 5 " at 17 ft. per mile, | |
| 5 " at 21 ft. per mile, of which 1.2 mile | |
| 3.4 " at 27 ft. per mile, [descending.] | |

135.8 " at 30 ft. per mile, of which 2 15.16 [descending.]

43 1/4 miles 12.82, average per mile.

The Rail-road from Worcester to Boston being either descending or level, for nearly the whole distance, is favorable to the ratio of trade or transportation between the two places; and will be much more so in the event of a continuation of the route west, from the greater amount of transportation which would come from that quarter.

In the estimates, the price per cubic yard for the excavation and embankment of earth, varies from 9 to 23 cents; as there is much uniformity in the nature of it throughout the location, the variation is chiefly dependent upon the distance which it is to be hauled. The amount of excavation includes 84,002 perchos of rock at \$1, and 6,000 perchos at 75 cents per perch.

The estimate of masonry for the bridge work provides for dressed joints only.

The cost of the construction from Boston to Cambridgeport, across Charles river, is estimated at \$71,971 28, which sum, I think it well to remark here, if brought in comparison with the known cost of a similar work in the vicinity, would, without examination, appear quite inadequate; but the fact alone that the construction alluded to has nearly four times the length and twice the width of the one estimated for, will, it is presumed, be sufficient to account for the difference.

The total cost of forming the road-bed for the 43 1/4 miles, is found to be \$383,203 02.100, or \$8660 18-100 dollars per mile.

Construction of the Rail-way.

The question of a cheap temporary construction, with a view to a more durable one, if successful, (a mode certainly to be advised in cases of uncertainty,) I think need not be raised upon this route. The merits of it in every respect, are such, in my opinion, as to recommend at once a construction of the most durable materials. I shall therefore present estimates for such an one, both with the edge and the flat rail, although I consider the former to be the best, as affording a cleaner way; but whether it possesses other advantages over the latter, equal to the difference of expense, I must leave to be ascertained from the results of experiments now being made, and of which information will be received in time for the operations upon this route.

The cost of Stevens' edge rail delivered upon the road, will be as follows:

| | |
|--|---------|
| Cost in Liverpool per ton, £9, | 40.00 |
| Freight, " " " " | 2.50 |
| Exchange, insurance, commissions, 13 1/2 | |
| per cent. " " " " | 5.40 |
| Duty, 25 per cent. " " " " | 11.00 |
| Shipping charges, inland transportation, | |
| &c. &c. " " " " | 5.10 |
| Total, " " " " | \$64.00 |

The cost of the flat rail will be,

| | |
|--|---------|
| Cost in Liverpool, per ton, £7, | 31.11 |
| Freight, " " " " | 2.50 |
| Exchange, insurance, commissions, 13 1/2 | |
| per cent. " " " " | 4.20 |
| Duty, 25 per cent. " " " " | 8.55 |
| Shipping charges, inland transportation, | |
| &c. &c. " " " " | 5.64 |
| Total, " " " " | \$52.00 |

Estimate for one mile of Rail-way, single track, with edge rail.

| | |
|--|---------|
| 79 1/5 tons of edge rail at \$64 per ton, | 5068 80 |
| 2640 lbs. of spikes at 8 cts. | 211 20 |
| 330 "Stone sills, containing 6 cubic feet each, at 90 cts. | 297 00 |
| 1980 Stone blocks, at 33 cts. | 653 40 |
| 5280 Oak plugs, at 1.2 ct. | 26 40 |
| 2640 Locust beds, at 2 cts. | 52 80 |
| 1222 perchos of rubble Stone, at \$1, | 1222 00 |
| 1040 yards of excavation, at 10 cts per yard, | 104 00 |
| Horse tread, | 400 00 |
| Dressing road, adjusting blocks, rails, &c. &c. | 1200 00 |

Total, per mile, \$9235 60

Cost of 1 mile of Rail-way, single track, with flat rail 15 2/3 tons of flat rail, (2 inches wide, by 1.2

| | |
|--|---------|
| inch in thickness) at \$52 per ton, | 814 66 |
| 1765 lbs. of spikes at 8 cts. | 141 20 |
| 10560 feet of stone sills at 15 cts. | 1584 00 |
| 1680 perchos of rubble stone at \$1, | 1680 00 |
| 1955 yards of excavation at 10 cts. | 195 50 |
| Horse tread, | 400 00 |
| Dressing road, adjusting sills, rails, &c. | 2000 00 |

Total per mile, \$6815 86

From these estimates the cost will be 1st, with the edge rail 43 1/4 miles, at \$9235 60 per mile 399,439 70 to which add for construction in Boston and Worcester 11,544 50 and for turn-outs, 1 mile 9,235 60 420,219 80 2d, with the flat rail, 43 1/4 miles at \$6815.36 per mile 294,764 32 to which add for construction in Boston and Worcester 8,519 20 and for turn-outs, 1 mile 6,815 31 \$310,098 88

Land and Fencing.

From the report of Mr. Makepeace, who was specially engaged to see the proprietors of land upon which the location was made, it appears that he has obtained relinquishments of four rods in width, free from expense for fencing to the company, upon about one half of the route; a part of the distance having been given in consideration of the Rail-road being constructed upon it, and the remainder for different sums amounting to 5,775 dollars. The lands not relinquished, are stated in the Report to be held or occupied in many instances, by tenants in common, widows, guardians, &c., who were unwilling to take any responsibility, and in some cases by owners who would be paid agreeably to an appraisal; for these lands, it is supposed \$15,381 4-100 will be sufficient, which added to 5,775 dollars, gives for the cost of land and fencing upon the route, 21,156 04-100.

Notice Power.

As the estimates provide for a construction such as may be used both with locomotive engines and horse power, it is unnecessary at this time to discuss their merits, particularly because of the advantage which the engines possess, in the duration of daily labor, the outlay for them will differ but little from that for the horses necessary to perform the same service,—"it will be sufficient therefore to introduce the allowance for locomotive engines, which for four of them, and the requisite number of passenger and merchandise cars may safely be taken at 35,000 dollars.

From the foregoing estimates, the aggregate cost of a Rail-road from Boston to Worcester, if constructed with the edge rail, will be, agreeably to the following

Summary.

| | |
|--|------------|
| For formation of road bed | 383,203 02 |
| Rail-way and turn-outs | 420,219 80 |
| Land and fencing | 21,156 04 |
| Engines and cars | 35,000 00 |
| Crossings, common-roads | 4,325 00 |
| Engineer, assistants and expenses for definite location, | 20,000 00 |

\$883,903.86

If constructed with the flat rail, the estimate for Rail-way and turn-outs is \$310,098 88, which it substituted in place of the corresponding item in the Summary, gives for the aggregate \$773,782 94,—these sums divided by the distance, we have 20,437 09 dollars per mile, with the edge rail, and 17,890 93 dollars per mile, with the flat rail.

The construction of that part of the road which may be completed the first year, will call for the payment within that period, of from 25 to 30 per cent. of the capital, by instalments of 5 per cent.—Upon this expenditure an immediate revenue will be realized.

ANNUAL EXPENSES—Repairs of the Road.

We cannot, from the experience upon any road in this country, obtain very satisfactory data for this item, but from my observations and inquiries upon different Rail-roads in England, I think it will not exceed \$150 per mile, per annum :—for the whole distance \$6488.

Repairs and depreciation of engines and cars.

For these an allowance of 18 per cent, upon the cost of the engines and cars will be sufficient, which upon \$35,000 is \$6300 per annum.

Fuel.

Estimating for eight trips each day with 15 tons of goods each trip, equal to 5190 tons conveyed one mile, which at 1,50 lbs. of coal per ton, per mile, is

* The daily duration of a horse's labor at 6 miles per hour, is usually considered, 3 hours and 20 minutes, and at 10 miles, 2 hours.—1 horse power of a locomotive engine, if worked 10 hours per day, does the work of 3 horses at 6 miles per hour—5 horses at 10 miles per hour—7 1/2 horses at 15 miles per hour. Mr. N. Wood represents the advantage to be much greater than this.

7785 lbs. per day, or for 312 days in a year, 852 chaldrons, at \$15 would be, per annum, \$12,780.

Salaries of Superintendent and others

| | |
|----------------------------------|-----------|
| Superintendent, | \$1500 00 |
| 5 Clerks, 2 at \$600—3 at \$400, | 2400 00 |
| 6 Ware-house-men at \$312, | 1872 00 |
| 3 Engine men, at \$621, | 1872 00 |
| 3 Tenders, at \$312, | 936 00 |
| | \$8850 00 |

From these estimates we find the annual expenses as follows :

| | |
|---|-------------|
| For repairs of the road. | \$6488 00 |
| For repairs and depreciation of engines and cars, | 6300 00 |
| For fuel | 12,780 00 |
| For salaries, | 8580 00 |
| | \$34,148 00 |

Annexed is a Plan and Profile, upon a reduced scale, illustrative of the location, and papers showing the items upon which are founded the calculations of the Table of Grading, Masonry, &c. embodied in this Report. The Plan and Profile, upon a larger scale, exhibiting minutely the topography of the country surveyed, and the excavation and embankment for the different stages, are in progress by Mr. E. Schenck, and will shortly be communicated.

Further examinations were made in the course of the location, having in view the junction of a road from the north, and the construction of such branches as would add to the value of the main road.

From these examinations an opinion was formed, that the valley of Elizabeth river, which is crossed by the location, offers by its continuation north, the greatest facilities for the junction of a Rail-road from that direction. The less amount of ascent to be overcome by this route, would I think, upon equating distances, (comparing an ascent, say of 25 feet, with 1 mile of level road) make it the shortest.

This, and the saving of some 20 or 25 miles of construction, certainly presents it with strong claims to consideration.

Branches of Millbury and N. E. Village, Saxonsville, Waltham, and Cambridge, would be important, and the construction of them can be effected under the most favorable circumstances.

In concluding this Report, it is due for me to say, that in all the duties of the survey, I have been ably and efficiently assisted by Messrs. Edwin Schenck, and Duncan Bradford, whose services I have much pleasure in stating to you.

Respectfully submitted by, Gentlemen, Your obedient servant,

JOHN M. FESSENDEN.

We are pleased to learn by the annexed extract from the Raleigh Register, that the inhabitants of North Carolina are determined to carry into operation their liberal charter for a central Rail-road, granted by the Legislature at their late Session.

Central (N. C.) Rail-road.—It will be seen by an advertisement in a succeeding column of this paper, that a meeting of the Commissioners of this County for opening books and receiving subscriptions for stock of this Company, will be held on Monday of our Superior Court, in order to determine at what time the books shall be opened in the several Counties through which the proposed Road will pass.

We think it probable that books will be immediately opened here, and in the other Counties as soon as notice can be conveyed to the several Commissioners named in the act; and we trust that a sufficiency of Stock (viz. 3000 shares) will soon be taken, so as to authorize the organization of the Company, and the commencement of the work.

It is believed there is now but one opinion as to the superiority of Rail-roads over every other mode of conveyance of persons or goods, and more especially in situations where the Country is favorable to such improvements: Their advantage over Canals—they are easier and more cheaply constructed; the passage over them is more rapid; they are less liable to accident and interruption, and can be more readily repaired.

Mr. James Wyche, who was by the last General Assembly elected Superintendent of Public Works, is just returned from a visit to Charleston, made principally for the purpose of viewing the Rail-road now constructing between Charleston and Augusta, and to obtain, if practicable, an Engineer to make the survey contemplated by the Legislature both of the Central Rail-road and that proposed between the Cape Fear and Yadkin. He did not succeed in obtaining an Engineer; but was much gratified with the opportunity afforded him of becoming acquainted

with the manner of constructing a Rail-road in a country, in many respects, like that through which our Central Rail-road will pass. Mr. W. did not fail to take minutes of every essential particular, and as soon as his leisure will permit, we expect to receive a Report from him on the subject, for public information.

Our Public Treasurer, Mr. Mhoon, who is also a member of the Board of Internal Improvements, left the city a few days ago, on a visit to the North, and will, if possible, engage a skillful Engineer for the purpose of making the necessary Surveys. But as there can be no difficulty in forming the contemplated Roads, subscriptions for stock can, in the meantime proceed, so that by the time the surveys are made, provided our citizens generally will unite in effecting this great object, the work may commence.

THE TENNESSEE AND ALABAMA RAIL-ROAD.—The Company which was incorporated at the late session of the Legislature for the purpose of opening a communication with East Tennessee and North Alabama, having taken the preliminary steps towards effecting an organization, a brief outline of the enterprise they have in view, and the measures they have adopted preparatory to its accomplishment, we are persuaded will prove acceptable to our readers.

It is known that a population of at least 200,000 souls, already inhabit the counties bordering on the upper Tennessee and its tributary streams, and that they have no outlet or market for their agricultural, manufacturing or mineral products, but the long expensive and almost impracticable route to New Orleans. The country embraces about forty counties in Tennessee, Virginia, North Carolina and Georgia, and is not inferior in fertility to the other portions of the States to which it belongs.

The Hiwassee is a considerable stream, rising in the mountains of Georgia, and running a north-westerly course, discharges itself into the Tennessee above the suck. It is navigable for steamboats above 22 miles from its mouth, at all seasons of the year. Commencing at this point on the Hiwassee, it is proposed to construct a Rail-road from thence to McNair's Boat Yard, on the Connessauga, an upper branch of the Coosa, distant 16 miles. Cost estimated at 51,000 dollars. From McNair's Boat Yard, descending the Connessauga to Echota or New Town, a distance of ninety miles, a good navigation for tow boats drawing 2 feet water can be perfected at an expense of eight thousand dollars. Echota may be considered as at the head of steamboat navigation. The river then takes the name of the Oostanaulke, and descending for sixty miles to the head of Coosa, every obstacle to an uninterrupted navigation can be removed for 5,000 dollars. From thence to the Ten Islands, a distance of one hundred and five miles, the improvements required are very trifling, and in assuming their cost at one thousand dollars, we are certain that the expense would fall within the estimate.

To afford a single view of the subject, we throw the foregoing statements into the form of a table, thus—

| | | |
|--|---------------|----------|
| From the Hiwassee to McNair's Boat Yard, Rail-road | 16 miles cost | \$51,000 |
| Thence to Echota by the River, | 90 " " | 8,000 |
| Thence to head of Coosa by the River, | 60 " " | 5,000 |
| Thence to Ten Islands by the River, | 105 " " | 1,000 |
| | 271 | \$65,000 |

If these estimates as to distance and expense are correct, and they are taken chiefly from the survey of the State Engineer, the distance from the head of steamboat navigation on the Tennessee, to the Ten Islands on the Coosa, is 271 miles, and the whole expense of improving it only sixty five thousand dollars.

From the Ten Islands to Selma, the distance is about one hundred miles, and it is proposed to connect those two points by a Rail-road. The route has not yet been surveyed, and in making an estimate of the expense attending the construction of the road, we have to rely on such data as may be afforded by experiments in neighboring states. It will be recollected that the Charleston and Hamburg Rail-road was let out to responsible contractors, last summer, at about \$4,000 per mile. It is believed that a double track can be constructed at an addition of fifty per cent. on the cost of a single one, but for the sake of round numbers let us assume nearly twice the amount. We have then \$735,000 as the cost of a Rail-road from the Ten Islands to Selma, making an aggregate distance from the Tennessee

to Selma on the Alabama, of 371 miles, or about 600 miles to Mobile, and the whole cost of the improvement \$800,000.

The amount of business which must necessarily flow through this channel, will be the subject of future inquiry. That it will be sufficient to pay a very large dividend on the capital necessary to its completion, there cannot remain a possible doubt, and sufficient data are at hand most amply to demonstrate its expediency in a mere pecuniary point of view. So well satisfied on this point are the commissioners resident in this city, that they have determined on having the route surveyed without loss of time, and already have more than three thousand dollars been voluntarily subscribed to defray the expense.

It has not been deemed expedient as yet to open the books for subscription stock; when that is determined on, due notice will be given of it by the commissioners. They have elected thirteen of their body to act as a permanent committee, the Hon. A. S. Lipscomb, chairman, and L. Mitchell, Esq. secretary. A corresponding committee consisting of A. S. Lipscomb, H. Hitchcock, J. Hunt, and T. Sandford, Esqrs. has been appointed with authority to employ competent engineers, and it is confidently hoped that the commissioners in the interior will lend their cordial co-operation in a work that addresses itself so directly to the interests, not of South Alabama only, but to East Tennessee, South Virginia and Western Georgia, to say nothing of its importance in a national point of view.—[Mobile Commercial Register.]

OFFICE OF CONSTRUCTION B. & O. R. R.
Baltimore, September 30, 1830.

To Jacob Small, Superintendent, &c.:

The duty of personally superintending the laying of the rails on the Baltimore and Ohio Rail-road, having been confided to me by the Chief Engineer, until the time of thy appointment as Superintendent of Construction on the first of April last; and having been continued to the service, with orders to report to thee on all subjects connected with this duty, I herewith report the progress and present state of the work so far as I have been concerned in conducting its operations.

The first, and part of the second track of wood rails, having been completed from this city to Ellicott's Mills, it had been determined that the remainder of the second track, about six miles in length, should be laid with stone and iron. This work was in progress on the first of October last, together with a single line of similar track from Ellicott's Mills to the Forks of Patapsco, a distance of about twelve miles further. Since that time a contract was entered into for the completion of a single track on the third division, and also for constructing the second track on the second division, with stone sills.

It was confidently expected that the stone track on the first division would have been finished during the last year, but as no one engaged in its construction had any experience in that particular kind of work, it was impossible to form any certain estimate of the length of time that would be required for its faithful execution. From this cause, expectations which may have been based partly upon the facility and expedition with which the wood rails had been laid, were not realized; and in consequence of the unusual severity of the last winter, this track was not entirely finished until the opening of the spring. The same causes which operated to delay the completion of the stone track on the first division, contributed in a greater degree, to retard the work on the first track of the second division, to which were superadded, several that did not exist in relation to the other. This delay rendered it impracticable to complete the second track on this division as soon as had been anticipated.

These causes were, generally, the limited number of quarries that were accessible—the small number of hands that could be placed in any one of the quarries at one time—the scarcity at several periods during the progress of the work, of mechanics that could have been advantageously employed—the failure of several quarries which had been relied on, the stone of which having proved deficient both in quantity and quality—the time as well as expense of transporting the sills considerable distances in common wagons, being much greater than was expected, especially during the latter part of the fall and winter, when the weather proved very unfavorable for many weeks together. These causes, all of which more or less influenced the operations of the contractors, rendered the progress of laying the stone rails more tedious than was expected.

The second track on the second division is now in

active progress of construction, and will cost rather more for the workmanship, than the first track.—There remains to be done but 1 1/2 miles to complete the two tracks on this division, and the progress of the contractors during the current month, warrant the expectation of its being finished by the first day of November; both tracks are exclusively of stone and iron, except a small portion of wood which is laid on some of the high embankments.

The preparation of the materials for the first track on the third division, commenced in November last and was prosecuted during the winter; the quarrying and dressing the sills, and the preparation of broken stone for bedding them, was continued until the graduation was sufficiently advanced for the contractor to commence laying down the track, which took place about the 2d of May last. Apprehensions began to be entertained in the early part of June that the contractor on this division was inefficient, and that the work would not be completed in due season. A proposition was therefore made to him to relinquish a part of his contract, which was acceded to, and an arrangement was soon in progress to place other contractors upon the part so relinquished.

About the 20th of June, however, it became apparent that he could not possibly complete the residue of the work in due season, and he was accordingly dismissed from the contract. The causes which led to, and the circumstances attending his dismissal, together with the events which followed, have been recited to the Board of Directors, in a communication from this department, dated 31st July last, a copy of which, with its accompanying documents, are herewith furnished and referred to, and are marked Nos. 1, 2 and 3.

The work from which Truxton Lyon had been dismissed, was immediately contracted for by John Littlejohn, Jr. and Co. embracing a distance of about 7 miles, nearly 6 of which were designed to be laid with stone, and the embankments, comprising the residue of that distance, with wood. This work has since then been prosecuted without delay, and it is believed will be completed by the 1st of November.

The disappointment occasioned by the deficiency in the quantity of sills, reported to have been prepared by the former contractor, and which will be found to have been explained in the document just referred to, marked No. 1, rendered it expedient, in order to complete a single track on this division during the present season, to lay a greater extent of wood track than had been contemplated. Of the latter material, it was originally intended to lay a bout two miles, on the embankments included within these seven miles, leaving five miles to be laid with stone. No quarries, suitable for sills, were however, found upon this part of the division, and a portion of the sills for these five miles, had they been quarried, must have been transported on common wagons about nine miles. The saving of time and expense, was therefore deemed, a sufficient reason under the then existing circumstances, to adopt the use of wood, and accordingly contracts were made for the requisite materials, and also for the workmanship, all of which is in a forward state. About 5 65.100 miles of this portion of the track are completed at the present time, and it is believed, from the supply of materials already on hand, and the general progress of the workmanship, that it will also be seasonably accomplished. There now remains of this division, below the foot of the first inclined plane, only 1 27.100 miles of stone and 2 1.100 miles of wood track to be finished to complete the first track.

At the opening of the second track on the second division, there will also have been completed in connection therewith, about one and a half miles of second track on the eastern end of the third division, by which the double track will be extended twenty six and a half miles from the city of Baltimore.

In pursuance of the views laid before the Board of Directors, in the last Annual Report from the Engineer department, contracts were made for a supply of materials, for the construction of a single track of wood on the fourth and fifth divisions, and on the lateral road to Frederick, and also for the western end of the third division included by the inclined planes, and for several miles of the second track across Parr Spring ridge.

This timber was in preparation during the last winter and spring, and from the late returns of the Assistant having in charge that part of the work, every confidence is now entertained that the supply will be sufficient to enable the company to open the road to Frederick by the first of December next.

About the middle of June, contracts were made with Joseph M. Kasson and William Otis for the workmanship on this portion of the wood track, at the rate of two dollars per rod, and it has been prosecuted with much energy since that time. There has been laid by these contractors, on the western end of the third division, 2 72.100 miles, leaving but 2 30.100 miles to be laid on this part of the division.

From the known efficiency of the contractors who are now engaged on the work westward of Parr Spring ridge—from the supply of timber already on hand, and in preparation—and from the general progress of construction exhibited on the Road and Rail-way, no doubt is now entertained that the expectations of the board will be realized, by the completion of a double track of rails from Baltimore to the forks of Patapsco, and of a single track, thence to the city of Frederick and to the Point of Rocks, during the year 1831, as contemplated in the last annual report.

The entire line of horsepath on the parts between Ellicott's Mills and Frederick, and also between the Monocacy and the Point of Rocks, is under contract, at prices varying from fifty cents to eighty-seven and a half cents per rod, or from one hundred and sixty to two hundred and eighty dollars per mile for single track, according to the proximity of suitable materials, and the facilities afforded by other circumstances for the construction. These several portions of the horsepath include the second track on the second division, and also the remainder of the track intended to be laid this year westward of the forks of Patapsco—they are, by contract, to be completed as the track of Rail-way progresses, so that both the Rail-way and horsepath will be finished at nearly the same time.

The requisite quantity of spikes and plates, for the work, now on hand, have been ordered and are furnished as they are wanted.

About two thousand five hundred tons of iron have been received, and the remainder due, viz. one hundred tons, is expected to arrive in season.

John D. Steele, Jr. has been continued resident engineer of the second division, assisted by George Holtzbecker and John H. Wilson. Joseph Shriver resident engineer of the third division, has been assisted by Robert G. Bowie, Joseph B. Conard, Hopewell Dorsey and Jonathan Price. Roger Howorth and Isaac Briggs have jointly in charge the requisite examinations of the graduation previous to laying down the rails, and giving the levels and curvatures for the workmen, on the part of the third, the fourth, and the fifth divisions of the lateral Road, and are assisted by Samuel Brooke, Charles Pollock, George Matthews, and George F. De la Roche. The immediate superintendence of the construction of the Rail-way and horsepath on the fourth and fifth divisions and lateral Road is confided to Caleb Stabler; and the procurement and distribution of the wood materials to Otho H. W. Stall. The services of the several engineers and assistants, have been rendered with a zeal and assiduity highly creditable to themselves and to the work.

It remains now to form an approximate estimate of the funds which may be required by the Department of Construction for the work under contract, and for the operations of the ensuing year, in order to complete the Rail-way to the Potomac river, with two tracks, and for one track on the lateral Road to Frederick. From the construction of the several portions of Rail-way already finished and in progress, the data is acquired for ascertaining, nearly, the cost of the Rail-way. The present estimate will include the entire cost, except the fixtures at the inclined planes, the buildings at the several depots, and the extension of the Road into the city of Baltimore.

ESTIMATE.

| | |
|---|----------|
| Actual cost of wood rails laid on the City and First divisions of the Rail-road, under the contracts of March, April, and June, as reported in October, 1830, | \$82,739 |
| Approximate cost of 1 42.100 miles laid on the City division in the autumn of 1829, at \$6,000 per mile, say, | 8,520 |
| Add for expense of alteration to suit the flanges on the inside, | 1,200 |
| Estimated cost of stone rails on the first division, say 6 1.2 miles, at \$6,000 per mile, | 39,000 |
| Ditto for first track of ditto, 2d division, 12 miles, at \$6,300 per mile, | 75,600 |
| Ditto for second track of ditto on ditto, 12 miles, at \$6,500 per mile, | 78,000 |
| Estimated cost of laying 10 miles of track on the 3d division, at \$7,500 per mile, | 75,000 |

| | |
|--|-----------|
| Ditto the residue of the two tracks on the 3d division, say 25 miles, at \$5,000 per mile, | 125,000 |
| Ditto two tracks, say 28 miles of single track, on the 4th division, at \$5,000 per mile, | 140,000 |
| Ditto 22 miles ditto on 5th division, at \$5,000 per mile, | 110,000 |
| Ditto 3 1/2 miles single track on lateral road, at ditto, | 17,500 |
| Add for contingencies, including the pay of engineers, &c. say 7 per cent, | 52,679 |
| Total required, | \$805,238 |
| Deduct for payments made on account of the above work: | |
| City and first divisions for Rail-way, | \$118,206 |
| Second division for ditto, | 89,598 |
| Third division for ditto, | 33,765 |
| City 1st, 2d, and 3d divisions for horse-path, | 6,089 |
| Paid for pine scantling, | 10,000 |
| Rail laying account for 4th and 5th divisions, | 17,900 |
| Timber account for ditto, | 20,250 |
| Ditto for 3d division, | 2,950 |
| Calverts on 1st and 2d divisions, | 552 |
| Repairs of road and Rail-way during the time of constructing the track, widening road bed, quarrying off points of rock, and extra work at laying rails, | 4,200 |
| Other contingencies connected with laying the rails, hauling materials, &c. | 13,450 |
| Paid for iron in Liverpool, | 75,060 |
| Ditto for freight, &c., in Baltimore, | 5,464 |
| | 81,524 |
| Less the cost of iron used on the City and First divisions, | 19,576 |
| | 61,948 |
| Paid for Rail-road spikes | 5,543 |
| Total expended | \$384,451 |

Leaving this sum, viz. \$420,787 to be disbursed, to complete the entire line from Baltimore to the Potomac river and to Frederick. It will be perceived by reference to the tables, accompanying this report, which cannot be transferred to the Journal,—

That the two tracks on the city and first divisions of the Road, or from Baltimore to Ellicott's Mills, are completed.

That the first track on the second division is also completed, and that there remains only but 1 1/2 miles of the single track of stone and wood together to complete the double track on this division, from Ellicott's Mills to the Forks of Patapsco.

That on the third division, there has been laid up to the present time, 420-100 miles of stone, and 754-100 miles of wood, and that there remains to be laid 127-100 miles of stone and 433-100 miles of wood, to complete the single track.

That there has been laid on the fourth division 74-100 miles of single track, leaving 745-100 yet to be laid.

That on the lateral Road there has been laid 128-100 miles, (exclusive of a portion of second track at the depot of Frederick,) and that on this Road there remains to be laid 215-100 miles.

That the entire length of single track yet to be laid from the forks of Patapsco to the city of Frederick is 1520-100 miles, 1393-100 miles of which are to be laid with wood, and 127-100 miles of stone. The iron rails, string pieces and sleepers for this portion of the Road, (with the exception of a small quantity yet to be furnished for the lateral Road) are delivered on the ground, and the contractors for laying the rails have expended labor in preparing broken stone and dressing the sleepers equivalent to the construction of 3 miles of the wood track. This will reduce the actual labor to be performed on the single track yet to be laid between Baltimore and Frederick, to an extent not exceeding 1093-100 miles of wood, and 127-100 of stone track.

It will also be seen, upon a comparison of the length of time heretofore occupied in laying the wood structure with the length of track laid, that the time now allowed for the completion of the residue of the track to Frederick, is sufficient, under ordinary circumstances, to finish the work, especially, when it is known that on the first division, ten miles of the single track of wood were laid in one month, during which time, the greater part of the materials were obtained, and delivered on the graduated surface of the Road.

It will also be seen that there has been laid on the fifth division, extending from Monocacy to the Point of Rocks, 13-100 miles of single track, leaving 97-100 miles to be laid. The preparation of materials by the contractors on this division, will by the same rule as applied to the third and fourth divisions and lateral Road, reduce the work to be done on the fifth division, to an amount not exceeding what would be required in the construction of 81-2 to 9 miles of single track.

That the average cost per mile of the double track on the city and first divisions, inclusive of 6 miles of stone track, has been \$10,112 per mile.

That the average cost of the double track per mile on the second division which is exclusively of stone (except a small portion of wood on the embankments) will have been \$12,800.

That the average estimated cost per mile of the double track on the third division, including not less than ten miles of single track of stone, will have been \$11,428; and that the probable cost of the double track on the fourth and 5th divisions will have been \$10,000 per mile exclusive of contingencies.

From the foregoing statements and estimate, which, it is not doubted, will cover all expenses, it results, that the two tracks as proposed to be laid from Baltimore to the Point of Rocks—a distance of 67 1/2 miles, and a single track on the lateral Road to Frederick, of 3 1/2 miles, or, 138 1/2 miles of single track, of which 40 miles are of stone, will have cost \$805,238, averaging \$5,814 per mile for single, or \$11,628 per mile for double track, inclusive of contingencies.

That the entire length of stone track now laid, exclusive of about one mile within the city of Baltimore, is 318-100 miles, from which deduct 53-100 miles laid prior to the 1st October, 1830, and there remains 265-100 of single track of stone, which has been laid since the last annual report.

That there has been also laid of wood, during the same period 1834-100 miles of single track, making together 4539-100 miles—all of the wood, with the exception of a very small portion having been done within the last ten or twelve weeks,—and that there is at this time, about 70 miles of single track of Rail-way laid on the Baltimore and Ohio Rail-road; embracing, it is believed, an extent of Rail-way, greater than has been constructed on any one continuous line, either in this Country or in Europe.

Respectfully, JAMES P. STABLER, Asst. Engr.

[From the National Gazette.]

RAIL-ROAD EXPERIMENT.—On Monday the 10th inst. (April 1832) an experiment was tried on the Newcastle and Frenchtown Rail-road with the Pennsylvania Locomotive of Colonel Long, in the presence of a large number of spectators, the circumstances and result of which were as follows, viz:—

The weight of the entire train, including the Locomotive, three Cars attached, &c. was something more than ten tons. The weight of the Engine exclusive of its load, was about three tons.—The cylinders had just received fresh packing, which was screwed up very tight, and for a considerable time much obstructed the working of the pistons.

The time actually employed on the road was two hours and fifteen minutes, of which fifteen minutes were spent in stoppages occasioned by other carriages at work on the road. Accordingly the time actually consumed in running, was two hours. In this time the entire distance actually traveled by the Locomotive, was twenty-seven miles, the last three miles of which were performed in the short period of seven and a half minutes, the steam blowing off at the safety valve, under a pressure of seventy-five lbs. to the square inch, during this part of the experiment.

The weight of the Engine being three tons, that of its load, including the cars, was something more than seven tons. The conveyance of an equivalent aggregate load on the Rail-road, at a speed of 2 1/2 miles per hour, is known from repeated experiments to require two good horses actually hitched, and laboring to their maximum of useful effect.—Hence the actual performance of the Locomotive was equivalent to that of ten horses laboring to the best advantage.

The celebrated experiments on the Manchester and Liverpool Rail-road were made on a road perfectly level and cleanly swept. Those of the Pennsylvania Locomotive were made on an undulating road, no attention having been paid to cleanliness, but on the contrary, the rails were generally covered with a profusion of dust, and in many places with sand freshly thrown upon them by the work-

men engaged in digging and dressing along the road.

The performance of the Pennsylvania Locomotive, especially on the last three miles of its run, by every rule of fair calculation, far surpasses that of the best English engines, as exhibited in the recorded experiments on the Manchester and Liverpool Rail-road.

Agreeably to Mr. Wood's late treatise on Rail-roads, an American edition, which is about to issue from the press of Messrs. Carey and Hart, of Philadelphia, the average best performance of the Rocket was equivalent to a load of twice the weight of the engine, (exclusive of the weight of the engine) drawn at a speed of 14 miles per hour.

AN EYE WITNESS.

The citizens of Portsmouth, (Va.) have authorized the Trustees of that town to subscribe \$50,000 to the Portsmouth and Roanoke Rail-road.—[Whig.]

[From the Rochester Daily Advertiser.]

WESTERN RAIL-ROADS.—We hasten to congratulate the people of this section on the passage of the Rochester and Danville Rail-road Bill. A letter from Dr. Faulkner, of Danville, who was deputed by the applicants for the charter to represent their interests at Albany, informs us that the bill only requires the Governor's signature to become a law.—The Genesee valley presents facilities for the construction, which it is believed will render this Rail-road much less expensive than any one now in progress. From the enterprising spirit of its projectors, as well as for the unquestionable importance of the work, we anticipate a speedy completion of the road.

The materials are "being collected," on the route of the proposed Rail-road from Rochester to Lake Ontario along the eastern bank of the Genesee.—We refer with pleasure to these evidences of improvement, which must exercise such an important influence on the business transactions of Rochester and the whole valley of the Genesee.

TRANSPORTATION ON THE BALTIMORE AND OHIO RAIL-ROAD.

March 31.—Arrived—cars and wagons, containing, viz:

| | |
|--------------|--------------|
| Flour, | 422 barrels. |
| Whiskey, | 4 bbls. |
| Wheat, | 29 bags. |
| Shorts, | 100 bags. |
| Furniture, | 1 load. |
| Lime, | 1 load. |
| Merchandise, | 7 boxes. |
| Granite, | 15 tons. |
| Livs stock, | 1 calf. |

Departed 55 cars and wagons, laden with oil, hardware, dry goods, &c. &c.

Arrived, 8 passenger cars with 69 passengers.

Departed, 8 passenger cars with 63 passengers.

April 2.—Arrived 42 cars and wagons containing, viz:

| | |
|---------------|--------------|
| Flour, | 694 barrels. |
| Wheat, | 200 barrels. |
| Pig Iron, | 25 tons. |
| Paving stone, | 3 tons. |
| Granite, | 20 tons. |

Departed 49 cars and wagons with merchandise, &c.

Arrived, 11 passenger cars with 110 passengers.

Departed, 11 passenger cars with 107 passengers.

April 3.—Arrived 43 cars and wagons containing, viz:

| | |
|-----------|--------------|
| Flour, | 647 barrels. |
| Herrings, | 5 barrels. |
| Iron, | 3 tons. |
| Granite, | 20 tons. |

Departed 37 cars and wagons, laden with merchandise, fish, &c.

Arrived, 10 passenger cars with 115 passengers.

Departed, 10 passenger cars with 112 passengers.

April 4.—Arrived 24 cars and wagons, containing, viz:

| | |
|---------------|--------------|
| Flour, | 534 barrels. |
| Iron, | 73 tons. |
| Furniture, | 1 load. |
| Paving stone, | 8 tons. |
| Granite, | 25 tons. |

Departed, 4 cars and wagons laden with fresh and salt fish, &c.

Arrived, 9 passenger cars with 72 passengers.

Departed, 9 passenger cars with 91 passengers.

April 5.—Arrived 52 cars and wagons containing, viz:

| | |
|---------------|--------------|
| Flour, | 630 barrels. |
| Iron, | 63 tons. |
| Furniture, | 1 load. |
| Whiskey, | 1 barrel. |
| Paving Stone, | 8 tons. |
| Granite, | 14 tons. |

Departed, 31 cars and wagons, laden with groceries, crockery, &c.

Arrived, 9 passenger cars with 53 passengers.

Departed, 9 passenger cars with 59 passengers.

April 6.—Arrived 46 cars and wagons containing, viz:

| | |
|---------------|--------------|
| Flour, | 637 barrels. |
| Iron, | 42 tons. |
| Tobacco, | 11 bbls. |
| Lime, | 1 barrel. |
| Paving Stone, | 8 tons. |
| Granite, | 32 tons. |
| Ship Timber, | 5 tons. |
| Feats, | 3 tons. |

Departed 44 cars and wagons, laden with trunks, salt, and fresh fish, &c.

Arrived, 10 passenger cars with 84 passengers.

Departed, 10 passenger cars with 93 passengers.

NEW-YORK AMERICAN.

APRIL 7, 9, 10, 11, 12, 13—1833.

LITERARY NOTICES.

THE LIFE OF GOUVERNEUR MORRIS; with selections from his correspondence and miscellaneous papers, &c. &c.; by JARED SPARKS: 3 vols. 8vo. pp. 500. Boston, GRAY & BOWEN.—The biography of such a man as Mr. Morris, is in some sort the contemporaneous history of his own country, and of those others with which his particular agency in public affairs rendered him necessarily conversant. From the fact that for the last fifteen years of his life, Mr. Morris lived retired from general society, and from any personal participation in public affairs, his had already, even before his death, become a historic name; and like his great coadjutor in the earlier and perilous scenes amid which our republic was born, JOHN JAY, he stood while yet living in the presence of posterity. But that posterity could not then justly estimate him; or they had not witnessed his great and important labors in the revolutionary Congress, in the Convention which framed the Constitution, or in the high stations he filled abroad; and of those, his contemporaries, who could bear testimony to the value, the disinterestedness, and the patriotism of his services, one portion was suspected, because of their partiality as political friends, the other was distrusted, because of their prejudices as political opponents. But now we have, in these admirable volumes, the unimpeachable record of his most private thoughts,—the speaking memorials of his strong, active and unquenchable love of country; of his disdain of intrigue; his contempt of falsehood; his frank and fearless honesty, in all matters public or private, personal or political. He seems at all times to have scorned to advance himself or others by any indirection; what he honestly desired, he openly aimed at and freely avowed. Men may and will differ as to some of his political opinions; but none can charge him with the littleness of disguising the deliberate convictions of his mind, or with the dishonesty of paltering with the dictates of his conscience; nor can his genuine love of liberty be doubted by any fair mind, albeit he abhorred the excesses too frequently committed in that sacred name, and scrupled not to manifest that abhorrence on all fitting occasions.—We had intended to have gone at some length to-day into a review of these volumes, but find the space pre-occupied. We defer it therefore to another, perhaps to more than one other, occasion. But we cannot break off without a single remark upon an assertion which the Washington Globe of Thursday, in referring to these volumes, ventures upon,—that the developments therein made “render it indubitable that their [the Federalists] labors, if successful, would have aided in converting our Governments, State and Federal, into a consolidated monarchy.” Mr. Sparks, whose sound and impartial judgment no one questions, says in relation to this same charge urged against Gouverneur Morris individually, by the biographer of General Greene, that “it would be idle to discuss this subject—all Mr. Morris’s writings, all his actions, vindicate him from the charge of seeking to establish a monarchy in America,”—and what is true in regard to Mr. Morris, is most emphatically true of the Federal party—and at this time of day the charge is indeed too “idle” to be seriously discussed.

We must add a line in commendation of the usual superiority of the Boston publishers, in the getting up of this book, notwithstanding some trifling typographical errors.

A PRELIMINARY DISCOURSE ON THE MECHANISM OF THE HEAVENS; by Mrs. Somerville. 1 vol. 12mo. Philadelphia, Cary & Lea.—How fine a rebuke does this able and admirable dissertation, by an accomplished female mathematician, convey to the mischievous efforts of such misguided women as

Fanny Wright, who, in presumptuous confidence in their own powers, have “shot madly from their spheres,” to become beacons of folly and of shame, when, like the author before us, they might, in the proper exercise of their high faculties, have conduced to extend the knowledge and the love of that Truth which all alike profess to worship.

This little volume is what its title imports, a preliminary discourse to a larger work published in London—no other than an attempt to render, in English, a succinct, profound, but, at the same time popular view of LA PLACE’S *Mécanique Céleste*.—Our own Bowditch has translated a part, if not the whole, of that great treatise, and illustrated it with copious notes; but few there are, we presume, even among those who cultivate the high mathematics, to whom that treatise is other than a sealed book; so lofty is its reach, so profound its speculations.—A woman, however, has adventured, and if we may judge by the clearness and precision of this preliminary dissertation, has succeeded in presenting such a view of *La Place’s* Expositions, as to render them intelligible to mathematicians of ordinary instruction. Of this, however, we are not now to speak, but only of the preliminary discourse here separately published, and which, as unfolding with singular clearness and method, the motions and laws of the celestial bodies, may be read with pleasure and advantage by all.

AN HISTORICAL INQUIRY INTO THE PRODUCTION AND CONSUMPTION OF THE PRECIOUS METALS, by Wm. Jacob, Esq. F. R. S.; 1 vol. 8vo. pp. 425.—Philadelphia, Cary & Lea.—It may very well be that though the desire to possess the precious metals be common to all, that of tracing the history of their production and consumption will not be by any means so general. Yet the inquiry here instituted is both instructive and amusing, extending through a long lapse of ages, and embracing the results of much curious research. It is, therefore, by no means a book for political economists and financiers merely which Mr. Jacobs has produced, but one which may be read with interest by all persons of a liberal curiosity, as will be perceived at a glance by any one who will cast his eye over the table of contents. Take the first chapter for instance, which treats of the accumulation of the precious metals from the most remote ages to the establishment of the imperial government in Rome, and in which individual instances of enormous wealth are pointed out; and then again chapter XXVI., which presents very curious details and calculations as to the consumption of gold and silver for purposes other than coin. According to the data furnished in this chapter, and they appear to have been carefully weighed, there is, on these accounts, in Europe and America together, an annual abstraction from the general stock of the precious metals of nearly six million pounds sterling, or twenty-seven millions of dollars, and that too after making a reasonable allowance for the quantity of old gold and silver goods re-melted; this large quantity, it will be remembered, is withdrawn from general circulation. From among numerous striking historical facts we extract one only, referring to the familiar use in by-gone days, of gold and copper before that of iron:

“This subject has been illustrated in Denmark, by opening many Scandinavian tumuli of very remote age, from which have been collected specimens of knives, daggers, swords, and implements of industry, which are preserved and arranged in the Museum at Copenhagen. There are tools of various kinds formed of flint and other hard stones, in shapes resembling saws, axes, chisels, hammers, and knives, which are supposed to be those first invented. There are swords, spears, and knives, the blades of which are of gold whilst an edge of iron is formed for the purpose of cutting. Some of the tools and weapons are formed entirely of copper, with edges of iron; and many of the implements the profuse application of copper and of gold, when contrasted with the parsimony evident in the expenditure of iron, seems to

prove that at the unknown period, and among the unknown people who reared the tumult which antiquarian research has lately explored, gold as well as copper, were much more abundant products than iron.”

A GEOLOGICAL MANUAL, by Henry T. de la Beche, F.R.S., &c. &c.; 1 vol. 8vo., pp. 550: Philadelphia, Carey & Lea.—In a rapidly advancing science like that of geology, a work sketching its actual condition and recent progress, and which, from what is known, hazards conjectures as to what remains to be discovered, cannot but be well received. Such we understand to be the character of this volume; which may, therefore, it is presumed, be advantageously used as a manual by those entering upon, and those engaged in, the study of geology.

THE ROMANCE OF HISTORY—ITALY—by Charles McFarlane; 2 vols. 12mo., New York, J. & J. Harper.—In spite of the magic which attaches to Italy in its early and in its middle ages,—and it is to the incidents of the latter that these volumes are devoted,—we do not think this fourth series of historical romance as interesting as those which preceded it: yet no one of practised talent as a writer, and of laborious research,—to credit in both which particulars Mr. McFarlane may justly lay claim,—could treat of Venice, of Genoa, of Florence, of the bloody struggles of the Guelphs and the Ghibellines, of the career of the Condottieri, or of the many other absorbing themes which the Italian annals of that period furnish, without producing a clever book. The “King’s Nurse,” in the second volume, is perhaps as fair a specimen as any, of the style and talent of the author; and we are content to believe with him, that the young and beautiful *Joanna of Naples*, upon whose disastrous story this tale is founded, was, like the equally beautiful and unhappy Mary of Scotland, whose fortunes were in many respects so similar, innocent of the death of her husband, brute as he was.

DR. LARDNER’S CABINET CYCLOPEDIA: A Treatise on the Silk Manufacture. Carey & Lea, Philad.—This work comes out very opportunely, and will be read with interest under the existing attention to the fabrication of silk, which has been for sometime awakened in every part of the country. The volume treats of everything relating to the fabric, embracing many historical observations and interesting facts in natural history, with practical directions of the minutest kind, for the guidance of those engaged in the production or the manufacture of silk. These details, with the accompanying engravings of machinery, must prove particularly valuable to those who wish to attain an accurate knowledge of a very important art, on the history of which alone the general reader will find much to interest him in the first part of the volume. The time of the earliest use of silk is uncertain; but it was first produced in the East, and China is considered the native country of the silk worm. This singular people assert, that the art of converting to their own advantage the labors of the silk worm, was known and practised among them 2700 years before the commencement of the Christian era. The Chinese, it is now admitted, were the Sereæ of the Greeks and Romans, and the name of the fabric is probably derived from the word *ser* in their language. The first introduction of the luxurious texture into Europe was by Alexander the Great, of which the following notice is taken:

The victorious army of Alexander the Great brought home, among other eastern luxuries, wrought silks from Persia. This ambitious conqueror, while eagerly intent upon adding to his dominions, was desirous also of extending the boundaries of knowledge: not forgetting, amid his insatiable lust of empire, the more rational counsels of his learned preceptor, Aristotle, that he should explore the arcana of nature. To facilitate this object, Alexander took with him, in his Asiatic expedition, 1000 men whose sole employment it was to collect animals, either by fishing, hunting, or hawking: these were from time

to time, carefully transmitted for the inspection of the philosopher; and for his further encouragement in the prosecution of his inquiries, Alexander presented him with the sum of 800 talents. So well did Aristotle avail himself of these opportunities afforded by his royal pupil, that although his writings on natural history are the most ancient extant, they are found to be more correct than those of many who wrote at later periods on that branch of science.

The first fabrication of the article was introduced into Europe in the reign of Justinian by two Persian monks, who, in the character of missionaries, had penetrated into China. They concealed the eggs of the silk worm in a hollow cane, and thus dexterously eluding the vigilance of the Chinese, conveyed them in the year 552 to Constantinople. The insects produced from these eggs are the progenitors of all the generations of worms which have since been raised in Europe and the western part of Asia. Six hundred years after, the culture of silk was introduced into Sicily by Roger I., who, invading the Greek territories, carried off a number of silk weavers and compelled them to settle in his kingdom. Italy and Spain soon learnt the process; but it was not until the reign of the gay and magnificent Francis, that the silk manufacture took root in France. In England, after an attempt in the reign of Elizabeth, it was finally established by the exiles from Antwerp, when the artisans and merchants of that city sought refuge in London, after the sacking of their native town by the Duke of Parma in 1585. The first introduction of the manufacture into this country, is thus mentioned:

In the year 1654, the rearing of silkworms again became a subject of interest in Virginia. This revival was principally owing to the exertions of Mr. Edmond Diggs, who confidently asserted that he had conquered all the main difficulties attending the experiment. He endeavored to persuade the Virginians that in a short time a great quantity of silk might be very profitably obtained; but it does not appear that the production was ever carried to any extent in that colony. It is probable that the planters found a source of greater profit in the growth of tobacco, for which they met with a ready market both in the mother country and the north of Europe.

The various changes which the silkworm undergoes, and the three states it passes through, from that of a worm or caterpillar, to a chrysalis or aurelia, and that of a moth, is probably familiar to the reader; and the more minute details we have not room here to enter into. The following details, however, relating to the ancient and modern hatching process, are curious enough to extract:

The hatching process, until within a very few years of the present time, was usually conducted in a very immethodical or uncertain manner. Many cultivators depended on the spontaneous appearance of the worms, called forth only by the natural warmth of the advancing season. Others had recourse to the heat of manure beds, but the method most frequently employed was to foster them into life by the heat of the human body. The mode of accomplishing this, was to place a small silk or cotton bag containing one or two ounces of eggs in the bosom next to the skin. The persons with whom these deposits were intrusted were forbidden to use any violent exercise, lest their charge might be crushed, or otherwise sustain injury through the consequent inequality of temperature. It would have been unsafe to continue the bags in this position during the night, and it was therefore most usual to place them beneath the pillow, which was previously heated to the temperature of the human body, using precautions also against injury, by placing some stiff substance over the eggs. When this companionship had lasted three days, and it was judged that the worms were shortly about to appear, the eggs were very gently transferred to shallow boxes made of thin wood, similar to those used for containing wafers: these were placed between warmed pillows as before described; and if the hatching were still further delayed, fresh heated pillows were supplied through the ensuing day, and continued until the insects had burst their shells.—Some persons used warm pillows from the commencement, and avoided the system of human incubation.

Count Dandolo recommended and adopted the use of stoves for heating the apartment in which his eggs were hatched, and by such means rendered the operation in a great degree certain, removing, at the same time, much of the trouble by which it had previously been accompanied. Previously to placing the eggs in this heated atmosphere, the count caused the cloths to which the eggs adhered to be agitated for five or six minutes in a vessel containing water, in order to lessen the adhesiveness of the matter which retained them on the cloths. Having then suffered the water to drain from them during two or three minutes, the cloths were stretched out on tables, and the eggs were gently scraped from them by an instrument whose edge was not sufficiently sharp to cut the eggs, nor yet so blunt as to crush them. The eggs, thus removed, were placed in water and washed, still further to free them from gum, and to promote their separation from each other.—If any floated on the surface in this washing, they were removed and destroyed as spoilt. The water again being drained from them, the eggs were next washed in some sound light wine, and gentle friction was used to perfect their mutual separation. They were then strained and dried, by being placed on an absorbing substance in a dry place, whose temperature was between forty-six and fifty-nine degrees of Fahrenheit's scale, there to await the proper moment for placing them in the stove-room. It has always been customary in Italy to employ wine as a solvent for the gum which causes the eggs to adhere together, and which is thought to make the task of disengaging itself from the shell more difficult to the insect.

Before the discoveries of chemistry had dispelled the idle fancies of the vulgar, many virtues were ascribed to silk which it is now known were founded on ignorance and superstition. Some of these quaint credences, however, such as a string of silk around the neck preventing the nose from bleeding, still remain, and others are here accounted for, like the following:

A silk covering of the texture of a common handkerchief is said to possess the peculiar property of resisting the noxious influence and of neutralizing the effects of malaria. If, as is supposed, the poisonous matter is received into the system through the lungs, it may not be difficult to account for the action of this very simple preventive: it is well known that such is the nature of malaria poison, that it is easily decomposed by even feeble chemical agents. Now, it is probable that the heated air proceeding from the lungs may form an atmosphere within the veil of silk, of power sufficient to decompose the miasma in its passage to the mouth; although it may be equally true that the texture of the silk covering may act mechanically as a non-conductor, and prove an impediment to the transmission of the deleterious substance.

The durability of silk is one of its qualities particularly worthy of notice. The following anecdote proves strongly its imperishable nature, even under circumstances peculiarly unfavorable to the preservation of animal substances:

Some years ago, the sexton of Falkirk parish, in Stirlingshire, on opening a grave in the churchyard, found a riband wrapped about the bone of an arm, and which, being washed, was found to be entire, and to have suffered no injury, although it had lain for more than eight years in the earth, and had been in contact with a body which had passed through every stage of putrefaction, until it was reduced to its kindred dust.

The discovery that silk is an electric, or a non-conductor of electricity, originated in one of these fortunate accidents to which science has been indebted for many of her most valuable discoveries. This fact it was which first led to the beautiful disclosure of the distinction between electric and non-electrics.

In 1729, while the knowledge of electrical phenomena was yet in its first infancy, Mr. Gray, after performing many interesting experiments, succeeded in concentrating the electric fluid, excited by friction in a glass tube, through a perpendicular distance of many feet, by causing one end of a piece of iron wire or pick thread to communicate with the glass tube, and the other end with an ivory ball. Pleased with his success, he became desirous of conducting the fluid horizontally; but this experiment failed at the time, through the mode of his attempting it, which was by carrying the line over a packthread cord, suspended for the purpose across the room. Through this material the elec-

tric stream ceased, and the ivory ball was, in consequence, no longer found to be excited.

Mr. Gray having communicated to a friend the ill success which had attended this attempt, was advised to suspend the conducting line by silk instead of packthread; there being no other reason for this advice than the greater fineness of the former. Acting upon this suggestion, their first experiment was made in a large matted gallery; a line, the middle part of which was of silk and the two extremities of packthread, was fastened across the gallery; the conducting line with the ivory ball at the end was passed over the silken portion, and hung nine feet below this horizontal line of suspension. The conducting line was eighty feet and a half in length, one end being fastened by a loop to the electric tube; upon rubbing this the experimenters had the gratification of finding that the ivory ball attracted an impelled light substance in the same manner as the tube itself would have done. They next contrived to return the line, so that the whole length amounted to 147 feet, and in this case likewise the experiment answered tolerably well; but suspecting that the attraction of the electric fluid would be stronger if the line were not doubled, they carried one straight forward through a distance of 124 feet. In this anticipation they were not deceived the attraction under these circumstances being stronger than when the line was doubled. Proceeding thence to add more and still more to the conducting line, until at length the slender silk thread broke from the weight imposed, they sought to substitute for this fragile cord a small wire, first of iron and then of brass. The unsuccessful result, however, soon brought them to the conviction, that the refusal of the silk to conduct the electric fluid was not owing to fineness, but proceeded from some inherent property possessed by the material. The metallic wires were smaller even than their silken thread had been, and yet they effectually carried off the electricity; thicker silken cords were therefore adopted, and, as before, the electric fluid was conveyed to a great horizontal distance, without suffering any diminution of its virtue.

This knowledge of the non-conducting power of silk was quickly followed by the discovery of the same quality in many other substances, and thus accidentally was laid the foundation of many of the subsequent improvements in the science of electricity.

We regret that our limits prevent extracting some observations respecting the mulberry tree, upon the leaves of which the silkworm feeds, and of the bark of which from young branches, we are told that a beautiful vegetable silk has been produced by beating it with mallets and steeping it in water—an art well known to the South Sea Islanders, among some of whom a cloth is used made of the bark of this tree. We close with an ingenious solution of a celebrated mystery in classical lore found in the following note to Marsden's translation of the Travels of Marco Polo:—

"I have long held the idea that the golden fleece which Jason carried off from Colchis was a cargo, or perhaps only skein, of rich golden-colored raw silk in the hank, which might figuratively be termed a fleece, because it was to be twisted into thread and interwoven into cloth. This, at least, is as plausible as the commonly received solution, admitted by a celebrated historian not prone to credulity."

A new edition of LEMPRIERE'S CLASSICAL DICTIONARY, by Lorenzo Da Ponte and John D. Ogilby Collins & Hannay, New York.—The principal improvement that distinguishes the present edition of Lempriere from those which have preceded it, is the separation of its contents into different departments, and bringing them severally under a mythological, a geographical, and an historical head; and thereby preventing confusion in the mind of the reader by presenting actual narrations and descriptions before it, unmingled with the allegories of the mythologist or the fancies of the poet. This new modification of the work appears to us so important an amendment, that we are surprised that it has not occurred to any of its former able editors. The other alterations consist of a lustration of the work from many of the impurities in the mythological department which have been thought to diminish its usefulness as a book of instruction to youth, and, in fact, have induced its reprobation by many distinguished men of letters, as well as more rigid moralists; and when we add to this, that the present editors have not hesitated to avail themselves, to a considerable extent, of the labors of many learned scholars and

antiquarians,—extracts from whose works are appended to many of the articles,—it will be perceived that this edition will be a valuable acquisition to family libraries, and the desk of the young student. The volume is inscribed by the editors to the Right Rev. Benjamin T. Onderdonk. *

SALMONIA; OR DAYS OF FLY FISHING, &c. Carey & Lea, Philad.—We are surprised, in meeting with an American reprint of this delightful volume, that a work so universally popular has not been before published in this country. It appeared, if we mistake not, at least eighteen months since in England. Salmonia, from which, in our occasional selections, we have repeatedly extracted passages, is a little work whose composition formed the recreation of the latter days of Sir Humphrey Davy, when increasing ill health prevented the philosopher from pursuing his customary scientific avocations. It professes to be a treatise on angling, but is written in so discursive a style, that while that sport constitutes the principal subject of the book, many other departments of human knowledge are taxed, in illustrating its practice.

The disciples of old Isaac Walton are chiefly catered for, but their treat is one in whose enjoyment they are by no means exclusive; for the book so abounds in scientific observations, poetic descriptions, and interesting anecdote, that, like that Yankee dish yecept *chowder*, if the whole mixture is not palatable to the sportsman obliged to make a meal on it, he is at least certain, in the infinite variety of materials which compose it, to find some morsel that will relish. The work is written in the dialogue form, and the character of a faithful angler is kept up throughout all the philosophizing of the principal person who speaks; though we doubt whether amateur fishermen are much in the habit of so conversing. Your true fisherman is generally a taciturn personage, and when at his sport eschews conversation as devoutly as a whist player; while he often amply makes up for the hours thus past in silence, by fighting over his piscatory battles, whenever he can secure a good listener. And indeed, it is something worth talking about, when a man can number among his angling feats, the flinging twenty yards of line with such accuracy as to strike a trout on his eye-teeth, or kill a hundred of these leopards of the brook, that shall average a pound each in a morning's fishing. The ancient avenues to distinction are all pre-occupied. The hero business is overdone, and poets are a drug in the market; while painting and sculpture won't pay, and it's idle to think of executing something rare in the way of a steamboat, while the Stevens' have a monopoly of ingenuity; so that it only remains for genius to assert its pre-eminence over vulgar minds by either fishing or fiddling, in which walks of art it has only an Isaac Walton or a Paganini for rivals. How many yesty and turbulent spirits would the world get rid of, would but these aspiring people incontinently betake themselves to trout fishing! It is a capital lenitive for undue excitement. Byron indeed calls angling "a solitary vice;" and so it may be labelled, if to sit with a drop-line in an open boat at summer noontide, or bob for eels in a muddy stream at nightfall; but this is not trout fishing. Is it not the diversion of a poet to dart along some living brook in a light canoe, impelled and guided by his single paddle—at one moment shooting under the interlacing branches of alder, and at another, skimming the smooth surface of the sheltered lagoon into which the stream suddenly widens; now dropping his line into the quiet pool beneath the root of a spreading elm, and again flinging it into the wave that ripples around the stone near which his scaly prey is lurking. With what a strange intensity do all the sounds with which the woods are filled, fall on the ear when so

engaged! Not only the drumming of the partridge, the uncouth cry of the jay, and the querulous note of the highhole, as he digs out his dinner of grubs from an old stump; but the innumerable noises which even at noonday appear to teem out from every object around you, and which, without conveying any distinct impression to the ear, seem as it were to make silence audible. The insect race generally, and possibly even the ephemera—who are born, live and die, while we are pausing to watch the world fall on which their fate is cast, the leaf from whose narrow regions they never travel—may in their unimaginable numbers produce this sound; which, feeble as it is, seems to tell of an invisible world, rife with animated creation around us. But we are keeping too long from the volume before us, where the description of spring in our first extract, which is a defence of the sport it so beautifully describes, is enough to make one's mouth water for a taste of the delicious season we seem doomed never again to enjoy.

That veteran bruiser, Winter, after keeping the ring this year for more than six months, still struggles stoutly to maintain his foothold upon the earth. And though he appears, at length, to be pretty well done for, we should not be surprised if even yet the pugnacious old fellow should fling his snowy glove in the face of Spring. It is to be hoped the buxom Nymph will soon get him completely under, and hang out her baldric of green in triumph. To aid the praise-worthy attempt, we would humbly suggest that all the weathercocks in town which have pointed north-east so long as to be fixed by rust in that position, be forthwith turned to the southwest, and so riveted that they shall not veer for a month to come. It would also be well that not more than six inches of dust, upon a level, should for the present be allowed to accumulate in Broadway, inasmuch as, when transferred to the eyes of passengers, it gives objects, viewed through the medium, any thing but a vernal tint, and thus prevents people from realizing that Spring is really at hand. By attending to a few particulars of this kind, we might coax ourselves into a belief that the climate is new about to compensate in balmy weather for the dreary skies it has hung over us for six months past. But again to our book. We have dovetailed all our extracts together into one dialogue, which the reader will not think too long when he realizes the variety of entertaining and instructive observations it contains. *

PHYSICS AND HALIEUS.

PHYS.—I do not find much difficulty in understanding why warriors, and even statesmen, fishers of men, many of whom I have known particularly fond of hunting and shooting, should likewise be attached to angling; but I own, I am at a loss to find reasons for a love of this pursuit amongst philosophers and poets.

HAL.—The search after food is an instinct belonging to our nature; and from the savage in his rudest and most primitive state, who destroys a piece of game, or a fish, with a club or spear, to man in the most cultivated state of society, who employs artifice, machinery, and the resources of various other animals, to secure his object, the origin of the pleasure is similar, and its object the same: but that kind of it requiring most art may be said to characterize man in his highest or intellectual state; and the fisher for salmon and trout with the fly employs not only machinery, to assist his physical powers, but applies sagacity to conquer difficulties; and the pleasure derived from ingenious resources and devices, as well as from active pursuit, belongs to this amusement. Then as to its philosophical tendency, it is a pursuit of moral discipline, requiring patience, forbearance, and command of temper. As connected with natural science, it may be vaunted as demanding a knowledge of the habits of a considerable tribe of created beings—fishes, and the animals that they prey upon, and an acquaintance with the signs and tokens of the weather and its changes, the nature of waters, and of the atmosphere. As to its poetical relations, it carries us into the most wild and beautiful scenery of nature; amongst the mountain lakes, and the clear and love-

ly streams that gush from the higher ranges of elevated hills, or that make their way through the cavities of calcareous strata. How delightful in the early spring, after the dull and tedious time of winter, when the frosts disappear and the sunshine warms the earth and waters, to wander forth by some clear stream, to see the leaf bursting from the purple bud, to scent the odours of the bank perfumed by the violet, and enamelled, as it were, with the primrose and the daisy; to wander upon the fresh turf below the shade of trees, whose bright blossoms are filled with the music of the bee; and on the surface of the waters to view the gaudy flies sparkle like animated gems in the sunbeams, whilst the bright and beautiful trout is watching them from below; to hear the twittering of the water-birds who, alarmed at your approach, rapidly hide themselves beneath the flowers and leaves of the water-lily; and as the season advances, to find all these objects changed for others of the same kind, but better and brighter, till the swallow and the trout contend as it were for the gaudy May fly, and till in pursuing your amusement in the calm and balmy evening, you are serenaded by the songs of the cheerful thrush and melodious nightingale, performing the offices of paternal love, in thickets ornamented with the rose and woodbine.

PHYS.—All these enjoyments might be obtained without the necessity of torturing and destroying an unfortunate animal, that the true lover of nature would wish to see happy in a scene of loveliness.

HAL.—If all men were Pythagoreans and professed the Brahmin's creed, it would undoubtedly be cruel to destroy any form of animated life; but if fish are to be eaten, I see no more harm in capturing them by skill and ingenuity with an artificial fly, than in pulling them out of the water by main force with the net; and in general, when taken by the common fisherman, fish are permitted to die slowly, and to suffer in the air, from the want of their natural element; whereas, every good angler, as soon as his fish is landed, either destroys his life immediately, if he is wanted for food, or returns him into the water.

PHYS.—But do you think nothing of the torture of the hook, and the fear of capture, and the misery of struggling against the powerful rod?

HAL.—I have already admitted the danger of analysing, too closely, the moral character of any of our field sports; yet I think it cannot be doubted that the nervous system of fish, and cold-blooded animals in general, is less sensitive than that of warm-blooded animals. The hook usually is fixed in the cartilaginous part of the mouth, where there are no nerves; and a proof that the sufferings of a hooked fish cannot be great is found in the circumstance, that tho' a trout has been hooked and played for some minutes, he will often, after his escape with the artificial fly in his mouth, take the natural, and feed as if nothing had happened; having apparently learnt only from the experiment, that the artificial fly is not proper food.

Fish, as you ought to know, respire by passing water, which always holds common air in solution, through their gills or bronchial membrane, by the use of a system of muscles surrounding the fauces, which occasion constant contractions and expansions, or openings and closings, of this membrane, and the life of the fish is dependant on the process in the same manner as that of a quadruped is on inspiring and expiring air. When a fish is hooked in the upper part of the mouth by the strength of the rod applied as a lever to the line, it is scarcely possible for him to open the gills as long as this force is exerted, particularly when he is moving in a rapid stream; and when he is hooked in the lower jaw, his mouth is kept closed by the same application of the strength of the rod, so that no aerated water can be inspired. Under these circumstances he is quickly deprived of his vital forces, particularly when he exhausts his strength by moving in a rapid stream.

PHYS.—As far as analogies from warm-blooded animals can apply to the case, the death that follows obstructed respiration is quick, and preceded by insensibility. There are many instances of persons who have recovered from apparent death produced by drowning, and had no recollection of any violent or intense agony; indeed, or passion of fear generally absorbs all the sensibility, and the physical suffering is lost in mental agitation. I can answer from my own experience, that there is no pain which precedes the insensibility occasioned by breathing gasses unfitted for supporting life, but oftener a pleasurable feeling, as in the case of the respiration of nitrous oxide. And in the suffocation produced by the gradual abstraction of air in a close room

where charcoal is burning, we have the record of the son of a celebrated chymist, that the sensation which precedes the deep sleep that ends in death is agreeable. There is far more pain in recovering from the insensibility produced by the abstraction of air than in undergoing it, as I can answer from my own feelings; and it is, I believe quite true, what has been asserted, that the pain of being born, which is acquiring the power of respiration is greater than that of dying, which is losing the power.

HALL.—The laws of nature are all directed by Divine Wisdom for the purpose of preserving life and increasing happiness. Pain seems in all cases to precede the mutilation or destruction of those organs which are essential to vitality, and for the end of preserving them; but the mere process of dying seems to be the falling into a deep slumber; and in animals, who have no fear of death dependent upon imagination, it can hardly be accompanied by very intense suffering. In the human being, moral and intellectual motives constantly operate in enhancing the fear of death, which, without these motives in a reasoning being, would probably become null, and the love of life be lost upon every slight occasion of pain or disgust; but imagination is creative with respect to both these passions, which, if they exist in animals, exist independent of reason, or as instincts. Pain seems intended by an all-wise Providence to prevent the dissolution of organs, and cannot follow their destruction. I know several instances in which the process of death has been observed, even to its termination, by good philosophers; and the instances are worth repeating: Dr. Cullen, when dying is said to have faintly articulated one of his intimates, "I wish I had the power of writing or speaking, for then I would describe to you how pleasant a thing it is to die." Dr. Black, worn out by age and a disposition to pulmonary hemorrhage, which obliged him to live very low, whilst eating his customary meal of bread and milk, fell asleep, and died in so tranquil a manner, that he had not even spilt the contents of the spoon which he held in his hand.—And the late Sir Charles Blagden, whilst at a social meal with his friends, Messrs. and Mad. Berthollet and Gay-Lussac, died in his chair so quietly, that not a drop of the coffee in the cup which he held in his hand was spilt.

PHYS.—I cannot help regarding the end of human life as most happy, when terminated under the impulse of some strong energetic feeling, similar in its nature to an instinct. I should not wish to die like Attila in a moment of gross sensual enjoyment; but the death of Epaminondas or Nelson in the arms of victory, their whole attention absorbed in the love of glory and of their country, I think really enviable.

HALL.—I consider the death of the martyr or the saint as far more enviable; for in this case, what may be considered as a divine instinct of our nature, is called into exertion, and pain is subdued, or destroyed, by a secure faith in the power and mercy of the Divinity. In such cases man rises above mortality, and shows his true intellectual superiority. By intellectual superiority I mean that of his spiritual nature, for I do not consider the results of reason as capable of being compared with those of faith. Reason is often a dead weight in life, destroying feeling, and substituting for principle, calculation and caution; and, in the hour of death, it often produces fear or despondency, and is rather a bitter draught than nectar or ambrosia in the last meal of life.

The higher and more intense the feeling, under which death takes place, the happier it may be esteemed. The immortal being never can quit life with so much pleasure as with the feeling of immortality secure, and the vision of celestial glory filling the mind, affected by no other passion than the pure and intense love of God.

FINDEN'S LANDSCAPE ILLUSTRATIONS OF BYRON'S WORKS: Murray, London.—We noticed the appearance of this work in England some time since, and are now happy to state that it may be seen at Disturnell's, 155 Broadway. The first number, which we have before us, contains highly finished views of Lochlynag Gair in the highlands of Scotland, Belem Castle, Lisbon, and of Yanina and Corinth in Greece, with a beautiful portrait of "The Maid of Athens," painted in 1812.

FINE ENGRAVING.—A noble picture by Wilkie is now exhibiting at No. 359 Broadway, which is well worth a visit to that (late Bourne's) establishment. The subject is, "Chelsea Pensioners reading the gazette of the Battle of Waterloo." The principal figures are, a mounted Orderly of the Seventh Lan-

cers, at that time the Marquis of Anglesey's regiment, who has just arrived with the gazette of the battle; an old pensioner, a veteran of the 12th, who was at the siege of Gibraltar; and several others, whose designations we have forgotten, but who are principally likenesses of well known individuals, though in a humble station of life. Among the rest, is a portrait of a dog, who followed Wellington's army throughout its campaigns in the Peninsula, and was present in several battles. The grouping and expression of the whole is admirable.

Love of the celandine, and primrose meet,
Star of the leafless hazel, where art thou?
Where is the wing-flower, with its modest cheek? &c. &c.
saith some repining poet wearied out with waiting for a bit of warm weather to sentimentalize in.—Where on earth can Spring be, that men must be doomed through this month of April, in the year of our Independence 56, to shiver with the chills of December?

The trailing bramble hath not yet a sprout;
And hark to the wind the wanton prates,
while blades of grass are almost as scarce as blades of Damascus. The comet must certainly have turned tail on us, or fuel could not be at this moment in such requisition. Snow, we are informed by the New Hampshire Journal, fell to the depth of more than a foot on Tuesday last on a portion of the stage route between Plymouth and Concord. "The stage driver on the route was under the necessity on Thursday of engaging assistance to help him through the deep masses of snow; and reports that a true Siberian winter yet reigns at the north." This floundering in a snow bank in April is a novel diversion for the season, but one we should be sorry to see come in vogue, especially as the streets are now otherwise appropriated—namely, to dust drifts. The last have really become so overpowering, that there is reason to suspect collusion between the Street Inspector and the quondam Directors of the Eye Infirmary; the latter of which are, to be sure, somewhat justifiable in punishing the public by this optical infliction for their culpable indifference to the fate of an important public institution: but, for the former, there can be no excuse for thus forcing upon people, however quiet in their habits, whenever they go abroad, the necessity of kicking up a dust,

"That living dust,
Unfelt by none whom ties of brotherhood
Link to his kind."

Having published the letter which has called forth the annexed article in the Charleston Patriot, we as an act of justice, publish it also:

To the Editor of the Southern Patriot:

Sir,—I regret that you should have noticed Mr. Anthon's Letter, addressed to the Editor of the New York American. I had seen it, and should have passed it *sub silentio*. The confusion arising from that gentleman's identification of me with the editor of the Review makes the whole charge absurd. The errors, chiefly typographical no doubt, of several former numbers with which I had nothing to do, are adduced as proofs of incompetency to decide any point relative to Latin versification. For instance, the author of an article in No. 2, by way of illustration, has arranged some words of Sallust in the following order:

"Corci Pompeii fidos veteresque clientes," and pronounces it a perfect hexameter, as it most certainly is; I wish Mr. Griffin had made as good, so far as regards sound. Lost it should be imagined, however, that this was the order in which Sallust expresses himself, the critic on Niebuhr has, at the end of the number containing that criticism, given the passage in its prosaic dress, and then Mr. Anthon charges him with quoting the *prose as verse*.—To mend the matter, and to display his own scholarship, he concludes with the following quotation:—"Quam malus est qui suam culpam alterius facit." If this is not to be convicted out of one's own mouth, I do not know what is.

Mr. Griffin's verses are trash, and ought never to have been published. If Mr. Anthon still doubts let him send them, for adjudication, to any fifth form boy at Eton or Westminster, (who has a character to lose,) accompanied by fifty or a hundred dollars

as an inducement to the said boy to adopt the said verses as his own, and to have them published with certificates of *optime, praeclarè, praeclarissime* and *honos*; and if the perpetrator is not flogged within half an hour after the transaction becomes known to the head master, I will submit my next latin poem to Mr. Anthon's *approbation*—than which I can conceive no greater misfortune.

We are gravely required by this petulant vindicator to consider that

1st. Mr. Griffin had no drilling in latin verse,—(as if any man or boy could do his exercise without drilling.)

2dly. That his *effusions* were produced at irregular intervals, and with little exertion.

3dly. That he can hardly be said to have had any regular instruction in the principles of Latin versification, as evinced by his preferring the neglected hexameter of Horace (poor Horace!) to the sonorous and flowing melody of the Mantuan Music (called at Eton, Virgil.)

4thly. That he remained unacquainted with the *rythmical powers of the casual pause*. (how grand, eloquent!) until, in his last production, his own poetic mind, *unaided by instruction* (who were his masters?) seems so have revealed to him some idea of casual melody, and the true cadence of the stately hexameter (more grandiloquence!) And yet we are roundly abused for proclaiming these very truths, (with the exception of the revelation, which never took place) as good reasons why our young countrymen should not be imposed upon by the eulogistic marks with which the whole of these *effusions* have been ushered into the literary world of the U. S.!

I regret, Mr. Editor, that neither time nor space were allowed me to notice more fully the volumes in question. If the task were to be done anew, I should be little more unparing of the *effusions and revelations*, but I should also endeavor to do more justice to other parts of Mr. Griffin's productions, in which his young friends may safely emulate both his talents and literary zeal.

"E'en from the tomb the voice of Griffin cries"—
"Disce, puor, virtutem ex me, verumque laborem;
"Fortunam ex aliis."

In plain English, Imitate me in virtue and industry, but learn to make latin verses where that art is understood. I am, Sir,

The Southern Reviewer of Griffin's Remains.

FOREIGN INTELLIGENCE.

FROM MEXICO.—According to the accounts *via* Havana, Gen. Santa Anna was defeated, with great loss, on the 3d March. The dates in the annexed extract from Tampico, which is situated about 220 miles north-west of Vera Cruz, are of the 17th March,—later by a fortnight than those *via* Havana:

The sehr. Two Brothers, Capt. Stewart, from Tampico, whence she sailed on the 18th, arrived here last night. The papers brought from Tampico are up to the 17th inst., and which confirm the news brought by the Jalapa, that General Santa Anna had had an engagement with the troops of the General Government, and in which Santa Anna was victorious. The only difference in the statements brought by the Jalapa and Two Brothers are—the former announced that the army of the Government had lost 700 men; whereas the loss of 700 men by the latter is given as the loss of both armies. Those officers and soldiers of the Government army who were taken prisoners, and who would not join the army of the conqueror, were sent immediately to Vera Cruz.—[N. Orleans Merc. Advertiser.]

[From the New-York Gazette.]

FROM HAVANA AND MEXICO.—By the brig Ariel, Capt. Watson, from Havana, we have received papers to the 21st March inclusive. The *Diario* of the 18th, mentions the arrival of the British brig Laura, Capt. Cowl, in 11 days from Vera Cruz, and adds the following account of a defeat experienced by Gen. Santa Anna:—

"A passenger in the Laura informs us that Gen. Santa Anna was routed on the 3d inst on the plain of Tolome, eight leagues from Vera Cruz, and at the same point where on the 26th he made 200 prisoners and seized 20,000 dollars. He lost 300 men including Col. Landero and 450 prisoners, among whom were 45 officers, and the balance of 1200 men fled. Santa Anna himself reached Vera Cruz at half past 5, P. M. on the 4th with only two men, and declared that he was about to treat for the rising of the criminals laboring in the garisons (*presidarios*) to defend himself inasmuch as he had no desire to fall into the hands of the

commanding General Calderon, who was besieging him with 2500 men, and as a consequence remained tranquil and a lover of the government."

The *Noticioso Mercantil* of the 19th, contains a proclamation of Santa Anna dated at Vera Cruz the 4th of March, in which he alludes to the defeat his troops had sustained, but he does not condescend to make the public any wiser as to the real facts of the case—a fair inference may therefore be drawn that the matter was more disastrous than he was willing to admit.

Since the above was prepared for the paper, we have learned that there were private letters received here from Vera Cruz dated the 7th ult. They allude, in general terms, to Santa Anna's defeat, avoiding all details. They do not, however, mention the death of Colonel Landero, which would have been done had he been among the slain. The report from Havana on this point, must therefore be incorrect.

The letters mention that in the province of Chiapas, in the State of Puebla in the South, a chief named Osorio, had declared in favor of Santa Anna, and was at the head of 500 men. Troops had been sent against him from the city of Puebla, and others had also been sent to the State of Oajaca, where there were some apprehensions of revolutionary movements.

It was currently reported at Vera Cruz that there had been some indications of revolutionary movements in the city of Mexico, and the Government had cut off all communication between Vera Cruz and the interior. The probable object of this measure was to conceal from the inhabitants of Vera Cruz the actual state of the Capital. This information does not correspond with the Havana accounts as to the tranquility of the country.

HOME AFFAIRS.

[From the *Richmond Whig*.]

We have now before us two acts passed at the late session of the Legislature of Maryland, relative to the colored population of that State, slave and free, of sufficient interest, in connection with the recent discussion of the same subject here, to induce us to lay a brief abstract of their provisions before our readers.

The first, is entitled An Act relating to the people of color. It appropriates twenty thousand dollars, and authorizes a loan, not exceeding two hundred thousand dollars, and places these sums at the disposal of Commissioners, to be applied to the removal of people of color, now free, or who may hereafter become so, to Liberia or elsewhere, with their consent, and to provide for their support after such removal, as far as may be necessary in the opinion of the commissioners. It requires that, in all cases of manumission, the person liberated shall be removed beyond the limits of the State, with or without the consent of such person, but the option is given to renounce the right to freedom and to remain a slave, and authority is vested in the Orphan's Court, to grant permission from year to year, to such persons as are deemed worthy of it, to remain in the State. The commissioners are also authorized in their discretion, to hire out such manumitted slaves, until their wages will produce a sum sufficient to defray the expenses attending their removal and necessary support at the place of removal.

The second is entitled An Act relating to free negroes and slaves. It prohibits the removal of any free negro or mulatto into the State. It provides that, if any such shall come into, and shall remain ten days in the State, they shall be subject to a fine of fifty dollars for every week they shall remain, and authorizes a sale for such time as may be necessary to pay the penalty. It prohibits, under a penalty, the employing any such free negro or mulatto; but excludes from its operation, mariners and drivers of wagons from neighboring States, or servants traveling with their masters.

It prohibits the bringing slaves into the State for sale, after the first day of June next, under the penalty of forfeiture of the slaves, and a provision is made for their removal to Liberia, or elsewhere beyond the limits of the State, with a proviso reserving former rights to proprietors of islands in the Potomac, and to authorize any one owning tracts of land in Maryland and other adjoining States within ten miles of each other, to remove slaves from one tract to another for purposes of cultivation.

There are various other provisions relating to keeping arms, attending religious worship, buying and selling, &c., which we do not consider of consequence here to specify.

OFFICE OF THE COLONIZATION SOCIETY.

Washington, March 30, 1832.

Intelligence has just arrived by the James Perkins, from Liberia. Capt. Crowell, the master of that ship, writes from Norfolk, that, after a passage to the Colony of thirty-five days, he landed all the passengers, 343 in number, in good health, and left there for the United States on the 25th of January. He further observes, "I experienced much less trouble with the emigrants than I anticipated; I had never occasion to resort to any mode of government except that of mild and reasonable requests; and all my orders relative to keeping their berths, &c., clean and dry, as well as the regulations in the cooking department, were uniformly received with cheerfulness, and promptly obeyed; to which cause, under the protecting hand of Providence, I in some measure ascribe their perhaps unparalleled health during the passage. I am persuaded, that if a like number had been distributed in the largest county in Virginia, they could not have enjoyed greater freedom from disease."

The accounts from the Colonial Agent are such as to encourage the efforts of all the friends of African Colonization. The Colony is acquiring vast influence with the natives, who are constantly expressing their desire that new settlements should be founded in their respective neighborhoods. Dr. Mecklin is of opinion that a large number may be received into the colony during the present year, provided receptacles shall be prepared for their temporary accommodation. Africa is indeed inviting her long exiled children to return to her bosom, and humanity and religion are coming forward to assist their departure to a land which is theirs by an undisputed charter; the home of freedom and of joy to them and their posterity.—[Nat. Int.]

OFFICIAL.

NAVY DEPARTMENT.—Official information has been received at the Navy Department of the return to Montevideo, from the Falkland Islands, of the sloop of war Lexington, having secured on board most of the persons recently engaged there in the outrages on American property and American citizens; having retaken the captured and plundered vessels which remained at Birkely Sound, and furnished relief to such of our seamen as were illegally detained, or had been inhumanly left to perish on the neighboring Islands.

NAVAL REGISTER.

Some of the most important changes in the Navy Register, as ascertained at the Department, during the month of March: 1832.

Deaths.—Lieut. Alexander Eskridge, 15th March; Surgeon James Page, 15th March; Midshipman Peter L. Ganeevoort, about 7th March; Midshipman Daniel Carter, 25th March; Boatswain Richard A. Munroe, 27th March.

Vessels belonging to each Foreign Station.

Mediterranean.—Frigate Brandywine. Sloops—John Adams, Ontario, Boston, and Concord.

West Indies.—Sloops—Fairfield, Erie, and Vincennes. Schooners—Porpoise, Shark, and Grampus.

Coast of Brazil.—Sloops—Warren and Lexington.—Schr. Enterprize.

Pacific.—Frigate Potomac, Sloop Falmouth, and Schr. Dolphin.

Notices.—Sloop Fairfield, Commodore Ellint, arrived at the port of St. Thomas, 22d February, having visited since her departure from Port au Prince the Islands of Gaudaloupe, Martinique, Dominica, Antigua, St. Christopher's, St. Eustacia, St. Croix, and St. Thomas—sailed thence for St. Johns, Porto Rico 24th—thence for Port au Prince 27th February and arrived there 3d March—all well. Sloop Erie, Capt. Clack, was seen going into St. Domingo, 12th February—was off Cape St. Nicholas, 22d, off the harbor of Port-au-Prince, 3d March, and expected in that night. Sloop Vincennes, Capt. Shubrick, sailed from Pensacola about the 10th of March for Jamaica—all well. Schr. Porpoise, Lt. Commanding Armstrong, sailed from Pensacola 22d February, and arrived at Havana 7th March—sailed thence with a convoy on the 8th. Schr. Grampus, Lt. Commanding Tattnal, from Matanzas, arrived at Pensacola, 16th Feb.—all well—sailed thence about the 10th March for Vera Cruz. Sloop Warren, Capt. Couper, sailed from Bahia on the 24th January, and arrived at Rio, 5th Feb.—all well. Sloop Peacock, Capt. Geisinger, sailed from Boston 8th March. Sloop Lexington, Capt. Duncan, returned to Monte Video from the Falkland Islands—10th February. The Mediterranean Squadron was at Syracuse, January 1st—all well.

Navy Department, March 31, 1832.

OFFICIAL.

Department of State, 5th April.

The ratifications of the Treaties of Commerce and Navigation, and of Limits, between the United States and the Republic of Mexico have this day been exchanged by the Secretary of State and the Chargé d'Affaires of the Mexican United States.

LEGISLATURE OF NEW-YORK.

IN SENATE—April 5.

The following bills from the assembly were favorably reported upon by standing and select committees:

To incorporate the *Rensselaer and Saratoga* Railroad company, without amendment—in incorporate the *New York and Erie Railroad company*—to incorporate the *Utica and Susquehanna Railroad company*—to incorporate the *Saratoga and Fort Edward Railroad company*—to incorporate the *Albion and Tonawanda Railroad company*—to incorporate the *Warren county Railroad company*, severally, with amendments. To incorporate the *Bowery fire company* of the city of New-York, with amendments.

Mr. Edmonds said there seemed to be some doubt whether the apportionment bill would pass into a law during the present session of congress. If it should not, some measures ought to be taken in order to preserve our relative strength in the Union. If his impression was correct, that some states or territories held their elections for members of congress, in the year 1833, and the apportionment bill should not pass until the next session of congress, the result would be that our election would be held under the present ratio of representation and the elections in other states or territories under the new ratio, and our relative representation, be affected, very much to our injury. He was not satisfied that such an event was not desired by some, but whether it was so or not, it became us to guard against it by all prudent measures. For this purpose and in the hope that an extra-session might be dispensed with, he would offer for the consideration of the senate the following resolution:

Resolved, That the committee on privileges and elections, be instructed to inquire into the expediency of altering the time of electing representatives to Congress, so that the time of electing members of the 23d Congress, shall be held in the year 1833, and that said committee report by bill otherwise.

The resolution was agreed to.

The bills to extend the time for filling up the stock of the Neptune bell marine insurance company of the city of New York, and to incorporate the Fish-kill factory, were passed.

The Senate resolved itself into a committee of the whole, on the resolution to amend the constitution, so that the mayor of the city of New York be made an elective officer.

When before in committee on this resolution, Mr. Tallmadge moved to amend it, so that the Mayors of all the cities in this State be elected or appointed annually, in such manner as the Legislature shall direct. This amendment Mr. Seward at that time moved to amend, by striking out the words "or appointed."

After debate the committee rose and reported.—Adjourned.

IN ASSEMBLY.

On motion, resolved that this house meet to-morrow afternoon at 4 o'clock, for the purpose of taking up, in committee of the Whole, the several bills to incorporate banks and insurance companies.

Mr. Hammond laid on the table a resolution providing that the clerks of either house furnish the trustees of the New York Society Library annually, with a copy of the journals of the Senate and Assembly, and of the printed documents, under certain conditions.

A communication was received from the board of managers of the Troy Savings Bank, giving the following statement of the affairs of that institution: Deposites during the year ending on the

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|--|-------------|
| 2d inst., | \$59,031 71 |
| " withdrawn, including dividends paid and contingent expenses, | 27,789 16 |
| | \$31,342 55 |
| Deposited in the Bank of Troy, | \$71,522 88 |
| " " Farmers' Bank, | 63,360 51 |

Nett amount of deposits since the commencement of the institution, \$134,883 39
Dividends have been made at the rate of five per cent. per annum—that of the year ending October, 1829, 5 1/2 per cent.
Surplus of interest, \$3,157 11

Bills read a third time and passed.—Authorizing and directing the final settlement of the claim of John Jacob Astor; ayes 104, nays 5.

To incorporate the Buffalo Marine Hospital.
To incorporate the Ithaca and Geneva Rail-road Company.

To authorize Hugh Laing to construct a dock or wharf at Cold Ferry Point, Westchester co.

Chenango Canal.—The committee of the whole resumed the consideration of the bill providing for the construction of the Chenango Canal; Mr. Granger having the floor. His remarks were extended until the usual hour of adjournment; when the committee rose and reported and the house adjourned.

IN SENATE—Friday, April 6.

Mr. Allen presented the petition of Daniel Clark, to be authorized to erect a building for the accommodation of steamboats on the west side of West street in the city of New York.

The following bills from the Assembly were favorably reported upon by standing committees:—

To incorporate the city of Buffalo; to amend the act incorporating the Northern Missionary Society.

Mr. Dodge moved that the Senate meet this afternoon, at 4 o'clock, for the purpose of considering, in committee of the whole, the several bills before the Senate for the incorporation of banks.

Messrs. Beardsley, Allen and Hubbard opposed the motion, and it was lost.

Mr. Allen moved a resolution, that the several bills relating to banks and insurance companies be made the special order for Wednesday next, which, after some debate by Messrs. Dodge, Beardsley, Allen, Maynard and Fuller, the two latter in favor of laying it on the table, the resolution passed by the casting vote of the President—the vote, on a count, being 10 to 10.

Bills read the third time and passed.—To amend the charter of the Seamen's Savings Bank in the city of New York.

Relating to the Supreme and Circuit Courts.

The Senate resolved itself into a committee of the whole on the bill authorizing the assessment and collection of an annual tax, for three years, for the use of the people of this State; and the resolution moved by Mr. Maynard, for amending the Constitution, so that the auction and salt duties be diverted from the canal to the general fund, after the year 1835.

Mr. Bronson resumed and concluded his remarks in favor of the bill.

Mr. Maynard took the floor, and addressed the committee until near the hour of adjournment, against the bill for laying a tax, and in favor of the substitute or amendments moved by him some day since.

Mr. Edmonds moved to amend the resolution before the house, and which has not yet been discussed, so that it will read as follows:

Resolved, That the following amendment be proposed to the constitution, &c.

The duties on the manufacture of salt, as established by the act of the 15th of April, 1817, or as hereafter established by any amendment to the constitution, and the duties on goods sold at auction, as now established, shall hereafter be and remain inviolably appropriated and applied to defraying the ordinary expenses of administering the government of this state; nor shall the duties on the manufacture of salt aforesaid, nor the duties on goods sold at auction, as established as aforesaid, be at any time hereafter reduced, or diverted from the aforesaid object.

The tolls which may be imposed upon all the canals of this state, not required for the payment of the debt incurred in the construction of the Erie and Champlain canals, shall be and remain inviolably pledged for the cost of the construction of other canals now authorized by law, and for defraying the expenses of government, the promotion of education and the further prosecution of the system of internal improvement.

The committee then rose and reported, and the resolution as proposed to be amended by Mr. E. was ordered to be printed.

After the consideration of executive business the senate adjourned.

IN ASSEMBLY.

M. Milledoler, reported the bill for the relief of the State Vaccine Institution.

A bill was reported regulating the measuring of grain in the city of New York.

The bills reported to repeal the law relative to certain duties of the clerks of the Supreme Court.

Mr. Gates called for the question on the final passage of the bill to incorporate the Tonawanda Rail-road company. [Authorizes the construction of a

road from Rochester to Attica, Genesee co.] The bill was supported by Messrs. Gates, Granger, Maxwell, Kemble, Andrews and Patterson; and opposed by Messrs. Babbitt and Howell, on the ground that it might interfere with the business of the canals, when the question was taken, and the bill passed—ayes 91, nays 16.

Mr. McKean called for the question on the final passage of the bill authorizing such an alteration of the map or plan of the city of New-York, as to lay out a new street in the 12th ward of that city from 14th to 13th street; which passed.

The bill to incorporate the Orleans County bank at Albion, was read a third time, and lost—ayes 80, nays 28.

The bill to incorporate the Troy city bank was read a third time, and, on the suggestion of Mr. Granger that the bill had not been made conformable to the pattern bill, was laid on the table.

The bill to incorporate the Merchants' Bank of Albany, was read a third time, and lost; ayes 72, nays 44.

Adjourned to 4 o'clock P. M.

IN ASSEMBLY—Friday, April 6.—Afternoon Session.

The House, in committee of the whole, had bills to incorporate sundry banks under consideration.

While the bill to incorporate the Bank of Genesee, was under consideration, Mr. Howland offered an amendment prohibiting any stockholder in the present Bank, from receiving any portion of the new stock. This amendment was opposed and lost.

The following Bank bills were passed, in committee of the whole, and referred to committee, to conform them to the "pattern bill."

To incorporate the Merchants' Bank at Rochester.
Do. Clinton county Bank.
Do. Ulster county Bank.
Do. Sacketts' Harbor Bank.
Do. Chenung Canal Bank, at Elmira.
Do. Rensselaer county Bank at Lansingburgh.
Do. Essex county Bank at Keeseville.

IN SENATE—Saturday, April 7.

The Assembly sent eleven bills for concurrence. On motion of Mr. Fuller, the vote of the Senate rejecting the bill for the erection of a prison for female convicts, was reconsidered, and the bill was recommitted to the committee of the whole.

Mr. Allen called for the consideration of his resolution fixing a day for the adjournment of the legislature.

The resolution was opposed on the ground that the legislature had not sufficient information as to what would be the course that ought to be pursued in relation to the apportionment bill now pending before Congress, when the resolution was again laid on the table.

The committee of the whole again entered upon the consideration of the bill to impose an annual tax for two years.

Mr. Maynard's substitute being under consideration,

Mr. Tracy addressed the committee in favor of the bill as reported by the committee on finance, and against the substitute. Mr. T. spoke upwards of two hours, when the committee rose and reported.

The committee then took up the bill to provide for a safe and profitable investment of the safety fund.

Mr. Beardsley proposed an amendment to the section which increases the salary of the bank commissioners \$500; the substance of which was, that this additional salary should not be allowed till all the banks affected by this bill should file a certificate with the comptroller giving their consent to this increase of salary.

Mr. B. said the object of this amendment was to prevent the bill from being considered a two-third bill.

Mr. Seward opposed both the amendment and the section. He protested against increasing the salary of those bank commissioners, because there was no evidence that this salary was too low; but proof to the contrary was before us: we had seen an honorable Senator resigning his seat to obtain this office.

Mr. Allen read a memorial from the banks of New York and Troy praying for an increase of salary to bank commissioners; but the hour of adjournment having arrived, the committee rose and reported, and the Senate adjourned.

IN ASSEMBLY.

A bill to incorporate the Mechanics' Bank of Rochester was reported complete.

The House agreed with the report of the select committee upon the bill to incorporate the City of Rochester, and the bill was ordered to be engrossed for a third reading.

The bill to incorporate the Troy city bank was called up.

A long debate ensued, principally, upon the conduct of the Select committee which reported the names of directors in the bill, contrary to the instructions of the House.

The bill finally passed by a vote of 93 to 17.

TWENTY-SECOND CONGRESS—1st SESSION.

Tuesday, April 3.

The Senate resumed the consideration of the amendments of the House of Representatives to the Bill supplementary to the several acts for the sale of the public lands, and the amendments having been advocated by Messrs. Moore, Kane, Buchanan and King, and opposed by Messrs. Ewing and Holmes, were finally concurred in. The bill from the House to amend the act for the relief of certain surviving officers and soldiers of the army of the revolution, was read the second time and referred to the Committee on Pensions. The bill making appropriations for the support of the Government for the year 1832, was taken up as the unfinished business, the question being on the amendment proposed by the Committee on Finance, adding in appropriation of four thousand five hundred dollars for the return of the ministers from France and England. On this question Mr. Sprague first addressed the chair, and continued his remarks until a late hour, when he gave way for a motion to adjourn.

In the House of Representatives, Mr. Verplanck, from the Committee on Ways and Means, reported a bill re-appropriating certain unexpended balances, which was read a first and second time, and committed to a Committee of the Whole on the state of the Union. Various private bills, also, were reported by Messrs. Muhlenburg, Drayton, Evans, of Maine, Sutherland, and Lansing, from their respective committees and read twice, and referred to a Committee of the Whole House. Mr. B. introduced a bill to provide means for extending the benefits of vaccination among the Indian tribes, as a preventative of the small pox, which was committed to a Committee of the Whole on the state of the Union. The report of the Committee on the Judiciary on the subject of charges against the Collector of Vicksburg, was again considered; and Mr. Mitchell, of S. Carolina, and Mr. Anderson addressed the House until the close of the hour.

The Indian appropriation bill was ordered to be engrossed for a third reading this day. The House afterwards went into a Committee of the Whole on the state of the Union, Mr. L. Condict in the Chair, and took up the revolutionary pensions bill which was discussed until half past 4 o'clock, when the committee rose, and the House adjourned.—[Globe.]

Wednesday, April 4.

In the SENATE, the bill making appropriations to carry into effect certain Indian treaties, was reported, read thrice, and passed. At half past twelve, the Senate went, on motion of Mr. Tazewell, into the consideration of Executive business, in which nearly three hours were spent.

In the HOUSE OF REPRESENTATIVES, the motion made by Mr. Slade, on Tuesday, to reconsider the vote rejecting the resolution offered by Mr. Arnold, directing the Committee on Internal Improvements to inquire into the expediency of constructing a National Road from Buffalo, in the State of New York, to New Orleans, was taken up. Mr. Arnold addressed the House in a long and discursive speech, in favor of the reconsideration of the former vote, and the adoption of his resolution. The motion to reconsider was lost—ayes 74, nays 94. The bill making appropriations for the Indian Department for the year 1832, was passed. The bill providing for the vaccination of the Indians as a preventive of small pox, &c., was considered in Committee, reported with amendments, and postponed until tomorrow. The pension bill was next taken up in Committee. Mr. Davis, of South Carolina, addressed the committee in opposition to the general principles of the bill, until the usual hour of adjournment, when he gave way to a motion that the committee rise, which was carried, and the House adjourned.

Thursday, April 5.

In the Senate, the bill supplementary to the act for the relief of the surviving officers and soldiers of the revolution was taken up, and, on motion of Mr. Foot, amended, so as to include seamen, officers and marines of the Navy. Mr. Watkins moved an amendment, extending the provisions of the bill to "Indian Spies." Mr. Marcy moved to amend the amendment, by adding "boatmen, wagoners, and express riders;" which motion was, after some discussion, rejected, and the bill laid on the table.

Mr. Webster, from the select committee on the apportionment of Representatives, under the fifth census, made a report thereon, accompanied by a bill. The general appropriation bill was taken up: the question being on the amendment, allowing \$4,500

for the expenses of the return of our ministers from France and England. Mr. Sprague resumed and concluded his speech upon the British Colonial Trade Arrangement, which has incidentally become a subject of discussion. Previous to the adjournment, Mr. Foot gave notice that he should, to-morrow, call up the Pension Bill.

In the House of Representatives, the bill providing for the postponement of certain trials involving titles to land in the Territory of Arkansas, was amended and ordered to be engrossed for a third reading. The bill providing for the vaccination of the Indians as a preventive of the small pox, was amended and ordered to be engrossed for a third reading. The House resumed, in committee, the consideration of the general pension bill. Mr. Davis, of South Carolina, concluded his remarks against the bill, when, on motion of Mr. Cheate, the committee rose, and the House adjourned.—[Globe.]

Friday, April 6.

In the Senate, a resolution was adopted changing the hour of meeting, for the remainder of the session, from 12 to 11 o'clock, from and after the 16th inst. The appropriation Bill was taken up, and Mr. Kane spoke about two hours, without concluding, in reply to the speech of Mr. Sprague on the British Colonial Trade arrangement. The Senate then adjourned to Monday.

The House of Representatives, at an early hour, went into Committee of the Whole on the State of the Union, upon the bill making appropriations for certain internal improvements for the year 1832. A lengthy discussion ensued, when, at half after four o'clock, the committee rose, obtained leave to sit again, and the House adjourned.—[Globe.]

Saturday, April 7.

The Senate did not sit to-day.

In the House of Representatives, Mr. Pearce resumed and concluded the remarks which he commenced on Thursday and continued on Friday, against the report of the Committee on the Judiciary, asking to be discharged from the further consideration of the affidavit of a Mr. McClintock, a removed inspector, alleging charges against the collector of customs for the port of Wiscasset, Maine. The further discussion of the subject was arrested by a call for the orders of the day. Mr. Howard, from the Committee on Commerce, reported a bill to enforce quarantine regulations, which was passed. Numerous private bills were considered in Committee of the Whole, reported to the House, and, with one exception, directed to be engrossed.

Monday, April 9.

In the Senate, the Revolutionary Pension Bill was taken up, and Mr. Robinson offered an amendment, to which Mr. Grundy offered an addition, to include in the provisions of the bill those officers and soldiers who served with Generals Wayne, Clark, Harmar, Hamtranch, and St. Clair, in the Indian war, after the Revolution. This amendment was supported by Messrs. Robinson, Bibb, Grundy, and Benton, and opposed by Messrs. Foot and Smith. After a short discussion, the bill was laid on the table, in order to take up the appropriation bill. After Mr. Kane had concluded his remarks, Mr. Holmes took the floor and addressed the Senate until the adjournment.

In the House of Representatives, during the presentation of petitions, Mr. Archer introduced a memorial from the Petersburg Rail-road Company, praying for the remission of the duties on certain iron imported for the use of that Rail-road. It was referred to the Committee on Commerce. Mr. Kavanagh, of Maine, presented certain documents exculpatory of the Collector of Wiscasset, which were read to the House on the resumption of the debate on the subject of the charge brought against that officer. Mr. Drayton, from the Committee on Military Affairs, reported a bill for the establishment of a military board, and for the administration and government of the Ordnance Department, which was read twice and postponed till Thursday. Mr. Archer, from the Committee on Foreign Affairs, reported a bill providing for a deficit in the appropriation therein named. The bill from the Senate for the relief of Jefferson College, Mississippi, reported with amendments, by Mr. Plummer from the committee on the public lands, was taken up, and the amendments having been concurred in, the bill as amended was ordered to be engrossed for a third reading this day. The bills for postponing the trial of certain suits of law in Arkansas, and for extending the benefits of vaccination among the Indian tribes, were severally read a third time and passed. Mr. Clay, of Alabama, submitted certain amendments to the bill for re-chartering the United States Bank; and they were ordered to be printed. The House went into a

Committee of the Whole on the state of the Union, and took up the Revolutionary Pension Bill, which was debated till 4 o'clock.—[Telegr.]

Tuesday, March 10.

In the Senate, Mr. Grundy, from the Committee on the Post Office and Post Roads, reported the bill from the other House to establish certain post roads and to discontinue others, with numerous amendments. Mr. Grundy having expressed a hope that the Senate would take up the bill at this time, the amendments were read through, occupying the whole of the hour for morning business. Mr. Holmes then resumed his remarks in reply to Mr. Kane, on the Appropriation Bill, and continued until the hour of adjournment.

In the House of Representatives, after the usual routine of morning business had been gone through, the motion of the committee on the petition of McClintock the Inspector, against McCrate the Collector of Wiscasset, came up. Mr. Storrs advocated the necessity of investigation by the House, into the subject. Before he had concluded his remarks, the hour allotted to reports and resolutions having expired, and this day having been set apart for bills relating to the District of Columbia, the House, on motion of Mr. Doddridge, went into Committee of the Whole, Mr. Ellsworth in the Chair, and took up the consideration of several bills relating to the District of Columbia, with which it was occupied for the remainder of the day.

LAWS OF THE UNITED STATES.—The military appropriation bill has at length become a law—and is published in the official paper. It was time, for every thing was at a stand in the army and its dependencies, we believe, for want of money.

Another law, authorizing the sale, in lots so small as 40 acres, of the public lands, has been passed, and as it may interest some of our country readers especially, we copy it:

An act supplementary to the several laws for the sale of Public Lands.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the first day of May next, all the public lands of the United States, when offered at private sale, may be purchased at the option of the purchaser, either in entire sections, half sections, quarter sections, half quarter sections, or quarter quarter sections; and in every case of a division of a half quarter section, the line for the division thereof shall run east and west, and the corners and contents of quarter quarter sections, which may thereafter be sold, shall be ascertained as nearly as may be, in the manner, and on the principles, directed and prescribed by the second section of an act, entitled "An act concerning the mode of surveying the public lands of the United States," passed on the eleventh day of February, eighteen hundred and five; and fractional sections, containing fewer or more than one hundred and sixty acres, shall, in like manner, as nearly as may be practicable, be subdivided into quarter quarter sections, under such rules and regulations as may be prescribed by the Secretary of the Treasury: *Provided*, That this act shall not be construed to alter any special provision made by law for the sale of land in town lots: And, *Provided* also, That no person shall be permitted to enter more than one half quarter section of land under this act, in quarter quarter sections, in his own name, or in the name of any other person, and in no case, unless he intends it for cultivation, or for the use of improvement: And the person making an application to make an entry under this act, shall file his or her affidavit, under such regulations as the Secretary of the Treasury may prescribe, that he or she makes the entry in his or her own name, for his or her own benefit; and not in trust for another: *Provided*, further, that all actual settlers, being house-keepers, upon the public lands, shall have the right of preemption to enter, within six months after the passage of this act, not exceeding the quantity of one half quarter section, under the provisions of this act to include his or their improvements, under such regulations as have been, or may be prescribed by the Secretary of the Treasury; and in cases where two persons shall live upon the same quarter section, subject to be entered under the provision of this act, each shall have the right to enter that quarter quarter section which includes his improvement.

APPROVED, 5th April, 1832.

The apportionment bill seems destined to another long nap in the Senate of the United States, and

therefore our Legislature cannot do better than adjourn at once, for it is obvious now that they must have an extra session in order to district the state.—Congress will certainly not rise till June, and the apportionment bill, if passed at all, may very possibly be among the last that will be acted upon.

We just perceive, by the National Intelligencer of the 11th (morning), that the Apportionment Bill was to be called up on that day in the Senate. The amendment proposed by the Committee to which it was referred is, "that the population of each state shall be divided by a common divisor, and that in addition to the number of members resulting from such division, a member shall be allowed to each state, whose fraction exceeds a moiety of the divisor. This amendment will doubtless lead to a long debate.

INDIAN LANDS.—The Senate have ratified two treaties, negotiated by James B. Gardiner, with a remnant of the Shawnee tribe, and with a remnant of the Ottowas, both now resident in Ohio. For a valuable consideration, these Indians agree to cede all their lands in Ohio to the United States, and agree to emigrate beyond the Mississippi. The Shawnee reservation thus ceded, is of one hundred and twenty-five sections or square miles; that of the Ottowas only of twenty-one thousand seven hundred and sixty acres.

STILL ANOTHER.—In the Globe received to-day, we find another treaty concluded with a mixed band of Seneca and Shawnee Indians in Ohio, of the same effect as those above noticed. The reservation ceded by this band, is of forty-eight miles square.

The Treaty recently concluded with the Creeks, by Mr. Secretary Cass, has been ratified, proclaimed, and published.

OFFICIAL.

DEPARTMENT OF STATE.

Despatches have been received by the Department of State from our Chargé d'Affaires in Portugal, among which is the following process-verbal of the arrangement concluded at Lisbon, on the 19th of January last, for the indemnifications on account of seizures made in 1829, by the Portuguese squadron while blockading the Island of Terceira:

LISBON, JANUARY 19, 1832.

The interview, as designated by the undersigned, the Viscount Santarem, Secretary for Foreign Affairs of Portugal, in his letter dated the 3d instant, to the undersigned, Thomas L. L. Brent, Chargé d'Affaires of the United States, having taken place on the 4th of this month, the Government of Portugal has agreed to pay to the United States the following indemnities for the prizes, the Ann, Galatea, Gleaner, and Planter, made by the squadron of Portugal, blockading the Island of Terceira, viz:

| | |
|-------------------|------------|
| For the brig Ann, | \$33744 42 |
| Galatea, | 38063 85 |
| Gleaner, | 7270 00 |

To be paid in metal according to the accounts presented.

The account for the owners of the brig Planter, not having been presented, it is to be made out, and is to be allowed upon the same principles as the former accounts, to be paid in the same periods, and in the same manner from the 19th of January of this year, the day of this arrangement. Previous to its presentation to the Portuguese Government it is to be examined and corrected by the Government of the United States, and examined also by the Government of His Most Faithful Majesty.

The terms of payment are fixed at the following period, calculated from the 19th of January of this year, viz: one-fourth in three, one-fourth in six, one-fourth in nine, and one-fourth in twelve, in Government Bills on the Treasury; the funds for the payment of these indemnities will be ready at the stipulated periods.

The interest of five per cent. to be added to the amount of the indemnities of such vessel calculated from the 19th of January of this year.

As regards the indemnity for the mariners of the Galatea, for the clothes double the amount of the account presented, will be paid, and since no precise amount has been claimed for the indemnities for them on account of their arrest and treatment during it, the government of Portugal proposes to that of the United States, that that amount shall be regulated according to some precedent, if to be found, observing towards the Mariners of the United States,

what this government has done towards the mariners of other Powers, under similar circumstances, considered in relation to their treatment during the arrest, for which purpose it is proposed to look, without delay, for some precedent.

For the indemnification of the articles of the seamen of the Gleaner and Planter, the double will be paid in conformity to the laws of prizes.

VISCOUNT DE SANTAREN.
THOMAS L. L. BRENT.

DEPARTMENT OF STATE.

The following is the translation of a Decree issued by the Government of Mexico, by which the port of Vera Cruz is declared to be closed against all trading vessels, whether foreign or national, as long as it remains in the power of the insurgent forces:—

To the Consul of the United States at Vera Cruz.
Mexico, Feb. 22, 1832.

Sir: His Excellency the President of the United Mexican States has commanded me to make known to you the following Decree of the General Congress, and to inform you at the same time, that the port of Vera Cruz, being in the occupation of the rebels, comes within the terms, and is thereby declared to be closed against all trade whatever.

RAFAEL MANGINO.

DECREES.

Art. 1. The Executive shall be empowered to declare every port of the Republic, which is or may be hereafter in the possession of the rebel forces, closed against all vessels whether engaged in foreign or coasting trade. The Executive will issue the proper orders in each case, and employ the best means to make them known to the captains of vessels sailing thither.

Art. 2. All such ports shall remain closed, as by the above article, until they have been declared by the Government to be no longer occupied by the rebel forces.

Art. 3. The 18th article of the law of November 16, 1827, shall be considered in force only, in such places as are declared to be free from the power of the rebels, and the importation duties are to be paid at ports designated as obedient to the general government. Should any port be found to be in the situation described by Article 1st of the present Decree, said duties must be paid directly to the Treasury of the Republic, or to the proper officers of the nearest place, in submission to the general government.

Art. 4. The duties which are yet unpaid upon goods previously introduced, are to be paid to the Treasury of the Republic, or to the proper officers of the nearest port in submission to the general government.

Given in Mexico this 22d day of February, 1832.

[Signed]
[Signed]

A. BUSTAMANTE.
RAFAEL MANGINO.

SUMMARY.

"VERY LIKE A WHALE."—Early yesterday morning a whale of the right-whale species was harpooned about 15 miles S. E. of the Hook, by some whalers from New London, on board the fishing-smack Fair Lady of that port, Capt. James Chapin, who had visited our waters for this express purpose. He was towed up to town in the course of the day, or rather to Brooklyn, where he arrived just at dusk. We there took a look at him; but he was so much under water, and withal it was so dark, that we could not judge accurately of his merits. We were however informed by the whaler, that he was 55 to 60 feet in length; 8 or 10 feet through, in the largest place; and would yield from 45 to 50 bbls of oil. They considered him worth about \$500, apart from the accidental value which he derived from being a stranger in a strange city. It is most likely he will be exhibited for a day or two at a show. Several other whales were seen from the same vessel in the region, of the Hook, and it is not improbable some further captures will be made. The whaler who made this prize were about 10 in number, most of them recently from a voyage to the Pacific.

Crowds of people of both sexes were this morning hurrying down to Castle Garden to behold the prize, whose capture is noticed as above in the Journal of Commerce. "This fish-like animal," which is not a fish, now lies floating on the outside of the fort, with numbers of boys and children of a larger growth, promenading about its white breast, and thrusting their penknives into the blubber.

The whale is not a fish, says a distinguished na-

turalist, because "its lungs, heart, intestines, &c. resemble those of quadrupeds; they breathe by lungs, not by gills; suckle their young; have no scales, and a horizontal tail, the reverse of fishes. And whales are classed with mammalia, because, although their home be entirely in the depth of the waters, they have several features in common with the larger quadrupeds: they have a heart with two ventricles or cavities; and lungs through which they respire; and are unable to separate the air from the water, as fishes do by means of their gills. Hence it is a vulgar error to call the whale a fish; yet he is entirely an inhabitant of the sea, having a tail, while his front limbs much more resemble fins than legs, and are solely used for pawing the deep.

The breast-fins of a whale, instead of being composed of straight spines like those of fishes, they conceal bones and muscles formed very like the like the fore legs of land animals; but so enveloped in dense skins, that the fingers have no separate motion, though the hand is flat, very pliant, large and strong, enabling the whale to sustain the young closely compressed to its body, as was remarked by Aristotle.—[Dr. Harwood.]

COURT OF SESSIONS.—April Term.—Present, the Recorder, Aldermen Sharpe and Wageman. The following sentences were passed on Saturday.

John Hall, alias Boyd, for robbing Floyd Smith's store, 5 years state prison.

The same, for assault and battery on the watchman with intent to kill, 10 years state prison.

Wm. Quin, robbing Floyd Smith's store, in company with Hall, 5 years state prison.

The same, for robbing Mr. Concklin's store, in Hudson street, 5 years state prison.

Robt. Hughes, alias Boh Mahogany, grand larceny, 2 years state prison.

Christopher Thompson, petit larceny, second offence, 2 years 3 months state prison.

Thos. Jackson, grand larceny, 3 years state prison. This man is an Englishman, and had been "bnt one day in this country. He arrived in the ship President, from London.

Wm. Rose, alias Roman Nose Bill, petit larceny second offence, 2 years and 2 months state prison.

The Lotteries.—The Attorney General submitted a long and able Report to the Assembly, yesterday, from which we select a paragraph to show when, in his opinion, the Lottery System must terminate:

"Lotteries in schemes of mixed (money and land) prizes, may be continued for the period of Eleven years from the time the Lottery Institutions filed their assent to the act of 1822; which will expire on the 21st day of April, 1834: and beyond that time, in the opinion of the Attorney General, there is no warrant for drawing any Lottery within this State."—[Albany Evening Journal.]

We have heretofore mentioned the "Chinese Courier and Canton Gazette," as a very interesting paper. It is edited, we learn, by a gentleman from this city, Wm. Wood, Jr. Esq.—son of the estimable actor. He is the same who published here a volume of notes on the Chinese and their manners, which is remarkable for graphic description and instructive details.—[Nat. Gazette.]

BUFFALO, APRIL 2.—Fire.—On Sunday evening last, the store of Mr. Sheldon Chapin, corner of Main and Seneca streets, in this village, and that of Mr. Erastus Sparrow, on Main street adjoining, both wooden buildings, were consumed by fire. Loss in buildings and goods about \$7,000. A great part of the goods were saved. Both were insured. It is supposed the insurance will more than cover the damages.

FOR THE LADIES.

French manner of Washing Cashmere Shawls.

1st. Wash the Shawl thoroughly with clear soft water and white soap.

2nd. Beat up six yolks of eggs and mix them in clear cold water, in which wash the shawl.

3d. Wash the shawl in several waters until all the soap and yolks of eggs it has imbibed disappears.

4th. Stretch it well on a light cloth or clean carpet, with many pins, the more the better, and then rub it well with silk.

If this is done with care the shawl will look like a new one.

Our Eastern friends, who are calculating General Jackson's age at eighty years, because of a Speech said to have been made by him in 1801, in which he is represented to have said "I am now near fifty years of age," confound him with another citizen of the same name, long since deceased, who was at that time a Senator of the United States from the state of Georgia.—[National Intelligencer.]

ADJOURNMENT OF THE LEGISLATURE.—The general impression is, that the resolution adopted yesterday by the Assembly, for an adjournment on Tuesday the 24th inst., will be concurred in by the Senate.—[Albany Argus.]

Extract of a letter, dated Green Bay, Feb. 8.

The small pox is making dreadful ravages among the Indians along the western shore of Lake Michigan. As many as sixty had died of this malady at Milwaukee up to the last accounts.

The Nestor of the Swiss literati, M. de Bonstetten, died on the 3d February at Geneva, after a short illness.

Amusing jeu d'esprit, descriptive of several of the leaders of the Tory party in England.—

Lord Ellenborough; Ama-Tory; Sir Henry Har-dinge, Indiana-Tory; Sir Charles Wetherell, Declama-Tory; Sir Robert Inglis, Conserva-Tory; Mr. Alexander Baring, Migra-Tory; Mr. Goulburn, Nuga-Tory; Mr. Fraed, Preda-Tory; Mr. Dawson, Ora-Tory; Lord Lyndhurst, Reta-Tory; Earl of Har-rowby, Emenda-Tory; Duke of Wellington, Pe-remp-Tory; Sir Robert Peel, Fac-Tory; Mr. Percival Incanta-Tory; Lord Aberdeen, Prevarica-Tory; Lord Wharncliffe, Media-Tory; Duke of Cumberland, Damna-Tory; Mr John Wilson Croker, His-Tory; Earl of Eldon, Dila-Tory; The Marquis of London-derry, Fulmina-Tory; Sir Henry Halford, Condolo-Congratula-Tory, alias Purga-Tory.

The Charles St. Clique are called the Direc-Tory and the secretaty the Secret-Tory,

Specimen of Mr. M'Ray's curious Translation of the Scriptures.—"Behold the silver cord (the marrow of the back-bone, with its root and branches) be contracted; or the golden vial (the brain's membranes) be cracked; or the pitcher be broken at the fountain, (the cavities and conveyers of the blood from the heart,) or the wheel be broken at the cistern, (the returners of it from the lungs, liver, head, hands and feet); the double, yea quadruple circulation (galal and ruts) being repeated, be interrupted and cease. 3 Kings iv. 33."

MISCELLANY.

The narrative, which we have inserted below, of a visit some years ago on an interesting and humane errand, to that wild tribe of Indians the Pawnee lous, will attract our readers. It is from the pen of a young officer in the army who accompanied the expedition of mercy, and who describes very clearly and creditably the scenes which he witnessed.

[COMMUNICATED FOR THE NEW-YORK AMERICAN.]

Account of an expedition to the Pawnee Loup tribe of Indians, performed in March and April 1827.

Early in the Spring of 1827, information was given to the U. States Indian Agent, at the military station of Council Bluffs, that, in compliance with a barbarous superstition of the Pawnee Loup Indians, a female prisoner, captured by a war party from one of the tribes who rove at the foot of the Rocky Mountains, was to be put to death by the most lingering torments. All the efforts of the traders residing at their village, to save her from so cruel a fate, were unavailing, so deeply rooted was the belief that all their success in war and in the chase depended on the religious observance of a rite handed down to them as indispensable and imperative from earliest tradition. This barbarous superstition consisted in sacrificing (in the Spring), to "the Bright Star" or Venus, the first prisoner captured on the war path the preceding Autumn.

The runner, sent by the traders, informed us that the utmost favor that could be obtained from the Great War Chief was a promise to delay the sacrifice for eight days, thereby giving the Whites an opportunity to attempt her rescue. Accordingly, the Indian Agents, attended by a small military escort, prepared to set out for the Pawnee Loup village.—The writer, having but little knowledge of the manners and mode of living of the more remote tribes, and feeling great curiosity to visit one of the wild and most warlike, under such singular circumstances, obtained permission to accompany the expedition. Our party, including servants, &c. consisted of 17 persons; we were all mounted, some on horses, others on mules, together with 6 or 8 sumpter mules: those last were laden with our provisions, and Indian goods, such as red cloth, knives, blankets, powder, vermilion, &c. taken to propitiate the favor of the chiefs and braves, without whose aid our object could not be attained.—

On leaving the Bluffs, we at once enter on those immense Prairies, which extend from the Missouri to the Rocky Mountains; entirely destitute of timber except on the banks of water courses; solitary and still as a desert, this singular and characteristic feature of the western regions of our country strikes the wondering beholder with mingled sensations; awe and delight struggle for the mastery; at length the mind is left with a feeling of reverence for that Being "which doeth great things past finding out, and wonders without number." Our journey was diversified with no remarkable incidents; a few deer, elk and antelopes crossed our path, evincing by their extreme shyness that the foot of man but seldom invaded the solitude of their native deserts. During the whole time we met but one human being, an Indian hunter; we came upon him unexpectedly, and his looks showed distrust and alarm. I know not why it is, but when journeying over these vast plains, and even with a numerous company, I have always felt a sensation of almost utter loneliness much more decided than when travelling alone among mountains, or in a country diversified with hill and dale. But, to return from this digression: here and there we passed some old camp or battle ground, the scene of the amicable meeting or hostile contest of various Indian clans. At one in particular, at the conclusion of a fatiguing day's travel, on fording La Coquille, a beautiful stream that flows into the La Platte, we suddenly came upon a row of large mounds of wattled earth rising several feet above the surface of the prairie—they were graves, stern but faithful monitors that discord and war had disturbed these seemingly peaceful solitudes, and, as if to add force to the lesson thus harshly inculcated, on looking around me, I discerned suspended on the decayed trunk of an oak a human skull grinning in ghastly mockery, and, arrayed in the gaudy colors of the war paint, a deep gash on the forehead showing that the warrior had met his death in battle.—We afterwards learned that this was the scene of a bloody fight between the Pawnees and the Omaha, in which the Pawnees were victors.

We travelled for four days without meeting with any of those signs which denote an approach to the vicinity of an Indian village. At length, on the fifth day, the faintly marked trail which guided our course became more distinct; then, instead of one narrow track, it was increased to three or four, and by noon twenty well beaten paths, running parallel to each other, showed that our journey was drawing nigh its conclusion. We encamped this night as usual. At noon the following day we descried the "Lodges" of the Grand Pawnees looking like hillocks or mounds of earth scattered over the surface of the prairie. As we approached we saw the inhabitants crowded on the tops of their lodges, and apparently anxious to make out who we were; suddenly a cloud of smoke arose from the village; this we were told was to inform their allies, the "Loups," whose village was ten miles distant, of the approach of strangers as friends, and white men: indeed the extreme watchfulness of these people would shame more civilized nations: for miles around their villages, on every hill, ridge or point of land, that commands views of the adjacent country, watches are constantly kept; this is to guard against surprise, and is one of the first duties taught the young Pawnee who aspires to become a warrior. In traveling through the prairies the trader or hunter often sees the gigantic outline of a human form distinctly traced on the summit of some hill in the distance; for in the prairie, objects "loom" as at sea, and appear of much more than the ordinary size. The Indian scouts are well aware of this, and therefore keep as much as possible in the shade, and seldom stand erect for any length of time. But to return to our narrative: When within a mile of the village some 60 or 100 mounted warriors, nearly naked, and without saddles, rushed at full speed to meet us; when within an hundred yards or so, they separated, uttering the most discordant cries and wildly careering, performed the most fantastic evolutions—now a band would charge us in front, tossing their spears in the air and catching them as they fell; then on a given signal each wild warrior bowed to his comrade's neck, uttering the wail of defeat; then they would encircle us howling like so many demons, brandishing their lances and clashing their buffalo-hide shields. anon, they fled, and formed themselves some distance from us in two long files on each side of the trail, and as we passed through each warrior extended his hand, and uttered his uncouth salutation. Such was the welcome of the Pawnees, and many an awkward rider of our party as he soothed his frightened horse, wished that it had not been so boisterous.

After remaining an hour with the Grand Pawnees, we proceeded to the village of the "Loups," where our journey terminated; and were greeted with the same welcome as at the town of their allies. The most distinguished warriors came out to meet us, and the Head Chief escorted us to his lodge. Here let us leave our party for a time, and in the interim I will endeavor to give you a description of the village of the Wolf Pawnees.

Immediately on the left bank of the Platte, (which is here half a mile wide,) the traveler discovers several hillocks resembling ant-hills, scattered over the prairie; as he approaches, he sees they are conical mounds of earth, from 40 to 60 feet in height; these are the lodges of the Pawnee Loups. On advancing still nearer, the cries of women, equalling of children, and barking of dogs, &c. soon convince him that these earthen mounds are the abode of human beings, and that he is in the vicinity of a populous village. As the lodges are similar, a description of one will answer for all. Conceive a section of a cylinder from 80 to 100 feet in diameter; its elements composed of two concentric circles of posts, 15 or 20 feet high: now suppose the spaces between the posts to be firmly wattled in with reeds, and mud; joists are laid horizontally on the posts, and from them spring rafters, converging to the apex; these are crossed by other rafters, and when the frame work is formed, the whole is filled in and covered with earth as before, excepting an aperture for light, and the escape of smoke; the entrance is through a sort of covered passage in the side of the lodge; the interior is occupied by many families. Cribs made of cane, and lined and covered with mats, run around the inside of the lodge, and form very comfortable sleeping places for the inmates. These cribs are separate divisions for the different families. The floor is matted, and in the centre burns the common fire, over which constantly hangs an enormous kettle filled generally with some of their various savage messes, such as buffalo, beaver, and elk meat, mixed with "lyed" corn squashes, or beans, the only vegetables these Indians pretend to cultivate.

In a short time a plentiful repast was set before us, to which hunger prompted us to do ample justice, notwithstanding the coarseness of the cookery, &c. But what was our dismay, when, after we had fully satiated our appetites, an invitation was received to feast in another lodge, and we were told "it would be a great breach of savage etiquette not to accept it; accordingly we did great injustice to our feelings in doing justice to the viands placed before us in barbarous abundance. How our stomachs quaked at seeing prodigious earthen dishes filled with lyed corn, buffalo meat, &c., which we were expected to empty. There was no minding the matter, no playing with the knife and fork here; in short, we had to use large wooden and horn spoons, each of which certainly held a pint. At length having gorged ourselves to the utmost, we thought our trencher toils were ended; when, oh horrible! another chief entered and invited us to his lodge, to go through a similar ceremony: this was too much; we appealed to our interpreter in despair, and requested him to thank the Brave for his invitation, but to assure him that we could not possibly eat another morsel. On sauntering through the village, we observed two tall posts, planted in the ground, their tops wound round with cloth and skins, and crossed by a beam a few feet from the bottom. This was directly in front of the "Medicine Lodge," in which the unfortunate victim was confined, and was intended for her scaffold.

The poor prisoner had been confined for months in this lodge, under the charge of the "great Medicine man" or High Priest, who fasted himself while he fed her on the best they had, and as it were, fattened her for the slaughter. Every evening she was brought out and compelled to dance her "death dance," and sing her "scalp song," amid the shouts of infuriated savages. I subjoin a description of the intended mode of her execution, as related to me by an intelligent trader and nothing but a reliance on his veracity, and the sight of the preparations evidently going forward, caused me to believe that even savages could perpetrate such horrors. The victim was to be placed in an upright position, and secured by the hands and feet on the scaffold before described; a slow fire is then kindled beneath, not sufficiently hot to consume the flesh, but so managed as to cause intense pain; while suffering this torment, all the old hags in the village collect, and load her with taunts and imprecations. In the mean time, one of the principal Braves assembles a war party, to whom are joined all the boys anxious to distinguish themselves as warriors, armed with bows and

blunted arrows; as they approach the village, scouts are sent out in different directions, with all the formalities and precautions of actual war; at length one of the scouts returns with the intelligence that he has discovered the enemy. They then separate and surround the village; when near the scaffold, on a given signal, they shout the War Whoop, and with deafening cries rush towards the poor prisoner: they then stop at a considerable distance, and the boys pour in repeated volleys of arrows; these (being without barbs) do not wound seriously, but sticking in the flesh cause very great pain. This ends the first act of the tragedy. Next, the old women heat many pieces of iron (such as arrow heads, knife blades, &c.) red hot, and apply them at intervals to different parts of the body: all this time the fire is kept burning beneath, and has scorched the legs and soles of the feet almost to a cinder. Thus the wretched creature endures many weary hours of torture, in vain praying for death as a release. At last, when the savage chief perceives that the victim of his cruelties will soon be insensible, and that exhausted nature cannot much longer suffer, he advances with his warriors, and, amid a shower of spears and arrows, ends her woes and life together.

Such was the fate from which we hoped to rescue this miserable captive. Several presents were distributed among the principal chiefs, who promised to use all their influence in the council (which was to convene the next morning) to prevail on their warriors to deliver the prisoner to us; and as we were fearful that some attempt on her life might be made during the night, we prevailed on them to remove her from the Medicine Lodge, and place her under our charge. We now saw the captive for the first time, she was a woman of some five and twenty years of age, of a mild and intelligent, but by no means handsome countenance; she was dressed in a sort of tunic of Elk skin, and enveloped in a Buffalo Robe; she was evidently fully aware of the peril of her situation, and on first entering appeared to think that we were to be her executioners, and summoned all her Indian stoicism to her aid. After some time, by dint of signs, &c. we made her comprehend that our object was to save her if possible. At length, when we were understood, to my thinking, never human being could have evinced a deeper sense of gratitude: there were no transports, no sudden burst of joy, at so unlooked for a prospect of deliverance. She gazed at us steadfastly, as if to see that we were not deceiving her; then, and only then, I saw the big drop standing in her eye, and but for a moment, a melancholy smile played over her wan and sunken features. 'Twas indeed eloquent; never shall I forget that smile; the deepest burst of grief could not be more exquisitely mournful.

We passed a sleepless night in our lodge, having been kept awake by the continual cries and whoops of the Indians; the village was evidently in a state of high excitement, but we hoped that through the influence of the chiefs and the presents we intended distributing in Council on the morrow, that the prisoner would be cheerfully delivered to us. The morning came, and after breakfast, the Indians commenced entering the lodge, which in a short time was crowded with warriors. Nothing now hindered our proceeding to business but the absence of the "Great Medicine Man," under whose custody the prisoner had been since her capture. As he had recommended her execution as a religious duty, we apprehended serious obstacles from his opposition. A bustle outside at length announced his approach. The throng made way, and he sprung directly into the centre of the lodge, and stood before us. A more savage and hideous looking being could scarcely be conceived: he was apparently fifty years old, tall, and of a very dark complexion, much emaciated from the rigid abstinence to which he had for many weeks subjected himself; his countenance wild and haggard, his eyes bright and deep sunk in his head, and his long hair floating in elf locks over his shoulders. The legs and feet were bare, his dress consisting merely of a long blue coat, trimmed with red, and a fillet encircling his forehead. His first act was to take a small looking glass from his bosom, and hold it under the aperture in the roof of the lodge, so as to catch the reflection of the sun, all the time muttering some gibberish; this lasted for some minutes, the Indians viewing his operations in silent awe, firmly believing he held direct communion with the great Wahcondah. He at length announces that the great spirit was pleased, and approved of their proceedings: after this farce he gravely saluted us, lighted his pipe at the council fire, and gave three whiffs, one in honor of Wahcondah upwards, one to the spirits of the Air horizontally, and one down-

POETRY.

[FOR THE NEW-YORK AMERICAN.]

FROM THE FRENCH OF CHATEAUBRIAND.

How thrillingly remembrance clings,
My native France, to thee!
Oh, sister! life had joyous wings,
When by the deep-blue sea,
In the free light of childhood's day,
We sported childhood's hours away.
And thou rememberest too, when near
The fire side's glimmering light,
Our mother chained the listening ear
With tales that charmed the night,
And smoothed our glossy locks, and prest
Us fondly to her matron breast.
And the old tower, where thou and I
Together knelt to pray;
Where matin voices swelled on high
To hail the coming day;
And vesper hymn, of praise and prayer,
Rose sweetly on the Summer air.
And the blue tranquil lake, with bank
Rich with the gifts of Spring—
Whose transient bobble rose and sank,
Touched by the swallow's wing;
When the sun swept across the deep
In glory, to his ocean sleep.
And she—the loved, the lost, the friend
Of youth's unclouded years—
Alas! remembrances but tend
To dim the past with tears:
Yet still my latest sigh shall be
Sacred, my native land! to thee!

New-York, April 3d, 1832.

E. F. E.

Selected for the New York American from the Atlantic Souvenir of 1832.

STANZAS TO A SISTER.—By Mrs. Emma C. Embury.

Her lot is on you, silent tears to weep,
And patient smile to wear through suffering's hour.
And sunless riches from affliction's deep
To pour on broken reeds—a wasted shower.
To make them idle and to find their clay
And to bewail that worship—therefore pray.

Mrs. Hemans.

Ave, mark the strain, sweet sister! watch and pray,
Wean thy young stainless heart from earthly things,
Oh! woe not thou till life's best, nor time's ray
Only o'er withered hopes its radiance flings,
But give to heaven thy sinless spirit now,
Ere sorrow's tracery mar that placid brow.

Gentle and pure thou art—yet is thy soul
Filled with a maiden's vague and pleasant dreams,
Sweet fantasies, that mock at thought's control,
Like atoms round thee, float in fancy's beams;
But trust them not, young dreamer, bid them flee.
They have deceived all others, and will thee.

Well can I read thy dreams—thy gentle heart,
Already woman's in its wish to bless,
Now longs for one to whom it may impart
Its untold wealth of hidden tenderness.
And pause to learn the meaning of the thrill
Which wakes when fancy stirs affection's rill.

Thou dreamst of joys—of happiness—the deep
And placid joy which poet-paint so well;
Alas! man's passions e'en when they sleep,
Like ocean's waves are heaved with secret swell,
And they who hear the frequent half-hush'd sigh
Know 'tis the wailing of the storm gone by.

Vain, vain are all such visions! could'st thou know
The secrets of a woman's weary lot,
Oh! could'st thou scan, upon her pride-veiled brow,
Her woe's tenderness, her love forgot,
In humbleness of heart thou would'st kneel down,
And pray for strength to wear her victim crown.

But thou wilt do as all have done before,
And make thy heart for earthly good a shrine;
There all affection's precious treasures pour,
There hope's fair flowers in virtue's garlands twine;
And thou wilt meet the recompense all must,
When thou to mortal love thy faith and trust.

As doubts have been expressed at distance as to the continuance of the RAIL-ROAD JOURNAL, it is but justice to those who are subscribers to say that its permanency is certain. The publisher is permitted to refer to the following gentlemen: WILLIAM A. DUER, Esq. President of Columbia College; JAMES RENWICK, Professor in Columbia College; ROBERT L. STEVENS, Esq. Engineer; JAMES G. KING, Esq.; SAMUEL SWARTWOUT, Esq. Collector of the Port. Messrs. GRACIE, PRIME & CO.

"PLEASE EXCHANGE" greets us, almost every day as we look over the multitude of papers which are sent to this office. We regret exceedingly to be considered ungrateful to the "craft," yet to answer all the calls for "exchange" would be a tax of several hundred dollars per annum for the materials. In truth, we have no use for more than six or eight exchanges, and perhaps not even that number, as we have the use of more than one hundred and fifty exchange papers, every week, sent to the New-York American; but as ours is the only paper in this section of the country devoted to the subject, and as we are desirous of having it as widely circulated as possible, the "Please Exchange" will be responded to in all cases where those making it will publish the contents of each number as they may be received, with the terms, \$3 in advance.

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All letters relating to the TRI-WEEKLY AMERICAN may be addressed to the Publisher and Proprietor,

D. K. MINOR, No. 35 Wall-st., N. Y.

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IN PRESS, by Jonathan Seymour, New-York, and will be published on the 10th April—THE NEW-YORK ANNUAL REGISTER FOR 1832, by Edwin Williams—Containing:

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MARTIN SNYDER, Travelling Agent.

A6 41

GEOGRAPHICAL ESTABLISHMENT,

124 Broadway, corner of Cedar st.

A. T. GOODRICH has constantly for sale a complete assortment of the best Maps, of American & European publication; also Atlases and Statistical Works—and on Rail-roads, Steam-Engines, &c. &c. Just received new and improved Maps of the United States, by the most esteemed and correct publishers, which may be had in great variety and at the lowest price, wholesale and retail.

M17 6c

LEXINGTON & OHIO RAIL-ROAD.

NOTICE.—The meeting advertised to take place at Louisville, Kentucky, on the 15th April next, is postponed until the 26th May thereafter, at which time an additional quantity will be prepared and offered for contract, as will be seen on referring to an advertisement inserted in this paper.

E. I. WINTER, President,
Lexington & Ohio R. R. Co., Lex. Ky.

LEXINGTON & OHIO RAIL-ROAD.

TO CONTRACTORS.—From 22 to 30 miles of the above road will be prepared for contract, and sealed proposals for grading the same will be received at the company's offices in Lexington and Louisville, on the 20th, 25th and 26th May next, where attendance will be given on those days by one of the company's engineers, who will be prepared with the necessary plans, profiles, maps, &c. to impart all the information desired by those offering for contract.

The road offered for contract passes through a country abounding in every thing necessary for the support of hands, and not surpassed in beauty by any country. The enterprise holds out to contractors every assurance of profitable employment.

E. I. WINTER, President,
M21 6c Lexington & Ohio R. R. Co., Lexington, Ky.

TOWNSEND & DUFFEE, Rope manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Rope, the public are referred to J. B. Jervis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County Pennsylvania.

Palmira, Wayne County, New-York,
1st mo. 22d, 1832.

J30 1f

PATENT, RAIL-ROAD, SHIP AND BOAT SPIKES.

THE TROY IRON & NAIL FACTORY keep constantly for sale a very exclusive assortment of wrought Spikes & Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery which after five years successful operation and now almost universal use in the United States (as well as England, where the subscriber obtained a Patent), are found superior to any ever offered in market.

RAIL-ROAD COMPANIES MAY BE SUPPLIED WITH SPIKES having countersink heads suitable to the holes in the iron rails, to any amount and on short notice. Almost all the Rail roads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, TROY, N. Y., will be punctually attended to.

Spikes are kept for sale, at factory prices, by I. & J. Townsend, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Brower, 221 Water street, New-York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

P. S. Rail-road Companies would do well to forward their orders as early as practical, as the subscriber is desirous of extending the manufacturing as to keep pace with the daily increasing demand for his Spikes.

J23 Jan 1f H. FURDEN.

wards to the spirits under the Earth, he then took his seat, and the business of the council commenced.

After the pipe of peace had been passed around, the Agent addressed the council in a short speech; he said that he had heard of the intended sacrifice, and had travelled so far solely to endeavor to persuade the Pawnee to deliver their prisoner and to accept of a present instead. He tried to convince them that the Wahcondah did not require to be propitiated by human blood, and that her life or death would have no influence on the good or ill success of their war parties and hunting expeditions. He told them their Great White Father would be pleased if her life was spared and consider it as a favor conferred by his Red Children, and concluded by disclaiming all improper interference with their ancient customs. Then ensued a stormy discussion: many, including most of the principal chiefs, were favorable to the surrender; but several of the old men and the fiercest of the warriors were much averse to any departure from an ancient usage. The priest said little, but from the sinister scowl with which he viewed our proceedings, was evidently opposed to the surrender. In fact, there is but little doubt that he was the author of the subsequent tumult. At length the chief announced that from their great affection for their White Father the Pawnee Loups had consented to place the captive at our disposal: the liberal presents distributed doubtless contributed to this favorable decision. As soon as the presents were divided by the chiefs among their followers, the council dispersed in apparent harmony. We now prepared for our departure, and informed our charge of the favorable change in her prospects; to my surprise she did not receive the intelligence with the joy I had anticipated, but on the contrary appeared more gloomy than ever.—We now took leave of our entertainers, placing the captive (whose apathy seemed unaccountable,) in the midst of us. The men were previously directed on no account to alight or fire a shot without orders; these directions were by no means inappropriate, as subsequent events will show. We had scarcely left our lodge and were still in the midst of the village, when a warrior, armed with a bow, rushed toward us with the evident intention of shooting the captive; he was in the act of aiming when a chief prostrated him with a blow of his war club, and left him for dead. This was scarcely done when another Indian sprung from a lodge, and, with too true an aim, wounded the ill-fated woman, the arrow (glancing very near one of our party) pierced through her buffalo robe, and penetrated many inches into her body. The wound was mortal, and, as she was falling from her horse, one of the chiefs drew out the arrow and displayed it to the crowd. Then followed a scene of the wildest confusion, the Indians shouting and running for their arms in all directions, some approving and others threatening vengeance for the deed. At this juncture the agent dismounted and addressed the multitude: he told them he was sorry to see the Pawnee so soon forget their promises—that their act in council was perfectly voluntary—the deed was now done—the unfortunate woman was dead—sufficient blood had been shed, and he hoped there would not be spilt by their fighting among themselves; and concluded by saying, that he was sorry that he had come so far to effect so little.—This was happily timed, for there was every prospect of a broil, and we were in the midst of the village, surrounded by thousands of infuriated savages, and utterly unable to distinguish friends from foes. The address of the agent produced a good effect, for a pause ensued among the savages,—during which we had time to clear the village and gain the prairie, where we could have defended ourselves to the best advantage, had they attacked us; but we were not molested, and returned to the Bluffs without any important incident having occurred. Thus ended our excursion, and, although unsuccessful, we had the melancholy satisfaction of knowing, that all the means in our power were used to save the life of a fellow being, and, although we failed, she was at least spared, by a speedy death, from expiring in dreadful tortures.

Note.—We learned subsequently, that although the chiefs had consented to liberate their prisoner, still the great mass of the tribe were clamorous for her execution; and that at least fifty warriors, sure of being ultimately supported, had pledged themselves that she should not leave the village alive. The one who first attacked, and he who killed her, were of this party. They were no doubt influenced by the intrigues of the "Medicine Man," and the clamor of the squaws, who displayed great vindictiveness on this occasion. We also understood, that after our departure, the dead body was dragged to the prairie and shockingly mangled.

SALE OF STOCKS BY AUCTION.—The occurrence—unusual here—of a sale at auction on Thursday, by order of the Legislature, of fifteen hundred shares representing the additional capital of one hundred and fifty thousand dollars which the Mohawk and Schenectady Rail-road Company are authorized to raise, attracted many bidders. The stock was put up in lots of fifty shares, with the privilege of taking 300, and the whole sold at prices varying from 28 1/2 to 29 1/2 per cent. premium.

NEW ORLEANS COTTON MARKET, MARCH 24.—During the day, says the Mercantile Advertiser, the utmost activity prevailed in our market, caused as it is said by intelligence received by express from Savannah of later news from Europe. Whatever grounds there may be for it we do not know—but the operations were heavier in the market, than has ever been known before in one day, the sales being about 15,000 bales at an advance in prices. During the year 1825, the largest sales in one day amounted to about 9,000 bales.

[From the Charleston Patriot of 4th inst.]

FROM TERCEIRA.—Captain Latham, of the schooner, belonging to New York, and wrecked on the 18th February, in the Bay of Angra, arrived this forenoon in the French brig *La Cotonnier*, from Havre, by which vessel he was taken from the wreck, and furnishes the following information:

Don Pedro arrived from France at Terceira on the 3d of March, in the frigate *Congress*. The frigate *Asia*, two ships, and one brig, with transports, arrived on the 1st. The city was illuminated for three nights, and there was great rejoicing on his arrival. On the 5th he had a review of all the troops, and the next day visited the Castle. The expedition was expected to sail for Portugal by the 1st May. There were at Terceira two frigates, one ship, two brigs and two schooners of war, and about 10,000 men. Troops were arriving daily from Fayal, Pico, Flores, and St. Michael. An increase of force in ships, steamboats and men, were expected every moment from Europe. All were in high spirits, and confident of success.

Capt. Latham furnishes the following account of the loss of his vessel:

"The schooner *Savonar*, of New York, Latham, master, was totally lost on the 18th Feb. in a gale of wind from S. E. in the Bay of Angra, Island of Terceira—crew saved. An English and a Portuguese brig, and 2 schooners were wrecked in the same gale. The *Savonar* had on board when lost part of the cargo laden at N. Y. which was all lost except a few staves. All that was saved was one Anchor, and a part of the Chain Cable, Mast, Bowsprit, part of the Main-sail, and a part of the Main and Quarter Deck. They were all sold, including the Staves, for \$400."

Useful Custom.—At Munich there prevails a singular custom. Every child found begging in the streets is arrested and carried to a charitable establishment. The moment he enters the hospital, and before he is cleaned, and gets the new clothes intended for him, his portrait is painted in his ragged dress, and precisely as he was found begging. When his education is finished in the hospital, this portrait is given to him, and he promises by an oath to keep it all his life, in order that he may be reminded of the abject condition from which he had been rescued, and of the obligations he owes to the institution, which saved him from misery, and gave him the means by which he was enabled to avoid it in future.

Steamboat Robbery.—On Saturday night Mr. A. H. Free was robbed on board of the steamboat *Ohio*, on her upward passage, of \$230. The money was in his pocket-book, in his coat pocket, the skirt of which was cut. The bills recouped were, one \$50 Norwich Bank, Ct; one \$50 Fulton Bank, one \$20 Tradesman's Bank, two \$10's and the residue 2 3 and 5, of banks in the city of N. Y. It is believed that they were more or less cut at the ends, from the manner in which the coat was cut.—[Albany Argus.]

METEOROLOGICAL TABLE. MONTREAL.

| | Thermometer. | | Barometer. | | Remarks. | |
|----------|--------------|--------|------------|--------|----------|--------|
| | 7 A.M. | 3 P.M. | 7 A.M. | 3 P.M. | 7 A.M. | 3 P.M. |
| March 10 | 34 | 47 | 30.34 | 30.48 | Fair | Rain |
| " 11 | 22 | 34 | 30.49 | 30.24 | Rain | Foggy |
| " 12 | 37 | 49 | 29.74 | 29.56 | Fair | Fair |
| " 13 | 27 | 34 | 29.43 | 29.74 | Fair | Fair |
| " 14 | 28 | 20 | 29.93 | 30.14 | Fair | Fair |
| " 15 | 15 | 34 | 30.04 | 30.12 | Fair | Fair |
| " 16 | 27 | 51 | 30.18 | 30.04 | Fair | Fair |
| " 17 | 24 | 38 | 29.81 | 29.73 | Snow | Snow |
| " 18 | 11 | 18 | 29.84 | 29.75 | Snow | Snow |
| " 19 | 3 | 26 | 30.03 | 30.29 | Fair | Fair |
| " 20 | 24 | 12 | 30.14 | 29.84 | Fair | Fair |
| " 21 | 22 | 43 | 29.87 | 29.73 | Fair | Fair |
| " 22 | 18 | 29 | 29.61 | 29.84 | Fair | Fair |
| " 23 | 9 | 41 | 29.73 | 29.95 | Fair | Fair |

MARRIAGES.

MARRIED.—On Sunday evening, 9th inst. by the Rev. Francis L. Hawkes, Mr. *Hervey S. Weld*, to Miss *Elizabeth Greenleaf*, of this city.

On Monday evening, 9th inst. by the Rev. Mr. Berrian, *Edwin Clark*, to *Sarah S. Irving*, daughter of the Hon. John T. Irving.

On the 14th inst. at Charleston, S. C. by the Rev. Dr. Dakin, George Atkinson, Esq. of London, to Grace Handfield Gurley Stackpole, daughter of the late William Stackpole, Esq. of Boston, Mass.

DEATHS.

DIED.—On Thursday morning, 12th inst. JOHN HONE, Esq., in his 63th year.

It is with unaffected sorrow that we announce this death; for New-York, in all her wide and varied walks, has few citizens whom she will more miss.

In the possession of an ample fortune, the creation of his own industry, of a sound intelligent, and liberal mind, of unspotted integrity, and of great energy of character, Mr. Hone, while yet in the full vigor of his faculties, and exercising much, deserved and beneficial influence on our society, has been summoned to another world. Friends, numerous and warmly attached, and a large family circle, bereaved of him to whom all looked up with well merited and fondest affection, will long mourn over the heavy loss they are thus called upon to bear; while the city which gave him birth, to whose prosperity he has largely contributed, and for whose welfare he always manifested the deepest solicitude, will blend its lamentations with those of afflicted relatives and friends, for that all have lost in him a benefactor, guide, and friend.

Thursday morning, in 73th year of her age, after a long and painful illness, which she bore with Christian fortitude and resignation, Mrs. Johanna Dyckman, widow of the late Mr. Garrett Dyckman. Her remains will be interred at Kings Bridge to-morrow afternoon at one o'clock.

Thursday morning, Elizabeth Mary, daughter of Daniel Kearney, aged 19 months and 6 days.

Wednesday afternoon, in the 88th year of her age, Phebe, relict of the late Hendrick Suydam.

Thursday morning, Henry Augustus, infant son of Mr. Augustus Gubert, merchant.

Thursday morning, Theodore, youngest child of Robert N. Foster, aged one year and eight months.

On Monday, 9th April, John L. Dillon.

On Monday morning, April 9th, William D. Parison, aged 35 years and 2 months, after a long and painful illness of two years, which he bore with Christian fortitude and resignation.

On Monday afternoon, Mrs. Anna De Puyser, aged 35 years, relict of the late James W. De Puyser.

On Sunday, April 8th, Howard L. Wright, son of Grove Wright, Esq.

On Tuesday morning, 10th inst. after a lingering illness, Virginia Storer, infant daughter of Jarvis F. and Charlotte Hanks, aged 22 months and 17 days.

Last evening, April 8th, Sarah, daughter of Richard Lawrence, aged 10 months.

Last night, April 8th, after a long and distressing illness, in the 56th year of his age, Mr. William Mead.

On Tuesday evening, April 3, after a lingering illness, Geo. W. Gordon, in the 23d year of his age, son of the late Charles Gordon.

At Newark, N. J., April 4, Edward John, in the 5th year of his age, second son of Archer Gifford.

On the 27th March last, at Henniker, N. H., in the 57th year of her age, Susannah, wife of Mr. Ephraim Morrill, and mother of Ellsha Morrill, Esq. of this city.

On Sunday evening, 1st April, at her residence in Philadelphia, Mrs. Alice Izard, widow of the late Ralph Izard, Esq., of South Carolina, in the 57th year of her age.

In Peru, South America, William P. Livingston, son of the late Philip H. Livingston, of this city.

On the night of the 1st inst. after an illness of one week, at the residence of his son, William B. Sheldon, of this village, Mr. JOB SHELTON, aged 74 years.

Mr. Sheldon was a soldier of the Revolution; he was born at Cranston, in Rhode Island, in January, 1753. At an early period of our revolutionary struggle, he enlisted into the regiment, at that time commanded by Col. Greene, and subsequently by Col. Olney, and continued a faithful and devoted soldier in that regiment until the army was disbanded in 1783, when he received his discharge, with two badges of honor attached, from under the hand of Washington. He was one of the gallant and distinguished few who successfully defended Fort Mifflin and Mercer against the attack of four times their number of chosen Hessians, under the command of Count Donop, in which engagement that officer and five hundred of his men, paid with their lives, the forfeit of their rash undertaking. For the heroic conduct of these brave defenders on that memorable day, the Commander-in-Chief made it a part of his general orders, that on each anniversary during the war, they should be released from duty and receive double rations. It was also his lot to belong to that portion of the army, which in its winter quarters at Valley Forge, endured privations and sufferings to which history furnishes nothing parallel, and which could have been borne only by men who were willing to sacrifice all for their country's freedom. He fought on the hard-contested field of Monmouth—was one of the Sergeants of the guard on duty at the execution of Major Andre—and was present at the siege of Yorktown and the surrender of Cornwallis.

The deceased, for many years subsequent to the revolution, resided at Providence, in his native State. He afterwards resided in Litchfield county, Connecticut. His last years have been spent principally in Warren county, in this State. He came on a visit last fall to his sons in this village, where he remained to the time of his decease. Having naturally a vigorous constitution, and having been industrious in habits, and temperate in his mode of life, he has generally enjoyed excellent health; and there was a prospect of his surviving yet many years, but the complaint which has been prevalent the past winter in this vicinity, and which has been peculiarly fatal to persons of advanced age, proved also fatal to him.

Like all his compatriots of the revolution, in whatever appertained to his country, he felt a deep and lively interest. If, when referring to the active and exciting scenes of his early life, and in fancy "fighting his country's battles o'er again," his eye kindled with the fire of enthusiasm; so his bosom would always

glow with patriotic emotions, in contemplating each progressive stride of his country in her march to wealth and power, and to laying the foundation of which he felt the proud consciousness of having contributed his full share. His peculiar characteristics have been great activity in business, stern integrity, a strict adherence to the rule "of doing to others as you would have others do unto you," and a devoted attachment to his country's institutions. Possessing an active mind, much intelligence, and having been an accurate observer of men and things, his conversation always afforded both pleasure and instruction. His gentlemanly deportment, suavity of manners, and kind and benevolent heart, endeared him to his numerous relatives and to an extensive circle of friends and acquaintance. As in the "hour that tried men's souls" he hesitated not to peril life in behalf of the country that gave him birth, so in his last earthly scene, with the fortitude and calm resignation of a Christian, he yielded up his soul to Him who gave it being.—[Delhi (Del.) Gazette.]

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 125 persons during the week ending on Saturday last, viz.:—31 men, 29 women, 36 boys, and 29 girls—Of whom 31 were of the age of 1 year and under, 12 between 1 and 2, 15 between 2 and 5, 2 between 5 and 10, 4 between 10 and 20, 12 between 20 and 30, 30 between 30 and 40, 11 between 40 and 50, 7 between 50 and 60, 5 between 60 and 70, 1 between 70 and 80, 2 between 80 and 90, and 3 between 90 and 100. Diseases—Apoplexy 1, asphyxia 1, cancer 1, child-bed 3, consumption 34, convulsions 5, dropsy 2, dropsy in the chest 1, dropsy in the head 4, drowned 1, dysentery 1, fever scarlet 5, fever typhus 1, hives or croup 6, inflammation of the bowels 6, inflammation of the brain 2, inflammation of the chest 1, inflammation of the stomach 4, inanition 1, intemperance 4, marasmus 4, measles 10, mortification 2, old age 5, peripneumony 2, pleurisy 1, pneumonia typhoid 2, small pox 1, still-born 10, tabes mesenterica 2, unknown 1, whooping cough 2. ABRAHAM D. STEPHENS, City Inspector.

PASSENGERS.

In the packet ship *Silas Richards*, Captain Henry Holdrege, sailed on Sunday the 8th inst. for Liverpool: Hon. James Buchanan, Minister to the Court of Russia; and servant; Mr. J. W. Barry, Secretary of Legation to Russia; Mr. Jas. Magee and lady, of New-York; Mr. James Stewart, of Pittsburg; Mr. Stuart Mollan, Jr. of New-York; Mr. Josiah W. McBride, of Dublin; Mrs. A. Taylor, and Miss Taylor, of New-York; Mr. Proctor, of Philadelphia; Mr. Walters, of London; Mr. & Mrs. Morris, of Brockville, U. C.; Mrs. Archibald, of London; Mr. Charles Osborn, of N.York; Mr. S. Clapham, of England. In the ship *Caledonia*, from Liverpool:—Miss A. S. Halght, D. H. Haight, John Carrow, Captain Thomas Bennett, H. Ward, T. Patten, and Mr. Adams, of New-York; Captain Barclay, of British Navy; R. Wilbraham, British Army; R. Phillips, of Philadelphia; C. S. Rodin, of Montreal; J. McDougal, L. Gilkinson, J. Cule, and T. Neefe, of England; Mr. Monteith, of Scotland, and 38 in the steerage. In the ship *Rhone*, from Havre:—Mrs. C. Montalant and child, of Norfolk; C. S. Sorrow, of Boston; C. R. Thompson, of Philadelphia; Walter L. Cutting, James Wilson, Jr. of New-York; T. Valentine, of Geneva; J. J. Merian, of Basle; M. Krinz, of Cologne; Claudius Gignoux, of Lyons; and 60 in the steerage.

In the ship *Lafayette*, from Charleston:—Rev. R. O. Henderson, Messrs. W. Kneeland, M. F. Johnson, A. Hall, D. H. Wood, W. Cleveland, S. J. Wood, U. Woodruff, C. S. Church, L. Kinney, O. Marinade, W. Rudge, H. Dows, and 11 in the steerage.

In the schooner *Oregon*, from Savannah:—Messrs. Caples, Hemingway, Mahon, Graham, Fordham, and Fordham, Jr.

In the brig *Ontario*, from Trinidad:—Mr. Hoadley.

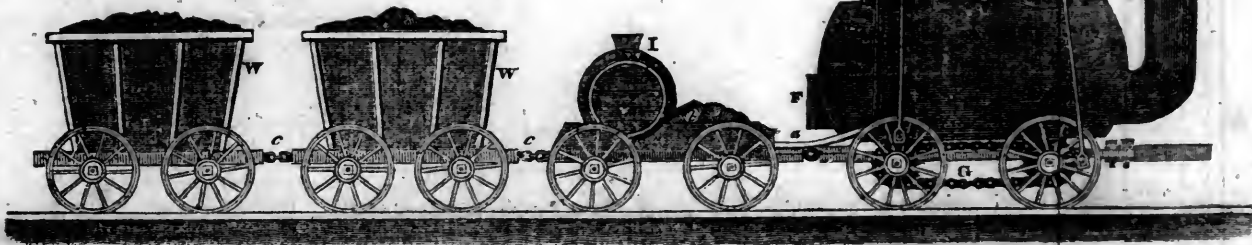
In the scho. *Excell*, from Savannah:—G. W. Dunham, A. C. Dunham, P. D. Hatherway, A. Brown, J. Gillett, L. E. Clark, O. Cantor, J. Pratt, John Pratt, J. Bell, J. Bruce, D. Bradley, J. Bois, E. Bell, and W. Gladon.

In the ship *Starrs*, Wood, from Savannah:—Rev. Hugh Smith, lady and 7 children, Mrs. Burroughs and daughter, H. Erbin and lady, B. R. Warren and lady, B. S. Morris, and T. Knox.

PRICES OF STOCKS:

| Corrected weekly for the N. Y. American—April 11. | | | | | |
|---|---------|---------|----------------------------|---------|---------|
| U. S. Fives, 1835..... | 103 | 103 1/2 | National, old..... | 84 1/2 | 86 |
| U. S. 4 1/2, 1832..... | 100 1/2 | 100 1/2 | Do. new..... | 84 | 85 |
| Do. 1833..... | 100 1/2 | 100 1/2 | Union..... | 71 1/2 | 75 |
| U. S. Threes..... | 99 1/2 | 99 | Atlantic..... | 114 1/2 | 118 |
| Canal Sixes, 1837..... | 111 1/2 | 112 1/2 | Neptune..... | 119 1/2 | 121 |
| Do. 1845..... | 124 | 125 | N. Y. State Marine..... | 84 1/2 | 84 |
| Canal Fives, 1837..... | 137 1/2 | 137 1/2 | Jackson Marine..... | 61 1/2 | 62 |
| Do. 1845..... | 137 1/2 | 137 1/2 | Fire Ins. Cos. | | |
| Do. 1846..... | 137 1/2 | 137 1/2 | Mutual..... | 105 | 107 |
| Do. 1847..... | 137 1/2 | 137 1/2 | Washington..... | 126 | 126 |
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| N. Y. State 4 1/2..... | 110 | 110 | Globe..... | 116 | 116 1/2 |
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| Bank of New-York..... | 123 1/2 | 124 | North River..... | 124 | 125 |
| Manhattan Bank..... | 124 1/2 | 125 | Farmers' Loan..... | 99 1/2 | 99 1/2 |
| Merchants Bank..... | 109 1/2 | 109 1/2 | Equitable..... | 91 1/2 | 95 |
| Mechanics Bank..... | 112 1/2 | 112 1/2 | Phenix..... | 88 1/2 | 88 |
| Union Bank..... | 107 1/2 | 107 1/2 | Jefferson..... | 106 | 106 1/2 |
| Bank of America..... | 100 | 100 1/2 | United States..... | 109 1/2 | 109 |
| City Bank..... | 114 | 115 | Contributionship..... | 109 | 109 |
| Phenix Bank..... | 111 | 112 1/2 | Extra..... | 110 1/2 | 111 1/2 |
| North River Bank..... | 111 | 112 1/2 | Traders..... | 110 1/2 | 111 1/2 |
| Tradesmen's Bank..... | 110 1/2 | 112 | Howard..... | 107 1/2 | 109 |
| Chemical Bank..... | 97 1/2 | 98 1/2 | Firemen's..... | 107 1/2 | 109 |
| Fulton Bank..... | 119 | 119 | Brooklyn..... | 107 1/2 | 109 |
| Del. & Hudson Bank..... | 63 1/2 | 64 | Railroad Companies. | | |
| Dry Dock Bank..... | 103 | 103 1/2 | Mohawk & Hudson..... | 125 | 125 1/2 |
| Greenwich Bank..... | 103 | 103 1/2 | Paterson & Hudson..... | 103 | 103 |
| Butchers & Drovers..... | 102 1/2 | 103 1/2 | Canajoh. & Catskill..... | 103 | 103 |
| Mechanics & Traders..... | 104 1/2 | 104 1/2 | Ithaca & Oswego..... | 93 1/2 | 96 |
| National Bank..... | 104 1/2 | 104 1/2 | Saratoga..... | 93 1/2 | 96 |
| Merchants Exchange..... | 100 | 100 1/2 | N. Y. & Harlem..... | 102 1/2 | 104 |
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| American..... | 135 1/2 | 136 | | | |

A M E R I C A N



RAIL-ROAD JOURNAL.

OFFICE, 35 WALL-STREET.

NEW-YORK, APRIL 21, 1832.

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13—The AMERICAN RAIL-ROAD JOURNAL is published at 35 Wall-street, New-York, at \$3 a year in advance.

AMERICAN RAIL-ROAD JOURNAL.

NEW YORK APRIL 21, 1832.

McADAM ROADS.—We published in No. 13 of this Journal the letter of Mr. C. H. Hammond, of Bennington Iron Works, Vt., explaining very satisfactorily and clearly the advantages and the construction of McAdam roads, and accompanied the publication with an intimation that we would cheerfully contribute to the circulation of much valuable information on the subject of such roads, which Mr. Hammond said was contained in a volume in his possession, published in 1824 by Mr. McAdam. We have since been favored by Mr. H. with the book referred to, and fully agree with him as to the value of the details in which it abounds, both as to what should be adopted, and what should be avoided, in constructing roads. We propose accordingly to make large selections, from time to time, from this volume, until we shall spread before our readers all its most important contents.

We in this country, as yet, have no McAdam roads, though we have some that are said to be McAdamized. But this is a misnomer. The road, for instance, between Albany and Troy, upon which so much money and so much labor have been expended, purports we believe to be McAdamized; but it has no real pretension to that character—though for its materials and shape it is a good road. So on this island, the Third avenue is said in like manner to be McAdamized, but with no more justice than in the case of the Albany and Troy road. In both instances, stones were broken up and made the bed of the roads; and if these had been left to be beaten and pressed together into one compact mass, there would have been a nearer approach than we have yet seen to a McAdam road. But instead of that, the interstices between the stones were filled, and their whole surface was covered to the depth of several inches, with gravel; thus thrusting round pebbles among angular stones, and thereby rendering

complete amalgamation impossible. This could only arise from absolute ignorance or entire disregard of the principles of McAdam, which, as they are now no longer merely speculative principles, but introduced on the largest scale into practice in England, may be relied on as well settled. Now, the very basis of his system is the exclusion of round stones, and the breaking them up into angular forms, by which alone a solid union can be formed.

We give in this number the first division of Mr. McAdam's work, consisting in general remarks on the mode of making roads in England, and especially in the neighborhood of London. We shall then pass to the Reports, two in number, of Committees of the House of Commons, in favor of McAdam Roads, to each of which copious minutes of evidence are appended; and in them it is that we shall find the chief materials that will be usefully disseminated among our readers, in order that old errors may be avoided, and the best modes of adopting the new system, under varying circumstances of soil and materials, be ascertained.

Rail-roads, it need not be said, do not necessarily and as a matter of course follow, the acts incorporating companies to construct them. It may on the contrary be pronounced, unhesitatingly, that many of those contemplated will never, or not till very remote periods, be constructed. Under these circumstances, to make known the means of providing the best substitute therefor, and such McAdam roads may claim to be, will be we presume an acceptable course.

LYNCHBURG AND NEW RIVER RAIL-ROAD.—We publish at length, in this number, Mr. Crozet's Report of his survey of this important work; and we have no doubt that it will be found interesting to our readers.

The Albany Daily Advertiser of Thursday 19th, says, that the Rail-road will be completed to the river in all this week, and the travelling on it partially recommenced on Wednesday. We trust that ample success may attend the operations of the company.

We are gratified to be able to state that the bill to incorporate the *New York and Erie Rail-road Company*, was passed on Wednesday by the Senate, by a vote of 23 to 3. Noes, Messrs. Bronson, Deitz, Dodge.

It is with pleasure that we give place to the following communication, referring as it does to a very important, and, as we have good reason to believe it will prove to the stockholders, profitable work.

We have been long looking for—as we had a promise of—information relative to this Rail-road; but as it has not been received from that source, we give

the annexed extract, and should like to obtain the entire report to which our correspondent alludes, as well as any other information in reference to this road that he may possess.

To the Editor of the American Rail-road Journal:

SIR: I have been a constant reader of your valuable paper, and have derived much instruction and pleasure from its perusal.

In your last number, I perceive that you have published the Report of the Engineer to the President and Directors of the Boston and Worcester Rail-road Company, which contains much interesting information: and as there is another Rail-road in the same State, of which no notice has yet been taken in any of the public papers, I beg the privilege of communicating through your valuable Journal some extracts from an unpublished manuscript in my possession, in relation to the cost, annual expenses, and income of the BOSTON AND PROVIDENCE RAIL-ROAD.

The writer of the work alluded to has spent much time and labor in the collection of facts, and proves beyond the possibility of doubt that this will be one of the most useful and profitable Rail-roads in the United States. At the close of the pamphlet is a table of the cost of construction, annual expenses, income, and the amount which will be saved to shippers of goods, &c., from which I make the following extracts:—

| | |
|---|-------------------------|
| Cost of construction for two tracks, engines and cars, depositories for goods, &c. estimated at | \$700,000 00 |
| Annual Expenses. | |
| Repairs of the Road per ann. | \$7,000 00 |
| Do. of engines; fuel, engine, men, &c. | 19,948 00 |
| Salaries of persons employed, &c. | 9,052 00—\$36,000 00 |
| Annual Income from Road. | |
| From passengers at \$2.00 each | \$136,400 00 |
| " merchandize, &c. | 200,422 00—\$336,822 00 |
| Consequently the annual income to the stockholders will be | \$336,822 00 |
| Or upwards; equal to 42 per cent. up. on the capital stock. | |
| Less | 36,000 00 |
| | \$300,822 00 |

Annual Amount Saved.
On insurance, interest, detention freight, detention by adverse winds, &c. estimated at \$136,000 00
To persons who are unacquainted with this route, or who have not read the pamphlet, these statements may appear incredible; but I am persuaded that they are fully supported by the facts which the writer has adduced in his pamphlet. The writer I am persuaded has made his estimate of freight much too low; for it is made upon the calculation that goods may be carried from Boston to Providence, for two dollars and fifty cents per ton for the whole distance; whereas the baggage wagons now charge ten dollars a ton. Should goods be carried for \$2 50 per ton on this Rail-road, it would be \$7 50 cents less than the present price of the baggage wagons. BETA.

MR. CROZET'S REPORT.

LYNCHBURG, SEPT. 24th 1831.

To Henry Davis, Esq., Chairman of the Board of Commissioners of Lynchburg and New River Rail-road.

DEAR SIR—Before leaving this section of the State, having now completed the exploring operations relative to the Rail-road from this place to New River, it has occurred to me that the proposed end might be advanced by my putting the Board of Commissioners as early as practicable in possession of the most essential and decisive facts elicited by the survey.

Four routes have been mentioned.

The first passes along James River up to Pattonsburg, and thence across the country to Salem.

The second takes its direction through Bedford's Gap, also towards Salem.

The third passes immediately over the ridge between James River and Roanoke, descends along Otter River, and thence follows the Roanoke up to Salem.

The fourth route does not, like the preceding, propose passing by Salem, but continues further up the James River, and, rising along the valley of the Catawba, reaches the head of the North Fork of Roanoke, from which it passes across the Alleghany down to New River.

The operations of this season, in addition to those of preceding years, have been so directed as to give a sufficient and decisive test of the relative value of these different routes.

The third route must overcome the dividing ridge between James river and Otter, at the same low point through which the second route will pass, and encounter its principal difficulties. This, together with its increased distance, determines its rejection.

The fourth route, besides the same objection of increased distance, would encounter, at the Alleghany and New River, difficulties that will be noticed below, in the description of one of the routes surveyed from Salem to New River.

These objections are not compensated by any particular advantage.

The first and second routes are, consequently, the only two entitled to competition in this scheme.

After the first survey and examination of the country between Lynchburg and Buford's Gap, the broken character of which impressed me strongly with the many difficulties in the way of the location and construction of a useful Rail-road, I should not have hesitated to have given the preference to the route to Pattonsburg, had I considered only the terms of the resolution under which I acted, which directed me "to ascertain the most eligible route for a Rail-road from Lynchburg to New river." But, aware that this was not a public undertaking, but one to be conducted by a private company, for whose benefit the survey was intended, and that this company would probably wish for an independent route, which, along the James river, they might find some difficulty in effecting, I concluded, that, in accordance with the probable views of the company, it would be expedient to search through the country between Lynchburg and Buford's gap. After a most complete examination, I have been successful in tracing out a route, which I deem practicable, though attended with considerable difficulties, and which for a part of the distance, will require great skill in the location, and much expense in the execution.

Still, the route by Pattonsburg deserves, though somewhat longer, the earnest consideration of the company, whose decision, I conceive, may be materially influenced by the system of improvement the State may adopt along the James river, above Lynchburg. For, if it should be a Rail-road, it would be incumbent upon the company to determine whether to place themselves in competition, or to effect a connexion, with it. A comparative view of the respective merits of the two routes appears to me, therefore, an important element of the question.

The advantages of the route by Pattonsburg, are: 1st. Its embracing the commerce of Rock-bridge, Botetourt, and the upper part of James river.

2d. Its crossing only one ridge between Salem and Lynchburg, and its favoring the heaviest trade by an uninterrupted descent, for upwards of 60 miles, from the top of that ridge to Lynchburg, 46 miles of which are at an average of 6 1/2 feet per mile.

Whereas, between Lynchburg and Buford's gap, several ascents in opposition to the heaviest traffic must be overcome, which will produce an irregularity in the application of power, which unless the road be graduated at considerable expense, may

raise the cost of transportation higher on this, than on the longer, route by Pattonsburg.

3dly. The cost of graduation from the ridge, down James river to Lynchburg, would be the same for any power that may be chosen, or any amount of trade that may pass on it.

Whereas, through the uneven country, between Lynchburg and Buford's gap, the character and efficiency of the power, and consequently the cost of transportation, will be materially affected by the graduation, which, itself, most evidently be regulated by the amount of traffic on the road, so that the whole aggregate saved in the transportation may be a fair return for the additional expenditure in the graduation. This, a location adapted to the present trade might not suit future exigencies. No consideration of this kind would embarrass the location along James river.

Against the route by Pattonsburg may be urged, on the part of a private company, its being dependant upon, and perhaps conflicting with, the improvement contemplated by the State, on the James river. And also, its being probably 12 miles longer; although the time of traveling, and cost of transportation might even be less than on the short route, if graduated upon an economical scale.

As regards the obstacle interposed by the main ridge on each route, by reference to the last report of the Board of Public Works, page 238, you will observe the descent from the ridge to James river averages 40 feet per mile, and towards Salem 21 feet.

But these averages, of course, cannot be obtained at a reasonable expense, and consequently steeper planes will be necessary, on each side, near the top of the ridge—as appears from the following comparative view:

| DESCENT, | |
|---|-----------|
| <i>From the ridge in Botetourt towards Pattonsburg.</i> | |
| 1st mile, | 95 feet, |
| 2d mile, | 60 feet, |
| 3d mile, | 40 feet, |
| Thence in 12 miles (to a point 41 feet above James river,) | 360 feet, |
| <i>Towards Salem.</i> | |
| In three miles, | 211 feet, |
| In 3 1/2 miles down Tinker's creek, 91 feet, Thence undulated to Salem. | |
| <i>From Buford's Gap towards Lynchburg.</i> | |
| 4 miles to the level at Buford's, | 336 feet, |
| Next two miles, | 46 feet, |
| After this broken. | |
| <i>Towards Salem.</i> | |
| In three miles, | 214 feet, |
| In 3 1/2 miles above Glade creek, 140 feet, Thence to Salem, undulated. | |

So that the descent, from Buford's Gap is greater, particularly towards James river, than from the ridge between Salem and Pattonsburg. As to the distance, it is proper to remark, that from a late examination of the country, and revision of former notes, it appears that three miles can be saved between Lynchburg and Pattonsburg, and two and a half (about) from the ridge to Salem, reducing, therefore, the distance formerly stated between Lynchburg and Salem by 5 1/2 miles, that is, to 77 1/2.

I now proceed to give you a more circumstantial account of the route by Buford's Gap.

From some convenient point near the mouth of Blackwater creek, the Rail-road must rise along its valley, and that of Ivy creek, up to a low point of the dividing ridge between the latter and Elk creek. This lowest point is situated between the farms of Mr. Radford and of Mrs. Mosely.

The elevation of this point is 343 feet above James river at Lynchburg, which may be reduced to 260 feet by the elevation given at the lower end, as well as some cutting at the top.

The straight distance to it is nine miles, 28 chains, the location will probably make it 10 1/2 miles. So that the average fall will be about 25 1/2 feet per mile—but the valley is far from affording so gradual a descent—the declivity near the top being as much as 140 feet in two miles.

The descent on the west side, to a bend where Elk creek approaches very near to Otter river is 210 feet, which may be reduced to 128 feet, by the cut at top already mentioned, and assuming a high level at Elk creek.

The straight distance is six miles 28 chains, but will probably be made 6 3/4 miles by the location.

Shewing an average fall of 19 feet per mile on this side—here also the fall is rapid near the top, being 110 feet in the first mile.

The first section of 17 miles from Lynchburg to the abovementioned bend of Elk creek, is very broken particularly on the west side of the ridge; Elk

creek winding 12 miles in a straight distance of only 6 3/4. It is remarkable, however, that its general course is very direct, so that it crosses a great many times the straight line, its bends being generally round, narrow projecting spurs, with deep indentations. The location among these ridges will be very laborious and difficult. To what degree the graduation will be lowered, and whether it will be made uniform or undulating, will depend upon considerations of expediency or economy, which the company alone, after its organization, can determine.

Whether they adopt the most liberal scale of graduation or not, this section will be the most expensive of the line; much embankment, many bridges and culverts, and a great deal of deep cutting will be indispensable; and, considering that the ground rests generally upon a foundation of solid granite, it is probable that many short tunnels, under fifty yards in length, will be found expedient through several of the intervening spurs. The main ridge itself will, very likely, be more advantageously passed in this way than by a deep cut. Not only this may be intrinsically cheaper, but it will also save the necessity of bridging over the wide chasms which, deep cuts would otherwise open across the paths of many roads.

From the bend of Elk creek, above mentioned, to Otter river, the distance is only 270 yards, which by sustaining a high level, will be reduced to 450 yards. This distance must either be cut through—the deepest of the cut at the culminating point being 57 feet—or else, if as I suppose, the body of the ridge is solid granite, a deep cut at each end, and a tunnel 100 yards long will be preferable, there being a Road on the top of the ridge. The bends of Elk and Otter round the ridge amount to three miles between these two near points.

The water in Otter river here, is 119 feet above James river at Lynchburg. Thence the Rail-road must pursue the north eastern margin of Big Otter river, up to the junction of its two forks, a distance of 6 miles—in which the fall is 59 feet only, the fork being 178 feet above James river. Then, having crossed the North fork, at a suitable elevation, the improvement will ascend the valley of the South fork, and that of Camp creek, one of its tributaries, to a point 498 feet above James river, shewing a fall between it and the fork of 320 feet in a distance of 13 1/4 miles—which makes the average descent of 25 1/4 feet per mile.

Where the ridge between the waters of Otter and Goose creek presents itself, its summit is 670 yards from the last named point of Camp creek and its elevation 52 feet above the same—a short cut, measuring 30 feet in depth at the most elevated point, and raising the lower end 13 feet above Camp creek, will reduce the ascent in this cut to the above standard of 23 1/4 feet per mile.

The next difficulty encountered is the bed of Reed's creek, 460 feet above James river, and 90 feet below the last ridge, from which it is distant 1 1/5 mile; the cut, 30 feet deep at the ridge, and a short embankment of 35 feet elevation at the deepest point, will reduce the descent to 24 feet per mile.

Next, by slight cuts and some embankments, one of which only, will measure 30 feet at its highest point, a rise of only 10 feet in 1 3/4 mile will be made, reaching to the Cove branch.

Thence to the North Fork of Goose creek, the 1 1/4 mile, and fall 110 feet, (Goose creek being 391 feet above James river at Lynchburg.) This may be reduced to 50 feet, which is 40 feet per mile, by crossing the creek over a bridge or viaduct 60 feet high, with corresponding embankments at each end: this descent will be performed in part by the fill, in part by deep cutting. This is the deepest slope against the heaviest trade between Lynchburg and Buford's Gap.

From Goose creek to Buford's, the distance is 2 1/2 miles: the rise on the Rail-road will be 68 feet in this distance, an additional elevation of 45 feet being given opposite Buford's.

From Buford's to the top of the gap, the distance is very nearly 4 miles, and the rise 336 feet. This may be reduced to 75 feet per mile by the elevation given at Buford's and a cut at top. A great reduction of the slope could not be obtained. Fortunately, this is in favor of the heaviest traffic. The location will be confined to the valley of Goose creek, itself, the fall of which is pretty regular and direction generally straight. Considering that the returning weight, including wagons, will be only at most one half of the descending trains, the same power will be more than adequate to bring back up this plane, the wagons it had carried towards Lynchburg with full loads, over the intervening undulations.

Buford's gap at the road, is 840 feet above James

river at Lynchburg. There is a lower point near this but not so eligible, on account of its less favorable direction.

West of the Blue Ridge, the survey took immediately down Glade Creek. A subsequent examination shows that a more favorable graduation can be had in a tributary valley of the same, more to the north, and which heads directly opposite the present road. With the help of a deep cut, the slope may be reduced to 50 feet per mile down to the main valley of Glade Creek, which is next to be pursued down to the Big Lick road; the wall being 40 feet per mile for 3.1-2 miles.

At the Lick the Rail-road must pass back of the hills, which confine the Roanoke. It will keep, mostly, close to the present stage-road, as far as Mason's Creek. This course will save about four miles, and several difficulties along the Roanoke. This distance is undulated, and must be graduated by successive cuts and embankments.

At Mason's Creek the bottoms of Roanoke will be entered, and then pursued to about five miles above Salem, where a deep cut and short tunnel are contemplated, to save a considerable bend of the river. The route above Salem having been described in former reports—1829 and 1831—I cannot do better than to refer you to them. In the latter, you will find the following tabular statement:

| | Distance Miles. | Rise Feet. | Fall Feet. | Per mile. |
|--|-----------------|------------|------------|-----------|
| From Salem to the forks of Roanoke, | 11½ | 176 | " | 14 08 |
| Thence to Elliott's Creek, | 11½ | 221 | " | 19 64 |
| Thence the end of Summit Level, | 12½ | 650 | " | 51 53 |
| Thence down Meadow Creek to New River, | 11½ | 0 | 300 | 27 46 |

The last distance may be shortened probably two miles, by leaving Little River at a suitable point, and the average descent also reduced by holding up this lower end.

From the foregoing accounts, you will observe that no difficulty will be experienced in the application of locomotive power, except close to the two main ridges, the Blue Ridge and the Alleghany. And it is both a remarkable and fortunate circumstance, that, without very extraordinary labor, the graduation can be brought down so low as I have described above, through so broken a country.

That New River must be struck somewhere near the mouth of Little River, results, not only from the fact that the extension of the Rail-road to Tennessee must pass up the valley of Reed Creek or perhaps Cripple Creek, but also from the inferiority of the other routes over the Alleghany.

A survey was made up the North Fork of Roanoke, and down Strouble's Creek, which shows their valleys to be both crooked and rapid for several miles.

From the top of the Alleghany towards Roanoke, the fall here is 230 feet in first mile, 190 in the second, 130 in the third, and 60 in the fourth; towards New River it is 85 feet in the first mile and 51 in the second. The remaining five miles descend at the rate of 46 feet per mile.

Whereas at the top of the Alleghany, between Elliott and Meadow creeks, there is only one rapid mile on each side—the first mile on the east side descending 11.3 feet, and the 2d only 40—and on the west side the 1st falling 35 feet and the 2d also 40. In addition to which, the route by the North fork, after having reached New river, must still be carried up to the mouth of Little river along the cliffy and winding shores of New river with increased difficulties and distance.

As regards the probable cost of the improvement, through so mountainous a country, among the numerous intervening obstacles, and over ground so diversified, the only certain foundation for a detailed estimate is an actual location. Such an operation would require too much time even to be attempted at present.

And, besides, it must be recollected that the expense of graduation may greatly vary, according to the means, prospects and views of the company. Where power is to be obtained by depressing hills and raising valleys, both of which swell rapidly the accounts for construction, every circumstance of the scheme must be deliberately considered. The cost of graduation, and that of transportation proceed inversely of each other, so that the saving of the one produces a charge upon the other.—The true adjustment of this point will, of course be referred to the company, who may choose to increase the cost, in order to gain in the proceeds, or, on

the contrary, prefer an economical graduation, and more expensive transportation.

In order, however, to demonstrate the practicability of the scheme, and fix ideas upon the subject, I have described above a medium scale of location, adapted to the agency of locomotive power, which I consider an indispensable condition. It is in regard to this scale I will now give you an approximate estimate, which will, I think, be safe in the aggregate. A great departure from the average grades mentioned, for the sake of economy, might endanger the usefulness of the road.

The following estimate supposes for the present, only one track to be made, with passing places, except in places where the enlargement of the road hereafter would cause a renewal of the same expenditure; as, for example, in case of an embankment held up by a wall, along a cliff, &c. such places should be made of full width now and may be selected for locating turnouts.

There being an abundance of fine granite between Lynchburg and Buford's gap, this section, at least, should be laid on sills of this material, much of which will come out of the cuts required by the graduation. Beyond the Blue Ridge limestone is almost exclusively met with; their rails of wood, capped with iron bars, will be found more expedient; they should rest either on the solid rock, properly trimmed, or upon stone blocks, and where these cannot be obtained, of a suitable size, wooden sills must be resorted to. I should prefer bars three inches wide to the usual size of two inches.

Such a road may cost as follows:
From Lynchburg up Ivy creek to the top of the ridge 10 1-4 ms.

| | |
|---|-----------------------|
| at | \$11,000—\$112,750 |
| Thence to Otter river, 6 7-8 | 14,000—96,250 |
| Thence to Camp creek, 19 3-4 | 9,000—177,750 |
| Thence to Goose creek, 4 | 13,000—52,000 |
| Thence to Lick road, 15 | 10,000—150,000 |
| Thence to Salem, 10 | 12,000—120,000 |
| Thence to Elliott's creek, 23 | 11,000—253,000 |
| Thence to New river, the deep cut being probably dispensed with | 22 1-2 10,000—225,000 |

Total amounts, 111 3-8 miles, \$1,186,750
In addition to which, admitting a trade of 40,000 tons—32,000 one way and 8,000 the other—the company would have to add for wagons (the transit being made in one day) \$12,000
For Locomotive Engines, 18,000
For Stations, &c. 10,000

In all, \$1,226,750
In this supposition of a trade of 40,000 tons, I must not be understood to imply that this amount would be requisite to justify the undertaking; much less will suffice. This law allows at the rate of 8 cents per ton per mile for produce and merchandize, and at the lowest, \$5 for the whole distance for travelers.

Supposing, which is very reasonable, 10 travelers only per day; that is, five each way, exclusive of the mail, then the returns might be for

| | |
|---|----------|
| Travelers, | \$18,250 |
| Then 12,000 tons at \$8 90 for the whole distance would produce | 106,800 |

Total amount, \$125,050
Which is more than 10 per cent. on the investment according to the above estimate, showing not only the safety of the undertaking, but also the great latitude allowable in the cost; for a trade in these directions of only 12,000 tons is more than moderate.

I consider, however, the extension of the Rail-road to Tennessee a highly desirable component part of this scheme; and it is with real satisfaction that I am enabled to add the information, that our late surveys establish the fact, that the passage from the waters of New river to those of Holston, can be effected with remarkable facility, much, indeed, beyond my expectation. Only one ridge, and that very accessible, must be crossed: its fall on the east side is only 95 feet in the first mile, and then the descent is 100 feet, in six miles. On the west side, the first mile descends 78 feet, the succeeding ones 30. Thus you perceive this ridge may be passed much easier than the preceding ones, and will take but little labor to adapt its graduation to locomotives.

The pass here mentioned is between the head of Reed creek and the Holston at Mount Airy. There are two other low points south of this; but their elevation was not ascertained, it being sufficient for the present to establish the feasibility of the scheme.

As regards the returns on this extension, which would be a section about as long as the preceding, it must be observed that, if belonging to the same company, while it might cost as much as the first section, only one half of the tonnage would justify its undertaking, since this tonnage would also produce toll on the other section. But much more must be expected: for, what adds most to the recommendation of this extension is the fact, not generally known, that it would traverse a most beautiful and fertile country. Instead of deriving its revenue, as I had formerly supposed, chiefly from the trade of Tennessee, the improvement would in fact, be supported on its way thither by the vast resources of this remarkably fine valley, which, occupied by an industrious population, abounds in mineral productions besides its obvious agricultural wealth. The treasures of the earth, now inert in that country, require only the encouragement of such an improvement to become active; and not only shake off our dependence upon foreign importation for those articles, but add to the exports a valuable source of revenue. Limestone, excellent plaster, coal, salt, iron, lead, burrstone of superior quality, in addition to the various and abundant productions of the soil, invite the improvement and promise a fair return for the enterprise. The trade of Tennessee, indeed, should be considered a valuable auxiliary, but not, as I had before thought an indispensable principle.

But you have seen the proceedings of the Abingdon Convention, which set forth these advantages, and are, no doubt, very conversant and familiar with all these things. I remain, very respectfully, your most obedient,

C. CROZET,
Principal Engineer.

[From the Lynchburg Virginian.]

JAMES RIVER IMPROVEMENT.—It will be seen by an advertisement in this morning's paper, that books of subscription to the stock of the "James River and Kanawha Company" are to be opened in this place, on Monday the 21st of May. Books are also to be opened, on the same day, at Richmond, Petersburg, Norfolk, Fredericksburg, Scott's Ferry, Charlottesville, Lexington, Pattonsburg, Fincastle, Covington, Lewisburg, Union, Charleston, Wellsburg, Wheeling, Abingdon, Wythe court house, Farmville, Staunton, Harrisburg, Winchester and Danville.

In a notice published by James Brown, Jr., (Second Auditor,) in the Richmond papers, it is stated that the revenue from the works subscribed by the Commonwealth as a portion of its stock, will belong to the new Company at the expiration of thirty days after the first meeting of the stockholders.

"After paying charges and expenses of every description, including the dividends due to the old stockholders, the surplus profit for the year 1831, amounted to \$42,731 94. It may be safely estimated that the surplus of future years will be at least as great, and probably greater, judging from the regular and considerable annual profits for the last six years on the principal improvement. The clear surplus above mentioned is 4 1-2 per centum on the stipulated value of the state works. The extensive and valuable rights and privileges [adds the Auditor] granted by the charter of the James river and Kanawha company, are of themselves, exclusive of any existing improvements, and the revenue immediately derived from them, worth a considerable part of the million of dollars to be paid for the State's interest."

The Board of Directors of the Lynchburg and New River Rail-road Company have conferred the appointment of Engineer on Moncure Robinson, Esq. Mr. R. is a native of Virginia, as most of our readers are aware, and has attained high celebrity in his profession.

RAIL-ROADS IN ENGLAND.—Measures are now in progress in England for the establishment of a Rail-road from London to Birmingham, and for another by a distinct company from Birmingham to Liverpool. The estimated cost of the former is £2,400,000. It will be 112 1-2 miles in length, and in the course of it it is proposed to construct no less than ten tunnels. One of these, seventy miles from London, near Kilsley, will be a mile and a quarter in length, one near Watford a mile long, and one at Priarose Hill half a mile long; one will be a third of a mile, and the rest will not exceed a quarter of a mile in length each. The tunnels are to be made twenty five feet in height, and to be perpetually lighted. The Road is to be constructed with two pairs of tracks, with a space between them of six feet.

It is proposed to unite the Liverpool and Birmingham Rail-road with the Liverpool and Manchester, by way of Warrington. It will thus be extended both to Liverpool and to Manchester, and accom-

moderate the trade of both those places, as well as the iron trade of Staffordshire, besides the potteries and coal mines, which will afford a great amount of business.

Some surprise has been felt at the very great expenditure which has been made on the Liverpool and Manchester Rail-road, and the further expenditure proposed in the construction of a new tunnel. The road now enters the city to a place called Wapping, a central point of business near the Queen's Dock, by means of a tunnel or subterranean passage, of a mile and an eighth in length. This is not a convenient point of departure for passengers, and it is proposed to construct another tunnel of a mile and a third in length, 25 feet high, and 22 feet wide, leading to another part of the town, and at an additional expense of 100,000*l*. The profuseness of this expenditure is easily accounted for by the amount of receipts, and a provision in the charter of the incorporation by which it is limited to dividends of 10 per cent. per annum, and required, if the net profits exceed that rate to reduce the tolls. It appears from the report made to the stockholders on the 5th of Jan. last that the gross receipts in the half year ending on the 31st Dec. amounted to 90,007*l*., and the expenditures, including a variety of extraordinary charges, amounted to 49,098*l*. A dividend of 4 1/2 per cent. was declared for the last six months, and one of the same amount was previously declared for the preceding half year. The confidence of receiving the utmost dividend which the charter allows, on the whole amount of the investment, had raised the market price of the shares to 209*l*. for 100*l*. paid.

The charter of the Boston and Worcester Rail-road is more liberal in its restrictions on the dividends, than that of the Liverpool and Manchester road. It gives to the directors the authority to establish tools at their discretion with the only restriction that at the expiration of ten years the Legislature shall be authorized to reduce them, from that time forward, in case they produce a net income of more than ten per cent. to such rates, as on the average of the ten years would have produced ten per cent.; and they will have the same power of making a reduction on the same principle, at the end of the next ten years.—[Boston Daily Adv.]

[From Remarks on the Present System of Road-making, by J. McAdam, Esq. General Surveyor of Roads in the Bristol District, England.]

REMARKS ON ROADS—PART FIRST.

THE MODE OF MAKING ROADS.—The modes of making and repairing Roads are so various in the different parts of the kingdom, that it would be an endless task to attempt a particular account of each.—It may, however, be possible to give a general idea of them according to the materials produced in each part of the country.

In the neighborhood of London the Roads are formed of gravel: in Essex and Sussex they are formed of flint, in Wilts, Somerset and Gloucester limestone is principally used; in the north of England and in Scotland whinstone is the principal material; and in Shropshire and Staffordshire large pebbles mixed with sand.

Excellent Roads may be made with any of these materials.

The gravel of which the Roads round London are formed is the worst; because it is mixed with a large portion of clay, and because the component parts of gravel are round, and want the angular points of contact, by which broken stone unites, and forms a solid body; the loose state of the Roads near London is a consequence of this quality in the material and of the entire neglect, or ignorance of the method of amending it.

A more careful examination of the facts connected with the Roads round London, has discovered several other causes, from whence proceed the defective state of these Roads. The greatest appears to be the division of the Road into so many small Trusts, which precludes the possibility of any extended plan of operations, for the benefit of the whole. Before any one Road round London can be properly reformed, and all wasteful expenditure restrained, a comprehensive view of the local situation of the whole district will be requisite.

Another great impediment to improvement, arises from the laws and regulations, which prevent a supply of good Road materials of several kinds being brought to London by water, and landed in different places, convenient for the Roads. Were these restrictions removed, as far as concerns stone, flint, or any ballast for road making, London is so favorably situated for water carriage by the river, and by the canals connected with it, that a supply equal to the wants of all the Roads in the vicinity of London, might be obtained at a reasonable rate, and of good

quality, so as to render the use of bad gravel round the metropolis no longer necessary.* But this measure, to be performed in an economical and efficient manner, must be done upon an extended scale; it must become one interest, directed by one select body of men of weight, ability and character.

A Road near London may be made as smooth, solid, and easy for cattle to draw carriages over, as the Road near Bristol; and the London Road so made will last longer, and consequently be less expensive, than the Bristol Road, because the materials which may be obtained are more durable and may be procured at less expense.

Flint makes an excellent Road, if due attention be paid to the size; but for want of that attention, many of the flint Roads are rough, loose, and expensive.

Limestone, when properly prepared and applied, makes a smooth, solid Road, and becomes consolidated sooner than any other material; but from its nature is not the most lasting.

Whinstone is the most durable of all materials; and whenever it is well and judiciously applied, the Roads are comparatively good and cheap.

The pebbles of Shropshire and Staffordshire, are of a hard substance, and only require a prudent application to be made good Road materials.

On the other hand, the Scottish Roads, made of the very best materials, which are abundant and cheap in every part of that country, are the most loose, rough and expensive Roads in the United Kingdom, owing to the unskilful use of the material.

The formation of Roads is defective in most parts of the country; in particular the Roads round London, are made high in the middle, in the form of a roof, by which means a carriage goes upon a dangerous slope, unless kept on the very centre of the Road.

These Roads are repaired by throwing a large quantity of unprepared gravel in the middle, trusting that, by its never consolidating, it will in due time move towards the sides.

When a Road has been originally well made, it will be easily repaired. Such a Road can never become rough, or loose; though it will gradually wear thin and weak, in proportion to the use to which it is exposed; the amendment will then be made, by the addition of a quantity of materials prepared as at first. As there will be no expense on such Road, between the first making and each subsequent repair except the necessary attention to the water ways, and to accidental injuries, the funds will be no longer burdened with the unceasing expenditure, at present experienced, from continual efforts at repairing, without amendment of the Roads.

There cannot be a doubt, that all the Roads in the kingdom may be made smooth and solid in an equal degree, and to continue so at all seasons of the year. Their durability will of course depend on the strength of the materials of which they may be composed, but they will all be good while they last, and the only question that can arise respecting the kind of materials, is one of time and expense, but never of the immediate condition of the Roads.

The anxious provisions of the Legislature for preservation of the Roads have unfortunately taken precedence of measures for making Roads fit to be traveled upon, or worth the care of being preserved. Will it be deemed presumptuous to propose that some regulations may be adopted for encouraging and promoting a better system of making Roads, by eliciting the exertion of science, and by creating a set of officers of skill and reputation, to superintend this most essential branch of domestic economy?

When Roads are properly made, very few regulations are necessary for their preservation. It is certainly useful to make effectual provisions for keeping clear the water courses, for removing nuisances, and for the pruning of trees and hedges; for these purposes ample powers should be given to commissioners; but the advantage of many existing regulations respecting wheeled carriages may very well be questioned. There can be no doubt that many

* This must not be understood as conveying an opinion, that a good Road may not be constructed with the London gravel, properly prepared and applied. The Road at Reading, in Berkshire, has lately been made perfectly smooth, solid and level, with a gravel inferior to that of London, and at less than it formerly cost. Carriages make no impression on this Road, and it has remained good in all changes of weather. Nevertheless, a means having been discovered, by diligent inquiry, for importing flints from a distance, the Reading Road will, in future, be repaired with flint, at half the expense required to prepare the gravel of the neighborhood.

of those regulations are oppressive to commerce and agriculture, by compelling an inconvenient construction of carriages.* The author has never observed any great difference of effect, on a well made road, by narrow or broad wheels; either of them will pass over a smooth, solid road, without leaving any visible impression: on rough, loose roads, the effect will certainly be different; but whether a loose and rough road can be amended by dragging an unwieldy carriage over it, or whether, if it were possible to amend roads by such means, it can be deemed the most economical for the nation at large, can hardly be subject of doubt.†

It must however be admitted, that the wear of roads is proportioned to the weight and velocity of carriages running upon a given breadth of the tire of the wheels, and therefore, it is of consequence that some regulations should be adopted. The best regulations, as regard the breadth of the tire of wheels, will be found in several Acts of the Session of Parliament, 1816, where Carts are required to have wheels of a cylindrical form five inches broad; and Wagon Wheels of the same form six inches broad, with an equal upright bearing. The weights will be best and most easily regulated by the number of horses, or other cattle, drawing the carriages: and this, as a regulation of economy, may be made, by the tolls at present payable on the cattle being levied in a larger ratio as the number increases.

Wagons and carts with wheels of a cylindrical form and upright bearing, running on a breadth of tire of five and six inches, cannot injure a well made road, at the slow pace with which such carriages travel; at least, in any proportion beyond the toll they pay. On the contrary, it is certain, that Stage Coaches, with their present system of loading, and velocity of traveling upon very narrow wheels, damage the road in a much greater proportion than the compensation derived from the toll.

Every wheel, propelled by a force applied to its centre of motion, as the axis of a carriage wheel, is disposed by its specific gravity, to be dragged forwards, instead of turning round; and the rotative motion is occasioned by the resistance presented by the surface over which it passes; yet this resistance does not entirely prevent dragging; for every wheel running upon a road drags in some degree. This degree will be proportioned to the weight of the carriage, and the velocity of the wheel upon its axes, and will be opposed by the breadth of the tire coming in contact with the road.

Stage Coaches, therefore, carrying heavy weights, moving with great velocity, and presenting to the road a narrow tire of wheel, must of necessity drag in a greater degree than any other carriage, as combining in themselves every cause by which dragging is produced.‡

When the Legislature shall have provided the means of putting all the roads in the United Kingdom into the best and fittest state for the accommodation of the agriculture and commerce of the country, they will naturally consider of the most proper modes of protecting them from injury, or for indemnifying the funds for the effects of use which are un-

* The increase of the breadth of the wheels, tho' in greater proportion than that of the weights, is by no means a compensation for it; because the whole breadth in many instances, from the inequality of the ground, or the wheels, will not be brought to bear. Whenever it can, the first impression must be made by the nails where they are prominent, perhaps by a single nail; or the bearing may happen upon single pieces of materials, or upon the edges of materials incapable of supporting the weights. See *Inquiry into the State of the Public Roads*, by the Rev. Henry Homer, A. M. Rector of Birdlingbury, Warwickshire. Published in 1767, Page 66.

† It must be observed, that these remarks of Mr. Homer, and of every other writer on the subject of roads, are only applicable to such as are loose, rough, and uneven; and that no one seems to have contemplated the idea of a road being made at once strong, smooth, and solid.—[Author.]

‡ Broad-wheeled carriages are found to be so unsuited to the purposes of husbandry, the number of horses requisite for their draught so great, and the beneficial effects of them to the road so questionable, that neither the encouragements on the one hand, nor the discouragements on the other, have been sufficient to bring them into general use.—[HOMER'S INQUIRY, Page 25.]

† Above fifty Stage Coach journeys are made daily between Bristol and Bath: the Author's observation leads him to the conclusion, that the toll duty paid by them, does not indemnify the funds for the wearing of the road.

avoidable, by imposing toll duties in a just and equitable proportion on the carriages occasioning such injury.

FOREIGN INTELLIGENCE.

LATER FROM EUROPE.—By the *Sheffield* packet ship from Liverpool, we have our papers of the 8th ult. from that port, and to the 7th inclusive from London.

The arrival of a portion of the French expedition in Italy—1000 men having disembarked at Ancona on 22d February, and taken possession of the citadel—is the chief subject of comment in these journals. The smallness of the force, however, and the assurances on all hands, that the expedition was rather one to gratify the pride of France, than meant to interfere in any way with Austria, seem to preclude any apprehension of disturbances from this source. The London Courier of 6th, on this head, says:

A letter, written by a gentleman of high rank and diplomatic knowledge in Paris to a friend here, states that the expedition of the French to Ancona will produce no disagreement with Austria, and that in fact it was with the full knowledge, and, to a certain extent, approbation, of the great leading Powers of Europe, that the expedition was undertaken. These Powers, says our authority, clearly understand that the maintenance of Casimir Perrier's ministry is essential to the peace of Europe; and that, surrounded as it is with many enemies, it is necessary to do something to control the national feeling. The French expedition to Ancona will, it is thought, do this, by flattering the French nation, as it will at all times have some weight in the Italian affairs. The smallness of the number of French troops cannot give cause of jealousy to Austria; and it is observed that, as the French Ministry will, in all probability, be strongly attacked on the Foreign Budget, it was requisite to have some popular feature on the side of the Minister.

The extracts from the private correspondence of the London Times, and from the *Messenger des Chambres*, will apprise our readers of the particulars of this debarcation. The Times treats the whole expedition as uncalled for—likely to be either useless or injurious—as manifesting a great departure from the understood laws of national independence, and as likely to lead to the collision which all alike profess an anxiety to avert. The Courier, on the other hand, says on authority to which it attaches great credit, "that the Austrian cabinet is perfectly agreed with that of France as to the unfitness of the Papal government, as it now exists, and that very important modifications favorable to the interests of the Papal States, will be insisted upon." Meanwhile, Cardinal Albani has established a criminal tribunal, which is to condemn to the galleys or to death, persons politically obnoxious.

There is nothing more advanced in the affairs of Holland and Belgium. Count Orloff, to whose mission much importance is attached, was still at the Hague, but was expected in London about the 12th, if meantime he could obtain the concurrence of the Dutch cabinet in his view of the treaty of the Conference.

Of Portugal we have nothing further. The Paris correspondent of the Times leans to the opinion that the interference of France and England would induce Spain to desist from any purpose of openly aiding Don Miguel. The Courier's correspondent, however, writes differently—as for instance:

PARIS, MARCH 4.—Letters from Spain, of the 25th ult., confirm the departure of the Royal Guards from Madrid to the frontiers of Portugal, and state that the greatest activity reigns in the War Department. Troops are daily concentrating on the extreme frontiers of Estremadura, where an army of at least 25,000 to 30,000 men will be ready to enter at a moment's notice as soon as the disembarkation of Don Pedro is announced, as Ferdinand, notwithstanding the reports to the contrary, is determined to support Don Miguel. The army may be called one of observation; but I think it will prove to be one of offence.

The annexed article from the London Courier, as to the State of the Press in Belgium, is little calculated to recommend to popular favor here, the mission just now instituting from this country to that.

The *Spectator*, in noticing the arrival of Brussels papers, says—

King Leopold has established a Council of War, before which all persons are to be tried who shall, by means of the press, excite to desertion, or correspondence with the enemy, or any other crime dangerous to the State.

The fact is indisputable. The decree signed by Leopold is posted on the walls of Belgium. Thus in this boasted land of liberty, the writer of a newspaper who may happen to offend the Government or the bigoted priesthood who govern the Government, may be called before a court martial, composed perhaps, of low military adventurers, and receive sentence of banishment, or death, whilst the tribunals recognized by the constitution for the trial of offences of the Press, look on in terror and amazement. We have supported the Belgians in their just demands, but we little imagined that the result would be the sway of a low tyrannical priesthood, with a Protestant Sovereign as their instrument. If the Belgians understand liberty so little as to submit to this, they deserve all that bigotry and tyranny can impose upon them.—[London Cour.]

In France all seems tranquil. The House of Peers had, however, rejected the bill of a single line passed by the Deputies, repealing all former laws directing the observance, with religious ceremonies, of the 21st January.

The King of Bavaria has announced the acceptance by his son, Prince Otto, of the throne of Greece. It is the intention, says the London Spectator, of the Five Powers immediately to take steps to procure for the young Monarch a military establishment suitable to the station he is to hold, and the order which he will be called on to maintain. The expense will be borne by the Five Powers, as was agreed in the case of Prince Leopold. The Council of Regency is to be named by the Five Powers, but with a special regard for the feelings of the Greeks.

In England the Reform Bill still was unsettled, even in the Commons, and the opposition to it always bold and uncompromising. Some consultations and correspondence had occurred between Lord Harrowby and Lord Wharnccliffe, "moderate Reformers," as they are called—as we talk of General Jackson and his friends, as favoring "a judicious tariff,"—of which the object was to see whether some modification of the bill before the Commons could not be agreed on. The Duke of Wellington upon being consulted, declared he would have nothing to do with the thing in any shape, and that if new Peers were created to insure the bill, he and twenty other Peers that he knew, would secede from the House and refuse to take any part in the proceedings.—From some remarks in the London Times of the 7th, there would seem to be some apprehensions as to the firmness of Lord Grey. After speaking of the manoeuvres of the Tories as natural enough, that paper asks:

But what must be said of that Whig Minister, who first undertakes a reform of Parliament, and then, having raised the pulse of the people of England to the highest point of joyous and exulting confidence,—having been cheered and sustained in his noble project, by an impassioned unanimity from all classes of this great nation, which must have breathed life almost into a marble statue; by the plaudits of the wise, the sympathies of the virtuous, and a maganimous devotion on the part of his brave Sovereign, which may be characterized as nothing less than sublime,—what must we say of such a Minister, if, by the curse of Providence, he should live to co-operate in the disappointment of the hopes which he has excited, and in the frustration of the very measure which he had himself declared to be indispensable to British liberty?—what, but that he has laid the mine to the foundations of a glorious monument, erected even in his life-time to his own memory, and incapable of perishing but by his hand alone. Of such a Minister, should the earth have nourished such, it is not enough to say that he has permitted the overthrow of a nation's peace and happiness. He will not have permitted the fatal deed:

it will have been perpetrated by him, if it be not by him, who has the power, prevented.

The cholera increased but slowly—and the actual fact of its being cholera was still disputed: 16 cases reported by the central board to have broken out in Marylebone, at the west end of London, were declared by Mr. Hume, in the House of Commons, on the authority of the parish authorities, not to be cholera.

London Cholera Report for March 8th.—New cases 42, recoveries 34, deaths 23. Total from commencement—cases 441, deaths 234.

[From the *Messenger des Chambres*, of March 1.]

"The ship Suffren, and the frigates *Arthemise* and *Victoire*, having on board 1,280 troops, entered the port of Ancona on the evening of the 28th of February. The naval division, which left Toulon on the 7th, made the voyage in 14 days.

"It appears, that in consequence of the mission of M.M. Dittmer and Vetry, they were prepared to receive our troops at Ancona. A French Commissary disembarked in the first instance, and the troops afterwards in the course of the night. It is said that the small Pontifical garrison of the citadel, not wishing either to receive or to oppose by open force the landing, our Sappers cut through the gates with strokes of the hatchet, and that all passed off peaceably. It is believed that the Pontifical Commandant had no precise orders from his Government, or that this comedy was enacted only for the purpose of misleading the Austrians.

"Cardinal Albani, Commissary Extraordinary of the four legations, published on the 20th an edict, establishing a criminal tribunal and awarding the punishment of death and that of the galleys against the authors of seditious acts or discourses. This edict of reaction, the object of which is to impress terror on the whole population, appears to have been drawn up to counterbalance in the minds of the inhabitants the happy effect produced by the announcement of a French expedition. The Cardinal has all the appearance of having hastened the publication of his edict before the arrival of our troops, in order to avoid the observations which would have been used to dissuade him from it. But it is still time enough to check the cruel effects of so odious a decree, which lavishes the most cruel punishments for the slightest offences. The mission of our troops is entirely conciliatory; it must protect at the same time the Pontifical Sovereignty and the safety of his subjects."

Dr. How, a citizen of the United States of America, who was sent to Berlin by the Polish Committee of Paris, of which he is a member, for the purpose of distributing relief to the refugees traversing Prussia on their way to France, has been arrested at Berlin, and thrown into prison. When the letter which brought this intelligence was sent off, none of his friends had been allowed access to him.—[Revolution.]

Letters from Lisbon of the 30th ult., state that, after the arrival of the Sandwich packet on the 29th of February with London newspapers of the 22d, additional exertions were made to despatch the reinforcement of troops to Madeira, and that a corvette, a brig of war, four store ships, and five small schooners, had that morning put to sea, having on board from 1000 to 1200 troops, in the hope of reaching Madeira before the arrival there of Don Pedro.

These troops comprised two regiments selected for their loyalty to Don Miguel; but their conduct on leaving the shore was such, as to make it very doubtful whether that loyalty could be depended on if they found the standard of Donna Maria flying, upon their arrival at Madeira.

Lisbon was in a state of great excitement, and many of Don Pedro's manifestoes and proclamations had not only been circulated, but actually posted on the Convent and Church doors, and even close to the gates of the arsenal.

No proceedings had been instituted for enforcing the loan, although scarcely one half had been collected; but they were daily expected to take place—more especially against Baron Quintella. Political arrests were occurring daily.

Don Miguel, in the midst of all this, had gone up the river to a Palace about twenty miles from Lisbon, upon a shooting excursion.

The Constitutionalists were highly delighted at the intelligence contained in the Courier of the 22d of February, that the English and French Governments had interposed to prevent Spain from interfering in the affairs of Portugal. That she meant to have done so there can be no doubt, as the troops were on the frontiers.—[London Courier March 19]

NEW-YORK AMERICAN.

APRIL 14, 16, 17, 18, 19, 20—1832.

LITERARY NOTICES.

We had only space last week, to speak in general terms of the *'Life of Gouverneur Morris,'* by Mr. Sparks, without presenting any extracts from these instructive and interesting volumes. We propose in this second notice, to go somewhat more into detail.

The general reputation of Mr. Morris, and the estimate of his services during, and subsequent to, the Revolution, will certainly be enhanced by this publication. He appears a much more considerable and influential man in the very earliest stages of, and throughout, the revolutionary struggle, than his youth at the time of the brief notices of his career heretofore made public, would lead one to anticipate. As the zealous and undesigning chairman of some of the most important committees of the revolutionary Congress, and, subsequently as the associate, at twenty-eight years of age, of Robert Morris, in restoring and founding the dilapidated credit of the nation, exhausted by war, and distracted for want of an efficient federal government, Mr. Morris's career was most honorable, and his services most indefatigable. This portion of the biography, however, though, as has been well remarked elsewhere, "most important in enabling us to form a correct idea of the ability of Mr. M., is less interesting than that which relates to his long residence abroad." Here Mr. Sparks has availed himself, with judgment, of a Diary kept by Mr. M., apparently for his own use, but with great regularity, and, as is manifest from every line in it, with great honesty. It is, clearly, not a diary which, under the guise of a private daily record, was made up for a market, or with a view to produce false impressions, either as to the writer himself, or the persons or events falling under his observation. It gives, on the contrary, the real impress of the hour as it fled, and that has not since been altered.

But it is not less as a man, than as a citizen and public servant that these volumes will exalt the character of Mr. Morris. In the private relations of life he was admirable, of which we give a beautiful proof in the annexed letter to his mother, written from amid the busy scenes of the New York Convention, then deliberating on framing a Constitution for the State.

FISHKILL, Dec. 19th, 1776.

Dear Madam,—It is with inexpressible concern, that I am this day informed of the death of my sister. We all sustain in her a great loss, but you in particular, who are thus bereft of the companion of your age, must feel it most severely. Would to God it were in my power to alleviate the pangs of a sorrowing parent. But this is not my lot. My friend Wilkins will, I am sure, on this occasion do the duties of a child and a friend. There is one comforter, who weighs our minutes, and numbers out our days. It is He, who has inflicted upon us the weight of public and private calamities, and He best knows when to remove the burden. I am sorry it is not in my power to see you at present. I know it is your wish, that I were removed from public affairs; indeed, as far as relates to my own ease and enjoyment, I wish so too. But I know it is the duty of every good citizen or man to preserve that post, in which by a superior order he is placed.—Where the happiness of a considerable part of our fellow creatures is deeply concerned, we soon feel the indignation of an individual. And whatever lot that individual shall experience, while a conscious remembrance of conduct inspires and supports him, though he may be unfortunate, he cannot be miserable.

What may be the event of the present war, it is not in man to determine. Great revolutions of empire are seldom achieved without much human calamity; but the wrong, which can happen, is to feel on the part of the conqueror of America, and he who dies there, in defence of the injured rights of mankind, is happier than his conqueror, more beloved by mankind, more applauded by his own heart.

The death of my sister has incapacitated me for mirth; my letter, therefore, is of an improper complexion to one already afflicted. My love to my sisters, to Wilkins, whose integrity I love and respect, to the good natured Counsellor of Bermuda, and such others as deserve it. The number is not great.

Pray believe me most sincerely your affectionate son.
GOUVERNEUR MORRIS.

Honorable indeed is this letter to his feelings, as a son and as a man, and to his patriotism. Many of our readers too will be struck by that part of it which refers to Him who "weighs our minutes, and numbers out our days;" and they will hear with pleasure that this sense of dependence on, and submission to, Divine Providence, accompanied Mr. Morris through life, as is strikingly illustrated by several passages in his letters and Diary, and by none more than by the following entry in the latter:

Dresden August 19.—In the streets are many French emigrants, who are travelling eastward to avoid their countrymen. They are allowed to stay only three days. Unhappy people! Yet they employ themselves in seeing everything curious, which they can get at; are serene, and even gay. So great a calamity could never light on shoulders, which could bear it so well. But, alas! the weight is not diminished by the graceful manner of supporting it. The sense however is less, by all that spleen and ill humor could add to torment the afflicted. Doubtless, there are many among them, who have a consciousness of rectitude to support them. This ground of hope in the kindness of that Being, who is to all his creatures an indulgent father, with the cheerfulness of temper, which nature has given to some of her favored children, may make their hearts beat lightly in their bosoms, while those of their more fortunate oppressors shall sink and sicken. For surely the oppressor can never be happy. I flatter myself with the belief, that a great majority of those in France would rejoice at an opportunity to call home their brethren, wandering in proscribed wretchedness through a world which is to them almost a wilderness. But the day is yet, perhaps, at a distance.—Oh God! it is thy wisdom which hath ordained and thy hand which heavily hath inflicted this blow, consistent most surely with those just decrees, which we may not presume to measure, nor even dare to know, but yet we know, for we feel, that thy mercy will season to those, who suffer them, the sharpness of these afflictions. Yes, we feel! and it is this consciousness, which, previous and paramount to all reasoning, has diffused through the whole human race, and impressed on the heart of each individual, the same conviction of his own existence, and the existence of God. Yes, we feel! and it is in the strict accordance between our finest feelings, and the principles of the religion we profess, that this stands demonstrated by their evidence to be of divine origin.

Referring, at a subsequent period, to some other French emigrants whom he met at Vienna, and to their embittered feelings and violence of expression towards Lafayette, and others who had an agency in bringing about the revolution, Mr. Morris shrewdly remarks, "often the unforgiving temper and sanguinary wishes which they exhibit, make me almost believe that the assertion of their enemies is true, viz: that it is the success alone, which has dated, signed on whose side should be the crimes, and on whose the misery."

Mr. Morris, while in France, was charged with being opposed to the people, and in favor of the Court. We annex, on that head, an entry in his Diary, which explains his own views. The States General were then sitting at Versailles, in 1789.

June 23d.—Go to Versailles and call on Monsieur de la Luzerne, but both he and his lady are out of town. Thence to Madame Tressé's, who gives me a cordial reception, complaining, however, of my politics. The King has this day, in his *Stance royale*, pleased the Nobility, and very much displeased the *Tiers*. I find it difficult to learn exactly what has passed, but it seems to me that the Nobility have less cause for exultation than they imagine. At dinner sit next to Monsieur de Lafayette, who tells me that I injure the cause, for that my sentiments are continually quoted against the good party. I seize this opportunity to tell him that I am opposed to democracy from regard to liberty. That I see they are

going headlong to destruction, and would fain stop them if I could. That their views respecting this nation are totally inconsistent with the materials of which it is composed; and that the worst thing, which could happen, would be to grant their wishes. He tells me, that he is sensible that his party are mad, and tells them so, but is not the less determined to die with them. I tell him, that I think it would be quite as well to bring them to their senses, and live with them. He says that he is determined to resign his seat, which step I approve of, because the instructions by which he is bound are contrary to his conscience. Before we part, I take an opportunity to tell him, that if the *Tiers* are now very moderate they will probably succeed; but, if violent, must inevitably fail.

We subjoin some miscellaneous extracts from the Diary, and a letter from Mde. de Flahaut, chiefly as it refers to the present King of France, and to a person known extensively here by her works, Mde. de Genlis, then called Mde. de Sillery:

The Countess de Flahaut to Mr. Morris.

Bremgarten, Switzerland, Jan. 27th, 1797.

Sir:—I have seen in Switzerland the young Duke of Orleans. He has had a serious quarrel with Madame de Sillery, from whom he has received very bad treatment. But say nothing of this, for if she knew he had divulged it, she would persecute him even in his concealment. He is now entirely estranged from her and her principles, and has even taken his sister from her charge, and put her under the care of the Princess de Conti, his aunt.

Since he left the army his conduct in regard to his mother has been perfect. When he arrived with Dumouriez at the Austrian army, the Archduke and the Prince of Coburg proposed to him to enter into the service of the Emperor, retaining his rank and appointments of lieutenant general. He refused, although without money, and without knowing what would become of himself, telling them that he was unwilling to expose his mother and brothers, and that he could not serve against his country. He immediately departed, in company with an aid-de-camp, and traveled through Germany in a miserable cabriolet. Being persecuted in Switzerland by the extreme partizans both of aristocracy and jacobinism, he separated from his aid-de-camp, and with a single servant, who followed him from the time of his emigration, (the same who courageously gave his horse to Dumouriez) he wandered on foot among the mountains, spending no more than thirty sous a day for the food, lodging, and other necessities required by them both.

At length, not having more than thirty francs in the world, he returned to M. de Montesquieu, who afforded him relief, and found a place for him as a professor in a college, where he taught Geometry in the German language, without its ever being known, either to the masters or scholars, who he was. So much was he beloved in this situation, that M. de Salis, a violent aristocrat, of great influence in Switzerland, and who would have driven him away if he had known him, was struck with the deportment of the young professor, and offered him the place of protector to his children. When I spoke to him of this retreat, he said to me, that he would willingly die for his mother and brothers, and he believed the more he kept himself concealed, the greater would be the chance of their safety. I am well persuaded, if he had pursued any other conduct, the horrible Robespierre would have massacred them all. In his manner of dress, he adopts the habit of his ancestors, Henry the Fourth. He is melancholy, but gentle and unassuming, and his whole ambition is to go to your America, there to forget the grandeur and sufferings of his youth. But he has nothing in the world. Can you not render him the double service of acquainting his mother with his conduct, his veneration for her and his hatred of Madame de Sillery, who ruined his father, (qui a perdu son père); and also of informing him whether his mother has the means of subsistence, where are his brothers, and any little details respecting the situation of them all? He remembers having seen you, and says he was then so completely under the control of the false principles and prejudices of his government, that you could not judge of him, but that he hopes so excellent a friend of his mother will not refuse to be his? Do you know that Madame de Sillery is at Hamburg, with M. de Valance and her niece? Adieu. The Countess de Flahaut.

March 1st.—Say with Madame de la Luzerne. A small party absorbed in Quixote. Monsieur de B. for want of something else to do, asks me many questions about America, in a manner which shows he

cares little for the information. By way of giving him some adequate idea of our people, when he mentioned the necessity of fleets and armies to secure us against invasion, I tell him that nothing would be more difficult than to subdue a nation, every individual of which, in the pride of freedom, thinks himself equal to a king; and if, Sir, you should look down on him, would say, "I am a man, are you any thing more?" "All this is very well, but there must be a difference of ranks, and I should say to one of these people,—You, Sir, who are equal to a king, make me a pair of shoes." "Our citizens, Sir, have a manner of thinking peculiar to themselves. This shoemaker would reply; 'Sir, I am very glad of the opportunity to make you a pair of shoes. It is my duty to make shoes, and I love to do my duty. Does your King do his?' This manner of thinking and speaking, however, is too masculine for the climate I am now in."

March 3d.—Monsieur le Comte de Nenni does me the honor of a visit, and detains me till 3 o'clock. I then set off in great haste to dine with the Comtesse de B. on an invitation of a week's standing. Arrive at about a quarter past three, and find in the drawing room some dirty linen and no fire. While a waiting-woman takes away one, a valet lights up the other. Three small sticks in a deep bed of ashes give no great expectation of heat. By the smoke, however, all doubts are removed respecting the existence of fire. To expel the smoke, a window is opened, and, the day being cold, I have the benefit of as fresh air as can reasonably be expected in so large a city.

Towards four o'clock the guests began to assemble, and I begin to expect that, as Madame is a poetess, I shall have the honor to dine with that exalted part of the species, who devote themselves to the Muses. In effect, the gentlemen begin to compliment their respective works, and as regular hours cannot be expected in a house where the mistress is occupied more with the intellectual, than the material world, I have a delightful prospect of a continuance of the scene. Towards five, Madame steps in to announce dinner, and the hungry poets advanced to the charge. As they bring good appetites, they have certainly reason to praise the feast. And I console myself with the persuasion, that, for this day at least, I shall escape an indigestion. A very narrow escape too, for some rancid butter, of which the cook had been liberal, puts me in bodily fear. If the repast is not abundant, we have at least the consolation, that there is no lack of conversation. Not being perfectly master of the language, most of the jests escaped me. As for the rest of the company, each being employed in saying a good thing, or in studying one to say, it is no wonder if he cannot find time to applaud that of his neighbor. They all agree, that we live in an age alike deficient in justice and in taste. Each finds in the fate of his own works numerous instances, to justify this censure. They tell me, to my great surprise, that the public now condemn theatrical compositions, before they have heard the first recital. And to remove my doubts, the Countess is so kind as to assure me, that this rash decision has been made on one of her own pieces. In pitying modern degeneracy, we rise from the table.

I take my leave immediately after the coffee, which by no means dishonors the precedent repast; and Madame informs me, that on Tuesdays and Thursdays she is always at home, and will always be glad to see me. While I stammer out some return to the compliment, my heart, convinced of my unworthiness to partake of such polite entertainments, makes me promise never again to occupy the place from which, perhaps, I had excluded a worthier personage.

A TREATISE ON SHADES AND SHADOWS AND LINEAR PERSPECTIVE, by CHARLES DAVIES, Professor of Mathematics of the Military Academy, Westpoint: 1 vol. 8vo. 157 pp.: New York; J. & J. Harper.—This is, we do not doubt, an able Treatise, and is published in a manner worthy of an able work. We congratulate the Harpers on such a publication from their press. Professor Davies, who is charged with instructing the Cadets in the subjects illustrated by this work, has here furnished, as we presume, the substance of the lectures by which alone, in the absence of any fitting text book, his instructions have heretofore been communicated.

It will occur to many of our readers, we dare say, to ask what the mathematical distinction is between *Shades* and *Shadows*. We therefore give the definition, as here laid down.

The *Shade* of a body is that portion of its surface from which the light is excluded by the body itself.

The indefinite *Shadow* of a body is that part of space from which the body excludes the light; and the *shadow on* a body is that portion of its surface from which the light is excluded by an opaque body between it and the source of light.

The manner of finding the shadows of objects, and the common methods of perspective being dependent on mathematical principles, it follows, that to architects, draftsmen, &c. this work explaining those principles should recommend itself.

WESTERN QUARTERLY REVIEW.—A new literary periodical is about to be started at Cincinnati. The undertaking is commenced with views so liberal in themselves, and so creditable to those engaged, that we cannot do them justice better than by republishing the prospectus in which they are unfolded:

The editorial department will be confided to three gentlemen already known to the public by their contributions to the Eastern Reviews. The first literary talent of the West will aid the enterprise: and it is confidently expected that the eminent scholars and distinguished writers of the East and South will not withhold their contributions. Anxious to enlist for the work the best efforts of the most gifted and thoroughly informed minds, throughout our whole country, the publishers offer what they deem an adequate remuneration. For each accepted article they will pay THREE DOLLARS PER PAGE—a rate of compensation for literary labor, unusual, they believe on this side the Atlantic.

On these terms the Editors will reject without scruple, whatever they think unfit for the pages of the Review. Indeed, they wish it distinctly understood, that absolute independence will characterize its entire management. It will be the steady friend of Religion; but it will acknowledge no sects. It will be devoted to the Federal Union and the American Constitution; but it will own no parties. It will be alike fearless in the exposure of error, and in the promulgation of truth.

In the department of criticism it will aim to be frank, just, and candid. It will neither show nor withhold favor on the score of private or party connexion. Where high praise is merited it shall be given without stint; and where censure is deserved it shall be dealt out unhesitatingly. Articles purporting to be reviews of books shall be such, and not merely general disquisitions; while articles which are in fact essays, shall appear as essays.

Besides these general objects, which should be common to all American Reviews, it is intended that this Periodical shall be a voice from the West.—Hardly will it be fairly established, when the inhabitants of the Mississippi Valley will outnumber all the rest of the Union. It will be a prominent object of the proposed work to collect and declare the opinion of this immense population. When two more States shall have been carved out of the wide domain on the Northwest—and that must be very soon—the city where this work is to be published, will be the exact geographical centre of the United States. In the mean time the tide of emigration is flowing hitherward from every quarter with unexampled power, and there is no region of the earth respecting which accurate information is so eagerly sought. To meet this demand—to disclose the history, physical character and resources of the vast region between the Alleghany Mountains and the Pacific Ocean—will be another prominent object of this Review. Yet another—the last and not the least important, particularly in a country where new states are so frequently organized—will be to discuss matters connected with the formation of new constitutions and with legislation. The value of such discussions will be readily apprehended by those who have felt and now feel the manifold evils of a fundamental law defective in its original frame, and of a legislation under it perpetually vacillating.

Holding faithfully in view, and faithfully pursuing these objects, with no guides other than truth and justice, and with no ends, save the diffusion of valuable knowledge and of sound opinion, and the advancement of the highest interests of the country, the Publishers trust that the Western Quarterly Review will deserve, what they confidently ask for it, the liberal patronage of an enlightened community.

And that we are convinced they will gain; for we cannot conceive any publication better adapted to meet the literary wants of the Union, than one conducted agreeably to the above plan. In the first place, the talent and acquirement of the country is, with very few exceptions, in the hands of those who, being men of business, can devote but a small

portion of their time to literary pursuits; and this at such irregular periods, that, while it does not prevent them from finding a vent for their abilities in occasional essays of thirty or forty pages, forbids the idea of their embarking in the composition of works of any magnitude. Again, even the time thus devoted is too valuable to be appropriated to the exclusive study of particular subjects, unless the research and preparatory labor necessary to ensure success in treating them, be compensated far otherwise than merely by the satisfaction arising from the investigation. Periodical writing, in short, must be paid for like any other exercise of the abilities to create a supply of it, and it must be paid well to render that supply good. Talent, though it may be called into life by aspirations for distraction alone, will ultimately, with the mass, always seek an outlet through those channels which render it a source of personal independence to the possessor. There is undoubtedly a respectable capital of literary ability in the country, but it is now either bound up in the learned professions or dissipated where floating in those flimsy productions which are flung off as carelessly as one would pen a newspaper paragraph. The creation of a market for literary production, while it ensures strenuous competition, and induces those elaborate efforts which as yet are very uncommon in this country, is the only thing that can give a vigorous and steady growth to our literature. A better site for the present undertaking could hardly have been chosen than Cincinnati. Society, while it is there sufficiently advanced and cultivated to inspire confidence in the ability with which the project will be sustained, is still of so recent formation as to give a peculiar interest to writings which reflect its tastes and opinions. As Europe begins to look with hope to our shores for the development of originality in our young literature, so there is a disposition in our Atlantic cities to turn our eyes westward for those exhibitions of national character in the productions of the mind, which shall give them a complexion of their own. "A Voice from the West," if it be not the more echo of the East, if it come charged with tones of its own, will be listened to almost like the voice of posterity. Opinion travelling out from so fresh a region will reach us here like the breeze that comes tempered by the atmosphere of the green forest through which its scorching wings have flown. We will be willing to believe, whether justly or not, that the mind is capable of freer efforts when unfettered by local prejudices; and it ranges, as it were, in a new field of action. While each new fact relating to the history or resources of this wonderful region will be a theme upon which to descant, political speculation will derive a new interest, if not value, from originating in a quarter where the continual fabrication of communities affords abundant opportunities to study the progress of society in its early stages. Nor need we dwell upon the importance to themselves of having a safe oracle upon these matters in a part of the country where legislation is so vacillating, that people's ideas about codes and constitutions are in some danger of becoming irreparably confused and unstable. And for others—let us hope that in whatever section of the Union they may be, the promulgation of the original principles of our Federal constitution, by this organ of Western sentiment, will have new force with them, when coming from a state, which, though not in existence at the establishment of those principles, is now, owing to the wonderful results of their operation within and far beyond its happy borders, among the first in the Confederacy.

The work will be published by Meeker, Hubbard & Edmunds, of Cincinnati, who promise that it will be printed in the best manner, on the best paper. Each number will contain at least two hundred and fifty pages. The first number will be published

on the first day of next November. The price will be five dollars a year, payable on the delivery of the second number. The amount due contributors will always be remitted one month after the publication of the number containing their articles." We shall be happy to receive the names of subscribers at this office, and forward them to the publisher.

THE LIFE OF GEORGE WASHINGTON, Commander-in-Chief of the American Forces during the War of Independence, and first President of the United States, by JOHN MARSHALL; second edition, 2 vols. 8vo., pp. 500 each: Philadelphia, James Crissy. This is a most welcome and well timed republication of a work which worthily exhibits the noblest career that it was ever the fortune of man to run, and which holds forth lessons of patriotism, disinterestedness, lofty motives, and aims purely public, that, at no time more than the present, should address themselves to the respect and emulation of all Americans.

Our readers need not be told that the biographer of Washington is the Chief Justice of the United States,—one who, in purity of character, is well fitted to unfold that which he undertakes to portray. The work was originally composed and published soon after the death of its illustrious subject, and then extended through five volumes. Of these the first, comprising a sketch of the Colonial History of the United States, has been since detached from the main work and published separately; the other four volumes are embodied in the two now before us, "without discarding any essential information." "The language," says the author in his preface to this edition, "has been in some instances altered—he trusts improved; and the narrative, especially that part of it which details the distresses of the army during the war, relieved from tedious repetition of the same suffering." These volumes are very handsomely printed—the paper is white and good; and they are accompanied by an atlas in the same form, presenting accurate colored maps of the regions in which the American campaigns were performed, and plans of the relative position of the armies in some of the principal contests.

The Life of Washington, during the period here included, is the history of his country; and no American, studious of accurate information as to the eventful times which gave us a name and a nation, and willing to ascertain and acknowledge the vast debt of gratitude we owe to those who were foremost in the acts and sufferings of those days, should fail to read and meditate upon these volumes.

AN ADDRESS, delivered at the request of the Citizens of Nashville, Tenn., on the Centennial Anniversary of the birth of Washington—by Philip Lindsay, D. D. President of the University of Nashville.

Called upon unexpectedly, and at a late day, to deliver an address on this anniversary, incapacitated by illness from study or sustained application, President Lindsay was yet unwilling to disappoint the wishes of his fellow citizens, and though unable to elaborate an oration, he has spoken eloquently and to the purpose. From his rough notes was the discourse before us printed. We have only room for the passages with which it closes.

The age of Washington is the classic age of American history. It is a resplendent, a glorious, a golden age. The character of Washington may, without even the semblance of hyperbole, be pronounced in a single word—Perfection! So far, at least, as perfection may be justly predicated of any mere mortal man.

Among the great personages whom mankind have delighted to honor, not one can be designated as worthy of being adjudged his peer. How lovely and docile and dutiful in childhood—how nobly good and brave in youth and manhood—how wise, magnanimous, philanthropic, dignified, unostentatious, pure and single-hearted in all his unparalleled

prosperity, and through every scene of his wonderful career!

In all the walks and relations of private and domestic life he shone with a beauty and splendor peculiarly his own. He was eminently rich in good works—and envy dared not hate or revile him. He was the able, judicious and unwearied advocate of every useful enterprise and institution—of religion, order, morals, science and universal education.

He was American in all his feelings, sentiments and policy. He belonged to no party—but to his country. Nor was his patriotism selfish or exclusive. His benevolence extended to the whole family of mankind. Though sternly just in all his intercourse with foreign nations—he exacted nothing which he was not heartily disposed to reciprocate. He observed the strictest neutrality towards the European belligerents, and labored to convince his fellow citizens and the world that this was and ever must be the genuine policy of the American government.

In him was no blemish which requires the obvious mantle of charity from the partial biographer or from a grateful posterity. His entire life, from the cradle to the grave, is before the world—and it may boldly challenge the severest scrutiny.

His is a life to be studied, not merely by the warrior, the politician, the statesman, the philosopher—but by the humblest citizen of the republic. He possessed virtues and excellencies which all may imitate—though, in majesty and grandeur, none may ever approach him.

He was born in humble obscurity—but in him were blended all the elements which will ever ensure pre-eminence under any circumstances. He would have been great and good—had the revolution, which made him the greatest and the best, never occurred. He would have been, as he was, the most skillful, scientific and successful farmer in Virginia. And he would have been, as he was, respected, beloved and honored by his fellow citizens. It seems ever to have been a maxim with him, that there is nothing worth doing at all which is not worth doing well. Add another not less important, that time is invaluable, and that every moment must be improved. Whatever he did, therefore was well done—and he never passed an idle or unprofitable hour. He resolved, while yet poor to be independent—that he might be honest and useful. He therefore applied himself diligently to business, and to the acquisition of such knowledge as would ensure him success and reputation. He was industrious and economical, not to amass wealth for its own sake, but that he might be virtuous, just and generous. It was this truly noble spirit of honorable independence, cherished from early youth, which preserved him from pecuniary embarrassment throughout the long period of his public services, and which enabled him to decline all pecuniary remuneration from his grateful country—and finally to manifest a princely hospitality and munificence, without a particle of princely parade, extravagance or ostentation.

Washington never flattered the great nor courted the multitude. He never solicited office. He was ever ready to serve his country, but he never sought to govern it. He never resorted to artifice, intrigue or management for any selfish purpose whatever. If he was ambitious, it was to deserve the esteem of the wise and good—not to acquire power, wealth, honor or fame.

With him character—moral character—was every thing from the beginning. He always acted from principle—from the highest, holiest, religious principle. And by the force of character, he rose in the confidence, admiration, and affections of his countrymen. Neither birth, nor fortune, nor family alliances contributed, in the least to his exaltation. It was all the result of his own good conduct, sound sense, indefatigable diligence, uniform kindness, invincible integrity, devoted patriotism, moral courage, christian magnanimity—and of that determined resolution, which is ever the attribute of superior genius and real greatness, to be come equal to every occasion, emergency and enterprise which he was providentially summoned to encounter as to duty.

There have been many ambitious Cæsars—illustrious patriots—many talented demagogues—many splendid traitors—whose glory and whose infamy are recorded in the everlasting page of history. Our country has produced a noble band of heroic warriors and gifted sages, and accomplished statesmen—but, hitherto, no Cæsar, and but one Arnold.

OUR WORLD HAS PRODUCED BUT ONE WASHINGTON.

THE WORKS OF THE REV. ROBERT HALL, A. M.; in 3 vols.; vol. 1; Harpers.—The writings of this distinguished preacher and theologian, as here published under the superintendence of Olinthus Gregory, with the accompanying memoir and sketch of Mr. Hall's life and character, by the Rev. Jas. Foster

and Sir James Mackintosh, make one of the most valuable books that has for some time come under our notice. The half which we have perused of the present volume consists of discourses upon the most important subjects, written in a clear, nervous and manly style; utterly free from all cant and misapplication, and abounding in passages of the most forcible eloquence. They exhibit that symmetry and strength of mind which is the result of superior faculties improved by cultivation, and so trained, that while each is developed in its just proportion, the united power of all may be brought to bear upon a given subject: an order of understanding more useful, and, it might be added, more rare than genius itself; for while one man possesses stores of erudition that are measureless, and another has an inventive faculty equal to any emergency, the learning of the first, if profound, must be limited in its range and its application, and the last may languish in inactivity for the want of occasions to call it forth. The former, to use the language of an acute observer of men, is frequently possessed by those who have taken out their brains to make room for it; and the latter, like a meteor, too often bewilders and misleads upon the brilliant and capricious path of light it describes. But the mind that, expanded by general knowledge, is characterized by soundness and precision in all its acquirements; that is ardent in the pursuit of truth, but arrives at it with soberness; that is zealous in its promulgation, but judicious in the means thereof; is above all others calculated in an advanced state of society to promote its best interests. Such altogether, from a want of familiarity with his works, we are not prepared to say that Mr. Hall's was, but judging from those we have read, with such we would class his well disciplined and energetic understanding.

The reader is probably aware that we avoid as much as possible theological as well as political discussions in these notices, and will therefore require no excuse for our not entering into a particular examination of the volume before us, or complain that we limit the few observations that we have to make to an occasional comment upon several passages we have thought suited to quotation. One of the most disheartening tenets of the Utilitarian school is the belief that human actions, however brilliant and noble, whether of high enterprise and gallant daring, of heroic sacrifice or philosophic fortitude, must be tested in value by the standard of immediate utility; must be stripped of all romantic beauty, all prospective benefit from the examples of human excellence they afford to posterity, and, measured in the scales of interest like a marketable commodity; just as the sublimest productions of the human mind, collected in an ancient library, were once measured by the square foot, and exposed to sale. The following passage which we find illustrating a different subject in the work before us, we quote as a forcible comment upon this:

Though it is confessed great and splendid actions are not the ordinary employment of life, but must, from their nature, be reserved for high and eminent occasions; yet that system is essentially defective which leaves no room for their production. They are important, both from their immediate advantage and their remoter influence. They often save, and always illustrate the age and nation in which they appear. They raise the standard of morals; they arrest the progress of degeneracy; they diffuse a lustre over the path of life: monuments of the greatness of the human soul, they present to the world the august image of virtue in her sublimest form, from which streams of light and glory issue to remote times and ages; while their commemoration by the pen of historians and poets awakens in distant bosoms the sparks of kindred excellence.

Who can tell how many a strong mind has been stirred up to action, and how many a feeble one inspired to exertion by this electrical influence!

The ensuing reflections upon the unfortunate condition of indigent females, is as applicable to this

country as to that to which they were originally meant to apply. The sad conviction they bear with them will reach every considerate bosom:

The situation of females without fortune in this country is indeed deeply affecting. Excluded from all the active employments, in which they might engage with the utmost propriety, by men who, to the injury of one sex, add the disgrace of making the other effeminate and ridiculous, an indigent female, the object, probably, of love and tenderness in her youth, at a more advanced age a withered flower, has nothing to do but to retire and die. Thus it comes to pass that the most amiable part of our species, by a detestable combination, of those who ought to be their protectors, are pushed off the stage as though they were no longer worthy to live when they cease to be the objects of passion. How strongly on this account this society is entitled to your attention (as words would fail) I leave to the pensive reflection of your own bosoms.

The following are Mr. Hall's sentiments upon a subject about which there is some diversity of opinion among moralists:—

Nor can I reckon it on this account among the improvements of the present age, that by the multiplication of works of fiction the attention is diverted from scenes of real to those of imaginary distress; from the distress which demands relief to that which admits of embellishment: in consequence of which the understanding is enervated, the heart is corrupted, and those feelings which were designed to stimulate to active benevolence are employed in nourishing a sickly sensibility. To a most impure and whimsical writer, whose very humanity is unnatural, we are considerably indebted for this innovation. Though it cannot be denied, that by diffusing a warmer coloring over the visions of fancy, sensibility is often a source of exquisite pleasure to others if not to the possessor, yet it should never be confounded with benevolence; since it constitutes at best rather the ornament of a fine than the virtue of a good mind. A good man may have nothing of it, a bad man may have it in abundance.

We have spoken above of the eloquent passages with which these writings abound. The following quotation from an address to a body of soldiery, when the invasion of Bonaparte threatened England, may be cited as one:—

As far as the interests of freedom are concerned, the most important, by far, of subinary interests, you, my countrymen, stand in the capacity of the federal representatives of the human race; for with you it is to determine (under God) in what condition the latest posterity shall be born; their fortunes are entrusted to your care, and on your conduct at this moment depends the color and complexion of their destiny. If liberty, after being extinguished on the continent, is suffered to expire here, whence is it ever to emerge in the midst of that thick night that will invest it? It remains with you then to decide whether that freedom, at whose voice the kingdoms of Europe awoke from the sleep of ages, to run a career of virtuous emulation in every thing great and good; the freedom which dispelled the mists of superstition, and invited the nation to behold their God; whose magic touch kindled the rays of genius, the enthusiasm of poetry and the flame of eloquence; the freedom which poured into our laps opulence and arts, and embellished life with innumerable institutions and improvements, till it became a theatre of wonders; it is for you to decide whether this freedom shall yet survive, or be covered with a funeral pall, and wrapped in eternal gloom. It is not necessary to await your determination. In the solitude you feel to approve yourselves worthy of such a trust, every thought of what is afflicting in warfare, every apprehension of danger must vanish, and you are impatient to mingle in the battle of the civilized world. Go then, ye defenders of your country, accompanied with every auspicious omen; advance with alacrity into the field, where God himself musters the hosts of war. Religion is too much interested in you success not to lend you her aid; she will shed over this enterprize her selectest influence. While you are engaged in the field many will repair to the closet—many to the sanctuary; and the faithful of every name will employ that prayer which has power with God; the feeble hands, which are unequal to any other weapon will grasp the sword of the spirit; and from myriads of humble, contrite hearts the voice intercession, supplication, and weeping will mingle in its ascent to heaven with the shouts of battle and the shock of arms.

This breathes the very soul of spirit-stirring elo-

quence, and must have come from the pulpit like the sound of a war trumpet upon the hearts to which the appeal was made. In the days of our Revolutionary struggle many was the efficient call that was made from the same quarter to those who were backward or indolent in the good cause; and we have heard of an instance in New England, during the last war, where the patriotic eloquence of a preacher raised a company from his congregation, and sent them on their march to the frontiers within a few hours after he had ceased addressing them. We take leave of this volume with a regret that is much allayed by the prospect of soon meeting with a continuation of its contents in another.

DOUGHTY'S CABINET OF NATURAL HISTORY AND AMERICAN RURAL SPORTS: Stodart, 6 Courtlandt street; Vol. 2, No. 1.—This being the commencement of a new volume of this clever periodical, it is ornamented with a vignette—and a very handsome one it is—worthy of the chaste pencil of Mr. T. Doughty, who designed it. We cannot say much, however, for the lithographs, which are intended to illustrate the articles they here face. The contents of the number, though not very original, are well prepared and judiciously selected. We make two extracts; the first relating to Grouse in Pennsylvania, and the second describing Foxhunting in New Jersey.

Pinnated Grouse.—The barrens of Gloucester, and other counties of this State, have been the most celebrated grounds, east of the Alleghany, for this chief of our feathered game. In former years they were in great abundance on those barren grounds, which were then visited by old and scientific sportsmen, who regarded the laws of shooting, as well from example as from principle,—and multitudes fell beneath the unerring aim of many gentlemen, who themselves are now numbered with the dead. But lately, through great persecution, by those who have no claims to the principles which constitute sportsmen, and who visit these grounds months before the season for shooting commences by law, and while the birds are in an unfledged state, the Grouse are driven from this favorite abode, to seek shelter in other and more retired spots among the mountains.

Year after year has this unhalloved persecution of the Grouse been carried on, until the species has almost exterminated from the state. Of what satisfaction can it be to a man who claims the character of a sportsman, to destroy in numbers birds so young as to be useless for the table, and possessing so little energy and power to fly, that an ordinary missile would answer the purpose to kill them as well as the gun; and that, too, so early in the season, that the heat creates putrefaction, and renders them unfit to bring home, and our *soi disant* sportsmen have no other evidence of their success, than the boasting which usually is so strong a feature in the characters of such persons? Is it not more praiseworthy to bring down, in sportsmanlike manner, one full grown bird, powerful on the wing, in October, than a score of young, squeaking birds, unable even to top scrub oaks, for want of feathers and strength to support them?

Foxes.—In East Jersey, they are yet hunted in the laudible, old-fashioned style, on horseback; but in the western part of the state, this appears, of late years, to be relinquished altogether; more, perhaps, from the difficult land to ride over, being generally covered with thickets and brushwood. And it is only towards the holidays, that here and there a few neighbors congregate for a fox hunt, with horses, dogs, guns, &c. and altogether in a most unsportsmanlike way of hunting. The gunners, however, at Cape May, appear to have a mode adapted peculiarly to their neighborhood, of hunting "Sly Reynard," which is chiefly on small islands, situated on the sea-side, and separated considerably from the main land. On some of these islands, the Foxes are in great abundance, for hither they resort for the variety of food which may at all times be found along the margin of the sea, such as crabs, muscels, clams, gull's eggs, young birds &c., and, as the covering consists of high grass, weeds and species of bush common to those islands, and being altogether uninhabited, the Foxes propagate in numbers here, and at particular seasons afford fine sport to the inhabitants along the sea shore. The thickest cover grows on a ridge in the centre of these islands, from which, to the water's edge, and where the tide ebbs and flows, forms a clear space. Consequently, when a

party is made up, to hunt the Foxes, one or two drive the centre, with dogs, while others of the party are stationed with guns, at distances from each other to the end of the island, and shoot successively as the Foxes pass them. And here the manners and cunning of the animal are often fully displayed; for frequently, when pursued by the hounds, which go by scent altogether, the Foxes, to avoid them, will run into the surf, and, by keeping near the edge of the water, as the breakers roll over the sand, all the scent is effaced by the water, and the hounds are disconcerted. But few, however, with all this artfulness, escape, as the stationed gunners are ready at every point to receive them, and in a way many are killed.

NAVY DEPARTMENT.

Extracts from a letter addressed to the Secretary of the Navy by Master Commandant F. H. Gregory, commanding the United States ship Falmouth, dated Callao, January 12th, 1832.

"I have the satisfaction to inform you that the several governments upon this coast appear to be so well settled, and our flag is so much respected by them, that our cruise so far, has been but a courteous visit from one place to another; received with every demonstration of friendship and respect every where.

"On receiving your letter informing me of the destination of Commodore Downes, I lost no time in advising the United States Consuls upon the coast and at the Sandwich Islands, of the duties assigned me by the government; and held myself in readiness to proceed instantly, to any place, wherever the interest of our commerce may need my services.

"I have again to assure you, that the health of the crew is excellent,—and the order and discipline such as becomes the high character of the flag we bear.—Almost every delinquency amongst the seamen, may be traced to one source, that of intemperance; and some few punishments have been inflicted for that offence, and others emanating from it. It is but just, however, to observe, that the moral condition of the crew is very promising—which will be apparent to you from the facts that our muster is two hundred and fourteen, and only one hundred and nine draw their spirits—the others having voluntarily relinquished the use of it, after the promulgation of your order, directing payment to be made in lieu of the spirit part of their rations. I am happy also to observe, that a disposition has been constantly manifested by the officers, to secure to their inferiors the enjoyment of every right they can justly claim—as well as to allow them every comfort and pleasure the service will admit of."

U. S. Ship Falmouth, Callao, Jan. 16th.

SIR—I have the honor to inform you, that a report reached me here on the 10th inst. of the detention of the American brig Anawan, Capt. Palmer, by the convicts placed upon the Island of Juan Fernandez by the Chilean Government. I made immediate preparations to go in pursuit of her, and was on the eve of sailing, when the Anawan arrived here. Captain Palmer stated that he touched at Fern Fernandez in the latter part of December, for refreshments, and having landed himself, found that the guards stationed there had revolted, and were under the direction of several Chilean Officers, who had been exiled there by their Government, for political offences: he was immediately seized by them, and compelled to order his vessel into the harbor, when 108 officers, soldiers and convicts embarked, and proceeded to sea, with the intention of landing some where near Concepcion, but after being a few days at sea, changed their intention, ran to leeward, and landed at Copiapo, a small place near Coquimbo. They were divided into two Military Companies, well armed, and landed with the intention of revolutionizing the country. I shall sail to-morrow for that part of the coast, touching first at Valparaiso. Captain Palmer states that the damage done his vessel was trifling, the object of those people was only to get a passage to the Main.

The Dolphin arrived here on the 14th, all well, from her cruise to leeward. Capt. Long fell in with an English whale boat, having seven men on board who had deserted from the ship Sussex of London—to prevent their committing any depredations upon the sea, he brought them in. I have directed him to deliver them to the commander of the British squadron. I have the honor to be, very respectfully, &c.

FRAN. H. GREGORY,
Master Commandant.

Hon. L. WOODBURY,
Sec'y of the Navy, Washington.

MORE INDIAN TREATIES.—The official paper contains another treaty with the band of Wyandots in Ohio, for the cession of their tract of sixteen thousand acres of land, at the price of \$1 25 per acre.

HOME AFFAIRS.

LEGISLATURE OF NEW-YORK.

Monday, April 9.—IN SENATE.

Petitions presented, &c.—By Mr. Maynard, of Wm. A. Duer and others, for the adoption of measures to colonize the free blacks of this state on the coast of Africa, which was read, and referred to the select committee to whom had been referred the memorial of the colonization society on the same subject.

Of Chautauque county bank, for an investment of the bank fund, and against an increase of the salary of the bank commissioners.

Report.—Against the bill from the Assembly appropriating \$1,000 for the purpose of publishing a manual on the best mode of cultivating the mulberry tree, and manufacturing silk.

Bills passed.—To receive and continue the act to enable resident alien to hold and convey real estate. To alter the map of the city of New York, by laying out a new street in the 12th ward.

The committee again entered upon the consideration of the bill to levy on annual tax for two years. Maynard's substitute under consideration.

Mr. Dodge proceeded to address the committee against the bill. He assumed the ground that the canal would pay a tax, because it was a tax on benefits received, and received too from the whole people. He contended that a direct tax should never be resorted to so long as any other means could be found; because it was peculiarly oppressive to the middling classes, the farmers and the mechanics. He did not mean that the tolls on the canals should be kept so high after the debt was paid as to injure the commerce; but it was absolutely necessary, that a revenue should be derived from the canals in order to secure the fostering care of the Legislature over them. It was asked by the gentleman from the 8th, why we should tax Ohio and Michigan? I ask (said Mr. D.) why not tax them? Our canal has doubled the value of their real estate; have they then any right to complain of our tolls?

He believed the general fund, if it possessed all that was due it from the canals, would now be abundantly sufficient for the support of the Government. Therefore, the propositions to levy a tax was nothing more or less than a tax for the benefit of the canals. But he had no sympathy for the general fund, the sooner it was gone, the sooner the legislature would be likely to be honest. It always had, and always would excite the cupidity of individuals. He adverted to the \$100,000 appropriation for the botanic garden—the \$1,000 for the mad dog cure—and Ellis's improved rifles.

Sir, (said Mr. D.) do you suppose these appropriations would have been made, if it had been drawn directly from the people? If they had been so made, those making them would not have been returned to the legislature.

He then proceeded to prove that the canals were pledged to the state for revenue, by quotations from the Governor's message, from the reports of legislative committees, &c. from 1817 to 1825. He concluded his remarks by a forcible effort to show that a moderate rate of tolls would not in the least injure, but rather benefit the commerce of the canals. Mr. D. spoke about an hour and a half.

Mr. Maynard said, the doctrines which had been discussed on this bill, though not immediately connected with it, were highly important to the interests of the State; and doctrines, the settlement of which involved vast consequences, and which must be settled; and this furnished him with a sufficient excuse for again troubling the committee. He had laid down the unequivocal doctrine, without any exceptions, that the canals were the property of the State. And he read an extract from the constitution, declaring the canals to be forever the property of the State. Here, said Mr. M., is the title of the State, and let those who executed it, come into court and deny their own deed if they can. And will it be contended that the State has no right to raise revenue from its own property? When the committee rose and reported, and the Senate adjourned.

IN ASSEMBLY.

A bill was reported to incorporate the Eastern Dispensary of the city of New York.

The committee of the whole, resumed the consideration of the bill for the construction of the Chenango canal.

Mr. Ely addressed the committee in favor of the bill. He deprecated, in a becoming spirit, the refusal of gentlemen to meet this question by argument, upon the floor, and the out door influence, by which the enemies of the work sought to defeat the bill.

Mr. Kemble gave the reasons why the opponents of the bill declined discussion. It would consume the time of the House without changing any member's vote.

Mr. Hammond spoke in favor of the bill.

A motion of Mr. Van Duzer, to rise and report, was lost by a vote of 56 to 40.

Mr. Granger then took the floor. He expressed his astonishment, that a question of vital import to our people and our state, was to be settled, if not in the darkness of midnight, at least with the silence of the tomb.

The committee rose and reported.

IN SENATE—Tuesday, April 10.

The Assembly sent a resolution for concurrence authorizing the Secretary of State to furnish the New York Lyceum Society annually with the Legislative documents. Referred to the committee on Literature.

A number of local bills were ordered to a third reading.

The clerk was ordered to procure copies of Williams' Annual Register for the use of the Senate.

Mr. Edmonds presented several memorials of the comb manufacturers, against the manufacture of combs in the State Prisons.

A discussion ensued as to the reference of these petitions. The motion to refer to the committee on prisons finally prevailed, which renders it certain that nothing will be done in favor of the petitioners.

Bills passed.—To amend the act incorporating the Hallet's Cove Rail-way. To incorporate the Niagara River Hydraulic Manufacturing Company.

The committee of the whole again entered upon the consideration of the bill to impose a tax for two years.

Mr. Maynard's substitute under consideration:

Mr. Beardsley proceeded to address the committee against the bill; he opposed the bill principally on the ground that the principles which had been set up by its friends, were wrong and vastly more important than the bill itself.

Mr. B. proceeded to show the right of the State to derive revenue from the canals, and the equity of its doing so. Mr. Beardsley occupied the floor about an hour.

Mr. Tracy then took the floor. He said the number of vacant seats admonished him that this discussion had become wearisome; but a necessity was imposed upon him to reply to some things which had been advanced by the various gentlemen. If the question was between a tax and borrowing, he contended that public opinion was in favor of the tax, however ingenuity might cover up the project of borrowing. He took and illustrated the ground, that indirect taxation was always more unequal than direct. He next exhibited the operation of tolls on the canals towards the farmers of the west. To say that the canals should be taxed for revenue after they have paid back all the State has loaned them, with interest, is as preposterous as to say, that because one man had loaned another money on a mortgage of his farm; therefore, the man loaning the money, had a right to impose an eternal tax upon the borrower, even after his money had been refunded. Again; he admitted the State had the political power to raise revenue from the Erie Canal; but that they had a right to do so, he denied totally. He admitted the state owned the canal; so it owned the Hudson and Mohawk rivers, and a number of lakes; but did she own them in that kind of non-descript character of an individual and a public body too? Did she own them for the purpose of oppressing one section, for the benefit of another? He thought not.

Mr. T. spoke upwards of an hour and a half, and till the hour of adjournment, when the committee rose and reported, and the Senate adjourned.

IN ASSEMBLY.

The resolution for an adjournment was called up. Mr. Patterson moved to fill the blank with the 30th inst. He thought the great amount of unfinished business would not admit of an earlier adjournment.

Mr. Nicholas said he doubted not but that all the useful labors of the House might terminate by the 23d or 24th.

The motion for the 30th was rejected by a decisive vote, and the 24th adopted unanimously.

The vote of yesterday rejecting the bill paying certain expenses of the county of Richmond, was re-considered, and passed.

A resolution for an afternoon Session (at 4 o'clock) was adopted.

The bill extending the New York coal company charter, was finally passed.

Mr. Granger offered a resolution directing after

noon sessions, for the reading of minutes, presenting petitions, and receiving reports of Committees, which was adopted.

The House went again in committee upon the bill to construct the Chenango canal.

Mr. Van Duzer spoke eloquently in favor of the bill, and the Speaker followed on the same side.

On the question of granting leave to sit again, Mr. Bishop demanded the ayes and noes, whereupon Mr. Juliard moved an adjournment, upon which motion Mr. Barker called for the ayes and noes—ayes 58, noes 57.

Wednesday, April 11.—IN SENATE.

Adjournment.—A concurrent resolution was received from the Assembly for an adjournment of the Legislature on Tuesday the 24th inst., at 12 o'clock. Mr. Beardsley moved that the consideration of the resolution be postponed until Monday next, which was carried, 15 rising in favor.

Evening Session.

The bill to revive the act to incorporate the Flushing steamboat company, having been read the third time, its passage was opposed.

The resolution from the Assembly directing copies of the journals and documents to be furnished to the New York Society Library, and to all the incorporated Athenaeums in the State, was read the third time and laid on the table.

The Tax Bill.—The Committee of the Whole took up the bill to provide for the assessment and collection of an annual tax for three years, for the use of this state; and the resolution to amend the constitution, so that the salt and auction duties be diverted from the canal to the general fund, after the year 1835.

Mr. Maynard's amendments being under consideration.

Mr. Bronson addressed the committee upwards of an hour in favor of the bill. When Mr. B. concluded, the question was taken on striking out all the original bill, for the purpose of inserting Mr. Maynard's amendments or substitute, which was carried.

On motion of Mr. Maynard, the two last sections of the substitute were stricken out as unnecessary; when the two first sections were adopted, and the title altered so as to read, "an act for the support of the government of this state," when the committee rose and reported the bill to the Senate.

Mr. Tracy moved to amend the report of the committee of the whole, by striking out all after the enacting clause of the bill, and inserting the original bill for the assessment and collection of a tax. This motion was lost, ayes 5, noes 18.

The report was then agreed to, and the bill ordered engrossed for a third reading.

Bank Fund.—The committee of the whole took up the bill to provide for the investment of the moneys belonging to the Bank Fund; in the Five per Cent. Stock issued to satisfy the claim of Mr. Astor.

The fifth section increases the salaries of the Bank Commissioners to \$2000 per annum. To this an amendment was proposed by Mr. Beardsley, requiring the assent of all the Banks contributing to the Fund, before the increase should take effect. The amendment was adopted, as was also the section.

The committee rose and reported their agreement to the bill; when Mr. Tracy moved to amend the report by striking out the 5th section, which increases the salaries of the bank commissioners, but before the question was taken, the Senate adjourned to half past 5 o'clock this evening.

IN ASSEMBLY.

Chenango Canal.—Mr. Bishop called for the question on granting leave to the committee of the whole to sit again on this bill, which after some debate, was decided in the affirmative—ayes 54, noes 49.

A committee of the whole, took up the bill from the Senate, to provide for the construction of the Chenango canal. When the question was taken on the first section, and lost, 58 to 60—when the committee rose and reported.

Mr. Juliard then moved so to amend the report of the committee as to restore the section stricken out by the committee; which was decided in the negative, ayes 56, noes 64.

The question then recurring on agreeing with the report of the committee, it was decided in the affirmative, ayes 65, noes 55.

Mr. Rorer moved to amend the report of the committee by striking out the enacting clause. The motion prevailed, ayes 64, noes 56.

The question then recurring on agreeing with the committee in their report as amended, it was decided in the affirmative, without a count. So the bill was rejected.

IN SENATE.—Thursday, April 12th.

A petition of 600 merchants of the city of New York, in favor of the bill to incorporate the Leather Manufacturers' Bank, against which the Bank committee of the Senate had reported, was presented.

The bill for the support of the government of the State was passed.

The resolution to amend the constitution so as to give the election of mayor in the city of New York to the people, was read the third time and carried, yeas 23, noes 1. Mr. McLean voted in the negative.

The bill to revive the charter of the Flushing Steamboat company, was again considered.

Mr. McDonald again opposed the bill.

Mr. Sherman explained. The gentlemen from the second, (Mr. McDonald,) said Mr. S., seems to think me inconsistent, because I opposed the bill to incorporate the Westchester Steamboat company. He wished to be consistent. This bill was to amend, not to grant, a charter. If it was to incorporate a new company, he would now oppose it. He was opposed to all incorporations for objects which could be effected by individual enterprise. This case he did not consider a violation of this principle. And he would inform his friend from the second that a remonstrance had been got up in the first and second districts, signed by 1500 against the Westchester bill, which was not presented in consequence of the rejection of the bill.

Mr. McDonald said this remonstrance was from the first district, and confirmed the statement made by the gentleman from the first, that that district was opposed to this kind of incorporations, and was therefore a sufficient argument against the bill. The bill was lost—yeas 20, noes 6.

The committee of the whole passed the bill to incorporate the New York and Albany Rail-road Company.

The same committee also passed the bill to incorporate the Black River Company. [The last mentioned bill incorporates a company to construct a Rail-road from the Erie canal to Rome, or at some point between that and Herkimer, to the High Falls of the Black river; and to improve the navigation of that river from the High Falls to Carthage.]

Mr. Tracy then called for the consideration of his motion, yesterday laid on the table, to strike out the 5th section of the bill for the investment of the Safety Fund, which increases the salary of the Bank Commissioners.

Mr. Sherman was in favor of the bill, because he thought it important; and he was in favor of Mr. Tracy's motion, because he wished the salary question disconnected from this bill and taken up separately.

Mr. Beardsley opposed the motion, and it was lost—yeas 11, noes 14.

IN ASSEMBLY.

The Treasurer of the Albany Savings Bank reported.

Bills read a third time and passed.—For the appointment of a Measurer General of Grain in the city of New York—laid on the table.

Relating to the Charter of the Clinton Manufacturing Society.

Amending the New-York Lien Law.

Relative to Loans made to the people of this State.

Relative to the Supreme and Circuit Courts.

To increase the Capital Stock of the Bank of Genesee—laid on the table.

To incorporate the West Point and Cornwell Turnpike Company.

IN SENATE.—Thursday, 12th.—Afternoon Session.

The committee of the whole took up the bill to incorporate the New York and Erie Rail-road company. [Authorizes the company to construct their Road from the city of New York, or at some point in its vicinity, through the southern tier of counties, by the way of Owego, and from thence, by the valleys of the Susquehanna and Chenung rivers, to the shore of Lake Erie.]

Several amendments were adopted. The most important were, to fix the capital to \$10,000,000, instead of \$6,000,000, with liberty to increase it; to require \$5 instead of \$2 to be paid on each share of \$100 each; to strike out the 6th section, which allowed the company to loan moneys and secure its repayment by a mortgage on their road and the revenues to be derived from it, and reserving to the state the right to take the road after ten and within fifteen years after its completion, upon paying the cost and 14 per cent. interest.

The committee passed the bill, when the committee rose and reported.

The report was then agreed to, and the bill ordered to a third reading. Adjourned to seven o'clock.

Friday, April 13.

Mr. Tallmadge from the select committee to

whom was referred the petition of the State Colonization Society, reported a number of resolutions approving the objects of the society, and recommending it to the favor and patronage of the people, which were adopted and sent to the Assembly for concurrence.

The Assembly sent a resolution for concurrence that the clerks of the Senate and Assembly procure two copies of Col Trumbull's painting, one for the Senate and one for the Assembly chamber. Laid on the table.

Bills passed.—To investigate the safety fund and increase the salary of the Bank Commissioners.

To incorporate the following Rail-road companies, New York and Albany; Buffalo and Aurora; Rensselaer and Saratoga; Saratoga and Fort Edward; Albion and Tonawanda and the Warren county Rail-road company.

To regulate the manner of proving the laws and ordinances of the city of N. York in courts of justice.

The committee of the whole passed the bill to incorporate the Lake Champlain and Ogdensburgh Rail-road company, and the bill to incorporate the Tonawanda Rail-road company; and took up the bill to incorporate the Leather Manufacturers' Bank in the city of New York.

Mr. Seward offered an amendment to strike out the clause which requires the majority of the directors to be tanners and carriers.

After some discussion, the amendment prevailed, and the Senate went into executive business.

IN ASSEMBLY.

The bill to incorporate the Society of Mechanics at Brooklyn was read a third time and passed.

The bill to incorporate the Clinton County Bank was lost—yeas 79, noes 31.

The House then proceeded to appoint by ballot two members of the joint committee to examine the accounts of the Treasurer. Upon counting the ballots, fifty five votes being necessary to a choice, only one gentleman (Mr. Litchfield) was chosen. On the 2d ballot, only a plurality being required by a rule of the House, Mr. Remer was declared to be chosen.

Saturday, April 14.—IN SENATE.

The Senate concurred in the resolution of the Assembly, for appointing a joint committee of three to examine the Treasurer's accounts, and appointed, by ballot, Mr. McLean to be of the committee on the part of the Senate. The vote stood, for Mr. McLean 20, Mr. Fuller 4, Mr. Maynard 2, blank 1.

On motion of Mr. Maynard, the resolution to amend the constitution in relation to the auction and salt duties, was made the special order of the day for to-day.

Bills read a third time and passed:

To amend the act relative to the instruction of the deaf and dumb within this State.

To incorporate the Lake Champlain and Ogdensburgh Rail-road company, yeas 25, noes 2. (Capital 3,000,000.)

The New York Fire Insurance Company, yeas 29.

To amend the charter of the Bank of Chenango, yeas 29.

To amend the charter of the Hudson River Bank, yeas 27, noes 2. [Increases the capital stock from \$100,000 to \$150,000.]

To incorporate the Schenectady Bank, yeas 28, noes 1.

To incorporate the Bank of Rome, yeas 28, noes 1.

To extend for a limited period, the charter of the Bank of Orange County, yeas 29.

To incorporate the American Insurance Company of the city of New York, yeas 26, noes 1.

To incorporate the Washington county insurance company, yeas 25.

To amend the charter of the Schoharie mutual insurance company, yeas 27.

To amend the charter of the Clinton Fire Insurance Company of the city of New York, yeas twenty-seven.

Concerning pilots in the channel of the East river, commonly called Hell-gate.

To amend the act to provide for sick and disabled seamen.

The bills to incorporate the Tonawanda Rail-road Company, to incorporate the Leather Manufacturer's Bank, to incorporate the Westpoint and Cornwell Turnpike Company, were laid on the table.

The Senate then resolved itself into a committee of the whole, on the resolution moved by Mr. Maynard, proposing so to amend the constitution, that the duties on salt and sales at auction be diverted from the canal to the general fund, after the year 1835.

Mr. Maynard's resolution was as follows:—

"After the first of January, 1835, the legislature may transfer from the canal fund to the general fund

the revenues to be derived from duties on sales at auction, and on manufacture of salt."

It also pledges such tolls as may be imposed upon all the canals of this state, not required for the payment of the debt incurred for the construction of the Erie and Champlain canals, for the payment of the cost of construction of other canals, for the further prosecution of internal improvements, and for the promotion of education.

The first portion of Mr. Edmond's substitute was as follows:

"The duties on the manufacture of salt, as established by the act of April 1817, or as hereafter established by any amendment to the constitution, and the duties on goods sold at auction as now established, shall hereafter be and remain inviolably appropriated and applied to the ordinary expenses of administering the government of this state: nor shall the duties on the manufacture of salt aforesaid, nor the duties on goods sold at auction as established as aforesaid, be, at any time hereafter, reduced or diverted from the aforesaid object."

Mr. Maynard accepted the first branch of Mr. Edmond's substitute in lieu of his, and withdrew the second branch of his resolution, as did also Mr. Edmonds his substitute for it.

Mr. Edmonds moved to amend the resolution so as to except from the auction duties the amount of \$33,500 now appropriated by the constitution to specific objects in the city of New York.

A motion was made, by Mr. Edmonds, to amend the resolution by adding to it the following:

"Until the full and complete payment of the debt created for the construction of the Erie and Champlain canals."

After some further remarks, the committee rose and reported and the Senate adjourned.

IN ASSEMBLY.

On motion of Mr. Granger, resolved that after he day, motions, resolutions, and notices be added to this session of the afternoon session.

The House concurred with the Senate in their amendments to the bill to incorporate the Black River company, the Chenung canal company, declaring the mode of proving the ordinances of the Common Council of the city of New York, to incorporate the Warren county Rail-road company, the New York and Albany Rail-road company, the New York Fire Insurance company, the Albion and Tonawanda Rail-road company, the Saratoga and Fort Edward Rail-road company, the Lake Champlain and Ogdensburgh Rail-road company, to extend the charter of the Bank of Orange county for a limited period, relative to pilots in that part of East river called Hurl-Gate.

The question on concurring with the Senate in their amendments to the bill to incorporate the Little-Falls manufacturing company, the Washington county insurance company, and the American Fire insurance company in the city of New York, were laid on the table.

On motion of Mr. Maxwell, resolved, that the general and special orders be added to the business of the afternoon session.

TWENTY-SECOND CONGRESS.—1st SESSION.

Wednesday, April 11.

In the Senate, the bill supplementary to the acts for the relief of the officers and soldiers of the Revolution, was taken up, and some discussion took place upon the amendments, which extend its provisions to the officers and soldiers who served in the Indian wars, after the Revolution. The bill was laid on the table at one o'clock, for the purpose of taking up the unfinished business of Tuesday—the General Appropriation bill. Mr. Holmes concluded his speech on this bill, and the amendments of the bill reported from the committee on finance, were then considered, and several of them disposed of.

In the House of Representatives, Mr. Storrs resumed his remarks in opposition to the Report of the committee on the judiciary, asking to be discharged from the further consideration of the charges made against the collector of customs for the port of Wiscasset. Before he concluded, the hour allotted to the discussion expired. The several bills in relation to the District of Columbia, reported to the House from the committee of the whole, on Tuesday were taken up and laid on the table. The House refused again to consider in committee of the whole, the bill to incorporate the trustees of the Methodist Protestant Church of Georgetown. Various bills relating to the District of Columbia, were considered in committee of the whole. Considerable discussion took place on the bill from the Senate to alter the draw in the bridge over the Potomac, between Washington and Alexandria. Mr. Doddridge, from the committee on the District of Columbia, offered an amendment proposing to purchase the interest of the present bridge company, and to rebuild the bridge free

of toll, which was eventually agreed to, yeas 65, nays 44. The committee then rose—the bills were reported, and the House adjourned.

In the Senate, on Thursday, the Vice-President presented the memorial of the Master Commandants of the Navy, praying an increase of pay. Mr. Dallas presented the memorial of the Philadelphia Board of Health, praying the establishment of Quarantine Jurisdiction, in Delaware Bay, for the purpose of preventing the introduction of Cholera and other infectious diseases; and it was referred to the Committee on Commerce. The appropriation bill was taken up, and many amendments were discussed and agreed to. Mr. Clay moved to amend the bill by striking out the sum appropriated for the outfit and salary of a *Chargé de Affaires* to Guatemala. On this motion a long discussion took place, and the question being taken by yeas and nays, it was decided in the negative—yeas 8, nays 30.

In the House of Representatives, the bill for the establishment of a Military Board for the administration and government of the Ordnance Department, was read a second time and ordered to be engrossed for a third reading. Mr. Storrs concluded his remarks in opposition to the report of the Committee on the Judiciary, on the subject of the charges alleged against the Collector of the port of Wiscasset. Mr. Kennon of Ohio, spoke in favor of the report, until the expiration of the hour. An ineffectual attempt was made to take up the bill making appropriations for certain internal improvements for the year 1832. The general Pension Bill was then considered in Committee of the Whole. Mr. Carson in the chair. Mr. Johnson, of Virginia, addressed the committee at length in opposition to the general principles of the bill. Various amendments were afterwards proposed and discussed, and the committee, at nearly 6 o'clock, rose, reported the bill to the House with sundry amendments, which were ordered to be printed, when the House adjourned.

[From the National Intelligencer.]
Friday, April 13.

In the Senate, the Chair communicated a report from the Secretary of the Treasury in reply to a resolution of the Senate, requiring the amount of duties which would be repealed, if the present bill to repeal a part of the duties on imports should pass. A message from the President was also laid before the Senate, covering a letter from the Secretary of State, recommending the exemption of Portuguese vessels from the tonnage duties. Various private bills, and bills from the House, and resolutions lying on the table, were acted on. The Senate then, in committee of the whole, went into the consideration of the General Appropriation Bill. The amendment moved by Mr. Forsyth on the preceding day was withdrawn. Mr. Miller then moved to strike out the appropriation for an outfit for a Minister to France in the room of Mr. Rives, who is about to return home. There was a considerable discussion on this motion.

It was contended on one side that the appropriation would be giving a legislative sanction to the appointment of a Minister during the recess of Congress, and that, if a contingency should arise in which it would be necessary to appoint a Minister, there was a contingent fund, which was sufficient for the payment of the outfit. It was on the other side contended that the contingent fund could not be properly applied to this object, and that a refusal to make the appropriation would be received as a suggestion that the Senate did not wish that a Minister should be sent to France. The question being put, there appeared yeas 21, nays 21. The Vice-President giving his vote in the affirmative, the amendment was carried.

Mr. Clay then moved to strike out the provision for a Minister to Belgium, on the ground that the mission was not necessary, and, as the appointment was not made, the Senate could not feel the same embarrassment in voting as when the mission to Guatemala was under consideration. There was considerable discussion on this motion, and a strong diversity of opinion concerning the necessity of the mission. The subject was not discussed, purely owing to the fact that the nomination is pending in the Senate, and the information possessed by that body in reference to it, is for the present sealed. There was no decision on the question, and it was agreed that the Senate should sit on Saturday, for the exclusive purpose of acting on this particular nomination so as to disembarass the question.

In the House of Representatives, Mr. Appleton, by leave, laid on the table the following amendment which he proposes to move to the bill for renewing the charter of the Bank of the United States, when it shall come up for consideration:

"Sec. 8. And be it further enacted, That the amount of notes, drafts, or checks, issued by the said corporation, for the purpose of circulation as currency, shall not exceed the amount of 15 millions of dollars, in circulation at any one time.

Sec. 9. And be it further enacted, That in consideration of the privilege of issuing such notes for circulation, the President, Directors, and company, of said Bank shall pay to the United States, out of the corporate funds thereof, on the 3d day of March, 1837, and on the same day of each year thereafter, during the continuance of the charter, the sum of five hundred and twenty-five thousand dollars, being equal to 3 1/2 per cent. per annum on the amount of circulation, so authorized.

Sec. 10. And be it further enacted, That the notes issued by said corporation shall be receivable, in all cases, for debts due the corporation, at the Bank in Philadelphia, and at the several offices of discount and deposit respectively, without any reference to the office at which said notes may have been made payable.

Sec. 11. And be it further enacted, That the amount of debts due to said corporation, shall at no time exceed the amount of — millions of dollars."

The subject of the charge against the Collector of the port of Wiscasset again coming up, Mr. Kennon, of Ohio, concluded his remarks upon it, and Mr. Jarvis, of Maine, took the floor; but the hour of one having arrived, the House proceeded to the orders of the day.

A report was made by the Committee of Election, concluding with a resolution declaring the seat of C. C. Johnston, a Representative from Virginia, to be vacant by reason of irregularity in conducting the election; which report was committed.

All the bills pertaining to matters within the District of Columbia, which were yesterday ordered to be engrossed, were severally passed, and sent to the Senate for concurrence.

The House then went into committee on various private bills, with which it was occupied for the remainder of the day.

Saturday, April 14.

The Senate was principally occupied in Executive business.

HOUSE OF REPRESENTATIVES.

The Speaker said he had received a communication from the Hon. William Stanberry, relative to an assault which he stated to have been committed upon him for words spoken in the discharge of his official duties, which, if it was the pleasure of the House, should be read.

The reading being called for, the letter was read by the Clerk, viz:

To the Hon. A. Stevenson,

Speaker of the House of Representatives.

SIR,—I was waylaid in the street near to my boarding house last night about 8 o'clock, and attacked, knocked down by a bludgeon, and severely bruised and wounded by Samuel Houston, late of Tennessee, for words spoken in my place, in the House of Representatives, by reason of which I am confined to my bed, and unable to discharge my duties in the House, and attend to the interest of my constituents.

I communicate this information to you and request that you will lay it before the House. Very respectfully, yours,

WILLIAM STANBERRY,

Member of the H. of R. from Ohio.

APRIL 14th, 1832.

The Speaker, after a long pause, in which the greatest sensation seemed to prevail throughout the House from the contents of the letter, asked,—What disposition do the House wish to make upon this communication?

Mr. T. Hall moved that it be referred to the Committee on Privilege.

Mr. Vance said, he had examined into the subject since he had heard of this occurrence, and could find but two precedents—one so early as 1795—the case of Randall and Wilkin, when they had offered a bribe to members of the House for the purpose of getting the vote and support of members for a large tract of land. On that occasion, the course followed by the House, when it was brought to their notice was, that a resolution was offered, directing the Speaker to issue his warrant to the Sergeant at Arms to apprehend the individuals. The other was a more recent case: that of Mr. Anderson, which was doubtless in the recollection of many members of the House. In these cases both the offences committed came within the character of a breach of privilege. He could not find any instance where, as in the present case, a similar personal at-

tack had been made on a member for words spoken in debate; but, as he believed such an attack to be a great violation of their privileges, he proposed to follow the course adopted by the House on the occasions he alluded to, and would therefore move the following resolution, viz:

Resolved, That the Speaker do issue his warrant, directed to the Sergeant at Arms attending the House, commanding him to take into custody, wherever to be found, the body of Samuel Houston, and the same, in his custody, to keep, subject to the further order and discretion of this House.

A warm discussion took place on this resolution, the principal speakers being Mr. Vance, Mr. Polk, Mr. Jenifer, Mr. Coulter, and Mr. Speight. The latter gentleman offered the following substitute:—

"That a select committee be appointed, to whom shall be referred the communication of the honorable William Stanberry, a member of this House from the State of Ohio, in relation to an assault committed on him by Samuel Houston, with power to take such steps as will insure a thorough investigation of the transaction."

Mr. Doddridge said, the debate was assuming an aspect so derogatory to the character of the House, that, with a view to check it, he would move the previous question.

The question was then taken on Mr. D.'s motion and negatived—yeas 58.

The debate was further continued by Messrs. Drayton, Ellsworth, Dickson, of N. Y., Burgess, Davis, of Mass., Foster, and E. Everett, in favor of the resolution, and by Messrs. Patton and Beardsley in favor of the amendment; when a motion by Mr. Wickliffe for the previous question prevailed, yeas 106, nays 64; and the question on Mr. Vance's resolution decided by the following vote: Yeas 145, Nays 25, as follows—Messrs. Beardsley, Boon, Bucher, Clay, Connor, Fitzgerald, Harper, Hawes, Heland, Horn, Jarvis, Jewett, Cave Johnson, Lecompte, Lewis, Lyon, Mann, Mardis, T. R. Mitchell, Patten, Pierson, Polk, Speight, Standifer, and W. Thompson—25.

The warrant was immediately issued to the Sergeant at Arms to apprehend Gov. Houston, who, it is expected, will be brought up on Monday.

Monday April 16.

In the Senate, Mr. Clay, from the committee on manufactures, made a report on the subject of Public Lands, referred to them on the 22d ultimo, accompanied by a bill, to appropriate the proceeds of the public lands, among the several States, for the period of five years, except in case of the intervention of a war, in the following manner, viz. ten per cent. to the several States in which the lands lie, and the remainder to the several twenty four States, according to their federal population. The bill was read, and on the question of ordering it to a second reading, Mr. Benton spoke in opposition to the bill. Mr. Smith moved to lay the bill on the table with a view to take up the appropriation bill, which was agreed to. Mr. Chambers moved the printing of 5,000 extra copies of the report, which, after a long debate, was agreed to by a vote of 26 to 19.

In the House of Representatives, Mr. Plummer addressed the House in favor of the report of the Committee on the Judiciary, asking to be discharged from the further consideration of the charges against the collector of the port of Wiscasset. Before he had concluded his remarks, he gave way to a motion to proceed to the orders of the day. The Speaker informed the House that the writ which was directed under its authority to the Sergeant-at-Arms, commanding him to take into custody the body of Samuel Houston, and keep the same, subject to the further order of the House, had been duly executed, &c. Mr. Davis, of Massachusetts, offered a resolution directing a copy of the charges made by Mr. Stanberry to be furnished Mr. Houston, and that the latter be brought to the bar of the House on Thursday next, to answer to said charges. Mr. Mitchell, of South Carolina, proposed a substitute for the resolution, directing that General Houston be discharged from custody. A desultory discussion ensued, in which Messrs. Hawes, Wickliffe, Doddridge, Drayton, Fitzgerald, Arnold and Root participated. Mr. Mitchell eventually withdrew his amendment. Mr. Davis, of Massachusetts, then modified his resolution so as to cause the defendant, Houston, to be brought immediately before the House. Mr. Speight offered an amendment regulating the mode of proceeding in the case, which after various suggestions, was withdrawn by the mover. After some further discussion, Mr. Davis, in consequence of an amendment proposed by Mr. Foster, made an additional modification of his resolution. Mr. Wickliffe moved an amendment to the resolution, which was accept-

ed by Mr. Davis, and thus modified the resolution was adopted. Gen. Houston was then introduced into the House by the Sergeant-at-Arms, and was shown to a seat on the floor in front of the Speaker's Chair. The Speaker informed him in substance, that he had been ordered into custody upon a complaint made by William Stanberry, a member of the House, on oath, of having assaulted and beaten him for words spoken in debate in his place in the House—that if he desired the assistance of counsel, the attendance of witnesses in his behalf, or if he wished for further time to prepare for his defence—he would signify his wishes and the House would take them into consideration. Gen. Houston replied that he did not wish the assistance of counsel—that he did require the testimony of witnesses in his behalf—that he had been but at that moment informed of the nature of the charges against him—that the subject was of great importance and involved the liberty of an American citizen—and that he would be prepared in 24 hours and be ready to proceed to trial on the charges. Gen. Houston then withdrew in custody of the Sergeant-at-Arms. The Speaker stated the answer of Gen. Houston to the House.—Mr. Davis, of Massachusetts, offered a resolution for the appointment of a committee of Privileges, to consist of seven members, to prescribe the mode of proceeding on the trial, which was agreed to, when the House adjourned.

Tuesday, April 17.

In the Senate, Mr. Webster gave notice that he would on Thursday (to-day) call up the Apportionment Bill, no matter who was absent or who present. The general Appropriation Bill was then called up; and a motion by Mr. Poindexter, to reduce the appropriation for a minister to Colombia, (so as to require his return,) was lost 20 to 21. The bill was then as amended reported to the House, and concurred in; except as to the amendment adding \$60,000 for the expenses of the U. S. Courts in the District of Columbia, which was negatived, 15 to 24.

In the House of Representatives, a report from the Committee on Public Lands, adverse to the recommendations of the Secretary of the Treasury in his Annual Report, was made by Mr. Wickliffe, accompanied by a resolution requiring the Secretary of the Treasury to obtain and report accurate information to the next Congress on the subject.—After some ordinary business, and agreeing upon the form of proceeding in the case of Samuel Houston, and ordering him to be brought up on Wednesday at one o'clock, the House spent the remainder of the day on the bill to enlarge Revolutionary pensions.

ROBERT HIGGINS has been recognized by the President, as British Vice Consul for the State of Alabama.

The President of the United States has recognized Jean Germain Samuel Adams Dannery as Consul General *ad interim*, and Maurice d'Hauterive as Consul *ad interim* for Philadelphia, of France.

THE PALLADIUM FIRE INSURANCE COMPANY.—The bill for incorporating this company, which has passed both Houses, names as commissioners for the distribution of the stock, William Gracie, Samuel Swartwout, John Stillwell, George P. Doughty, J. Green Pearson, and George P. Rogers. The capital is to be Three Hundred Thousand Dollars.

ORDER. No. 32.

Head Quarters of the Army,
ADJUTANT GENERAL'S OFFICE,

Washington, April 9th, 1832.—Commanding Officers of Forts and Stations upon the sea coast, are in pursuance of the act of Congress, approved February 25th, 1799, respecting quarantines and health laws, authorized and required faithfully to aid in the execution of any quarantines or other restraints which may be established by the health laws of any of the States, respecting any vessels arriving in, or bound to any port or district thereof, whether from a foreign port or place, or from a district within the United States: And such commanding officers are required to act in conformity with such health laws and regulations as are or may be established by the laws of the States, within their respective precincts and commands.

By order of MAJ. GEN. MACOM:

R. JONES, Adj't Gen.

Robbery.—The store of Schermerhorn, Banker & Co. No. 243 Water street, was entered on Monday night, about 9 o'clock, by George Burton, by forcing the cellar door. By the vigilance of the watchmen on the station, the fellow was discovered, and caught in the store. This same Burton broke into the store about three weeks ago, and stole from it a considerable amount of goods—his arrest led to the discovery of the property.

GUATEMALA, OR CENTRAL AMERICA.—In the Washington Globe we find the annexed paper, which we republish, supposing it to be authentic, and that therefore it may be useful:—

The Republic of Central America has not only taken our constitution as the model upon which she has framed her political system, but with an enlightened judgment, which is highly creditable to her statesmen, it is understood, that she has ingrafted into her code of laws, such parts of Mr. Livingston's criminal code as are applicable to her situation; and such has been the liberality and good feeling manifested by that government, that it has, by a public decree, directed that a new state or province should bear the name of the enlightened jurist whose criminal code forms so prominent a feature in the social institutions of the nation which has adopted it.

A single glance at the map of the American continent, will show the highly advantageous geographical position of the republic of Central America, to enjoy an extensive and lucrative commerce. Lying between the Colombian and Mexican republics, it is bathed on the east and west by the Atlantic and Pacific Oceans, and may be considered the centre of the vast commercial relations which already exist, to a certain extent, and may hereafter be opened, with these United States, and the nations of Europe, Africa and Asia: "Its figure is nearly triangular, and it contains 16,740 square leagues, covering an area greater than that of Peru or Chili; its soil is represented by all intelligent travelers, who have explored the country, to present every variety as to quality, altitude, and fruitfulness; and in the different provinces or states, are to be found in exuberant abundance, all the productions of the frigid, temperate, and torrid zones.

The mountains of Central America, are a part of the grand Cordillera, rising at Cape Horn, and passing through Mexico into the centre of North America; from these mountains within the limits of the Central Republic, flow down many noble streams, some of which empty into the Atlantic and others into the Pacific Oceans. Towards the north run the Polochie, the Golfo, the Montagna, the Ulua, the Leon, the Aguan, the Simones, the Platano, the Pactrena, the Mosquitos, the Sanjuan, the Cameli-on and the Tinto. Towards the south run the Hurista, the Tamala, the Acalapa, the Mecatoza, the Esclavos, the Paz, the Asonseniata, the Sempa, the Vieja, the Nicaragua, and the Niceza, many of those rivers are fine, bold, deep streams, and some of them well adapted to the steam-boat navigation, which it is to be hoped, will be introduced, when the country becomes more settled, and its wealth and resources more extensively developed. This highly favored land is also ornamented by many beautiful lakes; the Golfo Dolie of Honduras, and the lake of Nicaragua, (by which the water communication between the two Oceans it supposed to be practicable,) are most worthy of attention. The principal commercial ports of Central America are, in the north, Izaval, Omoa, Truxillo Sonjuan, and Mantinea, and in the south, Nicoya Realijo, Conchagua, Acajutla and Libertad.

It must be perceived that in Central America are combined in an eminent degree the physical elements of national wealth and greatness, and nothing is wanted but the operation of those moral agencies which conduce to their complete development; local circumstances, such as civil war, intestine discord, the ignorance of the great mass of the people, with a variety of other causes combined, may retard, for a time, a consummation so desirable; but may we not cherish the hope, that the spread of knowledge, through the medium of an unshackled press, the establishment of schools, the improvement of agriculture, the extension of commerce, and above all, the powerful influence of free principles acting upon the whole people, may yet enable, at no distant period, the Republic of Central America to take a high and elevated rank in the scale of nations?—That this is by no means an unreasonable or visionary hope the facts which the writer is about to exhibit will clearly demonstrate.

In 1824, commissioners were appointed by the Congress of Central America, who were directed to collect facts and draw up a report upon the com-

merce and resources of the country, for the use of the government, the more effectually to enable it to form an efficient system of finance; their inquiries were particularly directed to the state of trade for five years preceding the revolution, and five years subsequent to that event, and to the probable progress which it might be expected to make for the future. The result of this inquiry demonstrated, that for several years previous to their declaration of independence, the trade, owing to the confusion arising from political events and the oppressive monopolies of the mother country, was inconsiderable; but that, from the independence to 1825, the trade in the same number of years had doubled; and they add, that, "in order to calculate the progress it may make for the future, it is only necessary to raise the veil from the grand picture which presents itself to the world, of a country possessing in its bosom the richest elements of commercial productions, with its own government, with its liberal institutions, and with a general desire of applying itself to those useful labors by which the commerce of nations has always flourished." They remark that their commerce with Spain consisted almost entirely in their two staple articles, of indigo and cochineal: of the former they used to export at one time 8,500 tierces, to the value of \$2,000,000 annually, taking in exchange the goods of the Peninsula,—a being so regulated that the import of the goods from Spain should not be allowed to exceed the value of the indigo or other articles imported. In the five years previous to the independence, these exports were reduced to the rate of \$1,000,000 annually, and in 1825 they had regained the maximum to which they had risen in their most flourishing times previous to their independence, and the commissioners give it as their opinion that in the course of a short time the value of the export of indigo and cochineal alone would increase to more than five millions of dollars.

The following cursory view of the staple branches of commerce, and their value, taken from the official Government papers, will give some idea of the extent and importance of the commerce of Central America:

Value of particular articles as stated in the Report of the Commission of the Guatemalan Government.

| | |
|---|-------------|
| Indigo: value of exports in 1824, | \$2,000,000 |
| Value of goods imported in exchange, | 2,000,000 |
| Cochineal; estimated value of export in 1825, | 2,500,000 |
| Do. of goods imported in exchange, | 2,500,500 |
| Balsam; estimated value of export in 1825, | 195,000 |
| Value of goods imported in exchange, | 195,000 |
| Hides; value of exports in 1825, | 30,000 |
| Value of goods imported in exchange, | 30,000 |
| Gold and silver exported in 1825, | \$1,000,000 |
| Sarsaparilla, do. | 22,000 |
| Papilio do. | 10,000 |
| Coffee do. | 3,000 |
| Cotton do. | 500,000 |
| Cocoa, do. | 1,500,000 |
| Tobacco, do. | 200,000 |
| Sugar, do. | 50,000 |
| Pepper, do. | 10,000 |
| Grain, do. | 100,000 |
| Medical Drugs, do. | 85,000 |
| Pitch and Tar do. | 5,000 |
| Neat Cattle, do. | 20,000 |
| Iron, do. | 30,000 |
| Lead, do. | 10,000 |

Aggregate value of export of the above articles, 3,335,000
Value of goods imported in exchange, 3,535,000

Making the total import and export trade of Guatemala, in 1825, sixteen millions five hundred and twenty thousand dollars. Is not the rich and growing commerce of Central America worthy of the special attention of the United States? and does not our true interests dictate the sound policy of strengthening the bonds of mutual harmony, and encouraging between the citizens of the two Republics a mutual and beneficial commercial intercourse? With a population of two millions of inhabitants; with a territory of sixteen thousand seven hundred and forty square leagues; with a fertile soil, producing an exuberant abundance of all the rich productions of every clime, with inexhaustible mines of the precious metals: with her two seas—her numerous ports—her noble rivers, and beautiful lakes—to what an elevated point of wealth, glory and prosperity, may not the United States of Central America aspire, if union and harmony could control her Government and animate her councils!

RAYNAL.

[From the Journal of Commerce.]

CHARTER ELECTION.—The following is the result of the election in the different Wards:

First Ward.—John Y. Cebra, Alderman; John J. Labagh, Assistant. No opposition.

Second Ward.—Peter Sharpe, Alderman; Wm. Van Wyck, Assistant. Sharpe 644, Waldron 494. Van Wyck 782, Brown 344.

Third Ward.—William Mandeville, Alderman; James Monroe, Assistant. Mandeville 643, Dudley Selden 608. Monroe 666, Palmer 581.

Fourth Ward.—George E. Smith, Alderman; Charles G. Ferris, Assistant. Smith 1016, R. S. Williams 490. Ferris 999, Stevens 512.

Fifth Ward.—Myndert Van Schaick, Alderman; David Banks, Assistant. No opposition to the Alderman. For Assistant, Banks 1083, Shepherd 504.

Sixth Ward.—John R. Rhinelander, Alderman; Denis McCarthy, Assistant. For Alderman, Rhinelander 988, John Gray 327, John W. Walker 76. For Assistant, McCarthy 595, McClay 388. Mount 406.

Seventh Ward.—James R. Whiting, Alderman. Majority 654. Thompson Price, Assistant. Majority 635.

Eighth Ward.—Erastus Barnes, Alderman. Jeremiah Towle, Assistant. Majority for both, about 500.

Ninth Ward.—Henry Meigs, Alderman; George Sutton, Assistant. Meigs 1104, Floyd Smith 512. For Assistant, Sutton 833, Kidder 414, Mildeberger 344.

Tenth Ward.—John Palmer, Alderman; Peter S. Titus, Assistant. For Alderman, Palmer 1127, M. M. Quackenboss 1112. For Assistant, Titus 1152, Purdy 1044. It was believed, when the polls were closed, that Mr. Quackenboss was elected Alderman by at least 300 majority. Mr. Purdy, the unsuccessful candidate for Assistant, was the rider of "Felipe" in the great horse race between the North and the South, in 1820.

Eleventh Ward.—Henry P. Robertson, Alderman; Francis Fickett, Assistant. Robertson 1331, Reuben Munson 466. No opposition to the Assistant.

Twelfth Ward.—Charles Henry Hall, Alderman; William W. Holly, Assistant. Hall 591—Gideon Tucker 506. No opposition to Mr. Holly.

Thirteenth Ward.—James Palmer, Alderman; James Riker, Assistant. For Alderman, Palmer 1031—John Lovett 882. For Assistant, Riker 1194, Boyd 716.

Fourteenth Ward.—Thomas T. Woodruff, Alderman; Samuel Dunshee, Assistant. Woodruff 805—Suydam 713. No opposition to Mr. Dunshee.

Fifteenth Ward.—James B. Murray, Alderman; Geo. W. Bruen, Assistant. For Alderman, Murray 521—R. R. Ward 213—Hammond 203. For Assistant, Bruen 504—Warner 203—Brumly 191.

In the Board of Aldermen, Messrs. Mandeville, Smith, Rhinelander, Whiting, Barnes, John Palmer, Robertson, and Murray, are new members. In the Board of Assistants, all are new members excepting Messrs. Labagh, Van Wyck, Holly and Dunshee. The caucus party have a decided majority in both Boards. It will be seen that the electors of the Thirteenth Ward have re-elected James Palmer by a majority of 149. The friends of Mr. Murray are confident that he will succeed Alderman Stevens in the chair of the Board of Aldermen.

List of officers attached to the U. S. frigate Constellation, about to sail from Norfolk:—

Captain George C. Read.

Lieutenant—Abraham Bigelow, Samuel W. LeCompte, A. J. D. Brown, John Rudd, David R. Stewart, A. K. Long.

Acting Sailing Masters—Wm. H. Noland, and Geo. M. Hone.

Purser—Josiah Colston.

Surgeon—Mordocai Morgan.

Chaplain—Walter Colton.

Commanding Marines—London N. Carter.

Assistant Surgeons—Lawrason, and Jno. C. Mercer.

Passed Midshipmen—Thomas Turner, John B. Cutting, and Horatio G. Myers.

Midshipmen—Jas. F. Miller, Wm. J. H. Roberts, John T. Williams, Francis V. Delbrough, Wm. L. Herndon, Thos. A. Budd, Richard L. Trapiar, Jas. G. Stanley, Wm. R. Postell, George Wickham, Henry H. Lewis, J. R. Malany, Eustis.

Gunner—Henry Koeling.

Boatswain—William Brown.

Sailmaker—Benjamin Crow.

Carpenter—Alonzo Jones.

Schoolmaster—Lippett.

Captain's Clerk—C. C. Barkley.

Purser's Stewart—Wm. Batchelor.

Passenger—D. W. Turk, Fleet Surgeon.

SUMMARY.

SCANDALOUS IMPOSITION.—A notice of the death of Mr. John L. Dillon, with a specification of the time and place of the funeral, &c., was brought to this office on Tuesday and published. It was altogether unfounded, and probably the offspring of malevolence.

Mr. Dillon himself is so much persuaded of this, that he authorizes us to offer a reward of \$100 for the discovery of the person who sent the notice.

THE ARMY.—The Washington correspondent of the Philadelphia Inquirer states that a "very important alteration is making in the uniform of the United States' Army. The President has been long desirous of restoring the old Revolutionary uniform—the blue and buff—that military costume which is associated with the brave deeds, the gallant acts, of the Revolution. Arrangements are therefore making, by which the old uniform of the United States' Army in 1776 will be restored on the next 4th of July."

DISSECTIONS.—A public meeting was held at Rochester on the 9th inst. in consequence of the disinterment of some bodies from the village burying-ground, and their dissection in the village. Committees were appointed to ferret out the transactions, and the party to whose possession the body of a respectable woman was traced, was bound over.

OUR CLIMATE.—The weather on Friday and Saturday especially was that of summer. Yesterday and to-day a cold northeaster—now with rain—has changed the scene. At two o'clock on Saturday, the thermometer was at 74; at 12 o'clock at night, 40!

DESTRUCTION OF THE OLD CAPITOL OF VIRGINIA, AT WILLIAMSBURG, BY FIRE.—We regret to learn that this venerable pile was destroyed by fire on Tuesday last. The court was sitting at the time, and by the aid of the judges, of the bar, and the officers of the court, all the public records were saved. When the cry of fire was heard a jury was out and confined they however broke their door open and escaped—without, we apprehend, being liable for a contempt of court.

Fire.—Last night, about ten o'clock, a fire broke out in the bakehouse of L. R. Durby, No. 22 Liberty, near William street: it is a two story frame building with a brick front—the interior of which, with its contents, were considerably injured, as well by the fire as the water from the engines.

Fire in Albany.—A fire broke out in this city between three and four o'clock this morning, in the building corner of North Market street and Maiden lane, which destroyed that and the adjoining building. Both were owned by Gen. P. Ganeevoort, and were insured to nearly their value. The corner was occupied by Mr. T. Morrell as a cabinet shop and ware-room; and the other building by Messrs. McCabe and Brownlee, wholesale and retail grocers. Messrs. M'C. and B.'s insurance of \$2,000 will probably cover their loss, though their stock was heavy. Mr. Morrell was not insured—his loss is about \$500.—[Albany Argus.]

Opening of the Canals.—The following letter to the Editor of the Argus was received this morning, dated at Schenectady, yesterday (Friday):

Dear Sir,—Since my arrival at this place I have read two letters from Mr. Earl. From these, and my own knowledge of the state of repairs on the canal under my charge, I feel authorized in saying, that every part of the Erie and Champlain canals will be navigable on the 25th inst. Will you have the goodness to say thus much in the Argus?

Yours, with respect, W. C. BOVEE.

[From the Richmond Compiler.]

Tobacco Trade.—We understand, that the French Government has finally determined to abandon the idea of the Contract System, and to continue that of the Concours. The Regie [that is the adminis-

trative department, to whom is committed the power of buying the tobacco, having it manufactured, and then depositing the manufactured tobacco in different towns for sale for the benefit of the government] has issued a notice under date of 7th January, stating "approximately the amount of the purchase it proposes to make, which may be as follows:

1st. From 2,500,000 to 3,000,000 kilograms of Virginia tobacco.

2d. From 200,000 to 250,000 kilograms of Kentucky tobacco, yellow and light, proper for the fabrication of smoking tobacco.

3d. From 80,000 to 100,000 kilograms of Maryland tobacco, of red or cinnamon color, and of a fine leaf.

4th. From 100,000 to 120,000 kilograms of Dutch tobacco."

None but superior qualities of tobacco will suit. Samples to be received till the 15th June.

Robbery at Binghampton.—On the evening of the 30th ult., says the Binghampton Republican, "the building occupied by Oliver C. Bradford, as a goldsmith's shop, and by George Newell, as a dry goods store, was broken open, and watches, jewellery, &c. belonging to the former, valued at nearly \$200; and cash and dry goods, owned by the latter, amounting to about \$30 stolen therefrom. Fortunately, the box containing the customers' watches escaped the notice of the thief or thieves, although a small trunk, containing some articles of jewellery, was taken from under the counter near where the watch box stood. The robbers entered through a door in the rear of the building, which was but slightly secured. The pen-knives with which they effected their entrance was left in the store, and may probably lead to their detection."

LATE AND IMPORTANT FROM VERA CRUZ.—By the packet ship Virginia, Capt. Collins, which sailed from Vera Cruz on the 23d ult. we have received the following interesting intelligence up to the time of her departure. We are also indebted to a friend for gleanings from Vera Cruz papers.

The packet ship Virginia, sailed 23d ult. Left ship Congress, Minor, uncertain; schooner Volta, of and from Philadelphia, to sail for New Orleans or Mobile in 8 or 10 days. There was no business doing at Vera Cruz—exportation of specie prohibited by Gen. Santa Anna. The Government army was in sight of the walls, where they had been for several days—an attack had been expected, but so long a time had elapsed since their arrival at Vergara, 2 miles north of the city, that it was somewhat doubtful whether the besiegers meant to assault the city. The Government army was variously estimated at from 2000 to 3000 men. Santa Anna's total force within the walls of Vera Cruz, was about 2000 to 2500, including the militia, who were desirous of an attack from their enemies the Government troops. It was thought by some that the Government troops were waiting their heavy artillery from the Cañal de Perote. Santa Anna had purchased the American brig Maria Louisa, which was arriving, with some other gun boats, to be used along the coast and as occasion might require. The engagement between the troops of Santa Anna and those of the Government on 3d March, (the contradictory accounts of which reached us, via Havana and New Orleans some days ago) was a very warm one, in which Santa Anna was indeed defeated, though the loss in killed and wounded was nearly equal: To wit—Santa Anna lost in killed 175, and prisoners, about 260, among the killed were 2 Colonels and 4 other Officers. The Government army lost in killed and wounded, about 450 men; among the former 2 Colonels and 2 other Officers, among the latter a Lieutenant Colonel and a Major, dangerously wounded. With the exception of this action and the affair in which Santa Anna captured the convoy of specie, provisions and munitions, there had been no fighting.

Desertions from the Government Camp to Vera Cruz had occurred, and sometimes as many as 20 in a day had come into that city. Two launches or gunboats, on the 22d March, anchored near the beach opposite the Head Quarters of the Government Troops, and opened a fire which compelled them to retreat further into the interior. The next succeeding night a trial would be made with shells, which it was believed could be thrown into their camp very much to their annoyance. Sickness had also, it was said, commenced in the Government Army.—[Daily Advertiser.]

PASSENGERS:

Per ship Virginia, from Vera Cruz—J. Hutchinson, D. Hannan, J. Pratt, N. Dita, E. A. Bukup, J. B. Senader, C. B. Smith, and E. Burke.

Per ship Eldon, from Greenock—Mr. Melville and lady, J. Smith, J. Somerville, and 37 in the steerage.

Per ship Creole, from New Orleans—Mr. Merle, lady and servant; Major Lee, U. S. A.; Capt. M'Leun, do; Messrs. Crumay, Manon, Spear, Kane, Stanton, Jagger, Douthworth, Strongton, and 4 in the steerage.

Per ship Tennessee, from New Orleans—H. Wilson, T. Hyde, G. Alberker, and 3 in the steerage.

Per brig Jane, from St. Croix—Mr. D. Wilson and servant.

Per sloop Admiral Colpoys, from Bermuda—Wm. Davenport, J. Smith, S. Smith, J. Bostock, R. Young.

POETRY.

SONG.

[By the Author of the Colleagues—Selected for the New-York American.]

A place in thy memory, dearest,
Is all that I claim;
To pause and look back when thou hearest
The sound of my name.
Another may woo thee nearer—
Another may win and wear—
I care not, though he be dearer,
If I am remembered there.
Could I be thy true lover, dearest,
Couldst thou smile on me,
I would be the fondest and nearest
That ever loved thee.
But a cloud o'er my pathway is glooming
Which never must break upon thine;
And heaven, which made thee all blooming,
Ne'er made thee to wither on mine.
Remember me not as a lover
Whose fond hopes are crost;
Whose bosom can never recover
The light it has lost.
As the young bride remembers the mother
She loves yet never may see—
As a sister remembers a brother
Oh, dearest, remember me.

EDITH.—By L. E. L.

Weep not, weep not, that in the spring
We have to make a grave:
The flowers will grow, the birds will sing,
The early roses wave:
And make the sod we're spreading fair
For her who sleeps below:
We might not bear to lay her there,
In winter frost and snow.
We never hoped to keep her long:
When but a fairy child,
With dancing step, and birdlike song,
And eyes that only smiled,
A something shadowy and frail
Was even in her mirth;
She look'd a flower that one rough gale
Would bear away from earth.
There was too clear and blue a light
Within her radiant eyes,
They were too beautiful, too bright,
Too like their native skies;
Too changeable the rose which shed
Its color on her face,
Now burning with a passionate red,
Now with just one faint trace.
She was too thoughtful for her years,
Its shell the spirit wore;
And when she smiled away our fears,
We only leared the more.
The crimson deepened on her cheek,
Her blue eyes shone more clear,
And every day she grew more weak,
And every hour more dear.
Her childhood was a happy time,
The loving and beloved;
Yon sky, which was her native clime,
Hath but its own removed.
This earth was not for one in whom
Nothing of earth was given;
Twas but a resting place, her tomb,
Between the world and Heaven.

[For the New-York American.]

TO Y. Z. A.

I.

Say! wherefore has thy glad harp ceased its thrilling tone
That erst did breath of brightness, beauty and of glory!
Child by the cold world, does it listless lie alone?
Are there no fond memories?
Are there no fond memories?
No golden thoughts or reveries—
No new or rich reflections
To wake a lay of love—to swell the page of story?—

II.

Imagination oft has found us fondly straying
Where love's Italia lifts her beautiful brow,
O'er classic plains, amidst ivy'd domes decaying—
O'er Grecia's aged mountains
We fair have lov'd to roam,
Where flow Parnassus' fountains
The Muses' hallow'd home!
Where parish'd Genius* by a patriot's generous vow.*

III.

Why laughs the dazzling sun? why glow the heavens so blue?
Why shine the stars? why bloom the flowers so fair?
The storm, the bow of heaven, the cloud, the glistening dew.
The rapid River flowing—
The mighty Mountain's height—
The Tree, the green-sward crowing:
The Seasons—Day and Night.
While Nature lives, can Poet's pen despair?—

IV.

Come sing some moral strain, else sacred song, my friend,
Of Adoration, Gratitude and Praise!—
"The Soul's sincere desire"—"will soon ascend.
From heavenly harps resounding,
To the pure, the just, the bright,
Where Peace and Joy abounding
Tell of Glory, Love, and Light!—
See! Milton smiles, and wreathes th' immortal Bays!

V.

Seize then, young bard, the long neglected lyre—
A Glen of Joy, or else a Song of Sorrow—
When genius rous'd, shall stir Promethean fire!—
There's Shakespeare, Milton, Byron,
Sweet Campbell, Pope, Tom Moore,
Goldsmith, Gray—your sweet Syren,
Beside a brilliant score—
In emulating these, steal, but do not borrow!
New-York, 10th April, 1832.

*Byron. †Mrs. Hemans.

"PLEASE EXCHANGE" greets us, almost every day as we look over the multitude of papers which are sent to this office. We regret exceedingly to be considered uncourteous to the "craft," yet to answer all the calls for "exchange" would be a tax of several hundred dollars per annum for the materials. In truth, we have no use for more than six or eight exchanges, and perhaps not even that number, as we have the use of more than one hundred and fifty exchange papers, every week, sent to the New-York American: but as ours is the only paper in this section of the country devoted to the subject, and as we are desirous of having it as widely circulated as possible, the "Please Exchange" will be responded to in all cases where those making it will publish the contents of each number as they may be received, with the terms, \$3 in advance.

GEOGRAPHICAL ESTABLISHMENT,

124 Broadway, corner of Cedar st.
A. T. GORDRICH has constantly for sale a complete assortment of the best Maps of American & European publication; also Atlases and Statistical Works—and on Rail-roads, Steam-Engines, &c. &c. Just received new and improved Maps of the United States, by the most esteemed and correct publishers, which may be had in great variety and at the lowest price, whole sale and retail. M17 6c

WILLIAMS' NEW-YORK ANNUAL REGISTER FOR 1832.

IN PRESS, by Jonathan Seymour, New-York, and will be published on the 10th April—THE NEW-YORK ANNUAL REGISTER FOR 1832, by Edwin Williams—Containing:
Part 1. Almanac, Astronomical Observations & Geographical Information.
Part 2. Statistics of the State of New-York, viz.—Towns, Post-offices, Villages, Canals, Rail-roads, Banks, Manufactures, and other information relative to the State.
Part 3. Civil & Judicial List, Attorneys & Clergy of the State of New-York.
Part 4. National Register, U. S. Government, U. S. Bank, Tariff, &c.
To be embellished with elegant Engravings of Public Buildings—Price, One Dollar and Fifty Cents.
Those who procure Six Subscribers, and will remit the money, shall be entitled to one copy gratis.
Orders to be addressed to EDWIN WILLIAMS, No. 6 Courtland street, New-York.

The Register will also be for sale by the following Booksellers:
Weare C. Little & Oliver Steele, Albany.
W. S. Parker, Troy.
William Williams, Utica.
Bemis & Warl, Canandaigua.
James Bogert, Geneva.
Mack & Andrus, Ithaca.
R. W. Haskins, Buffalo.
MARTIN SNYDER, Travelling Agent. A6 4c

LEXINGTON & OHIO RAIL-ROAD.

NOTICE.—The lettings advertised in take place at Louisville, Kentucky, on the 15th April next, is postponed until the 26th May thereafter, at which time an additional quantity will be prepared and offered for contract, as will be seen on referring to an advertisement inserted in this paper.

E. I. WINTER, President,
Lexington & Ohio R. R. Co., Lex. Ky.

LEXINGTON & OHIO RAIL-ROAD.

TO CONTRACTORS.—From 22 to 30 miles of the above road will be prepared for contract, and sealed proposals for grading the same will be received at the company's offices in Lexington and Louisville, on the 20th, 25th and 26th May next, where attendance will be given on those days by one of the company's engineers, who will be prepared with the necessary plans, profiles, maps, &c. to impart all the information desired by those offering for contracts.

The road offered for contract passes through a country abounding in every thing necessary for the support of hands, and not surpassed in healthfulness by any country. The enterprise holds out to contractors every assurance of profitable employment.

E. I. WINTER, President,
M31 6c Lexington & Ohio R. R. Co., Lexington, Ky.

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes of any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Ropes, the public are referred to J. B. Jarvis, Eng. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County Pennsylvania.
Palmyra, Wayne County, New-York,
1st mo. 2d, 1832. J20 1c

PATENT, RAIL-ROAD, SHIP AND BOAT SPIKES.

THE TROY IRON & NAIL FACTORY keeps constantly for sale a very extensive assortment of Wrought Spikes & Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years successful operation and now almost universal use in the United States (as well as England, where the subscriber obtained a Patent,) are found superior to any ever offered in market.
RAIL-ROAD COMPANIES MAY BE SUPPLIED WITH SPIKES having counterank heads suitable to the holes in the iron rails, to any amount and on short notice. Almost all the Rail roads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. Y., will be punctually attended to. HENRY BURDEN, Agent.
Troy, N. Y., July, 1831.

Spikes are kept for sale, at factory prices, by I. & J. Townsend, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Brewer, 222 Water street, New-York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

P. S. Rail-road Companies would do well to forward their orders as early as practical, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand for his spikes.
J23 1m 1c H. BURDEN.

BANK NOTE TABLE.

| MAINE. | | Augusta..... |
|---------------------------|------------------------|------------------------|
| U. S. Branch..... | Cumberland..... | Gardiner..... |
| Thomaston..... | Casco..... | Kennebunk..... |
| Vassalborough..... | Merchants..... | Manufacturers..... |
| Canal..... | Union..... | Wint..... |
| Portland..... | Waterville..... | Bathrop..... |
| Bangor..... | Saco..... | |
| South Berwick..... | Lincoln..... | |
| NEW-HAMPSHIRE. | | Claremont..... |
| U. S. Branch..... | Rockingham..... | Grafton..... |
| Cheshire..... | Portsmouth..... | Merrimack Co..... |
| Concord..... | Farmers..... | Merrimack..... |
| Exeter..... | Piscataqua..... | Commercial..... |
| New-Hampshire do | Dover..... | Concord river do |
| N. H.—Stratford do | Winthrop..... | |
| MASSACHUSETTS. | | Bank of North..... |
| U. S. Branch..... | Plymouth..... | Cambridge..... |
| Boston City Bks..... | Pawtucket..... | Andover..... |
| Agricultural..... | Salem..... | Falmouth..... |
| Beverly..... | Springfield..... | Merrimack..... |
| Bedford Com'l..... | Taunton..... | Merchants..... |
| Commercial..... | Worcester..... | Lynn Mechanics..... |
| Dedham..... | Blackstone..... | Merchants Salem..... |
| Gloucester..... | Fall River..... | N. Bedford..... |
| Hampshire..... | Exchange..... | Bunker Hill..... |
| Franklin..... | Danvers..... | Atlantic..... |
| Sunderland..... | Andover..... | Franklin..... |
| Hampden..... | Mendon..... | Lowell..... |
| Mechanics..... | Oxford..... | Brighton..... |
| Marblehead..... | Milbury..... | Central..... |
| Newburyport..... | Housatonic..... | Greenfield..... |
| Phenix..... | Hamp. Manufas..... | Sutton..... |
| Pacific..... | Barnstable..... | Essex..... |
| Mann. & Mech..... | Leicester..... | Farmers..... |
| RHODE-ISLAND. | | North Kingston..... |
| U. S. Branch..... | Village Bank..... | Mount Hope..... |
| Providence..... | Smithfield Line..... | Pawtuxet..... |
| Union..... | Rock..... | Phenix..... |
| Exchange..... | Newport Bank..... | R. I. Central..... |
| Mechanics..... | Roger Williams..... | Warren..... |
| Globe..... | Situate..... | Warwick..... |
| Manufacturers..... | Kent..... | R. I. Agricult'l..... |
| R. Island Union..... | Eagle, Bristol..... | Cumberland..... |
| Rhode Island..... | Do. Providence..... | N. E. Pacific..... |
| Merchants' Prov..... | Mount Vernon..... | Smithfield Union..... |
| dence..... | Cranston..... | High Street..... |
| Do. Newport..... | Bank of Bristol..... | Woonsocket Falls..... |
| N. E. Commercial..... | Commercial..... | Mech. & Manufas..... |
| Washington..... | Freemans..... | Centerville..... |
| Burrillville Agric..... | Franklin..... | Far. & Me..... |
| and Manuf..... | Landholders..... | Burrillville..... |
| Smithfield Exch..... | Narraganset..... | |
| CONNECTICUT. | | Union..... |
| U. S. Branch..... | Hartford..... | New Haven..... |
| Norwich..... | Phenix..... | Thames..... |
| Bridgeport..... | Middletown..... | Windham Co..... |
| Fairfield County..... | Mechanics..... | Stonington..... |
| do Branch..... | New-London..... | |
| VERMONT. | | Orange County..... |
| Brattleborough..... | St. Albans..... | Burlington..... |
| Montpelier..... | Windsor..... | |
| Rutland..... | Vergennes..... | |
| Bank Caledonia..... | Bennington..... | |
| NEW-YORK. | | Central Bank..... |
| U. S. Branch..... | Bank of Albany..... | Auburn..... |
| City Banks..... | State Bank..... | Rochester..... |
| Long Island Bk..... | Commercial \$50..... | Jefferson County..... |
| Dinchesa Co..... | Bank of Troy..... | Geneva..... |
| Lansburg..... | Farmers \$50..... | Chenango..... |
| Poughkeepsie..... | Mechanics..... | Bk Columbia broke |
| Catskill..... | Utica..... | Middle District..... |
| Newburgh..... | Do. Branch..... | Franklin Bank..... |
| Do. Branch..... | Ontario..... | Wash & Warren..... |
| Mech. & Farmers..... | Do. Branch..... | |
| NEW-JERSEY. | | Commercial..... |
| State Bk. Newark..... | Morris Canal..... | Cumberland..... |
| Do. Morristown..... | Trenton B. Co..... | Salem B. Co..... |
| Do. Elizabeth..... | Orange..... | Paterson..... |
| Do. Camden..... | Washington..... | Monmouth..... |
| Do. N. Brunswick..... | People's..... | N. J. Manuf. Co..... |
| Newark B. Co..... | Sussex..... | |
| Farm. & Mech..... | Farmers..... | |
| at Rahway..... | Bk N. Brunswick..... | |
| PENNSYLVANIA. | | Gettysburgh..... |
| U. S. Bank..... | Montgomery Co..... | Carlisle..... |
| Philadel. Bank..... | Columbia Br. Co..... | Miners..... |
| Harrisburg..... | Chester county..... | Lancaster..... |
| Northampton..... | Lancaster..... | Chambersburg..... |
| Farmers Reading..... | Germantown..... | Erie..... |
| Do. Lancaster..... | Delaware county..... | Monongahela..... |
| Do. Bucks co..... | Penn. Township..... | |
| Easton..... | York..... | |
| DELAWARE. | | Smyrna..... |
| Farmers..... | Wilmington..... | Commercial..... |
| Do. Branches..... | Delaware..... | |
| MARYLAND. | | Hagerstown..... |
| U. S. Branch..... | Bank Maryland..... | Susqueh Bridge..... |
| Baltimore Bks..... | Federick Co..... | Elkton..... |
| Farmers..... | Westminster..... | Planters..... |
| Do. Branches..... | Farmers & Mech..... | |
| DISTRICT COLUMBIA. | | Mech. Georget'n..... |
| Patriotic..... | Alexandria..... | Do. Alexandria..... |
| Metropolis..... | Potomac..... | Farmers & Mech..... |
| Washington..... | Union..... | |
| VIRGINIA. | | Virg. & Branches..... |
| U. S. Branch..... | Farmers..... | Northwestern..... |
| Vally, & Branch..... | Do. Branches..... | C. Fear & Branch..... |
| NORTH CAROLINA. | | State Bank..... |
| State, & Branches..... | Newbern & Branch..... | State Bank S. C..... |
| SOUTH CAROLINA. | | Union..... |
| U. S. Branch..... | Union..... | Augusta In. & Bk..... |
| Plant. & Mech..... | South Carolina..... | Darien..... |
| GEORGIA. | | Macoon..... |
| U. S. Branch..... | State B. & Br'n..... | Augusta In. & Bk..... |
| Planters..... | Augusta..... | Merch. & Planters..... |
| Marine & Fire..... | Merch. & Planters..... | Alabama..... |
| ALABAMA. | | Mobile..... |
| U. S. Branch..... | Mobile..... | Tombecka..... |
| State of Mississippi..... | Mississippi..... | |
| OHIO. | | Farmers & Mech..... |
| U. S. Branch..... | Marietta..... | Belmont..... |
| Chillicothe..... | Lancaster..... | Commercial..... |
| Western Reserve..... | Mount Pleasant..... | Stevensville..... |
| Franklin..... | Farmers..... | |
| LOUISIANA. | | State 3—Orleans..... |
| U. S. Branch..... | State 3—Orleans..... | Louisiana..... |

POSTSCRIPT.

STILL LATER.—We are indebted to the Journal of Commerce for London papers to the 20th ult. received by the ship Hudson. The Reform Bill was to have had its last reading in the House of Commons on Monday evening, 19th; but the debate was so protracted that the vote was not taken. There is no doubt, however, that it would pass, and the Courier says it would certainly be ordered to a second reading in the Lords by a majority of at least ten. The tug of war would afterwards come in committee. In a previous number, that paper assigns as a reason for Lord Grey's not immediately creating a batch of peers, that the necessary selections from the House of Commons would disappoint so many aspirants, that it might materially affect the bill in its third reading, and by diminishing the majority in its favor, furnish an argument against it to the anti-reformers.

The Cholera was spreading in different parts of London, but still with no alarming rapidity, and without interrupting business. There were 73 new cases on the 19th, and 45 deaths. The whole number of cases from the commencement in London was 500.

As to the affairs of Italy, the Courier of 19th, says:

The *Messenger des Chambres*, of 17th March, in reference to the report of the intended evacuation of Papal Italy by both the Austrians and French, says that nothing positive in this respect has been determined on, and that the King of Naples has refused to allow his 6,000 Swiss Guards to proceed to Rome. The terms of the evacuation may not have been settled; but we have strong reason to believe that it has been mutually agreed to withdraw the Austrian and French troops, and that the delay is owing only to the necessity of establishing some guarantees against renewed Papal tyranny on the one hand, and unjustifiable revolt on the other; and it is but fair to the Austrian Cabinet to state, that it has concurred in all that has been suggested for the amelioration of the condition of the subjects of the Pope.

The Courier admits that there will be a deficiency of no small amount in the quarter's revenue.

Don Miguel had sent an expedition to succor Madeira and save it from Don Pedro's attempt.

Mr. Van Buren had an interview with Lord Palmerston at the foreign office on the 17th.

We have neither room nor time for more extracts to-day.

As soon as our Contemporaries have given circulation to a very discouraging account of the state of the Quarter's Revenue, we have made inquiries into the facts, and are able to communicate the following information. The Commissioners for the Redemption of the National Debt have met, and have ascertained that up to the 15th inst, there was no surplus Revenue for the redemption of any further portion of the debt. This fact the Commissioners will announce, and they will, at the same time, state officially the amount of the deficiency for the last year to be 700,000*l.*, which is already known through other channels.

We regret to state that it is quite certain that there will be a deficiency of no small amount in the revenue for the present quarter; but it appears to have been chiefly, if not entirely, caused by the stagnation of trade arising from the delay in the discussion on the Reform Bill, and the restrictive regulations attending the Cholera.—[London Courier, Monday evening, March 19.]

LONDON, CITY, 19th.—The Paris letters state that slight disturbances have broken out at Grenoble.—They are not, deemed of much importance, but produced a decline in the French funds—the Five per cents having closed on Saturday at 96*½* 5*¢*; and the Three per cents at 69.

From Antwerp we learn that the Belgian army was being increased at Brussels; but nothing relative to the state of the pending negotiations had transpired.

In the Consol Market the decline in the French funds produced a slight temporary heaviness, the quotation at one time having been 83 1/4 3/8, but they have since rallied a little, and are now at 83 3/8 1/2 for the account, and 83 1/4 for money.

[From *Galignani's Messenger*.]

Letters from Greece state that the Opposition

positively reject the nomination of Prince Otho as King of Greece, and that nothing but foreign intervention can force him upon the country. Under this King of fifteen years old, Greece would they maintain, be governed by Russia, and become a province of the Czar, even if it were protected by a constitution, which it is so easy for Sovereigns to violate or set aside. The two thirds of the Peloponnesus, says the letter, are waiting until the Roumelioti Chiefs have passed the Isthmus of Corinth to join the 5,000 men placed under their command. When this junction has taken place, they will put down the remains of the faction which has governed them for three years. The troops of Colocotroni become daily more unwilling to follow him. A great number of soldiers have deserted his camp near Corinth, and the Peloponnesians refuse to proceed thither.

"The King of Spain has pardoned the greater portion of the officers who were sentenced to be transported into Africa for having taken part in the conspiracy of 1827, and some of them have already arrived in Catalonia. They are all allowed half-pay, but have certain towns assigned to them for their residence, which they cannot quit without special permission.

[From the *Messenger des Chambres* of 17th.]

"The passions excited by the Dutch Government among its subjects against the Belgians and the French have just occasioned a most unfortunate event and one which may have serious consequences. We allude to an act of public violence committed at Rotterdam against the Consul of France, who was torn from his carriage and threatened with being flung into the water.

"The following account of the fact is given in the *Independent* of Brussels:—

"M. Laurence, Consul of his Majesty the King of the French, at Rotterdam, escaped a few days ago becoming the victim of popular hatred. M. Laurence, accompanied by his wife, was passing one of the streets of the city in a carriage, when upon reaching a bridge near the harbor, his carriage was stopped by several individuals, two of whom, well dressed and speaking French, uttered a thousand imprecations against France and its government, and threatened to throw the Consul into the water. Upon the inquiry of M. Laurence, whether they knew to whom they were speaking, they replied, 'Yes; we know you perfectly. You are the Envoy of Republicans, of Jacobins of Paris. We have no wish for you. To the water! To the water! The Envoy of the King of Jacobins!'

"They then seized M. Laurence, dragged him from his carriage, and were about to throw him into the water, but for the cries of his wife, which attracted other more humane inhabitants, who put the assailants to flight.

"M. Laurence, on reaching his house, hastened to address a detailed report of this occurrence to the French Ambassador at the Hague. The Dutch Government did all in its power to hush up the affair and keep it secret."

MARRIAGES.

MARRIED—In Auburn, on the 9th inst, by the Rev. Dr. Ruidt, Hon. Wm. B. Rochester, of Buffalo, to Mrs. Eliza Powers, widow of the late Gershom Powers, of Auburn.

At Fishkill, on Wednesday, 11th inst, by the Rev. Mr. Fisher, Edward Remsen, of this city, to Matilda, daughter of Doctor B. White, of the former place.

At Norfolk, Va., on Wednesday afternoon, by Rev. Dr. Ducahel, Capt. ANDREW TALCOTT, of the U. S. Engineer corps, to Miss HARRIET HACKLEY, of this borough.

In Washington City, at the President's, on the evening of the 10th inst, by the Rev. Mr. Hawley, Mr. LUCIUS J. FOLK, of Tennessee, to Miss MARY A. EASTIN.

At Fishkill, on Wednesday evening, April 11th, by the Rev. Mr. Fisher, Edward Remsen, of this city, to Matilda, daughter of Dr. Barlow White, of the former place.

On Thursday evening, the 12th of April, by the Right Rev. Bishop Onderdonk, John R. Knox, M.D., to Charlotte Jane, daughter of the late John Bullus, Esq. all of this city.

On the 18th inst, at Mamoroneck, by the Rev. Mr. Carter, David P. Hall, of New York, to Caroline, daughter of the late Jonas Miaturn.

At Boston, on Sunday morning, 15th inst, by the Rev. Dr. Jenks, Mr. Wm. F. Barrett to Miss Lucinda Bennett.

At Roxbury, near Boston, on Tuesday evening, 17th, by the Rev. Mr. Leverett, Mr. Chauncy Jordan to Miss Sarah E. Houser.

At Albany, on Tuesday evening last, by the Rev. Dr. Ludlow, Mr. Zeno Flowers, to Miss Margaret Gray, all of that city.

DEATHS.

DIED—Wednesday morning, April 18, at 4 o'clock, in the 60th year of her age, Mrs. Elizabeth Shortell.

Monday morning, April 16, in the 76th year of his age, Edward Lawrence, an old and respectable inhabitant of this city.

Last evening, April 16th, Mr. John A. Forcher, a native of France, in the 36th year of his age.

Thursday evening, April 18th, in the 75th year of her age, Mary, relict of the late Thomas Hazard.

Thursday morning, April 12, of consumption, Rebecca, wife of Mr. Saml. Rykema, aged 37 years.

On Thursday after a long and distressing illness, in the 80th year of his age, Smith Clark, Esq.

On Tuesday night, 17th inst. Lewis Majestore, aged 30 years, late Merchant of St. Thomas.

Thursday morning, 18th inst. in the 39th year of her age, Catharine, wife of William Detickson, after a lingering illness.

On Sunday, April 15th, of scarlet fever, Elizabeth Mercer, daughter of James M. Christie, aged 4 years and 4 months.

At Red Hook, Dutchess County, on the 8d inst. Catharine, wife of Claudius G. Massoneau, aged 63 years.

At Buenos Ayres, South America, on the 7th January last, Mrs. Hannah Hawkins, relict of the late Col. Samuel Hawkins, of this city, in the 54th year of her age.

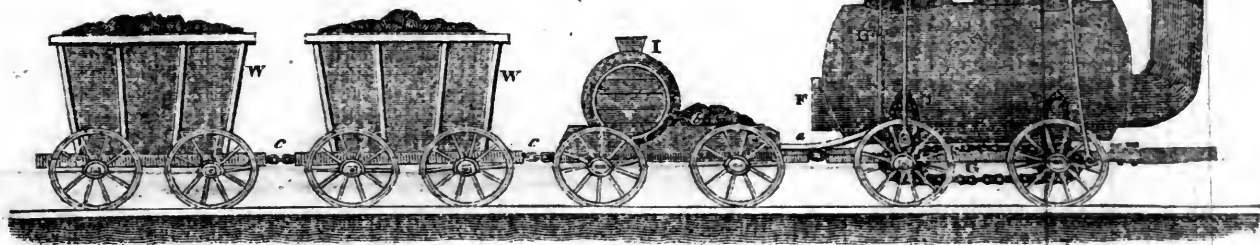
WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 136 persons during the week ending on Saturday last, viz.—30 men, 29 women, 40 boys, and 36 girls.—Of whom 27 were of the age of 1 year and under, 10 between 1 and 2, 18 between 2 and 5, 11 between 5 and 10, 4 between 10 and 20, 19 between 20 and 30, 19 between 30 and 40, 8 between 40 and 50, 3 between 50 and 60, 4 between 60 and 70, 1 between 70 and 80, and 3 between 80 and 90.—**Diseases.**—Apoplexy 1, asphyxia 1, burned or scalded 1, cancer 1, casualty 2, catarrh 1, childbed 1, consumption 32, convulsions 2, diarrhoea 2, dropsy in the chest 2, dropsy in the head 6, dysentery 1, fever 1, fever bilious remittent 1, fever scarlet 3, hives or crop 6, jaundice 1, inflammation of the bowels 1, inflammation of the brain 5, inflammation of the chest 4, inflammation of the liver 1, intemperance 2, malarious 3, measles 17, mortification 1, nervous disease 1, old age 2, peripneumony 11, pleurisy 1, pneumonia typhoid 4, scrofula or king's evil 2, stillborn 7, suicide 1, tabes mesenterica 1, teething 2, unknown 2, whooping cough 2.

ABRAHAM D. STEPHENS, City Inspector.

| APRIL, 1833. | | | | | | | | | | | |
|--------------|-------|-------|-------|-------|-------|------------|-------|-------|-------|-------|-------|
| Thermometer. | | | | | | Barometer. | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| 59 | 58 | 57 | 56 | 55 | 54 | 53 | 52 | 51 | 50 | 49 | 48 |
| 43 | 42 | 41 | 40 | 39 | 38 | 37 | 36 | 35 | 34 | 33 | 32 |
| 39 | 38 | 37 | 36 | 35 | 34 | 33 | 32 | 31 | 30 | 29 | 28 |
| 29 | 28 | 27 | 26 | 25 | 24 | 23 | 22 | 21 | 20 | 19 | 18 |
| 17 | 16 | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 |
| 5 | 4 | 3 | 2 | 1 | 0 | -1 | -2 | -3 | -4 | -5 | -6 |
| -7 | -8 | -9 | -10 | -11 | -12 | -13 | -14 | -15 | -16 | -17 | -18 |
| -19 | -20 | -21 | -22 | -23 | -24 | -25 | -26 | -27 | -28 | -29 | -30 |
| -31 | -32 | -33 | -34 | -35 | -36 | -37 | -38 | -39 | -40 | -41 | -42 |
| -43 | -44 | -45 | -46 | -47 | -48 | -49 | -50 | -51 | -52 | -53 | -54 |
| -55 | -56 | -57 | -58 | -59 | -60 | -61 | -62 | -63 | -64 | -65 | -66 |
| -67 | -68 | -69 | -70 | -71 | -72 | -73 | -74 | -75 | -76 | -77 | -78 |
| -79 | -80 | -81 | -82 | -83 | -84 | -85 | -86 | -87 | -88 | -89 | -90 |
| -91 | -92 | -93 | -94 | -95 | -96 | -97 | -98 | -99 | -100 | -101 | -102 |
| -103 | -104 | -105 | -106 | -107 | -108 | -109 | -110 | -111 | -112 | -113 | -114 |
| -115 | -116 | -117 | -118 | -119 | -120 | -121 | -122 | -123 | -124 | -125 | -126 |
| -127 | -128 | -129 | -130 | -131 | -132 | -133 | -134 | -135 | -136 | -137 | -138 |
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| -1351 | -1352 | -1353 | -1354 | -1355 | -1356 | -1357 | -1358 | -1359 | -1360 | -1361 | -1362 |
| -1363 | -1364 | -1365 | -1366 | -1367 | -1368 | -1369 | -1370 | -1371 | -1372 | | |

A M E R I C A N



RAIL-ROAD JOURNAL.

OFFICE, 35 WALL-STREET.

NEW-YORK, APRIL 28, 1832.

VOLUME I...NO. 18.

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AMERICAN RAIL-ROAD JOURNAL.

NEW YORK APRIL 28 1832.

MCADAM ROADS.—We give further extracts this week, from Mr. MCADAM's "Remarks on Road Making." They are mostly confined, however, to the commissioners and officers under them, who are, according to his views, about as efficient as the "Commissioners of Highways and Path Masters" of our towns in the interior of the State, although they have decidedly the advantage of our countrymen in the means of accomplishing the object of their appointment. In England funds are generally provided and the laborers employed; in this country the work is performed, as it was formerly, and still is in some measure, in England, by the inhabitants residing in the vicinity, who are assessed according to their property, to be paid in labor if they choose; and in general, "working on the Highway," as it is termed, is rather a period of amusement to those engaged, than a benefit to the Roads. This applies, however, only to the common and not to the Turnpike Roads.—There can be no doubt of the importance of the employment of competent and honest superintendents, who understand their duty and will perform it. Under good management, one half of the expenditure would make far better Roads than we now have. It is not, however, to be expected, in a new country like this, that the Roads will be permanent and smooth; for we have neither the means for, nor the skill in Road-making that they have in England, yet we may, without additional expense, by attention to the mode of construction, have far better Roads than are common in this country, especially on the great thoroughfares.

We shall continue these extracts, as it may be convenient, until we have completed the publication of the book: and we ask for them an attentive perusal, believing as we do, that much information may be derived therefrom.

NEW YORK AND ALBANY RAIL-ROAD.—We have received from a gentleman at Albany, a pamphlet containing the act of incorporation of the above road; together with an estimate of the amount of business which will be furnished by the counties along, and contiguous to, the probable route of the road. It also contains much useful statistical information relative to the country through which it will pass, interesting to all who take pleasure in the prosperity of our country. We shall publish it entire in our next number; in the mean time, it may be had at the Messrs. Carvills, or at this office.

By the following extract from the proceedings of the Board of Aldermen, it will be perceived that the HAERLEM RAIL-ROAD COMPANY are taking measures to continue their Rail-road through the principal avenues as far down as Prince-street. Of the propriety of this measure, under proper regulations, we have no doubt; and, so fully are we satisfied of its practicability, that we expect to see, within a few years, rails laid through all the principal business streets of the city.

Haerlem Rail-road.—The joint committee on Streets, Roads and Canals, to whom was referred the petition of the New York and Haerlem Rail-road Company, asking permission to extend their rails for the road from the north line of 231 street, down the 4th Avenue and Union Place to 14th street, and through such other streets as the Corporation will permit, in conformity to an amended act of their charter, made a report.

The committee say that they believe from the experience of other cities where the experiment has been fairly tried, that rails for cars to move on through paved streets may be so placed, as to cause no interruption to the common and regular purposes to which all streets in a city are adapted. The committee offered for the consideration of the Common Council the following resolution:

Resolved, That the New York and Haerlem Rail-road Company be permitted, and the Common Council hereby consent, that the said company may extend their Rail-road southerly from the north of Twenty-third street to Prince street, subject however to the same conditions and restrictions which the Common Council heretofore imposed upon the said company in respect to that part of the road above Twenty-third street. That the said company may forthwith proceed to lay down a single track through the 4th Avenue, Union Place, Bloomingdale road, and Broadway; and another single track through the Bowery, both as far south as Prince st. and after two months use of a single track, with convenient turnings at the several terminations, they may lay down a second track on each of the above mentioned routes—the same to be maintained by the company, subject at all times to the regulations of the Common Council, and subject also to the obligation of removing the whole or any part, in case the Common Council shall hereafter deter-

mine that the continuance of the same is injurious to the public interests; provided, that all the said rails shall be laid in such manner as shall be approved by the Street Commissioner, so as to cause no impediment to the common and ordinary use of the streets, &c.

THOMAS T. WOODRUFF,
For Committee.

On motion of Ald. Palmer, the report and resolution were laid on the table and ordered to be printed.

The Engineer of the Charleston and Hamburg Rail-road has reported that the whole road is under contract with the exception of about three miles nearest Hamburg; and that it is to be completed by the month of November. He thinks the entire road will be ready for business by the first of January.

ENGINEER'S, MILLWRIGHT'S, AND MACHINIST'S TABLES.—We have before us a set of tables "of the proportional radii of wheels of from ten to four hundred teeth, together with other tables and rules applicable to the construction of millwork and other machinery; by Sereno Newton." The Author says—

"He makes no pretension to any mathematical investigations, or superior knowledge, in this department of mechanics; but, as much depends on their proportion and accurate performance, he is confident that any work tending to facilitate the calculation, or improve the proportion in any respect, will be acceptable to the engineer, millwright or practical machinist."

We consider Mr. Newton fully competent to give instruction in the subject upon which he writes. He has long been superintendent of the extensive establishment of Messrs. Robert Hoe & Co., of this city, and but recently returned from England, where he went to make himself familiar with the new inventions in the machinery of that country; and the work will, we have no doubt, be found highly useful to those for whom it is designed. It may be found at the Messrs. Carvills, Broadway.

EFFECTS OF A RAIL-ROAD.—The Chester County Democrat says:—

"We have noticed with pleasure the great improvement made along the route of the West Chester Rail-road, in the appearance of farms. Wherever the Rail-road has passed, it has carried a stimulus to industry, displayed not only in solid and permanent improvements, but in attention to matters of comfort and ornament. Fences are put up or repaired, and arranged with neatness; garden palings are whitewashed; and fields before perhaps never turned with a plough, and long given up to barrenness and poverty grass, are now broken up in readiness to receive the grain. Lime is spread out, and the eye of the passenger sees with delight, a new country, as it were dragged from obscurity and given to man. Such are the effects of industry and enterprise, and so highly beneficial are improvements in transportation by means of which time is saved, distances lessened and labor of man diminished."

[From Remarks on the Present System of Road-making, by J. McAdam, Esq. General Surveyor of Roads in the Bristol District, England.]

PART SECOND.

Commissioners, and Officers employed under them.

The care of the Turnpike Roads has been committed by Parliament, into the hands of commissioners, selected from that class of society most capable of executing the duties of superintendence, and from their station most likely to perform the duty with fidelity; in this respect the expectation of the public has not been disappointed; and there can be but one opinion, upon the obligations the country owes to this very respectable part of community. Perhaps the only useful regulation wanted, in respect to Commissioners, would be to confine the qualification of trustees to *landed property*.

The superintending and controlling power, so wisely placed by Parliament in the commissioners, has not, however, been sufficient to secure all the objects of the Legislature. A scientific, laborious executive power is wanting; and no means have been thought of for this part of the service, it has been altogether neglected, or, at best, very unprofitably supplied by a set of surveyors, altogether ignorant of the duties of the office they were called upon to fill.*

General superintendence and gratuitous services, such as the law contemplated to receive from the commissioners of turnpikes, may be obtained, and have been faithfully and conscientiously given by the commissioners; but that constant and laborious attention, requisite to superintend the executive duties of a turnpike trust, cannot reasonably be expected from gentlemen engaged in other pursuits. Were they to undertake the task, it must be subject to all the interruptions of their private affairs, or other occupations; and this alone would render their services nugatory. Some instances of individual zeal and exertion, on the part of commissioners, in particular parts of the country, have served to show what benefit might be derived from providing each county with an executive officer, whose sole attention should be given to the business; whose services should be amply remunerated, and of whom the commissioners might of right demand an account of the manner in which their orders were carried into execution; who should examine and audit the accounts of the sub-surveyors; compare them with the work performed, and certify them, if approved, to the treasurers.

In a trust of any extent, say about 150 miles of Road, the time of such an officer would be very fully employed. He must direct the execution of repairs, and alterations of the Road, when ordered by the commissioners; and he must control the contracts and other agreements entered into by the sub-surveyors, so as to prevent unnecessary expense; he must examine all work performed, to see that it is corresponding with contracts, and generally keep a vigilant superintendence over the persons employed under him. Accounts of all expenses incurred should every second week be delivered by the sub-surveyors into his office in duplicate; after examination, one copy to remain in the office, the other, certified, to be sent to the treasurer, upon which payment may follow.

Much must depend on the selection of the officer to whom this charge is committed; he must have a considerable share of general information respecting country business; the subject of Road making ought to have been well considered by him; his station in society should be such, as to secure to him the support and confidence of the commissioners, while it commands the obedience and deference of the subordinate officers.

The success of the exertions of individual commissioners, in particular parts of the country, first suggested the opinion that a better system of Road making might be adopted, and the examples of a better practice extended to all parts of the country; but the benefit can never be rendered thus general, unless accompanied by the zeal and activity that produced it; and this can only be supplied by officers, whose sole duty it shall be, and who will be accountable to the commissioners under whose orders they act for the execution of the trust confided to them. Gratuitous services are ever temporary and local, they are dependent on the residence, and life of the party; and have always disappointed expectation. Skill and executive labor must be adequately paid for, if expected to be constantly and usefully exerted; and if so exerted, the price is no consideration when compared with the advantage to the public.

From the want of such an officer the orders of the commissioners, after having been maturely considered, and wisely given, have fallen from execution, into the hands of surveyors, selected not un-

frequently from the lowest class of community, who have proceeded without plan or method. The consequence is seen in every corner of the country; want of science in the surveyor has gone hand in hand with improvident expenditure, to the injury of the Roads, and the derangement of the finances. A vigilant and unremitting superintendence is wanting to ensure an economical and effectual execution.

Whether it may not be useful to empower commissioners in the small trusts into which the Roads of England are unfortunately divided, to unite together in sufficient number to enable them to provide a respectable and efficient executive officer, and for other general purposes of improvement, is humbly submitted to the wisdom of Parliament.

The effect of an active and efficient control over the sub-surveyors, in the executive part of their duties; and in rescuing the funds from misapplication and depredation, is exemplified in the measures wisely entered into by the commissioners for the care of the Turnpike Roads in the Bristol District, the success of which has amply justified their adoption, the Roads having been entirely reformed and put into the best possible state for use, at an expense considerably within the revenue of the trust. This improved state of the finances has enabled the commissioners to effect several great permanent improvements, without forgetting the necessary provision for liquidation of the debt, which had accumulated during former years.

PART THIRD.

Care of the Finances.

The funds placed by the Legislature at the disposal of the commissioners for the care of Turnpike Roads are very considerable, and might be supposed with proper management, fully equal to the object; they arise principally from toll duties, and a proportion of statute labor.

As long as it shall be necessary to raise large sums for the maintenance of Roads, the present means must continue: toll duties, although liable to many objections, are so immediately and effectually productive, that little hope can be entertained of the possibility of their being reduced, until the continuance of a better system shall have materially amended the Roads, and reduced the expense, so as to leave means for extinguishing the heavy debt owing by the country for this branch of the public service.

Statute labor, in kind, was decreed by Parliament at a time when no better means could be devised: when a circulating medium was deficient, and when a fair quantum of labor could not, in many parts of the country, be obtained for money.

Personal labor for a public service can never be made profitable, or fairly productive; at the same time, it is liable to the great objections of being made an instrument of partiality and oppression under the direction of a class of men with whom such a power should never be lodged, and over whom, in this instance, no adequate control can be placed.

The causes which operated to induce Parliament to resort to personal service, having ceased, it will be found expedient to commute statute labor for a moderate assessment in money. This has been effected with great advantage in Scotland, by most, if not all of the local and county Acts for Turnpike Roads.†

The sum of money annually raised in the kingdom for Roads is very great, and would be found, if carefully examined into, much beyond the general belief. Government have procured information, as to the sum raised annually for parish Roads, (generally denominated Highways,) but they have not yet inquired into the amount of the much greater sum raised for the maintenance of the Turnpike Roads, nor into the amount of debt incurred for the same purpose.

These funds, considerable as they are, continue to be expended, nominally, under the direction of commissioners, but effectually and practically under the surveyors, over whom the commissioners have very uncertain means of useful control; and there is no doubt that much abuse exists in the expenditure, partly from ignorance, but much more from peculation and patronage very much misapplied.

Under such circumstances the protection of the funds would be promoted by the inspection and control of a superior officer; and finally it might be desirable, that a report from each trust should be made to Parliament of the receipt and expenditure for the year.

That the funds provided by Parliament for the Roads are either insufficient for the object, or that they are improvidently expended, is best proved by the numerous applications to Parliament in every session, for extension of powers, and increase of

tolls; setting forth that without such aid the debts cannot be paid, nor the Roads kept in repair. In the session of Parliament 1815, thirty four such petitions were presented; and in the session of 1816, thirty two; all which bills were passed as a matter of course; the petitioners being only required to prove the actual necessity to the committee, but no inquiry seems to have been made as to the cause of that necessity.

An efficient, uniform and constant control of the expenditure of Road funds, and an annual report of the result to Parliament would enable the House of Commons to form a judgment, whether the deficiency proceeded from inadequacy of the means, or from improvident expenditure; and thereby that Honorable House would be enabled to use means for preventing the growing amount of debt, which the petitions presented each session sufficiently show to be increasing to an alarming degree; and which, being incurred under the authority of Parliament, must ultimately become a claim upon the justice of the country.

Upon consideration of this important subject it appears, that a review of the Turnpike laws has become indispensable, for the purpose of altering and amending obsolete, useless and oppressive regulations; and for substituting others more consonant with the present state of society. This review is required by experience of the inadequacy of the present system, to the great object of forming the best and easiest communications through every part of the country, with a due regard to economy; and for preventing the increase of a debt, which has been allowed, in silence, to accumulate to an extent that will hardly be credited when properly and accurately ascertained.

Many and important improvements have originated from the good sense and zeal of individual commissioners, or from particular district meetings, the good effects of which have been confined to the place of origin; such improvements have also ceased to operate, on the death or removal of their authors, and have been thereby finally lost, for want of a general superintendence, which would have an interest in the improvement of the whole.

The defective state of the Roads, independent of the unnecessary expence, is oppressive on agriculture, commerce, and manufactures, by the increase of the price of transport, by waste of the labor of cattle, and wear of carriages, as well as by causing much delay of time.

Under an efficient and responsible executive department, established and directed by the wisdom of Parliament, this subject would be brought within the means of examination and regulation; and many local improvements, which have been confined to small districts, would be brought forward, and communicated generally for the public benefit.‡

* The general laws relating to highways seem sufficiently calculated to answer the purpose intended by them, if overseers were qualified with a sufficient degree of judgment to execute them properly, and of industry and spirit to do it effectually.—[Homer's Inquiry, page 18.]

† It is impossible not to see that statute labor is a remnant of personal service; a gentleman might as well argue at the present day, that rents paid in kind are more easy and equitable than mortgaged rents, as to defend the custom of mending Highways by compulsory labor.—[Edgeworth's Essay on the construction of Roads and Carriages, p. 46.]

‡ Since this Essay was written, I have visited England, and have found, on a journey of many hundred miles, scarcely twenty miles of well made Road. In many parts of the country, and especially round London, the Roads are in a shameful condition. This must strike the public; and sooner or later the good sense of the English nation will feel the necessity of adopting some means of improvement.—[Edgeworth's Essay, Preface, p. 7.]

In Ireland, the Cross Roads are better than the great Roads, and comparing all the Roads in that country with the Roads in England, the shameful inferiority of the latter would evidently appear.—[Edgeworth's Essay, p. 46.]

[From the Saratoga Sentinel.]

The construction of a Railroad from this place to Fort Edward, a charter for which has been granted by the Legislature, will prove of incalculable importance, not only to the watering places in this county, but to the Saratoga and Schoenectady and Mohawk and Hudson Rail-road Companies. Fort Edward is the general landing place of passengers, proceeding from Lake Champlain and the Northern Canal to the South. The distance from Fort Edward to Albany, on the route usually travelled, is

48 miles; by the way of Saratoga Springs and Schenectady it is about 50 miles. The whole distance from Albany to Whitehall by the Hudson river road is 72 miles; by the way of Schenectady and Saratoga Springs, about 74 miles. When the road to the latter place shall have been completed, which will be effected in a few months, one half of that distance will be overcome by Rail-road. Continuing the road to Fort Edward, the whole route to Whitehall, except 24 miles, may be travelled by Rail-road, and the remainder by Canal. No one, acquainted with the subject, and with the immense intercourse between the North and South, can have any doubt that the travel on these roads will be very great.

From Saratoga Springs to Fort Edward, the distance will be from 13 to 15 miles, over a remarkably level country of sand planes, not requiring the aid of stationary power. The road, it is believed, can be made for eight or ten thousand dollars per mile, and the whole expense cannot exceed from \$150,000 to 175,000. Its construction would double the travel originally contemplated on the Saratoga and Schenectady Rail-road; and would add one third at least, to that originally contemplated on the Mohawk and Hudson Road. As soon as a survey can be had, and the necessary estimates made, a detailed statement will be laid before the public.

SARATOGA AND SCHENECTADY RAIL-ROAD.—The grading of this Road, with the exception of two or three sections, is nearly completed, and companies are employed on different parts of the line in laying down the blocks and timbers preparatory to receiving the rails. We see nothing to change our opinion heretofore expressed, that the Road will be open for the reception of passengers early in July. We can also mention for the satisfaction of stockholders (the contracts having been mostly made), that the whole expense of this Road, including land, fencing, carriages, and fixtures, will not exceed \$250,000, and probably will amount to no more than \$230,000.

CLINTON AND VICKSBURG RAIL-WAY.—It will be discovered from a statement which appears below, that the Commissioners of the Clinton and Vicksburg Rail-way have held their first meeting, and adopted suitable arrangements for the execution of this interesting project of internal improvement. Being fully convinced of the practicability of the scheme, and that its success entirely depends upon the public spirit and energy of the community, we cherish the warmest anticipations of its speedy execution, and believe that the day is not far distant when the most important advantages will arise to the country in general from this Rail-way, and to our own in particular. —[Mississippiian, April 2.]

VICKSBURG AND CLINTON RAIL-ROAD.—At a meeting of the commissioners of the "Clinton and Vicksburg Rail-road Company," held at Hamburg on Saturday the 24th March, 1832, present B. W. Edwards, C. Mead, Walter W. New, Thomas Woolldridge, A. G. McNutt, William F. Markham, William Vick and William Pescod, —Cowles Mead was unanimously called to the chair, and Thomas Woolldridge appointed secretary.

Mr. New offered the following resolution, viz.:

Resolved, That a committee of three be appointed to correspond with the President of the United States, requesting the services of an Engineer, for the purpose of examining the route of the contemplated Rail-road, making an estimate of the practicability, costs, &c. which was unanimously adopted.

Whereupon the following gentlemen were appointed said Committee, viz: W. W. New, A. G. McNutt, and B. W. Edwards.

Mr. Woolldridge offered the following resolution—

Resolved, That the committee appointed to correspond with the President of the United States be instructed to write to our Senators and Representatives in Congress, and request them to promote the application to the President for the appointment of an Engineer—which was unanimously adopted.

Mr. Edwards offered the following resolution—

Resolved, That Messrs. McNutt, Campbell, Markham, Vick, Pescod, and Woolldridge be appointed a committee to ascertain as near as practicable, the quantity of tonnage and number of passengers that would probably pass on the Rail-road to and from Vicksburg to Clinton, annually, which was adopted.

On motion—

Resolved, That the Chairman be authorized to call a meeting of the Commissioners at such time and place as he may deem expedient.

Resolved, That the proceedings of this meeting be signed by the President and Secretary, and that the proprietors of the newspapers published in Vicks-

burg, and Clinton be requested to publish them.—The meeting then adjourned.

COWLES MEAD, Ch'n.

Thomas Woolldridge, Sec'y.

[From the Wayne Inquirer.]

DELAWARE AND HUDSON CANAL.—It gives us much gratification to notice that on the 24 inst. the company commenced business for the season on the Rail-road. Notwithstanding the immense body of snow that fell during the winter, and the apprehensions that were entertained of a heavy spring freshet, the gradual melting of the snow proved so favorable that very trifling damage was sustained at the Mines or on the Rail-road. Indeed it has seemed almost providential; for had the ice been suddenly broken up, and the snow been dissolved by a continued warm rain, the damage to the country must have been appalling. The road is now in capital order; the cars are daily descending and returning, and there is every fair and reasonable prospect of an increased business being done during the season.—We have authentic information that if the weather should continue favorable, the Canal will be opened in good order to resume business by the 1st of May next. We wish the enterprising company success, and hope they may reap the solid harvest they merit.

Office of the Delaware and Hudson Canal Co. }
HONESDALE, April 7, 1832. }

Received at Honesdale from Carbondale, during one week ending this day 659 Rail-road wagons, containing 1647 tons Coal. Also, received during the week, 12 wagons containing Lumber.

April 13. —Received at Honesdale from Carbondale during one week ending this day, 776 Rail-road wagons, containing 1940 tons coal. Also, received during the week, 18 wagons containing Lumber. Total amount of Coal received since 24 inst. 3587 1-2 tons; total amount of Lumber received since 2d inst. 60 000 feet.

J. B. WALTON, Collector.

NEW-YORK AMERICAN.

APRIL 21, 22, 23, 24, 25, 26, 27—1832.

LITERARY NOTICES.

LIVES AND VOYAGES OF THE EARLY NAVIGATORS, WITH A HISTORY OF THE BUCCANERS, I vol.; Harper's Family Library, No. XXX.—The adventurous spirit, and hardy endurance, by which they who have distinguished themselves in maritime discovery have generally been characterized, have always given a peculiar charm to its history for the ardent mind of youth. The details of peril and enjoyment in wild and beautiful lands, of difficulties overcome by daring, and dangers avoided by strategy, possess a keener relish for us in early life than any other kind of reading. We dwell with interest upon each vicissitude in the life of the roving navigator; we even sympathize with him in his baffled designs upon some unoffending people; and rejoice in his successes over the unfortunates whom his own misconduct may have converted into enemies: and so long as he can administer to our appetite for the marvellous, we could roam with him forever over regions where a thousand wild adventures seem only to task the moral and physical powers of the mariner to rival in real actions the fictitious deeds of romance. But the taste for this kind of reading, is soon superseded by that for works of another description, and poetry and novel reading, come with their meretricious blandishments to steal the young book-worm from the simple authors who were his first love. His taste, so far as an appreciation of real heroism is concerned, becomes then perverted. The feats of glory upon which he learns to dwell with admiration, are those only which are performed upon more brilliant fields of action, where the acclaim of courts and camps or the awards of fair hands and bright eyes await the successful aspirant for renown.

The enterprize and valor that is squandered in some remote corner of the globe, wants that value in his eyes which the civilized world stamps upon the actions of those restless spirits which, pent up within its confines, cause so much mischief to society. The avocations of the solitary voyager are like the scenes of a play to which there are no spectators, and his humble story seems like a novel without a heroine in it to the factitious worshiper of the

Rosa Matildas and Frederick Augustuses of elegant romance. The maritime narrator, however, in the end, is even with the novelist; for if the writings of either be allowed to exercise much effect upon the character, we doubt not that many a high spirited boy has had his mind so strung with manly sentiment by dwelling upon the hardihood and courageous resources of the early navigators, that it has occasionally influenced if not determined his course in after life. The lessons of human patience, ingenuity and presence of mind, he learns in the romances of real life, strike deep into the heart, and may be afterwards applied; but the sentimentalism that is engendered by the perusal of works of fiction, however completely it takes possession of the mind in the first instance, and however it mellows and beautifies the rude landscape of the world with the warm mist it flings around it, passes as rapidly away as those delicious skies on the last days of autumn, which usher in the dreary clouds and bleak winds of December. The pictures painted upon the imagination are laid in fair but fading colors—those graven upon the understanding or the heart endure till the tablets which receive them perish or consume away.

The principal memoirs in this volume are those of Sir Francis Drake, Cavendish, and Dampier, though it also embraces notices of the lives and voyages of other distinguished navigators. Of the three former, many personal anecdotes are here related, which are but little known, and in connexion with the life of Dampier, a highly instructive and entertaining account of the Buccaneers is given. Many interesting particulars will be new to the generality of readers. Legends of those daring rovers who infested the Caribbean Sea in the days of the English James's and Charles's, are sufficiently familiar to our ears from early childhood; but their real adventures, considering the influence which they exercised upon the early settlement of the New World, have not been treated with sufficient minuteness by the historian. When we think of these freebooters having fleets of ships manned with three or four thousand men at a time, and undertaking expeditions in the Spanish territories against cities with ten times that number of inhabitants, we can estimate the space which their exploits filled in the world's eye. And when we read again of a handful of pirates armed only with sabres and pistols, vanquishing two hundred cavalry, and two regiments of infantry, in the open field, we are enabled to form some idea of the wonderful energies which their desperate mode of life called forth. Romance has treasured much upon truth in painting the characters of these freebooters, as worthy of the days of chivalry; in representing their feats of arms, however, she has done no more than copy reality with faithfulness. The materiel of that singular association, who called themselves "Gentlemen rovers," and "Brothers of the coast," but better known as the "Buccaniers of America," was chiefly drawn from the cattle-hunters of the West India islands, though generally their crews were officered by hundreds of broken down gentlemen, gamblers, and disbanded officers, and other men of desperate fortune, from every part of England and France. The precarious and hardy life of the first class had, by inuring them to exposure and toil of all kinds, suited them for the physical labors of the life of a rover, while the reckless courses to which the latter were habituated, were a good preparatory school for the desperate measures they were compelled to adopt to retain their influence over their companions. It is not surprising, therefore, that the character of the Buccaneer, instead of being such as the poet loves to draw, and the maiden to dwell upon, was actually profligate, cruel, and debased, with but the single virtue of courage—if that may be called a virtue, the use of which any German prince may buy or sell for twenty cents a day—to snatch from con-

tempt their lives of low debauchery and flagitious crime.

Our extracts from this volume are necessarily short as we have only room for a brief notice of one of the most distinguished Buccaneers and an anecdote which illustrates the daring strategy, for which the order was remarkable.

Montbar was a gentleman of Languedoc, who, from reading in his youth of the horrible cruelties practised by the Spaniards upon the Mexicans and Caribs, imbibed a hatred of the whole Spanish nation, which possessed him like a phrensy. It is however somewhat strange that the impulse which led this singular person to join the ranks of the Buccaneers urged him to the commission of worse cruelties than those which he reprobated. His comrades were often merciless from the lust of gold; but Spanish blood was the sole passion of Montbar. It is related by Raynal, that while at college, in acting the part of a Frenchman who quarrels with a Spaniard, he assaulted the youth who personated an individual of that hated nation with such fury that he had wellnigh strangled him. His imagination was perpetually haunted by the shapes of multitudes of persons butchered by monsters from Spain, who called upon him to revenge them. While on his passage outward to league himself with the brethren of the coast, the inveterate enemies of Spain, the vessel in which he sailed fell in with a Spanish ship, and captured it. No sooner had the Frenchmen boarded the vessel, than Montbar, with his sabre drawn, twice rushed along the deck, cutting his frantic way through the ranks of Spaniards, whom he swept down. While his comrades divided the booty acquired by his prowess, Montbar gloated over the mangled limbs of the detested people against whom he had avowed everlasting and deadly hate. From this and similar actions he acquired the name of the *Exterminator*.

From the Cape de Verd Isles the *Revenge* intended to keep a direct course to the Straits of Magellan; but by adverse weather was compelled to steer for the Guinea coast, which was made in November, near Sierra Leone. They anchored in the mouth of the river Sherborough, near a large Danish ship, which they afterward took by stratagem. While in sight of the Dane, which felt no alarm at the appearance of a ship of the size of the *Revenge*, most of the Buennier crew remained under deck, no more of the hands appearing above than were necessary to manage the sails. Their bold design was to board the ship without discovering any sign of their intention; and the *Revenge* advanced closely, still wearing the resemblance of a weakly manned merchant vessel. When quite close, Capt. Cook in a loud voice commanded the helm to be put one way, while by previous orders and a preconcerted plan the steersman shifted it to a quite opposite direction; and the *Revenge*, as if by accident, suddenly fell on board the Dane, which by this dextrous manoeuvre was captured with only the loss of five men, though a ship of double their whole force. She carried thirty six guns and was equipped and victualled for a long voyage.

This fine vessel was, by the exulting Buccaneers, named the *Bachelor's Delight*; and they immediately burnt the *Revenge* that she "might tell no tales," sent the prisoners on shore, and steered for Magellan's Straits.

THE NORTH AMERICAN REVIEW, No. LXXV.—This number has been lying on our table for some time; but though we intended a week since to have noticed its contents, yet, as the pressure of more important matter compels us to make the Weekly Review much shorter than usual to-day, we can give but a word in passing to it now. The only articles that we have read are, "Authorship of Junius,"—the writer of which leaves the question where he found it,—"Bryant's Poems," a well written article by a competent hand, which does justice to the great powers of that finished poet, without injudiciously ranking him with loftier bards; a charming paper upon "Audubon's Biography of Birds," and an eloquent essay upon "Indian Biography." The remaining articles we may take another opportunity to notice; but we cannot resist the occasion to call attention here to some passages of the one last mentioned. Tecumseh and his brother, "the Prophet," are the chief subjects of it; and the writer deserves well from every

friend of truth for rescuing so triumphantly, as he does, the noble character of the first from the obloquy that has been heaped upon it by those who contemned him for his wild attempt to create an Indian league for the overthrow of the Union.—The whole character of this man is worthy the best days of Roman patriotism, integrity, and honest pride of country. He was valiant, disinterested, generous, and true to his word; and with intelligence far beyond that of those with whom his lot was cast, he was equally removed from them in a freedom from their prevailing vices. In the language of the Reviewer he seems a feudal Baron among hoors. Even in his intercourse with his British allies, in whose army he held from the King of England the commission of a Brigadier General, he was too proud for a subordinate part. His confederates might do as they chose, but for himself he would maintain the dignity of a free and brave man, and a warrior. He abandoned his plan of visiting the President, because he could not be received as the head of the deputation. It is said, that, in the last conference at Vincennes, he found himself at the end of a long and animated speech, unprovided with a seat. Observing the neglect, Governor Harrison directed a chair to be placed for him, and requested him to accept it. "Your Father," said the interpreter, "requests you to take a chair." "My Father!" replied the chief, "the Sun is my father, and the Earth is my mother; I will repose upon her bosom." And he adjusted himself on the ground in the Indian manner.

A qualified remark has been made upon his courage—but the manner in which he conducted himself during the war, is sufficient to establish the point beyond controversy. The same may be said of the fearlessness shown in his visits to Vincennes; and especially, in his exposure of himself on that occasion, though he must have perceived that he was feared, suspected, and even guarded by large bodies of troops, drawn out for that express purpose. It is very illustrative of the apparent diversity in the character of Elskwatowa and his own in this respect, that when the Delaware sent a deputation of chiefs to break up the Prophet's settlement at Tippecanoe, the latter would not deign, as Mr. Dawson expresses it, to give them an interview, but despatched his brother to them, "whose threats or persuasions were sufficient to drive back the chiefs, with strong indications of apprehension and terror. When General Proctor began to prepare for retreating from Malden, Tecumseh, having learned his intention, demanded an interview, and, in the name of all the Indians, delivered an animated speech. If the spirit which it manifests could have had its intended effect in inducing the General to fight before he retreated, the result must at least have been more glorious, if not more favorable to his cause.

"Father!" he began, "Listen to your children!—You have them now all before you." The war before this, our British Father gave the hatchet to his red children, when our old chiefs were alive. They are now dead. In that war our father was thrown on his back by the Americans, and our father took them by the hand without our knowledge. We are afraid he will do so again, this time.

"Listen! When war (the last war) was declared, our Father stood up and gave us the Tomahawk, and told us that he was then ready to strike the Americans, that he wanted our assistance, that he would certainly get us our land back, which the Americans had taken from us.

"Listen! When we were last at the rapids, it is true we gave you little assistance—it is hard to fight people who live like ground-hogs. (Alluding to the American fortifications.)

"Father, listen! Our fleet has gone out. We know they have fought. We have heard the great guns;—(Perry's victory,)—but we know not what has become of our father with one arm,—(Commodore Barclay.) Our ships have gone one way, and we are astonished to see our father tying up every thing and preparing to run away the other, without letting his red children know of his intentions. You always told us you would never draw your foot off British ground. But now, father, we see you are drawing back, and we are sorry to see our father doing so without seeing the enemy. We must compare our father's conduct to that of a fat dog, that carries its tail upon its back; and when frightened drops it between its legs and runs off.

"Father, listen! The Americans have not yet beaten us by land, we are not sure that they have by

water; we wish, therefore, to remain here and fight. If they defeat us, we will then retreat with our father.

"Father! You have got the arms and ammunition which our great father sent for his red children. If you have an idea of going away, give them to us, and you may go and welcome for us. Our lives are in the hands of the Great Spirit,—we are determined to defend our lands, and if it be his will, we wish to leave our bones upon them."

This celebrated speech is probably as good a specimen as any on record, of the *eloquence* of Tecumseh. It was a natural eloquence, characteristic, as all natural eloquence must be, of the qualities of the man. As Charlevoix says of the Canadian savages, it was "such as the Greeks admired in the barbarians," strong, stern, sententious, pointed, perfectly undisguised. It abounded with figures and with graphic touches, imprinted by a single effort of memory or imagination, but answering all the purposes of detailed description, without its tediousness or weakness. The President was "drinking his wine in his town," while Tecumseh and Harrison were fighting it out over the mountains. The Indians were hallooed upon the Americans, like a pack of starved hounds. The British nation was our great Father, and our great Father was laid flat on his back. So the policy of the United States, in extending their settlements, was a *mighty water*, and the scheme of common property in the tribes, was a *dam* to resist it. Tecumseh belonged to a nation noted, as Hockewelder describes them, "for much talk;" and he was himself never at a loss for words. He was a countryman of Logan, too, and he reasoned and felt like him. His whole time and talents were devoted to the cause of Indian independence, and when he spoke upon this theme, as he generally did in public, his fine countenance lighted up, his firm and erect frame swelled with a deep emotion, which scarcely his own stern dignity could suppress; every posture and gesture had its meaning; and language flowed burning and swift from the passion-fountain of the soul.

This cutting speech is highly characteristic of the man, and shows better than the words of a biographer, the acuteness of his mind in the first part, and his elevation of soul in the last. It is one of those efforts of uneducated genius which "will live on the pages of civilized history long after barbarous tradition has forgotten them." Tecumseh, to conclude with the closing observations of the Review, "will be named with Philip and Pontiac, the 'agitators' of the two centuries which preceded his own.—The schemes of these men were,—fortunately for the interest which they lived and labored to resist,—alike unsuccessful in their issue; but none the less credit should, for that reason, be allowed to their motives or their efforts. They were still statesmen, though the communities over which their influence was exerted, were composed of red men instead of white. They were still patriots, though they fought only for wild lands and for wild liberty. Indeed, it is these very circumstances that make these very efforts,—and especially the extraordinary degree of success which attended them,—the more honorable and the more signal; while they clearly show the necessity of their ultimate failure, which existed in the nature of things. They are the best proofs, at once, of genius and of principle."

BRIDGEMAN'S GARDENER'S ASSISTANT, is the title of a work for the use of young florists and those engaged in horticulture. It contains a catalogue of garden and flower seeds, with the practical directions for the cultivation of culinary vegetables, the production of fruit trees, training of grape vines, &c. &c. The volume, which is printed by Geo. Robertson, may be had at Thorburn's Bridgman's, and the other florists in town.

DOMESTIC MANNERS OF THE AMERICANS.—The last London Quarterly contains a paper under this title, much in the style of the delectable articles upon this country, for which that liberal and unprejudiced journal has always been so remarkable. It is a review of a piece of book-making by a woman possessed of some cleverness, who rejoices in the name of Mrs. Trollop. The work, which is not badly written, is, withal, a complete Grub-street, catch-penny concern, got up with caricatures, and prepared for the press by a regular manufacturer of travels, who

had previously given specimens of her art by books upon Portugal, and other countries. The notice of her work in the Quarterly bears indubitable marks of being from the pen of that sagacious commentator upon men and manners, Captain Basil Hall. It proves beyond a question, that we Americans are a miserable, degenerate set of human beings; and demonstrates most conclusively, not only that privileged ranks, and an established Church have placed England upon an eminence of national glory and happiness that we poor republican sinners may in vain hope to attain,—but that her national debt is a fund of blessings to her, with which all the resources of our Union cannot compare. It informs us also that the states of New-Jersey and Pennsylvania, though not subjected periodically to the devastations of the yellow fever, are still so regularly visited by it every summer, that the whole population who can raise the means of locomotion, move off to Canada once a year. And of many other similar facts does it inform us, which, as it behoves editors to know everything, we are right glad to learn; especially as though these things are transpiring under our very noses, from some obliquity of vision or obtuseness of perception, they do somehow escape our notice.

We have said that there was some cleverness in the extracts from Mrs. Trollop's book; and it might be added that, with occasional misrepresentation, there is too much truth in many of her remarks: such for instance as those upon the use of tobacco in ladies' society; and the habit of lounging, swearing and spitting in their presence, when thrown into their company at inns, or in travelling; all of which abominations must frequently have annoyed every one who has journeyed a hundred miles in public conveyances, with ladies under his care. For the Reviewer's acuteness, however, we cannot say much; his feeble pen is but a slender substitute for the caustic quill of Gifford; if not a complete imbecile, there is still so much absurdity in his article as to make it very diverting. Not the least striking instance of this, is his quoting contemptuously at the end of his remarks, a noble sentence from an oration of Mr. Rush's; which sentence is, in fact, one of the most well placed and cutting comments upon the previous part of his article that could well be imagined. The amount of Mr. Rush's observations is merely the pointing out those characteristics of the cockney traveler and the tory Reviewer, which make the two animals the scorn and the jest of both Europe and America. The mean and narrow-minded spirit that can comprehend nothing but what it has been imbued with while within the sound of "Bow bells," the ineffectual arrogance and self-conceit that renders its possessors so offensive in every country they infest, and the preposterous mode of measuring everything by their own standard at home, sneering at private and public virtue, if it be not moulded to their own pattern and damning religion itself, unless it be made to order in an English manufactory. We give our own phraseology, as we cannot remember the eloquent language of Mr. Rush. But what a pithy illustration we have of the purport of his remarks in the very article where they are copied to show their want of applicability. We have it in our heart to say some exceedingly sharp things in the way of reprisal; but refrain from so doing, not, as the reader thinks, because it is ridiculous to indulge in a philippic against those, whose eyes will never look upon our recorded indignation, but because we know perfectly well that the periodical where this Review appears is the organ of sentiment of but a small fraction of the British people. This, however, many who will here read it, disseminated in the newspapers throughout the Union, are not aware of; and the miscreant who thus attempts to light again the torch of ill-will between two nations, who are just beginning to culti-

vate a good understanding with each other, may enjoy the vile satisfaction of knowing his wicked attempt will not completely fail. How wayward seems the destiny of nations, when the stupid malice of a single individual may, in tampering with their prejudices, blunder upon some method of shaping it as he lists! It is now well understood, that an article in the London Quarterly precipitated, if it did not cause, the last revolution in France; and should we ever again take the field against our old foe, it will be rather from animosity engendered by unprincipled scribbles, than from any real collision of national interests.

THE U. S. FRIGATE UNITED STATES is now preparing for sea in this harbor. She is to bear the flag of Com. Patterson, who goes out in her to relieve Com. Middle, as Commander of the Mediterranean Squadron, and will sail it is supposed in June. The following is a list of officers ordered to join her:—

JOHN B. NICHOLSON Capt. and flag officer of the Mediterranean Squadron.

Lieuts.—William E. McKenny, John L. Saunders, John S. Chauncey, Edmund Byrne, W. I. Auchmutz. Surgeon—Baily Washington.

Assistant Surgeons—R. K. H. Sims, Robert M. Balzer.

Purser—John N. Todd.

Passed Midshipmen—George M. Bache, Acting Master; James F. Schenck, Robert Fitzhugh, Simon B. Blisset.

Midshipmen—Nathaniel G. Bey, John C. Graham, Clarence Watkins, John J. Thurston, Francis E. Barry, Franklin Clinton, William S. Ringold, Allen McLane, James H. North, Robert P. Ingram, Charles J. Auzie, Joseph H. Adams, William B. Renshaw, William Crane, James C. Williamson, George Colvocoresses.

FOREIGN INTELLIGENCE.

THE FOREIGN NEWS.—Our Paris files, by the Formosa, are to the 14th March, inclusive—the date from London, by the Hudson, of 20th. We have given the chief items of intelligence by these ships. We now give a translation of the main parts of the speech of M. Casimir Perrier, which, it seems, gave umbrage to the Duke of Wellington, and even to the Ministry in England. The French Premier's speech is a very able one. It was made on occasion of presenting the budget for foreign affairs, and is an exposition of the whole course of the Perrier ministry, as regards their intercourse with foreign nations. We have selected the material parts of the speech; among which will be found the views taken of the affairs of Belgium—the motives of the French expedition to Ancona—a notice of the treaty with this country—and of the arrangement by which Prince Otto ascends the throne of Greece. The general defence by the Premier of the system of his administration, seems to us very happy and able, and his conclusion we willingly adopt, that *peace will not be interrupted*.

CHAMBER OF DEPUTIES—7th March.

The discussion being on the budget for the expenses of foreign intercourse, in the debate on which, the foreign policy of Ministers had been much arraigned, particularly by Gen. Lamarque, the President of the Council, M. Casimir Perrier, after replying in general terms to some of the objections made to his course, thus proceeded:

In speaking to you of the affairs of Belgium, I must go back to the commencement of the negotiation. The discussions which had been exhausted in regard of these matters were resumed and concluded by the Treaty of the Twenty-four Articles. The King of Holland thereupon remonstrated with the Conference at London, and to the Cabinet of St. Petersburg. This Cabinet has addressed itself to other Powers; and hence the delay of ratification. The Ambassadors of Russia, Austria and Prussia have asked more time from the Conference, in order that they may receive fresh instructions: but it is only a question of time. The Powers, in replacing

Belgium and Holland within their ancient natural limits, have sought to conciliate the pretensions of the two Kingdoms, which henceforth will be liberated from all dependence on each other, and will preserve a state of neutrality exacted of them in consideration of the protection guaranteed to them by the Five Powers.

As to our own affairs, our reports from all Foreign Powers furnish the most formal assurance of their intention to maintain the general peace. It will be one of the triumphs of the Revolution of July to have insured this result. The Minister then expatiated upon all the advantages resulting from an alliance between France and England. With this alliance war is impossible.

As to Poland, the recollection of her misfortunes awakens the most afflicting impressions. At the very opening of the session, on occasion of the address to the King, a discussion was commenced as to the fate of this unhappy nation. More recently another debate occurred, in which Government proved to the country that everything that could be done had been done for the Poles. It never intermitted its most urgent solicitations in their behalf. One only question regarding them yet remains,—that of the preservation of their nationality; and France will no more abandon them on that point than she has done on others since the commencement of their struggle. We shall not cease to testify the strongest interest in their behalf.

I now approach the affairs of Italy: [a general and lively movement of curiosity] and here, gentlemen, the face of affairs has changed since last year. The Chamber will remember that when we came to our present stations, the Austrian troops had occupied the Legations in consequence of the troubles which had broken out there, and in the Duchies of Parma and Modena. These disturbances menaced the state of general peace: we hastened to ask from the Chambers such resources as circumstances might render necessary, to uphold, in that region, the policy of France. [Hear, hear.] This policy, gentlemen, is well known to you: it results from the nature of things—as a continental power—as a power called to protect catholic interests. France is bound at once to maintain the integrity of the territory of the Holy See, which constitutes, in the centre of Italy, an intermediary independent power, guaranteeing that of its neighboring states; and the temporal authority of the Pope, which is essential to the influence and the free exercise of his spiritual authority. This, to be sure, is also the policy of the other powers of Europe, which, bound by the same principles and the same treaties as France, have an equal interest in not seeing the equilibrium upon which their actual relations are founded deranged. France, in invoking those principles, was sure of making herself heard. The evacuation of the Austrian troops was effected before the session of 1831, and this was one of the results announced to you in the speech from the throne. But France has other duties to fulfil. She knows that the re-establishment of mere physical order is not sufficient to insure the permanent tranquillity of peoples, if not accompanied by a satisfactory arrangement of the legitimate wants and wishes which are peaceably addressed to the chiefs of the State. Hence for the interest of the Pontifical government itself—exposed to sharp attacks—as well as for those of the general welfare and equilibrium which it was its object to maintain, the government employed all means of persuasion with the Holy See to obtain from it, some ameliorations in favor of the towns replaced under its authority, and thus to obviate by modifications wisely adapted to the wants of the people, those disorders which it was so desirable to prevent at home, as well as their suppression by foreign intervention. Hence, gentlemen, the acts which, created last year in favor of the Legations, those franchises, which very certainly their struggle by violence against the government would not have so surely procured them. But whether these people did not sufficiently appreciate the good results they might justly anticipate from these institutions; or, that the delay in their establishment furnished a pretext for injurious suspicions, the advantages hoped for were not obtained: on the contrary, a fresh excitement broke out in the Legations, and the same acts having produced the same consequences, the Austrian troops entered a second time the territory of the Roman States.—(Universal movement of interest.) Nevertheless amicable representations, and earnest instances addressed to the Pontifical Government preceded and were intended to obviate these extreme measures. The French Government, seconded by the representatives of other Courts near the Holy See, solicited the fulfilment of the promises made,

and the actual exercise of the institutions decreed. On the other hand assurances were made to the people, which, in setting before them the inevitable consequences of new disturbances, gave them no hope of satisfactory results except through the means of conciliation resorted to in their behalf. Unhappily the voice of reason was not listened to.

Faithful to the policy thus described, the government, in its own interest as well as in that of the Holy See, and always in that of peace—of which the maintenance requires that causes of collision or distrust should be religiously removed—and observing the fundamental purpose to found the security of the Holy See upon means more stable than periodical repression; the government felt it a duty to adopt a course, which, far from being an obstacle to the resolving the difficulties to be encountered, seemed to it best calculated to render such solution more prompt. With this end it was, that our troops landed at Ancona on the 23d of February. (Marked curiosities in the chamber and the galleries.) Here, gentlemen, in order to satisfy the just impatience of the Chamber, it would be necessary to enter into explanations; for which, nevertheless, it must feel that no time has not yet come, and its wisdom will therefore appreciate our reserve. (Many voices—Always these hesitations and delays.)

We have unfolded the principles which have caused us to act: it is for you to say what shall be the rule of our actions. This is not yet a matter accomplished and therefore open to unlimited investigation; but we hasten to declare that there is nothing in this step, deliberately adopted, and of which all the consequences have been weighed, which should give to the friends of peace the slightest uneasiness as to the maintenance of harmony between the Powers, which in this, as in all other questions, are co-operating for a common object: I need hardly add, gentlemen, that the national dignity will only find cause of gratulation in the part which France has reserved for herself in this work of pacification, and especially of reconciliation. Like our expedition to Belgium, our expedition to Ancona, undertaken for the general interests of peace, as well as for the political interest of France, has for its object to give renewed activity to negotiations in which all the powers concur, to ensure at once the security of the Pontifical government, and the tranquility of its States, by lasting and efficacious means. Thus, then, gentlemen, the presence of our soldiers in Italy will have the effect, we cannot doubt, of contributing to guaranty from all collision that part of Europe, by confirming the Holy See, procuring to the Italian population real and certain advantages, and by putting an end to periodical interventions, onerous to the powers which make them, and which might become a source of constant uneasiness for the repose of Europe.

The Minister then referring to other topics alluded to in the Royal speech at the opening of the Session, thus speaks of the treaty with the United States:—

It was on the 4th July last that was signed, between France and the United States, a treaty, of which the object was to terminate discussions which for more than twenty years had existed between the two countries. The ratification of this treaty, which was expected to be made at Washington last month, not having yet reached the King's government—and at any rate, the first partial payment to result from its terms not being due till a year after the exchange of ratifications, it can only be at the next session that the ratified treaty can be submitted to you,—[a voice, this is a long delay]—and that a credit will be asked from you. A discussion therefore of this subject at present would be the more premature that it would at any rate have to be renewed next session. It may suffice now to say to the Chamber that all the precautions suggested by prudence and equity were observed in this lengthened negotiation, terminated at last by an arrangement which, in establishing the claims of French subjects upon the United States, has reduced the demand of the latter to one third of the sum originally claimed.

Passing then to the condition of Greece, the Minister said:

I am happy in being able to announce to you that the questions relative to Greece are at the point of their solution. [Curiosity much excited.] The Plenipotentiaries of the three Powers united by the treaty of 6th July, 1827, and invested by the Greeks themselves with the right of giving them a Sovereign have chosen Prince Otto of Bavaria. [Hear, hear.] The King, his father, has accepted for this young Prince the Sovereignty offered to him, under reservations which it will be easy to satisfy. The nomination of Prince Otto, which in a European point

of view can give umbrage to no European combinations, no susceptibility—will moreover be national in Greece, where numerous voices already solicited him, and where the kindnesses of King Louis had ensured in advance the popular favor to a Prince of the house of Wittolsbach. In this respect the foresight of France has been justified, for she long since indicated the selection which has finally conciliated all opinions. I should add that a negotiation is now going on at Constantinople to secure to Greece a better frontier, without in reality injuring the well understood interests of the Ottoman government.—The Chamber, in its sympathies for a generous nation, cannot learn without interest, that it is near the term of the sufferings which were continued in its bosom by the anarchy, which this decision will terminate.

The Minister having thus finished his exposé of the foreign relations of France, went on to insist that the nation could not annul the treaties which were in force at the revolution of July, without provoking immediate war—that treaties are only to be torn by the sword—and that to require, therefore, the annulling of these treaties, was to ask for war; and yet he said, "I must repeat it to the Chamber—for five months after the revolution of July, not one voice was for war;—does the country call for it now? Less than ever. He then continued:

There were, however, other objections which may be easily reduced to three heads. It has been said more than once, that Europe, taking advantage of our condescension and respect for treaties, deceives us by false assurances, in order to gain time for war-like preparations. Again, it was represented that our revolution being a subject of perpetual uneasiness to foreign governments, we were exposed to a reaction on their part as in 1792; and finally, it has been insinuated, that prudence called upon us to forestal war by war, and to call things plainly by their names—to anticipate counter-revolution by propagandism.—[Hear, hear.] It is easy to answer these objections.

In the first place, if Europe, in considering like ourselves the existing Treaties as the basis of its relations with our new Monarchy, which it had thus recently and openly recognized, has no other object than that of deceiving us by false appearances, and to secure for itself time to prepare for attack, it must be admitted that this policy was not very able; for it left us also time to make our preparations, while Europe, by its authentic acts of recognition, deprived itself of the pretext of legally making war upon a Government acknowledged by it, and moreover lost the benefits that might result from a sudden attack upon us in the midst of the general disbanding after the Revolution of July. This reply is the more decisive, because, as you know, since the derangement of the corps which composed the French Army in 1830, the Government has made every effort to multiply our military resources, so as to place France on a formidable footing for attack, if necessary, and at any rate for defence.

But, we are asked, do you not know that our revolution was a perpetual source of uneasiness to the Cabinets of Europe, and that another Plötz was in secret maturing its combinations as in 1792.

No, gentlemen, on the contrary we know that the nations welcomed the first days of our revolution with a degree of admiration, which even the governments hardly refrained from. We know that the prompt establishment of a national throne, founded upon a charter at once monarchical and liberal, had inspired foreign Sovereigns with confidence both in the royalty thus created, and in the person of the King. We knew that this respect and confidence had not at any time received a check, except from attempts within our own borders, to trouble the public tranquillity; or from the openly expressed wishes for war, which were sometimes heard from a party, not to be sure very numerous. It is thus, we must boldly say it, that the occurrences and discussions at home reacted abroad, and that negotiations were more or less retarded, by circumstances which seemed to impress, in a greater or less degree, the stamp of dignity and good faith upon our revolution. Let us not complain, of this gentlemen, for it proves that Europe has a profound conviction of the power of France legally and wisely governed—it proves that she would only be deceived and feeble when under the government of a party. (Very well.) Far then from its being true, that it would have been wise, as has been said, to forestal war by war, and to oppose

in advance propagandism to counter-revolution, the tenor of negotiations and events has proved, that all the distrust excited, if not by our revolution, at least by the abuse of it which in certain quarters was aimed at, has disappeared since the government clearly laid down its principles in politics; and especially since it resisted and routed all those ideas of propagandism which have disappeared for ever from this place. These ideas, moreover, are so confused, even in the minds to which they are most familiar, that we see their most ardent advocates in a state of constant contradiction, sufficiently indicative of the error of their views. At one time we ought, it was contended, to pour out upon defenceless Europe our armies, which in three months would have avenged the disasters of two invasions, and founded everywhere free governments; at another, Europe, on the contrary it was said, was on the eve of precipitating herself upon France in a state of helplessness, and imposing upon her a third restoration. That is to say, that this nation is represented by turns, as the passions are to be irritated or patriotism is to be aroused, as so strong or so feeble as to dictate or receive the law. No, gentlemen; what alone is true, is, that France is strong enough never to submit to foreign dictation, and wise enough not to pretend to dictate to others, beyond what belongs to her own interest. The France of July has nothing to avenge and nothing to fear. The propagandism which she is to exercise, is that of the fortunate results of her revolution: the empire she is ambitious of, is that of justice. Her ascendancy is entirely a moral one, and in that respect it is that the revolution of 1830 is distinguished from all others; and that instead of a bloody copy of the epochs of terror and conquest presented for our imitation, (agitation in the further parts of the house; it will become a noble model, (approbation in great part of the assembly,) the model of a work so long aimed at by enlightened minds and generous hearts—the work of perfecting civilization by the development of liberty. (Bravos.)

The Minister after expatiating upon those topics, exclaimed:

No, gentlemen, we are not revolutionary missionaries, we know to what brink the country was led by the despotism of glory, and that suffices to shew us where we should be carried by that of Liberty, which we are required to exercise over nations. But—let it not be misunderstood—in declaring war against the existence of governments we should also be declaring it against the existence of the peoples—and in spite of so many theories—liberty having recourse to the same arms that were 20 years ago employed by despotism, would find governments and peoples united to repel in 1830 as in 1813—propagandism, alike with conquest.—[Agitation.] Be convinced, gentlemen, as with a proper conviction of our national strength you should be, that this is not the language of feeble policy, seeking to veil under noble pretexts timid condescensions. This is not the language of a Holy Alliance, but of Civilization.

After replying successfully to implied censures that French Ambassadors should have taken part in the Conference of London, and other Conferences for the settling of the general peace, and especially after eulogizing "the loyalty, the ability, and the devotedness to the interests of his country," of the French Ambassador (Talleyrand) at the London Conference—M. Casimir Perrier thus wound up his truly able speech:

Believe then, gentlemen, in peace: believe in it, as you do in the glory of France—as you do in justice. Our right makes our confidence; as it would have constituted our strength if need had been; but we shall not have to uphold it by arms; and if prudence has not permitted us to disarm before the conclusion of the European difficulties, we have the firmest conviction that the moment of doing so is not very distant. Our security is founded in a great degree upon the support you have given to the course of the Government. To you chiefly belongs the glory of this peace; to you, in this long and memorable session, is to be ascribed the honor, at home, of having assured the triumph of the Revolution of July, without reaction or measures of exception—abroad, without war, and without sacrifices. Your duties were great, Gentlemen, and you have fulfilled them.

(Great and long agitation followed this speech, which lasted more than two hours; and the Minister was warmly congratulated as he left the tribune. The sittings were suspended for a quarter of an hour.)

LATER FROM ENGLAND.—By the *Hibernia*, Liver

pool packet, we have our London files to the evening of 26 ult. inclusive, with Paris dates to the 24th.

The news is important, first, as announcing the settlement of the Belgian question by the assent of Austria, Russia and Prussia to the treaty, and the passing of the Reform Bill, by the House of Commons, on the 22d, by a vote of 355 to 239—majority 116.—The majority last September, before the prorogation of Parliament, was 345 to 236. The bill was carried up to the Lords on Monday 26th, and was expected to be read a second time, when the debate would commence, on Monday, 2d April.

As to its probable fate there, it seems fair to infer from the annexed extract from Mr. Stanley's speech on the third reading of the bill, that the royal prerogative of creating peers will assuredly be exercised if necessary. Mr. Stanley said—

He should, in the first place, allude to a matter, of peculiar delicacy, and one that he must say had been most irregularly introduced into this discussion—he meant the undoubted prerogative of the Crown to add to the numbers of the other House of Parliament. He had been surprised at hearing that prerogative in any respect questioned by the learned gentlemen (Sir C. Wetherell) opposite. That any minister who advised such a measure would incur a grave and great responsibility, no one would deny; and he was equally ready to admit that a Minister of the Crown, in giving such advice, must rest his defence upon the emergency of the times, and upon the only alternative left to him—that of avoiding greater evils. He could not hear it said, that on no occasion, when great and imminent evils arose, when the two Houses of Legislature were in complete and total variance with each other,—he could not hear it said that on such an occasion no minister of the crown could take upon himself the responsibility of advising the Sovereign to adopt such a measure as would put an end to so fearful a state of things. (Cheers.) The right honorable gentleman then went fully into the circumstances of the impeachment of Lord Oxford, and showed that the creation of peers, so far from being a material charge in that impeachment, was inserted at the end, and considered so unimportant that Lord Oxford did not even notice it in his first answer to the articles of his impeachment. When Lord Oxford did subsequently allude to it, it was only in order to assert most unequivocally the full right of the crown to create peers at pleasure.

The right hon. gentleman concluded this part of his speech by declaring that, should the confidential advisers of the Crown see it to be their duty to advise His Majesty to take such a step, they should most assuredly not flinch from the responsibility of giving that advice, and, supported by the feelings and the wishes of the country, and knowing, too, the stake for which they played, they would altogether disregard the idle threat, the *brutum fulmen* of an impeachment, with which the hon. and learned gentleman had endeavored to affright them. [Loud cheers.]

In the House of Lords, on the evening of the 26th, when the Reform Bill was carried up and read for the first time, it was intimated by Lords Harrowby and Wharncliffe that they did not mean to oppose the second reading; reserving to themselves when in committee, to endeavor to make the bill conformable to their views. They both admitted that, in the course of rejecting the former bill on its second reading, the House had not been sustained by any party in the kingdom. The Duke of Wellington announced his unaltered opposition to the bill. The Bishop of London intimated his purpose to give it a fair support. With all these occurrences, however, we see no safety for the success of the measure, but in a large creation of peers.

The North American Review is getting to be quite an authority in the British House of Commons. It was quoted in the last discussion in the House on the Reform Bill, by Sir R. Inglis, against Reform; and on a subsequent day, in a discussion concerning the West India Colonies, it was again quoted by a Mr. Burge, as having held out temptations to those Colonies to throw themselves into the arms of America.

Curious Statistics.—In a discussion in the House of Lords on the state of the glove trade, of which

the depression was ascribed by some speakers to the importation of French gloves, it was stated by Lord Auckland that the annual consumption of gloves averaged fifteen million pair, and that not more than one million were imported.

AMERICAN PRECEDENTS AGAIN.—The Lord Chancellor, says Bell's Messenger of 11th March, has again brought before the House of Lords the law of Debtor and Creditor. It appears that the law commissioners have made a report, recommending the abolition of imprisonment for debt altogether, both on mesne process, and in execution; except in cases where debts have been fraudulently contracted.—The experiment has been recently made by the United States of America, and we have no doubt it will be found to answer; because it is not only founded on essential justice, but in good policy.

The Cholera was gradually extending itself all over London, Westminster, and the neighboring suburbs, as they may be called, of Camberwell, Lambeth, &c. St. George's, Hanover Square, and Westminster, both comparatively open and cleanly parts of the town, had been invaded. The new cases on the 26th were 105 in number. The whole number of cases since the commencement of the disease was 1365—of deaths 742.

The report of the 26th included that day, and the preceding one, which was Sunday. The new cases on Saturday were 47—on Friday 56. There seemed to be little alarm felt on the subject.

Mr. Van Buren attended the King's levee on Thursday 22d, and took his leave previous to his departure for the Continent.

There have been some rather serious disturbances at Grenoble. It appears that, on the 12th instant, during the carnival, there was a masquerade procession there, the object of which was to ridicule the King and the ministers. This attempt, which in the beginning was unaccompanied with any angry feeling, was resisted by the civil authorities, but not put down. The people waxed bold as the prefect waxed feeble, and a general riot was the consequence. Some blood was spilt, and very great confusion prevailed for a considerable time. At the last accounts, the town was restored to its usual tranquility. The Constitutionnel attributes these disturbances—which prevailed, though not to an equal extent, at Lyons and several other towns in the neighborhood—to the intrigues of the Carlists.

As to Portugal, the Courier affirms its belief that Spain will assist Don Miguel; in which event, it says, a British fleet must be ready to batter Lisbon about the ears of the *Miguelites*; and meantime calls on the Government to acknowledge the diplomatic functionaries of *Donna Maria*.

CAPT. SARTORIUS, it appears, who commands Don Pedro's squadron, has been struck from the navy list of England. To a question on the subject in the House of Commons,

Sir James Graham replied, that his name had been erased for being absent without leave. He had applied for leave of absence. Explanations were then asked; they were not answered; the Admiralty learnt that Capt. Sartorius was absent from the country, and thereupon erased his name from the list of commanders, as a matter of course.

It is said it will not be difficult for the captain on his return, to procure his name to be reinstated.

The town of Limerick is taking measures to return Moore the poet as its representative in a reformed Parliament.

From late Paris papers received at this office.

[From the Gazette de France of 24th March.] The disorders which broke out at Naples appear to have been totally unconnected with politics, and that they are altogether referable to a quarrel which took place between some Sicilian and Neapolitan Soldiers.

Letters from Naples gave the following statement:—

"The days of Sunday and Monday passed in tran-

quility, and his Majesty rode on the Corso. But on Tuesday some soldiers of the garrison having indulged in wine, engaged in a violent dispute with those of the Sicilian regiment. The result was terrific. Ten were killed and many were wounded on both sides. Yesterday the regiments of the Guard were ordered to distant places, and the Sicilian regiments now in Naples will likewise be sent away.—Perfect tranquillity is now re-established in the capital. His Majesty is greatly mortified at these events."

The *Semaphore* of Marseilles contains the following paragraph:—

"We learn by the arrival of the steam-boat Henry IV., from Naples, which left that place on the 16th, that on the 6th a quarrel broke out between a regiment of the Royal guard and the soldiers of a Sicilian regiment. Eighteen persons were slain on both sides. This quarrel was totally unconnected with politics."

[From La France Nouvelle, of 23d March.]

The Chamber of Peers has agreed to the project of law relative to Charles X. and his family. No discussion took place. After the report of the Duc de Broglie, the deliberations and scrutiny took place, and a large majority agreed to the amendments proposed by the other Chamber. Thus has ended a debate, which was looked upon by factious persons as containing the elements of further collisions between the great powers of the State.

CHAMBER OF PEERS.—SITTING OF MARCH 22.

The bill relative to the exclusion of the families of Charles X. and Napoleon, as re-amended by the Chamber of Deputies, was adopted, without discussion, by a majority of eighty against thirty.

M. Champollion the younger, so well known for his revelation, so to speak, of the long hidden mysteries of the Egyptian hieroglyphics, died recently at Paris. Among his manuscripts is an Egyptian grammar, which the *Journal des Debats* characterizes as "the key of his discoveries, and as unfolding the first decipherable alphabet of ancient Egypt." Many of the papers unite in calling upon the Government to purchase his MSS., both as essential to the cause of letters, and in order to ensure thereby a provision to his family.

Champollion's worthy English rival, in deciphering hieroglyphics, Young, preceded him to the grave.

Our army readers will remember with how much force of argument a writer in this paper under the signature of Corporal Trim, has urged the importance, especially in the ordnance department, of sending officers to Europe to learn all that can be gathered there. The subjoined paragraph from the *Gazette de France* of 13th ult., shows that such is the course even in France, where the arts of war are supposed to be thoroughly appreciated:

The Minister of Marine has just sent two artillery captains into Sweden, in order to make themselves acquainted with the method pursued there of constructing cast-iron cannon. No one is ignorant, that in this particular, Sweden is the country in Europe in which science has made the greatest advances, thanks to its distinguished *Svabes*, and notably to the famous chemist *Berzelius*. It is from the foundries of Sweden that Prussia recruits the immense *matériel*, which is her chief force; and even England goes there frequently for guns for ships of war. It is said that the Minister of War is about to institute a similar mission for the artillery.

A scene of the greatest disorder occurred in the Chamber of Deputies on the 10th March. The subject under discussion was the law consecrating anew the *Pantheon* to those who have merited well of their country. The difficulties arose from the variety of amendments proposing different names; those of Ney, Massena, Kleber, Dugomier, Latour d'Auvergne, Benj. Constant, Fox, Bailly, and others, were proposed; that of Moreau, was mentioned and indignantly rejected; till finally the greatest confusion prevailed in the Chamber, and the President, after in vain endeavoring to restore order, left the chair and declared the sitting at an end. The Deputies of the two Extremes remained, and insisted upon Dupont de l'Eure taking the chair and continuing the session. Meanwhile, the attendants began extinguishing the lights, and these Deputies then re-

tired amid the hisses of the galleries, which remained filled to the last.

Another curious scene occurred on the 9th. M. d'Harcourt, the Ambassador to Spain, but who had been delaying at Paris and was sitting as a Deputy, was reproached for not being at his post; whereupon he made a very indiscreet speech, abusing the opposition, and representing France as so torn by intestine divisions that she was powerless, and without respect in Europe; and that for these, among other reasons, he had little satisfaction in representing her at a foreign court. This led to an angry and personal debate. Among others, M. Garnier Pages broke out against M. Casimir Perrier; and referring to his present opposition to propagandism, said, "the ministry itself began with propagandism, and I have the evidence of it."

M. Casimir Perrier and Gen. Sebastiani.—Produce it.

M. Garcia Pages.—There was a directing committee for revolutionizing Spain. Does the President of the Council desire I should cite the names of those who composed it?

A general cry of Yes, yes.

M. Pages.—The son of the President of the Council was, with myself a member of it.—(Movement of surprise.) The President of the Council, very pale and much excited, apostrophised the orator, but his voice did not reach us.)

M. Pages continued, "At that epoch, in concert with the Government, we obtained from it every thing to accelerate the armed entry into Spain of the persecuted refugees: we procured even that some of the work people who fought with us in July, should be despatched thither to unite their efforts to those of the Spanish revolutionists: regular directions for their route were given to them; I have several of them in my possession. After that, the principle of non intervention was adopted: and now, gentlemen, I fear, that after embarking in propagandism, I fear, we are to espouse the doctrines of the Holy Alliance.

The President of the Council made no reply to this notice.

At a subsequent stage of the same debate upon a proposition to reduce the sums allowed for diplomatic services, the President of the Council objected to such unwise economy, and said, "we hear much of cheap Governments, where, nevertheless, every thing is paid very dearly—in America, for instance, although it is a Republic, a document I hold in my hand, sustains my reasoning."

Here the Minister read an American state paper, (doubtless Mr. McLane's Treasury report) disapproving too severe economy in the salaries of diplomatic functionaries abroad; and added, "in that cheap Government the national guard costs 100,000,000, (\$20,000,000!) the expense per head of each man, which in France is 35fr. is 37 in America!"

A Voice.—This calculation is inaccurate.

M. Casimir Perrier.—It is very accurate; (much noise and interruption) and in speaking of our own affairs, I ought to be listened to with as much attention as those who talk about the Italians and the Portuguese. The Minister went on to prove, that after that of England, the cheap Government of the U. S. was that which cost most to the tax payers.

M. Lafayette from his place disputed the calculations of the Minister, and read some letters on that subject from Mr. Cooper.

M. Janbert, from his place.—Mr. Cooper is a writer of romances, and has perhaps written some on the finances. (Prolonged merriment.)

M. Madiet de Montjau.—Very well. (Laughter.)

The Warsaw Gazette states that there is living at Potozki, near the frontiers of Lithuania, a shepherd named Demetrius Grabowski, aged 169 years.

HOME AFFAIRS.

TWENTY-SECOND CONGRESS—1st SESSION.

Wednesday, April 18.

In the Senate, Mr. Dallas, introduced, on leave, a bill supplementary to the act for the punishment of certain crimes against the United States, which was twice read and referred to the Committee on the Judiciary. The bill providing for the vaccination of Indians, with a view to prevent the ravages of the small pox among them was taken up; and was ordered to a third reading, by a vote of 30 to 11.

Mr. Forsyth submitted a motion to reconsider the vote of yesterday, by which the appropriation for the expenses of the United States' Courts was reduced, and it was laid on the table. The bill exempting vessels from Portugal from the operation of the law imposing certain discriminating duties, was considered and ordered to a third reading.

In the House of Representatives, Mr. C. Johnson offered a resolution authorizing General Houston to introduce counsel upon the floor to assist in his defence, which was agreed to. Mr. Patton offered a resolution directing that the testimony of the case of General Houston should not be published in the newspapers during the pendency of the trial, which, after a discussion, was withdrawn by the mover.

Gen. Houston was then introduced into the House, attended by Mr. Key, his counsel. He was arraigned by the Speaker. Gen. Houston then offered a paper to the House, which was sent to the Speaker, who decided that it must be read by the accused or his counsel. It protested against the jurisdiction of the House, and requested leave, as a preliminary step, to make a motion to the House. Leave being given, Mr. Key stated, in substance, that the accused was arraigned for a trial, the result of which might involve his honor and personal liberty—that a fair and impartial trial should be awarded by the House. That his case should not be prejudged by the tribunal who were to decide it. That a member of the House had formed and delivered an opinion unfavorable to the accused. His motion was that the gentleman who had formed and expressed this opinion might be withdrawn from the ultimate decision of the case.

The Speaker directed the motion to be reduced to writing. It was then read by the Clerk. Mr. McDuffie moved that the accused and his counsel be conducted from the Bar while the motion was under consideration, which was carried. Ayes 91, Noes 59. An animated debate ensued on the motion which had been offered in behalf of Gen. Houston, when Mr. Archer remarked that he understood a message had been received from the accused, expressing a wish to withdraw the motion. Leave was given to withdraw the motion. General Houston and his counsel were again introduced—when Mr. Key remarked that the motion was made under the belief that it would occasion no delay—and as the accused was anxious to proceed, he would withdraw the motion. The Speaker inquired of General Houston whether he was prepared to proceed with his trial—to which he answered in the affirmative.

The Speaker ordered that the letter of Mr. Stanberry containing the charge be read, and then propounded the first interrogatory in the order of proceedings as follows:

Do you admit or deny that you assaulted and beat the said Stanberry, as he has represented in the letter, which has been read, a copy of which has been delivered to you by the order of the House?

To which Gen. Houston responded as follows:—

The accused denies that "he assaulted and beat the said Stanberry as he has represented in the letter which has been read."

He admits that he felt great indignation on reading in the National Intelligencer remarks there stated to have been made on the floor of the House of Representatives by the said Stanberry, imputing to the accused by name, a gross offence of which he knew himself to be innocent, and the dissemination of which throughout the country, by such publication, was evidently calculated to affect his honor and character. Under these circumstances, the accused was induced to inquire of said Stanberry, in a respectful note, whether the report of what he had said was truly set forth in said paper? To which inquiry thus made, said Stanberry refused to give any answer, in a manner calculated still further to injure the accused. The accused admits that he was greatly excited by these provocations, and that under the influence of feelings thus excited, he did, on accidentally meeting the said Stanberry, assault and beat him, the accused being unarmed with any other weapon than a common walking cane, and believing the said Stanberry to be, as he in fact was, armed with pistols—that the meeting took place several hours after the adjournment of Congress, about 8 o'clock in the evening, on the Pennsylvania Avenue, and nearly half a mile from the Capitol; and on the opposite side of the Avenue from where Mr. Stanberry's boarding-house is situated; and that at the time of this occurrence, he was neither seeking for, nor expecting to see the said Stanberry.

The accused denies that he intended to commit, or that he believed he was committing, any contempt towards the House of Representatives, or any breach of its privilege, or the privilege of any of its

members. He denies that the act complained of constitutes any such contempt or breach of privilege, and is prepared to justify his conduct, so far at least as the rights and privileges of this House and its members are concerned, by proof.

The Speaker then propounded the second interrogatory as follows:

"Do you admit or deny that the same assault and beating were done for, and on account of, words spoken by said Stanberry, in the House of Representatives in debate?"

To which Gen. Houston made the following reply:

I consider the answer already rendered to the first interrogatory, as embracing an answer to the second.

On motion of Mr. J. Davis, further proceedings were postponed till to-day at 12 o'clock. A discussion relative to admitting Gen. Houston to bail, took place upon a resolution offered by Mr. Conner, which was withdrawn, and the House adjourned.

CONGRESS—Thursday, April 19.

In the Senate, a message was received from the President, transmitting printed copies of each of the treaties concluded with the Indian tribes. The general Appropriation Bill was taken up, the amendments already adopted in the committee of the whole being under consideration. The amendment increasing the allowance for contingent expenses of the Land Office from \$9,000 to \$13,000 was opposed, and the question on concurrence in it being taken, it was decided in the affirmative by a vote of 21 to 18. The amendment striking out the appropriation for the outfit of a Minister to France was objected to by Mr. Smith, and a discussion in relation to the expenses of diplomatic intercourse, in this and former administrations, arose, in which Messrs. Smith, Foot, Hayne, Webster, Forsyth and Mangum took part. The discussion was broken off by an adjournment.

In the House of Representatives, Mr. Conner offered again the resolution which he withdrew on Wednesday, directing that Gen. Houston be discharged from custody upon bail. Mr. T. R. Mitchell moved an amendment discharging the accused from custody without bail. This motion was opposed by Mr. Dickson. At the request of Mr. Speight, Mr. Mitchell withdrew his amendment, and the resolution of Mr. Conner was laid on the table for the present. Gen. Houston and his counsel (Mr. Key) were then introduced into the House by the Sergeant at Arms. After being inquired of by the Speaker whether he was ready to proceed with his trial, which he answered in the affirmative, Mr. Coulter, the chairman of the Committee of Managers on the part of the House, requested that the Hon. Mr. Stanberry might be sworn. He was accordingly sworn by the Speaker. Interrogatories were propounded on the part of the managers, to which he replied, giving a detailed account of the occurrences between himself and Gen. Houston.—After responding to the questions put by the managers, Mr. Key, in behalf of the accused, requested the attendance of certain members of the Senate as witnesses. A message was accordingly sent to the Senate requesting their attendance. Messrs. Grundy, Buckner, Tipton and Ewing soon afterwards made their appearance and took their seats as assigned them on the floor of the House. Certain interrogatories were then propounded on behalf of the accused to Mr. Stanberry. After they were answered, a question arose on an objection to an interrogatory proposed by the counsel of the accused, which was made by Mr. Dickson, and was argued by that gentleman and the counsel for the accused. The question was taken by yeas and nays, and the objection was overruled by the House—Yeas 101, nays 82. An objection arose upon a collateral matter involved by the answer to the interrogatory which had been sustained by the House, which gave rise to a discussion which continued till nearly five o'clock, when the whole subject was, on motion of Mr. S. Condict, postponed until Friday 12 o'clock. The House then adjourned.

Friday, April 20.

In the Senate, a message was received from the President, transmitting the instructions and correspondence relating to the Colonial trade, not heretofore communicated. A resolution, submitted by Mr. Buckner, calling upon the Secretary of the Treasury for certain information relative to the public lands, was agreed to. Mr. Hendricks laid on the table a motion to reconsider the vote, ordering to a third reading, the bill providing for the vaccination of the Indians. The Appropriation Bill was taken up—the question being on concurring in the amendment, adopted in the committee of the whole, strik-

ing out the appropriation for an outfit of a minister to France. The discussion of this question was continued by Messrs. Chambers, Clayton, Forsyth, Hayne, Tazewell, Webster, Smith and Miller, till four o'clock, when the Senate adjourned to meet on Monday.

HOUSE OF REPRESENTATIVES.

Trial of Gen. Houston.—The question pending at the adjournment on Thursday was disposed of. Mr. STANBERRY continued his testimony, which was arrested in several instances by objections to its relevancy. Before he had concluded his testimony, on motion of Mr. KEAR, the trial was postponed until this day, 11 o'clock, and the House adjourned.

[From the Correspondent of the N. Y. American.]

CONGRESS.—Saturday, April 21.

The Senate did not sit.

The House of Representatives was occupied till a late hour with the Houston affair. The examination this day seemed much more like an investigation into the conduct and motives, in his capacity as member of the House of Representatives, of Mr. Stanberry, who was on the stand as a witness, than of a person charged with an assault upon him.

At the close of the proceedings which—after an ineffectual attempt by Mr. M'Duffie, which was resisted on behalf of his client by Mr. Key, to have the investigation carried on by a committee with powers, &c.—were adjourned till Monday [this day] at twelve o'clock.

Mr. Cambreleng asked and obtained leave of the House for further time to enable the Committee who had been appointed to go to Philadelphia to insert into the affairs of the Bank of the United States, to make their report thereon, which Mr. C. said would be very voluminous.

No day was fixed, but it is presumed it will be presented by Wednesday next.

The House then adjourned.

Monday April 23.

In the Senate two messages were received from the President of the United States—one, transmitting a report from the Secretary of State, recommending the passage of a law making it penal to counterfeit the foreign coins in circulation; and the other transmitting a report from the Secretary of the Treasury, in relation to public lands, prepared in obedience to the resolution of the 26th March last. The motion of Mr. Hendricks for the reconsideration of the vote, on ordering the bill providing for extending the means of vaccination among the Indians to its third reading, was taken up and the vote was reconsidered. Mr. Frelinghuysen, then submitted an amendment, which was adopted after a short debate; and, on motion of Mr. Grundy, the bill was recommitted, with instructions, to the Committee on Indian Affairs. The morning's business having been concluded, the consideration of the appropriation bill was resumed, and the debate of Friday was continued by Messrs. Miller, Clayton, Tyler, Clay, Smith, Holmes, King, Bibb, Sprague, and Forsyth. On taking the question, the amendment made in Committee of the Whole was concurred in—yeas, 23—nays, 21. So the appropriation of \$9,000, for the outfit of a minister to France, was stricken out of the bill. After adopting some amendments and rejecting others, the Senate adjourned.

In the House of Representatives, a message was received from the President of the United States, transmitting a report of the Secretary of State, suggesting the propriety of passing a law making it criminal to counterfeit, within the limits of the United States, the coins of foreign nations. On the motion of Mr. Ellsworth, it was referred to the Committee on the Judiciary. A variety of petitions and memorials were afterwards presented. Mr. Pearce submitted a resolution on the subject of the recent arrest of Dr. Samuel G. Howe, by the authorities of the kingdom of Prussia. Mr. Drayton offered a resolution providing for the embodying into one act, by the Secretary of War, all the various laws on the subject of the Army, which was laid on the table one day. Resolutions were presented also by Mr. Duncan, Mr. Slade, and Mr. Mardie; and Mr. Boland laid before the House certain resolutions of the Legislature of Louisiana, on the subject of the renewal of the Bank Charter, and the construction of a ship channel from New Orleans to the Gulf of Mexico. The House then took up the report on the case of the Wiscasset charges, and after some remarks from Mr. Evans, of Maine, Mr. Plummer resu-

med his argument in favor of referring the subject to the Treasury Department. On the expiration of the hour, the House proceeded to the trial of General Houston.

There are no papers from Washington to-day; but by private letters, we learn that the testimony in the case of Mr. Houston, was brought to a close on Tuesday; and that thereupon the Speaker notified Mr. Key, the Counsel of Mr. H., that he might proceed to address the House. It was, however, on motion, resolved to defer further proceedings until next day. The Bank report, or rather two reports, one from the majority, and another from the minority, were expected yesterday.

RELIEF TO FOREIGN IMPORTERS.—We published some weeks ago a communication setting forth the injustice of that provision in the bill from the Senate, exempting merchandize under certain circumstances, from the duties of the Tariff law of 1828—which limited the said exemption to the time of the vessels arriving in the United States. We now have the pleasure of laying before our readers an amendment, which Mr. Pearce, of Rhode Island, has given notice of his intention to offer to that bill whenever it shall be called up. The scope of this amendment is to effect, what doubtless the bill from the Senate meant to do, the relief of all who had bona fide given orders for merchandize previous to the higher duties of 1828, and were unable to countermand them.—Such being the case, we do not doubt that Mr. Verplanck, who had reported the original bill from the Senate complete, will acquiesce in the proposed amendment.

The amendment is as follows:

Sec. 2. And be it further enacted, That, in all cases in which foreign merchandise was imported into the United States subsequent to the first day of September, in the year aforesaid, and shall have paid duties to the United States according to the rates aforesaid, which said merchandise shall have been ordered or purchased prior to the 19th day of May, in said year, and it shall be made to appear to the satisfaction of the Secretary of the Treasury that such merchandise was ordered or purchased by the merchant in the regular course of his business, and that it was out of the power of the merchant to countermand his orders subsequent to the passage of the act aforesaid, the Secretary of the Treasury, without regard to the time when said merchandise shall have arrived in the United States, he and he hereby is, authorized and directed to refund out of any moneys in the Treasury not otherwise appropriated, so much of the duties paid on said merchandise as was first created or imposed by said act, as additional to the duties before that time and retain so much only as said merchandise was liable to previous to the passage of said act: Provided, That he said duties have not been returned in debentures on the exportation of said merchandise.

Messrs. Lewis, Collins & Co. of Maysville, Ky. have in the press "Sketches of Western Adventure," by John M. McClung author of "Camden."

The Rev. Timothy Flint, of Cincinnati, is preparing for the press, the "Life of Daniel Boone." From the well known talents of the author, we may anticipate a work of more than ordinary interest.

DECISIONS OF THE SUPERIOR COURT.—Present, Chief Justice Jones, and Judges Hoffman and Oakley.

Richard A. Striker, and Gabriel A. Striker, vs. Samuel Van Norton.

Win. P. Slosson and Peter W. Feller, ads. George Adams. Judgment affirmed.

Joseph Goddard, vs. Joseph H. W. Grimshaw.—Judgment reversed.

Joseph Watson, vs. Percy Smith. Judgment affirmed.

Andrew Williams, vs. Henry C. Ingraham and Edward H. Gillilan. Judgment reversed.

The steamboat Yellow Stone left St. Louis a few weeks since, for the river whose name she bears. This boat (says the Times) belongs to the American Fur Company, and is employed in the transportation of the stores for their trade, and in the return of the produce of their labor and capital. This is her second trip; she being the first steamboat that has ever attempted to ascend the Missouri as high as her point of destination. Success attend her, and may the spirit and enterprize of her adventurous owners meet an ample reward.

The Illinois School Fund.—By statements made from the proper sources in the Illinois Intelligencer, it appears that eighty-two thousand dollars are now available for the purposes of education.

MILITARY MOVEMENT.—A detachment of 200 U.S. troops, under the orders of Capt. Wharton, embarked on Friday morning on board the ship St. Louis, bound for New Orleans. Officers attached to the command—Capt. Wharton, Lieut. Simonton, Lieut. Worth, and Lieut. Turner.

Terrible Calamity—Sixty Lives Lost.—An extra from the office of the Nashville Republican, contains the following distressing intelligence:

"NASHVILLE, Saturday Night, April 14.

"It is our painful duty to announce one of the most awful occurrences that the history of steamboat disasters has ever afforded. Several letters have been received in town from Memphis, stating the loss of the steamer Brandywine, about 25 miles above that place, and the destruction therewith of sixty or seventy lives, either by drowning or burning. The news appears to have been communicated by Capt. Hamilton himself, thus leaving no room to doubt its correctness. Eight or ten cabin passengers, and fifty or sixty deck passengers, were lost—among the former were Mrs. Robert T. Walker and child, and Mr. Robert Stokhart, of this place. The Brandywine was on her passage from New Orleans to Louisville. We understand she was enured."

Extract of a letter from a gentleman in Memphis, dated April 10, 1832.

"Capt. Hamilton has arrived here from the wreck of the Brandywine, and reports that at eight o'clock last evening, 25 miles above this place, and blowing fresh, his boat was discovered to have taken fire on the upper deck. In one minute the whole decks were wrapped in flames, and before it was possible to run her ashore, between 50 and 70 of the passengers and crew threw themselves into the river and were drowned or burned to death.

"It is said that Capt. H. and his pilot, although surrounded by flames, stuck manfully to the boat until she grounded, when the captain, much scorched, reached the bank by the help of a line.

"The light was very perceptible, here, and for ten miles into the country."

We learn in addition to the above, (says the Cincinnati Gazette) from conversing with a number of the passengers of the Brandywine, arrived here yesterday in the steamboat Robert Fulton, that at the time the boat took fire she was racing with the steamboat Hudson; that the Brandywine had stopped for an hour and a half to make some repairs; that on getting under headway, a large quantity of rosin was thrown into the fires, which caused the sparks to fly very thick, and to set fire to some straw which lay near the chimneys; that the wind blew hard down the river; that the number of passengers and hands on board was about two hundred, and that out of the whole there were but seventy-five saved.

The passengers were landed on an island, many of whom died of the burning before morning. In attempting to get the yawl out, the steamboat ran upon and sunk her. The accounts given by the passengers of the number on board vary—some saying 200, others 230; but all agree that the number found living in the morning upon the island was seventy-five. Nine women were lost, six of whom were black servants.

The following is as correct a list as we have been able to obtain of the names of persons lost. The gentleman who furnished it to us states that it contains the names of about one third of those known to be lost among the deck passengers, and the names of all the cabin passengers who have lost their lives.

Cabin Passengers.—H. Hillard, Nashville, H. H. Davenport, Foiler, Robert Stokhart, Nashville, Mrs. Walker and child, Mrs. Sparks, 3 colored women and child.

Deck Passengers.—L. Hamilton, Joseph Forde, Abner Osborn, Bre Jackson, B. Williams, Jos. Leonard, L. Fearney, Rolle, B. Marshall, Martin Cozine, Jas. Myers, H. McMillan, Edw'd Bebe, Jno. Worimer, E. Wright, Marell, John A. Jams and brother, W. Downes, Clin. Jas. Saunders, A. Stansbury, J. Noek.

Another Accident.—The steamerboat Polander, a short time after she left our wharf last evening, on her upward passage, came in contact with the Hornet, which was coming into port, by which considerable injury was done. We regret to say, the Captain of the Hornet was killed, and another person very much injured. Particulars not ascertained.

The Arkansas Gazette of the 22th ult. mentions the arrival of the steamboat Reindeer from New Orleans, having a large keelboat in tow, with 70 or 80 emigrating Cherokees on board. Shortly after leaving the mouth of White river, a respectable half breed woman by the name of Fann fell overboard and was drowned.

LEGISLATURE OF NEW-YORK.

Saturday Afternoon.—IN SENATE.

The Committee of the Whole again took up the resolution proposing to amend the constitution so that the auction and salt duties be diverted from the canal to the general fund.

The resolution was agreed to and the committee rose and reported. Mr. Seward moved to amend the report, by adopting the substitute offered by him in committee of the whole.

The report was agreed to and the resolution ordered to a third reading.

The Committee of the Whole passed the following bills:

To incorporate the President, Directors, and Company of the Salina Bank.

The Palladium Insurance Company of the city of New York.

The Commercial Insurance Company of the city of New York. Adj.

IN ASSEMBLY.

Petitions presented and referred:—Of the President, &c., of the first company of the great western turnpike road, to construct a Rail-road from Albany to Ithaca; the remonstrance of manufacturers of combs, against the manufacture of combs in the Auburn state prison.

The Committee of the Whole took up the bill to incorporate the Schoharie and Otsego Rail-road Company. Mr. Gibson proposed an amendment providing for the protection of the Schoharie turnpike company, near and across which the proposed Rail-road passes. It was opposed as a bad precedent, and because if established, it would entirely put a stop to all improvement in the means of communication. The amendment was lost; when the committee rose and reported.

The same committee rose and reported on the bills to incorporate the Brooklyn and Jamaica Rail-road Company; and to authorize the supervisors of Livingston county to raise money to build a bridge across the Genesee river.

The first bill was ordered to a third reading; the second bill was referred to a select committee to conform it to the pattern bill. Adj.

IN SENATE.—April 16.

Mr. Mr. McDowell, from the committee on privileges and elections, which was instructed by a resolution of the senate to inquire into the expediency of postponing the election of members to the 23d congress, until 1833, submitted a report thereon, and brought in a bill on the subject containing the following provisions:

§ 1. Provides that the representatives from this state in the next congress, shall be chosen at the general election of 1833, instead of 1832, as now provided by law.

§ 2. All future elections shall be held at the times provided by the Revised Statutes, viz: every second year after 1826.

§ 3. If the apportionment bill should pass this session of congress, then the bill to be void and the governor to call an extra session of the legislature at some time before the 1st of September next.

The bill was made the special order of the day for to-day.

Mr. Beardsley from the committee on the judiciary, reported against the bill from the assembly to repeal certain sections of the revised statutes.

The bill to incorporate the Utica and Sasquehanna Rail-road company, was taken up, and so amended that the time for receiving subscriptions is limited to the 1st January next, when it was again laid on the table.

Mr. Maynard moved the following:

Resolved, That the Canal Board report to the Legislature, at the next annual session thereof, upon the expediency of reducing the tolls upon the Erie and Champlain canals, to the rates recognized in the constitution, except upon salt passing from tide water, and the probable effect of such reduction to increase transportation upon said canals, and its consequent effect upon the revenue thereof, and upon the commerce of the country. Also, whether such reduction is expedient or necessary to prevent diversion of transportation from said canals or either of them. And that the said Board also report upon the expediency and propriety of restricting the transportation of lumber upon the Erie canal in rafts to the period between the middle of June and the middle of September; and whether such restriction in the rates of tolls, would render such restriction expedient or necessary.

ADJOURNMENT.

Mr. Beardsley called for the consideration of the resolution from the Assembly for an adjournment of the legislature on the 24th instant.

A discussion of some length arose, on several motions to amend and postpone the resolution. The 26th inst. was finally fixed as the day of adjournment, and the resolution, thus amended, passed, and was returned to the Assembly.

The resolution for amending the constitution, so that the duties on sales at auction, and on the manufacture of salt, be diverted from the canal to the general fund, was read the third time and passed,—ayes 26, noes 2.

Bills read a third time and passed—

To incorporate the president, directors and company of the Salina Bank—ayes 22, noes 6.

The bill to amend the act to incorporate the Northern missionary society, was read a third time and laid on the table.

The senate then resolved itself into a committee of the whole, on the bill altering the time of electing representatives to the 23d congress of the U. S.; and the bill providing for the distribution of the electoral law.

The 3d section of the first mentioned bill provides for the holding of an extra session for districting the state for the election of members of congress, provided the apportionment bill should pass at the present session. Mr. Tracy moved to strike out this section. His motion was debated and lost, 3 only rising in favor, when the bill was passed. The committee also passed the other bill referred to it, and they were ordered engrossed for a third reading.

Adjourned.

IN ASSEMBLY.

Mr. Moulton, from a majority of the Select Committee, to whom were referred twenty six memorials from various parts of the state, relative to the employment of chaplains by the Legislature and the payment for their services from the public money,—with the unanimous consent of the House, submitted a long report adverse to the constitutionality of the practice—concluding with a recommendation that that part of the Revised Statutes providing for the payment of chaplains, appointed by the Legislature, be repealed, in conformity with the provisions of a bill introduced at this session by the chairman of the committee. Accompanying the report were the following resolutions, intended to apply to other subjects embraced in the several memorials referred to the committee:

Resolved, That all legislation on religion, other than pursuant to the constitution, to secure to "all mankind within this state, without discrimination or preference" the free and unmolested enjoyment of the rights of opinion and of free discussion, is unjust, unauthorized and unconstitutional.

Resolved, That all existing laws by which any person within this State is coerced against his conscientious opinions, to conform to the religious creeds or doctrines of others, are unjust, unconstitutional, nugatory, and ought to be repealed.

Resolved, That to obstruct the public streets or highways with iron chains or other impediments to the free use thereof on Sunday or any other day, is an exercise of power without right and ought to be interdicted under proper and effectual penalties.

On motion of Mr. R. D. Dodge, the report was laid on the table.

Bills read a third time and passed:

Concerning the Brooklyn Savings Bank.

For prevention of frauds in the sale of oil.

To incorporate the Eastern Dispensary in the city of New York.

To incorporate the Watertown and Rome Rail-road Company.

Adjournment.—The Senate returned the resolution of the house, fixing the time of adjournment, with an amendment substituting the 26th for the 24th inst., inserted in the original resolution. The question recurring on concurring with the Senate in their amendment, Mr. King moved to amend the amendment by striking out the 26th and inserting the 30th instant; which, after a motion made by Mr. Stillwell to lay the resolution on the table being lost, was decided in the negative, ayes 48, noes 55. The question then recurring on concurring with the Senate in their amendment, it was decided in the affirmative, 64 to 19.

Mr. Granger called for the question on concurring with the Senate in their amendments to the bill to incorporate the American Insurance Company, in the city of New York; and on his motion the house concurred in all the amendments, with the exception of that striking out the eighth section.

The House also concurred with the Senate in their amendments to the bill to incorporate the Washington county Insurance Company.

Tuesday, April 17.—IN SENATE.

Mr. Allen made a report against the bill to incorporate the Troy City Bank.

Mr. Tallmadge moved a concurrence of the resolution from the Assembly, to direct the Secretary of

State to furnish the New York Lyceum with Legislative documents, &c., and offered an amendment directing fifty additional copies of Legislative documents to be printed after the present session, which was adopted; and the New York Law Institute was included on motion of Mr. Sherman.

Mr. Westcott moved that the Senate concur in the resolution from the Assembly to procure two copies of Col. Trumbull's painting of the Declaration of Independence, for the use of the Senate and Assembly; and the resolution was concurred in.

Bills passed.—To incorporate the Palladium Insurance Company in the city of New York; ayes 23, noes 4.

To incorporate the Commercial Marine Insurance Company in the city of New York.

To incorporate the Bowery Fire Insurance Company.

Mr. Edmonds inquired if this bill was necessary.

Mr. Allen thought not; but the respectability and impertunity of the applicants, in connection with the proposed location of the company, had induced him to vote for this bill somewhat against his convictions; and as he did not apprehend the same danger from incorporations of this kind, that he did from too great an increase of banks, he hoped it might pass. It was lost, noes 7, ayes 21.

To incorporate the New York State Agricultural Society.

To extend the charter of the Allegany Coal Company.

To appropriate certain funds for the erection of an Academy in the county of Richmond; this money had been originally appropriated by the State to St. Andrews church at the Quarantine ground, on certain conditions, which the church had not fulfilled.

A discussion ensued and was continued at some length, whether or not this was a two third bill, when it was decided to be a two-third bill, and was so passed.

To change the time for electing representatives from this State to the 23d Congress, and for an extra Session of the Legislature.

For the distribution of the law regulating the election of Presidential electors.

After the consideration of executive business, the Senate adjourned.

IN ASSEMBLY.

Bills read a third time and passed:

To build a bridge across the Bushwick Creek.

To establish a college of Pharmacy in the city of New York—laid on the table.

To incorporate the city of Rochester.

The House concurred with the Senate in the amendments to the bill, incorporating the Salina Bank—ayes 100, noes 4.

The bill to incorporate the Mechanics' Bank of Rochester, was lost by a vote of 74 to 28.

The bill to incorporate the Chemung Canal Bank passed by a vote of 96 to 7.

The bill increasing the capital stock of the Bank of Genesee, was opposed by Mr. Myers, and supported by Mr. Gates, and lost—ayes 81, noes 22.

The bill to incorporate the Essex county Bank passed—ayes 90, noes 18.

To appoint inspectors of pressed hay in the city of New York.

To amend the charter of the Jackson Marine Insurance company.

To incorporate the New York Loan Bank—laid on the table.

IN SENATE.—Wednesday, April 18.

The Assembly returned the bill with amendments to amend the charter of the Jackson Marine Insurance Company in the city of New York. The amendment allowed the company to invest their stock in bank stock.

Mr. Allen opposed a concurrence with this amendment, and the Senate refused to concur—noes 24, ayes 1.

Bills passed.—To incorporate the city of Buffalo; to incorporate the Cornwall and Westpoint Turnpike Company; for the improvement of roads and bridges; to incorporate the New York and Erie Rail-road Company—Ayes 23, noes 3.

To incorporate Leather Manufacturers Bank, in the city of New York.

To incorporate the Tonawanda Rail-road Company; lost, noes 10, ayes 20. The loss of this bill was a little remarkable, especially as no opposition was manifested to it previous to the votes being taken.

To prohibit the sale of beef and pork barrels without obliterating the inspector's mark.

To amend the charter of the Brooklyn Savings Bank.

To revive and continue in force the charter of the New York Typographical Society.

IN ASSEMBLY.

The House concurred with the Senate in its amendments to the Palladium Insurance Company, of New York; the Firemen's Insurance Company, of Albany; the Commercial Insurance Company, of New York; in relation to the Corporation of the City of Albany, and the amendments to Resolutions furnishing Documents to Literary Institutions.

Bills read a third time and passed.—To incorporate the College of Pharmacy in the city of New York. Relating to Courts in the city of New York.

To incorporate the Ulster and Dutchess Bank.

To incorporate the Sacketts Harbor Bank—ayes, 98, noes 12.

To incorporate the Lewis County Bank—laid on the table.

To incorporate the Brewers Bank of Albany—laid on the table.

To incorporate the Poughkeepsie Whaling Company—laid on the table.

The House concurred with the Senate in its amendments to the bill incorporating the City of Buffalo.

Thursday April 19.—IN SENATE.

Bills passed in committee of the whole:

Concerning escheats, as to raise a small revenue therefrom, Mr. Bronson in the chair.

To renew the charter of the North American coal company, Mr. Fisk in the chair.

Regulating suits on bills of exchange and promissory notes.

To prevent the abatement of suits by or against corporations in certain cases.

IN ASSEMBLY.

Bills read a third time and passed:

To incorporate the North Western Insurance Co. To incorporate the Fish house and Amsterdam Rail-road Company.

To incorporate the Hyde Park and Dry Dock manufacturing Co.

To incorporate the Dashville Falls manufacturing Company.

To incorporate the Brewers Bank of Albany, ayes 97, noes 11.

To incorporate the Poughkeepsie Whaling Company; ayes 98, noes 11.

For the relief of the Cayuga nation of Indians.

The bill to incorporate the Lewis County Bank was read a third time and lost—ayes 82, noes 27.

Also the bill to incorporate the New-York Loan Bank—ayes 73, noes 35.

The house concurred with the Senate in their amendment to the bills to incorporate the *N. York and Erie Rail-road Company*.

The bill to incorporate the Rensselaer County Bank was read a third time and lost—ayes 56, noes 41.—Adjourned to 4 o'clock P. M.

Friday, April 20.—IN SENATE.

Mr. Bronson, from the committee on finance, to whom was referred the bill to reduce and regulate the rate of interest; and who were also instructed by a resolution of the senate, to ascertain and report to the senate, the legal rate of interest in the several states of the Union, and also in the nations of Europe, and as far as practicable, the actual rates of interest and likewise the legal penalties for the violation of the statutes fixing and regulating interest in the said states and nations, submitted an elaborate report thereon. The committee do not recommend any legislation on the subject at the present session.

Mr. Allen from the committee on banks, to which was referred the bill from the Assembly, to incorporate the Chemung Canal Bank, and the Essex County Bank, reported that a majority of the committee were in favor of their passage. Referred to a committee of the whole.

Mr. Boardsley, from a majority of the same committee, reported against the bill to incorporate the Ulster and Dutchess Bank.

The bill to incorporate the president, directors and company of the Brewers' Bank, was referred to the committee on that subject.

Bills read a third time and passed:

Regulating suits on bills of exchange and promissory notes.

To renew the charter of the North American coal company, ayes 25, noes 3.

To incorporate the Utica and Susquehanna Rail-road company—ayes 26.

To incorporate the Hudson river and Owego Rail-road company—ayes 23, noes 3.

After the consideration of executive business, the senate adjourned.

IN ASSEMBLY.—Thursday afternoon.

The Committee of the Whole had under consideration a bill from the Senate, to amend the act for the security of certain monied incorporations. This bill authorizes the comptroller to buy up the stock

issued to J. J. Astor, with the Bank Fund, and to issue in favor of this fund a stock bearing interest at five per cent; it also increases the pay of the Bank Commissioners to \$2000. Mr. Granger opposed the bill in its present form, and proposed an amendment fixing the interest at 4 per cent. Mr. G. referred to the Comptroller's Report, to show that heavy sums had been loaned by the Commissioners of the Canal Fund, to banks in this City, 3 1/2 per cent: That these funds had been mostly withdrawn, and were now loaned to banks throughout the state, at an interest of 4 1/2 per cent. That if banks were good security for the two millions and an half that they now have of Canal money, at the rates before stated, he thought the State of New York quite as good security for one fourth of that sum. It was a new mode of financing, to loan money to banks, at 4 1/2 per cent.; and then borrow it back at 5 per cent.

He was also opposed to this increase of salary, although he considered it of minor importance to the other features of the bill. Mr. Van Schaick concurred with Mr. G. in the view he had taken of this stock operation; when the committee rose and reported, without taking any question.

The same committee had under consideration, the bill relative to the inspection of flour in the city of New York. Mr. Varian proposed a section, providing for the appointment of four inspectors, one to be Inspector General.

Mr. Granger moved to concur with the Senate in its amendments to the Tonawanda Rail-road. Mr. Babbitt opposed, and Mr. Granger supported, the amendments. The vote for concurring was 90—against it 10.

The final question was taken on the bill to incorporate the Lafayette Bank, in New York. The bill was lost—ayes 75, noes 26.

On taking the question, it appeared that there was not a quorum, when the committee rose and reported, and the Speaker adjourned the House till 10 o'clock to-morrow morning.

IN ASSEMBLY.—April 20.

Bills read a third time and passed:

To incorporate the Merchants' Bank of Buffalo—laid on the table.

To incorporate the Brooklyn and Jamaica Rail-road Company. This bill was opposed by Mr. Williamson and supported by Mr. King, and passed—ayes 103, noes 2.

To incorporate the Atlas Insurance Company—laid on the table.

To amend the act incorporating the trustees of St. Mary's Church—laid on the table.

To incorporate the Commercial Bank of the city of New York—laid on the table.

To incorporate the Delaware Bank—laid on the table.

In relation to the St. Regis Indians.

To incorporate the New York Marble Cemetery—ayes 90, noes 2.

To incorporate the Good Hope Marine Insurance Company—ayes 90.

The Schoharie and Otsego Rail-road Company bill passed—ayes 88.

An interesting communication from the Secretary of State, was received and read, upon the arrangement of the ancient documents in the archives of the Assembly, made under a resolution offered by Mr. Granger in 1830.

The bill for the relief of Frederick Milligan, was read a third time; (refunds \$160, being the price which the petitioner was sold for, as a slave fifty four years since, by the Commissioners of sequestration) passed unanimously.

To amend the charter of the Mechanics and Traders Bank in the city of New York—laid on the table.

To incorporate the Waterliet Bank—laid on the table.

To incorporate the Somers Bank—laid on the table.

IN SENATE.—Saturday, April 21.

Mr. Allen, from the committee on banks, reported against the bills from the Assembly, to incorporate the Brewers' Bank of Albany, and the Sacketts Harbor Bank. Referred to the committee of the whole.

Mr. A. from the same committee, reported in favor of the bill to incorporate the North-western Insurance Co. with amendments.

Mr. Tallmadge, from the committee on Rail-roads, reported with amendments, the bills to incorporate the Otsego Rail-road Co., and to incorporate the Fish House and Amsterdam Rail-road Co.

The Assembly sent several bills for concurrence. Among them bills to incorporate the Schoharie and Otsego, and the Brooklyn and Jamaica Rail-road Companies.

Bills read the third time and passed:

To incorporate the Rome Aqueduct Company, ayes 26.

To incorporate the Poughkeepsie Silk Company, ayes 26.

To incorporate the City of Rochester, ayes 22, noes 4.

To incorporate the Dashville Falls Manufacturing Company, ayes 27.

The committee of the whole took up the bill to incorporate the President, Directors and Company of the Troy City Bank. The committee rose without taking any report.

The committee, Mr. Macdonald in the chair, passed the bill for the prevention of frauds in the sale of oils. The 2d section declaring the test of pure sperm oil to be Southworth's oliometer, was struck out. The bill was then ordered to a third reading.

IN ASSEMBLY.—Saturday, April 21.

Bills read a third time and passed:

Mr. Arnold called for the question on the final passage of the bill to incorporate the Commercial Bank in the city of New-York. The bill was lost, ayes 78, noes 26.

Mr. Hughston called for the question on the final passage of the bill to incorporate the Delaware County Bank. It was carried, ayes 93, noes 12.

Mr. Hammond called for the bill to amend the charter of the Mechanics' and Traders' Bank in the city of New York. [Authorises the company to locate an office of discount and deposit in the Seventh Ward.] Carried, ayes 92, noes 8.

Mr. Clark called for the question on the final passage of the bill to incorporate the Merchants' Bank at Buffalo. Lost, ayes 79, noes 19.

Mr. R. B. Moler called for the question on the final passage of the bill to incorporate the Oneida Bank. Lost, ayes 67, noes 7.

IN SENATE.—Saturday, 4 o'clock P. M.

On motion of Mr. Tallmadge, the Senate reconsidered their vote on agreeing to the report of the committee of the whole on the bill for the prevention of frauds in the sale of oils; and on his motion, the second section was restored, when it was again agreed to, and the bill ordered to a third reading.

The committee of the whole, took up the bill to incorporate the president, directors and company of the Chemung Canal Bank. The first section was carried, and the bill was ordered to a third reading.

The committee passed the bill to incorporate the president, directors and company of the Essex county bank, and it was ordered to a third reading. Adj.

IN SENATE.—April 23.

Mr. Allen, reported in favor of the Good Hope Marine Insurance company, in the city of New York.

Mr. Dodgo introduced the following resolution, which was adopted to wit:

Resolved, That the Attorney General report at the commencement of the next session of the Legislature, his opinion of the construction of section 9th, Article 7th, of the Constitution of this State; and particularly, "whether an act of incorporation can be repealed by a majority of the Legislature, or whether it requires two thirds of all the members elected to repeal it?"

Bills passed.—To extend the charter of the New York coal company, and the change the name thereof.

Mr. Edmonds called for the ayes and noes on this bill, and the bill passed, ayes 23, noes 5.

To incorporate the Chemung Canal Bank. Lost, ayes 20, noes 8.

To incorporate the Essex County Bank.

To incorporate the Brooklyn and Jamaica rail-road company.

To incorporate the Otsego and Schoharie Rail-road company.

To incorporate Good Hope Insurance company, in the city of New York—ayes 26, no 1.

The committee entered upon the bill to incorporate the Ulster and Dutchess Bank; and on motion of Mr. Edmonds, the first section was rejected, and the bill was of course lost.

The Assembly returned the bill to incorporate the city of Rochester, informing the Senate that they had non-concurred in the amendments, made to said bill in the Senate.

Mr. Edmonds moved that the Senate adhere to their amendments.

Mr. Tracy called for a division of the question.—He moved an adherence to all the amendments, except that which takes away the election of the justices of the peace from the people. This motion prevailed.

Mr. Edmonds then moved an adherence to the amendment relative to Justices of the Peace.

Mr. Tracy called for the ayes and noes on this motion, and it was carried,—ayes 17, noes 6.

Mr. Edmonds then moved that the committee of

conference be appointed to confer with a like committee from the Assembly, with a view to remove the difficulties between the two houses. This motion was adopted.

The committee passed the bill to amend the act to incorporate the Eastern Dispensary of the city of New York; and the bill to amend the charter of the college of Pharmacy in the city of New York.

Mr. Sherman in the chair, the committee entered upon the bill for the relief of Frederick Barnum and another.

Messrs. Bronson, Tracy, Seward and Westcott, and Fisk supported the bill. It finally passed the committee, 13 rising in favor, and the Senate adjourned.

IN ASSEMBLY.

Bills read a third time and passed.—To impose a tax on dogs in the counties of Richmond, Rockland and Westchester.

Altering the time of electing Representatives to the 23d Congress.

The question upon agreeing with the Senate, in its amendments to the bill incorporating the City of Rochester was called for, and they were rejected, as follows: Ayes 61, Noes 35.

To incorporate the Auburn and Canal Rail road.

To incorporate the Schuylerville and Saratoga Rail-road Company.

To incorporate the Poughkeepsie Manufacturing Company—laid on the table.

To extend the charter of the Alleghany Coal Co.

To incorporate the New York State Agricultural Society.

The committee of the whole renewed the consideration of the bill providing for the sale of lands sold for taxes in the counties where such lands are situated.

Mr. Granger made an animated appeal in favor of the bill. He pointed out, in a clear and conclusive manner, the evils of the present system of selling lands for taxes.

Mr. Stilwell opposed the bill till the hour of adjournment, when the committee rose and reported.

The bill was subsequently lost.

Tuesday, April 24—IN SENATE.

Mr. Edmonds called for the ayes and noes, on agreeing with the report of the committee of the whole on the Brewer's Bank in the city of Albany, which was against the bill.

Mr. Allen then called for the question on the report of the committee relative to the Troy City Bank. On this bill the committee had reported progress; and the question of granting leave to sit again was laid on the table. The question therefore was on granting leave to sit again.

Mr. Edmonds moved to lay this question on the table, till the first day of December next. This motion prevailed 21 to 5.

Bills passed.—To incorporate the Eastern Dispensary of the city of New York.

To incorporate the Otsego Rail-road company.

To amend the charter of the college of Pharmacy in the city of New York.

To incorporate the Fish House and Amsterdam Rail-road company.

The President announced his intention of taking leave of the Senate to-morrow, and left the chair.

Mr. Tallmadge then took the chair as president pro tem.

The further consideration of the bill to incorporate the Sacketts Harbor Bank was indefinitely postponed.

IN ASSEMBLY.

Bills read a third time and passed.—To build a bridge across the Genesee River at North Rochester.

To incorporate the Atlas Insurance company of the city of New York.

To incorporate the Utica and Susquehanna Rail-road company.

To incorporate a Rail-road company from Troy to Schenectady, lost—ayes 73, noes 25.

A motion to reconsider the vote rejecting the Troy and Schenectady Rail-road bill, was made and lost—ayes 70, noes 30.

The bill to incorporate the Poughkeepsie Savings Bank, passed—ayes 92.

The House concurred in amendments of the Senate to the bills.

Regulating suits on bills of exchange and promissory notes.

To incorporate the East New York manufacturing company.

To amend the charter of the New York Orphan Asylum.

To incorporate the Oneida and Oswego Rail-road company—laid on the table. Adjourned.

IN SENATE—Wednesday, April 25.

His Honor the Lieut. Governor being absent, the Senate was called to order by the Clerk, and proceeded to appoint a President pro tem. On counting the ballots it appeared that the Hon. N. P. Tallmadge had 17 votes. Mr. T. was thereupon declared duly elected President pro tem., and having been conducted to the chair by Messrs. McLean and Fisk, addressed the Senate.

On motion of Mr. Allen, Resolved, That the Attorney-General prepare a bill embracing the suggestions in his report of the 11th April, 1832, on the subject of the tax on incorporated companies; and that he report such bill to the Legislature at their next session.

To incorporate the society of Mechanics and Manufacturers of the county of Kings.

To amend the act to incorporate the trustees of St. Mary's Church, in the city of N. York, ayes 29.

The committee of the whole passed the bill to incorporate the New York Marble Cemetery.

The committee rose and reported on the bill for the relief of Philip Schoyler and others. This bill related to the construction and repairing of fences, by the state, along the canals; and on motion of Mr. Edmonds, a resolution was adopted referring the bill to the canal board to report thereon, and on the subject generally, to the next legislature.

Mr. Bronson, from the Committee on Finance, reported a bill relative to the stock issued to John Jacob Astor. [Authorizes the stock to be transferred in the city of New York, in the same manner as the other state stocks are transferable.] The bill was read twice, and ordered to be engrossed for a third reading.

IN ASSEMBLY.

The house concurred with the senate's amendments to the bill: To amend the charter of the College of Pharmacy in the city of New York.

The bill providing for the payment of certain officers and expenses of government, was read a third time and passed.

On motion of Mr. Van Duzer, the bill concerning the court for the correction of errors, was re-committed, and the House resolved itself into a committee of the whole, Mr. Angel in the chair. [Authorizes the court to hold their session during the recess, either in the cities of New York or Albany, at the discretion of the court.] An amendment authorizing the court to sit at the Academy in the city of Utica,—also another limiting the operation of the act to two years, were passed; and the committee rose and reported. Mr. Remer moved to amend the report by striking out the first section; the motion was lost—ayes 19, noes 79.

Mr. Seymour called up the concurrent resolution suspending a joint rule of both houses for the purpose of transmitting the supply bill to the Senate for their concurrence; which after being amended so as to include the bill to carry more fully into effect the act to abolish imprisonment for debt, passed.

The house then resolved itself into a committee of the whole on the last mentioned bill. Mr. Salisbury moved to amend the report of the committee by striking out the second section, making judgments under \$25 a lien on real estate, under certain regulations; the motion was lost, the report agreed to, and the bill ordered to be engrossed for a third reading.

The committee of conference appointed to confer on the amendments of the Senate to the bill to incorporate the City of Rochester, reported by recommending a concurrence in all the amendments except in that relating to the appointment of justices of the peace, and that on that subject the committee could not agree. The report was laid on the table and the house adjourned.

Thursday, April 26.

ADJOURNMENT OF THE LEGISLATURE.

The legislature of this state adjourned this day between 12 and 1 o'clock, after a session of 117 days.—We give the concluding proceedings below.

The session has been one of diligence and labor. Although few acts of public importance have been passed, the diversified interests of our local legislation have fully occupied the time of members in the house, and of committees during the hours of recess. The whole number of bills upon the general orders of both houses, was about 700; of these 332 have been passed into laws.

Among the acts of incorporation, there are twenty-five for Rail-roads in various sections of the state: among which are two of very large capitals, viz one from the city of New-York to Lake Erie, through the southwestern counties, and the other from New York to Albany, on the east side of the Hudson.—Seven charters for banks were granted, to be located at Brooklyn, Bath, Rome, Schenectady, Salina, Keesville, and the Leather Manufacturers' at New York. Utica and Buffalo were incorporated as cities. The bill to postpone the election of members of congress, is a matter of public importance; as is also

that reducing the fees for the inspection of flour, and the bill regulating the measuring of grain.—[Argus, Extra.]

Appointments made by the Senate on the nomination of the Governor, Friday, April 13.

New York—Reuben Spencer, commissioner of deeds in the place of Eugene Van Ness, resigned.

Queens co.—Obadiah P. Leech, auctioneer.

Kings—Peter Conover, John H. Jackson, Wm. R. Dean, James Maxwell, Thomas C. Kirk, Daniel McPherson and Wm. Connelley, jr. auctioneers.

REPORT ON THE PUBLIC LANDS.

IN SENATE OF THE U. STATES—Monday, April 16.

Mr. CLAY, from the Committee on Manufactures, made, to the Senate, the following report:

The Committee on Manufactures have been instructed by the Senate, to inquire into the expediency of reducing the price of public lands, and of ceding them to the several States within which they are situated, on reasonable terms. Far from desiring to assume the duty involved in this important inquiry, it is known to the Senate that a majority of the committee was desirous that the subject should have been referred to some other committee. But, as the Senate took a different view of the matter, the Committee on Manufactures have felt bound to acquiesce in its decision; and, having bestowed on the whole subject the best consideration in their power, now beg leave to submit to the Senate the result of their inquiries and reflections.

The public lands belonging to the General Government are situated, 1st, within the limits of the U. States, as defined by the treaty of peace which terminated the revolutionary war; and, 2dly, within the boundaries of Louisiana and Florida, as ceded by France and Spain, respectively, to the U. States.

1st. At the commencement of the revolutionary war, there were, in some of the States, large bodies of waste and unappropriated lands, principally west of the Alleghany mountains, and in the southern or southwestern quarters of the Union, whilst in others, or more circumscribed or better defined limits, no such resources existed. During the progress of that war, the question was agitated what should be done with these lands in the event of its successful termination? That question was likely to lead to paralyzing divisions and jealousies. The States not containing any considerable quantity of waste lands, contended that as the war was waged with united means, with equal sacrifices, and at the common expense, the waste lands ought to be considered as a common property, and not be exclusively appropriated to the benefit of the particular States within which they happened to be situated. These, however, resisted the claim, upon the ground that each State was entitled to the whole of the territory, whether waste or cultivated, included within its chartered limits. To check the progress of discontent, and arrest the serious consequences to which the agitation of this question might lead, Congress recommended to the States to make liberal cessions of the waste and unseated lands to the United States, and on the 10th day of October, 1780, "Resolved, That the unappropriated lands that may be ceded or relinquished to the United States, by any particular State, pursuant to the recommendation of congress, of the 6th of September last, shall be disposed of for the common benefit of the United States," &c.

In conformity with the recommendation of Congress, the several States containing waste and un-cultivated lands, made cessions of them to the United States. The declared object having been substantially the same in all of these cessions, it is only necessary to advert to the terms of some of them.—The first, in order of time, was that of New York, made on the 1st day of March, 1781, by its delegation in Congress, in pursuance of an act of the Legislature of the State; and the terms of the deed of cession expressly provide that the ceded lands and territories were to be held, "to and for the only use and benefit of such of the states as are, or shall become parties to the articles of confederation." That of Virginia was the next in date, but by far the most important of all the cessions made by the different States, both as respects the extent and value of the country ceded. It comprehended the right of that commonwealth to the vast territory northwest of the river Ohio, embracing, but not confined to the limits of the present States of Ohio, Indiana, and Illinois. The deed of cession was executed by the delegation of Virginia in Congress, in 1784, agreeably to an act of the Legislature passed in 1783, and, among other conditions, the deed explicitly declares, "that all the lands within the territory so ceded to the United States, and not reserved for or appropriated

to any of the before mentioned purposes, or disposed of in bounties to the officers and soldiers of the American army, shall be considered a common fund for the use and benefit of such of the United States as have become, or shall become, members of the confederation or federal alliance of the said States, Virginia inclusive, according to their usual respective proportions in the general charge and expenditure, and shall be faithfully and bona fide disposed of for that purpose, and for no other use or purpose whatsoever." Passing by the cessions with other States, prompted by a magnanimous spirit of union and patriotism successively made, we come to the last in the series, that of Georgia in 1802. The articles of agreement and cession entered into between that State and the United States, among various other conditions, contain the unequivocal declaration "that all the lands ceded by this agreement to the United States shall, after satisfying the above mentioned payment of one million two hundred and fifty thousand dollars to the State of Georgia, and the grants recognized by the preceding conditions, be considered as a common fund for the use and benefit of the United States, Georgia included, and shall be faithfully disposed of for that purpose, and for no other use or purpose whatever."

Thus, by the clear and positive terms of these acts of cession, was a great, public, national trust, created and assumed by the General Government. It became solemnly bound to hold and administer the lands ceded, as a common fund for the use and benefit of all the States, and for no other use or purpose whatever. To waste or misapply this fund, or to divert it from the common benefit for which it was conveyed, would be a violation of the trust. The General Government has no more power, rightfully, to cede the lands, thus acquired, to one of the new States, without a fair equivalent, than it could retrocede them to the State or States from which they were originally obtained. There would indeed be much more equity in the latter than in the former case. Nor is the moral responsibility of the General Government at all weakened by the consideration that, if it were so unmindful of its duty as to disregard the sacred character of the trust, there might be no competent power, peacefully applied, which could coerce its faithful execution.

The other source whence the public lands of the United States have been acquired, are, 1st, the treaty of Louisiana, concluded in 1802; and 2dly, the treaty of Florida, signed in 1819. By the first, all the country west of the Mississippi, and extending to the Pacific ocean, known as Louisiana, which had successively belonged to France, Spain and France again, including the island of New Orleans, and stretching east of the Mississippi to the Perdido, was transferred to the United States, in consideration of the sum of fifteen millions of dollars, which they stipulated to pay, and have since punctually paid, to France, besides other conditions deemed favorable and important to her interests. By the treaty of Florida, both the provinces of East and West Florida, whether any portion of them was or was not ceded to the United States in consideration, besides other things, of the payment of five millions of dollars which they agreed to pay, and have since accordingly paid.

The large pecuniary considerations thus paid to these two foreign powers, were drawn from the Treasury of the people of the United States, and consequently, the countries for which they formed the equivalents, ought to be held and deemed for the common benefit of all the people of the United States. To divert the lands from that general object; to misapply or sacrifice them; to squander, or improvidently cast them away, would be alike subversive of the interests of the people of the U. States, and contrary to the plain dictates of the duty by which the General Government stands bound to the States and to the whole people.

Prior to the treaties of Louisiana and Florida, Congress had adopted a system for surveying and selling the public lands, devised with much care and great deliberation, the advantages of which having been fully tested by experience, it was subsequently applied to the countries acquired by those treaties. According to that system, all public lands offered for sale are previously accurately surveyed, by skillful surveyors, in ranges of townships of six miles square each, which townships are subdivided into thirty-six equal divisions or square miles, called sections, by lines crossing each other at right angles, and generally containing 640 acres. These sections are again divided into quarters, and, prior to the year 1820 no person could purchase a less quantity than a quarter. In that year, provision was made for the further division of the sections into eighths, thereby allowing a purchaser to buy only eighty acres, if he

wished to purchase no more. During the present session of Congress, further to extend accommodation to the purchasers of the public lands, and especially to the poorer classes, the sections have been again divided into sixteenths, admitting a purchase of only 40 acres.

This uniform system of surveying and dividing the public lands applies to all the States and Territories within which they are situated. Its great advantages are manifest. It ensures perfect security of title, and certainty of boundary, and consequently avoids those perplexing land disputes, the worst of all species of litigation, the distressing effects of which have been fatally experienced in some of the western States. But these are not the only advantages, great as they unquestionably are. The system lays the foundation of useful civil institutions, the benefit of which is not confined to the present generation, but will be transmitted to posterity.

Under the operation of the system thus briefly sketched, the progress of the settlement and population of the public domain of the United States has been altogether unexampled. Views which the committee will hereafter present, conclusively demonstrate that, whilst the spirit of free emigration should not be checked or counteracted, it stands in no need of any fresh stimulus.

Before proceeding to perform the specific duty assigned to the committee by the Senate, they had thought it desirable to exhibit some general views of this great national resource. For that purpose, a call, through the Senate, for information, has been made upon the Executive branch of the government. A report has not yet been made; but, as the committee are desirous of avoiding any delay not altogether indispensable, they have availed themselves of a report from the Secretary of the Treasury to the House of Representatives, under date of 6th April, 1832, hereto annexed, marked A, and of such other information as was accessible to them.

From that report it appears that the aggregate of all sums of money which have been expended by the United States, in the acquisition of the public lands, including interest on account of the purchases of Louisiana and Florida, up to the 30th September, 1831, and including, also, expenses in their sale and management, is \$48,077,551 40; and that the amount of money received at the Treasury, for proceeds of the sales of the public lands to the 30th September, 1831, is \$37,272,713 31. The Government, therefore, had not been reimbursed by \$10,804,838 9 10ths. According to the same report, it appears that the estimated amount of unsold lands, on which the foreign and Indian titles have been extinguished, is 227,293,884, within the limits of the new States and Territories; and that the Indian title remains on 113,577,869 acres within the same limits; that there have been granted to Ohio, Indiana, Illinois and Alabama, for internal improvements, 2,187,665 acres; for colleges, academies and universities, in the new States and Territories, the quantity of 508,009; for education, being the thirty-sixth part of the public lands appropriated for common schools, the amount of 7,952,538 acres; and for seats of government in some of the new States and Territories, 21,589 acres. By a report of the Commissioner of the General Land Office, communicated to congress with the annual message of the President of the United States, in December, 1827, the total quantity of the public lands beyond the boundaries of the new States and Territories, was estimated to be 750,000,000. The aggregate, therefore, of all the unsold and unappropriated public lands of the United States, surveyed and unsurveyed, on which the Indian title remains or has been extinguished, lying within and without the boundaries of the new States and Territories, agreeably to the two reports now referred to, is 1,090,871,753 acres. There had been 138,988,224 acres surveyed, and the quantity only of 18,239,412 acres sold up to the 1st January, 1826. When the information called for shall be received, the subsequent surveys and sales, up to the present period, will be ascertained.

The committee are instructed by the Senate to inquire into the expediency of reducing the price of the public lands, and, also, of ceding them to the several States in which they are situated, on reasonable terms. The committee will proceed to examine these two subjects of inquiry distinctly, beginning first with that which relates to a reduction of price.

I. According to the existing mode of selling the public lands, they are first offered at public auction for what they will bring in a free and fair competition among the purchasers; when the public sales cease, the lands remaining unsold, may be bought from time to time, at the established rate of one dollar and a quarter per acre. The price was reduced to that sum, in 1820, from two dollars per acre, at

which it had previously stood from the first establishment of the present system of selling the public lands. A leading consideration with Congress in the reduction of the price, was that of substituting cash sales for the credits which had been before allowed, and which, on many accounts, it was deemed expedient to abolish. A further reduction of the price, if called for by the public interests, must be required, either, 1st. Because the government now demands more than a fair price for the public lands; or, 2dly. Because the existing price retards, injuriously, the settlement and population of the new States and Territories. These suggestions deserve separate and serious consideration.

1. The Committee possess no means of determining the exact value of all the public lands now in market, nor is it material, at the present time, that the precise worth of each township or section should be accurately known. It is presumable that a considerable portion of the immense quantity offered to sale, or held by the United States, would not now command, and may not be intrinsically worth the minimum price fixed by law; on the other hand it is certain that a large part is worth more. If there could be a discrimination made, and the government had any motive to hasten the sales beyond the regular demands of the population, it might be proper to establish different rates, according to the classes of land; but the government having no inducement to such acceleration, has hitherto proceeded on the liberal policy of establishing a moderate price, and by subdivisions of the sections so as to accommodate the poorer citizens, has placed the acquisition of a home within the reach of every industrious man.—For one hundred dollars any one may now purchase eighty, or for fifty dollars, forty acres of first rate land, yielding, with proper cultivation, from fifty to eighty bushels of Indian corn, per acre, or other equivalent crops.

There is no more satisfactory criterion of the fairness of the price of an article, than that arising from briskness of sales when it is offered in the market. On applying this rule, the conclusion would seem to be irresistible, that the established price is not too high. The amount of the sales in the year 1828, was \$1,018,308 75; in 1829, \$1,517,175 13; in 1830, \$2 329,856 14, and, during the year 1831, \$3,000,000. And the Secretary of the Treasury observes in his annual report, at the commencement of this session, that "the receipts from the public lands, during the present year, it will be perceived, have likewise exceeded the estimate, and, indeed, have gone beyond all former example. It is believed that, notwithstanding the large amount of scrip and forfeited land stock that may still be absorbed in payment for lands, yet if the surveys now projected, be completed, the receipts from this source of revenue will not fall greatly below those of the present year." And he estimates the receipts during the current year, from this source, at three millions of dollars. It is incredible to suppose that the amount of sales would have risen to so large a sum, if the price had been unreasonably high. The committee are aware that the annual receipts may be expected to fluctuate, as fresh lands, in favorite districts, are brought into market, and according to the activity or sluggishness of emigration in different years.

Against any considerable reduction of the price of the public lands, unless it be necessary to a more rapid population of the new States, which will be hereafter examined, there are weighty, if not decisive considerations:

1. The Government is the proprietor of much the largest quantity of unseated lands of the United States. What it has in market, bears a large proportion to the whole of the occupied lands within their limits. If a considerable quantity of any article, land, or any commodity whatever, in market, the price at which it is sold will affect, in some degree, the value of the whole of that article, whether exposed to sale or not. The influence of a reduction of the price of the public lands would probably be felt throughout the Union; certainly in all the western States, and most in those which contain, or are nearest to, the public lands. There ought to be the most cogent and conclusive reasons for adopting a measure which might seriously impair the value of the property of the yeomanry of the country. Whilst it is decidedly the most important class in the community, most patient, patriotic, and acquiescent in whatever public policy is pursued, it is unable or unwilling to resort to those means of union and concert which other interests employ to make themselves heard and respected. Government should, therefore, feel itself constantly bound to guard, with sedulous care, the rights and welfare of the great body of our yeomanry. Would it be just towards those who have heretofore purchased public lands at high

er prices, to say nothing as to the residue of the agricultural interest of the United States, to make such a reduction, and thereby impair the value of their property? Ought not any such plan of reduction, if adopted, to be accompanied with compensation for the injury which they would inevitably sustain?

2. A material reduction of price (would excite and stimulate the spirit of speculation, now dormant and probably lead to a transfer of vast quantities of the public domain from the control of Government to the hands of the speculator. At the existing price, and with such extensive districts as the public constantly offers in the market, there is no great temptation to speculation. The demand is regular, keeping pace with the progress of emigration, and is supplied on known and moderate terms. If the price were much reduced, the strongest incentives to engrossment of the better lands would be presented to large capitalists; and the emigrant, instead of being able to purchase from his own Government upon uniform and established conditions, might be compelled to give much higher and more fluctuating prices to the speculator. An illustration of this effect is afforded by the military bounty lands granted during the late war. Thrown into the market at prices below the Government rate, they notoriously became an object of speculation, and have principally fallen into the hands of speculators, retarding the settlement of the districts which include them.

3. The greatest emigration that is believed now to take place from any of the States, is from Ohio, Kentucky, and Tennessee. The effects of a material reduction in the price of the public lands, would be, 1st. To lessen the value of real estate in those three States. 2d. To diminish their interest in the public domain, as a common fund for the benefit of all the States. And, 3dly. To offer what would operate as a bounty to further emigration from those States, occasioning more and more lands, situated within them, to be thrown into the market, thereby not only lessening the value of their lands, but draining them both of their population and currency.

And, lastly, Congress has, within a few years, made large and liberal grants of the public lands to several States. To Ohio, 922,937 acres; to Indiana, 384,728 acres; to Illinois, 480,000 acres; and to Alabama, 400,000 acres; amounting, together, to 2,187,665 acres. Considerable portions of these lands yet remain unsold. The reduction of the price of the public lands, generally, would impair the value of those grants, as well as injuriously affect that of the lands which have been sold in virtue of them.

On the other hand, it is inferred and contended, from the large amount of public land remaining unsold, after having been so long exposed to sale, that the price at which it is held is too high. But this apparent tardiness is satisfactorily explained by the immense quantity of public lands which have been put into the market by Government. It is well known that the new States have constantly and urgently pressed the extinction of the Indian title upon lands within their respective limits; and, after its extinction, that they should be brought into market as rapidly as practicable. The liberal policy of the General Government, coinciding with the wishes of the new States, has prompted it to satisfy the wants of emigrants from every part of the Union, by exhibiting vast districts of land for sale, in all the States and Territories, thus offering every variety of climate and situation to the free choice of settlers. From these causes, it has resulted that the power of emigration has been totally incompetent to absorb the immense bodies of waste lands offered in the market. For the capacity to purchase is, after all, limited by the emigration, and the progressive increase of population. If the quantity thrown into the market had been quadrupled, the probability is that there would not have been much more annually sold than actually has been. With such extensive fields for selection before them, purchasers, embarrassed as to the choice which they should make, are sometimes probably influenced by caprice or accidental causes. Whilst the better lands remain, those of secondary value will not be purchased. A judicious farmer or planter would sooner give one dollar and a quarter per acre for first rate land, than receive as a donation land of inferior quality, if he were compelled to settle upon it.

It is also contended that the price of the public land is a tax; and that, at a period when, in consequence of the payment of the public debt, and the financial prosperity of the United States, the Government is enabled to dispense with revenue, that tax ought to be reduced, and the revenue arising from the sales be thereby diminished. In the first

place, it is to be observed, that if, as has been before stated, the reduction of the price of the public lands should stimulate speculation, the consequence would probably be, at least for some years, an augmentation of the revenue from that source. Should it have the effect of speculation supposed, it would probably also retard the settlement of the new states, by placing the lands engrossed by speculators, in anticipation of increased value, beyond the reach of emigrants. If it were true that the price demanded by Government operated as a tax, the question would still remain whether that price exceeded the fair value of the land which emigrants are in the habit of purchasing? and, if it did not, there would be no just ground for its reduction. And assuming it to be a tax, it might be proper to inquire who pays the tax—the new or the old states?—the states that send out, or the states that receive the emigrants? In the next place, regarded as a tax, those who have heretofore made purchases at the higher rate, have already paid the tax, and are as much deserving the equitable consideration of the Government as those who might hereafter be disposed to purchase at the reduced rate. It is proper to add that, by the repeal and reduction contemplated of duties upon articles of foreign import, subsequent purchasers of the public lands, as far as they are consumers of those articles, will share in the general relief, and will consequently be enabled to apply more of their means to the purchase of land.

But in no reasonable sense can the sale of the public lands be considered as the imposition of a tax. The Government, in their disposal acts as a trustee for the whole people of the United States, and, in that character, holds and offers them in the market. Those who want them, buy them, because it is their inclination to buy them. There is no compulsion in the case. The purchase is perfectly voluntary, like that of any other article which is offered in the market. In making it, the purchaser looks exclusively to his own interest. The motive of augmenting the public revenue, or any other motive than that of his own advantage, never enters into his consideration. The Government, therefore, stands to the purchaser in the relation merely of the vendor of a subject which the purchaser's own welfare prompts him to acquire; and, in this respect does not vary from the relation which exists between any private vendor of waste lands, and the purchaser from him. Nor does the use to which the Government may think proper to apply the proceeds of the sale of the public lands give the smallest strength to the idea that the purchase of them is tantamount to the payment of a tax. The Government may employ those proceeds as a part of its ordinary revenue, or it may apply them in any other manner, consistent with the constitution, which it deems proper. There may be revenue without taxation. Revenue and taxation are not always relative terms. There may be taxation without revenue. There may be sources of established revenue which not only do not imply, but which supersede, taxation. Is the consideration paid for land to a private individual to be deemed a tax, because that individual may happen to use it as a part of his income?

2. Is the reduction of the price of the public lands necessary to accelerate the settlement and population of the states within which they are situated? Those States are Ohio, Indiana, Illinois, Missouri, Alabama, Mississippi and Louisiana. If their growth has been unreasonably slow and tardy, we may conclude that some fresh impulse, such as that under consideration, is needed. Prior to the treaty of Greenville, concluded in 1795, there were but few settlements within the limits of the present state of Ohio. Principally since that period, that is, within a term of about forty years, that State, from a wilderness, the haunt of savages and wild beasts, has risen into a powerful commonwealth, containing, at this time, a population of a million of souls, and holding the third or fourth rank among the largest States in the Union. During the greater part of that term, the minimum price of the public lands was two dollars per acre; and of the large quantity with which the settlement of that State commenced, there only remains to be sold 5,586,834 acres.

The aggregate population of the United States, exclusive of the Territories, increased from the year 1820 to 1830, from 9,579,873 to 12,716,697. The rate of the increase, during the whole term of ten years, including a fraction, may be stated at thirty-three per cent. The principle of population is presumed to have full scope generally in all parts of the United States. Any State, therefore, which has exceeded or fallen short of that rate, may be fairly assumed to have gained or lost, by emigration, nearly to the extent of the excess or deficiency.—From a table accompanying this report, (marked

B.) the Senate will see presented various interesting views of the progress of population in the several States. In that table, it will be seen, that each of eleven States exceeded, and each of thirteen fell short of, an increase at an average rate of thirty-three per cent. The greatest increase, during the term, was in the State of Illinois, where it was one hundred and eighty-five per cent, or at the rate of 18 1-2 per cent. per annum; and the least was in Delaware, where it was less than six per cent. The seven States embracing the public lands had a population, in 1820, of 1,207,165, and, in 1830, 2,238,802, exhibiting an average increase of 85 per cent. The seventeen States containing no part of the public lands, had a population, in 1820, of 8,372,707, and, in 1830, of 10,477,895, presenting an average increase of only 25 per cent. The thirteen States, whose increase, according to the table, was below 33 per cent, contained, in 1820, a population of 5,939,759, and, in 1830, of 6,966,600, exhibiting an average increase of only seventeen per cent. The increase of the seven new States upon a capital which, at the commencement of the term, was 1,207,165, has been greater, than that of the thirteen whose capital then was 5,939,759. In three of the eleven States, (Tennessee, Georgia, and Maine,) whose population exceeded the average increase of 33 per cent, there were public lands belonging to those States; and in the fourth, (New York,) the excess is probably attributable to the rapid growth of the city of New York, to wastelands in the western part of that State, and to the great development of its vast resources by means of extensive internal improvements.

These authentic views of the progress of population in the seven new States, demonstrate that it is most rapid and gratifying; that it needs no such additional stimulus as a further reduction in the price of the public lands; and that, by preserving and persevering in the established system for selling them, the day is near at hand when those States, now respectable, may become great and powerful members of the Confederacy.

Complaints exist in the new states, that large bodies of lands in their respective territories, being owned by the General Government, are exempt from taxation to meet the ordinary expenses of the State Governments, and other local charges; that this exemption continues for five years after the sale of any particular tract; and that land, being the principal source of the revenue of those States, an undue share of the burthen of sustaining the expenses of the State Governments falls upon the resident population. To all these complaints, it may be answered that, by voluntary compacts between the new states respectively, and the General Government, five per cent. of the nett proceeds of all the sales of the public lands, included within their limits, are appropriated for internal improvements, leading to or within those states; that a section of land in each township, or one-thirty-sixth part of the whole of the public lands embraced within their respective boundaries, has been reserved for purposes of education; and that the policy of the General Government has been uniformly marked by great liberality towards the new States, in making various and some very extensive grants of the public lands for local purposes. But, in accordance with the same spirit of liberality, the committee would recommend an appropriation to each of the seven States referred to, of a further sum of ten per cent. on the nett proceeds of the sales of that part of the public land which lies within it, for objects of internal improvement in their respective limits. The tendency of such an appropriation will be not only to benefit those States, but to enhance the value of the public lands remaining to be sold.

II. The committee have now to proceed to the other branch of the inquiry which they were required to make, that of the expediency of ceding the public lands to the several States in which they are situated, on reasonable terms. The inquiry comprehends, in its consequences, a cession of the whole public domain of the United States, whether lying within or beyond the limits of the present States and Territories. For, although in the terms of the inquiry, it is limited to the new States, cessions to them would certainly be followed by similar cessions to other new States, as they may, from time to time, be admitted into the Union. Three of the present territories have nearly attained the requisite population entitling them to be received as members of the Confederacy, and they shortly will be admitted. Congress could not consistently avoid ceding to them the public lands within their limits, after having made such cessions to the other States. The compact with the State of Ohio formed the

model of compacts with all the other new States as they were successively admitted.

Whether the question of a transfer of the public lands be considered in the limited, or more extensive view of it which has been stated, it is one of the highest importance, and demanding the most deliberate consideration. From the statements founded on official reports, made in the preceding part of this report, it has been seen that the quantity of unsold and unappropriated lands lying within the limits of the new States and Territories, is 340,871,753 acres, and the quantity beyond those limits is, 750,000,000 presenting an aggregate of 1,090,871,753 acres. It is difficult to conceive a question of greater magnitude than that of relinquishing this immense amount of national property. Estimating its value according to the minimum price, it presents the enormous sum of 1,363,589,691 dollars. If it be said that a large portion of it will never command that price, it is to be observed, on the other hand, that, as fresh lands are brought into market, and exposed to sale at public auction, many of them sell at prices exceeding one dollar and a quarter per acre:—Supposing the public lands to be worth, on the average, half the minimum price, they would still present the immense sum of 681,794,845 dollars. The least favorable view which can be taken of them, is that of considering them a capital yielding, at present, an income of 3,000,000 dollars annually. Assuming the ordinary rate of six per cent. interest per annum, as the standard to ascertain the amount of that capital, it would be \$50,000,000. But this income has been progressively increasing. The average increase during the last six years has been at the rate of twenty-three per cent. per annum. Supposing it to continue in the same ratio, at the end of a little more than four years the income would be doubled, and make the capital 100,000,000 of dollars. Whilst the population of the United States increases only three per cent. per annum, the increase of the demand for the public lands is at the rate of 23 per cent., furnishing another evidence that the progress of emigration, and the activity of sales, have not been checked by the price demanded by Government.

In whatever light, therefore, this great subject is viewed, the transfer of the public lands from the whole people of the United States, for whose benefit they are now held, to the people inhabiting the new States, must be regarded as the most momentous measure ever presented to the consideration of Congress. If such a measure could find any justification, it must arise out of some radical and incurable defect in the construction of the General Government properly to administer the public domain. But the existence of any such defect is contradicted by the most successful experience. No branch of the public service has evinced more system, uniformity and wisdom, or given more general satisfaction, than that of the administration of the public lands.

If the proposed cession to the new States were to be made at a fair price, such as the General Government could obtain from individual purchasers under the present system, there would be no motive for it, unless the new States are more competent to dispose of the public lands than the common Government. They are now sold under one uniform plan, regulated and controlled by a single legislative authority, and the practical operation is perfectly understood. If they were transferred to the new States, the subsequent disposition would be according to laws emanating from various legislative sources. Competition would probably arise between the new States in the terms which they would offer to purchasers. Each State would be desirous of inviting the greatest number of emigrants, not only for the laudable purpose of populating rapidly its own territories, but with the view to the acquisition of funds to enable it to fulfil its engagements to the General Government. Collisions between the States would probably arise, and their injurious consequences may be imagined. A spirit of hazardous speculation would be engendered. Various schemes in the new States would be put afloat to sell or divide the public lands. Companies and combinations would be formed in this country, if not in foreign countries, presenting gigantic and tempting, but delusive projects; and the history of legislation, in some of the States of the Union, admonishes us that a too ready ear is sometimes given by a majority, in a legislative assembly, to such projects.

A decisive objection to such a transfer for a fair equivalent, is, that it would establish a new and dangerous relation between the General Government and the new States. In abolishing the credit which had been allowed to purchasers of the public lands, prior to the year 1820, Congress was principally governed by the consideration of the inexpediency and hazard of

accumulating a large amount of debt to the new States all bordering on each other. Such an accumulation was deemed unwise and unsafe. I presented a new bond of interest, of sympathy, and of union, partially operating to the possible prejudice of the common bond of the whole Union. But that debt was a debt due from individuals, and it was attended with this encouraging security, that purchasers, as they successfully completed the payments for their lands, would naturally be disposed to aid the Government in enforcing payment from delinquents. The project, which the committee are now considering, is, to sell to the States their sovereign character, and, consequently, to render them public debtors to the General Government to an immense amount. This would inevitably create between the debtor States a common feeling, and a common interest, distinct from the rest of the Union.—These States are all in the western and southwestern quarter of the Union, remotest from the centre of Federal power. The debt would be felt as a load from which they would constantly be desirous to relieve themselves; and it would operate as a strong temptation, weakening if not dangerous, to the existing confederacy. The committee have the most animating hopes, and the greatest confidence in the strength and power and durability of our happy Union; and the attachment and warm affection of every member of the confederacy cannot be doubted; but we have an authority higher than human, for the instruction, that it is wise to avoid all temptation.

In the State of Illinois, with a population, at the last census, of 157,445, there are 31,395,969 acres of public land, including that portion which the Indian title remains to be extinguished. If we suppose it to be worth only half the minimum price, it would amount to \$19,622,480. How would that State be able to pay such an enormous debt? How could it pay even the annual interest upon it?

Supposing the debtor States to fail to comply with their engagements, in what mode could they be enforced by the General Government? In treaties between independent nations the ultimate remedy is well known. The apprehension of an appeal to that remedy, seconding the sense of justice and the regard for character which prevail among christian and civilized nations, constitutes, generally, adequate security for the performance of national compacts. But this last remedy would be totally inadmissible in case of delinquency on the part of debtor States. The relations between the General Government and the members of the confederacy, are happily those of peace, friendship, and fraternity, and exclude all idea force and war. Could the judiciary coerce the debtor States? On what could their process operate? Could the property of innocent citizens, residing within the limits of those States, be justly seized by the General Government, and held responsible for debts contracted by the States themselves in their sovereign character? If a mortgage upon the lands ceded, were retained, that mortgage would prevent or retard subsequent sales by the States; and, if individuals bought, subject to the encumbrance, a parental Government could never resort to the painful measure of disturbing them in their possessions.

Delinquency on the part of the debtor States, would be inevitable, and there would be no effectual remedy for the delinquency. They would come, again and again to Congress, soliciting time and indulgence; until, finding the weight of the debt intolerable, Congress, wearied by reiterated applications for relief, would finally resolve to sponge the debt; or, if Congress attempted to enforce its payment, another and worse alternative would be embraced.

If the proposed cession be made for a price merely nominal, it would be contrary to the express condition of the original cessions from primitive States to Congress, and contrary to the obligations which the General Government stands under to the whole people of the United States, arising out of the fact that the acquisitions of Louisiana and Florida, and from Georgia, were obtained at a great expense, borne from the common treasure, and incurred for the common benefit. Such a gratuitous cession could not be made without a positive violation of a solemn trust, and without manifest injustice to the old States. And its inequality among the new States would be as marked as its injustice to the old would be indefensible. Thus, Missouri, with a population of 140,455, would acquire 38,291,152 acres; and the State of Ohio, with a population of 935,884, would obtain only 5,286,824 acres.—Supposing a division of the land among the citizens of those two States respectively, the citizen of Ohio could obtain less than six acres for his share, and the citizen of Missouri, upwards of two hundred and seventy-two acres as his portion.

Upon full and thorough consideration, the committee have come to the conclusion, that it is inexpedient either to reduce the price of public lands, or to cede them to the new States. They believe, on the contrary, that sound policy coincides with the duty which has devolved on the General Government to the whole of the States, and the whole of the people of the Union, and enjoin the preservation of the existing sys-

tem as having been tried and approved after long and triumphant experience. But, in consequence of the extraordinary financial prosperity which the United States enjoy, the question merits examination, whether, whilst the General Government steadily retains the control of this great national resource in its own hands, after the payment of the public debt, the proceeds of the sales of the public lands, no longer needed to meet the ordinary expenses of Government, may not be beneficially appropriated to some other objects for a limited time?

Governments, no more than individuals, should be seduced or intoxicated by prosperity, however flattering or great it may be. The country now happily enjoys it in a most unexampled degree. We have abundant reason to be grateful for the blessings of peace and plenty, and freedom from debt. But we must be forgetful of all history and experience, if we indulge the delusive hope that we shall always be exempt from calamity and reverse. Seasons of national adversity, of suffering, and of war, will assuredly come. A wise Government should expect, and provide for them. Instead of wasting or squandering its resources in a period of general prosperity, it should husband and cherish them for those times of trial and difficulty, which, in the dispensations of Providence, may be certainly anticipated. Entertaining these views, and as the proceeds of the sales of the public lands are not wanted for ordinary revenue, which will be abundantly supplied from the imposts, the committee respectfully recommend that an appropriation of them be made to some other purpose, for a limited time, subject to be resumed, in the contingency of war. Should such an event unfortunately occur, the fund may be withdrawn from its peaceful destination, and applied in aid of other means, to the vigorous prosecution of the war, and, afterwards, to the payment of any debt which may be contracted in consequence of its existence.—And when peace shall be again restored, and the debt of the new war shall have been extinguished, the fund may be again appropriated to some fit object other than that of the ordinary expenses of government. Thus may this great resource be preserved and rendered subservient, in peace and in war, to the common benefit of all the States composing the Union.

The inquiry remains, what ought to be the specific application of the fund under the restriction stated?—After deducting the ten per cent. proposed to be set apart for the new States, a portion of the committee would have preferred that the residue should be applied to the objects of internal improvement, and colonization of the free blacks, under the direction of the General Government. But a majority of the committee believes it better, as an alternative for the scheme of cession to the new States, and as being most likely to give general satisfaction, that the residue be divided among the twenty-four States, according to their federal representative population, to be applied to education, internal improvement, or colonization, or to the redemption of any existing debt contracted for internal improvements, as each State, judging for itself, shall deem most conformably with its own interests and policy. Assuming the annual product of the sales of the public lands to be three millions of dollars, the table hereto annexed, marked C, shows what each State would be entitled to receive, according to the principle of division, which has been stated. In order that the propriety of the proposed appropriation should again, at a day not very far distant, be brought under the review of Congress, the committee would recommend that it be limited to a period of five years, subject to the condition of war not breaking out in the mean time. By an appropriation so restricted as to time, each State will be enabled to estimate the probable extent of its proportion, and to adapt its measures of education, improvement, colonization, or extinction of existing debt, accordingly.

In conformity with the views and principles which the committee have now submitted, they beg leave to report the accompanying bill, entitled, "An act to appropriate for a limited time, the proceeds of the sales of the public lands of the United States."

A Bill to appropriate, for a limited time, the proceeds of the sales of the public lands of the United States.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, from and after the thirty-first day of December next, there be allowed and paid to each of the States of Ohio, Indiana, Illinois, Alabama, Missouri, Mississippi, and Louisiana, over and above what each of the States is entitled to by the terms of the compacts entered into between them, respectively, upon their admission into the Union, and the United States, the sum of ten per centum upon the net amount of the sales of the public lands which, subsequent to the day aforesaid, shall be made within the several limits of the said States; which said sum often per centum shall be applied to some object or objects of internal improvement within the said States, under the direction of their respective Legislatures.

Sec. 2. And be it further enacted, That, after deducting the said ten per centum, and what, by the compacts aforesaid, has hitherto been allowed to the States, aforesaid, the residue of the net proceeds of all the public lands of the United States, wherever situated, which shall be sold subsequent to the said thirty-first day of December next, shall be divided among the twenty-four States of the Union, according to their respective federal representative population, as ascertained by the last census, to be applied by the Legislatures of the said States to such objects of education, internal improvement, colonization, or reimbursement of any existing debt contracted for internal improvement, as the said Legislatures may severally designate and authorize.

Sec. 3. And be it further enacted, That the said several sums shall be paid at the Treasury of the United States, half yearly, to such person or persons as the respective Legislatures of the said States may authorize and direct.

Sec. 4. And be it further enacted, That this act shall continue and be in force for the term of five years from the said thirty-first day of December next, unless the United States shall become involved in war with any foreign Power; in which event, from the commencement of hostilities, this act shall cease, and be no longer in force; Provided, nevertheless, That if prior to the expiration of this act, any new State or States shall be admitted into the Union, the power is reserved of assigning, by law, to such new State or States, the proportion to which such State or States may be entitled, upon the principles of this act, and upon the principles of any of the compacts made as aforesaid with either of the seven States first mentioned.

C.
Statement showing the dividend of each State, (according to its federal population,) in the proceeds of the public lands after deducting therefrom fifteen per cent. as an additional dividend for the States in which the public land is situated. Estimated proceeds of lands, \$3,000,000; deduct 15 per cent \$450,000, and \$2,550,000 remains to be divided among all the States, according to their population.

| STATES. | Federal population, 1830. | Share in proceeds of public lands. |
|-----------------|---------------------------|------------------------------------|
| Maine, | 399,437 | \$8,387 48 |
| New Hampshire, | 269,336 | 57,573 71 |
| Massachusetts, | 610,408 | 130,487 59 |
| Vermont, | 280,637 | 59,995 93 |
| Rhode Island, | 97,194 | 20,777 12 |
| Connecticut, | 297,665 | 63,631 72 |
| New York, | 1,918,553 | 410,128 29 |
| New Jersey, | 319,912 | 68,399 50 |
| Pennsylvania, | 1,348,072 | 293,176 64 |
| Delaware, | 75,432 | 15,202 93 |
| Maryland, | 405,913 | 86,756 89 |
| Virginia, | 1,022,503 | 218,793 82 |
| North Carolina, | 639,747 | 136,758 45 |
| South Carolina, | 455,025 | 97,370 51 |
| Georgia, | 429,811 | 91,880 52 |
| Alabama, | 262,508 | 56,116 22 |
| Mississippi, | 110,559 | 22,591 19 |
| Louisiana, | 171,691 | 36,702 95 |
| Tennessee, | 625,263 | 133,662 21 |
| Kentucky, | 621,832 | 132,928 77 |
| Ohio, | 935,834 | 206,063 34 |
| Indiana, | 543,031 | 117,329 59 |
| Illinois, | 157,147 | 33,593 25 |
| Missouri, | 130,419 | 27,579 68 |
| | 11,948,721 | |

[From the Commercial Advertiser.]

NEW JERSEY RAIL-ROAD AND TRANSPORTATION COMPANY.—The books for subscription to the stock of this company, as will be seen by the advertisement, are to be opened at New Brunswick on Tuesday next; at Elizabethtown on the following day, and at Newark on Thursday. We have read the Charter, which is a very liberal one. The Rail-road is to run from New Brunswick through Rahway and Woodbridge, Elizabethtown and Newark, and to cross the Bergen Ridge, South of the Turnpike, to the Hudson river. The capital is \$750,000, with liberty to the company to increase it to double the amount. The shares are fifty dollars each, and ten per cent. is required as the first instalment. By the act incorporating "the Delaware and Raritan Canal, and the Camden and Amboy Rail-road and Transportation Companies," it is made obligatory on them to construct a lateral Rail-road from their own, commencing at some point near the village of Spotswood, to suitable points in the city of New Brunswick, thus forming a complete chain of internal communication by Rail-roads, between all the business towns between New York and Philadelphia. We understand that there will be much competition for the stock. The State has reserved the right of subscribing for one-fourth of the capital.

[From the Frederick Herald.]

THE RAIL-ROAD.—The transportations on the Rail-road of dry goods, groceries, &c. from Baltimore, during the last week, have greatly exceeded those for the same period since the road has been opened. The business air which the loading of wagons gives

to the depot is quite refreshing, and the forwarding agents appear to have their hands full. On Wednesday last the house of A. H. Brown & Co. forwarded the first train of cars laden with flour from the Point of Rocks to Baltimore, and in all next week the forwarding business from and to "the Point" will regularly commence. Arrangements are also making to run passenger cars thither, to be connected with a line of stages running to Leesburg.

As soon as the 'leafy month' puts on its livery, hundreds of our fellow citizens will embrace the opportunity of witnessing the beautiful scenery which the neighborhood of the "Point" presents: a more delightful excursion we cannot imagine, and we recommend those who have no love for the *genius loci*, but are inclined to gentle melancholy, to visit the Hermit's cave, recently discovered, and gaze upon the skull of its last sad tenant—"it may point a moral," though connected with a tale which must be "adorned" by fancy.

Value of a Rail-road.—The Frederick, Md. Examiner says,—"Fifty thousand dollars worth of goods arrived at the depot on Monday before last, in one train of wagons. They consist of groceries, dry goods, lumber, hides, &c. and are consigned to merchants and other persons in Frederick, Middletown Hagerstown, Harper's Ferry, Charlestown, and other towns to the west."

Rail-road Cars.—This forenoon (April 24,) was exhibited in Monument Square, three splendid Rail-road Cars, constructed at Imley's Factory, for the Philadelphia, Germantown and Norristown Rail-road Company,—the beautiful car President, (decidedly the most splendid car ever made in the United States,) the Robert Morris and the Philadelphia. These are three of fourteen ordered to be built at the factory of the above Company.—[Baltimore American.]

[From the Saratoga Sentinel, April 24.]

RAIL-ROAD.—It is somewhat remarkable, that on the entire line of the Saratoga and Schenectady Rail-road, a distance of a little more than 21 miles, there is no part of the road having an inclination of more than 16 feet to the mile. Consequently no stationary engine is required, and much of the expense in the application of power necessary on other roads, will be saved. Indeed, as a whole, it will be an unusually economical road, and we feel warranted in saying will give to the stockholders a dividend fully equal to that of any Rail-road in the Union.—In proof of this it is only necessary to make the following comparison:—

The Mohawk and Hudson road, which is universally admitted to be the best located of any in the country for passengers, will cost, when finished, from six to seven hundred thousand dollars. On this amount the stockholders will probably receive but about 62 1-2 cents per passenger, and will be compelled to support a stationary engine at the respective terminations of the roads. The Saratoga and Schenectady road will cost not to exceed \$250,000, and the stockholders will be enabled to receive from each passenger between Schenectady and Saratoga Springs, \$1 25, and 87 1-2 cents per passenger between Schenectady and Balltown Spa, and this without the expense of stationary power. Admitting that one-fourth the number of passengers pass on this road (including the pleasure parties between the two villages) that shall travel on the Mohawk and Hudson,—and we believe no one will doubt the correctness of the position,—it will be perceived that the stock of the Saratoga will be the most valuable; but when there shall be added to this the almost entire diversion of the northern travel through the medium of the Fort Edward road, which we have every reason to believe will be constructed, is it too much to say that no Rail-road stock in the country can equal it?

These remarks are made for the purpose correcting many erroneous impressions which have been put afloat to depress the stock in market, and among others, that the business of the road would be confined to a few weeks of summer travel. The result will prove otherwise. The patronage in summer, it is true, will be the greatest; but an extensive and profitable business will continue on the road from the opening of Lake Champlain and the Northern canal until their close.

MARRIAGES.

MARRIED.—On Saturday evening last, by the Rev. J. Harrison, Mr. Otto Torp, to Miss Eliza Van Brunt, both of this city. At Grace Church, on Monday morning, April 23d, by the Rev. Dr. Wainwright, Mr. Alfred Lee, of Norwich, (Conn.) to Julia, daughter of E. White, Esq. of this city. In this city, on Wednesday evening last, April 18th, by the

Rev. Mr. Krebs, Timothy Woodruff, Esq. to Mrs. Hepzubah Smith, daughter of the late Jon. Cowdrey, Esq.

DEATHS.

DIED.—Saturday, April 21, of scarlet fever, Sophia Catharine Clay, daughter of Jonathan Davies, in the 6th year of her age. Saturday morning, April 21, in the 74th year of her age, Mrs. Fanny Batchelor.

Saturday morning, April 21, after a lingering and painful illness, Frances H., daughter of Samuel Jarvis, in the 14th year of her age.

Saturday morning, April 21, in the 71st year of his age, Mr. James Woodham, an old and respectable inhabitant of this city.

At Claverack, on the morning of the 8th instant, of typhus fever, Miss Charlotte Mary Hogeboom, in the 27th year of her age. At Paris, the last of the late John Bulkley, Esq. of Lisbon, and widow of the late General Humphreys, Minister of the United States of America at Lisbon and at Madrid.

Monday evening, 23d inst. in the 36th year of her age, Catherine Maria, wife of Aaron Clark, and eldest daughter of Genl. Anthony Lamb.

On Sunday evening, April 22, Mary Ann, only daughter of Mr. Joseph W. Van Voorhis, aged 7 years.

On Friday, 20th inst. at Fort Washington, Md. Lieut. George Webb, of the U. S. Army, son in law of Thomas Stage, of this city.

On Monday morning, in the 21st year of his age, William Henry, the son of James Riker.

This morning of an illness of three months, with an unshaken hope in Jesus Christ, Amelia, daughter of Thomas and Catherine Lippincott, in the 15th year of her age.

On Sunday the 22d at Rockaway, L. I. Mr. John Nostrand, in the 76th year of his age.

On Sunday last after a long and lingering illness, Mrs. Susanna Morgan, in the 65th year of her age.

At Vienna, Ontario Co., on the 24th instant, of a lingering and distressing pulmonary complaint, Col. Richard G. Cuyler aged 33 years.

At Philadelphia, on the 22d April, in the 40th year of her age, Margaret M. Collins, wife of Isaac Collins, late of this city.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 110 persons during the week ending on Saturday last, viz.:—26 men, 26 women, 25 boys, and 33 girls.—Of whom 19 were of the age of 1 year and under, 15 between 1 and 2, 13 between 2 and 5, 4 between 5 and 10, 5 between 10 and 20, 11 between 20 and 30, 19 between 30 and 40, 9 between 40 and 50, 5 between 50 and 60, 1 between 60 and 70, 6 between 70 and 80, and 1 between 80 and 90.—Diseases.—Consumption 38, convulsions 6, diarrhoea 1, dropsy 3, dropsy in the head 5, drowned 1, dysentery 1, fever 1, fever scarlet 3, fever, typhus 1, gout 1, liver or croup 3, inflammation of the bowels 3, inflammation of the brain 2, inflammation of the chest 1, intemperance 3, marasmus 2, measles 6, peripneumony 6, pleurisy 2, quinsy 1, scirrhus of the liver 1, small pox 2, still-born 5, suicide 1, tabes mesenterica 1, unknown 3, whooping cough 2. ABRAHAM D. STEPHENS, City Inspector.

WILLIAMS' NEW-YORK ANNUAL REGISTER FOR 1832.

IN PRESS, by Jonathan Seymour, New-York, and will be published on the 10th April.—THE NEW-YORK ANNUAL REGISTER FOR 1832, by Edwin Williams.—Containing: Part 1. Almanac, Astronomical Observations & Geographical Information.

Part 2. Statistics of the State of New-York, viz.:—Towns, Post-offices, Villages, Canals, Rail-roads, Banks, Manufactures, and other information relative to the State.

Part 3. Civil & Judicial List, Attorneys & Clergy of the State of New-York.

Part 4. National Register, U. S. Government, U. S. Bank, Tariff &c.

To be embellished with elegant Engravings of Public Buildings.—Price, One Dollar and Fifty Cents.

Those who procure Six Subscribers, and will remit the money, shall be entitled to one copy gratis.

Orders to be addressed to EDWIN WILLIAMS, No. 6 Courtlandt street, New-York.

The Register will also be for sale by the following Booksellers:

Wear C. Little & Oliver Steele, Albany.
W. S. Parker, Troy.
William Williams, Utica.
Bemis & Ward, Canandaigua.
James Bogert, Geneva.
Muck & Andrus, Ithaca.
R. W. Haskins, Buffalo.
MARTIN SNYDER, Travelling Agent. A641.

LEXINGTON & OHIO RAIL-ROAD.

NOTICE.—The lettings advertised to take place at Louisville, Kentucky, on the 16th April next, is postponed until the 26th May thereafter, at which time an additional quantity will be prepared and offered for contract, as will be seen on referring to an advertisement inserted in this paper.

E. I. WINTER, President,
Lexington & Ohio R. R. Co., Lex. Ky.

LEXINGTON & OHIO RAIL-ROAD.

TO CONTRACTORS.—From 22 to 30 miles of the above road will be prepared for contract, and sealed proposals for grading the same will be received at the company's offices in Lexington and Louisville, on the 20th, 25th and 26th May next, where attendance will be given on those days by one of the company's engineers, who will be prepared with the necessary plans, profiles, maps, &c. to impart all the information desired by those offering for contracts.

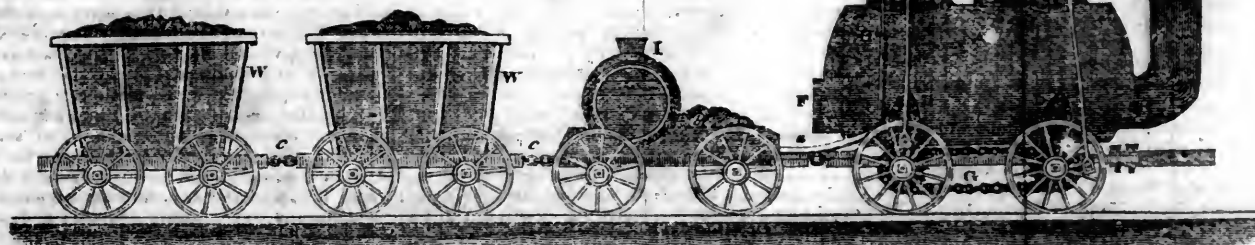
The road offered for contract passes through a country abounding in every thing necessary for the support of hands, and not surpassed in healthfulness by any country. The enterprise holds out to contractors every assurance of profitable employment.

E. I. WINTER, President,
M31 61 Lexington & Ohio R. R. Co., Lexington, Ky.

TOWNSEND & OFFEE, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Rope, the public are referred to J. B. Jervis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County, Pennsylvania.

Palmyra, Wayne County, New-York,
1st mo. 22d, 1832.

A M E R I C A N



RAIL-ROAD JOURNAL.

OFFICE, 35 WALL-STREET.

NEW-YORK, MAY 5, 1832.

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The AMERICAN RAIL-ROAD-JOURNAL is published at 35 Wall-street, New-York, at \$3 a year, in advance

AMERICAN RAIL-ROAD JOURNAL.

NEW-YORK, MAY 5, 1832.

The acts of incorporation of the New York and Erie Rail-road, and of the New York and Albany Rail-road, will be found in this number of the Journal. These are both great enterprises, and require large capitals. That named for the Erie road is ten millions, to be divided into shares of one hundred dollars each. This enterprise must be commenced within four years; within ten years one fourth part of the Rail-way must be in operation; within fifteen years one half of it must be finished and in use; and within twenty, the whole must be completed. The penalty for failure in either case, is the forfeiture of the charter. The route of the road is no otherwise defined than that it is to "commence at the city of New York, or at such point in its vicinity as shall be most eligible and convenient therefor, and continue through the Southern tier of counties, by way of Owego in Tioga county to the shore of Lake Erie, at some eligible point between the Cattaraugus creek and the Pennsylvania line." The company is restrained from making any cross road to connect with Rail-roads in Pennsylvania or New Jersey, without the special permission of the Legislature.

The capital of the New York and Albany Rail-road is three millions, and the undertaking must be commenced in three and completed in ten years, under penalty of forfeiture. The route of the road is designated as commencing on "the Haerlem river, opposite where the 4th Avenue terminates, and running through the counties of Westchester, Putnam, Dutchess, Columbia, and Rensselaer, and ending on the Hudson opposite Albany," with power to extend the line to Troy, and to construct lateral Rail-roads to the eastern limits of the aforesaid counties, to connect with any that may be hereafter made by Massachusetts or Connecticut.

It would be idle to disguise the fact that to both these great enterprises, great natural obstacles, as

well as great inducements, present themselves. It may also be safely assumed, we think, that much yet remains to be known concerning the best mode—reference being had to materials, durability, expense, and especially to climate—of constructing Rail-roads. Hence the wisdom and propriety of allowing a reasonable time for the commencement of both these roads—which time will, it cannot be doubted, be employed by those concerned in acquiring exact knowledge of the regions through which the routes are to pass—and all the latest information and experience, as to making and using Rail-roads.

This city cannot be insensible to the advantages of such communications, nor backward, when their reasonable practicability is established, in affording the means to make them.

We have been requested to state that there will be a meeting of the corporators of the New York and Erie Rail-road Company, at the room of the New York Chamber of Commerce, in the Merchants' Exchange, on Monday next at 5 o'clock, P. M. for the purpose of consulting upon the necessary measures to promote the interest of that important work. We hope, and believe, there will be a full meeting, that the first movement in this noble enterprise may show that its friends are determined to carry it through.

The following extract from a memorial to the Legislature suggests an idea entirely new to us. It is undoubtedly worthy of consideration. We have been informed that the foundation of most of the ancient buildings erected by the Hollanders at Albany, were constructed upon this plan, and to it is attributed their permanence over modern built houses:—

Notwithstanding the depth at which may be placed the sleepers or posts sustaining the rails, they are frequently liable to serious injury and disturbance by the earth, when frozen, strongly adhering to, and then raising them, in its passage from a frozen to its natural state; the forming of these into the shape of a circular, or four sided upright Cone (similar to the shape of the letter A) will, it is believed, afford a complete remedy; since the earth, in the act of rising, will recede, and disengage itself from sleepers or posts of the above description.

THE HAERLEM RAIL-ROAD.—Last evening a special meeting of the Board of Aldermen was held for the purpose of taking up the report of the committee on the Haerlem Rail-road. The report grants to the company the privilege of laying a single track of Rail-way, from the former point of termination at 23d street, down Broadway to Prince street, and also down the Bowery to Prince street. The report was adopted by a vote of 10 to 3.

Locomotive engines are now in extensive use on the Rail-ways in Scotland. We are informed by gentlemen recently from Scotland that on Monkland and Kirkintilloch Rail-way, in the month of February last, the Engine No. 2 drew 43 wagons, containing 120 tons of coal, a load we believe quite unprecedented in the annals of locomotion. Each of these wagons weighed one ton, and the engine and feeder 10 tons, making an amount of 173 tons by a 16 horse power engine. This engine was made in Glasgow under the direction of Mr. Dodds, engineer, for the above Rail-way, on the old principle, i. e. with vertical cylinders, having the motion communicated by rods connected to the outside of the wheels. The engines now in use on the Liverpool and Manchester Rail-way, have generally horizontal cylinders communicating directly with the axle by means of cranks. This enables the Engineer to give the Engine a much more compact and neat appearance, but is not otherwise considered so profitable, at least for heavy loads, from the liability of the crank-axes to bend by any slight accident, or sudden curve of the road. They become thus very expensive and troublesome.

RAIL-ROAD INCORPORATIONS.—At the late session of the Legislature, twenty-four charters for Rail-road companies were granted, with an aggregate capital of \$24,775,000. We shall take another opportunity to refer to these roads, and endeavor to give some account of the country through which they are to pass.

| | |
|--|--------------|
| New York and Erie Rail-road (from the city of New York to Lake Erie.) | \$10,000,000 |
| N. York and Albany (east side of the Hudson) | 3,000,000 |
| Lake Champlain and Ogdensburg, | 3,000,000 |
| Watertown and Rome, | 1,000,000 |
| Utica and Susquehanna, (from Utica along the valleys of the Susquehanna and Oneida, to the line of the New York and Erie Railroad, | 1,000,000 |
| Black River Company, (from the Erie Canal at Rome or Herkimer, to the St. Lawrence, &c.) | 900,000 |
| Ithaca and Geneva, | 800,000 |
| Buffalo and Erie, | 650,000 |
| Dutchess Rail-road, (from Poughkeepsie to Ct. line.) | 600,000 |
| Tonawanda Rail-road, (from Rochester to Attica.) | 500,000 |
| Hudson and Berkshire, (from Hudson to Massachusetts line.) | 350,000 |
| Schoharie and Otsego, (from the Catskill and Canajoharie Rail-road, via the Cobleskill and Schoharie creeks to the Susquehanna river.) | 300,000 |
| Danville and Rochester, | 300,000 |
| Aurora and Buffalo, | 300,000 |
| Rensselaer and Saratoga, | 300,000 |
| Brooklyn and Jamaica, | 300,000 |
| Fish-house and Amsterdam, | 250,000 |
| Warren county, (from Glen's Falls to Caldwell.) | 250,000 |
| Saratoga and Fort Edward, | 200,000 |
| Otsego Rail-road, (from Cooperstown to Collier-ville.) | 200,000 |
| Albion and Tonawanda, | 200,000 |
| Auburn and Erie Canal Rail-road, | 150,000 |
| Mayville and Portland, | 150,000 |
| Elmira and Williamsport, | 75,000 |

\$24,775,000

NEW YORK AND ERIE RAIL-ROAD COMPANY.

An Act to incorporate the New York and Erie Rail-road Company.—Passed April 24, 1832.

The people of the State of New York represented in Senate and Assembly do enact as follows:—

§1. Samuel Swartwout, Stephen Whitney, Robert White, Cornelius Harsen, Eleazar Lord, Daniel Le Roy, William C. Rodfield, Cornelius J. Blauvelt, Jeremiah H. Pierson, William Townsend, Egbert Jansen, Cha's Borland, Abraham M. Smith, Alpheus Dimmick, Randall S. Street, John P. Jones, George D. Wickham, Joseph Curtis, John L. Gorham, Joshua Whitney, Christopher Eldridge, James McKinney, James Pumpelly, Charles Pumpelly, John R. Drake, Jonathan Platt, Luther Gere, Francis A. Bloodgood, Jeremiah S. Beebe, Ebenezer Mack, Ansel St. John, Andrew Dewitt Bruyn, Stephen Tuttle, Lyman Covell, Robert Covell, John Arnott, John Magee, William M. McCay, William S. Hubbell, William Bonham, Arthur H. Erwin, Henry Brother, Philip Church, Samuel King, Walter Bowne, Morgan Lewis, William Paulding, Peter Lorillard, Isaac Lawrence, Jeromus Johnson, John Steward, junior, Henry I. Wyckoff, Richard M. Lawrence, Gideon Lee, John P. Stagg, Nathaniel Weed, Hubert Van Wagenen, David Rogers, John Hone, John G. Coster, Gould Hoyt, Peter I. Nevius, Robert Buloid, Thomas A. Ronalds, John Haggerty, Elisha Riggs, Benjamin L. Swan, Grant B. Baldwin, William Maxwell and Darius Bentley, with such other persons as shall associate with them for that purpose, are constituted a body corporate and politic by the name of "The New York and Erie Rail-road Company," with power to construct a single, double, or treble Rail-road or way, from the City of New York to Lake Erie: commencing at the city of New York or at such point in its vicinity as shall be most eligible and convenient therefor, and continue said Rail-road through the southern tier of counties, by way of Owego, in the county of Tioga, to the shore of Lake Erie, at some eligible point between the Cattaraugus Creek and the Pennsylvania line with power to transport, take and carry, property and persons upon the same, by the power and force of steam, of animals, or of any mechanical or other power, or of any combination of them, for the term of fifty years from the passage of this act.

§2. If the said corporation hereby created shall not, within four years from the passage of this act, commence the construction of the said Rail-road, or way, and spend within one year thereafter, the sum of two hundred thousand dollars thereon, and shall not within ten years from the passage of this act, construct, finish and put in operation, one fourth part of the said Rail-road, or way, and shall not within fifteen years from the passage of this act, construct, finish and put in operation, one half of the said Rail-road, or way, and shall not within twenty years from the passage of this act, complete and put in operation, the whole of the said Rail-road, or way, or in the event of a failure by the company to construct the parts of the said Rail-road within either of the times above mentioned, then the rights, privileges, and powers of the said corporation under this act, shall be null and void.

§3. The capital stock of the said company shall be ten millions of dollars, which shall be divided into shares of one hundred dollars each, which shall be deemed personal property, and transferable in such manner as the said corporation shall by by-laws direct.

§4. Walter Bowne, Morgan Lewis, William Paulding, Peter Lorillard, Isaac Lawrence, Jeromus Johnson, John Steward, junior, Henry I. Wyckoff, Nathaniel Weed, Hubert Van Wagenen, David Rogers, Samuel Swartwout, John Hone, John G. Coster, Gould Hoyt, Peter I. Nevius, Robert Buloid, Benjamin L. Swan, Thomas A. Ronalds, John Haggerty, Elisha Riggs, Garret Storm, George Curtis, Richard M. Lawrence, Charles Henry Hall, Robert White, Stephen Whitney, Eleazar Lord, John P. Stagg, Saul Alley, Josiah Hadden, Thomas T. Woodruff, Michael Burnham, Gideon Lee, and Cornelius Harsen, of New York, Jeremiah H. Pierson, Cornelius J. Blauvelt, Edward Saffern, John J. Wood and Benjamin Blackledge, of Rockland, Selah Reeve, George D. Wickham, Alexander Thompson, Samuel S. Seward, Stacy Beaks and John Hallock, junior, of Orange, Randall S. Street and John P. Jones, of Sullivan, John Sudam and John Van Buren, of Ulster, James G. Elliott, of Greene, Erastus Root, of Delaware, Sherman Page, of Otsego, John C. Clarke, of Chenango, Joshua Whitney, Stephen Weed, Christopher Eldridge, and Levi Dimmick, of Broome, James Pumpelly, Lyman Covell, William Maxwell, Grant B. Baldwin, Darius Bentley and

John Jackson, of Tioga, John Magee, Ira Davenport, William H. Bull and William S. Hubbell, of Steuben, Luther Gere, Andrew D. W. Bruyn and Francis A. Bloodgood, of Tompkins, Philip Church, of Allegany, Timothy H. Porter and Henry Sexton, of Cattaraugus, Thomas Campbell, Daniel G. Garnsey, Elial T. Foote, Joseph White, junior, Oliver Lee and Leverett Baker, of Chautauque, shall be Commissioners, the duty of whom it shall be, within the period of six months after the passing of this act, at some suitable place in the city of New York, and such other place as they may choose to designate, to open books to receive subscriptions to the capital stock of the said corporation, and twenty days public notice shall be given by the said commissioners of the time and place of the opening of such books, in one of the public newspapers in each of the said places, and any five of the said commissioners shall constitute a board to receive subscriptions: and as soon as the same shall be subscribed, to give a like notice for a meeting of the Stockholders at such time and place as the said commissioners shall appoint, to choose seventeen directors, and such election shall be then and there made by such of the stockholders as shall attend for that purpose, either in person or by lawful proxy; each share of the capital stock entitling a stockholder to one vote, and the said commissioners or such of them as shall attend for such purpose, shall be inspectors of the first election of directors of the said corporation, and shall certify under their hands the names of those duly elected, and deliver over the subscription books to the said directors, and the time and place of holding the first meeting of directors shall be fixed by the said commissioners. And the said directors shall have power to appoint an engineer, or engineers, and to cause such examinations and surveys for the said Rail-road to be made, as may be necessary to the selection of the most advantageous line or lines for the location of the road: and the said directors shall, after such examinations and surveys shall be made, select, and by certificates under their hands and seals, designate the line, course or way, which they may deem most advantageous for the said Rail-road, one of which certificates shall be filed in the office of the Register of the city of New York, and one in the office of each of the County Clerks of the several counties through which the said Rail-road, or way, shall pass, which line, course or way so selected and certified, shall be deemed the line, course or way, on which the said corporation shall construct, erect, build or make their single, double, or treble Rail-road or ways, as hereinafter mentioned; the expenses of all such surveys and examinations, and all manner of incidental expenses relating thereto, shall be paid for by the said corporation.

§5. If within three days after opening the subscription books as aforesaid, a sum exceeding ten millions of dollars shall be subscribed, the commissioners, who shall meet for that purpose, shall proceed to apportion the stock among the subscribers, and shall complete the apportionment within sixty days after the opening of said subscription, and any nine of the said commissioners shall constitute a board for the purposes of such distribution; if no more than nine of the said commissioners shall then attend for the purpose of making such distribution, and if the full amount of capital be not subscribed within three days as aforesaid, then it shall be the duty of the commissioners to open the subscription books from time to time until the whole amount shall have been subscribed: the commissioners shall receive no subscriptions unless five dollars on each share subscribed be paid at the time of subscription.

§6. The company hereby incorporated shall first construct, lay down and complete, one line or track of Rail-road from the city of New York, or from some point on the western shore of the Hudson river in the said southern tier of counties unto Lake Erie, and shall convey either passengers or materials thereon, before they shall lay down the rails of any part or portion of the second line or track of the said Rail-road.

§7. The said directors to be chosen at such meeting, or at such annual election, shall as soon as may be after such election, choose out of their own number, one President, and one other person to be Vice President: and in case of the death, resignation or absence of the President, the Vice President shall preside until the next annual election thereafter, or until another President shall be chosen: and in case of the death or resignation of the President or Vice President, or of any director, such vacancy or vacancies may be filled for the remainder of the year wherein they may happen, by the board of directors: and in case of the absence of the President and Vice President, the board of directors shall have power to

appoint a President pro tempore, who shall have and exercise such powers and functions, as the by-laws of the said corporation may provide.

§8. In case it should at any time happen that an election of directors shall not be made on any day when pursuant to this act it ought to have been made, the said corporation shall not for that cause be deemed to be dissolved, but such election may be held at any other time within sixty days thereafter.

§9. The corporation is hereby empowered to purchase, receive and hold such real estate as may be necessary and convenient in accomplishing the objects for which this incorporation is granted; and may, by their agents, surveyor and engineer, enter upon, and take possession of, and use all such lands and real estate as may be indispensable for the construction and maintenance of their single, double or treble Rail-road or way, and the accommodations requisite and appertaining thereto; and may also receive, hold and take all such voluntary grants and donations of land and real estate, as shall be made to the said corporation for the purposes aforesaid to aid in the construction, maintenance and accommodation of said single, double or treble Rail-road or way; but all lands or real estate thus entered upon, which are not donations, shall be purchased by the said corporation of the owner or owners of the same, at a price to be mutually agreed upon between them; and in case of a disagreement as to price, and before making any portion of said road on said land, the said corporation, or the owner of such land, may apply by petition to the vice chancellor of the circuit within which such land lies, particularly describing the lands to be appraised, who upon such application, shall cause such notice to be given to the other party as he shall deem proper and sufficient, appointing therein the time and place of hearing the parties, at which time and place upon proof that the notice directed has been given, the said vice chancellor shall direct the manner of ascertaining the damages which the owner of such land or real estate will sustain by the occupation thereof by the said corporation; and the said vice chancellor shall appoint three competent and disinterested commissioners, who shall be freeholders and residents of the county in which the land described in said petition is situated, and who shall under the direction of the said vice chancellor make appraisements and determine said damages, and report in writing under their hands to the said vice chancellor, who shall examine the same and hear the parties in relation thereto, if he shall deem it expedient, and increase or diminish the damages if he shall be satisfied injustice has been done. The report shall contain a minute and accurate description of the land appraised. The commissioners shall be allowed three dollars each a day for their services. Upon proof to the vice chancellor, to be made within thirty days after his determination of payment to the owner, or of depositing to the credit of the owner in such incorporated monied institution as the said vice chancellor shall direct of the amount of said damages and the payment of all expenses; the said vice chancellor shall make an order or decree particularly describing the land and reciting the appraisement of damages and the mode of making it, and all other facts necessary to a compliance with this section of this act; and when the said order or decree shall be recorded in the office of the clerk of the said vice chancellor, the said corporation shall be seized and possessed of such land or real estate, and may enter upon and take possession, and use the same for the purposes of the said road.

§10. In case any married woman, infant, idiot or insane person, or non-resident of the State, who shall not appear after such notice, shall be interested in any such land or real estate, the said vice chancellor shall appoint some competent disinterested person to appear before the said commissioners and act for and in behalf of such married woman, infant, idiot, insane person, or non-resident.

§11. The said corporation is hereby authorized to construct, erect, build, make, and use, a single, double or treble Rail-road or ways, of suitable width and dimensions, to be determined by the said corporation, on the line, course or way designated by the directors as aforesaid, as the line, course and way whereon to construct, erect, build and make the same, and shall have power to regulate the time and manner in which goods and passengers shall be transported, taken and carried on the same, and shall have power to erect and maintain toll houses and other buildings for the accommodation of their concerns, as they may deem suitable to their interest.

§12. The said corporation shall not, at any point, connect the said single, double or treble Rail-road or ways, with any Rail-road, either of the State of Pennsylvania or New Jersey, or leading into either of the said States, without the consent

of the Legislature of this State, on pain of forfeiting the powers and privileges conferred by this act.

Sec. 13. Whenever it shall be necessary for the construction of their single, double or treble Rail-road or way, to intersect or cross any stream of water or water courses, or any road or highway, it shall be lawful for the said corporation to construct their way or ways across or upon the same; but the corporation shall restore the stream or water courses, or road, or highway, thus intersected, to its former state, or in a sufficient manner not to have impaired its usefulness.

§ 14. It shall be lawful for the company hereby incorporated, from time to time, to fix, regulate, and receive the tolls and charges, by them to be received for transportation of property or persons on the single, double or treble Rail-road or ways aforesaid, hereby authorized to be constructed, erected, built, made and used, and to take and receive tolls upon any part of said route, whenever and as fast as sections of ten miles are fully completed.

§ 15. If any person shall wilfully do, or cause to be done, any act or acts, whatever, whereby any building, construction or work of the said corporation, or any engine, machine or structure, or any matter or thing appertaining to the same, shall be stopped, obstructed, impaired, weakened, injured or destroyed; the person or persons so offending shall be guilty of a misdemeanor, and forfeit and pay to the said corporation double the amount of damages sustained by means of such offence or injury, to be recovered in the name of the said corporation, with costs of suit, by action of debt.

§ 16. It shall be lawful for the directors to require payment of the sums to be subscribed to the capital stock at such times, and in such proportions and on such conditions as they shall deem fit, under the penalty of the forfeiture of such stock and of all previous payments thereon; and shall give notice of the payments thus required, and of the place and time when the same are to be paid, at least thirty days previous to the payment of the same, in a public newspaper published in the city of New York, and in each of the counties through which the said road shall pass, and in such other places as the said directors may deem proper to direct.

§ 17. It shall be lawful for the said corporation to unite with any other Rail-road company already incorporated, upon the route of the said road through said southern tier of counties upon such terms as may be agreed upon by the directors of said companies, in making a continuous Rail-road from New York to Lake Erie; at all times, however, confining the route of said road to said southern tier of counties.

§ 18. The said corporation shall possess the general powers, and be subject to the general restrictions and liabilities prescribed by such parts of title third, of the eighteenth chapter of the first part of the Revised Statutes as are not repealed.

§ 19. The directors of said company shall make an annual report in detail of their proceedings and expenditures, verified by the affidavit of at least two of them, which report shall be filed in the office of the Secretary of State; and in like manner shall at the expiration of each year for the term of fifteen years after the completion of the said road, file in said office a detailed statement of tolls received on such Rail-road, and of all monies expended by said company for repairs or otherwise for the purpose of said Rail-road.

§ 20. If the Legislature of this state shall, at the expiration of ten, and within fifteen years from the completion of said Rail-road make provision by law for the repayment to the said company of the amount expended by them in the construction of said Rail-road, together with all monies expended by them for permanent fixtures for the use of said Rail-road, with interest on such sums at the rate of fourteen per centum per annum, together with all monies expended by said company for repairs, or otherwise for the purposes of said road, after deducting the amount of tolls received on said road, then the said Rail-road, with all fixtures and appurtenances, shall rest in, and become the property of this State.

§ 21. The Legislature may at any time hereafter, alter, modify, or repeal this act.

State of New York,
Secretary's Office.

I certify the preceding to be a true copy of an original act of the Legislature of this State on file in this office.

ARCH'D. CAMPBELL,
Dep. Secretary.

Albany, April 25, 1832.

Facts and Suggestions relating to

THE NEW YORK AND ALBANY RAIL-ROAD,

With the Act of Incorporation.

Several years have now elapsed since the attention of our citizens was first directed to the important object of opening a direct and improved line of communication from the city of New York through the heart of the country which lies between the Hudson and Connecticut rivers.

However valuable and important may be the water communications which this city now possesses, it is still desirable to obtain a free intercourse with those parts of the country which are remote from navigable waters. It is also important that this intercourse should be free from the embarrassments and periodical interruptions to which navigation is subject, and from the toilsome and expensive shipments and transportations to which this mode of conveyance is necessarily subject. Nor can the multifarious productions of the interior country be otherwise brought to the doors of its citizens, or in any other manner rendered fully available to their comfort, and to the growth and prosperity of both city and country.

Impelled by considerations of this character, a number of our citizens were, at a former period, induced to undertake the construction of the Sharon canal, a work which afforded the best prospect then known to the public of realizing these objects. Had that work been completed, it would still have failed in the important desideratum of affording a free intercourse during the winter months, when the usual means of conveyance are, for the most part, unavailable. A concurrence of adverse circumstances, in connexion with the spirit of stock-jobbing, which prevailed so extensively at that period, gave a death blow to that enterprise at an early stage of its progress. The superior advantages of Rail-ways were at that period unknown to the public, and the failure in executing the canal, though painful to its patriotic friends, can, at this time, hardly be regretted, since it leaves this valuable section of the country open to improvement of a more useful and important character.

Since the advantages of Rail-ways for general purposes have been practically demonstrated, further attention has been given to this important line of intercourse, and near the close of 1830 public notice was given of an application to the Legislature of New York for an act of incorporation for the purpose of constructing a Rail-way from the city of New York to a point near Sharon, in Connecticut, having in view the general route which had been chosen for the Sharon canal, and with liberty to extend the Rail-way, at a future period, so as to intersect the Hudson at or near Albany. Owing to a defect in the publication of this notice the subject was not at that time brought before the Legislature.

The rapid accumulation of the evidence in favor of Rail-roads, and the degree of confidence and expectation which that evidence was calculated to inspire, now rendered it imperative on the friends of this improvement to present its claims before the Legislature and the public on the broad footing of its manifest utility and importance. Legal notice was accordingly given in the summer of 1831, of an application which should comprise the objects first contemplated, and should also provide for a continuous line of Rail-road to the cities of Albany and Troy; and, in addition to its primary objects, thus remove those embarrassments which annually occur from the suspension of the usual intercourse through the channel of the Hudson.

A provisional committee, which was organized in this stage of the proceedings, published a prospectus of the undertaking, in which they remark as follows:—

"The rapid extension of the means of improvement, which is resulting from the introduction of Rail-ways and the use of locomotive steam engines, has rendered it obvious that the establishment of this mode of intercourse between our great commercial metropolis and the interior portions of the country is not only eligible in itself, but is also demanded by a just regard to our present and future interests. With these views the committee propose to their fellow-citizens to unite their efforts for establishing a line of Rail-way from the city of New York to the city of Albany, and connecting at that point with the great lines of intercourse which extend through the valleys of the Hudson and Mohawk, to the northern and western lakes. By this means a highly improved and uninterrupted communication will be preserved at all seasons with the interior of the state and its seat of government: new and extensive sources of wealth in the mineral, agricultural and manufacturing de-

partments of industry will be opened; and a main trunk or channel be formed for a most valuable system of communication with the New-England states, and which will serve as a base line for numerous branches and lateral communications of lesser magnitude and cheaper construction, which the welfare and convenience of the adjacent country will not fail to require."

It will be seen from what has already been premised, that the proposed "New York and Albany Rail-road" is not designed to enter into competition with the general business now transacted on the Hudson river, but will, as its friends believe, find ample support in the general business of the country through which it is destined to pass, and in the exclusive business which it will command at those seasons in which the present communications are obstructed and impassable. It is the proper business of the country which is intersected, that gives the greatest value to the most important channels of intercourse in our country. It will be useful, therefore, to inquire into the amount of business which can be furnished to the Rail-way from the country on its borders, and from those interior districts which must mainly depend on it for their intercourse with a maritime market.

The county of Westchester is the first district to which our inquiries will be directed. This large, populous, and wealthy county will be intersected by the Rail-way at nearly equal distances between the shores of the North and East rivers. The inhabitants of this county will thus obtain ready access to the city markets, and the impulse which will thereby be given to the agricultural and manufacturing industry of the county must, from the very circumstance of its contiguity to the city of New York, afford a large annual amount of tonnage and passengers to the Rail-road, with which its interests will be especially identified. In one of the remote towns in this county, the descending tonnage for a Rail-way has been estimated at near 2000 tons annually, and the passengers at 800 in each direction. The population of this county in 1830 was 36,476; the valuation of real and personal estate in 1831 was \$3,397,840 dollars.

The county of Fairfield in Connecticut lies near the contemplated route of the Rail-road, and the interior portions of it can have no other favorable outlet for the products of their industry, which now contribute much to the general business of the city and country. A branch Rail-way of nine miles will reach Danbury, one of the shiretowns of this county, overcoming an elevation of but 48 feet. Some estimate may be formed of the industry and amount of business of this flourishing town, from the fact that two hundred thousand feet of boards are annually used in the construction of packing boxes for hats sent to the New York market. The number of passengers booked by the stages at the same place, is said to be 6000 annually.

The county of Putnam, though of limited extent, will afford much for the support of a Rail-way. Extending from the Hudson at the Highlands to the east line of the State, its most valuable and productive portions will be found contiguous to the Rail-road. A partial estimate of its transportation has been made by citizens residing near the eastern border of the county, which amounts to 7000 tons, and 6000 passengers annually. Population in 1830, 12,701. Valuation of real and personal estate in 1831, \$2,198,889.

The county of Litchfield, in Connecticut, next claims our notice. The interior position of this large county, and its proximity to our borders and to the route of the Rail-way, will secure to the latter almost the whole amount of its export and import trade. Possessing in the Housatonic and its tributaries, a vast amount of water power, rich in its soil and its extensive deposits of iron ore, limestone and marble, its productions must be greatly multiplied by the increased facilities which the Rail-way will afford. The iron of this county possesses the highest reputation, and is now transported from Salisbury on the borders of this state, to the United States Armory at Springfield, by land, at an expense of twelve dollars per ton. Some estimate of the present business of the county may be formed by an examination of the following statement of its productions and their annual value, by John M. Holley, Esq. which has recently been published, and in preparing which, he informs us, that a very considerable list of articles, each of small comparative value, are entirely omitted:

| | Value. |
|--------------------------|--------------|
| Flg and bar iron, &c. | \$293,000 00 |
| Manufacture of Iron, &c. | |
| Scythes, | \$56,000 00 |
| Hoes, | 7,150 00 |
| Axes, | 26,500 00 |

| | |
|---|----------------|
| Rat and mouse traps, | 9,500 00 |
| Shoelacks and spindles, | 40,000 00 |
| Shovels and spades, | 6,500 00 |
| Augers, | 200 00 |
| Steel, | 8,000 00 |
| Pitchforks, | 20,000 00 |
| Floughs, | 8,800 00 |
| | \$177,650 00 |
| <i>Other productions.</i> | |
| Wool, | \$151,000 00 |
| Woollen cloths, | 215,000 00 |
| Cotton do. | 15,000 00 |
| Hats, | 70,700 00 |
| Shoes and boots, | 112,000 00 |
| Carriages and wagons, | 28,000 00 |
| Clocks, | 382,000 00 |
| Leather, | 181,000 00 |
| Cabinet work and chairs, | 27,000 00 |
| Cordage, | 500 00 |
| Machinery, part wood and part iron and steel, | 19,000 00 |
| Brick, clay, furnaces and marble, | 38,300 00 |
| Rakes and brooms, | 5,000 00 |
| Lime, | 5,000 00 |
| Musical instruments, | 2,200 00 |
| Buttens, | 20,000 00 |
| Cheese, | 115,000 00 |
| Butter, | 17,600 00 |
| | \$1,414,200 00 |
| Pig and bar iron, | 293,000 00 |
| Manufacture of iron, &c. | 177,650 00 |
| Total, | \$1,884,850 00 |

The number of passengers to and from New York, furnished by this county, is very great.

The county of Dutchess, which has been long distinguished for its agricultural industry and wealth, will contribute much to the permanent business of the Rail-road. Much of its finest soil lies contiguous to that beautiful valley through which the Rail way is designed to pass. Careful estimates of the present amount of transportation have been made in some of the towns in the eastern portion of the county, and the result is highly favorable. An average of eight towns in this county may be supposed to give their support to the Rail-way throughout the year, not to include the business which would be derived from the other towns, and from the flourishing village of Poughkeepsie, in the winter season. The present transportation of three of the above towns is estimated at 10,167 tons, at the annual cost of 36,168 dollars. Applying this ratio to the eight towns, and then deducting one-half of the amount, will afford the estimate which we shall venture to give of the present transportation of this county which will pertain to the Rail-road, and is equal to 13,556 tons annually, at an expense of 48,224 dollars. The number of passengers which can be obtained from this county is not known. Population of the county, 50,926. Valuation of real and personal estate in 1831, \$16,188,739.

We are next called to notice the amount of business which can be obtained for the Railway from the county of Berkshire, in Massachusetts, the inhabitants of which, owing to its peculiar position, are more deeply interested in the success of this enterprise than almost any other section of country. An examination has been made of the amount of transportation in thirteen towns in the county, which amounts, independent of certain aminions, to 20,981 tons annually, which, at the existing rates, costs 106,157 dollars. The remaining seventeen towns of this large county are represented as affording at least an equal amount, making an aggregate of 212,314 dollars, exclusive of a large number of passengers from the county and other parts of the country more remote from the Railway. A respectable inhabitant of that county, in a letter to the corresponding committee, says: "Although the result of this examination exceeds even our hopes, still, in my view of it, it is not the most interesting feature of the subject. The business which a Railway would create, and the increased activity which it would give to branches now pursued, is the great point. We have marble in this town suitable for every part of the most splendid dwelling, from the foundation stone, to the mantle and pier table in the parlor. Every variety of color from white to black is here, with the exception of that which is denominated Egyptian. Yet it avails us nothing: we have no means of transporting it to market. What is here said, will, in many particulars, apply with equal force to many other towns." The article of hay, of which vast quantities would be sent to the New-York market, has not been included in the estimate.

In the county of Columbia we may estimate an average of nine towns as being immediately connected with the Rail-way. One of these towns affords a greater amount of transportation than any other town from which returns have been received, and the whole are averaged as equal to the three towns in Dutchess, whose returns have been mentioned.—Deducting one-half the amount of this estimate, for

proximity to navigation and other considerations, there will remain 15,250 tons, at the annual cost of 54,252 dollars. The population of this county is 39,954. Valuation of real and personal estate, 9,776,941 dollars.

Passing over the towns which will be intersected by the Railway in Rensselaer county, and the city of Troy, we will consider the whole county, as well as that of Albany, as forming the northern terminus of the route, the estimate for which will claim our attention hereafter.

The data on which we proceed in estimating the amount of business which will be afforded to the Rail-road, is necessarily imperfect. Some of the estimates may be overrated, others certainly fall short of the truth, and in those instances where a careful re-examination has been made, the amount has been much increased, and there is good reason for believing that the estimates on which our results are predicated, are more precise and authentic than are usually obtained in similar cases. We shall be justified, therefore, in completing our approximate estimation of the business of the country contiguous to the route of the Rail-way, and shall then give to the travel and transportation, which will pass through the entire length of the route, a separate consideration.

We accordingly present the following summary:

| | |
|--|--------------------------------|
| Reduced estimate of nine towns in Columbia county, | 15,250 at the cost of \$64,252 |
| Estimate of Berkshire, | 41,761 tons, at 212,314 |
| Reduced estimate of Dutchess co. | 13,556 — 48,224 |
| Litchfield county, estimated at this of Berkshire, | 31,472 — 159,236 |
| Putnam county, partial estimate, | 7,000 — 28,000 |
| Fairfield county, | 7,000 — 28,000 |
| Westchester county, estimated equal to Putnam and Fairfield, | 14,000 — 56,000 |
| | 230,240 \$386,026 |

We have thus a total of 130,240 tons now transported annually at the expense of 586,026 dollars.—Supposing this to be a proper estimate of the business of this section of country, the inquiry arises, how much transportation would this business secure to the Rail-way, and at what prices?

In answering these important questions it may be proper to suggest, that much of this business now pays an additional freight on the Hudson, a portion of which will be saved to the Rail-way by passing direct to New York; that although the Rail-way prices must be lower for the same distance than is now paid for transportation on common roads, still the increased mileage in passing to that city will go to preserve the balance. The effect of the Rail-way will also be to greatly multiply the amount of products transported, so as to preserve, if not increase the gross amount now paid for transportation. Besides this, the general increase of business which may be expected to occur before the period can arrive at which the Rail-way will be opened, especially with the stimulus of the Rail-way in prospect, may be supposed, of itself, sufficient to make good the above amount to the Rail-way. Some facts relating to the increase of business in Berkshire will show this in a strong light. About the year 1826 an examination was made into the amount of transportation then afforded by that county, in reference to an extension of the Sharon canal through the rich valley of the Housatonic. It was found that its transportation was then performed at the annual expense of about 100,000 dollars, and the committee who instituted the inquiries ventured to predict, that with the aid of the facilities which a canal would afford, this amount would be doubled in six years. Since those inquiries were made six years have elapsed, and without the aid of the contemplated canal, the transportation now exceeds 200,000 dollars; and intelligent persons in that county who are conversant with its industry and statistics, avow their belief that with the facilities which a Railway on that route might afford, the present amount would be quadrupled in another equal period.

We shall therefore be fully justified in assuming an amount of transportation in the first years of the Rail-way operations, equal to the summary above recited. Least, however, we should appear too sanguine, and to remove all possible objections, we will deduct 40 per cent. from the foregoing estimate of transportation, which reduces the amount to 351,616 dollars.

We come next to the estimate of the passengers which would be afforded to the Rail-way from the same district of country, and in making this inquiry we are obliged to proceed on data less precise than that which has governed our estimate of heavy transportation. We are, notwithstanding, less in danger of overrating the subject, for all past experience has shown that the travel in this country, par-

ticularly on routes connected with its commercial metropolis, increases annually in a ratio far beyond that of its business or population, and in no case is this increase so high as when connected with the establishment of Steamboats and Rail-roads.

In twelve towns in Berkshire, the passengers to and from the Hudson are estimated as now paying an amount of 10,720 dollars annually. But the estimate is made on the present residents in these towns, not including transient visitors, and with the increase which will accrue in five years, together with the vast multiplication of travel which the Rail-way will occasion, and the increase of mileage in the transit of a great portion of these passengers to the extreme points of the route, it will be fair to estimate the amount from this source from these twelve towns, on the opening of the Rail-way, at 30,000 dollars annually, and the travel of the whole county at 60,000 dollars. Nor will this estimate appear exaggerated when we consider that the most productive business of a Rail-way is found to consist in the conveyance of passengers.

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| We will however estimate the travel of Berkshire county as producing annually to the railway the sum of \$40,000 | |
| Litchfield county, | 30,000 |
| Columbia, (including winter travel) | 20,000 |
| Dutchess, | 20,000 |
| Putnam, | 12,000 |
| Fairfield, | 12,000 |
| Westchester, | 18,000 |
| | \$152,000 |

We now devote our attention to that part of the travel to and from the intermediate points on the Rail-way, which is furnished from the cities and counties which are situated at its northern and southern terminations. This important part of the estimate must begin with the city of New York, which will possess in this Rail-road, if we except the Hudson river, its most interesting and frequented channel of intercourse with the country. Thousands of its citizens will be induced to seek, through this accommodation, a respite from the cares of business, in the rural scenery and free air of the country which will court their enjoyment. Thousands also of the strangers who visit the metropolis will be attracted by these inducements, and the exhibitions of manufacturing and mechanical skill which this enterprising country affords, to visit places and objects in the vicinity of the Rail-way. To form a just view of the amount of this intercourse, we need but remember that the resident population of the city in 1830 exceeded 207,000 persons, that it is now equal to at least 225,000, and that its real and personal estate is valued at 139,280,114 dollars. Brooklyn, which is but an extension of the city, had in 1830 a population exceeding 15,000, which is rapidly increasing, and its valuation is nearly seven millions of dollars.

At the northern termination of the route we have the flourishing cities of Albany and Troy, inhabited to a large extent by the descendants of New England, who are maintaining a constant intercourse, both mercantile and social, with the land of their fathers, and if we look beyond these limits to the north and to the west, we find the same relations existing, and a corresponding frequency of intercourse which must needs contribute largely to the resources of the Rail-way. The valuation of Albany county is \$12,739,690. Its population in 1830, 53,537. Valuation of real and personal estate in Rensselaer county including Troy, 9,615,392 dollars, population 49,472.

It is highly probable that this description of travel to and from the intermediate portions of the route will equal that which is furnished by the intermediate country itself, amounting, as we have seen, to 152,000 dollars, and making a total of 304,000 dollars, a sum it will be perceived, which is still below the estimate transportation of the same country. In compliance, however, with our former rule of caution, we will reduce this amount to 200,000 dollars.

We have thus an aggregate of 200,000 dollars, for the entire intermediate travel of the Rail-way, and which includes not only all which is properly afforded by the counties which are intersected, but also all the intermediate or way travel which emanates from the county of Rensselaer, and the cities of Albany and Troy on the north, and the city of New York on the south. Nor can we think this item to be overrated, for on comparing it with the known amount of travel on stage routes through less important districts, it would evidently justify a larger estimate.

We come now to consider the probable income of the Rail-way, from the business passing from the extreme points through the entire length of the Rail-way, and will first attempt an estimate of that which

will pass in the winter months, say an average of three months in each year.

Although the amount of travel between New York and Albany by the post road, at this season of the year, is comparatively small, yet all must be convinced that, under the operation of the Rail-way, the business and travel would not only be greatly increased but more equally diffused through the different seasons. During the season of navigation not fewer than eight steamboats pass daily on the Hudson through the entire route. One boat is said to have carried 25000 passengers annually on an average of past years, and some boats have much exceeded this number. If we allow a season of 35 weeks, and six passages per week, it will give 112 passengers per day for each boat, or an average of near 900 per day, and we may safely allow 75 per day, in each direction, as the average of the long travel in the winter months, when intercourse shall be established by a Railway. This number at five dollars each, which would be a moderate winter price, will amount to 58,500 dollars. This average may seem small, and doubtless is so, but it must be remembered that we have previously estimated all the travel to intermediate points on the route. The amount of property to be carried through by the Rail-way cannot be so satisfactorily ascertained, but as the Rail-way will form the sole channel of communication between New York and the interior at that season, and will greatly facilitate commercial exchanges, we will assume the amount of the winter transportation to be equal to the foregoing item, or 58,500 dollars. To this may be added for light articles transported at other seasons of the year 12,500 dollars.

There remains but one other source of income to be estimated, which is that arising from the long travel in summer, or which passes through the entire length of the Rail-way during the season of navigation, and which, as has been promised, is not mainly relied upon in calculating its profit or utility. It would be a mistake, however, to infer that no income will be derived from this source. The nature of the case as well as past experience shows that an increase of the means and facilities of conveyance always increases travel, and that many travelers will be drawn to the Rail-road from motives of interest or curiosity, and still greater numbers from considerations of convenience or a desire of change, so that a considerable portion of what is called *pleasure travel*, as well of the men of business, will be induced to pass in one direction by the steam boats, and in the other by the Rail-way.

If the number of passengers which now pass daily in the steamboats, between the extreme points of the route be reckoned at 800 on an average of six days to the week, they may, at the expiration of six years from the present period, be safely estimated at 1200 per day. Perhaps one-third of the number would be induced to take the Rail-road, but we will allow 150 per day, in each direction, as the average of the long travel by the Rail-way at the period of its completion, which in a season of 38 weeks, reckoned at 6 days in a week, gives 68,400 passengers, which at \$2.50 each, will be 171,000 dollars. These amounts require no reduction.

We present the following recapitulation:

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| Estimated transportation of the country connected with the railway, less 40 per cent. | \$351,616 |
| Reduced estimate for way travel pertaining to the route and also from the cities and other parts of the country. | 200,000 |
| Winter passengers through the entire route. | 58,500 |
| Winter freights. | 58,500 |
| Other light freights. | 12,500 |
| To which may be added the estimate for passengers through the entire route during the season of navigation. | 171,000 |
| Total estimate of annual income. | \$552,116 |

It may be seen that the valuation of real and personal estate in the cities and counties, at the termination of the Rail-way, or intersected by it, amounts to about 200 millions of dollars, without including the adjacent counties of Connecticut and Massachusetts. The whole valuation of the state of New York is about 365 millions; so that more than one-half of the interest of the state is directly connected with the interests of the Rail-way. If it should be said that the intermediate river towns ought not to be included, we answer that they are necessarily dependent upon its operation in winter, and that it is connected in some degree with the interests of every other portion of the state, and particularly with its interior districts.

The above calculations are founded on the present supposed amount of business. They include nothing for the transportation of wood, coal, hay, animals of all sort, or daily supplies for the New York market, nor for the transportation of the mails.

But it may now be asked, is the route proposed for this Rail-road sufficiently practicable? What will be the cost of the work, and what its annual expenses when completed? Have Rail-roads a decided superiority over other means of intercourse? And is not the construction of a long line of Rail-road through an agricultural or manufacturing country, a hazardous enterprise? These are important questions, and deserve a satisfactory answer.

A considerable part of the route proposed for this Rail-road has been thoroughly examined and surveyed, for the location of the Sharon canal, and is known to be for the most part highly favorable in its character. During the past autumn, a committee was appointed to collect topographical information, in relation to the entire route, at the head of which was Benjamin Wright, Esq., a distinguished Civil Engineer, who, at a former period, had directed the canal surveys, and whose talents and experience, aided by an intimate acquaintance with that section of country, entitle his opinions to the fullest confidence. The report of this committee will be found annexed, and may be deemed a sufficient answer to the first inquiry, till the engineers of the company shall have decided on the specific location of the Rail-way.

The cost of the Rail-way must depend essentially upon the character of the route through which it is to pass, the nature of the obstacles to be overcome, the style or manner in which it may be constructed, and the practical intelligence of those to whose guidance its plans and operations may be committed. The Chesapeake and Delaware canal has cost an average of 161,600 dollars per mile. The Pennsylvania state canals about 50,000 dollars per mile; and some portions of the latter have cost 100,000 dollars per mile. The New York state canals are admitted to have cost upwards of 22,000 dollars per mile. So of Rail-ways. The Liverpool and Manchester Rail-way of 32 miles, has cost upwards of 800,000 pounds sterling. But if we deduct 50,000 pounds for Parliament and law expenses, 100,000 pounds for a tunnel of 1.3 miles under the town of Liverpool, a large amount for deep and extensive rock cutting—expensive viaducts of solid masonry—long and heavy embankments over deep morasses—and heavy disbursements for the sequestration of valuable lands, we shall reduce the cost of an amount by no means alarming. But with all this accumulated expense, and a limit of 10 per cent. profit which is imposed by its charter, the stock of this Rail-way continues steady at an advance of more than 100 per cent., and the business of the road is rapidly increasing. The first six miles of the Baltimore and Ohio Rail-road, graded in an expensive manner, on a difficult route, has cost an average of about 60,000 dollars a mile, while the greater part of the road to the Blue Ridge, and the portion which is to extend over the Alleghenies, is admitted to cost but little more than \$20,000 a mile, completed with a double track. The various Rail-roads in Pennsylvania are stated to have cost from \$2,000 to 25,000 per mile. The Rail-road from Albany to Schenectady, owing to various causes, will exceed it is said an average of \$30,000 per mile; while that from Schenectady to Saratoga, formed with a single set of tracks, will hardly cost 9000 dollars per mile. The Rail-road from Charleston, S. C. to Augusta, Ga. a distance of 135 miles, which is now in a state of forwardness, it is said will cost 6,500 dollars a mile.

The Saratoga and Schenectady Rail-way will afford the best data from which to estimate the cost of the New York and Albany road. Three-fourths of the route of the latter may, in the present state of our information, be deemed of easy construction; the remaining fourth as moderately difficult. The entire distance being supposed equal to 160 miles, we have 100 miles at 9000 dollars per mile, for a single track; and which, to cover contingencies, may be put at 10,000 dollars, amounting to 1,200,000 dollars. We have remaining 40 miles, at the supposed average of 15,000 dollars per mile, amounting to 600,000 dollars, making in the whole, 1,800,000.

Those persons who are familiar with the history and progress of Rail-roads in this country, will generally unite in the opinion, that in most cases it is not expedient to establish a double line of tracks until the use of a single track has been sufficiently productive to justify the additional expenditure. In the present case, however, the great importance of the road, and the known resources on which it can rely for support, will justify the adoption in the first instance of a grading and masonry adapted to a double set of tracks. This will probably increase the outlay at the rate of about 1,800 dollars per mile or 288,000 dollars, which swells the cost to 2,088,000 dollars. To this may be added 212,000 dollars for

locomotive engines, carriages, sheds, and the usual paraphernalia of a great carrying establishment, making a total amount of 2,300,000 dollars. The laying of a second set of tracks would probably require the balance of 3,000,000 dollars; and to provide for such an enlargement of the work or for any other emergency, this sum may be fixed as the amount of the capital. This sum is predicated on a scale of strict economy in the expenditure, and as a railway, considered in reference to the future growth of the country, is a progressive work, a larger capital may ultimately be employed. The annual interest on three millions, at 6 per cent. is \$180,000.

The annual expenses of maintaining the establishment, cannot be ascertained with certainty; but the experience which has been derived from the rail-roads in this country and in Europe, affords a criterion by which these expenses may be estimated.

We have seen that the estimated receipts for freight are stated at 422,616 dollars, on which it is usual to allow half for the expenses attending its transportation, which leaves 211,308 dollars as the net product of this branch of the rail-way business. The estimate for passengers is 429,500 dollars, on which it is usual to allow 1.5 to 1.3 for expenses; but to cover all charges for oversights in our estimates, or for other unknown contingencies, and to make good any deficiency or excess of expenses which may possibly occur in the other branch of the estimates, we will appropriate half of the receipts for passengers to meet the expenses, which leaves for a net product a moiety of the whole estimate, or 426,058 dollars. From this sum we will make a further deduction of 66,058 dollars for annual repairs, if the same be not covered by our previous liberal allowances, which leaves us a supposed annual surplus or profit of 360,000 dollars, being equal to a dividend of twelve per cent. on a capital of three millions.

In estimating the value of Rail-roads it should be borne in mind, that a Rail-way which produces a net income or dividend of 6 per cent. in the first years of its operations, will be considered as good property, for the gradual increase of business, which must ensue, will increase the annual profits in a geometric ratio. In the mean time the carriers are exempt from that universal and often ruinous competition which stages, steamboats, and merchant vessels, are usually compelled to sustain. The Rail-way is also perfectly adapted to any further improvements in the means of locomotion which may chance to be introduced, whilst its almost imperishable character is in striking contrast with the perishable nature of those vehicles which constitute the usual means of conveyance.

Still, doubts are often expressed of the real superiority of Rail-roads over canals and other means of conveyance, and from sources that would seem entitled to respectful consideration. Without advancing more on this head, it is sufficient to say, that of two admitted advantages, among all others which have been named as pertaining to Rail-roads, either is deemed sufficient to give a decided preponderance in their favor. The first of these advantages is celerity and despatch. Time is money, or rather is an element which necessarily enters into the estimate of the cost of advantage of every transit which is made of persons or property. The second, is increased facilities in adverse or inclement seasons of the year, when other means of conveyance are embarrassed or interrupted.

We will add on this subject, the testimony of one of the most cautious and experienced engineers in Great Britain, whose opportunities of forming correct opinions on this subject have not been surpassed by those of any other individual.

"The question that Railways are fitted for the conveyance of general merchandize has been decided in the most conclusive and practical manner. Being applicable at greater rates of speed than by any other mode, not only for the conveyance of passengers, but also for general merchandize, has affixed a value to Rail-roads, possessed by no other means of conveyance. Uniting the several qualities of being alike adapted for the transit of light and heavy goods, and the conveyance of passengers, will unquestionably lead to the substitution of Railways for other modes, not possessing such properties, in all cases where the extent of traffic is such as to justify the outlay of capital necessary for their construction."

There remains but one point to be examined in concluding our enquiries. Is not the construction of a long line of Rail-road, through an agricultural or manufacturing country, a hazardous enterprise?

It is often said that those Rail-roads only can be profitable which are of moderate extent, and which unite great cities or thoroughfares, and the case of the Liverpool and Manchester Rail-road is often referred

to as a case in point. This idea or objection is by no means new. It was urged with great confidence against the construction of the Erie canal, and ruin was confidently predicted to the finances of the state, should the legislature embark its interests in that mad adventure. The example of this canal may be referred to with more safety than that of the Liverpool Railway, and it proves that the true principles on which the success of these works depend, have been mistaken by the objectors, and that other things being equal, the success or profit of a line of canal or Railway depends very much upon its extension, and that the value increases with the length in a geometric ratio. This matter is generally understood by our civil engineers, and it is admitted that in penetrating a secluded country, although the distant portions of the work may, if separately considered, fail to remunerate for their construction, yet the increased mileage of the remote trade on the more frequented portions of the work will more than compensate for the deficiency.

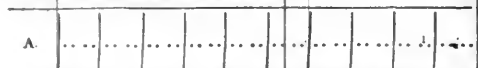
The importance of this view of the subject, and its bearing upon the interests of the proposed Railway which is to lead from the city of New York towards the interior of our country in another direction, induces a more specific examination of the question under review.

In order to give a correct illustration, we will suppose ten separate districts of country of equal dimensions, and furnishing an equal amount of tonnage or passengers, each district to be intersected through its geographical centre by a Rail-way leading to a market on one of its borders, at the point *a*, as marked on the annexed diagram:



We will, for the sake of numerical exactness, further suppose these districts to be each 10 miles square, and the equal products or travel of each to be drawn to the several Rail-ways at points which shall average the mileage at that which is the common centre of each district. It is obvious that the average distance which the product will be carried on each Rail-way, is five miles; and if the total amount of tonnage or passengers be 5,000 in each district, it will, at one dollar per ton or passenger for this distance, amount to \$5,000. If we now take the aggregate of the ten Rail-roads in the several districts, estimated by the same rule, the aggregate compensation or income for the 100 miles of Rail-road will amount to \$50,000. This is a fair exhibition of the operation of Rail-ways in single isolated districts, each leading to its separate local market.

We will now examine the effect of a continuous Rail-way through the same number of districts of like dimensions, and furnishing a like amount of tonnage or passengers, the entire length of Rail-way being the same as before, but leading to a common market at the termination of the tier of districts, as at *A*, in the following diagram:



It is here evident, that the tonnage or passengers of each district will pass the same average number of miles in the district as in the former case, but mark the difference which follows. The tonnage of the district nearest to the market at *A*, will reach its destination in traveling an average of five miles from the common centre of the district; but the products of the second district, after traveling the same distance, must pass through the entire length of the first district, or an average distance of 15 miles, and the tonnage of the third district must pass in its turn 25 miles: and the same ratio of increase will apply to all the remaining districts, producing the following results:

| From 1st dist. to market at A estimated | 5m. Cost transp. | \$3,000 |
|---|------------------|-----------|
| 1st do. do. do. | 15 do. | 15,000 |
| 2d do. do. do. | 25 do. | 25,000 |
| 3d do. do. do. | 35 do. | 35,000 |
| 4th do. do. do. | 45 do. | 45,000 |
| 5th do. do. do. | 55 do. | 55,000 |
| 6th do. do. do. | 65 do. | 65,000 |
| 7th do. do. do. | 75 do. | 75,000 |
| 8th do. do. do. | 85 do. | 85,000 |
| 9th do. do. do. | 95 do. | 95,000 |
| 10th do. do. do. | | |
| | | \$500,000 |

Thus it appears that the amount of income or compensation from the same amount of tonnage or passengers, from the same number of districts, on a continuous Rail-way of the same aggregate extent, but leading through the several districts in succession to a common market, will amount to 500,000

dollars, being ten times the amount which the same business will afford on ten local Rail-ways of 10 miles each, while from the more simple economy in the superintendence and management of the longer route, the aggregate expenses would be but little increased.

We find therefore, that extending lines of communication leading from great markets towards the interior are the most profitable, especially in a country of such wide extent as our own, and it is only the converse of the objection that holds true, viz: That short lines of Rail-way or canal cannot be made profitable in this country, unless in uniting important cities or great lines of communication.

It is these obvious considerations which have given such value to the Erie canal. Had this great work been restricted to one-fourth of its present length, in its extension from the Hudson, it would probably have remained an annual burden upon the finances of the state, instead of imparting, as it now does, happiness, wealth, enterprise and confidence throughout our widely extended and prosperous community.

The time will soon arrive when the subscriptions for the stock of the New York and Albany Rail-road will be open to the public. After the company shall have been organized, the surveys and other necessary arrangements for the final location and execution of the work will protract the time at which the directors will commence calling in the instalments for one or two years longer, and we may then expect to see the work in active progress. By connecting with the Harlem Rail-road, provision is already made for extending the road into the heart of our great commercial city.

Report of the topographical committee, to the associates for establishing a Rail-way from New York to Albany and Troy.

The Committee appointed to obtain topographical information relating to the route of the proposed Rail-way, respectfully report,

That, being animated with a strong desire to witness the accomplishment of so useful an undertaking, the committee have devoted themselves to such preliminary inquiries as appeared to claim their notice in the present stage of this enterprise.

The country situated between the extreme points of the route is known to be hilly and undulating in its surface, besides being intersected by the mountainous ranges known by the general appellation of the Highlands, and the first inquiry appears to be, whether the country possessing this known character will afford a feasible or practicable route for a Rail-way, suited to the application of steam power upon the improved principles of locomotion. Convinced also as the committee are, of the impolicy of locating a great work of this sort on a line immediately adjacent to the Hudson river, where the novelty of the enterprise might seem to constitute its chief value, they were desirous of obtaining an inland route, which, without materially increasing the length of the line, should afford new outlets for the heavy and valuable products of the interior country, and give to our great commercial metropolis a constant supply of those necessities which are required by its growing population, and which are urgently demanded at inclement seasons of the year, when the ordinary communications are interrupted.

It was no cause of regret with the committee, therefore, that physical obstacles were found interposed to a route lying near the margin of the river, and they have been led to contemplate a route leading from the city of New York through the heart of Westchester county, at nearly equal distances from the waters of the Hudson on one hand, and of the East river and Long Island sound on the other, and extending from thence through the upper valley of the Croton river near the eastern border of the state, on a course nearly parallel to that border and to the natural formations of the country, till we reach a point from whence the line may converge to the Hudson on a slope which is favorable for the descent of heavy products to the navigable waters of that river.

In forming their views of the practicability of the route here described the committee derived essential aid from the examinations and surveys which have been made for the Sharon canal, the execution of which has been suspended, and it is deemed highly favorable to the object of their labors that these surveys were chiefly performed under the immediate direction of one of the undersigned. By this means the committee have the best possible information of the route for the distance of near 100 miles, included in the limits of the forementioned surveys.

It affords us great pleasure to be able to state that so much of the proposed route as is comprised in the above limits may be considered as highly favorable for the construction of a Rail-way. From the city of New York to a point nearly opposite to the town of Sharon the entire elevation to be overcome does not exceed 500 feet. Thirty miles of this distance may be graded to a perfect level, and on the remaining distance the whole inclination can be made to favor the descending trade. This portion of the route abounds with every material necessary for the construction of the road, and affords favorable routes for branch Railways leading into the adjacent counties of Fairfield and Litchfield in the state of Connecticut, from whence a large portion of the business of the Rail-way will necessarily be derived.

In regard to that portion of the route which extends from the line of surveys made for the Sharon canal, to the city of Albany, the committee do not possess information so determinate in its character as that of which they have thus far availed themselves. But from the results of the scientific examinations which have been made in the valley of the Housatonic under private patronage, and from thence by the Canaan summit, through the counties of Columbia and Rensselaer, to the Hudson river, under the authority of the states of New York and Massachusetts, they are able to state that a suitable route may be found for the Rail-way on the line of these surveys. A line branching from this route has also been surveyed, on favorable ground, terminating at the city of Hudson.

However favorable the location of the route through Berkshire county might prove to the general business of the Rail-way, and to the prosperity of the commercial towns on the Hudson, or as regards an ultimate connection with similar improvements leading from the capital of Massachusetts, the committee are impressed with the importance of being able to present to notice a route which may be continued within the borders of our own State, on a line more immediately favorable to maintaining a direct intercourse between our commercial and political capitals, at those seasons when the navigation of the river is obstructed; and much of their attention has been devoted to this object. The country which is intermediate to the Sharon surveys, and those terminating at Hudson, was partially explored by one of their number during the past summer with a view to such a modification of the route, and a further examination of the passes through the higher portions of Columbia county has recently been made by two of the undersigned. The results of these examinations induce the committee to believe that such a route has been found, and that on a portion of the distance several variations of its course are practicable. It is supposed by the committee that a line of rail-way can be located on the general route here presented which shall effect all the great objects which it is designed to accomplish by such a work, without greatly increasing the distance beyond that by the present post road between New York and Albany. A large portion of the route explored by them is not only favorable to its construction, but is of a highly interesting and picturesque character. The establishment of a Rail-way on this route, while it will develop the resources and increase the prosperity of an extensive district of country, will also delight the admirers of nature with varied and striking views of her magnificence, which are now but rarely enjoyed.

BENJAMIN WRIGHT.

WILLIAM C. REDFIELD.

RICHARD P. MORGAN.

New York, December 15th, 1831.

An Act to incorporate the New York and Albany Rail-road Company, passed April 17th, 1832.

The People of the State of New York represented in Senate and Assembly, do enact as follows:

§ 1. Nicholas Fish, Elisha Tibbatts, Samuel Swartout, Benjamin Wright, William C. Redfield, James B. Murray, William M. Price, David D. Field, Alexander E. Henshaw, Henry Hone, Samuel G. Wheeler, Campbell P. White, Jesse Oakley, Isaiah Towne, John T. Norton, John P. Cushman, William Aikin, Abraham P. Holdridge, James Vanderpoel, Joel Benton, Abro Atkin, Robert S. Sargent, Charles Henry Hall, John Townsend, Benjamin Knowler, Abraham Buckee, Townsend McCoun, John Hone, Cornelius Harren, Lynde Catlin, and Gideon Lee, with such other persons as shall associate with them for that purpose, are constituted a body politic and corporate by the name of "The New York and Albany Rail-road Company," with power to construct a single, double or treble Rail-road or Way, between the cities of New York and Albany, commencing on the Island of New York, where the Fourth Avenue terminates, at the Harlem River, and passing through the counties of Westchester, Put-

nam, Dutchess, Columbia and Rensselaer, and ending at some point on the said River Hudson opposite or near the city of Albany, with power to continue and extend the same to the city of Troy, and with power also to construct a branch or branches to the eastern limits of each or any county or counties, within this State, into which the said Rail-road may enter, when such branch or branches shall be necessary to connect said main road with any Rail-road already or hereafter to be constructed in either of the states of Massachusetts or Connecticut, to transport, take and carry property and persons upon the same, by the power and force of steam, of animals, or of any mechanical or other power, or of any combination of them, for the term of fifty years from the passage of this Act, and the whole of the said road shall be made within this state.

§ 2. If the corporation hereby created shall not, within three years from the passage of this Act, commence the construction of said Rail-road or way and expend at least the sum of two hundred thousand dollars thereon, and shall not, within ten years from the passage of this Act, construct, finish, and put in operation, the said single, double, or treble Rail-road or Way, then the right of the said corporation shall be null and void; and if a sufficient amount of the stock of the said company shall be subscribed within the county of Rensselaer, to construct and continue the Rail-road from the village of Greenbush, to the compact part of the city of Troy, then the said Company shall construct and continue the said Rail-road to the said city of Troy, within four years after said amount of stock shall be subscribed therefor.

§ 3. The capital stock of the said Company shall be three millions of dollars, which shall be divided into shares of one hundred dollars each, which shall be deemed personal property, and transferable in such manner as the said corporation shall, by By-Laws, direct.

§ 4. Daniel L.roy, Walker Todd, Enos Hopkins, Thomas Taber, 21, Cornelius Harsen, James B. Murray, Jesse Smith, William Jay, John Townsend, John T. Norton, Benjamin Knower, Townsend McCoun, Gideon Tucker, William Aikin, Abraham P. Holdredge, Rufus Reed, Albro Aikin, Eliza Tibbets, Samuel Swartwout, John Hone, Lynde Catlin, John Lester, Gideon Lee, John Snyder, Augustus Tremain, Walter Cunningham, and Elias Pattison, shall be Commissioners; the duty of whom it shall be, within the period of six months, after the passing of this Act, at some suitable place in the cities of N. York, Albany and Troy, and in the town of Amsterdam, in the county of Dutchess, to open Books to receive subscriptions to the capital stock of the said Corporation; and twenty days public notice shall be given by the said Commissioners, of the time and place of the opening of such books, in one of the public newspapers in each of the said cities, and in the county of Dutchess; and as soon as the same shall be subscribed, to give a like notice for a meeting of the Stockholders, at such time and place as the said Commissioners shall appoint, to choose seventeen Directors; and such election shall be then and there made, by such of the Stockholders as shall attend for that purpose, either in person, or by lawful proxy: each share of the capital stock entitling the Stockholder to one vote; and the said Commissioners shall be inspectors of the first election of Directors of the said Corporation, and shall certify, under their hands, the names of those duly elected, and deliver over the Subscription Books to the said Directors, and the time and place of holding the first meeting of the said Directors shall be fixed by the said Commissioners; and the said Directors shall have power to appoint an Engineer, and to cause such examinations and surveys for the said Rail-road to be made as may be necessary, to the selection by them of the most advantageous line or lines, for the location of the road; and the said Directors shall, after such examinations shall be made, select, and by Certificates under their hands and seals, designate the line, course, or way, which they may deem most advantageous for the said Rail-road; one of which certificates shall be filed in the office of the Register of the city of New York, and one in the office of the Clerk of each of the counties through which the said road shall pass; which line, course or way so selected and certified, shall be deemed the line, course or way on which the said corporation shall construct, erect, build or make, their single, double, or treble Rail-road or ways, as hereinafter mentioned, the expenses of all which surveys and examinations, and all manner of incidental expenses, relating thereto, shall be paid for by the said corporation.

§ 5. If within three days after opening the subscription Books as aforesaid, a sum exceeding three millions of dollars shall be subscribed, the Commissioners shall proceed to apportion the stock among the subscribers, and shall complete the apportionment within sixty days after the opening of said subscription; and if the full amount of capital be not subscribed within three days, as aforesaid, then it shall be the duty of the Commissioners to open the subscription Books from time to time, until the whole amount shall have been subscribed. The Commissioners shall receive no sub-

scriptions, unless five dollars on each share subscribed be paid at the time of subscription.

§ 6. The said Directors to be chosen at such meeting, or at such annual election, shall, as soon as may be, after every election, choose out of their own number, one President, and one other person to be Vice President—and in case of the death, resignation or absence of the President, the Vice President shall preside, until the next annual election thereafter, or until another President shall be chosen; and in case of the death or resignation of the President or Vice President, or of any Director, such vacancy or vacancies may be filled for the remainder of the year, by the Board of Directors; and in case of the absence of the President and Vice President, the Board of Directors shall have power to appoint a President pro tempore, who shall have and exercise such powers and functions as the By-Laws of the said corporation may provide.

§ 7. In case it should at any time happen, that an election of Directors shall not be made, on any day when, pursuant to this Act, it ought to have been made, the said corporation shall not, for that cause, be deemed to be dissolved; but such election may be held at any other time within sixty days thereafter.

§ 8. The Directors shall have full power to make and prescribe such By-Laws, rules and regulations, as to them shall seem needful and proper, touching the management and disposition of the stock, property, state and effects of the said corporation, the transfer of shares, and touching the duties and conduct of their officers, servants, and election of Directors, and all other matters whatsoever, which may appertain to the concerns of the said corporation; and also shall have power to appoint a Secretary, and as many clerks and servants as to them shall seem meet; and to establish and fix such salaries and allowances to them, and also, to the President and Vice President, as to the said Board shall appear proper. The said corporation is hereby empowered to purchase, receive and hold such real estate as may be necessary and convenient in accomplishing the object for which this incorporation is granted, and may, by their Agents, Surveyors, and Engineers, enter upon such route, place or places to be designated as aforesaid, by the said Directors, as the line, course, road or way, whereon to construct the said Rail-road or ways; and it shall be lawful for the said Corporation, to enter upon, and take possession of, and use all such lands and real estate, as may be indispensable for the construction and maintenance of said single, double, or treble Rail-road or ways, and the accommodations requisite and appertaining to them; and may also receive, hold and take all such voluntary grants and donations of land and real estate, as shall be made to the said Corporation, to aid in the construction, maintenance and accommodation of said Rail-road or ways; but all lands or real estate, thus entered and taken possession of, and used by the said Corporation, and which are not donations, shall be purchased by the said Corporation, of the owner or owners of the same, and at a price to be mutually agreed upon between them, and in case of a disagreement of price, and before the making of any portion of the road upon said land, the Directors of the said corporation may present their petition to the Chancellor or Vice Chancellor of the circuit in which such lands are situated, setting forth the necessity of such lands, for making such Rail-road or ways, and of the attempt and failure to purchase the same, with the name and residence of the owner, and the reason why the purchase cannot be made. And the Chancellor or Vice Chancellor shall direct such notice to the owner or owners of such lands, as he shall deem proper and reasonable, of the time and place of hearing the parties, and upon proof of due service of such notice, and upon hearing the parties, the Chancellor or Vice President shall appoint three competent and disinterested freeholders, of the county in which the lands are situated, to be Commissioners to appraise said lands. The said Commissioners shall appraise said land, and shall award to the owner or owners thereof what they shall deem to be the full value of the same; and shall be authorized to examine the lands, to administer oaths, and hear testimony; and shall make their appraisal in writing, without delay, under their hands, with a minute and accurate description, of the lands appraised, with a map thereof, and shall report the same, with the testimony taken, to the Court of Chancery. The Chancellor or Vice Chancellor shall examine the report, and shall hear the parties, if desired, and may increase or diminish the amount awarded, if he shall be satisfied injustice has been done. Upon proof to the Chancellor or Vice Chancellor, within thirty days after his determination, of payment to the owner or of the depositing to the credit of the owner, in such bank as the said Chancellor or Vice Chancellor shall direct, of the amount of such appraisal, and the payment of all expenses attending it, the said Chancellor or Vice Chancellor shall make a decree or order particularly describing the lands, and reciting the appraisal, and the mode of making it, and all other facts necessary to a compliance with this act. And when the said decree or order shall be recorded in the office of the

Clerk of the county in which the land is situated whose duty it shall be to record the same, the said Corporation shall be possessed of all such lands for the purpose of the said road, and may enter upon, and take possession, and use the same. In case any married woman, infant, idiot, insane person or non-resident, who shall not appear after such notice, shall be interested in any lands, the said Chancellor shall appoint some competent and disinterested person to appear before the said Commissioners, and act for and in behalf of such married woman, infant, idiot, insane person or non-resident.

§ 9. The said Corporation is hereby authorized to construct, erect, or build, make and use, a single, double or treble Rail-road or ways, of suitable width and dimensions, to be determined by the said Corporation, on the line, course or way designated by the Directors as aforesaid, as the line, course or way whereon to construct, erect, build, and make the same, and shall have power to regulate the time and manner in which goods and passengers shall be transported, taken and carried on the same; and shall have power to erect and maintain toll houses, and other buildings, for the accommodation of their concerns, as they may deem suitable to their interests.

§ 10. Whenever it shall be necessary for the construction of their single, double or treble Rail-road or way, to intersect or cross any stream of water, or water courses, or any road or highway, betwixt the places prescribed by the first section of this act, it shall be lawful for the said Corporation to construct their way or ways, across or upon the same; but the Corporation shall restore the stream, or water courses, or road or highway thus intersected, to its former state, or in a sufficient manner not to impair its usefulness.

§ 11. It shall be lawful for the owners of the land over which said Rail-road shall be constructed to cross the said Rail-road with his or her servants, cattle, teams and carriages for the purpose of using and managing their respective farms, over which the said Rail-road shall pass, doing no unnecessary damage to said Rail-road.

§ 12. It shall be lawful for the Company hereby incorporated, from time to time, to fix, regulate and receive the tolls and charges, by them to be received for transportation of property or persons, on the single, double or treble Rail-road or ways aforesaid, hereby authorized to be constructed, erected, built, made and used.

§ 13. If any person shall wilfully do, or cause to be done, any act or acts whatever, whereby any building, construction or work of the said Corporation, or any engine, machine or structure, or any matter, or thing appertaining to the same, shall be stopped, obstructed, impaired, weakened, injured or destroyed, the person or persons so offending, shall be deemed guilty of a misdemeanor, and shall forfeit and pay to the said Corporation double the amount of damages sustained by means of such offence or injury, to be recovered in the name of the said Corporation, with costs of suit, by action of debt.

§ 14. It shall be lawful for the Directors to require payment of the same to be subscribed to the capital stock, at such times and in such proportions, and on such conditions as they shall deem fit, under the penalty of the forfeiture of all previous payments thereon; and shall give notice of the payments thus required, and of the place and time when the same are to be paid, at least thirty days previous to the payment of the same, in a public newspaper published in the cities of New York, Hudson, Albany and Troy, and in the villages of Poughkeepsie and Newburg; also in one of the public newspapers in the county of Westchester.

§ 15. The said Corporation shall possess the general powers, and be subject to the general restrictions and liabilities prescribed by such parts of the eighteenth chapter of the first part of the Revised Statutes, as are not repealed.

§ 16. The directors of said company shall make an annual report, in detail of their proceedings and expenditures, verified by the affidavit of at least two of them, which report shall be filed in the office of the Secretary of State; and in like manner shall, at the expiration of each year for the term of fifteen years after the completion of said road, file in said office a detailed statement of tolls received on such Rail-road, and of all monies expended by said company for repairs or otherwise, for the purpose of said Rail-road.

§ 17. If the Legislature of this state shall at the expiration of ten and within fifteen years from the completion of said Rail-road, make provision by law, for the re-payment to the said corporation, of the amount expended by them in the construction of said Rail-road together with all monies expended by them for permanent fixtures for the use of said Rail-road, with interest on such sums, at the rate of fourteen per centum per annum, together with all monies expended by said company for repairs or otherwise, for the purposes of said road, after deducting the amount of tolls received on said road, then the said Rail-road, with all fixtures and appurtenances, shall vest in, and become the property of the people of this state.

§ 18. For the purpose of continuing the branches of said Rail-road into the states of Connecticut and Massachusetts, the corporation shall have and possess with the consent of the Legislatures of those states the same powers, privileges, and authority, as have by this act been given for the construction and management of the main Rail-road.

§ 19. The Legislature may at any time alter, amend, modify or repeal this act.

State of New-York, Secretary's Office:

I certify that I have compared the preceding with the original act on file in this office, and that the same is a correct transcript therefrom, and of the whole of said original.

ARCH'D CAMPBELL, Dep. Secretary.

Albany, April 20, 1832.

NEW-YORK AMERICAN.

APRIL 26, MAY 1, 2, 3, 4—1832.

The following is the dedication of the English edition of Bryant's Poems:

To Samuel Rogers, Esqr.:

"My Dear Sir,—During an intimacy of some years standing, I have uniformly remarked a liberal and generous spirit, on your part, in the rising character and fortunes of my country, and a kind disposition to promote the success of American talent, whether engaged in literature or the arts. I am induced, therefore, as a tribute of gratitude, as well as a general testimonial of respect and friendship, to lay before you the present volume, in which, for the first time, are collected together the fugitive productions of one of our living poets, whose writings are deservedly popular throughout the United States.

"Many of these poems have appeared at various times, in periodical publications, and some of them, I am aware, have met your eye, and received the stamp of your approbation. They could scarcely fail to do so, characterized, as they are, by a purity of moral, an elevation and refinement of thought, and a terseness and elegance of diction, congenial to the best of your own genius, and to your cultivated tastes. They appear to me to belong to the best School of English Poetry, and to be entitled to rank among the highest of their class.

"The British public has already expressed its delight at the graphic descriptions of American scenery and wild woodland characters, contained in the works of our national novelist, Cooper. The same keen eye and fresh feeling for nature, the same indigenous style of thinking, and local peculiarity of imagery, which gave such a novelty and interest to the pages of that gifted writer, will be found to characterize this volume, condensed into a narrow compass, and sublimated into poetry.

"The descriptive writings of Mr. Bryant are essentially American. They transport us into the depths of the solemn primeval forest, to the shores of the lonely lake, the banks of the wild nameless stream, or the brow of the rocky upland, rising like a promontory from the midst of a wide ocean of foliage; while they shed around us the glories of a climate fierce in its extremes, but splendid in all its vicissitudes. His close observation of the phenomena of nature, and the graphic felicity of his details, prevent his descriptions from ever becoming general and commonplace, while he has the gift of shedding over them a positive grace, that blends them all into harmony, and of clothing them with moral associations that make them speak to the heart. Neither, I am convinced, will it be the least of his merits in your eyes, that his writings are imbued with the independent spirit, and the buoyant aspirations incident to a youthful, a free, and a rising country.

"It is not my intention, however, to enter into any critical comments on these poems, but merely to introduce them, through your sanction, to the British public. They must then depend for success on their own merits, though I cannot help flattering myself that they will be received as pure gems, which, though produced in a foreign clime, are worthy of being carefully preserved in the common treasury of the language.

"I am, my dear sir, ever, most faithfully yours,

WASHINGTON IRVING.

"London, March, 1832."

There is no little gratification in having the opinion we expressed some time since of this collection of Poems, after being totally dissented from by an authority of some weight, thus fully concurred in by one far higher. The work, as we predicted it would be, is very favorably received abroad; the *Revue Encyclopedique* warmly commends it, and several London literary journals speak of it in the highest terms. Too much praise cannot be accorded to the distinguished editor of the London edition, a copy of which is now before us, for so handsomely making his fellow countryman known to the British public; at the same time we regret that he has thought proper out of consideration for British pride, to emasculate one of the finest pieces in the volume to suit the fastidiousness of John Bull. "The Song of Marion's Men" is much injured by the alterations that have been made in it. Nor do we think that this noble lyric would have been less acceptable to the English critic had the national epithets, to which it owes much of its character, been retained in the text. John Bull, like other honest, proud, surly, whole-souled fellows, is more often conciliated by a hearty buffet than a low bow.

LITERARY NOTICES.

THE ELEMENTS OF MECHANICS, BY JAMES RENWICK,

L. L. D., Professor of Natural Philosophy and Chemistry in Columbia College; 1 vol. 8 vo. pp. 500.—Philadelphia, Cary and Lea.—This work—printed very well—comprises "a portion of the materials collected for the courses" which its author delivers in Columbia College—and as a popular elementary work, furnishes "facts, principles, and methods of investigation" to be found in no other single work. Upon its reception by the public it will depend, says the author, whether in a future publication he will proceed to make "the applications of the elementary principles of the present work to the construction of machines." We cannot doubt that such favor will be shown to this volume, as to induce the Professor to add others to it.

DOUGLASS' CABINET OF NATURAL HISTORY—No. 2, vol. II, Philadelphia.—The plates in this number are well executed; they are, one of the *Cougar*, or American Panther, or *Painter*, as he is usually called—and one of the *Canvass* back, and *Red Head Ducks*. The natural history and habits of each are given, with well selected anecdotes as to their haunts, and the modes of destroying them.

WILLIAMS' NEW-YORK ANNUAL REGISTER FOR 1832. N. Y. Wm. Stodart.—This is the third year of Mr. Williams' most useful and indefatigable labors; and he has each year improved upon the last. In the present volume there is hardly any inquiry of interest concerning the city and state of New-York; its population, public institutions judicial and legislative; its resources, its finances, its roads and canals; its professions, schools, roads; its steam and canal boats, stages, post-offices; its officers, civil and military; its newspapers; its libraries: in short, all that belongs to the state, civilly or politically, physically or morally, seems to be embodied, and accurately embodied too, so far as our own knowledge enables us to judge, in this compilation of Mr. Williams. We accordingly strongly recommend it to general patronage, without which, a work requiring so much personal labor, and so great expenditures of time and money, cannot, it may be readily conceived, be permanent.

In the series of papers which Mr. J. Fenimore Cooper has recently published in the Paris journals, concerning the comparative cost of the American and French governments, we observe that his material facts are all derived from the previous volumes of this Register.

ENCYCLOPEDIA AMERICANA, VOL. IX.; second notice.—So far as we now recollect, this is the most valuable work at present in course of publication in this country; certainly, considering its utility, the most important. Prepared upon the basis of the seventh edition of the German Conversations Lexicon, it embraces all the information of that celebrated compendium of knowledge; while a copious collection of original articles, contributed by the first ability in the country, are superadded by the American editors. Among these there are several in the present volume from which we would like to quote; but, limited as we are in space, we must confine ourselves to the single article *NAVY*, which displays so much ability, and is without so interesting, that we do not hesitate to give it the preference over others. It embraces a history of naval warfare from the classical tradition of Jason's privateering enterprise in the *Euxine*, down to the living record of Perry's victory on Lake Erie. The battle of Salamis; the destruction of the Carthaginian navy by the fleet of Duilius, and the terrible encounters between the fleets of Constantinople and the barques of the Northern Pirates, who descended the *Borythones* into the Black Sea; when, by the destroying "Greek fire" of the first, and the desperate fighting of the last, as they grappled their frail shallops with the ships, from whence the consuming missile was thrown, twenty

and even thirty thousand men perished in a single engagement; the bloody battle of Lepanto, where Cervantes lost his liberty, and the actions of Trafalgar and the Nile,—are all described as if by an eye witness; while each change in the mode of naval warfare during the intervening periods, is treated with the tact of a seaman, discoursing *con amore* upon his noble profession. The main incidents of these celebrated conflicts are so much a matter of history, that we shall not stop to copy these fresh accounts of them, but pass on to another portion of the article where our attention is first arrested by a graphic description of the present mode of *Engagement at Sea*:

When two adverse ships come in sight of each other upon the ocean, accident decides, usually, which is to windward. To be to windward, or to the side from which the wind comes, is always reckoned an advantage. If the weather ship be of inferior force, it enables her to keep out of action much longer, and, though a poorer sailer, she might do so till the intervention of night increases the chances of escape. If, however, the weather ship be of superior force, she is enabled to bear at once down, and direct her head against the enemy, and, having the advantage in sailing she must soon be along side of her. We will, however, suppose a case where two equal ships meet, and are mutually anxious to engage. Then, also, the weather gage is an advantage, for the ship to leeward, careening to the breeze, exposes her side below wind and water, and if struck there, and afterwards forced to tack and change her career, or if merely brought upright, the shot-holes thus made are thrown out of the reach of repairs from without, and may cause her sinking. The ship to windward, on the contrary has her lee-side exposed to the attack, and the ordinary water-line depressed below the surface, in proportion to the strength of the breeze. In this situation, if she receives dangerous shot-holes at the water's edge, by changing her tack, she may bring them above the surface, so as to stop the leaks.—Being to windward, moreover, confers the advantage of heaving up at pleasure to cross an enemy's bow, or stern, for the purpose of a raking fire.

Assuming the advantage of the weather gage, let us prepare for action. Topsails, top-gallant-sails, jib and spanker, with the courses hauled up, ready to be set again, are good sails to fight under, for with them the ship is under perfect command to advance, manoeuvre, or lie to. If there is any appearance of squally weather, it is well to have a reef in the topsails, in anticipation. The crew are called to quarters by beat of drum, every man going to the station which has been rendered familiar to him by frequent training, under the eye of his officers. The commander, standing in a conspicuous station on the quarter deck, watches his own ship and the enemy, and conveys the orders that the occasion may require by voice, or through the medium of his aide. Under him the first Lieutenant commands the offensive and defensive operations, and effects the various evolutions which he may direct, in relation to the position of the ship. The clues are stopped, to keep the sails spread in the event of the sheets being shot away, and the yards are hung in chains to obviate a like inconvenience from the cutting of the ties. The carpenter rigs the pumps to prepare for a leak, collects his shot-plugs to stop holes in the side, and fishes of wood to strengthen a mast, or yard, that may be wounded and in danger of falling. The surgeon prepares, in the cockpit, to receive the wounded. Tubs of water are collected in the tops, channels, and on deck, to be ready to extinguish fire: the decks are wet, to prevent the explosion of powder, and put out sparks that may fall there, and also sanded to prevent the men from slipping when splashed with blood or water. Finally, plenty of wads and shot, round, grape and canister, are collected beside the guns, and the magazine is opened and lit by the gunner and his crew, who prepare to pass the cart-ridges to the powder boys.

And now, having given three cheers, you bear down upon the enemy. It is a great object, in battering from ship to ship, to rake your enemy, if possible, that is, to get across his bow, or stern, out of reach of his guns, whilst yours sweep the whole length of his deck, with fatal execution. If it is desirable to rake your enemy, it is equally so to avoid being raked in return. The double advantage can only be attained by superior sailing, or by great skill in manoeuvring. In directing your fire, it is best to aim between wind and water, and also in direction of the masts, for in this way the enemy may

be sooner disabled, and a victory gained with the least destruction of life. If, on the contrary, your own spars be so disabled that the enemy, having the worst in other respects, might yet effect his escape, from your inability to make sail in pursuit; or even in the more desperate case of your being every way worsted, you may yet profit by your situation to bear down and board, as the last alternative. In the case of this last chance, a hopeless cause may sometimes be restored; for, in boarding, headlong valor, often more than numbers, decides the struggle. When the enemy signifies that he yields, by hauling down his colors, a prize-master and crew are detailed; the prisoners are removed and chained, and as much exertion is made in repairing damages as was before exercised in effecting them.

So much for the theory of a sea-fight. Let us follow the animated writer into an actual engagement:

Of all the naval battles in ancient or modern times, none has ever been more obstinately contested than that which took place, during our revolution, between the *Bon Homme Richard*, as she was called (after Doctor Franklin's Poor Richard), and the British Frigate *Serapis*. The first was commanded by commodore Paul Jones, the last by commodore Pearson, a very distinguished officer. The *Richard* carried 56 guns, and 380 men; the *Serapis* 59 guns, and 320 men. The former was old and decayed, with a motley battery, throwing only 282 pounds at the single broadside, and 20 of her best men and the second Lieutenant, were absent during the whole action. The *Serapis*, on the contrary, was a new ship, of approved construction, considered the fastest sailer in the British navy; and, besides her superiority in the number of guns, they were of heavy calibre, throwing 340 pounds at a single broadside. Jones, having borne down to cut off the Baltic fleet from the harbor of Scarborough, the *Serapis* and her consort stood out to divert the attention of the American ships, and give the convoy time to escape. In this way, the battle began. One of Jones's consorts engaged the consort of the *Serapis*; the other took no part in the action until towards the close, when it fired with equal injury upon both. No guns were fired from either ship until they approached within pistol shot, when Pearson cried out, "What ship is that?" This was at eight in the evening. The sky was beautifully clear, and the sea smooth;—the moon, just then rising, lit the combatants, whilst it enabled crowds of people, collected on Flamborough Head, to watch the progress of the battle. When commodore Pearson had waited in vain for an answer to his challenge, the *Serapis* opened a terrible fire upon the *Richard*. It was at once returned; but three of *Richard*'s heaviest guns burst in the discharge, not only becoming lost for the rest of the fight, but destroying more men than the whole broadside of the *Serapis*, and scattering death and confusion on every side. The battle had not continued long, ere Jones found that he was suffering so much from the *Serapis* being able, by her superior sailing, to choose raking positions, that he would soon have to yield if the contest continued so unequal; he therefore ordered his ship to be laid on board the *Serapis*. This manoeuvre did not succeed, for the *Richard* could not bring a single gun to bear. Jones therefore backed his sails, and sliced off, when Pearson, thinking the American was about to yield, because his fire had ceased, asked him if he struck; to which Jones answered, that he had not yet begun to fight. He was not long, however, in making a commencement; for having sailed by the *Serapis*, he once more put his helm up, and ran across her bow. Her jib-boom came over the *Richard*'s poop, and Jones himself assisted the master in making the jib-stay, which had been shot away, and hung down upon his deck, fast to his mizzen mast. At the same time, the anchor of the *Serapis* hooked one of the *Richard*'s ports, so that when presently Pearson anchored, to let his enemy sweep clear of him with the tide, both ships swung beside each other, the stern of the *Richard* to the bow of the *Serapis*, and their starboard sides so close together that the guns met, muzzle to muzzle; the rainiers entered into opposite ports, and were dragged from those who used them, who presently began assailing each other. It is a singular proof of the coolness of Jones that, while engaged with the master in making the vessels fast, he should have thought to check him for his profanity, saying, "Mr. Stacy, this is no time for swearing; in the next moment you may be in eternity. Let us do our duty." Thus grappled the ships kept up a long and desperate struggle for victory. In battering, the superior metal of the *Serapis* gave her a decided

advantage; her shot went through and through the rotten sides of the *Richard*, cutting the men to pieces, and destroying them with splinters. The *Richard* was destroyed; the quarter beat in; and while the water entered on every side, one of the pumps was shot away. There was already four feet of water in the hold, and it gaining. Upon this, the *Car-penter*, instead of concealing the ship's situation from all but the Captain, cried out that she was sinking. The panic spread. The master-at-arms, moved by the supplications of a hundred English prisoners confined below, released them from irons; and the gunner ran terrified on deck, and bawling for quarters. Among the prisoners thus left at large, one of them, a ship-master, crawled through the ports to the *Serapis*, and told Captain Pearson to hold out, for he had begun to meditate a surrender. Nevertheless, Jones quickly recovered from his desperate position. He punished the cowardice of the gunner by throwing his pistols at him, one of which fractured his skull, and precipitated him down the hatchway. At the same time he repulsed an attempt to board from the *Serapis*, and removed the danger of so many prisoners at large below by employing them at the pumps, and telling them to work or sink.

Whilst the battle had taken this unfavorable turn below, the face of affairs was reversed above, by the exertions of a few men stationed in the tops of the *Richard*. According to Jones's orders, they had just directed their fire into the enemy's tops, until not a man remained alive, except one in the fore-top, who kept loading his musket, and dodging, now and then, from behind the mast, to fire. This bold fellow was at length struck by a ball from the *Richard*'s main-top, and sent headlong upon deck. And now the exertions of the sharpshooters were all turned to clearing the decks of the *Serapis*. Some of the bravest even passed, by the yards, into the tops of the *Serapis*, whence they threw stinkpots, flasks and grenades down her hatches, stifling her men and firing the ship in various directions. At this time, both ships having taken fire, the cannonade was suspended, to extinguish it. Jones soon renewed it, however, from some guns which remained in order in the fore-castle, and which he directed himself. At this time a grenade thrown from the *Serapis*'s top, having bounded into the lower deck, and fired some loose powder, this communicated to the cartridges which had been brought from the magazine faster than they were used, and laid carelessly upon deck; and a general explosion took place, by which every man in the neighborhood was blown to pieces, or dreadfully burned. No way remained for commodore Pearson to save the remnant of his crew, but to yield; but even this was not easy to signify, for none of his crew would take down the flag, which had been nailed, before the action, to its staff; and he was compelled to perform the perilous and humiliating task with his own hand. Thus ended the battle of the *Bon Homme Richard* and *Serapis*. The victory was dearly bought, for the carnage on both sides was terrible. The *Bon Homme Richard* lost three hundred men, in killed and wounded; and nearly all of the last died, from the indifferent care which they received, and the dreadful gale which followed the battle. The loss of the *Serapis* was nearly as great. Of the men who were blown up, some lingered until the flesh dropped from their bones, dying in excruciating agony. The *Poor Richard*, assailed by fire and water, was abandoned to her fate, and went down, carrying with her many of her wounded crew.

The reader has probably ere this detected the hand of a sailor in these extracts, and indeed, we have no hesitation, in saying that the article must be written by a seaman, for we are convinced from internal evidence, that it is from the same pen which produced an able paper upon nautical affairs in the *North American* which attracted much notice a year or two since, and which we at the time identified as the production of an accomplished American officer, now well known as the author of "A Year in Spain." With such contributors, this publication will be a credit to the country.

"ADVENTURES ON THE COLUMBIA RIVER; including the Narrative of a Residence of six years on the western side of the Rocky Mountains, among various tribes of Indians hitherto unknown; together with a journey across the American continent."—The Messrs. Harpers have done well in republishing this volume, and the public are more be-

holden to them for it than for a hundred novels. In the strides that civilization is taking across our continent, each picture of savage life which represents the red forester in his real lineaments is becoming more and more valuable. They further the exertions of the philanthropist in improving the condition of the Indians, by pointing out where his humane efforts will be most available; they arrest for the historian the fleeting and frail record of a fading race, and they treasure up hoards of material for the poets who shall hereafter snatch its memory from oblivion when the last remnants have disappeared. The views of savage life with which we are most familiar, are rarely just or authentic. They, for the most part, are either colored with the romantic fancy of a Chateaubriand or a Camp-bell; or else, as in the case of Tanner, are limited to a few forlorn and poverty-stricken tribes, representations of which are offered as fair specimens of the whole race. Mr. Cox's book we think is better calculated to set matters right than any we now recollect to have met with. The amount of his observations upon Indian character and manners may be given in a few words. In general appearance and in certain characteristics, the American savage, is the same from Chili to Athabasca, and from Nootka to Labrador. There is an indelible coldness about him, that checks familiarity: he is a stranger to our hopes and tears, our joys or our sorrows. His eyes are seldom moistened by a tear, or his features relaxed by a smile; and (we adopt the beautiful language of our author) whether he basks beneath a vertical sun on the burning plains of the Amazon, or freezes in eternal winter on the ice-bound shores of the Arctic Ocean, the same piercing black eyes, and stern immobility of countenance, equally set at naught the skill of the physiognomist. But in moral character and personal habits, the various tribes, even when living adjacent to each other, differ almost as much as do civilized communities. Most of the tribes at the mouth of the Columbia, for instance, are a treacherous, mis-shapen, thievish set, who smear themselves with fish oil, and live in filthy hovels; while as an exception, there are bands which, like the Chinooks, are well formed, frank in their manners, cleanly in their persons, and every way trustworthy. These ingenious people, have houses of wood eighty feet in length by forty broad, divided by partitions eighteen feet high; they construct canoes fifty feet in length, which will carry thirty persons; and besides the usual offensive arms of the Indian, wear armor of elk skin with leather helmets, so prepared as to be arrow proof, and frequently even turn a ball. Again in advancing into the interior, some miserable, equal looking, skulking tribes, who live by trapping, are to be found in the immediate vicinity of a thriving race of men, whose habits and appearance are totally the reverse. The last are generally those who hunt the buffalo on horseback, and with frames invigorated by the chase, and spirits nerved by the constant encounter of peril, are equally fearless in character and noble in their carriage. And both on the coast and in the interior some tribes are entirely absolved from the restraints of chastity, while others punish incontinency with death; many clans again are addicted to stealing and lying, while these vices are held in such abhorrence by others, that those who commit them are driven out from their communities. Cruelty to their enemies and fortitude under the infliction of pain, seem to be the only qualities which are common to all. Of this we have a horrible example in the following extract:

Having been informed that the Flatheads were about putting one of their prisoners to death, I went to their camp to witness the spectacle. The man was tied to a tree; after which they heated an old barrel of a gun until it became red hot, with which they burned him on the legs, thighs, neck, cheeks, and belly. They then commenced cutting the flesh from about the nails, which they pulled out, and

next separated the fingers from the hand joint by joint. During the performance of these cruelties the wretched captive never winced, and instead of suing for mercy, he added fresh stimulants to their barbarous ingenuity by the most irritating reproaches, part of which our interpreter translated as follows:—"My heart is strong.—You do not hurt me.—You can't hurt me.—You are fools.—You do not know how to torture.—Try it again.—I don't feel any pain yet.—We torture your relations a great deal better, because we make them cry out loud, like little children.—You are not brave: you have small hearts, and you are always afraid to fight." Then addressing one in particular, he said, "It was by my arrow you lost your eye;" upon which the Flat-head darted at him, and with a knife in a moment scooped out one of his eyes; at the same time cutting the bridge of his nose nearly in two. This did not stop him; with the remaining eye he looked sternly at another, and said, "I killed your brother, and I scalped your old fool of a father." The warrior to whom this was addressed instantly sprang at him, and separated the scalp from his head. He was then about plunging a knife in his heart, until he was told by the chief to desist. The raw skull, bloody socket, and mutilated nose now presented a horrible appearance, but by no means changed his tone of defiance. "It was I," said he to the chief, "that made your wife a prisoner last fall;—we put out her eyes;—we tore out her tongue;—we treated her like a dog. Forthly of—"

The chieftain became incensed the moment his wife's name was mentioned: he seized his gun, and, before the last sentence was ended, a ball from it passed through the brave fellow's heart, and terminated his frightful sufferings.

The religious belief of the western tribes generally is confined to a few vague notions of the Divinity, mixed up among some of them with gloomy superstitious about an evil demon and spirits of hate ever on the alert to invade their quiet, and blast their happiness in the world. All, however, believe in a state of future rewards and punishments, though they differ widely as to what acts merit the one or the other. We give Mr. Cox's account of the religious tenets, if so they may be called, of a tribe among whom he dwelt for some time:

The Flat-heads believe in the existence of a good and evil spirit, and consequently in a future state of rewards and punishments. They hold, that after death the good Indian goes to a country in which there will be perpetual summer; that he will meet his wife and children; that the rivers will abound with fish and the plains with the much-loved buffalo; and that he will spend his time in hunting and fishing, free from the terrors of war, or the apprehensions of cold or famine. The bad man, they believe, will go to a place covered with eternal snow; that he will always be shivering with cold, and will see fires at a distance which he cannot enjoy; water which he cannot procure to quench his thirst, and buffalo and deer which he cannot kill to appease his hunger. An impenetrable wood, full of wolves, panthers, and serpents, separates these "shrinking slaves of winter" from their more fortunate brethren in the "meadows of ease." Their punishment is not however eternal, and according to the different shapes of their crime they are sooner or later emancipated, and permitted to join their friends in the Elysian fields.

Their code of morality, although short, is comprehensive. They say that honesty, bravery, love of truth, attention to parents, obedience to their chiefs, and affection for their wives and children, are the principal virtues which entitle them to the place of happiness, while the opposite vices condemn them to that of misery.

Some of our author's adventures among these wild regions, the accounts of several of which we have copied at different times from the English papers, will seem rather extravagant to many of his readers, and indeed one can hardly help thinking that he ornaments occasionally: at the same time we have the utmost confidence in the most of his details, having been personally acquainted with several of the gentlemen who are mentioned in the course of his narrative as actors upon the scene, and heard the identical anecdotes he relates from their lips. One or two of these we recognize as particular acquaintances, from having, after throwing them into a readable shape, published them in this paper about

eighteen months since. It is therefore, that in extracting the following highly characteristic sketch, we do not for a moment doubt its entire authenticity.

One day as we were sitting down to dinner, one of our men, followed by a native, rushed into the dining-room, and requested we would instantly repair to the village to prevent bloodshed, as Mr. McDonald was about to fight a duel with one of the chiefs. We ran to the scene of action, and found our friend surrounded by a number of Indians, all of whom kept at a respectful distance. He had his fowling-piece, which he changed from one hand to the other, and appeared violently chafed. The chief stood about twenty yards from him, and the following colloquy took place between them, which, for the information of my unlearned readers, I shall translate.

M'D.—"Come on, now, you rascal! you toad! you dog! Will you fight?"

Indian.—"I will:—but you're a foolish man. A chief should not be passionate. I always thought the white chiefs were wise men."

M'D.—"I want none of your jaw: I say you cheated me. You're a dog! Will you fight?"

Indian.—"You are not wise. You get angry like a woman; but I will fight. Let us go to the woods. Are you ready?"

M'D.—"Why, you d—d rascal, what do you mean? I'll fight you here. Take your distance like a brave man, face to face, and we'll draw lots for the first shot, or fire together, which ever you please."

Indian.—"You are a greater fool than I thought you were. Who ever heard of a wise warrior standing before his enemy's gun to be shot at like a dog? No one but a fool of a white man would do so."

M'D.—"What do you mean? What way do you want to fight?"

Indian.—"The way that all red warriors fight. Let us take our guns, and retire to yonder wood; place your yourself behind one tree, and I will take my stand behind another, and then we shall see who will shoot the other first!"

M'D.—"You are afraid, and you're a coward."

Indian.—"I am not afraid; and you're a fool."

M'D.—"Come then, d—n my eyes if I care.—Here's at you your own way." And he was about proceeding to the wood, when we interfered, had the combatants disarmed, and after much entreaty induced our brave Gael to return to the fort.

The quarrel originated in a gambling transaction, in which M'Donald imagined he had been cheated, and under that impression struck the chief, and called him a rascal. The latter told him he took advantage of his size and strength, and that he would not meet him on equal terms with his gun. This imputation roused all his ire. He instantly darted into the field with his fowling-piece, followed by the chief, when by our arrival we prevented an encounter which in all probability would have proved fatal to our friend.

The gigantic figure, long red flowing locks, foaming mouth, and violent gesticulation of M'Donald, presented a striking and characteristic contrast to the calm and immutable features of the chieftain. His inflexible countenance was, for a moment, disturbed by something like a smile, when he told his opponent that no one but a fool would stand before a gun to be shot at like a dog. In fact, M'Donald's proposition appeared to him so much at variance with his notions of wisdom, that he could not comprehend how any man in his senses could make such an offer. On explaining to him afterwards the civilized mode of deciding gentlemanly quarrels, he manifested the utmost incredulity, and declared that he could not conceive how people so wise in other respects, should be guilty of such foolishness. But when we assured him in the most positive manner that we were stating facts, he shook his head, and said, "I see plainly there are fools every where."

This scene is worthy of a dramatist, and gives a better insight into Indian character, than all the "Braves" that the author of "The Prairie" and "Wept of the Wish-ton-Wish" ever painted. But we must here take leave of Mr. Cox's book, with the single remark, that it is one of the most satisfactory sketches as regards the subjects it pretends to describe, that we have yet met with. We recommend it particularly to those who wish to attain a theoretical knowledge of the country adjacent to the Oregon River, and west of the Rocky Mountains.

FOREIGN INTELLIGENCE.

The CHARLES CARROLL, from Havre, brings us Paris papers to the 22d ult. inclusive. Their news matter was anticipated by the Hibernia, and in other respects they are quite barren for the American reader. The affair of Grenoble led to an angry personal debate in the Deputies, in which M. Odillon Barrot and M. Casimir Perrier were pitted against each other.

The whole of the affair at Grenoble, (the native town by the way of M. Casimir Perrier,) proves that the French are much behind the English yet—to say nothing of ourselves—in the toleration of practices incident to all free governments. The whole offence was given by a sort of masquerade during the carnival, in which the king was burlesqued together with his ministers. The Prefect interfered authoritatively, scattered the masquers, and forbade the accustomed ball that was to take place in the evening. In vain the Mayor remonstrated, and undertook to preserve order, if the prohibition of the ball should be removed. The Prefect was inexorable. His residence on the border of the river was surrounded by an assemblage, with hootings and hissings; which assemblage, it is expressly stated in the Grenoble papers and by the deputies from Grenoble, was charged with bayonets by two detachments of troops coming from opposite quarters, without any previous "reading of the riot act," as it would be called in England, and without any means of escape, except into the houses and shops on the Quay: the result was, that many men, women, and children were bayoneted and trampled under foot. The whole town became exasperated by this act of despotism. The National Guard summoned to preserve order, refused to appear, and the result was, that the 35th regiment was obliged to evacuate the place. Order had been entirely restored; but even those who blame the agents of the Ministry for an unnecessary employment of the military force, speak of the burlesque upon the King as criminal. A half hour's walk in St. James-street and Pall-Mall, London, where they would see King and Ministers caricatured under their noses, in every ludicrous way,—or a peep at our own Wall-street, where rats and terriers represent, lithographically, high personages, would best satisfy M. Perrier, that such ebullitions of popular or party feeling can only be mischievous when they are seriously repressed.

We annex a letter from our intelligent friend at Havre, and some late commercial advices.

"HAVRE, MARCH 21st, 1832.

"The funds are on the rise; the three per cents were yesterday at 69 75. All was quiet at Grenoble. The adventure at Ancona has been something like the affair of Navarino; which was considered, at the time, an "untoward event." It was an ill advised anomaly in Mr. Perrier's peace system, and probably would have complicated most seriously the general affairs of Europe, but from the common desire to maintain peace. John Bull's remonstrances have been, I presume, not made, or received in an unfriendly spirit. The other cabinets, feeling that the maintenance of the Perrier ministry here is very necessary to the preservation of peace, will be disposed to let him out of the scrape, with as little loss of honor as possible. It will in all probability be arranged that the Austrians and French shall retire simultaneously.

I see Mr. Rives' name mentioned as one likely to succeed Mr. Van Buren; it would be an excellent appointment, and I hope it will take place. His industry, his conciliating manners, his good judgment in seizing the proper moment to press his subject, eminently qualify him to succeed in difficult negotiations. If you know him, you esteem and value him as I do; he is all American, and no slave of party. Mr. Van Buren will embark here, I understand, about the 20th May."

LATER FROM EUROPE.—By the *Canada*, Liverpool packet of 1st April, we have our London papers to, and including, 31st March.

The appearance of Cholera in Paris, is perhaps the most material fact derived from these papers. It is thus announced in an article of the *London Times*:—

PARIS, Wednesday, March 28, 4 o'clock.—There is now no doubt of the Cholera being in this city. Ten persons have been already removed to the Hotel Dieu, where preparations are made for the reception of many more. Seven persons died of it yesterday; among whom was the cook of Marshal Lobau. The autopsy of five bodies took place in the presence of thirty-eight medical men and of the Minister of the Public Works, M. d'Argout, by whom no doubt is entertained of the existence of the malady.

The Government, in order to prevent the extension of the alarm necessarily consequent on the report, endeavored this morning to contradict it, but contradiction was useless. The Medical Board has been assembled, in order to make all proper regulations.

Some of the members of the Chamber having expressed an intention of alluding in the discussion of this day to its existence in this city, it is said that they have been requested not to give it undue publicity.

In London its increase was constant, but not rapid. On the 30th the now cases were 64—the total number 1729—the deaths 915. The Catholic Apostolic Vicar has addressed, through the Central Board of Health, a caution to his congregation to abstain from *Wakes*, as tending "wickedly" to expose the living to infection. The Privy Council had also passed an order prohibiting the clearing of any vessel bound to the North American Colonies or to the United States, carrying more than 50 persons including the equipage, unless a duly qualified surgeon and a sufficient supply of medicine were put on board.

The Reform bill had been postponed for a few days, for reasons stated in the debate as copied into our columns. An article we take from the *Times* implies that some of the Bishops, who at one time had, it is suggested, made up their minds to go for Reform, were hesitating again. It seems impossible that a new creation of Peers should not be made.

It would be well indeed for the Bench of Bishops to take warning by what they see and hear, and as Lord Grey solemnly adjured them, to "set their house in order" against the day of trial. Yet we do not believe that the Reverend Lords will act upon the counsel of the Prime Minister, or upon our far humbler and less authoritative admonitions. Bishops generally have regarded the temporal church as the creature of a sort of uncalculating prescription,—as a thing which it was sacrilegious to touch, and about which it was presumptuous for the laity, and utterly needless for the clergy themselves, to reason. For men in such a state of mind, therefore, it is natural to be wrapped up in too confident security until the last moment. So little do the shrewd sense and penetration of Dr. Bloomfield seem to extend themselves to the understandings of his brethren, that within the last fortnight, Bishops who had promised to support the second reading,—even some of the most timid amongst them, and perhaps by virtue of that timidity,—have recently declared that they must oppose the Bill through all its successive stages. Is this to be deplored? Undoubtedly, for the sake of the Reverend Bench itself; but for no other reason. For the public cause we rejoice to see the mask thrown off before the fight commences, that so our own commanders may have no difficulty in ascertaining, and no pretence for undervaluing, the full amount of hostile force.—(*Times*, March 29.)

The Belgian affair is still only in a sort of *quasi* ratification. Austria had *bona fide* ratified, though the act of ratification was not yet exchanged; Prussia would do so, it was anticipated, on the day named, 31st March; but Count Orloff, who had reached London from the Hague, without obtaining the assent of King William to the treaty, would, it is intimated by the *Courier*, ask an extension of time for Russia till he could receive an answer to his latest despatch. The *Times* considers the "obstinacy" of the King of Holland as founded solely on the

expectation of the downfall of Lord Grey's ministry by the rejection of the Reform Bill, and adduces that as an additional motive for the prompt carrying of the bill.

The French force in Italy had been increased by a second detachment, so that there was *three thousand* of their troops at Ancona. The Austrians were also adding to their numbers in the Legations—yet, though accident may certainly derange the calculations of Cabinets, we still believe that by mutual consent, both these Powers will withdraw their soldiers simultaneously, and that collision will be avoided.

We see nothing about *Don Pedro* or *Don Miguel* in the papers.

HOME AFFAIRS.

TWENTY-SECOND CONGRESS—1st SESSION.
But little business was transacted in either House on Tuesday the 24th.

In the Senate, Wednesday, the General Apportionment Bill was read a third time and passed.—The bill apportioning Representatives was taken up, and Mr. Webster moved to strike out all the provisions of the bill after the enacting clause, and insert the amendment, in blank, reported from the Select Committee on the subject. Messrs. Dallas and Hill spoke against the motion, and Messrs. Webster, Dickerson and Clayton in favor of it. The question being taken, the motion prevailed by a vote of 22 to 22—the Vice President voting in the affirmative. Mr. Clayton moved to fill the blank with 250, as the number of the House, which was rejected by a vote of 19 to 22. Mr. Webster moved to fill the blank with 251—which was agreed to by a vote of 27 to 14. The other blanks were then filled accordingly, and the amendments reported and concurred in.—The question was then taken on ordering the bill, as amended, to a third reading, and decided in the affirmative by a vote of 23 to 20. Mr. Poindexter introduced a joint resolution authorizing the President to contract with H. Greenough for the execution of a pedestrian statue of Washington to be placed in the Rotunda.

HOUSE OF REPRESENTATIVES.

Case of Gen. Houston.—Mr. Doddridge understanding from the statement made at the adjournment on Tuesday, that all the testimony had been put into the case, moved that further proceedings be postponed till Friday, and the evidence printed. Mr. Stanberry said the testimony was not all in the case. He was prepared to contradict all the material circumstances in the account of Mr. Buckner, whom, although a Senator, he was not bound to treat with respect, after finding him lying in wait with an assassin for the purpose of attacking him in the street. After some remarks by Messrs. Wayne and Ashley, Jonathan Elliot, Jr. was sworn, who testified to certain facts relative to the rencontre. Jonathan Elliot was next sworn, who stated the distance between Mr. Grundy's lodgings and his own gate, &c. Mr. Blair, of Tennessee, was then sworn in behalf of the accused, who testified relative to the circumstances under which Houston and Stanberry met. Mr. Stanberry then called General Duff Green, and propounded an interrogatory to him relative to the contemplated fraud between Houston and the Secretary of War. This question was objected to by Mr. Wickliffe. Mr. Stanberry replied to the objections. He pledged himself to prove all he had asserted relative to this fraud. He said he was fully aware of the danger of making such statements, and of the threats which had been expressed by the Executive against all who inquired into these abuses; but he was willing to bare his bosom to assassination. It was then inquired, by Mr. Bates, of Maine, whether he intended to assert that the President had expressed any such threats. Mr. Stanberry said he did, and was prepared to prove all he had asserted. A discussion arose as to the propriety of admitting the testimony of Gen. Green relating to the contemplated fraud, which was determined in the negative, ayes 49, noes 124.

Mr. Ewing was then called on by Mr. Stanberry to prove some discrepancies between the statements of Mr. Buckner on the stand, and those made by him in conversation the day after the affray took place, which resulted in a substantial confirmation of the testimony of Mr. Buckner. Mr. Buckner was then called again, who replied to questions requiring a detailed account of some particulars of the rencontre, which he had before stated in more general terms. After Mr. Buckner left the stand, in an-

swer to an inquiry whether there would be more witnesses called, Mr. Stanberry said the last witness had stated what was positively untrue, and he should call on the Hon. T. H. Benton to discredit him as a man of truth and veracity. The proceedings were then postponed till to-morrow, and a few minutes past 5 o'clock, the House adjourned.

Thursday, April 26.

In the Senate, Mr. Smith gave notice that he should, to-morrow, call up a bill authorizing a subscription on the part of the United States to the stock of the Baltimore and Ohio Rail-road Company. Mr. Frelinghuysen submitted a resolution for the purchase of Rembrandt Peale's portrait of Washington, for the Senate Chamber. The apportionment bill was read a third time and passed—yeas 20, noes 18. On motion of Mr. Marcy, the Senate proceeded to the consideration of executive business, in which they were engaged till the adjournment.

In the House of Representatives, on motion of Mr. Root, the Committee of the Whole on the state of the Union, was discharged from the further consideration of the resolutions in relation to the proposed amendment to the constitution, touching the election of the President and Vice President of the United States, and the same were referred to a Select Committee of seven.

CASE OF GEN. HOUSTON.—Mr. Ashley, of Missouri, offered the following preamble and resolution:—

"William Stanberry, a member of this House from the State of Ohio, having, on yesterday, when not giving evidence, declared to this House that the most of the testimony given by the Hon. Alexander Buckner, Senator from Missouri, who had given testimony in the case of the trial against Samuel Houston, was destitute of truth, and infamous; which declaration of said Stanberry is indecorous and disrespectful to the House, the witness, and the Senate of which he is a member: Therefore

"Resolved, That the Speaker of this House call upon the said Stanberry, in his place, to retract the said indignity, and disrespect, which he has offered, by an apology to this House; and that he be reprimanded by the Speaker."

Mr. Ashley said, in offering this resolution, he was not actuated by any unkind feeling towards the gentleman from Ohio, nor any prejudices against this unfortunate trial. He offered it as an act of duty to the character of a Senator from the State he represented, who had been insulted in the face of the House—due not only to the character of that gentleman, but to that of the State, which that gentleman represented in the other branch of the Legislature.

Here Mr. Ashley was interrupted by Mr. Taylor, who called for the question whether the House would now consider the resolution.

After some discussion on the point of order, arising from Mr. Ashley's having possession of the floor, the question of consideration was taken and carried—ayes 147, noes 11.

Mr. Stanberry then rose and stated that no member was more sensible of the indecorum of the remarks than himself. They had been uttered under strong excitement. He had thought the honorable gentleman, who is a member of the Senate from Missouri, had seized upon the opportunity of testifying before the House, to wound his feelings by his representation of some of the circumstances of the meeting between himself and Mr. Houston. He had been previously informed that gentleman had seized every occasion of bringing his conduct into a disgraceful point of view. He denied the truth of the circumstances as stated by him—but admitted that the words he had used while he was a witness before the House, and under their protection, could not be justified: he therefore apologized to the House—to the Senate—and even to the gentleman respecting whom the remarks had been made. When Mr. Stanberry had finished his remarks, Mr. Spaight rose and hoped the resolution would be withdrawn. Mr. Ashley withdrew the resolution. The Speaker then directed Gen. Houston to be placed at the bar—he soon afterwards appeared, attended by Mr. Key, his Counsel. Mr. C. Johnson inquired whether Mr. Benton was to be called as a witness to discredit Mr. Buckner, as had been stated by the gentleman from Ohio, the evening before? Mr. Stanberry said, he had abandoned that intention. Mr. Johnson said, after the use of the name of Mr. Benton, that had been made by the gentleman from Ohio, it was due to the character of Mr. Benton and to that of his colleague in the Senate, that he either be called on to testify, or be permitted to explain himself in some other way—Mr. J. requested the following paper be read:—

"Mr. Stanberry's reference to me as a witness, who would discredit Mr. Buckner, was made with-

out my knowledge, and was not warranted by any sentiment ever entertained or expressed by me.

THOMAS H. BENTON.

Mr. Key then proceeded to his argument in defence of Gen. Houston, which he continued near three hours, when he gave way to a motion by Mr. Patton to postpone further proceedings in the case until Friday at 11 o'clock, which was agreed to, and the House adjourned.

Friday, April 27.

In the Senate, Mr. Silsbee asked and obtained leave of absence for his colleague, Mr. Webster, for one week from Monday next. A motion of Mr. Grundy, to go into the consideration of Executive business, was lost—ayes 18, noes 19. On the motion of Mr. Foot, the Pension Bill was taken up; the question being on the motion to include in the provisions of the bill, the officers and soldiers who fought in the Indian wars, during and growing out of the revolution. Mr. Robinson moved to recommend the bill to the Committee on Pensions, with instructions so to amend it as to provide also for the officers and soldiers above mentioned, and to give land in lieu of money, in quantities not less than a quarter section, nor more than two sections. A debate then ensued, which lasted the remainder of the day.

In the House of Representatives, Mr. Polk, after a few prefatory remarks, moved to suspend the rule, for the purpose of moving to refer the Apportionment Bill, as amended by the Senate, to a committee. The motion of Mr. Polk was agreed to, with the addition of an order for the printing of the bill as amended, together with the report of the Senate. Mr. Boon moved to suspend the rule, in order to offer a resolution fixing a definite period for the close of the present session of Congress; but the motion was negatived, ayes 111, noes 66, a proposition to suspend the rule requiring a vote of two-thirds. The Speaker laid before the House a letter from Francis S. Key, Esq., stating that he was unable, from indisposition, to attend to-day as counsel on the trial of Mr. Houston. On motion of Mr. Johnson, of Tennessee, further proceedings on the trial were postponed till to-morrow at eleven o'clock.

Mr. Whittlesey, of Ohio, stated that it would be useless to act upon any more private bills during the present session, as there were already more bills of that nature before the Senate than could receive their action. The unfinished bills on the calendar would stand in a better position next session, by remaining where they now are, than by passing them and sending them to the Senate.

General Appropriation Bill.—The House, on motion of Mr. McDuffie, went into committee upon the amendments of the Senate to the general Appropriation Bill. An animated debate arose upon the motion of Mr. McDuffie to concur in the amendment of the Senate striking out the outfit for a minister to France; which motion was supported by Messrs. McDuffie, Ingersoll and Burges, and opposed by Messrs. Wilde, Archer, Wayne, Adams, J. S. Barbour, Clayton, Drayton and Burd; and was lost, yeas 81, nays 93. The bill was eventually reported to the House, a portion of the amendments by the Senate having been concurred in, and the balance disagreed to.

The Speaker laid before the House a communication from the Secretary of the Treasury, accompanied with a bill containing a project on the subject of the Tariff, which was referred to the Committee of Manufactures, and ordered to be printed. The House then adjourned.

CONGRESS.—On Saturday the Senate did not sit. The House of Representatives, after postponing the Houston case till Monday, owing to the continued indisposition of Mr. Key, proceeded to the Appropriation Bill; when a long debate ensued upon the report of the Committee disagreeing to the amendment of the Senate, striking out the appropriation for an outfit to the Minister to France. Mr. Adams strongly insisted, that the course taken by the Senate was an encroachment upon the just powers of the Executive. The House, which was, as we learn at least balancing on the question of concurring with the Senate's amendment, was determined by Mr. Adams' very decided and earnest opposition, to non-concur; and, accordingly, the yeas and nays being required by Mr. Adams, the vote was against concurring in the Senate's amendment, 102; for it, 77.

The House adjourned after five o'clock without getting through with the bill.

Monday, April 30.

In the Senate, Mr. Smith from the Committee on Finance, to which was referred the resolution of March 30th, instructing that committee to inquire into the expediency of abolishing the offices of the 2d Auditor and the 2d Comptroller, made a report thereon, concluding with a motion for the discharge of the committee from the further consideration of the subject. At an early hour, the Senate proceeded to the consideration of Executive business, in which they were engaged till the adjournment.

HOUSE OF REPRESENTATIVES.

In consequence of the continued indisposition of Mr. Key, further proceedings in the case of Mr. Houston were postponed. The House resumed the consideration of the general appropriation bill, and the amendments thereto, which were severally disposed of.

Bank of the United States.

Mr. Clayton, from the Committee appointed to examine the proceedings of the Bank of the United States, made a detailed report, accompanied with a mass of documents which he moved, without reading, be referred to a committee of the whole on the state of the Union, and printed.

Mr. McDuffie rose and explained at length upon some of the facts which, he said, were stated in the report, in order to obviate the unfavorable effect they might produce if not understood. He was followed by Mr. Clayton in reply, and in vindication of the report, which, he said, was principally a statement of facts, and not of opinions or inferences. Mr. Adams remarked that he did not know whether there was a single sentence in the report in which he concurred,—believing as he did that the committee had transcended the power given them by the resolution under which they acted—that the report had been very recently drawn up, and that he should take an early occasion to present some views on the subject, in the form of a report of the minority of the committee. Mr. Cambreleng defended the course of the committee, and went into some detailed statements showing the propriety of the course the committee adopted. After Mr. McDuffie had made a further explanation, Mr. Wayne moved to postpone the subject to Monday next, to give the minority of the committee an opportunity of presenting their report—which was negatived. Mr. Wickliffe made some brief observations upon the statement of Mr. Cambreleng, relative to deferring the redemption of the three per cent. stock. After some remarks by Messrs. Thomas, of Maryland, and Johnson, of Kentucky, in defence of the report, and by Mr. Watmough respecting a report from the minority of the committee, the motion of Mr. Clayton was carried. The report itself not having been read, nor in any other way laid before the public, it would be difficult at this time to render either the criticism or the defence of it, which occupied nearly the whole day's sitting, intelligible to ourselves or to our readers. Mr. Clay moved a suspension of the rule for the purpose of moving that 10,000 additional copies of the report be printed. This motion was lost, yeas 86, nays 84—two thirds being required. The House then adjourned.

Tuesday, May 1.

In the Senate, Mr. Dickerson, from the committee on Manufactures, reported a bill regulating duties on imports and the mode of their payment, which was read and ordered to a second reading. Mr. King called up the bill and report from the committee on Manufactures respecting the disposition of the Public Lands, and he moved their reference to the committee on the Public Lands. After some discussion of this motion, it was laid on the table for the present. The General Appropriation Bill, returned from the House, was taken up, and the Senate receded from certain amendments. The Senate determined to insist on the amendment making appropriations for the removal of the bar from the easy pass of the Pascagoula river, and for deepening the Pass au Heron. On the motion to recede from the amendment striking out the appropriation for the outfit of a Minister to France, a debate arose, in which Messrs. Smith, Forsyth, Tyler, and Mangum, supported the motion, and Messrs. Clayton, Tazewell, Chambers, and Miller, opposed it, and the motion prevailed by a vote of 23 to 21. The motion to insist on the amendment striking out the appropriation for the pedestrian statue of Washington, was agreed to. The amendment having been disposed of, the Senate adjourned.

In the House of Representatives, owing to the continued indisposition of Mr. Key, the trial of Gen.

Houston was postponed. The amendments proposed by the Senate to the bill providing for the vaccination of the Indians, as a preventive of the small pox, were concurred in. The House took up the Revolutionary Pension Bill. The amendment offered by Mr. Wickliffe, on a former day, to extend the provisions of the bill to those who fought in the Indian wars of the West up to 1795, was advocated by Messrs. Daniel, McKennon, Allan, Lotcher, Barringer and Wickliffe, and opposed by Mr. J. Davis, and was lost, ayes 62, noes 106. Mr. Blair, of South Carolina, then moved an amendment, for the purpose of including in the provisions of the bill, the militia who fought the battles of King's Mountain and Guilford Court House, which was lost, 46 yeas, 111 nays. Mr. Bell then moved an amendment granting to Captains and officers of superior rank, who served two years or more in the Revolutionary army, two sections of land—to all commissioned officers below the rank of Captain, who served for the same period, one section of land, and to non-commissioned officers and privates, who served for the same period, half a section of land. To Captains and officers of superior rank, who served less than two years and more than nine months, one half the respective quantities of land above named; and to those who served less than nine months, one quarter of the above proportion. This amendment was lost, ayes 51, noes 122. Mr. Letcher then moved an amendment including those who were engaged in the defence of the Western frontiers from 1775 up to 1783 in the provisions of the bill, which was adopted. The amendment made in committee, striking out six months, and inserting three months, as the least period of service for which a person should be paid a pension, was concurred in, ayes 98, noes 74. Mr. Craig moved to strike out the section repealing the restriction of property which had been added in committee, and insert instead a limitation of property to \$1000—beyond the possession of which no applicant should receive a pension—which was lost, ayes 73, noes 102. Some other amendments made in committee were concurred in without a count. Mr. Lewis moved an amendment granting 7 years pension to the widows of those who, if alive, would be entitled to the benefit of the bill; which was lost, ayes 29, noes 133. Mr. L. Condict moved the addition of several sections to the bill providing for the widows of those who, if living, would have been entitled to the provisions of the act of 1828. This amendment was cut off by the previous question, which was moved by Mr. J. Davis, and sustained—Ayes 91, Noes 60. The main question was then taken on the engrossment of the bill, and carried. The House, at a few minutes past five o'clock, adjourned.

[COMMUNICATED.]

Sodus Canal.—As measures are in progress for the speedy commencement of this work, and as it has not yet met the degree of attention due to its importance, we purpose, in a short succession of articles, to offer some idea of its merits, and especially to invite the attention of capitalists to its probable immediate and prospective revenue. It will open a direct navigation of about twenty-four miles between the Erie Canal at Montezuma and Great Sodus Bay on Lake Ontario. It is not yet four years since it was ascertained that such a canal could be made—and that it would be a work of comparatively easy execution. Three years since, a liberal charter was granted by the Legislature of this State for its construction by a company, with a capital of two hundred thousand dollars. The waters of Montezuma are found to be the summit level of the proposed canal—the fall being 130 feet to the Bay—and creating at the latter place extraordinary water privileges for manufacturing operations—in addition to its value as a canal communication.

Books for subscriptions to the Sodus canal stock have been opened in Geneva, Ontario county, in pursuance of the act granting the charter. A part of the stock has been subscribed, and the remainder is now offered in this city, under the direction of Wm. N. Lummis, one of the Sodus Canal Commissioners, who will attend from 12 to 1 o'clock, at No. 18 Merchants' Exchange, for the purpose of receiving subscriptions until the books are closed.

Sunday School Anniversary.—The interesting exercises usual at the celebration of the Anniversary meeting of the Schools connected with the New York Protestant Episcopal Sunday School Society, were held at St. John's Chapel in this city, on Wednesday last, at 4 o'clock P. M. There were present, in all, as ascertained by careful inquiry two thousand six hundred children; completely filling, with their teachers, the spacious chapel.

The prayers were read by the Rev. Mr. Anthon, and the Lessons (Prov. viii., and John ii.) by the Rev. Mr. Hawks. The Sermon was preached by the Rev. Mr. Richard. The Bishop and fourteen of the Clergy of this city and vicinity were present in the chancel.—[Churchman.]

THE BANK REPORT—at least that of the majority of the Committee—is contained in the Telegraph of yesterday. We present that part of it, concerning which there will be most curiosity among the *quidnuncs*, the statement of the nature, time, and amount of loans to the editors of the Courier & Enquirer. This is the only case specified in the Report, of loans to printers or editors of newspapers, though including the sum of \$52,975 to Messrs. Webb and Noah, it is added that previous to the institution of the inquiry there were loans to five editors amounting to one hundred and ten thousand dollars. The manner of stating this fact strikes us as exceedingly disingenuous—for it is put nakedly forth without any explanation of the circumstances under which the loans were made, and the statement is so worded as necessarily to imply reproach.

The amount of loans, or payments of any sort, to members of Congress, or officers of the Government, and the circumstances under which they were made, was also asked for; and is stated, we presume, in one of the innumerable documents which accompany the Report, but are not yet printed.

The Report having stated that the attention of the Committee had been drawn to allegations that the Bank had subsidized the Press, and that, particularly, a New York Editor, who had been accused to a member of the Committee, had, through the President of the Bank, made a communication to them on the subject, the Report furnishes these facts:—

On the 26th of March, 1831, a Mr. Silas E. Burrows applied to the president of the bank, and informed him (to use the language of the president) that "he was desirous of befriending Mr. Noah, and assisting him in the purchase of a share in a newspaper; and he asked if the bank would discount the notes of these parties? adding that, although as a merchant he did not wish to appear as a borrower, or to put his name on paper not mercantile; yet he would, at any time, do so, whenever it might be necessary to secure the bank. I do not recollect (says the witness) whether he then mentioned the time which the notes would have to run. The committee being authorized to discount any paper the security of which they might approve, agreed to do them. As Mr. Burrows was going out of town, I (the president and witness) gave him the money out of my own funds, and the notes were afterwards put into my possession. They remained with me a long time, as I had no occasion to use the funds, nor was it till the close of the year that my attention was called to them by the circumstance that a new board of directors and a new committee of exchange would be appointed: the same committee which made the loan should consummate it. I had seen also in the public prints many reproaches against the bank for lending money to printers and editors, and I was unwilling that any loan made by the bank should seem to be a private loan from one of its officers. Having no use for the money, it would have been perfectly convenient to let the loan remain as it was, but I thought it right that every thing done by the bank should be distinctly known and avowed, and therefore, gave the notes to the chairman of the committee, Mr. Thomas P. Cope, who entered them on the books." This is the account given by the President himself of the transaction in its origin. The money, 15,000 dollars, was advanced on the 26th of March, the notes bear date for the 1st of April thereafter, and were ten in number, for 1,500 dollars each, with the interest added on as they respectively became due, which was on the 1st April and October of the years 1832, '33, '34, '35, '36, and amounted, with the interest thus added, to \$17,975. At the time they were entered on the books of the bank, on the 2d of January last, the president received the money for them. These notes were placed on the books of the bank at this time, and it will be seen on the 2d of March they were withdrawn, as will appear hereafter. On the 9th of August last, after the foregoing transaction had taken place, J. W. Webb and M. M. Neah made an ap-

plication to the bank for a loan of \$20,000, accompanied by a letter from a gentleman formerly a director of the Bank of the United States, to the president of the bank, in the following words: "I cheerfully forward the enclosed as requested. I see no reason against this application being treated as a fair business transaction." This was accompanied with sundry letters of Webb and Noah, and the dispositions of persons in their service as to their solvency and ability to pay the loan requested, all of which will be found marked No. 9. This loan, at six months, was granted, with no other security but that which is just mentioned, the largest loan made on that day. On the 16th of December following, another application was made, by the same parties, for a loan of \$15,000, which was granted, for six months, by the exchange committee, without any additional security or recommendation. At this time there was a considerable pressure in the money market, and many notes of the citizens of Philadelphia were rejected. It was one among the largest loans of the day. These loans, together with the loan made in March to Burrows, amounted to the sum of \$52,975, which consisted of notes drawn and endorsed by the editors only.

The committee will now submit the facts in relation to the manner in which this loan has been disposed of, first premising that the resolution for inquiring into the affairs of the bank was introduced into the House on or about the 17th of February. The loan of August was reduced \$2,000 at its maturity, on the 10th of February last. On the 2d of March last, Mr. Silas E. Burrows obtained from the exchange committee discounts to the amount of thirty-two thousand four hundred and forty-six dollars, being the largest sum loaned on that day, and while many notes of citizens of Philadelphia were rejected. That the notes for \$17,975, payable in 1832, '33, '34, '35, and '36, were paid and withdrawn by him on the 2d of March, without the knowledge of Webb and Noah, as they state. On the 14th of the same month, Burrows obtained another discount from the bank of \$14,150, and on the 15th of the same month the note of Webb and Noah for \$15,000 loaned them on the 16th of December previously, and not due till June next, was paid off by two drafts from Webb, obtained at the United States Branch Bank at New York, accompanied with the following remarks, contained in a letter to the president of the bank, dated New York, March 11th, 1832, and found in No. 9, viz: "Although the loans to us by the Bank of the United States are purely of a business character, and made upon statements showing the necessity of the accommodation to our establishment, and of our ability to meet our payments, there can be no doubt but that the enemies of the bank, as also our political opponents, will endeavor to give a false coloring to the whole transaction. The loan, thought strictly defensible, is a large one, and the amount may give rise to the charge of indiscretion on the part of the directors. This it is not only our duty, but our desire, to prevent if possible; and, therefore, with some little inconvenience to ourselves, we have made arrangements to pay the notes of \$15,000 in the course of a few days.

The evidence of the president of the bank explains the character of these various loans, and the circumstances which induced him to be satisfied with the security, and to make these advances; which, together with all the testimony and correspondence on this subject, will be found in the papers marked No. 9.

In that evidence it is stated, by the testimony of Webb and Noah, that they knew nothing of the first 15,000 dollar loan made by the president of the bank to Burrows; that Burrows made them believe the 15,000 were loaned to Noah by his father, and that he had his father present to carry on that transaction, and for which loan Noah allowed Burrows 2 1/2 per cent., and did not receive it all for some months after giving his notes; that the notes were discounted by the bank, in their names, without their knowledge, and paid off in the same way. It will appear by the testimony of Mr. Webb, that the paper of which he is the editor, made two publications in the latter part of 1832, favorable to the establishment of branches; that shortly thereafter it commenced its opposition to the bank, and was, for sixteen months warmly opposed to it; and that, on or about the 8th of April, 1831, it changed its course in favor of the bank. Connected with this fact, is an addition on the part of one of the editors, that before the first loan was negotiated, he held a conversation with a gentleman, through whom the loan was then negotiating, (who the committee know to be Burrows,) in which he, Burrows, urged the editors, one of whom, Webb, had expressed himself in favor of a modified re-charter, to advocate an unconditional renewal, but expressed great satis-

faction at learning that [one] was in favor of a charter, under any circumstances."

The committee will state they were anxious to obtain the testimony of Burrows, but were unable to do it. A subpoena was issued for him and sent to New York, to which the Marshal returned he was not to be found. It was then sent to Washington city, and the Sergeant at Arms made the same return. The marshal of Pennsylvania was directed, by the chairman, to make and continue a search for the witness in Philadelphia, having heard of his unexpected arrival in that place; that the marshal reported to the chairman that he ascertained that the witness had arrived in that place, on Thursday the 5th inst. but he was unable to serve the process because he could not be found.

The Bank Report is thus referred to by the National Intelligencer:

The Report of the Committee is the Report of four Members of seven composing the Committee. We have had no opportunity to read a line of it; but we understand that it sets forth sundry acts of the Bank, which it considers as misdealing, and some which are supposed to infringe the charter, but is, on the whole, sparing of opinions, or of censure, except so far as facts may be stated in a manner to imply opinions, or censure. In the matter of the printers' accounts, which have been spoken of so much, and so wantonly, in the newspapers, we understand that one case only is introduced in the report, (that of a New York editor) and why his case has been made an exception we are yet to learn, Mr. McDuffie and Mr. Adams protested against this report, and it is supposed that Mr. Watmough bears them company. And Mr. Johnson, though he assented to the report, to bring it before the House, intimated that it did not contain any matter to justify the sensibility which appeared to be felt by the friends of the Bank, and much less to reflect upon the President or other officers of the Bank.

INCREASE OF MONIED INCORPORATIONS.—According to the Albany Argus, there were granted by the last Legislature, twenty-four charters for Railroads, with an aggregate capital of \$24,775,000, and seven charters for Banks, with an aggregate capital of \$1,450,000. An addition was also made of \$50,000 to the capital stock of the North River Bank at Hudson.

Large Cargo and quick Despatch.—The ship Martha, J. L. Wilson, master, cleared at Charleston on 21st ult. for Havre, by Mr. J. Lowden, discharged her inward cargo and ballast, and took in her outward cargo, consisting of 948 bales cotton, and 1016 whole, and 184 half tierces rice—value \$59,234 13, in the short period of six days.

Drowned.—The Pilot of the steam-boat William Penn, Mr. Robert Feters, was drowned in the Delaware last night, at Kensington. He is about thirty years of age, and has been married but a short time. The Penn and Newcastle were moored side by side at the time, the latter near the dock, and in attempting to step ashore from her to go to his home, as was his custom, he must have slipped and fell overboard; his hat was found in the gangway of the Newcastle, near the edge of the boat, which caused a suspicion and induced a search to be instituted, when his body was fished up this morning.

The Wm. Penn makes her first trip to-day on the Baltimore twelve o'clock Citizens' Union Line.

Shipwreck.—The schooner William and Frederick, Capt. Fish, from Appalachicola, bound to this Port, was lost on the 2d inst. near Key Sinobal. She grounded on the 2d, an anchor was immediately let go, and an attempt made to float her off by throwing over a part of the deck load. In this operation the crew were aided by three men who came to their assistance. Every exertion was made until the 5th, when a strong gale, which came on, destroyed all hope of getting her off. The chain cable having parted, she drove high and dry upon a sand bank, and bilged. The crew and passengers remained on deck until the gale abated. When having heard of a vessel at Charlotte Harbor, about 30 miles distant, 3 persons proceeded in a boat to procure her assistance. On the morning of the 6th, the schr. Josefa, Capt. Caldez, came down within a mile of the wreck and took off these who remained, and brought them to this place. As soon as the news of the wreck reached this place, the schr. Wm. Ross, Capt. Anderson, proceeded in search of her. Mr. C. Sully, a passenger, and one of the last who left the wreck, is of opinion that a considerable portion of the cargo, which consisted of lumber, may yet be saved. The passengers on board the William & Frederick were, Messrs. Fish, Col. J. M. Stone, C. Sully and G. R. Williams.—[Key West Gazette.]

The Apportionment Bill has passed the Senate as amended upon the motion of Mr. Webster—that is, by a provision representing residuary numbers when exceeding by a moiety the common divisor. The vote on the bill was—

Yeas—Messrs. Bell, Benton, Buckner, Chambers, Clayton, Dickerson, Ewing, Foot, Hayne, Johnston, Knight, Miller, Moore, Prentiss, Robbins, Seymour, Silsbee, Smith, Sprague, Waggoner, Webster—22.

Nays—Messrs. Brown, Clay, Dallas, Dudley, Ellis, Forsyth, Frelinghuysen, Grundy, Hendricks, Hill, Kane, King, Mangum, Marcy, Robinson, Tazewell, Tipton, Tomlinson, Troup, Tyler, White, Wilkins—22.

The names in italics among the yeas are those of administration Senators; those in italics among the nays are of the opposition. The National Intelligencer says the four absent Senators are understood to be equally divided in opinion on this question; so that, if all had been present, the result would have been the same; and the casting vote of the Vice President, which was given in the affirmative, must still have determined it.

Apportionment under the Bill as passed by the Senate.

| | | | |
|---------------|----|----------------|----|
| Maine | 8 | North Carolina | 13 |
| New-Hampshire | 6 | South Carolina | 10 |
| Massachusetts | 13 | Georgia | 9 |
| Rhode-Island | 2 | Kentucky | 13 |
| Connecticut | 6 | Tennessee | 13 |
| Vermont | 6 | Ohio | 20 |
| New-York | 40 | Louisiana | 4 |
| New-Jersey | 6 | Indiana | 7 |
| Pennsylvania | 28 | Alabama | 6 |
| Delaware | 2 | Missouri | 2 |
| Maryland | 9 | Mississippi | 2 |
| Virginia | 21 | Illinois | 3 |

We understand, says the National Intelligencer, the following nominations were confirmed by the Senate on Thursday last; viz:—David Irwin of Virginia, George Morell of New York, and Ross Wilkins of Pennsylvania, to be Judges in the Territory of Michigan, in the places respectively of Judges James D. Doty, Wm. Woodbridge, and James Chipman, who are superseded. Solomon Sibley, the other Judge of the Territory, was at the same re-appointed.

Lieut. Col. William Lindsey, of the 3d artillery, was on the same day appointed Colonel of the 2d regiment of artillery (for many years past vacant); and various promotions in the artillery regiments consequent on the promotion of Col. Lindsey, were likewise confirmed.

The Washington Telegraph furnishes the Report and Bill at length of Mr. McLane on the Tariff. The press of other matter to-day compels us to prefer a synopsis of the bill as we find it in the Globe, and which appears to embrace the whole substance of it.

The basis of the bill is an entire repeal of the act of 1828, from and after the 3d March, 1833, and a limitation of the revenue afterwards to be raised by a new system of duties, to the existing expenditures of the government, and such other necessary expenditures as may be authorized.

This future revenue, it is calculated, need not exceed fifteen million of dollars; of which three millions are to be raised from the public lands, leaving twelve to be raised from duties on imports.

The act of 19th May, 1828, to be repealed after the 3d of March, 1833; after that time the duties to be as follows:

On wool, unmanufactured, not costing more than 10 cents a pound, 5 per cent. ad valorem, and costing more than 10 cents a pound, 20 per cent. ad valorem.

On manufactures of wool, or of which wool is a component part, not otherwise specified, costing not more than 50 cents a square yard, 10 per cent. ad valorem.

On worsted stuff goods, woollen and worsted yarn, 20 per cent. ad valorem.

On mitts, gloves, blankets, hosiery, carpets and carpeting, 25 per cent. ad valorem.

On flannels, baizes, and all other manufactures of wool, 30 per cent. ad valorem.

On manufactures of cotton of all kinds, or of

which cotton is a component part, 25 per cent. ad valorem—those printed, dyed, colored or stained, to be valued at 35 cents a square yard—and white cottons, to be valued at 30 cents a square yard; on nankeens imported direct from China, 20 per cent. ad valorem.

On iron, and the manufactures of iron, the same duties as were paid in 1824, with some unimportant exceptions; and checks provided against evasions of the duties.

On sugar—brown, and syrup for making sugar, 2 1/2 cents per pound.

On sugar—white, clayed or powdered, 3 1/3 cts p. lb.

On salt, 5 cents a bushel of 56 pounds.

On teas of all kinds, direct from China, and in vessels of the United States, one cent a pound; otherwise, 10 cents a pound.

On coffee, 1 1/2 cent a pound.

On hemp, manufactured, 50 dollars per ton.

On sail duck, 10 cents a square yard.

On cotton bagging, 3 1/2 cents a square yard.

On floor cloths, staniped, painted or printed, 43 cents a square yard;—other oil cloths, of all kinds, and floor matting, 30 per cent. ad valorem.

On slates of all kinds, 25 per cent. ad valorem.

On glass, the same duties as were paid in 1824.

On olive oil, in casks, 12 1/2 cents a gallon.

On French wines—red, in casks, 6 cents per gallon; white do. 10 do.; all kinds in bottles, 22 cents do.—According to Treaty.

On barley, grass or straw baskets; composition, wax, or amber beads; all other beads, not otherwise enumerated; lampblack; shell or paper boxes; hair bracelets; hair not made up for head-dresses; bricks paving tiles; brooms of hair, or palm leaf; Cashmere of Thibet; down of all kinds; feathers for beds; and palm leaf or palmetto hats—15 per cent. ad valorem.

All other articles not enumerated, as being either free, or liable to a different rate of duty, and which, according to existing laws, are liable to a higher ad valorem duty than 15 per cent., to pay an ad valorem duty of 15 per cent. after the said 3d day of March, 1833.

The following to be added to the list of articles exempted from duty by the existing laws:

Cocoa, almonds, currants, prunes, figs, raisins, of all kinds, black pepper, ginger, mace, nutmegs, cinnamon, cassia, cloves, pimento, camphor, corals, crude saltpetre, side arms, flax unmanufactured, quick silver, opium, quills prepared, tin in plates and sheets, brass in plates, marble, hair cloth and seatings, blue vitriol, argol, gum arabic, gum senegal, epaulettes of gold and silver, lac dye, madder, madder root, nuts and berries used in dyeing, saffron, saffron, turmeric, wood or pastel, aloes, ambergris, burgundy pitch, bark peruviana, cochineal, capers, calomel, chamomile flowers, coriander seed, cantharides, castanos, cateup, chalk, cuculus indicus, coral, corrosive sublimate, dates, filberts, filtering stones, frankincense, grapes, Gamboge, Hemlock, Henbane, Hones, Hornplates for lanterns, Oxhorns, other horns and tips, India Rubber, Ipecacuana, Ivory, unmanufactured, Ivory black, Juniper berries, Macaroni, Millstones, Musk, Nuts of all kinds, Olives, Oil of Juniper, paintings and drawings, Rattans unmanufactured, Reeds unmanufactured, Rhubarb, Rotten stone, Tamarinds, Tortoise shell, Tin foil, Shellac, Sponges, Sago, Spy glasses, Telescopes, Sextants, Quadrants, Hair pencils, Brazil paste, Tarter Crude, Vegetables such as are used principally in dying and composing dyes, Weld, and all articles used principally for dyeing, coming under the duty of 12 1/2 per cent, all other dyeing drugs, and materials for composing dyes, and all other medicines drugs and all articles, not enumerated in this act or the existing laws and now liable to and valorem duty of 15 per cent. to be free.

The additional 10 or 20 per cent. (as the case may be) now charged on the value of the merchandise, before the duties are calculated, to be taken off; all charges for inland transportation, commissions, drayage, wharfage, &c. in the foreign country, to be considered as constituting a part of the cost or value of the goods, and insurance only from the foreign port of exportation to the United States, to be excepted.

Credit on duties, reduced—one half to be payable in three months, and one half in six months:—under two hundred dollars to be paid in cash. Duties on woollens to be paid in cash, or the woollens may be stored for 3 and 6 months upon payment of interest.

Auction duty of 1 1/2 per cent on foreign woollen manufactures, sold at public auction; in places where there is an officer of the Customs, no such woollens to be sold at auction unless an officer be present.

Appraisers may examine owners, importers, consignees and others on oath, and require the production of any papers in their possession, touching the value of the merchandise to be appraised by them; if the owner, importer or consignee, declines to appear or produce the papers, the appraisement to be final. If they swear falsely to be deemed guilty of perjury, and goods to be forfeited.

In consideration of the duties imposed on articles used in constructing and fitting ships and vessels, a drawback to be allowed under certain regulations, on first taking out papers, of two dollars a ton on Registered vessels; one dollar and twenty five cents, on Enrolled and Licensed; and fifty cents a ton on steamboats.

Woollen and cotton goods of similar kind but different quality, contained in the same package are only to be charged according to the value of the best article, when charged in the invoice at an average price.

Woollen or cotton goods, found in a package, and not contained in the entry, to be forfeited.—This and the preceding provision, are the same as in the bill reported by the Committee on Manufactures in the House of Representatives.

THE BANK REPORT, or rather reports—for it is now said, as our letters from Washington tell us, that there will be three—were confidently expected to be made on Monday. Three of the committee, Messrs. McDuffie, Adams, and Watmough, will report in favor of the Bank, Messrs. Clayton and Cambreleng will make an ultra report, and Messrs. Johnson and Thomas a modified one against it.

A slip from the Philadelphia Inquirer of yesterday furnishes this paragraph:

CONVICTION OF MINE.—We learn from a gentleman arrived from Doylestown, that the jury, in the case of Mine, have returned a verdict of *Guilty*. The offender will be sentenced on Tuesday next, and without the interference of Executive clemency, must be hung. The only marvel is that Mrs. Chapman should escape.

MISCELLANY.

THE AFRICAN COLONY.—The last number of the Colonial Journal, which has just come to hand, contains several papers of interest relating to the cause its publication is intended to promote. We take the following extract from an excellent article, copied from the English Amulet, giving a history of the actual state of the Slave Trade on the Coast of Africa, which possesses strong interest for those desirous of becoming acquainted with the subject. The writer is a distinguished British officer who passed three years on the African coast; and his account of the American colony, written with such opportunities of accurate observation, is equally satisfactory and gratifying.

On the subject of Sierra Leone, and the causes of its failure, so much has been said, that it would be superfluous to repeat them here. Public expectation has not, certainly, been answered; but that these experiments are not of a fanciful or impracticable nature, is completely proved by the success which has attended the colony which came next in succession on this coast. This is a bold promontory, called originally Monte Serrado, but corrupted, as all names are by negro pronunciation, into Mesurado. The American Colonization Society located here a number of free people of color, the offspring of African slaves born in America and liberated. They were sent from the United States, and the settlement was called by the appropriate name of *Liberia*. There are but few white people among them, and none who possess any land.

The settlement consists of two establishments. The first is Monrovia, on Cape Mesurado, and the other Caldwell, seven miles up the river St. Paul. The whole population amounts to about three hundred families, comprising more than 1500 persons, who have each farms allotted to them, some in the lower and some on the upper settlement. A regular and most improved system of Husbandry is insisted upon. Every man is not allowed to burn down and cultivate any portion of the land he pleases, as is permitted in our colonies, which, being abandoned the next year and suffered to run into brush, is known to contribute greatly to taint the air, in an extraordinary degree, which cultivation had rendered salubrious. Their prescribed system of agriculture is regulated by those plans which local experience has found to be most judicious, wholesome and productive; and no man is allowed to deviate from it: in this way their maintenance and independence, and, to a certain extent, their health, are provided for and secured. The males are formed into a regular Militia, which being well trained and served, renders the colony respectable in the eyes of its neighbors, and secures them from any act of aggression; and this force has been efficiently called out more than

once to punish depredations and robberies committed by natives on individual colonists while in pursuit of their commercial speculations, either coastwise or in the interior, and always with the best results. This mode of well regulated self-defence not only gives them courage and confidence in themselves, but it exempts them from the degrading and demoralizing effects of a regular soldiery sent from the parent country, which, being generally of the worst and most desperate description of men, set examples of the most dissolute and profligate lives, as our colonies in Africa know by melancholy experience. This imposing domestic force gives perfect security to these people in their dealings with the natives; and a very profitable and advantageous trade is carried on for gold, camwood and ivory, with the Gallinas and Cape Mount, to the north of their settlement, and as far coastwise as Tradetown, to the east of it.

The character of these industrious colonists is exceedingly correct and moral, their minds strongly impressed with religious feelings, their manners serious and decorous, and their domestic habits remarkably neat and comfortable. They had the inestimable advantage of being originally brought up in the frugal and pains-taking habits of the people of the country from whence they were sent, and received, when young, the moral, religious, and literary instruction of white people in their class of life. These they have brought with them, and they practice them with more effect, as they have no bad examples to mislead them. Those who have visited them speak highly of their appearance and mode of living. They are a comely and well-formed race of Negroes, neat and clean in their persons, modest and civil in their manners, and regular and comfortable in their dwellings. Their houses are well built, ornamented with gardens and other pleasing decorations, and on the inside are remarkably clean. They are very hospitable to strangers, and many English naval officers on the station have been invited to dine with them, and joined in their meals, which were wholesome and good. The man of the house regularly said grace, both before and after meat, with much solemnity, in which he was joined by the rest of his family with great seeming sincerity. They all speak good English, as their native language, and without any defect of pronunciation. They are well supplied with books, particularly religious and moral. They have pastors of their own color, and meeting-houses in which divine service is well and regularly performed every Sunday; and they have four schools at Mesurado, and three at Caldwell. By one ship alone they received 500 volumes, presented by Dartmouth College, and several boxes and packets of school-books, sent by friends at Boston.

The complete success of this colony is a proof that negroes are, by proper care and attention, as susceptible of the habits of industry and the improvements of social life as any other race of human beings, and that the amelioration of the condition of the black people on the coast of Africa, by means of such colonies, is not chimerical. Wherever the influence of this colony extends, the slave trade has been abandoned by the natives, and the peaceful pursuits of legitimate commerce established in its place. They not only live on terms of harmony and good will together, but the colonists are looked upon with a certain degree of respect by those of their own color, and the force of their example is likely to have a strong effect in inducing the people about them to adopt it. A few colonies of this kind, scattered along the coast, would be of infinite value in improving the natives. They would much sooner acquire their confidence and esteem, as not exciting that jealousy which foreigners always cause; and the very example of their own race, thus raised in the moral and social scale, would be the strongest motive to induce others to adopt and practice those qualities by which they were rendered so much more comfortable and happy.

If any thing were now wanting to give confidence in the operations of the colonization society, the above testimony to the ability with which its affairs have been conducted, and the prosperous results of their humane exertion, would be ample; and if there are any now among our readers who, from the once supposed impracticability of the scheme or other disheartening causes, are still incredulous as to its ultimate benefits, we recommend to them the view here taken of the present state of the colony by an intelligent stranger, who could have no interest in misrepresenting it.

POETRY.

THE CHILD OF EARTH.—By Mrs Norton.

Fainter her slow step falls from day to day,
Death's hand is heavy on her darkening brow;
Yet doth she fondly cling to earth, and say,
"I am content to die—but, oh! not now!"
Not while the blossoms of the joyous spring
Make the warm air such luxury to breathe—
Not while the birds such lays of gladness sing—
Not while the bright flowers around my footsteps breathe.
Spare me, great God! lift up my drooping brow—
I am content to die—but, oh! not now!"
The spring has ripened into summer time;
The sea-un's viewless boundary is past;
The glorious sun hath reached his burning prime:
Oh! must this glimpse of beauty be the last?
"Let me not perish while o'er land and sea
With all at steps, the Lord of light moves on;
Nor while the murmur of the mountain-bee
Greets my dull ear with music in its tone!
Pale sickness dims my eye and clouds my brow—
I am content to die—but, oh! not now!"
Summer is gone; and autumn's soberer hues
Tint the ripe fruits, and elide the waving corn:
The huntsman swifly the flying game pursues,
Shouts the halloo! and winds his eager horn,
"Spare me awhile, to wander forth and gaze
On the broad meadows and the quiet stream,
To watch in silence while the evening rays
Shine through the fading trees with ruddy gleam!
Cooler the breezes play around my brow—
I am content to die—but, oh! not now!"
The bleak wind whistles: snow showers far and near
Drift without echo to the whitening ground;
Autumn hath passed away, and cold and drear,
Winter stalks on with frozen mantle bound;
Yet still that prayer ascends, "Oh! laughingly
My little brothers round the warm hearth crowd,
Our home-fire blazes broad, and bright, and high,
And the roof rings with voices light and loud:
Spare me awhile! raise up my drooping brow!
I am content to die—but, oh! not now!"
The spring is come again—the joyful spring!
Again the banks with clustering flowers are spread:
The wild bird dips upon its wonted wing—
The child of earth is numbered with the dead:
"Thine never more the sunshine shall awake,
Beaming all redly through the lattice-pane;
The steps of friends thy slumber may not break,
Nor loud familiar voice arouse again;
Death's silent shadow veils thy darkened brow—
Why didst thou linger?—thou art happier now!"

TO MARIE.

How little feeling must he have
To look on charms such as thine:
Thorns that could make a coward brave—
Eyes that, with their fire, might spring a mine.
When this wide world is swept away:
And things on earth, and all above,
Are all in one great chaos hurled;
Then will my fond heart cease to love.
Perfection, what art thou to her?
But as an equal, nothing more;
Her, whose like the world n'er saw;
And she's the one that I adore.
Fools may talk of gold and pelf,
And other such like vulgar cares;
But, with my, dear, sweet pretty elf,
The world might take my goods, my wares.

FIRST LOVE.

Love?—I will tell thee what it is to love!
It is to build with human thoughts a shrine,
Where Hope sits brooding like a beautiful dove;
Where time seems young, and Life a thing divine.
All tastes, all pleasures, all desires combine
To consecrate this sanctuary of bliss.
Above—the stars in shroudless beauty shine;
Around—the streams their flowery margin kiss;
And if there's heaven on earth, that heaven is surely this!
Yes, this is Love,—the steadfast and the true—
The immortal glory which hath never set—
The best, the brightest boon the heart e'er knew—
Of all life's sweets the very sweetest yet!
Oh! who but can recall the eve they met
To breathe, in some green walk, their first young vow,
While summer flowers with moonlight dew were wet,
And winds sighed soft around the mountain's brow,
And all was rapture then—which is but memory now!
Honor may wreath the victor's brow with bays,
And Glory pour her treasures at his feet—
The Statesman win his country's honest praise—
Fortune and Commerce in our cities meet:
But when—ah! when were earth's possessions sweet—
Unblest with one fond friend these gifts to share?
The lowliest peasant, in his calm retreat,
Finds more of happiness, and less of care,
Than hearts unwarned by Love's mild palace halls must bear!

PASSENGERS.—

In the Packet ship Columbia, from London:—Mr. F. D. Priest, lady and 4 children, of New York; Mr. J. Bigelow, of Montreal; Mr. Bidwell and lady, of New-Haven; Sir Thomas Beavor, Baronet; and Mr. Ford and lady, of England; and Mrs. Reynolds and infant, of London, and 160 in the steerage.
Per ship Canada, from Liverpool:—A Mitchell and lady, J. L. Francis and lady of New York; Hon. J. Emsley, lady and servant, and Geo. Monro, of York, U.C.; J. Sluiter, Wm. Stephens, and Francis Hunter, of Montreal; J. Leuther, Jas. Hamilton, G. B. Sykes, Donald Fraser, and Thos. Ryan, of Quebec; Jas. Baxter, of St. John's; Edw. Frith, John K. Tillotson, and Irving Van Wart, of Sheffield; Wm. Van Wart, of Birmingham; Miss Crawford, John and William Crawford, of Belfast; Dan Lamont, of Montreal; Jas. A. Dickson, of Boston; G. F. Wormald of Philadelphia; Henry Ransford, and E. F. Ledyard, of England; Miss Scott, and Rev. Jas. R. Boyd, of Albany; M. Heulin, of Spain; John Reid, of Glasgow; and eighteen in the steerage.
In the ship Charles Carroll, from Havre:—Lieut. John H. Graham, of the United States Navy; Mr. Julius Billiet of New York, and 140 in the steerage.

MARRIAGES.

MARRIED.—On morning 26th April, by the Rev. B. H. Rice, Robert D. Weeks to Harriet T. Stroug, daughter of Benjamin Stroug, Esq.
At Philadelphia, on the 26th April, by the Rev. H. J. Morton, James Markoe, Esq. to Sarah Coleman, daughter of the late Samuel W. Fisher.

DEATHS.

DIED.—On Saturday, the 21st of April, at Augusta, Georgia, while on his return home, WILLIAM SLOSSON, of this city, in the fifty-third year of his age.
On Monday morning, April 20th, in the sixty-eighth year of her age, Mrs. Frances Zabriske.
On the morning of the 26th April, Joseph Barnes, in the 34th year of his age.
On Friday afternoon, April 27, Mary Cruger, wife of Sylvester H. Mills, and daughter of the late Jno. Cruser, Esq.
On Saturday morning, April 28th, Mrs. Antoinette Davenport, wife of Rufus Davenport, Esq.
At Philadelphia, on the 26th April Elizabeth, widow of the late John Biddle.
Thursday afternoon, April 26th, Mrs. Anna De Poyster, aged 35 years, relict of the late James W. De Poyster.
Friday morning, Charles Arms, the son of Levi Cook, aged 2 years.
At Fairfield, Conn. on the 19th April, Elizabeth, daughter of John G. Allen, in the 16th year of her age.
On Monday, 16th April at Savannah, where he had gone for the benefit of his health, Dr. Charles O. Livingston, youngest son of John R. Livingston, Esq. of this city, aged 26 years.
On Tuesday morning, May 1, at half past 2 o'clock, of consumption, in the 21st year of his age, George, son of Isaac Pearson.
On Sunday morning, 29th April, in the 18th year of her age, Amanda Lois, youngest daughter of Col. Stillman Lincoln, formerly of Dorchester, Mass.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 106 persons during the week ending on Saturday last, viz.:—23 men, 21 women, 32 boys, and 27 girls.—Of whom 21 were of the age of 1 year and under, 10 between 1 and 2, 14 between 2 and 5, 8 between 5 and 10, 7 between 10 and 20, 10 between 20 and 30, 15 between 30 and 40, 5 between 40 and 50, 5 between 50 and 60, 7 between 60 and 70, 4 between 70 and 80, 1 between 80 and 90, and 7 between 90 and 100.—Diseases:—Asthma, 1, burned or scalded, 1, cancer, 1, casualty, 1, childbed, 1, consumption, 34, convulsions, 6, cramp in the stomach, 1, diarrhoea, 1, dropsy, 5, dropsy in the chest, 2, dropsy in the head, 7, fever scarlet, 6, haemoptysis, 1, hives or croup, 3, inflammation of the bowels, 2, inflammation of the brain, 1, inflammation of the liver, 2, marasmus, 1, measles, 9, old age, 2, palsy, 1, peripneumony, 4, pleurisy, 2, pneumonia, 1, phthisis, 2, scrofula or King's evil, 1, small pox, 1, sore throat, 2, stillborn, 4, unknown, 2, whooping cough, 1.

ABRAHAM D. STEPHENS, City Inspector.

LEXINGTON & OHIO RAIL-ROAD.

NOTICE.—The lettings advertised to take place at Louisville, Kentucky, on the 15th April next, is postponed until the 26th May thereafter, at which time an additional quantity will be prepared and offered for contract, as will be seen on referring to an advertisement inserted in this paper.

E. I. WINTER, President.
Lexington & Ohio R. R. Co., Lex. Ky.

LEXINGTON & OHIO RAIL-ROAD.

TO CONTRACTORS.—From 22 to 30 miles of the above road will be prepared for contract, and sealed proposals for grading the same will be received at the company's offices in Lexington and Louisville, on the 20th, 25th and 26th May next, where attendance will be given on those days by one of the company's engineers, who will be prepared with the necessary plans, profiles, maps, &c. to furnish all the information desired by those offering for contracts.

The road offered for contract passes through a country abounding in every thing necessary for the support of hands, and not surpassed in healthfulness by any country. The enterprise holds out to contractors every assurance of profitable employment.

E. I. WINTER, President.
Lexington & Ohio R. R. Co., Lexington, Ky.

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Ropes, the public are referred to J. B. Jervie, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County Pennsylvania.

Falmouth, Wayne County, New-York,
1st mo. 22d, 1832.

J30 1f

PATENT, RAIL-ROAD, SHIP AND BOAT SPIKES.

THE TROY IRON & NAIL FACTORY keep constantly for sale a very extensive assortment of Wrought Spikes & Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years successful operation and now almost universal use in the United States (as well as England, where the subscriber obtained a Patent,) are found superior to any ever offered in market.

RAIL-ROAD COMPANIES MAY BE SUPPLIED WITH SPIKES having countersink heads suitable to the holes in the iron rails, to any amount and on short notice. Almost all the Rail-roads now in progress in the United States are fastened with Spikes made at the above-named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. Y., will be punctually attended to.
HENRY BURDEN, Agent.
Troy, N. Y., July, 1831.

Spikes are kept for sale, at factory prices, by I. & J. Townsend, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Brower, 223 Water street, New-York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

P.S. Rail-road Companies would do well to forward their orders as early as practical, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand for his Spikes.

J35 1am M

H. BURDEN.

MANUMITTING SLAVES.—The following account, given in the number of the Colonial Journal noticed yesterday, of the mode of manumission in the United States of Mexico, is worthy the consideration of those whose attention has been directed to the subject in this country:

In some of the southern provinces, Africans had been introduced, purchased and held, as in the West Indies and in the United States. In the northern provinces, the slaves were, at least generally, of Indian extraction. They were more ignorant than the negroes in our southern States, and more vicious. They were surrounded, too, by a state of society less enlightened and less virtuous than our slave-holders. Civil government was less understood, and less effectually administered. Immediately upon the declaration of independence, a law was passed by the general government, for the entire abolition of slavery throughout the Mexican Republic. Each of the provinces, now states, arranged the details of the process of emancipation for itself, but the principles, and in all important respects, the details, were every where the same and substantially these.

The master at once opened an account with each of his servants, like the following:—

| LOTT CAY TO ———, Dr. | |
|----------------------|---------------------------------------|
| Jan. 1, 1810. | To cash paid for yourself |
| | Do for Mary your wife, |
| | Do for John, your son, |
| 22, | To call for Mary, |
| Feb. 1, | To cash for schooling your children, |
| 20, | To lost 5 days, |
| March 29, | To beef, |
| | \$1.21 |
| Cr. | |
| April 1, 1810. | By 3 months' labor, at \$5 per month, |
| | Do of Mary, at \$4, |
| | Do of John, at \$4, |
| | \$36 |

Here, the original debt is supposed to have been \$1,200, and the balance due to the master at the end of three months, is \$1175. At this rate, the whole debt will be paid, and the whole family redeemed, in twelve years. The actual result was, that the great body of those who had been slaves, were out of debt in a shorter time.

Till the debt is paid, the servant is required by law to continue on the *hacienda* (plantation) and labor as formerly. While thus employed, he is entitled to his rations, which are a little less than half a bushel of Indian corn per week. If he wishes for more of other food, it is furnished by the master and charged in his account. The same of all other necessities and comforts of life. Lest the master should take advantage of the improvidence of the servant to keep him always in debt, it is enacted that the charges for supplies for a specified time shall never exceed half the amount of the wages of the family for that time, and any charge above that amount is absolutely void in law.

The master has no power to punish his servant, in any manner whatever. The duties of the servant are fixed by law, as definitely as the nature of the case permits, and magistrates are appointed in every neighborhood, for the express purpose of enforcing them. If the servant is in any way worthy of punishment, the master complains to the magistrate, who investigates the matter and takes the necessary measures to ensure good conduct. And on the other hand, if the master neglects his duty the servant has the same means of enforcing his performance.

Among the other duties of the master, he is required to furnish those on the plantation with suitable means of literary, moral and religious instruction; and so generally do the servants avail themselves of this privilege, that nearly all the rising generation will be tolerably versed in reading, writing and arithmetic.

If the servant, whose debts are unpaid, wishes to leave the *hacienda* to which he belongs, he may demand of the master a written statement of his account; and if he can persuade any person to advance the sum due, the master is obliged to receive it, and the servant is transferred to him who advanced the money. Similar transfers take place for the accommodation of the master, but never without the consent of the servant. When his debts are paid, the servant may leave the *hacienda* if he chooses, or remain upon it, if the owner sees fit to employ him; but whether he remains there or removes to another the mutual duties of master and servant continue the same, and there is the same system of laws to enforce the performance of them.

As the result of this system, the servants paid up their debts, purchase money and all, in a few years.

During the process, they acquired habits of forethought and economy. The hope of bettering their condition gave a spring to their minds, and elevation to their whole characters. Thus they were fitted for the enjoyment of perfect liberty, by the very process of acquiring it. Meanwhile, the despotic character of slavery is changed into the conciliating form of parental oversight. The master, when the servant asks for supplies which he ought not to have, commonly says, "My son, you cannot afford it. Such and such purchases are more suitable." The grudge which the slave naturally bears his master, gives way to filial confidence, and both parties regard themselves as members of the same family. Generally, when freed from debt, and at liberty to choose their residence, servants have chosen to remain on the *hacienda* to which they formerly belonged. Some have purchased small building lots, and erected houses upon them; but more generally, the excess of their wages over their expenditures is laid up in cash.

THE HOME OF A POETESS.—The Boston Transcript contains a letter from Hartford, (Ct.) which says: "I must not omit telling you that we passed half an hour in roaming over the romantic gardens and woodlands that surround the residence of Mrs. Sigourney. Her husband, who is himself a man of letters and taste, has ornamented his estate with every thing that can render it desirable as the home of talent and genius. I do not wonder that Mrs. Sigourney has written so much exquisite poetry. The muses must be her frequent companions: for if, as it is fabled, they sometimes condescend to visit the planet earth, they can never return to the fairy land without having tanned their wings in the breezes which sigh around her romantic bowers."

"The Last of the Mohicans."—On the 9th inst. Mr. Timothy Sheldon discovered a large Otter about two miles from this city—to which he gave chase, and after a warm pursuit of nearly a mile, overtook and despatched him. He weighed 23 lbs., and his skin was valued at \$9. It is the first animal of the kind which has been seen in this vicinity for forty years. He probably took advantage of the spring flood to make a visit to the "Land of Steady Habits."

—[Hartford Review.]

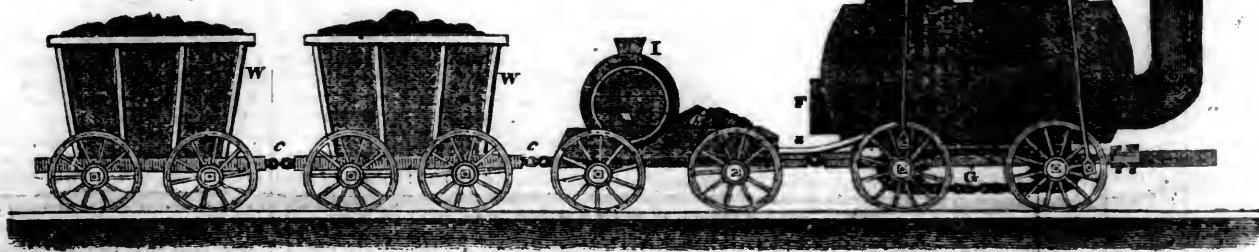
THE DIARIO DI ROMA says—"When M. Chateaubriand was Ambassador to Rome in 1829, he resolved to rescue the memory of the spot in which the celebrated artist of France, Nicholas Poussin, the painter, was buried, and to erect a monument to his honor in the church of San Lorenzo, in Lucina. He consequently engaged M. Leon Voudoy, the architect, to form the general design; M. Desprez to execute in sculpture a bas-relief taken from one of Poussin's most admirable masterpieces; and M. Lemogne to complete the monument in marble, and also to execute a demi-colossus bust of Poussin. Although the Noble Viscount has given up every honorary emolument which he derived from the French Government, he never abandoned his generous project, and the monument has been completed, and recently placed in its destined position."

| SALES OF REAL ESTATE AT AUCTION. | |
|--|---------|
| By James Bleecker & Sons—April 26. | |
| A story house and lot No. 171 Orange street, lot 25x100 feet..... | \$6,000 |
| Two acres of ground at Manhattanville..... | 2,750 |
| A frame house and lot, No 154 Church street, lot 25x75 feet..... | 3,440 |
| Twelve acres of land at Bloomingdale..... | 6,580 |
| A frame house and lot, corner of Eighth Avenue and Eighteenth street, lot 21 6x100..... | 3,600 |
| Four lots and a frame building, corner of Fourth Avenue and 120th street..... | 420 |
| One lot, corner of Prince and Thompson streets, 25x75 feet..... | 1925 |
| One lot adjoining on Prince street..... | 1625 |
| One do.....do.....do..... | 1565 |
| One do.....do.....do..... | 1260 |
| The 4 story brick house and lot, No. 15 Wall street, lot 27x112 feet..... | 30,000 |
| A frame house and lot, No. 77 Anthony street, lot 25x100 feet..... | 2760 |
| A 2 story brick house and lot No. 169 Chapel street, 17x60 feet..... | 3000 |
| Two story brick house and lot, No. 264 Stanton st., lot 25x100 feet..... | 1,875 |
| Two story do., No. 105 Columbia street, 25x50 feet..... | 950 |
| Two do.....do.....do..... | 800 |
| House and lot, No. 168 Sprng street, 17x100 feet..... | 2,600 |
| do.....do.....do..... | 2,700 |
| A vacant lot on Washington street, between Hammond and Bank streets, 21x35 feet..... | 740 |
| One.....do.....do.....do..... | 880 |
| One.....do.....do.....do..... | 835 |
| One.....do.....do.....do..... | 810 |
| One lot cor. of Washington and Bank sts. 15 by 67..... | 900 |
| Four and a half acres of land at Bloomingdale, adjoining the seat of John Glendinning, Esq..... | 1,000 |
| Five years lease of a block of ground on the N. E. corner of Dominick and Varick sts. 50 feet on Varick, and 80 ft on Dominick st. with 3 brick dwelling houses on the lots, ground rent \$20 per ann..... | 1,950 |

BANK NOTE TABLE.

| MAINE. | |
|---------------------------|-----------------------|
| U. S. Branch..... | Cumberland..... |
| Thompson..... | Augusta..... |
| Vassalborough..... | Gardner..... |
| Canal..... | Kennebunk..... |
| Portland..... | Manufacturers..... |
| Bangor..... | Wint..... |
| South Berwick..... | Bathrop.....no sale |
| NEW HAMPSHIRE. | |
| U. S. Branch..... | Rockingham..... |
| Chester..... | Portsmouth..... |
| Concord..... | Farmers..... |
| Exeter..... | Piscataqua..... |
| New-Hampshire do | Dover..... |
| N. H.—Stratford do | Winnepesaukee..... |
| MASSACHUSETTS. | |
| U. S. Branch..... | Plymouth..... |
| Boston City Bks..... | Fawcett..... |
| Agricultural..... | Salem..... |
| Beverly..... | Springfield..... |
| Bedford Com'l..... | Taunton..... |
| Commercial..... | Worcester..... |
| Dorham..... | Danvers..... |
| Gloucester..... | Lowell..... |
| Hampshire..... | Andover..... |
| Franklin..... | Amherst..... |
| Sunderland..... | Belmont..... |
| Hampden..... | Northampton..... |
| Mechanics..... | Westfield..... |
| Marblehead..... | Greenfield..... |
| Newburyport..... | Springfield..... |
| Phoenix..... | Greenfield..... |
| Pacific..... | Greenfield..... |
| Manu. & Mech..... | Greenfield..... |
| RHODE-ISLAND. | |
| U. S. Branch..... | Village Bank..... |
| Providence..... | Smithfield Lime..... |
| Union..... | Rock..... |
| Exchange..... | Newport Bank..... |
| Mechanics..... | Roger Williams..... |
| Globe..... | Schute..... |
| Manufacturers..... | Kent..... |
| R. Island Union..... | Eagle, Bristol..... |
| Rhode Island..... | Do, Providence..... |
| Merchants' Provi..... | Mount Vernon..... |
| dence..... | Cranston..... |
| Do, Newport..... | Bank of Bristol..... |
| N.E. Commercial..... | Commercial..... |
| Washington..... | Freemans..... |
| Burrillville Agric..... | Franklin..... |
| and Manuf..... | Landholders..... |
| Smithfield Exch..... | Narragansett..... |
| CONNECTICUT. | |
| U. S. Branch..... | Hartford..... |
| Norwich..... | Phonix..... |
| Bridgport..... | Middletown..... |
| Fairfield County..... | Mechanics..... |
| do Branch..... | New-London..... |
| St Albans..... | Orange County..... |
| Montpelier..... | Burlington..... |
| Rutland..... | Vergennes..... |
| Bank Caledonia..... | Bennington..... |
| NEW-YORK. | |
| U. S. Branch..... | Bank of Albany..... |
| Long Island Bk..... | State Bank..... |
| Dutchess Co..... | Bank of Troy..... |
| Lansingburg..... | Farmers..... |
| Poughkeepsie..... | Mohawk..... |
| Catskill..... | Utica..... |
| Newburgh..... | Do Branch..... |
| Do Branch..... | Ontario..... |
| Mech. & Farmers..... | Do Branch..... |
| NEW-JERSEY. | |
| State Bk, Newark..... | Morris Canal..... |
| Do, Morristown..... | Trenton B. Co..... |
| Do, Elizabeth..... | Orange..... |
| Do, Camden..... | Washington..... |
| Do, N. Brunswick..... | People's..... |
| Newark B. Co..... | Sussex..... |
| Farm & Mech..... | Farmers..... |
| at Rahway..... | Bk N. Brunswick..... |
| PENNSYLVANIA. | |
| U. S. Bank..... | Montgomery Co..... |
| Philadel. Banks..... | Columbia Br. Co..... |
| Harrisburg..... | Chester county..... |
| N. Rihampton..... | Lancaster..... |
| Farmers Reading..... | German town..... |
| Do, Lancaster..... | Delaware county..... |
| Do, Bucks co..... | Penn Tow. ship..... |
| Easton..... | York..... |
| DELAWARE. | |
| Farmers..... | Wilm. & Brand..... |
| Do, Branches..... | Delaware..... |
| MARYLAND. | |
| U. S. Branch..... | Bank Maryland..... |
| Baltimore Bks..... | Frederick co..... |
| Farmers..... | Westminster..... |
| Do, Branches..... | Farmers & Mech..... |
| DISTRICT COLUMBIA. | |
| Patriotic..... | Alexandria..... |
| Metropolis..... | Potomac..... |
| Washington..... | Union..... |
| VIRGINIA. | |
| U. S. Branch..... | Farmers..... |
| Vally, & Branch..... | Do, Branches..... |
| NORTH CAROLINA. | |
| State, & Branches..... | Newbern & Brnch..... |
| SOUTH CAROLINA. | |
| U. S. Branch..... | Union..... |
| Plant. & Mech..... | South Carolina..... |
| GEORGIA. | |
| U. S. Branch..... | State B. & Br's..... |
| Planters..... | Augusta..... |
| Marine & Fire Ins..... | Merch. & Planter..... |
| ALABAMA. | |
| U. S. Branch..... | Mobile..... |
| MISSISSIPPI. | |
| State of Mississippi..... | State Bank S. C..... |
| OHIO. | |
| U. S. Branch..... | Naricta..... |
| Chillicothe..... | Lancaster..... |
| Western Reserve..... | Mount Pleasant..... |
| Franklin..... | Faunt..... |
| LOUISIANA. | |
| U. S. Branch..... | State 3-Orleans..... |
| | Louisiana..... |

AMERICAN



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OFFICE, 35 WALL-STREET.

NEW-YORK, MAY 12, 1832.

VOLUME I...NO. 20.

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AMERICAN RAILROAD JOURNAL.

NEW-YORK, MAY 12, 1832.

We gave in the last number of the Journal the charters of the *New York and Erie*, and the *New York and Albany* Railroads. These roads may be considered as the grand arteries of the Railroad system in the State of New York, into which will flow, from numerous lateral roads, the trade of those sections of this and the neighboring States, remote from the canals and Hudson River. We have heard some doubts expressed as to the probability of the successful prosecution of these noble enterprises; but, so far as we are able to judge from the partial examination of the routes, the wants of the country through which they will pass, and the character of those engaged in them, there need be no apprehension upon the subject; and we predict that they will both be completed long before the expiration of the period allowed for their construction; and that when completed, they, especially to those living in the vicinity of them, will be considered as safe and profitable investments. Indeed, of so much importance do we deem the New-York and Erie Railroad to the inhabitants on its line, that we believe they would be the gainers in a few years, even if they were now to throw into a common fund one-fourth of their property to complete the road, rather than not to have one, as the remaining three-fourths, when it shall have been completed, will be worth more than the whole would be if a Railroad were not built. For this, however, there is no necessity, as there will be in this, as there has been in most of the other Railroad subscriptions, after surveys shall have been made, more applicants than stock. A farmer or mechanic had better own stock in a Railroad, which will greatly enhance the value of his other property, than

to increase his real estate, which is valuable only in proportion to its convenience to market, or its facilities for business. We take it for granted, therefore, that the stock in these roads will be sought for by, and will be distributed liberally to, those living on the routes, who are most interested in their completion.

At an adjourned meeting of the corporators of the *N. York & Erie Railroad Co.* held at the Merchant's Exchange, in this city, on Wednesday the 9th inst. Philip Church, Esq. of Allegany county, was called to the chair, and Wm. C. Redfield, Esq. of New York, appointed Secretary.

The object of the meeting having been stated, after a general interchange of opinion, a committee was appointed to adopt the necessary measures for effecting a survey of the route during the present season. The committee consists of Eleazer Lord, Walter Bowne, Morgan Lewis, Wm. Paulding, Stephen Whitney, Peter Lorillard, Isaac Lawrence, Gideon Lee, John P. Stagg, Nathaniel Weed, Wm. C. Redfield, Samuel Swartwout, and Richard M. Lawrence, Esqs.—together with all the gentlemen named in the charter as corporators, residing in the country, who may choose to attend the meetings of the Committee.

RAILROADS IN WINTER.—The late severe winter has induced some, even of the sanguine friends of Railroads, to doubt of their being useful in our climate during winter. It is thought by some that the frost will prevent adhesion of the engine wheels to the rails so as to produce the desired effect. Even if this were the fact, (which, by the by, we do not admit,) how easy to apply animal power, during the frost, which gives results so highly satisfactory, that most persons would be satisfied with it at any time. We give the following extract from Wood's Work on Railroads, by way of showing that the business of winter may be performed with ease by horse-power:—

The average resistance overcome by the horses in Table II. is 115lbs., and in Table III. 85lbs.; taking the former as the effect of the largest horses, and the latter as the effect of smaller, we shall have as the mean 100lbs., which may be taken as the performance of moderately-sized horses upon level roads, traveling twenty miles a day. If the friction of carriages be reckoned at the 240th part of their weight, Table I., then the weight, which will present a resistance of 100lbs. upon an Edge Railroad, will be 24,000lbs.; as, however, the resistance of the carriages in winter would be greater than that shown in the Table, we may perhaps take the power of a horse as equal to 112lbs., the mean of Tables

III. and IV., traveling at the rate of two miles an hour, or twenty miles a day, which, on a level Railroad, would make the weight of goods conveyed equal to twelve tons.

Taking then twelve tons, moved over the space of twenty miles a day, as the performance of a horse, the effect will be equal to 240 tons one mile.

NEW JERSEY RAILROAD.—The subscription books to the New Brunswick and Newark Railroad Co. were closed at Newark on Thursday the 3d instant. The amount subscribed was \$750,000—three times the amount required.

THE HARLEM RAILROAD.—The report of the committee of the Board of Aldermen, on the Harlem Railroad Company, which passed that Board on the 2d inst., was brought up in the Board of Assistants Monday night, and after a long debate passed, 9 to 5.

Extract from Mr M'Adam's Examination, by a Committee of the House of Commons, upon his system of Road making.

Have you in any instance tried the experiment of converting paved streets into roads?—I have in several instances taken up small pieces of pavement that I found upon the several road trusts, and substituted road. In the town of Stamford I took a piece up of considerable extent, which is now road instead of the pavement.

What has been the effect of the conversion of the pavement into roads?—The expense has considerably diminished, and the facility of traveling very considerably increased.

TRANSPORTATION ON THE BALTIMORE AND OHIO RAIL-ROAD.

April 7.—Arrived 34 cars and wagons, containing, viz:

| | |
|---------------|--------------|
| Flour, | 385 barrels. |
| Wheat, | 247 bushels. |
| Rye, | 160 do. |
| Iron, | 24 tons. |
| Ox-bones, | 1 hhd. |
| Paving stone, | 13 tons. |
| Granite, | 22 tons. |

Departed 73 cars and wagons, laden with groceries, salt and fresh fish, hardware, &c.

Arrived, 10 passenger cars with 45 passengers.

Departed, 10 passenger cars with 107 passengers.

April 8.—Arrived, 11 cars, with 143 passengers.

Departed, 10 cars, with 143 passengers.

April 9.—Arrived 36 cars and wagons containing, viz:

| | |
|---------------|--------------|
| Flour, | 350 barrels. |
| Lime, | 1 ton. |
| Shells, | 200 bushels. |
| Granite, | 20 tons. |
| Machinery, | 1 ton. |
| Paving stone, | 7 tons. |

Departed 31 cars with furniture, trunks, &c.

Arrived, 9 passenger cars with 71 passengers.

Departed, 9 passenger cars with 87 passengers.

April 10.—Arrived 34 cars and wagons containing, viz:

| | |
|---------------|--------------|
| Flour, | 385 barrels. |
| Rye, | 120 bushels. |
| Leather, | 1 ton. |
| Paving stone, | 6 tons. |
| Granite, | 24 tons. |

Departed, 35 cars and wagons laden with groceries, salt, bacon, &c.

Arrived, 9 passenger cars with 87 passengers.

Departed, 9 coaches with 102 passengers.

At a meeting of the Stockholders of the Boston and Worcester Railroad Company, held at Boston May 1st, it was "voted unanimously that the Directors be instructed to proceed without delay in the construction of the road."

The annexed extract is taken from a memorial presented to the Legislature at its session in 1831, by the inhabitants of the South-western counties of New York, in which the comparative advantages of Railroads and Canals are set forth in a manner which must satisfy those who have any doubts on the subject of the superiority of Railroad communication for purposes of business, where speed is required. It may be proper to observe that the following statement of the resistance of water to vessels propelled or drawn through it, refers to large bodies of water; of course the resistance will be greatly increased, when the water is confined within the narrow limits of a canal, and the results proportionably in favor of Railroads:

There exists, among your memorialists, a difference of opinion in regard to the relative advantages of Canals and Railways. It is very desirable to this district of country, to the State, and to a great portion of the Union, that an internal communication passing through one of the richest and most extensive valleys of land, of which the State of N. York can boast, and connecting two such important points as the Erie canal, and the highest point of navigation of our great South-western waters, should be made upon such a plan, and upon such principles, as shall best meet the exigencies of the large and increasing population, and great extent of territory which is to be benefited by the contemplated improvement.

The resistance of water to vessels propelled or drawn through it, diminishing in the rapid ratio that the square of the vessel's velocity diminishes, enables a small power to move, on a canal, at a slow rate, an almost incredible weight.

So different is the size, power of endurance, and other qualities of horses; the depth and breadth of the water in different canals; and in the same canal at different times; and the structure of boats; that no two accounts agree as to the weight a horse can draw upon a canal: equal, or similar difficulties, occur in the attempt to ascertain the draft of a horse on a Railroad. Whatever, therefore, is assumed in respect to the power of a horse, must necessarily be considered as an approximation only to accuracy.

On the supposition, however, that a horse will draw, both ways, on the Erie canal, vessel included, at the rate of two miles an hour, 53,760 pounds, at the rate of one mile an hour, being 1.2 of the first velocity, the horse will draw twice two, or four times as much weight, 214,040 lbs.

At the rate of 1.2 of a mile an hour, being 1.4 of the first velocity, the horse will draw four times four, or 16 times as much weight—equal to the enormous amount of 860,160

On a Railroad the resistance diminishes in the ratio only that the velocity diminishes—on the supposition, therefore, that the same horse would draw, both ways, upon a level Railway, wagons included, at the rate of 2 miles an hour, (1.3 of what he would draw on a canal,) 17,920

At the rate of 1 mile an hour, 1.2 less than, or twice as slow as, the first velocity, he would draw 2 times the weight 35,840

At the rate of 1.2 of a mile an hour, being 1.4 of, or 4 times as slow as the first velocity, he would draw 4 times the weight 71,680

It is thus evident, that at a slow rate of draft the Canal has a most decided advantage over a Railroad; that advantage increases, in proportion to the slowness of draft, to an almost incredible extent, admitting the strength, even of a man, to move the largest vessel.

The resistance of water to a greater velocity must increase in the same rapid ratio, with which, as has been shown, it diminishes to a lesser velocity.

On the former supposition, therefore, that a horse would draw on the Erie Canal at the rate of 2 miles an hour 53,760 lbs.

At the rate of four miles an hour, being 2 times the first velocity, he would draw 1.4 of the weight 13,440

At the rate of 8 miles an hour, being 4 times the first velocity, he would draw only 1.16 of the weight 3,360

It is this rapid increase of the resistance of water, in proportion to the velocity of vessels, that limits their propulsion by the unbounded force of steam, or by the most violent wind, to a velocity of about 15 miles an hour.

On a Railroad the resistance would increase in the same ratio also that it diminished.

On the former supposition, therefore, that a horse would draw on a level Railroad at the rate of 2 miles an hour 17,920 lbs.

At the rate of 4 miles an hour, being 2 times the first velocity, he would draw 1.2 of the weight, 8,960

At the rate of 8 miles an hour, being 4 times the first velocity, he would draw 1.4 of the weight—4,480

At the rate of 8 miles an hour, therefore, the resistance on a Railroad is much less than on a canal, and at some intermediate velocity between 4 and 8 miles an hour, the resistance on a canal, and on a level Railroad, would be equal; that velocity would be 6 miles an hour, at which rate the horse, either on a canal or on a level Railroad, would draw, both ways, 5,973 pounds.

From the interior of most countries there is a very considerable, and along the valleys of the Rivers an equable descent, towards the sea coast: the weight also of the materials, sent from the former, is generally from two to five times heavier than those received in exchange from the latter.

Under such a state of things, it becomes a matter of great moment and economy to adapt the facilities of transportation to the respective exigencies of the interchange; this can be effected by giving the Railroad such declivity towards the sea coast, as the difference of exchange in weight, will require, and the formation of the Country will admit. A similar declivity in the construction of a canal would create not a resistance, only, from the gravitation of the vessel ascending to the interior, but a very great, and serious, additional resistance, also, in the opposing gravitation of the descending waters of the Canal. This combination of circumstances, in the proportion in which they not unfrequently exist, would reduce, in effect, the equality of resistance between a canal and a Railroad, from six miles, as heretofore stated, to five, four, and even to three miles an hour.

The climate of the country through which these improvements are contemplated to be made, affects, in no small degree, the preference which is to be given to either of them. The waters of a canal, in our latitude, would probably be bound up by frost five months in the year; and the application of any power sufficient to break up and remove the ice, is utterly hopeless, whereas frost has not the least effect in the obstruction of a well constructed Railroad, and although it might be blocked up by snow, it is believed, not more than one month in a year, the removal of the snow from two narrow rails, by small scrapers attached to the axles of, and preceding, the wheels of the wagons, or by some other mode, appears by no means to be entirely impracticable.

The original cost of these two improvements depends so much upon the localities of the country through which they may pass, as to render it impossible, without a regular survey, to make any approach to an accurate comparison—There is supposed to be little difference in the expense of constructing a Canal, or a Railroad with a double pair of Railways.—Owing to the very moderate speed to which motion is limited on a canal, it must be made, throughout its whole line, of sufficient breadth to admit of boats passing each other, even in situations, where the trade or travel, would scarcely warrant so large a scale of expenditure; on the contrary, the rapid movements on a Railroad will render one pair of rails, with what are usually called turn outs, sufficient to accommodate a considerable degree of exchange or travel and arrangements can likewise be made to limit the passage of wagons, in each direction, to twelve hours out of the twenty-four—Whenever further facilities may be required, another pair of rails may be added without the least destruction or alteration of the first pair of rails.

In countries abounding with oak a further very considerable saving might be made by forming the rails entirely of that timber, between the upper surface of which and the outer circumference of the iron wagon wheel there would be very little, if any more, friction than on an iron rail; whenever it might be required, an iron rail might readily be fastened on the wooden one.

Notwithstanding the depth at which may be placed the sleepers or posts sustaining the rails, they are frequently liable to serious injury and disturbance by the earth, when frozen, strongly adhering to, and then raising them, in its passage from a frozen to its natural state; the forming of these into the shape of a circular, or four sided upright Cone (similar to the shape of the letter A) will, it is believed, afford a complete remedy; since the earth, in the act of rising, will recede, and disengage itself, from sleepers or posts of the above description.

On the whole, it would appear that whenever considerable velocity in the conveyance of persons or of papers, is not required; whenever the articles of trade are of a heavy and durable nature, and from the latter quality, not liable to injury or decay, during the time occupied in transportation; where the demand for these articles is very considerable, requiring a regular, constant, and equal interchange, so as to give full freight, in both directions, to the vessels employed; where the climate admits of a perpetual use of the canal, neither binding up its waters by intense cold, nor, in too great a degree, evaporating them by a long continuation of heat; a combination of favorable circumstances occurs, giving to the slow, but immensely powerful traction, by its mal power, on a canal, its full advantage; and rendering it decidedly preferable to any other mode of transporting heavy materials, and most kinds of produce, that has yet been practised or that we can hope ever to discover.

If, however, any of these requisites are wanting, to a great extent, in either a portion of each of them; or in their combination, it is apparent that a Railroad, as a mode of conveyance, will be equal and in many instances, more beneficial than a canal—No stronger proof is needed of the advantages of these two improvements being strictly relative, and not absolute, than the numerous instances in which a preference has been given to the one, or to the other, in different parts of England, for more than half a century. Within these twenty years past, it has even been considered as the ordinary duty of the Engineers of that country to decide upon which of the two is to be preferred, and to render the reasons of their decisions.

To the perseverance and talent of a distinguished citizen of our own state, calling in science to his aid, and regardless of the scorn, the ridicule, and contempt, with which his first efforts were treated, is the world indebted for the practical and successful application of steam to the propulsion of vessels.

Of the three great forces of a steam engine, velocity, strength, and endurance, the two last can only be applied to the propulsion of boats on a canal; a velocity greater than four or five miles an hour would remove such a quantity of water from the centre, with so much violence, against the sides of the canal, as to cause their destruction. Even if this objection did not exist, the rapidly increasing resistance of water to velocity, greatly augmented as it would be, by its confinement within the small space of a canal, renders all the attempts at obtaining speed, by the application of steam engines to its boats, useless as well as hopeless. On a Railroad, however, a steam engine can apply all its qualities, and its powers of motion, with the greatest advantage.

It is this easy and full application of Mechanical power to Railroads, whilst it is denied to Canals, that promises, wherever fuel is sufficiently plenty, to feed the consumption of steam engines, an extension in the use of Railroads, and a corresponding limitation of canals, to a proportion not very readily to be foreseen. The removal of snow, the only obstruction to which a Railroad is liable, by scrapers attached to the axles of, and preceding, the wheels of the Engine Wagon, must appear feasible, even to those who do not believe in the practicability of its removal by the limited power of animals.

We give the following extract of a letter from a gentleman in Indiana, referring to the "Lafayette and Michigan Railroad," to construct which a company was chartered at the late session of the Legislature. We may at some future period publish the charter, which we consider a very liberal one:

I received a copy last mail of the Railroad Journal; I am glad to see a journal on that subject got up, and hope that you will meet with success. We are embarking in that system of improvement, believing it to be preferable to all others. I have sent you this mail the Crawfordsville Record, where you will find a copy of a Railroad charter from Lafayette to Michigan Port, on Michigan, a distance of 84 miles, which, when completed, will give us a direct communication to New York. It passes through a very level country, and it is supposed by many, that it will not cost \$300 per mile to grade it. I will for

ward you for publication a report of the directors when we have a meeting.

We are only able now to give those sections which show the character of the bill:

Sec. 2. The capital stock of said corporation shall be FIVE HUNDRED THOUSAND DOLLARS, divided into shares of fifty dollars each.

Sec. 12. The corporation shall require of all officers and others in their employ, bonds with security to their acceptance, with such penalties as they think proper for the faithful performance of their respective duties.

Sec. 13. The corporation by their agents shall have full power, from time to time, to examine, mark and locate the route for a Railroad for a single or a double track, commencing at or near the town of Lafayette in Tippecanoe county, and running on the best ground for the interest of the company and the convenience of the public, to the mouth of Trail creek in Laport county, with full power in all cases to diverge from a direct line where more favorable ground can be had for the construction of the road, the same to be not more than eighty feet in width.

Sec. 20. The corporation shall commence the construction of said road at either end thereof at the discretion of the corporation at any time within three years, after the Indian title to lands through which the same may pass is extinguished, and from time to time construct so much thereof towards the point of destination as may be within the ability and to the interest of the company: Provided that said road shall be completed within ten years after its commencement: provided, that if the road should not be completed within the time aforesaid, the General Assembly may, for good cause shewn, give further time to complete the same.

Sec. 23. The corporation may charge and receive such tolls and freights for the transportation of persons, commodities and carriages on said road or any part thereof, as shall be for the interest of the company, and the same to change, lower or raise at pleasure: provided, that the rates established from time to time, shall be posted up in some conspicuous place or places on said road.

Sec. 24. That when the aggregate amount of dividends declared shall amount to the full sum of the capital invested, and six per cent. per annum interest thereon, the legislature may so regulate the tolls and freights that not more than fifteen per cent. per annum on the capital shall be divided, and the surplus profits, if any, after paying the expense and reserving such proportion as may be necessary for future contingencies, shall be paid over to the treasurer of state for the use of common schools; but the corporation shall not be compelled by any law to reduce the tolls and freights, so that a dividend of fifteen per cent. cannot be made; and it shall be the duty of the corporation to furnish the legislature at each session thereof, with a correct statement of the amount of profits, after deducting all expenses, which statement shall be made under the oath of the officer whose duty it shall be to make the same.

[From the Newark Daily Advertiser.]

NEW JERSEY RAILROAD.—As the time is approaching when the Books of Subscription to the Capital Stock of the New Jersey Railroad Company are to be opened, it may not be amiss to advert to some of the advantages which are calculated to result from this great work of Internal Improvement, and its probable productiveness. Having heretofore noticed the facilities afforded for the construction of the road, we will now speak more particularly of the revenue likely to result from its use. The calculations which we shall make are based upon data, which are entirely satisfactory, and are obtained in the same manner, as is customary in making such estimates, allowing all reasonable deductions.

With reference to the portion of the route between Newark and New York, it has been fully ascertained, that the amount of the present transportation and traveling between the above places, is from six to eight times greater than that of some other Railroads, costing more, and which last mentioned Railroads are certain of realizing a revenue more than the annual interest of the Capital Stock invested. Indeed we know of no equal distance in the United States where the communication is so great and constant, as on the highway between Newark and New York. This is owing to the spirited and productive enterprise of our flourishing town, and a large and rich back country, abounding in extensive mechanical and manufacturing establishments, and soil well adapted to agriculture. The products, whether of the field or the manufactory, naturally seek their market in the great emporium, or make it a place of rendezvous, through which to carry on

an extensive commerce with the Southern States.—The vast amount of transportation, induced by these causes, will render this portion of the contemplated Railroad the most productive of any in the country, yielding according to the above statement, a revenue six or eight times exceeding the interest.

The estimates of the cost of that part of the Railroad between Newark and New Brunswick, as made by those who are familiar with the subject, show that it cannot possibly exceed more than double of that between Newark and New York. But admitting that it may require a treble sum, still it is manifest, that allowing no proceeds whatever, on the Railroad between New Brunswick and Newark, the revenue of the remainder will yield a very large dividend on the whole capital employed. This estimate makes no reference to the increase of traveling which will be the natural consequence. This will doubtless be great, and constitute an additional source of revenue, not now included in the calculation.

We shall take occasion in a few days to speak of the portion between New Brunswick and Newark, and refer to the immediate transportation which would be drawn from that quarter, by a direct and expeditious mode of communication; as well as to the new avenues of intercourse which it will tend to open, by giving a strong impulse to business, and holding out powerful inducements to the neighboring counties to make the New Jersey Railroad their great thoroughfare to New York. What we have said will abundantly demonstrate the valuable character of the work, and fully justify the interest taken in it, by those of our townsmen, who, while they wish to make judicious and profitable investments of their capital, are at the same time desirous of advancing the permanent interests and prosperity of the town.

[On closing the subscription books last week, it was found that more than treble the required amount had been subscribed.]

[From the Danville (Va.) Reporter.]

RAILROAD—CANAL.—Messrs. Editors: The Portsmouth and Roanoke Railroad is a magnificent undertaking; and if accomplished and for the sum proposed to be raised, would in all probability become valuable stock to the holders; and pour such a flood of commercial prosperity into the lap of this old Borough, as to astonish even the oldest merchants.

But, gentlemen, could not the object be obtained in a more easy, cheap, and certain way? On viewing the Map of North Carolina, it will be seen, that the Meherrin River which communicates with Chowan and Albemarle Sound, is at Murfreesborough only 30 miles distant from the Falls of Roanoke, and that a Canal connecting the two rivers is perfectly practicable, and could probably be accomplished for about one third the expense of the proposed Railroad.

The Meherrin, as high up as Murfreesborough, is sufficient at all seasons, to float a Sloop of War; with scarcely any current, so that vessels could ascend with facility without the aid of Steamboats.

These are hints to the public, and the writer would be pleased for others who may be better acquainted with the subject, and more capable of doing it justice, to give it their attention.

A FRIEND TO IMPROVEMENT.

RAILROAD FROM BARDSTOWN TO LOUISVILLE.—A meeting of the citizens of Bardstown and Nelson county is called in the last Bardstown Herald, to take place on the 21st inst, for the purpose of adopting preliminary measures for the construction of a Railroad from Bardstown to Louisville. The spirit of Internal Improvement is getting up, and in a few years Kentucky will boast of as many works of this kind, as any other state in the Union.—[Lexington Reporter.]

TUSCUMBIA, ALA., APRIL 7.—Railroad.—The iron for the Tuscumbia Rail-way has reached Waterloo on board the steamer James Monroe, and will be delivered at the Railroad warehouse on Monday next. The arrival of the cars has been delayed by the happening of some accident to the vessel on which they were shipped. They will be received by the time the iron is laid down.

We are informed that the company have assurances from capitalists, that \$100,000 will be furnished them as they may require it. This is certainly pleasing intelligence, and will insure the speedy and successful prosecution of this work, which will do honor to those who have labored in the cause. That this method of conveyance affords more facilities than any other known to the world, is proclaimed from Maine to Louisiana, not only by

words but by deeds. Who is there, then, that would designedly hinder for a moment the progress of a portion of the great road from Charleston to New Orleans? It cannot be a planter of the Tennessee valley assuredly. What has he for market? Cotton. Make the road, and you gain 1 1/2 cents upon every pound of it. Does he wish anything from market? Here are Charleston and New Orleans at his door. Planters, merchants, go for the Railroad, for therein lieth your interest.

[From the Philadelphia Chronicle.]

The location of the line of the Philadelphia, Germantown and Norristown Railroad, is now nearly completed to the Wissahiccon Creek, in the neighborhood of the Mills. It will pass thence to Plymouth, and through the Lime and Marble regions to Norristown at Story Creek.

The road begins at the corner of Ninth and Spring Garden streets, the latter of which is a hundred and twenty feet wide. Here is placed the Car House, large enough to accommodate from fifty to seventy-five cars and engines. Attached to this building are offices for the Engineers, Managers, Collector, &c.

Cars for the conveyance of passengers have been built at Baltimore under the direction of Stockton, Stokes & Inlay; and four of these, highly finished and of the best materials and most approved construction, are now in the car house. The President is blue and gold; the Philadelphia sage and gold; the Robert Morris green and gold; the Benjamin Franklin maroon and gold. The whole number of passenger cars is to be twenty.

A locomotive engine, made by Stephenson, is now on its way from England. Another is building by Mr. Baldwin of this city, and a third at Westpoint.

Six miles of the road, to Church-lane, in Germantown, will be finished within a few weeks.

The stone blocks, for the support of the rails, are set in a foundation of broken stone, from three to four feet deep, made exceedingly solid by ramming. The blocks are chiefly granite from Brandywine, Quarryville and Frankford. The iron is the edge rail, malleable, rolled or wrought, fixed in cast chairs of Welch manufacture. Each bar is about fifteen feet long, and weighs about one hundred and sixty-five pounds, costing about fifty-six dollars the ton.

The road goes out as far as Cohocksink creek, on a graded surface seventy feet wide, on each side of which streets have been opened. These are to be paved this summer, and several squares of brick buildings are to be erected.

Over Cohocksink, in front of Camac's cottage, is a very large viaduct, with walls three feet thick, ornamental masonry, &c. At the township line, the Railroad passes under the common road, which is carried over by a heavy bridge. The Deep Cut is at Clapier's Hill, where there is an excavation of forty feet through very hard rock.

The turnpike road is crossed by a lattice bridge, of seventy feet span, without a pier; the abutments having circular steps and railings. This is not yet quite finished.

Fisher's Lane is crossed by a beautiful stone bridge, the arch of which is thirty-three feet in the clear. Here, as the road proceeds, the rails have the rock for a foundation. The country is broken, and remarkably interesting. The six miles terminate at Church-lane, a short distance from the main street from Germantown.

The streets in Spring Garden, at the points where it is necessary to allow the rails to be crossed by vehicles of any description, are fitted for that purpose by a very simple invention. Wooden sleepers, plated with iron, are laid on each side of the rail an inch higher than its upper surface, the street being built up to the outside of each of the sleepers.

By a supplement to the Act of Incorporation, passed at the last session of the legislature, the Company has transportation powers, as well as the right to receive tolls.

The usual number of passengers, daily traveling between Philadelphia and Germantown, at the ordinary stage fares, or even at less, will pay the interest of the cost of constructing the six miles. Curiosity, and the desire of enjoying a most refreshing and agreeable exercise, will attract hundreds on every fine day.

The Chief Engineer of the Saratoga and Schenectady Railroad, J. B. Jarvis, Esq. having closely investigated the subject, estimates the entire cost of the road, including the company's proportion of the city section at Schenectady, earnings, fixtures, &c.

at a little short of \$236,000, exclusive of lands between Schoenectady and Saratoga Springs. These will increase the amount to about \$240,000. The first capital having been but \$150,000, it will therefore be necessary to create a new stock of 90 or \$100,000. As far as our knowledge extends, the present stockholders are prepared to take their proportion of it.

The grading of this road, with the exception of two or three sections, is nearly completed and companies are employed on different parts of the line in laying down the blocks and timbers preparatory to receiving the rails. We see nothing to change our opinion heretofore expressed, that the road will be opened for the reception of passengers early in July. [Saratoga Sentinel.]

Branch Railroad.—A number of public spirited individuals of our city, have, we understand made an arrangement with the Mohawk and Hudson Railroad company, by which a branch, or rather a continuation, of that road is to be extended to State st., near Davis' Hotel, in this city. The terms of this arrangement are we believe, that the citizens shall construct the branch, or continuation, and the company will run their carriages up to State st. In pursuance of this arrangement those engaged in the construction of the branch are now prosecuting the work with vigor, and will, we presume, have it completed by the time the traveling season has fairly commenced. [Schenectady Whig.]

We are indebted to a friend for the following very interesting report of the condition and prospects of the Paterson Railroad, and we publish it, as we shall always publish similar communications relative to this or any other Railroad, with great pleasure. The opinion expressed at the close of this Report, by the President of the company, will, we have no doubt, prove correct, so there are few places in the vicinity of New York possessing as many inducements for visitors as Paterson; and when the Railroad is completed, it will be only an hour's ride to and from—thereby affording a fine opportunity for amusement to those who are fond of rambling in the country, or of viewing the works of nature and of art.

To the Stockholders of the Paterson and Hudson river Railroad Company.

The Board of Directors, to whom you have confided the trust of superintending the construction of a Railroad from Paterson to the Hudson river, opposite the city of New York, considering it their duty, at proper intervals, to give such information as may be interesting to you upon the subject of their trust, submit the following Report:—

The company was organized on the 30th of March A. D. 1831, and without delay caused the necessary surveys to be made by experienced engineers, and the road located from Paterson to the eastern base of Berry's Hill, about one half of the distance to New York. This part of the road was put under contract and the graduation commenced on the 4th of July last past. By the terms of the charter, the company were required to locate their road over the Hackensack river, at the present New Barbadoes Toll Bridge. But upon making the surveys, it manifestly appeared that the most direct and feasible route passed that river some distance below that bridge. In order, therefore, to avail themselves of the best location, the company were constrained to suspend any further operation upon that portion of the route, until by Legislative interference, they should be relieved from that restriction, which relief was obtained in November last by a supplement, which authorized the location and formation of the road upon such route as might be found most expedient. As soon as the company were relieved from this restriction, they caused the road to be definitively located to the western base of the Bergen ridge, a point nearly two miles from the Hudson river, at Hoboken, and about three miles from Powles Hook. In this location the company have been influenced, not only by a desire to avail themselves of both or either of the principal ferries—Hoboken and Powles Hook—but also in passing the Bergen ridge to join such company or individuals as may form a Railroad from Newark to the Hudson river, and, by thus uniting, to pass that ridge in the best possible manner, and with the least possible expense: and as a charter has been obtained to form a road from New Brunswick, through Newark, to the Hudson river; and as the company for that purpose are soon to be organized, it has been, and is thought advisable to postpone the definitive location of that portion of the

road, until an opportunity shall be had of acting in that respect in unison with those who may form that road.

The report of the engineer, which is herewith appended, will exhibit in detail all that relates to the construction of the road, which has regularly progressed, and which (as will be seen by said report) would have been entirely completed to Acquackanonk, at the head of navigation on the Passaic river, last fall, but for the interruption in laying the rails, which was caused by the premature and unusual inclemency of the season. The work has, however, been resumed, and the road will be in operation to Acquackanonk during the present month of May. By thus connecting the town of Paterson with the nearest navigable water, and by opening a Railroad communication for passengers, nearly one third of the distance to New York, it is confidently believed that this part of the road will forthwith yield a fair interest upon the amount expended in its formation, after paying all expenses incident to transportation. During the past winter, which is considered the most favorable season for the purpose, the foundation of the road-bed across the marshes, between Berry's hill and the Bergen ridge, has been nearly completed. The mode of construction is explained fully in the report of the engineer; and while no doubt exists of its entire efficiency, it shows that the advantage of a perfectly straight and level line will be secured within a far less expenditure than this desideratum in Railroads is usually obtained. Indeed, but a single curve occurs in seven and a half miles; and on the remaining distance the line may, with few immaterial exceptions, be considered virtually straight.

In order to adapt the Railroad to the most active state of trade, without interruption in its progress, it has been formed of sufficient width for a double track; and in all cases where culverts or bridges were required, they have been built of the most substantial masonry, with the exception of the bridges over the Passaic and Hackensack rivers, (a description of which is given in the report of the engineer,) which will be constructed of wood, in the most approved manner to insure stability, and permit readily all necessary repairs. The foundations for the support of the Railway are such as will ensure stability to the superstructure, and will permit (if at any future day it shall be desired) the substitution of the iron edge rail, as used in Great Britain, for the wooden and iron rail combined, which in the first instance it was thought advisable to adopt.

Measures have been taken to procure the requisite materials to complete the road, and it is believed that it will be in full operation to the Hudson river, on or before the fourth of July after next. From the work already done, and contracts made, the cost of finishing the road to the western base of the Bergen ridge is ascertained with great certainty; and, from the report of the engineer, it appears that it will not exceed the sum of 231,602; and the remaining part of the road, if the Bergen ridge be crossed by inclined planes to Hoboken, will cost about \$62,783, including all the necessary machinery for the planes; making the total cost of constructing the road amount to \$294,385.

From the report of the secretary of the company, it appears that there has been paid in by the stockholders up to the 30th of April past, the sum of \$110,945; and that during the same time there has been disbursed by the company in the formation of the road, the sum \$109,258 43—leaving a balance on hand of \$1686 57. And from the contracts and arrangements made to prosecute the work, it will be necessary to call in the residue of the capital stock of the company in the course of the current year.

It has not been considered necessary on the part of the directors, to make any statement as to the probable amount of the business of the road when finished, nor to use any arguments to show the probable value of the stock arising from that business; but if Railroads are to succeed in this country, it is confidently believed that the one which connects the city of New York with the town of Paterson, must be one of the most successful. When it is considered that Paterson has now a population of about 8000 people, and rapidly increasing; that it is devoted almost entirely to manufactures—the raw materials of which are brought from the city of New York, and the manufactured articles returned to the same place; that the country about Paterson is thickly settled, and many manufacturing establishments of iron, cotton and wool situate in its vicinity to the north and west; that from its falls and romantic situation, Paterson has always been a place of great resort in the warm season of the year for the citizens of New York; and when it is considered that

the communication between those two places will be rendered so much more rapid and pleasant; no reasonable doubt can remain as to the value of the road, even under the existing state of things.

But when we look to the west and north-west, and trace this road, leading in a very direct line from the city towards the western part of the state of New York; and when we consider the immense current of traveling that will seek the city of New York from the west and north-west, and that by the most direct route, without reference to state lines, we do not think that we are chargeable with extravagance when we say, that this road must be among the most successful of Railroads in this country.

T. DICKERSON, Pres't.

May 1, 1832.

We are gratified to observe amongst those residing in the northern section of the State, a spirit of liberality similar to that expressed in the "Wayne Sentinel," published at Palmyra. It is alike honorable to the gentlemen conducting that useful paper, and gratifying to those who are about to realize their "hopes long deferred," in the construction of a work which will enable them to participate in the benefits resulting from a large expenditure of money in their vicinity, as well as from the facilities for transportation which a good Railroad will afford them. It is a mistaken notion, and yet it is entertained by many, that public improvements which do not immediately interest a town, or an individual, are of no advantage to them. This, however, is not the fact. Although the southern section of the State was not equally with the northern benefitted by the canal, yet it has undoubtedly been greatly improved by that work; and so with the Southern Railroad, although it will more immediately add to the wealth of those who live on, and contiguous to, its route, yet it will benefit the State as a whole, and add greatly to the general welfare. No public works of their magnitude can be local in their benefits. We hope, therefore, to see a uniform spirit of kindness pervading every part of the State, that the work may be speedily commenced and steadily pursued to its successful completion.

NEW YORK AND ERIE RAILROAD.—We honestly congratulate our fellow citizens of the southern section of the state upon the success of the bill authorizing the construction of this work. We hope that the stock of the company may be speedily taken, and the anticipations of the people along the route of the road fully realized. A large number of inhabitants united in celebrating the passage of the bill, at Angelica, on the 24th ult. immediately on the receipt of the gratifying intelligence, which event is thus noticed by the Angelica Republican:—"On Tuesday evening this village presented a novel, noisy, and happy aspect, in consequence of news, received of the passage of the New York and Erie Railroad bill. A brilliant display of fire-works and other ceremonies of rejoicing were had, and every face seemed to brighten up with a new hope—or rather as Moore expresses it—

'Twas a new feeling—something more
Than we had dared to work before."

During the illuminations and bonfires, the Republican adds, a number of toasts were given, "under the discharge of cannon, and the deafening cheers of the assembled multitude." We have room only for the following, which shows the public feeling in that hitherto comparatively neglected portion of our prosperous state:—

"Our State Legislature—Thanks to that honorable body for their almost unanimous concurrence in a measure nearest our wishes. Their passage of the Railroad bill will awaken the dormant energies of our citizens to increased industry and enterprise, and cause the wilderness to 'bud and blossom as the rose.'"—[Wayne Sentinel.]

We have been politely favored by a gentleman recently from Edinburgh with the loan of several reports and profiles of Railroads in Scotland. We have not been able to devote as much time to their examination as we could have wished; and the following extract, showing the probable revenue of the

Edinburgh, Glasgow and Leith Railroad, is all our limits at this time allow us to give:—

In an undertaking of this nature, the revenue likely to be derived as a return for the capital expended, is certainly an important object, but one, from its nature, which cannot be estimated with the same degree of certainty, as the expense of the work. A considerable diversity of opinion exists as to the extent of the trade, and the channel through which it flows; and, when any new means of conveyance is provided, it has a tendency to draw trade to itself from other sources, as well as to create a trade that could not have existed unless that means had been provided.

A communication such as that now proposed, connecting Edinburgh and Leith with Glasgow, and its populous environs, may be held as securing to itself a return for almost any capital that can be expended on it, and especially since Railways, combined with Locomotive Engines, are found to be very superior, as a means of conveying passengers, to any other, with which we have been hitherto acquainted. The intercourse at present existing between Edinburgh and Glasgow, and the certainty of an increase when greater facilities are given, may be ample security against all loss in the formation of this communication; but when this branch of revenue, hitherto reckoned trifling in a Railway return, is taken, along with that which must arise from the conveyance of goods and minerals, (which, of themselves, were reckoned to yield a sufficient return on this communication,) it must place this undertaking, as a subject of profit, beyond all doubt.

The speed, comfort and perfect safety with which passengers can thereby be conveyed, must render them the chief source of revenue. In our "Observations," we stated the number of passengers, that might be expected to travel by this Railway, at 250 daily, from each end; and notwithstanding all that has been said by those interested in other means of conveyance, we feel confident that number is not overrated. The present fares by the coaches are 8s. outside, and 12s. inside, which, with the allowance to the coachman, increases them to 9s. and 13s. The fares by the mail coaches are 9s. outside, and 14s. inside, and which, with the allowance to the guard and coachman, are increased to 11s. and 16s. A price, therefore, far below what is now charged, would yield an ample remuneration to the Railway.

Say 70,000 passengers conveyed in close carriages, at 7s. 6d. £26,250 0 0

87,000 passengers conveyed in the open carriages, at 5s. 21,750 0 0

Making in all for passengers, £48,000 0 0

In our observations we estimated the revenue arising from coal at 5000l. per annum. On farther inquiry, however, we think that that sum is considerably underrated, and we have no hesitation in saying, that 30,000 tons may be expected from the Monkland coal-field, which, at 4s. per ton, including haulage, is 6000l.

From Benhar, 30,000 tons at 3s. 6d. including do, 5950

Making the revenue from coal, 11,250 0 0

5000 tons of Lime, from Bathgate Limeworks, going both east and west, at 2s. 9d. £687 10 0

5000 tons from Raw Camps Lime works, at 2s. 500 0 0

Making in all for lime, 11,250 10 0

4000 tons of Free stone, by Raw Camps branch, at 2s. 500 0 0

6000 tons of Iron, &c. at 4s. 6d. 900 0 0

Goodste and from Edinburgh, Leith, and Glasgow, 50,000 tons at 7s. 6d. 18,750 0 0

Farm produce, with goods to and from

* The following State of the revenue of Forth and Clyde Canal, in 1829, taken from Printed Statements, shows the Trade between Grangemouth and Glasgow by that Canal, and affords pretty correct data for ascertaining the proportions carried in each direction:—

| | |
|-------------------------------------|------------|
| Tolls from Grangemouth to Clyde, | £3985 10 7 |
| Clyde to Grangemouth, | 3727 17 2 |
| Grangemouth to Glasgow, | 20,504 7 7 |
| Glasgow to Grangemouth, | 4251 17 2 |
| Edinburgh to Glasgow by Union Canal | 3737 0 0 |

£35,166 12 6

Other tolls from intermediate distances, including £3673, from Monkland and Kirkintulloch Railway,

8902 3 7

£44,068 16 1

Of the above, the grain sent from Grangemouth to Glasgow, gives £18,181, l. s., and 95,836 passengers went by the Canal in 1829.

Bathgate, Airdrie, Blackburn and other towns upon the Line, 3,000 0 0

£83,587 10 4

As the Garnkirk Railway, as well as that proposed from its western termination to the River Clyde, will form part of the general communication from sea to sea, a proportional deduction must be made from this revenue, according to their relative interest, which, with the expenses of maintenance, management, and the expense attending the conveyance of passengers, may be estimated at £23,587 10 4, leaving a balance of 60,000l., being 10 per cent. on an expenditure of 600,000l.

There are many sources of revenue besides those above stated, and benefits to be derived from this improved communication, to which we have not adverted. The Mail, for instance, might be conveyed by it in half the time, and at much less expense, than by the present coaches. Fat cattle might be sent by the Steamboats to Leith, from Aberdeen, Dundee, Dunbar, Kirkcaldy, or any other part of the east coast of Scotland, and, by means of the Railway, conveyed to Glasgow in the course of a few hours, at a very trifling expense. The revenue arising from the carriage of grain, merchandize, &c. between Leith and Edinburgh, and the Mills, Distilleries, and other public works situated on the water of Leith would not be inconsiderable.

RIDEAU CANAL.—We learn that this important work will be completed in the course of a few weeks. The scale of Rates and Dues to be exacted from persons navigating on the Rideau Canal has been promulgated by Royal Proclamation, and will be found in another column. We regret that it has been deemed necessary to establish so high a scale of fees: the exaction of which must amount to an almost total prohibition. Upon a proper representation, however, we are persuaded that his Excellency the Lieutenant Governor will cause such reductions to be made, as the interests of the public may require, and thereby secure to this Province all the advantages that are anticipated from the completion of this stupendous undertaking.—[Kingston (U. C.) Herald, May 2.]

The following extract from a proclamation of the Governor of Canada gives the rates of toll to be charged upon the Rideau Canal, which we consider excessively high:—

Extract from a Proclamation of the Governor of Canada.

Now Know ye, that of our certain knowledge, mere motion, and special Grace, We have established, and by these Presents do establish, and authorize to be imposed, upon all persons Navigating on the said Canal with any Boats, Barges Vessels or Rafts, the Dues following, that is to say: Cabin Passengers from Kingston to Bytown—Five Shillings each.

Cabin Passengers from Kingston to Oliver's Ferry—Two Shillings and Six Pence each.

Cabin Passengers from Oliver's Ferry to Bytown—Two Shillings and Six Pence each.

Deck Passengers to be charged half price.

Cattle and Horses from Kingston to Bytown—Five Shillings each.

Cattle and Horses from Kingston to Oliver's Ferry—Two Shillings and Six Pence each.

Cattle and Horses from Oliver's Ferry to Bytown—Two Shillings and Six Pence each.

Sheep, Pigs and Calves, from Kingston to Bytown One Shilling and Three Pence each.

Sheep, Pigs and Calves, from Kingston to Oliver's Ferry—Seven Pence Half Penny each.

Sheep, Pigs and Calves, from Oliver's Ferry to Bytown—Seven Pence Half Penny each.

Dry Goods, Wines and Spirituous Liquors—Ten Shillings per Ton.

All kinds of Grain and Potatoes—Two Pence per Bushel.

Salt, Salt Fish, Sea Coal, and Iron of every description—Ten Shillings per Ton.

Patash—Ten Shillings per Ton.

Flour—One Shilling per Barrel.

Pine, Elm, and all soft Wood—A Half Penny per cube foot.

Oak—One Penny per cube foot.

Staves—Six Shillings and Eight Pence per ton.

And We do hereby declare, that the said Rates and Dues shall be exacted, levied and collected, to and for Our use, during Our pleasure; and command all Sheriffs, Bailiffs, Constables, and other persons whom it may concern, to be aiding and assisting in causing this our Royal Will and Pleasure to be obeyed, and in the due production of Our Revenue to be thereupon accruing—of which all per-

sons concerned are hereby required to take notice and govern themselves accordingly.

RAILWAYS.—The first carriage for the conveyance of passengers on a Railway in France, commenced running on the 1st of the last month from St. Etienne to the Loire.

RELIGIOUS ANNIVERSARIES.

THE HOME MISSIONARY SOCIETY celebrated its Anniversary last evening. Gen. Van Rensselaer, the President in the chair, addressed the meeting at some length. The treasury report was read by Knowles Taylor, Esq. The receipts of the year have been \$50,299 25 cts.; about \$250 larger than during the previous year. The expenditures have been \$52,808 39 cts. leaving the treasury overdrawn \$2,509 10 cts. Besides this, the Society has its various engagements with Missionaries, to be fulfilled during the coming year, and which already amounts to more than \$30,000. The report of the executive committee was read by the Rev. Abaalom Peters. From this it appears that the whole number of Missionaries employed during the year has been 409; the number of congregations assisted 745, and the whole amount of clerical labor equal to 361 years. In a great part of the cases, the amount of assistance from the Society has averaged about \$100, for each year's labor of Missionaries; some of the larger contributions have been from Cedar-street Church in this city, \$1794; Brick Church, \$1675; Light-street Church, \$1294; Bowery, between one and two thousand dollars, and Second Presbyterian Church at Troy, \$1089. In Missouri there are now in all 18 Presbyterian clergymen, 13 of whom were sent out by this Society; in Illinois there are 32, of whom 23 have been either sent out of assisted; and in Michigan there are 18, of whom 15 have been sustained by the Society. The number of Sabbath Schools under the care of the Society's missionaries, and which have been reported, is 544; of Scholars, 19,690; in Bible Classes over 7000; and members of Temperance Associations 36,402, and it is presumed, an almost equal number have actually been enrolled in places from which the reports are incomplete.—The effect of the Society's labors has everywhere been highly gratifying.

After the reading of the Report, the audience were addressed by the Rev. Mr. Carroll of Brooklyn; Rev. Dr. Baxter of Prince Edward Seminary, Va.; Mr. Thompson, Missionary, destined to Palestine; Rev. Dr. Cox, of this city; Lewis Tappan, Esq. and Rev. Dr. Humphrey, President of Amherst College. The assembly was dismissed at a quarter past 10 o'clock.

AMERICAN TRACT SOCIETY.—The seventh annual meeting of this Society was held at Chatham street Chapel yesterday morning at 10 o'clock. S. V. S. Wilder, Esq., President, in the chair, supported by the Hon. Stephen Van Rensselaer, Vice President, and the Hon. John Cotton Smith, of Connecticut. Extracts from the report were read by the Corresponding Secretary, from which it appeared that during the past year, ending 1st instant, there have been printed 5,471,750 tracts, comprising 87,622,000 pages; making the whole number of pages printed since the formation of the Society, (seven or eight years,) 288,281,000. Number of pages distributed during the year, 4,927,009. During the same period, forty-six new publications have been stereotyped; making the whole number of the Society's publications six hundred and fourteen, in seven different languages, exclusive of four in Burmese, six in Tamil, and one in Cherokee; all of which have been examined and approved by a committee composed of representatives of five or six different denominations. The number of branches and auxiliaries is nine hundred and ninety-seven; scattered, more or less, over every part of the Union. Receipts during the year, \$61,905 07; of which 24,474 78 were donations, and the remainder for Tracts sold nearly at cost. Expenditures \$61,808 40. Of this amount, \$5,044 have been appropriated for the distribution of Tracts in foreign countries. Balance in the Treasury, \$96 67. This society has no permanent funds.

After the reading of the report, the meeting was addressed by Rev. Dr. DeWitt of this city, Rev. Mr. Babcock of Salem, Mass., Rev. Ornan Eastman, one of the Society's Secretaries, Rev. Dr. Baxter of Virginia, Rev. Sylvester Woodbridge, Rev. Dr. Sharpe of Boston, Rev. Mr. McIlvaine of Brooklyn, and Rev. Dr. M'Anley of Philadelphia. The whole proceedings were listened to with great apparent interest by a large and respectable assembly.

It was announced by Dr. Milnor, that \$1000 were subscribed by a gentleman present, to aid in the diffusion of tracts in foreign countries.—[Jour. Com.]

NEW-YORK AMERICAN.

MAY 3, 7, 8, 9, 10, 11—1832.

LITERARY NOTICES.

OBSERVATIONS on the Writings of THOMAS JEFFERSON, with particular reference to the attack they contain on the memory of the late Gen. HENRY LEE, in a series of letters, by H. LEE of Virginia: 1 vol., 8vo, pp. 240: New York, C. de BEHR.—This book, which we some weeks ago announced as forthcoming, will be eagerly sought for; for, independent of the great interest felt in the popularity and fame of Mr. Jefferson, whom it forcibly assails, there is a growing disposition among the reading public to look back at the events and men of our early days, and to become acquainted with the details of those times, when, great as were the perils and the trials, there were found hands, and hearts, and heads, superior to them all. We might refer in proof of this disposition, to the favor with which Mr. *Sparks' Memoirs of Gov. Morris* have recently been received; and although the work now on our table is of an entirely different character, being altogether controversial, yet as relating to many of the eminent individuals who figured with Mr. Morris, and as executed with talents, it will command a wide circulation. As, however, in these weekly notices we seek studiously to exclude discussions bearing on our domestic politics or parties, we must take some other occasion of expressing our views as to the merits of this book; and content ourselves here with extracting a few brilliant individual sketches, in proof of the talents of the writer:

WASHINGTON.—This illustrious man, without advantages from birth, wealth, or education, left, for the admiration of posterity, a character, which is acknowledged by the world to place him foremost in the first class of greatness—"princeps fundatorum imperiorum."* He was not admirable for genius, eminent for learning, distinguished for eloquence, or remarkable for address. Judgment, integrity, fortitude, and benevolence, constituted and completed his character: exalted it to perfect magnanimity and the highest wisdom; a simple and sublime pre-eminence that made men of genius, learning, eloquence, and address, his inferiors and instruments. His objects were always noble, his means uniformly justifiable, and his measures the result of deep reflection; so that although his enterprises were occasionally unsuccessful, they never failed to be glorious. He came into life just in season to achieve the independence and establish the freedom of his country, and was withdrawn to a higher existence as soon as the growing strength of our institutions no longer required his support. His career in this respect resembling the great river of the Alps, which descending from the snow-crowned summits, pours a fuller current through the plains of Italy, when they thirst and languish under summer suns. In short, of this Alfred of the western world, it may be said with truth, that his destiny and principles so happily concurred, that he was not only the most meritorious, but the most useful patriot who ever lived.

HAMILTON.—For wisdom and merit, patriotic services, and political ability, Alexander Hamilton stands second to Washington alone—a position which reflects the greatest glory on them both.—With a zeal fed by continual ardor, he devoted to the varying exigencies of his country, a mind whose resources proved always greater than the greatest occasions. His invention was quick, his judgment strong, his understanding capacious, his penetration acute, and his memory faithful. He was prudent in counsel,† daring in the field,‡ eloquent in the Sen-

ate, cogent and persuasive as a writer, expeditious and indefatigable in the administration of affairs, disinterested, liberal, firm, and enthusiastic. In matters of private feeling and personal honor, his frankness and spirit were proverbial, and in his last acts were perhaps excessive.

—Antimonque magna
"Prolegum paulum."

Of a life, the term of which fell short of fifty years, he gave twenty to the public service, and left it poor in everything but a title to renown and honor. This, nor a cruel death, nor a neglected grave, nor a calumnious rival, could take away; and as a devoted patriot, an accomplished soldier, statesman, orator, scholar, and gentleman, the memory of Hamilton will bloom and flourish, as long as the admiration of mankind shall attend exalted genius, heroic virtues, generous affections, and glorious deeds.

GEN. KNOX.—Among the great officers to whom the people of the United States are indebted for the success of their Revolution, and their present form of government, none were more faithful, and few were more useful, friends of their country, than Gen. Knox.

In the war of the Revolution, having commenced his military career as a volunteer at the Battle of Brunker's Hill, he fought his way to the rank of Major General. He commanded in chief the Artillery, and serving for the most part under the eye of Washington, engaged in a remarkable degree his official confidence and personal friendship. Upon the resignation of Gen. Lincoln as Secretary of War, the acknowledged capacity and valuable experience of Gen. Knox, induced the Congress, to appoint him to that important station. In this situation he was found by President Washington when he assumed the direction of the new government, and his judgment and regard were both satisfied by the consent of Gen. Knox to continue in it. Though he did not possess profound erudition or rare acquirements, his qualifications were of much higher value. He was a man of sound judgment, honorable principles, useful knowledge, and perfect candor. The visionary projects or interested schemes of more ingenious minds, were shivered and dissipated by contact with the manly patriotism and strong sense of Gen. Knox.

JOHN JAY.—There is associated with the name of this upright statesman and enlightened jurist, none of that military glory which belonged to Washington, Hamilton, Knox, and Lee; and which, operating painfully on the memory of Mr. Jefferson, may account in some measure for his dislike and injustice to them.

The mellow radiance of wisdom and virtue, of that *mitis sapientia* which habits of meditation, benevolence, and piety reflect upon the character, encircles the blameless memory of Mr. Jay. As a member of the Revolutionary Congress, foreign Ambassador, Secretary of State, and Chief Justice of the United States, he rendered important services to his country, and established a claim to the everlasting veneration of his fellow-citizens. The ablest state papers issued by the old Congress were written by Mr. Jay, and his essays in the *Federalist* are worthy of being there.

Soon after negotiating the famous treaty of 1794 with England, he yielded to a sincere love of retirement and study, and having served his country efficiently and faithfully, dedicated himself in modest and noiseless seclusion, to learning, philanthropy, and devotion. The evening of his life was long and quiet.

RICHARD HENRY LEE.—From what has been said and written of this distinguished man, it appears

that he was acquainted with his plans and official habits: whereas if they removed him, his successor could hardly fail to be a more efficient adversary.—This view of the subject convinced Washington that it was more advisable to preserve than to remove the British Commander-in-Chief, and the project was abandoned.

† He led the party which took by assault the redoubt on the British left, at the siege of York.—*Marshall*, Vol. 4, p. 485.

‡ Gen. Hamilton was killed in a duel by Col. Burr, in July, 1804. He went to the ground determined to receive but not to return his adversary's fire, and acted on this determination—thus offering up his own life to a sense of honor, and shielding his enemy's by a feeling of religion. He left behind him a paper explaining his motives on the melancholy occasion, in which he declared that as a military man he could not refuse the invitation of Col. Burr—while as a Christian he would not shed the blood of a fellow creature in private combat.

that from the commencement of our Revolutionary struggles to their end, he was for patriotism, statesmanship; and oratory, regarded as the Cicero of his country: He was remarkable even "amidst the crowd of patriots" for a sensitive and impatient love of liberty; and this he encouraged and inflamed by a fond contemplation of those bright and melancholy examples, which the victims of ancient and modern tyranny have left in the characters of Phocion, of Cato, of Sidney, and of Russell. This gave to his classical and chaste elocution, a tone of depth and inspiration, which, set off as it was by a majestic figure, a noble countenance, and a graceful delivery, charmed while it roused or convinced his auditory. Though he never poured down upon agitated assemblies, a cataract of mingled passion and logic like Patrick Henry, yet he visited the excited attention and enchanted fancy of his hearers, with a regulated flow of harmonious language, generous sentiment, and lucid argument, which like the stream of a far-descended flood, had more of the force than the noise of a torrent.

In his personal character, he was just, benevolent, and high spirited; domestic in his tastes, and too proud to be ambitious of popularity.

There is also a fine character of John Marshall, but it is so interwoven with denunciations of Mr. Jefferson, that we abstain from copying it. In relation to one remarkable occurrence, however, in the life of the Chief Justice, the X. Y. Z. correspondence, when he and Messrs. C. C. Pinckney and E. Gerry were sent on a special mission to France, we find a remarkable confirmation from a quarter wholly unexpected, the Emperor Napoleon at St. Helena, of the history which Marshall gave of that correspondence, and which Mr. Jefferson doubted. We extract the passage containing it as a literary *trouvaille*.

X. Y. Z. CORRESPONDENCE.—The Emperor Napoleon, who, before his expedition to Egypt, was intimate with the councils of the Directory, and after his return overthrew that profligate oligarchy; and assumed the government of France, in his dictations at St. Helena describes minutely the differences between the United States and France.

After observing that the measures taken by the Directory against the United States were equivalent to actual war, and mentioning the appointment of Messrs. Marshall, Pinckney, and Gerry, as plenipotentiaries, to treat for the re-establishment of a good understanding, he says:—

"In consequence of the events of the revolution the federal party of the United States had obtained an ascendancy, but the democratic party was notwithstanding more numerous. The Directory thought to give greater force to the latter, by refusing to receive the two American plenipotentiaries who belonged to the federal party, and by consenting to receive the third who was of the opposite party. The Directory declared, moreover, that they could not enter into any negotiation whatever, until America should have made reparation for the grievances of which the French republic had cause to complain. The 18th of January, 1798, they proposed a law to the two councils enacting that the neutral character of vessels should not be determined by their flag, but by the nature of their cargoes, and that all vessels, laden in whole or in part with English merchandise, should be subject to confiscation."—"The result of this law was disastrous for the Americans; French privateers made a number of prizes, and by the terms of the law they were all good. For it was sufficient for an American vessel to have only a few tons of English merchandise on board, to subject the entire cargo to confiscation. At the same time, as if there had not been already sufficient cause of resentment and alienation between the two countries, the Directory demanded of the American Envoys a loan of forty-eight millions of francs, grounding the demand on the loan which the United States had formerly contracted with France, for the purpose of enabling them to succeed in escaping from the yoke of England. Certain intriguing agents, with which sort of instruments the office of foreign relations was at that period abundantly supplied, insinuated that the demand of a loan would be resisted from, upon the advance of twelve hundred thousand francs, to be divided between the Director B— (Barra) and the Minister T— (Talleyrand)."

Marshall's historical account, and the official statements made by himself and Pinckney are here confirmed in every particular; the non-reception of the two federal envoys, the demand of a loan of one

* *Memoires de Napoleon*, Tome II. pp. 107, 8, 9, 10.

* Lord Bacon, on Honor and Reputation.

† An anecdote of Hamilton recorded in General Wilkinson's memoirs, and which was before current in conversation, evinces his extreme sagacity as a military counsellor. A plan had been devised by Gen. Washington, while the British army lay in New York, for seizing the person of Sir H. Clinton, then the English Commander-in-Chief. It was considered, determined on, and on the point of being put in execution, when Hamilton suggested to Gen. Washington, that although it might succeed, and for a time create a favorable impression, he was of opinion it would be more advantageous to the enemy than the Americans; inasmuch as they knew Clinton to be by no means a formidable an-

million sterling, of a *douceur* of £50,000 sterling, by the agents of Talleyrand, for his and Barras's benefit—are all distinctly confirmed by a man, who besides being fully acquainted with the subject, was no party to the differences between the French and American governments, or to the contention between the federal and democratic parties, and who probably never saw, as he certainly does not refer to them, either Marshall's historical or diplomatic account of these proceedings.

In addition it may be observed this statement of Marshall respecting the infamous demand of Talleyrand, though thus confirmed by the dictations at St. Helena, has never been denied by any person of consideration in the world excepting Mr. Jefferson.

ROMANCE AND REALITY; by LEL; 2 vols., 12mo: New York, Harpers.—Miss Landon's poetry is well known and much admired. Her prose is very poetical; though we do not like poetry, if thus stripped of its wings. There is much talent in the novel before us; which, notwithstanding, is tedious. Its criticisms and its dialogues occupy the space that in such a work should be given to action and incident.

THE NATURAL HISTORY OF SELBORNE, BY THE LATE REV. GILBERT WHITE, WITH ADDITIONS, BY SIR WILLIAM JARDINE, 1 vol. 12mo. 342 Philadelphia, Carey & Lea.—This charming book, which proves how much real delight, as well as solid instruction, and rational piety, may be derived from, and strengthened by, an habitual and intelligent observation of Nature—may, we hope, now that it is laid before us in a neat American edition—stimulate some of our own countrymen to study the peculiarities of the regions where their lot is cast, with equal simplicity of taste and feeling, and accuracy of observation. Much, we are persuaded, would be found yet unsaid and unsung to reward such investigations, over and above the pleasure of the pursuit itself. We have only room for a single extract, and that is of equal interest here as elsewhere:—

The more I reflect on the *droppings* of animals, the more I am astonished at its effects. Nor is the violence of this affection more wonderful than the shortness of its duration. Thus every hen is in her turn the virago of the yard, in proportion to the helplessness of her brood; and will fly in the face of a dog or a sow in defence of those chickens, which in a few weeks she will drive before her with relentless cruelty.

This affection sublimates the passions, quickens the invention, and sharpens the sagacity of the brute creation. Thus a hen, just become a mother, is no longer that placid bird she used to be; but, with feathers standing on end, wings hovering, and clucking note, she runs about like one possessed.—Dames will throw themselves in the way of the greatest danger in order to avert it from their progeny. Thus a partridge will tumble along before a sportsman in order to draw away the dogs from her helpless covey. In the time of nidification, the most feeble birds will assault the most rapacious.—All the hirundines of a village are up in arms at the sight of a hawk, whom they will persecute till he leaves that district. A very exact observer has often remarked that a pair of ravens nesting in the rock of Gibraltar, would suffer no vulture or eagle to rest near their station, but would drive them from the hill with an amazing fury: even the blue thrush, at the season of breeding, would dart out from the clefts of the rock to chase away the kestrel, or the sparrow-hawk. If you stand near the nest of a bird that has young, she will not be induced to betray them by an inadvertent fondness, but will wait about at a distance, with meat in her mouth, for an hour together.

Should I farther corroborate what I have advanced above, by some anecdotes which I probably may have mentioned before in conversation, yet you will, I trust, pardon the repetition for the sake of the illustration.

The fly-catcher of the Zoology (the *stoparula* of Rey) builds every year in the vines that grow on the walls of my house.* A pair of these little birds had one year inadvertently placed their nest on a naked bough, perhaps in a shady time, not being aware of the inconvenience that followed. But a hot sunny season coming on before the brood was

half fledged, the reflection of the wall became insupportable, and must inevitably have destroyed the tender young, had not affection suggested an expedient, and prompted the parent birds to hover over the nest all the hotter hours, while, with wings expanded, and mouths gaping for breath, they screened off the heat from their suffering offspring.

A farther instance I once saw of notable sagacity in a willow-wren, which had built in a bank in my fields. This bird a friend and myself had observed as she sat in her nest, but were particularly careful not to disturb her, though we saw she eyed us with some degree of jealousy. Some days after, as we passed that way, we were desirous of remarking how this brood went on; but no nest could be found, till I happened to take up a large bundle of long green moss, as it were carelessly thrown over the nest, in order to dodge the eye of any impertinent intruder.

A still more remarkable mixture of sagacity and instinct occurred to me one day as my people were pulling off the lining of a hot-bed, in order to add some fresh dung. From out of the side of this bed leaped an animal with great agility that made a most grotesque figure; nor was it without great difficulty that it could be taken, when it proved to be a large white-bellied field-mouse, with three or four young clinging to her teats by their mouths and feet. It was amazing that the desultory and rapid motion of this dam should not oblige her litter to quit their hold, especially when it appear that they were so young as to be both naked and blind!

To these instances of tender attachment, many more of which might be daily discovered by those that are studious of nature, may be opposed that rage of affection, that monstrous perversion of the *droppings*, which induces some females of the brute creation to devour their young, because their owners have handled them too freely, or removed them from place to place! Swine, and sometimes the more gentle race of dogs and cats, are guilty of this horrid and preposterous murder. When I hear now and then of an abandoned mother that destroys her offspring, I am not so much amazed; since reason perverted, and the bad passions let loose, are capable of any enormity; but why the parental feelings of brutes, that usually flow in one most uniform tenor, should sometimes be so extravagantly diverted, I leave to abler philosophers than myself to determine.

THE NEW-ENGLAND MAGAZINE.—The May number of this periodical, which has just come to hand, among other original papers, contains an article on the state of Maine, which gives some interesting facts in relation to the natural history and resources of that extensive region. We make a few extracts describing the face of the country, by which it would appear that the scenery is of a magnificent description, and game of every kind abundant:

The rivers are separated by ranges of highlands, two or three thousand feet in height; at the heads of the Penobscot, Kennebec and Androscoggin, there is an immense cluster of mountains. In the centre of these, Mount Katahdin rises upwards of six thousand feet, and is the highest mountain in the United States; other mountains near it have nearly the same elevation. The view from Katahdin is most sublime. Innumerable lakes and ponds are seen surrounding its base, which, in the sun beams, appear like so many mirrors. The whole of the valley of the Penobscot and Kennebec is discerned from this mountain, and the highlands separating them, and those bounding them on each side, appear like immense waves. Not a single human habitation is seen. It is no unpleasant sensation to have that melancholy feeling excited by sitting on some jutting crag of this rugged, gigantic pile, in the autumn,

† I have seen the same thing with our common bat. I once slept during a very stormy night, in a house of considerable age, and not in the best state of repair; one of the windows in my bed-room had been built up, but so loosely, that bats and swifts had free access between the wall and a large board that was placed on the inside, to add to the warmth of the room. On the night above mentioned this board was blown down inwards, and the room immediately filled with bats and swifts. Many of the former had one or two young adhering to their breasts while flying round the room, and even when knocked down, were not freed from their burdens. Above sixty were caught in this small space, and kept until morning, and at least as many must have escaped. They appeared to be on terms of perfect amity with the swifts.—W. J.

and viewing the shining lakes and the winding rivers, which show like so many veins of silver drawn through the forest in the vales below. The trees (which, in this part of Maine, are of a mixed growth of hard and soft wood,) present a uniform aspect. The neighboring mountains look lonely, and yet have a wild and terrible appearance; they are composed of ragged rocks near the summit, which stand out in bold relief, and are entirely destitute of vegetation at the height of four thousand feet. The ascent of Mount Katahdin is rugged and precipitous; but the top spreads out into a broad plain, with a superficies of nearly eight hundred acres. No Indian dares to approach this mountain, unless accompanied by a number of white men; they suppose that Mahahenda, or the author of evil, resides upon it; even when they proceed up and down that part of the Penobscot river, which passes at no great distance from its base, they keep a profound silence. A ridge of highlands separates the waters flowing into the St. Lawrence; but the height of this ridge has been determined only where the road from Hallowell to Quebec crosses. It has an elevation of two thousand and two feet.

The coast, also, is usually level, especially in the south eastern part of the state. Large bogs are found in many parts of Maine; one, near the head of Passadunking river, (a branch of the Penobscot, emptying it on the eastern side, about seventy miles from its mouth,) is about the same in extent. On entering these immense oceans of moss, we experience the same impressions as the Baron de Humboldt in the *llanos* of the river Orinoco; the sky and earth appear to meet at a great distance; an eternal and death-like stillness reigns all around, and we feel ourselves alone in the vast expanse. The Penobscot Indians defeated the Mohawks in Passadunking Bog, at a time when they were invaded by that restless and warlike nation, long before the settlement of the country by Europeans; the remains of the slain warriors are said to be occasionally found in a complete state of preservation in the soft muck. Many of these bogs, it is plainly to be seen, were formerly lakes; and many of the present ponds and lakes are gradually filling up, and seem destined to share the fate of the celebrated fowling pond of King Philip.

Most of the rivers and streams, in passing out from a bog or lake, are broken by waterfalls. The Penobscot, soon after leaving Chesuncook lake, has a tremendous cataract, called "Grand Falls;" it passes over ledges, descending fifty feet almost perpendicular, and for nine miles below this place the water runs with amazing velocity, and appears of a milky whiteness.

A person accustomed to view the forests of tropical countries, where heat and moisture combine to produce the largest vegetables, on arriving in the southern part of New England, believes that the diminutive and scrubbed appearance of the trees, is owing to coldness of climate, and is tempted to think that another Samson might level these woods as a mower the grass of the prairie; but, passing to the upper part of Maine, he finds the forests composed of trees of enormous magnitude and height. Whole groves of pines, composed of trees from three to eight feet in diameter, and rising a hundred and fifty or two hundred feet, with no limbs except at the very top, abound in this portion of the State. The hemlock, spruce, birch, maple, beech and cedar trees, which attain no great size in more southern regions, are three or four feet in diameter, and have an astonishing height. Even in the middle of summer, when the sun blazes with all its splendour, the air, under the immense canopy of leaves and branches, is often chilly. On entering these forests, from a scorching and dazzling sun, the cool air and darkened appearance is most delightful; but, after traveling in them a fortnight or a month, when we again emerge to the habitation of man, we feel that we pass from night to day. Before experiencing this sensation, we have but a very imperfect conception of the phrase so often repeated by the Indian chiefs, when they visited the early settlements of this country—"You live in the light, but we in darkness."

The forests of Maine are filled with game, and that of a size which promises some reward to the hunter. The moose and deer bound through the almost interminable wilderness in the northern parts; the caribou* skips over its bogs; while the bear, wolverene and wild cat find a safe retreat, though surrounded with inhabitants. It is no childish amusement to shoulder one's rifle, and pursue the moose, caribou, deer or beaver, a hundred miles

* Reindeer of America.

* *Muscicapa grisola*. Linn.—W. J.

from human society, especially in the autumn, when an encounter with the two first is dangerous in the extreme. Caribous are usually found in groups, and, if a person is careful to keep to the leeward, they may be easily approached and shot. When one falls the rest seem at first to regard it with astonishment, and then play a variety of gambols around their dead companion, giving the sportsman a fine opportunity to pick them off; but if he approach them to the windward, their smell is so delicate that they immediately perceive it, and scud off like the wind. It is amusing to see a drove of these animals in full flight on a bog so soft that a man would immediately sink; their feet are spread out so as to have the body supported by a large area, and, at every spring, the hind leg touches the ground as far as the gambrel.

Grouse (or partridges, as they are called) are very thick in the unsettled portion, and so tame that I have destroyed a dozen in a flock with a walking cane without their attempting to fly. The same observation might be made with regard to the fish in the unfrequented lakes in the northern parts; I have often seen trout, weighing twenty or thirty pounds, speared with a sharp stick.

THE COMPLETE WORKS OF ROBERT HALL, A. M., WITH A MEMOIR, &c. &c., in 3 vols.; vol. 2d; Harpers.—A cursory glance at the contents of this volume, gives us no reason to modify the favorable opinion of the work which we expressed so warmly upon the one that preceded it. The mind of Mr. Hall appears to have been one of that high order, with which less gifted understandings can hardly come into contact without being improved, and catching something of their strength, precision and purity. Every one in the course of his reading, must have observed that there are some books which, by the exercise their perusal affords to the faculties, seem to make the mind grow while we read them; and this impression, whether real or fanciful, is perhaps the best test of the talents, if not the genius, of an author. Mr. Hall's writings, of which we shall speak more critically when the remaining volume is received, possess this characteristic to an eminent degree.

A FRENCH GRAMMAR, or plain instructions for the learning of French, in a series of letters, by William Cobbett: John Doyle, 12 Liberty st.—This work, addressed by Cobbett to his son, is a familiar treatise on the French tongue, written in style that addresses itself to the plainest understanding, and prepared with that shrewd judgment, with which its noted author adapts his literary efforts to the minds of his particular classes of readers.

We close these notices with some well written remarks of a correspondent upon a book which we noticed the other day. And, at the same time, to show how little importance may be attached to the opinions of the Quarterly Reviewer as representing those of even a faction of his countrymen, we prefix some observations from another Tory periodical, of a totally different character. They are copied from an article in a late number of Blackwood, which, under the title of American Poetry, gives an excellent critical essay upon the genius and writings of Bryant, by Wilson, "the Isle of Palms man," as Lord Byron calls him. We take no little pleasure in having our opinions confirmed by this veteran critic and acknowledged poet, in almost the same terms, and with the identical quotations which were made in this paper. Among other expressions, he speaks of the *Song of Marion's Men* as "a spirit-stirring composition; a beautiful ballad with the grace of Campbell and the vigor of Allan Cunningham." *Thanatopsis* is called "a noble example of true poetical enthusiasm, which would alone establish the author's claim to the honors of genius;" of whom it is said that "he en souls all dead, insensate things, in that deep and

delicate sense of their seeming life, in which they breath and smile, before the eyes 'that love all they look upon;' and thus there is animation and enjoyment in the heart of solitude." The following are the introductory remarks to which we first alluded:—

In political, in moral, and in physical science, the Americans have done as much as could have been reasonably expected from a people earnestly engaged, with all their powers and passions, in constituting themselves into one of the great communities of civilized men. Of every other people the progress has been slow to any considerable height of power and extent of dominion; and imagination accompanying them all the way from obscurity to splendor, a literature has always grown up along with their growing strength, and sometimes its excellence has been consummate, before the character of their civil polity had been consolidated, or settled down into the steadfastness belonging to the maturity of its might. But soon as her limbs were free to move obedient to her own will alone, America was at once a great country; there are no great and distant eras in her history, all connected together by traditional memories embalmed in the voice of song. Her poets had to succeed her statesmen, and her orators, and her warriors; and their reign is only about to begin. The records of the nation are short but bright; and their destinies must be farther unrolled by time, ere bards be born to consecrate, in lyric or epic poetry, the events imagination loves. Now, her poets must be inspired by Hope rather than by Memory, who was held of old to be Mother of the Muses. They must look forward to the future, not backward to the past; and the soul of genius from that mystic clime may be met by the airs of inspiration.

There is consolation in this last passage for every native bard who does not believe with Byron that a man of genius can make an epic upon a broom-stick. And now for Mistress Trollope:

From a late number of the American, I learn that Mrs. Trollope, of England, has published a work on the "domestic manners and customs of the Americans," which is reviewed in the Quarterly in the manner peculiar to that official organ of English Toryism. The book itself, except some extracts in the papers, I have not seen. Of its origin, and the history of its author while in this country, I can give some account, perhaps not wholly uninteresting to your readers.

Mr. Trollope, styling himself an English barrister, and the husband, as I suppose, of this lady, came to this country, as was said at the time, with a view of providing a settlement for his youngest son, the estate being entailed upon the eldest.—However that may be, they arrived in Cincinnati about the year 1828, and were so well pleased with the prosperity and promise of that flourishing city, as to make it their abode and the theatre of their operations. They purchased a valuable lot in the most beautiful part of the city, and proceeded to erect an expensive and highly ornamental building. The notorious Miss Wright happened to be there, about the same time, endeavoring to inculcate her principles, and obtain a foothold in society. This building, it was said, was intended for her use,—a Temple of Freedom. If so, it is certain they soon discovered the folly of their project, and abandoned it. Their avowed object was a Bazaar. Their original plan, though liberal enough for the purpose, was moderate in cost, and within their means. In the progress of the work, however, there were not wanting persons, who, in their zeal for the public interest, persuaded them to enlarge the design, and, of course, the cost. A large rotunda was erected for the purpose of exhibiting a picture of Lafayette's landing at Cincinnati, executed by a young Italian; an extensive ball-room was fitted up in the style, and with the decorations, of Egyptian architecture; the front of the building was composed of expensive cut stone, and the whole furnished with a gas apparatus. In the meanwhile, Mr. Trollope had returned to England, leaving the care of affairs to his wife: the bills of the mechanics had accumulated to three times the original estimates, one third of which was unpaid, and the whole of their disposable cash exhausted in the payment of the residue. Here was a dilemma from which it behoved the lady speedily to extricate herself. The plan was, to dispose of goods in the Bazaar in the European or Eastern fashion, in market overt, attended by young damsels, as is now sometimes practised by our societies for the administration of charity à la mode. The goods were imported, the damsels arrived; moreover, the picture was exhibited, and cotillions

got up by gentlemen for the benefit of the ball-room. Now for the effect. People went to stare; but, it was soon apparent, they went only to stare: few bought anything, few went to see the picture, and the ball-room was not crowded. Why? Here were fancy and pleasure offering their seductions. Why rejected? The articles for sale, on which they most relied, were selected, from want of experience, with bad taste—of inferior qualities, and of high prices. Of course the Yankees, who are shrewd in such matters, would buy only so far as good manners required. The place, though delightful in situation, was not in a business part of the city; therefore only frequented in the evening. The balls, though very pleasant, were not very productive. Of the picture of Lafayette's landing, I will say little, both because the artist is living, and because it has been much praised by those whose authority in such matters is higher than mine. I will, however, remark, that it certainly had one merit: those who once saw it will never forget it. The good Lafayette there looks, as I am sure no one else ever looked; and some of my acquaintance may say, that, though not made immortal in song, they are at least perpetuated on the living canvass.

To conclude, Mrs. Trollope was an enterprising and courageous woman; but neither enterprise nor courage were sufficient to thread this labyrinth of perplexities. As a choice of evils she abandoned her projects and returned to England, and is now the authoress of the work on the "Domestic manners and customs of Americans." The Bazaar, from the impropriety of its location, had no value as a place of business, and sold for less than one third of its cost to the mechanics who, by the law, had a lien upon it. It is now occupied as a *restaurant*, where good things are dispensed to the hungry, great men honored with dinners, and small ones sing songs.

From this narrative may be gathered the probable notions of this country, and feelings towards it, with which Mrs. Trollope returned to her native land. That she should write (if she wrote at all) with some acerbity and much extravagance, is not merely natural, but pardonable; for who ever looked kindly or patiently upon those who, however innocently, have occasioned the loss of fortune, time, and temper? The error in this respect lies with the reviewer, who gives currency to what he knows to be false, and makes a work, obviously the offspring of disappointed hopes, a pretence for uttering unjust, and unreasonable aspersions upon a neighboring people. Another error is committed by ourselves. Why should we notice the malignant opinions of distant individuals? especially, if they make so small a portion of the people, as the Tories of Great Britain? This is one of the modes in which bad feelings and ridiculous antipathies are so often generated among people of different nations. It is well known that the British Quarterly is not only opposed to liberalism in all other countries, but, to a great majority of the wise and good in its own. Hence it cannot be regarded as a national authority, and scarcely as an honorable antagonist. Besides, it may well be permitted to those who have grown gray, as England supposes, in glory, and power, and wisdom, now that their strength is departing, and the chills of age approaching, to look sullenly upon the prosperity of others, and indulge in some querulousness of temper; whilst it is expected of those who, like young America, are in the fulness of vigor, and promise, and success, to smile upon the sneers of cynics, and be good-humored under the censure of the just.

D. M.

To the Editor of the American:

I take it for granted, Mr. Editor, that at this busy moment, what with the Bank Report, the Tariff Bill, and that tedious farce, the Washington contempt affair, that your hands are so full that you will be obliged to a faithful reader of your paper, and absorber of its tastes and opinions, (except the one about the Harlem Railroad) to relieve you of the lighter duty of noticing, as is your yearly wont, the annual Address before the Alumni of Columbia College. The address upon this anniversary was by an eminent advocate, whose fervid eloquence was never more happily enlisted than in the able vindication of classical studies pronounced on Wednesday. This branch of knowledge, and indeed, the whole course of study, as now pursued in our colleges found a triumphant champion against the assaults of the utilitarians, in the chaste and

† In some of the lakes trout are caught of sixty or seventy pounds weight.

ogent appeal of Mr. Ogden Hoffman. The departments of belles-lettres and mathematics particularly, were warmly defended; and the necessity of preserving them in their present state of integrity forcibly urged. But as innovation has made its most violent attack upon a sister branch of learning, that of the dead languages, it was to this the powers of the speaker were most zealously given. Belles-lettres, it was said, from the captivating nature of that study, which leads us into the fairy realms of fancy, and at the same time guides our exquisite wanderings, needed no eulogist; and mathematics, which while its practical benefits recommended it to the humblest artisan, addresses itself to the imagination of the aspiring student in the monuments it has erected upon the embattled plain, in the entrenched camp and around the beleaguered city, required no defender. Interest and ambition recommend it as an indispensable branch of education. But those ennobling studies which, though their immediate utility is least apparent, have the most enduring effect upon the character, were believed to be far from justly estimated; their influence upon the mind of youth, in enriching it and preparing it for the highest cultivation, was likened to the first vegetation of our own forests, which, though of no immediate use, by becoming incorporated with it, fertilizes the soil for the seed to come afterward. The time devoted to the classics was any thing but thrown away; it was in after life that its fruits would appear, and the treasures that were flung into Alpheus, though they might now vanish from our sight; would then, when most needed, reappear in Arethusa, with all their freshness and with all their power.

The speaker concluded by calling upon his brother Alumni, upon this anniversary, to draw closer those fraternal ties, which should bind them to each other, and, as at the fountain of Dodona, rekindle those torches of friendship which the cares and business of the world might, for a time, have extinguished. In taking leave of the address I must not omit to mention the beautifully classical eulogy upon the late venerable Dr. Wilson, who, as an active patriot of our Revolution, is not so well known as he should be. I might dwell, too, upon the manly piety and strong national feeling, enforced by a very impressive manner, which pervaded Mr. Hoffman's production; but you and I both know, Mr. Editor, that in these days of indiscriminate puffing even merited praise becomes offensive from the bad company it is in the habit of keeping. I may add, however, that apart from its literary merits—in which are included the most copious classical illustration, aptly introduced in chaste and eloquent diction—there was a character and a feeling in the address, which spoke to the heart of every auditor. It is a delightful thing, Mr. Editor, to see the leading members of an arduous profession, thus turning aside from the legal forum to gather honors in the classical arena. The example is every thing to the young student in whose eyes the modest rewards of academic honors are thus enhanced in value; and, as I think, sir, you have before remarked, it promotes a healthful interchange of feeling and opinion upon one of the few subjects that, in these times of political asperity and contending prejudice, all parties can revert to with tranquillity if not with entire satisfaction.

With sincere respect, yours,

CAIRUS.

THE CITY OF RUINS would, about the first of May, be an appropriate name for New York—so many the alterations and re-edifications undertaken at this season. In our immediate neighborhood, the houses and stores in William street on the S. E. side, between Wall and Exchange street, are demolishing in order to widen the street; which is also to be widened between Wall and Pine streets, by taking off ten

feet from the New York Bank and the Bank Coffee-house. By this latter alteration, the approach from Pine street to the very heart of Wall street will be much improved.

In various other parts of the city the same scene of altering buildings and widening streets, is going on—certainly to the benefit of the operatives and, we suppose, of the community.

TREARY WITH NAPLES.—Our letters from Washington confirm the report that the Ontario brings home the intelligence, and probably the official evidence, of an arrangement with Naples for the settlement of American claims. Baltimore is, we believe, more interested than any other of our commercial cities in this affair.

Since the above was in type, we find the following in the National Gazette:

The Globe is silent with regard to the negotiations of the American Chargé d'Affairs at Naples. It is stated in letters from Washington that an arrangement was likely to be effected. We fear that the more positive information which we published on Monday, is premature.—[Nat. Gazette.]

SUCCOR TO THE POLES.—The following letter, with its enclosure, has just been received from General Lafayette:—

PARIS, MARCH 30th, 1832.

My Dear Sir:—I have received your kind letter, New York, January, 1832, enclosing the bill of 2486f. 21c., in the name of the New York Committee. This sum has been delivered to the American Committee in Paris. It is highly satisfactory for us that the appropriation we have made has been so well employed as to become most useful, gratifying, and encouraging to the gallant Poles, under the persecution to which they have been subjected, not only in Poland, but in Prussia and Austria, while on their reaching the western part of Germany they are most cordially welcomed. You will hear of the arrest of our excellent friend, Dr. Howe, in Berlin.—I hope he is now released. His conduct in the management of our instructions, has been very honorable to him, and to the American name. We are truly under great obligations to Dr. Howe. The further supplies we may receive from the American Committees will be most welcome and usefully employed. Most truly and affectionately your friend,

LAFAYETTE.

James G. King, Esq., New York.

Extract of a letter from General Bem, Commander in Chief of the Polish Artillery.

[Translation.]

FRANKFORT, MARCH 23.

Our Soldiers in Prussia are still waiting for the passports which are promised them, but which are yet withheld. Mr. Howe, the worthy representative of a free and noble nation, has rendered us immense service by the manner in which he has fulfilled his honorable mission. He has distributed considerable pecuniary succors on the spot to the sick, whom he himself visited in the hospitals. He has brought and distributed shirts, raising thereby the moral of our troops astonishingly. The appearance of a stranger bringing aid and consolation to those in bonds, whilst Prussia was endeavoring to persuade them that France wanted no more of them, has produced a magical effect, and they have sworn to persevere in the resolution of joining their companions in arms in France.

THE CHOLERA IN PARIS.—The first paragraph of the instructions of the Paris board of health thus speaks of the fatality of the Cholera as compared with other epidemics:

The Cholera is a grave disorder. It is however more alarming when expected than dangerous when it actually exists. Other epidemic maladies, such as the small-pox, the scarlet fever, and certain nervous fevers, have occasioned much more ravages; since in those countries in Europe, where it has prevailed and met with the most favorable circumstances for its propagation, it has scarcely attacked more than one individual in 75, and in some cities its attacks have not yet exceeded one in 200 individuals.

Among the means adopted to afford immediate relief to persons attacked with the malady, an office is opened in each of the 48 quarters of Paris. All the physicians and surgeons of the quarter take turns, in succession, at these offices, and to each are attached porters—to carry the sick to the hospital, and nurses to take care of them there or at home. The requisite medicines also are there, and the office is always open day and night. At night they are distinguished by a particular lamp. Among the considerations presented to dissuade the Parisians from flying from the city, the Gazette de France states "that the official report of the Academy of Berlin establishes that 20,000 persons died in the city, and 80,000 in the villages."

"Thus far," says the Gazette de France of 31st, "no professional man, no student, no nurse nor assistant has experienced any ill effects from the malady. This alone should reassure people against any apprehension of contagion."

Extract from the Popular Instructions as to the Cholera Morbus.

Observe the strictest cleanliness both in person and dwellings.

Avoid all chances of being chilled, and keep the body warm, particularly the stomach, bowels and feet.

Avoid placing the feet upon the cold floor.

Workmen obliged to work in cold or damp places will do well to wear wooden shoes or clogs.

Abstain from sleeping with the windows open.

Return home at an early hour, in order to avoid the cold and damp of the night air.

Avoid as much as possible excessive fatigue.

Whatever may be the weather or the season, do not go too lightly clad.

Sobriety cannot be too strongly recommended; consequently avoid all excess of eating and drinking, for it has been observed that drunkards and debauchees have been most exposed to the attacks of the Cholera.

Let your food be principally meat and meat soups; eat as little as possible of charcuterie and salt meats, and abstain entirely from heavy pastry.

Abstain from undressed food of every description.

All cold drinks, taken when a person is heated, are at all times dangerous. The water used as a beverage ought to be clear. Filtered water is better than any other. Instead of drinking it pure, it will be better to mix in it two teaspoonfuls of brandy or absinthe to a pint. Water lightly mixed with wine is equally good.

The excessive use of strong liquors is very pernicious, and taking unmixed brandy when fasting is equally so. Persons who have contracted the habit of doing so, should, at least, first eat a piece of bread. The same objections apply to drinking white wine fasting.

All beer and cider of bad quality ought to be avoided.

Every person who feels himself suddenly affected by dull pains in the limbs, heaviness or giddiness of the head, a feeling of oppression, uneasiness about the chest, heartburn, cholice, should immediately apply to a physician, or the next Bureau de Secours.

Persons thus affected should immediately go to bed, and take, quite hot, an infusion of peppermint and flowers of the lime tree, and heat himself by every possible means.

Prepared chloric solutions being universally recommended as a useful precaution against infection of any kind, it may be desirable to give the following simple receipt for making them.

Take one ounce of dry chlorate of lime, and one quart of water; pour a sufficient quantity on the powder to make it into paste, and then dilute it with the remainder, strain off the solution, and keep it in glass or earthen vessels well stopped; a portion of this solution should be poured into a shallow bowl, and placed in every room in the house.

The chlorate of soda is nearly as good; it is to be used in the same manner, in the proportion of one ounce of chlorate to ten or twelve ounces of water.

The Prefect of Police requests all proprietors of houses, all the physicians, and the inhabitants of the capital to make him immediately acquainted with all the cases of the Cholera that may come within their knowledge, specifying correctly the name, age, sex, profession, and abode of the persons attacked by the disease.

(Signed) "The Prefect of Police, GISQUET."

Approved—"The Minister of Commerce and Public Works,

"Count d'Angout."

FOREIGN INTELLIGENCE.

FROM FRANCE there are accounts to the 5th ult.—Our own files by the Mersey reach only to the 2d.—From the Courier we take a letter from a Havre paper, giving the particulars of a scavenger riot in Paris. The authorities, desirous to ensure cleanliness in the streets during the prevalence of the cholera, had interfered with the rag-gatherers and other gopers in filth about the streets, and they accordingly were for having their three days and barricades!—but this could not last long.

The extension of the Cholera was more rapid than in London. The medical authorities had published through the Moniteur long instructions to the citizens how to receive the enemy when it appeared, and to keep off its attacks.

The Gazette de France, of 1st April, says, "the complication of the affairs of Belgium is almost finished, while the difficulties of that at Ancona are about commencing. The Austrian army is concentrating around the Pontifical territory, and our ministry of the 13th March is sending artillery to Ancona." The same paper thus remarks upon the state of affairs in France: "It cannot be disguised that things are hastening onwards. The men of the just medium desire a new Chamber, that they may obtain from it laws of exception; the revolutionists appeal to insurrection and riots. The dissolution of the present Chamber must be the result of this crisis. This result should be foreseen by the men of the right, and they should seriously reflect on what should be done by them in case of a general election."

"The year 1833 ought not to finish without seeing order [this, in the sense of the Gazette de France, means the accession of Henry V.] re-established in this country."

The Gazette de France of 31st March publishes the annexed declaration of Count Orloff, as just received by express from the Hague.

After setting forth the efforts loyally made by the Emperor of Russia to induce the King of Holland to assent to the 24 articles, &c., Count Orloff states to the King's Ministers that he is charged by his Imperial Majesty to make the following

Declaration.

After having exhausted all means of persuasion, and modes of conciliation in order to aid his Majesty King William to arrange amicably, and in a manner conformable to the dignity of his crown, and to the interests of those subjects who have remained faithful to him, the separation between the two great divisions of his kingdom, his Imperial Majesty recognizes the impossibility henceforth of being of any use or help to him.

However perilous the situation in which the King has placed himself, and whatever be the consequences of his isolation, His Imperial Majesty, sighing, though with inexpressible regret, the affections of his heart, will feel it his duty to leave Holland to bear alone the responsibility of the events that may result from this state of things.

Faithful to his promise, he will not co-operate in any measures of coercion that may be resorted to, to compel by force of arms the King of the Netherlands to assent to the treaty of the twenty-four articles; but inasmuch as they include the only basis upon which the separation of Belgium from Holland can be effected (subject always to the amendments that would be admissible in a final treaty between the two countries,) H. I. M. recognizes it to be both just and necessary that Belgium should remain in the actual enjoyment of the advantages resulting to her from this treaty, and especially of that which stipulates for a neutrality, already acknowledged in principle by the King of the Netherlands himself. By a necessary consequence of this principle, His Imperial Majesty cannot oppose any repressive measures which the Conference may adopt, in order to guaranty and defend this neutrality, if violated by a resumption of hostilities on the part of Holland. In such an event, if unhappily it should come to pass, His Imperial Majesty would reserve to himself, to concert with his allies, the strictest measures for re-establishing this neutrality, in order to the preservation of the general peace.

After having delivered to the King of the Netherlands the above declaration, Count Orloff asked a categorical reply. This having been in the negative, he immediately asked for his passports and proceeded to London.

Disturbances in Paris.

PARIS, APRIL 2.—We now commence a detail of facts in the order they occurred. The population of Paris, who at first considered the Cholera as an affair of little consequence, and rather apprehended exaggerated ideas of the danger which attended it, than a downright incredulity as to its existence, has since yesterday assumed an alarming attitude. There are large assemblages of people at the gates of the hospitals, not only of relations of the patients who are not allowed to enter the sick rooms, but of inquisitive people who come there with the view of ascertaining whether the disorder actually exists, who refuse to believe in it, and who force open the beds of those who are carried there, saying everywhere that the Cholera is a mere invention of the Government, who has poisoned both the casks of the water carriers and the tanks of the wine merchants, &c.; others say the accounts of the disease are propagated by the apothecaries and physicians, and insult them whenever they meet them.

These causes of agitation have been attended with circumstances of interest, in consequence of the measures lately taken to promote the salubrity of the metropolis, which have caused the ruin of two classes of poor people. The scavengers, who have been displaced to make way for an improved method of cleaning the streets. The *Chiffonniers*, whose calling is also destroyed, by this new method of cleaning the streets, which allows the dirt, &c. to lay but a very short time. All these people are, since yesterday, in a state of complete insurrection.

Yesterday, in the midst of the confusion produced by the assemblages of people, an attempt was made to liberate the persons confined at St. Pelagie. It had almost succeeded, the prisoners having seconded the attempt from the interior of the prison, when the municipal guard was called upon to act. The mob outside was easily dispersed, the trouble inside was not so readily allayed, and a printer, of the name of Jacobus, was killed before order was restored.

To-day still there are large collections about St. Pelagie, but steps have been taken to prevent disorder.

At all the other posts in Paris, detachments of troops are stationed. On the Boulevard, Saint Denis—they dispersed a mob who burned the new incense carts, and on the Quays, other crowds were driven away who were throwing these carts into the river.

[Here follows a detail of the movements of the rioters during the several hours of the day.]

PARIS, APRIL 3.—The Prefect of Police has caused the following proclamation to be posted up:—

Inhabitants of Paris!—The tranquility which you have enjoyed for six months past, is this moment disturbed by a class of persons whom the enemies of good order have succeeded in leading astray.

The new carriages employed to clean the streets of Paris have been made a pretext for tumultuous assemblages which trouble the repose of some parts of the metropolis. The *Chiffonniers* have been made to believe that the dirt and rubbish would be taken from the streets during the night, and that they would thus be no longer able to follow their calling. Notwithstanding, no alterations have been made which can at all injure them. The measures taken by the authorities have in view to preserve the interests of every one.

Other absurd stories in regard to this Cholera, have been put in circulation in the *faubourgs* by ill intentioned people, and fear has gained their belief.

Inhabitants of Paris! listen to your magistrates, who never are more sensible of what you have a right to expect from them than in those moments when their personal devotion may be of service to you.

Do not add to the bad consequences resulting from an accidental disease, exaggerated and aggravated by the enemies of your repose, the dangers of disorder, which are injurious to the precautions taking by the authorities for the benefit of the poor. Repulse with horror those men who arm themselves, to attack the public weal, with the consequences of a temporary evil; an evil which ought to produce amidst the generous population of Paris, nought but acts of devotion and charity.

The laws will maintain order, and at the same time humanity will alleviate the public suffering.

We will perform with devotion our duties towards humanity, and with strictness what the laws prescribe to us.

We rely upon you to support the measures of the authorities against those who disturb the public peace, as well as to second our efforts in favor of the unfortunate. Help to misfortune and power to the law.—Paris, 24 April, 1832.

The Prefect of Police, GISCOURT.

HOME AFFAIRS.

The particulars of the awful calamity, as far as yet ascertained, which occurred the 4th inst. by the falling of the vast warehouse of Messrs. Phelps & Peck, are accurately stated in the annexed extract from the Journal of Commerce.

[From the Journal of Commerce.]

AWFUL CATASTROPHE!—About quarter before 6 o'clock Friday evening, a section of the new six story brick store of Messrs. Phelps & Peck, (corner of Fulton and Cliff streets,) embracing about two thirds of the entire building, fell down with a tremendous crash, burying under its ruins three of the Clerks, viz. Thomas H. Goddard, the celebrated Accountant, Josiah Stokes, and Alfred Seymour; also three colored men whose names we could not ascertain,—Barry Jackson, carman—and we fear, some others.

The bells were immediately rung to call out the hook and ladder companies, who assembled with their accustomed promptness, and commenced removing the rubbish, in order to rescue such of the sufferers, if any, who were still living.

Two colored men, who were in one of the upper lofts when the accident happened, were soon taken out, and carried to the apothecary shop of Dr. W. Simonson, corner of Fulton and Gold streets, where every attention was paid them which humanity could suggest. One of them was found to be very badly injured, his head being deeply cut and covered with blood, and one of his shoulders dislocated, besides other wounds, some of which appeared to be internal. His case is believed to be extremely critical. The other was not so badly hurt, his wounds being principally confined to a hand and arm, which were a good deal cut and bruised.—The shoulder of the former was restored to its proper place by Dr. Simonson, and such other relief afforded as could be rendered at the moment, after which they were sent to the Hospital. We understand they are brothers-in-law, and reside in Delancy street.

In the mean time, the work of removing the rubbish was urged forward with all the energy which human sympathy could supply, a voice or voices being heard beneath the ruins, calling for help.—About 8 o'clock, the carman, Mr. Jackson, was taken out, and carried to a neighboring house, where his wounds were examined by Dr. Carroll. He had supposed his arm was broken in two places, but it was found on examination that such was not the fact. His head and face were apparently much bruised, but it is believed, with proper attention he will soon recover. He was carried home to his friends in Delancy street. He must have remained under the ruins more than two hours, and remarked that during this time he considered himself, in effect, a dead man. His horse, which was standing before the store, was nearly killed, and the cart crushed to pieces.

The bodies of Mr. Goddard and Mr. Stokes have been discovered among the ruins, but as yet (1 o'clock, morning) it has been impossible to rescue them on account of the superincumbent timbers.—Mr. Stokes was found with a silver pencil in or near his fingers, with which he had been writing.—The body of Mr. Seymour has not yet been seen, but there is no doubt he shared the same melancholy fate of Messrs. Goddard and Stokes. A colored man (one of the three mentioned at the beginning of this article,) is still under the ruins, and his groans are heard at intervals,—the more piercing to those who hear them, because unable to relieve him from his horrible situation. He has now lain in this situation nearly seven hours. The efforts of the firemen and others are still continued. To facilitate their labors amid the darkness of the night, the windows of the neighboring buildings are lighted up with numerous lamps and candles.

The two partners of the firm were providentially absent when the building fell; Mr. Peck being out of the city, and Mr. Phelps left his counting room about ten minutes previous, to attend a meeting of the Public School Society.

It is worthy of remark that a meeting of a number of our most valuable citizens, which was to have been held at Mr. Phelps' counting room, commencing about half an hour previous to the disaster, failed of being held, in consequence of the non-attendance of several of the gentlemen invited. Had it been held as appointed, it would probably have continued until the fall of the building.

We need not say that such a scene as we have described, attracted to the spot an immense concourse of people, amounting to several thousands, on whose

Countenances were depicted the mingled emotions which the occasion was fitted to awaken. At some periods all was noise and bustle; and again, in the expectation of the immediate rescue of one of the sufferers a sudden and impressive silence succeeded. We trust that upon some of the assembled multitude, the lessons so solemnly inculcated will not be lost.

Postscript, 2 o'clock.—The black man whom we have mentioned as being still alive under the ruins, was taken out about half an hour since, and carried to Mr. Samuel B. Harper's, Cliff street, where he is attended by Drs. Wm. Smith, Carroll, and M'Clay. They inform us that his skull is fractured, and that his recovery is doubtful. He appears to have received no other essential injury. His name is Tom Weeks—resides at 19 Delancy street.

'THE FULTON-STREET RUINS were the scene of intense curiosity yesterday. The authorities had very properly caused a fence to be put up around them, and police officers are in attendance all the time. The humane labors of searching for those who might yet be buried beneath the masses of bricks, timber, and goods, were continued; and the general result is well stated in the following extract from the Gazette:—

In addition to the individuals who escaped uninjured from the building, as before published, we have to record the name of Mr. George Bannister, a clerk in the establishment. This gentleman was, at the time of the accident, attending to some business in a small room situated on the second floor, in the western corner of the building. When he heard the crash and the tumbling in of the walls, he sprang to the door, which was open, and instantly discovered that all attempts to escape at that moment would be fruitless; he therefore remained stationary, expecting every instant that the remaining part of the building would crumble into a heap of ruins. In a few minutes, however, he recovered sufficient self-possession to move towards the front part of the store on Fulton-street, and approached one of the windows with the intention of effecting his escape in that direction, which appeared to be the desire of the females in the houses on the opposite side of the street, who waved their handkerchiefs to him, fearful that the remaining portion of the roof hanging over the building would fall, and carry the rest of the premises with it. He however returned to the rear, passed down the stairs, and came out through the cellar door.

Besides Mr. Bannister, there were four other persons in that part of the edifice which is still standing, all of whom were laborers, and three of them colored men, who escaped without injury. One got out of a window in the fourth story and slid down by the gutter into the street, and the others descended by the stairway and escaped through the cellar, without injury.

Respecting those persons who were rescued alive, we learn the following particulars:—Wanton Barney, (not Barney Jackson, as some of the papers called him,) the carman, who was extricated from the ruins about two hours after the accident, has only received a few slight bruises about the face and body. He was out yesterday, and is comparatively well. The two colored men who were taken out shortly after the accident, one of them (John Thurston,) was conveyed to the Hospital. We saw him at half past three o'clock, yesterday afternoon, and are happy to state that he is doing well, having only received a few bruises. The other man, brother-in-law of Thurston, was carried to his own home, and has received very trifling injury.

The colored man who was taken out at 1 o'clock on Saturday morning, as stated in our last, was conveyed to the Hospital about 6 o'clock, A. M. He is very much bruised about the head, and is almost insensible. He is in a very dangerous situation, but we learn from one of the physicians of the Hospital that his case is not entirely hopeless. His name is Thomas Weeks.

The last mentioned persons are the only two that have been carried to the Hospital. The report, therefore, that a man had died there is erroneous.

The white man taken from the ruins dead about 1 o'clock on Saturday morning, was named James Patterson, and was the Porter of the store.

The corpse of a colored man whose name we could not ascertain, was carried to the Alms-house on Friday evening.

We now come to the result of the examination of the ruins on Saturday, which are of the most melancholy character. About 11 o'clock in the morning

the dead bodies of two colored men were taken out and conveyed to the Alms House. We did not learn their names. In about half an hour afterwards, the body of Mr. Goddard, the book-keeper, was removed in a dreadfully mutilated state, and in a short time thereafter, those of Messrs. Stokes and Seymour, two of the clerks, were also taken out, very much lacerated and disfigured. That of the former was conveyed to his residence No. 27 Gold street, where it was received by his agonized widow and children. The bodies of the two latter were conveyed to the residence of Mr. Thomas Stokes, the father of Mr. Josiah Stokes, No. 43 Sixth-street.

The body of Mr. Brower, of the firm of J. & A. Brower, tin plate workers, of Wappinger's Creek, was also taken from the ruins on Saturday afternoon. Mr. Brower had, as we learn, just been paying a bill and was retiring from the store at the time of the accident. There is a peculiarly melancholy interest attached to the death of Mr. Brower, in the fact that at the very moment in which he lost his life, his wife was waiting for him to accompany her to the steamboat, on their way home.

We have thus recorded the names of all the persons who have been taken from the ruins, from which it appears, that three were rescued uninjured, viz. Messrs. O'Neal, Pitkin and Bannister, three slightly injured, viz. Wanton Barney, and two colored men, and one colored man seriously injured; and that eight were killed, viz. Messrs. Goddard, Stokes, Seymour, Brower, Patterson (the porter,) and three colored men: making a total of fifteen, already accounted for.

Added to these are the four laborers who escaped from the rear building uninjured, which increases the number of persons to nineteen. This makes up the whole number that was supposed to be on the premises at the time of the accident. The general impression, therefore, that several other persons were still buried in the ruins, will we trust prove to be erroneous.

The report in one of the evening papers of Saturday that a captain of one of the Charleston packets, and a Mr. Avery, of Connecticut, were in the building, was, as far as we can ascertain, erroneous.

The preceding statement will, we have no doubt, prove to be correct, and we now have to notice the exertions of the civil authorities on this melancholy occasion, which are worthy of all praise. Early on Saturday morning a strong detachment of officers was sent to the spot from the Police Office for the purpose of protecting property and preserving order. They were unrelaxing in their exertions, and aided by the citizens, were completely successful. In order, however, to keep off the immense crowd, who were attracted to the spot by idle curiosity, it became necessary to erect barriers on the four avenues to the scene of destruction, viz. on Fulton and Cliff streets, which proved effectual.

On Saturday the exertions of the officers and others were chiefly directed to the discovery and removal of the bodies of the unfortunate individuals buried in the ruins, the result of which is stated above. Yesterday there was a large number of persons employed in removing the property and conveying it to other warehouses; and in the course of the day nearly all the cotton in that portion of the building still standing was taken out. A vast quantity of iron wire, copper &c., was also taken from the ruins and carried away to safe places of deposit. A large quantity of wine, (or storage) was also removed from the cellar. We understand that there were upwards of 3000 bales of cotton in the store, weighing about 1 200,000 pounds, besides a vast quantity of tin plates, iron wire, copper, &c.

The funeral obsequies of Messrs. Goddard, Stokes, and Seymour, were attended yesterday by crowds of sympathizing mourners.

The family of Mr. Goddard, a meritorious and useful citizen, is, it is said, left in a very destitute condition. These disposed to contribute to their relief will find subscription papers, as we are requested to say, at the offices of the *Journal of Commerce*, of the *Commercial Advertiser*, and of William A. Mercier, 240 Pearl-street.

The first shock given to the public mind by this awful calamity, is now naturally succeeded by proportionate anxiety to ascertain its causes. Rumor, of course are abundant. Among them it is probable that the following are well founded.

1st. That the building, which was six stories high—covered a space of more than 70 by 60 feet—and had only the four external, and no partition, walls—was put up by contract too cheaply, (at \$5000 less than some of the bids for the job.)

2. That it was put up in part during the frost—having been only commenced last October—and hence, even with better materials as to mortar, &c., the cohesion would have been imperfect.

3. That it was entered upon too early; and before the building was in a fit state, even if it had been most substantially constructed, it was overloaded with exceedingly heavy articles, such as pig lead, tin plates, iron-ware, &c., and many hundred bales of cotton, which, in order to its closer stowage, was, it is averred forced in with screws, as is done in stowing cotton on board ship.

4. That the builder and some experienced merchants had intimated to the owner the danger of thus overloading a building yet green; and that he himself had perceived that the walls had in part bulged, but still apprehended no danger.

These facts, if such they should prove to be, will account, without difficulty, for the fearful catastrophe, which, even yet, it is scarcely possible to think of, without feeling the blood curdle at the heart.

TWENTY-SECOND CONGRESS—1st SESSION.

Wednesday, May 3.

In the Senate, a message was received from the President of the United States, transmitting two treaties concluded between the United States and the Government of Mexico. The resolution reported from the Committee on the District of Columbia, for the appointment of a Committee of three, to consist of two members of the Senate, and one of the House of Representatives, to frame a code of civil and criminal laws for the District of Columbia, was agreed to. The bill for the establishment of certain Post Routes, and for the discontinuance of others, was taken up, and some of the amendments reported from the Senate Committee, were agreed to. At one o'clock, the consideration of the Pension Bill was resumed, and Mr. Hayne spoke two hours and a half in conclusion of his speech in opposition to the bill. The general appropriation bill was then taken up, and, on motion of Mr. Smith, the Senate recessed from the amendments disagreed to by the House of Representatives.

In the House of Representatives, Mr. Adams, from the committee on Manufactures, moved that 6000 copies of the Report of the Secretary of the Treasury upon the Tariff, together with sundry documents accompanying it, be printed, which was agreed to. Mr. Doddridge, from the committee on the District of Columbia, reported a bill for changing the course of Tiber creek, and for other purposes. Mr. Mercer, from the committee of Internal Improvement, reported a bill to incorporate the St. Francis Road Company in the Territory of Arkansas. Mr. Plummer concluded his speech on the motion of the Judiciary committee, respecting the collector of the port of Wiscasset. The engrossed Revolutionary Pension Bill, was read a third time. Mr. Wilde, after making some remarks, moved the bill be indefinitely postponed, which was lost—ayes 45, noes 128. The question—shall this bill pass? was then taken, and carried—ayes 128, noes 46. The amendments to the general appropriation bill, returned from the Senate, were taken up and disposed of. An act for the relief of R. G. Morris was read a third time and passed. The bill making appropriations for sundry Internal Improvements for 1832, was then taken up in committee of the whole on the state of the Union. The amendment presented by Mr. Verplanck, on a former day, including a large number of objects, was taken up and discussed in detail. Several propositions to amend its items were lost, when, without taking the question upon the amendment, the committee rose and reported progress, and the House adjourned.

Thursday, May 4.

In the Senate, the bill establishing certain Post Offices and Post Routes and discontinuing others, was taken up. Some progress was made in the amendments reported from the committee. Mr. Bibb moved to amend the bill by adding a provision that from and after the 31st of July next, no postage should be charged on newspapers. Messrs. Bibb and Clayton supported the motion, and Mr. Grundy opposed it. Mr. Foot moved to amend the amendment by reducing the postage on letters to the rate established previously to the late war. Mr. Grundy took the floor, and after speaking more than an hour on the subject, gave way to a motion to adjourn.

In the House of Representatives, Mr. Wickliffe, from the committee on the public lands, presented sundry statements from the Treasury Department relating to the report recently made by said com.

mittee, and which were not prepared at the time that it was laid before the House. Mr. Clay moved that 10,000 extra copies of the report and accompanying documents be printed. Mr. Vance proposed an amendment providing for the printing of a like number of the report on the same subject, made by the committee on manufactures in the Senate, which was agreed to, and the proposition thus amended was adopted. Mr. Polk moved that 10,000 extra copies of the report of the committee appointed to examine into the affairs of the Bank of the United States be printed. The motion was objected to. Mr. Polk moved to suspend the rule, which was decided in the negative—yeas 110, nays 67—two thirds being necessary. Mr. Polk, from the select committee, to whom was referred the apportionment bill, and the amendment of the Senate thereto, made a report adverse to the Senate's amendment, both as to constitutionality and expediency; which was directed to be printed, and the subject was made the special order for Monday next. Mr. E. Everett, from the minority of said committee, gave notice that a counter report was in a state of preparation.

Case of General Houston.

Mr. Key resumed his argument in defence of the accused, which he finished after speaking about two hours. Gov. Houston then rose, and expressed a wish to be heard in his own defence, to which the assent of the House was given. He then expressed a preference to proceeding to-day, but on the motion of Mr. Doddridge, who suggested that the business of the District of Columbia was assigned for this day, further proceedings in the case were postponed to Monday next, at 12 o'clock.

The Speaker laid before the House a communication from the Secretary of the Treasury, accompanied with sundry additional documents relative to his late report upon the Tariff. The House then went into committee of the whole on the state of the Union, upon the bill making appropriation for sundry internal improvements for 1832. The bill was gone through, and the committee rose and reported it and the amendments to the House, which then, at half past five o'clock, adjourned.

Friday, April 4.

In the Senate the following bills were passed: the bill authorizing the Secretary of the Treasury to compromise with the trustees of firm of Thomas H. Smith & Son; the bill authorizing the Secretary of the Treasury to settle the accounts between the U. S. and the Farmers' and Mechanics' Bank of Indiana. The bill in addition to the act to provide for certain persons engaged in the land and naval service of the United States during the revolutionary war was read the second time and referred. At one o'clock, the bill establishing certain post routes, and discontinuing others, was taken up as the unfinished business, when Mr. Foot withdrew his amendment proposing a reduction of postage on letters. Mr. Grundy then resumed his remarks in opposition to Mr. Bibb's amendment abolishing the postage on newspapers, and when he had concluded, Mr. Holmes took the floor in support of the measure, and spoke till the hour of adjournment, without concluding his remarks. The Senate adjourned over to Monday next.

In the House of Representatives, the time of the adjournment of one day for the purpose of carrying into effect the arrangements for the better ventilation of the Hall, was postponed until Friday next. The House afterwards went into the consideration of the bills appertaining to the District of Columbia; and took up the bill for the construction of an aqueduct across the Potomac river, above Georgetown, in connection with the canal to Alexandria, occupied the whole day. It was proposed in the two different shapes, of first a grant of \$120,000, and secondly a subscription, on the part of the United States, of \$125,000 to the stock of the Canal Company. The former proposition was rejected, yeas 64, nays 87; the latter was rejected by a vote of yeas 61, nays 76.

[FROM OUR CORRESPONDENT.]

Saturday, May 5th.

The Senate did not sit.

In the House of Representatives, after some routine business had been disposed of, on motion of Mr. Carr, a bill from the Senate, authorizing the Secretary of the Treasury to adjust some existing accounts between the United States and the Farmers and Mechanics' Bank of Indiana, was referred to the Committee on the Judiciary.

Mr. Slade having the floor, addressed the House in the case of the Collector of Wiscasset. Further

proceedings were postponed, before he had concluded. Thereupon, Mr. Sutherland moved that the rule of the House—this day being set apart for private business—should be suspended, in order to finish the bill making appropriations, commonly called the internal improvement bill. The rule being accordingly suspended, the several appropriations, viz.

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|---|----------|
| For completing the pier and mole at Oswego, | \$19,000 |
| For removing obstructions at Sodus Bay, | 17,000 |
| For improving the entrance of the River, | 16,000 |
| For completing the pier at Buffalo, | 10,300 |
| For completing the works at Black Rock, | 5,000 |
| For completing the works at Dunkirk, | 10,200 |

and for the other places, (all of which have been heretofore stated in this paper) were severally discussed, and, having been agreed to in committee, the House again finally concurred therein.

Two amendments making appropriations for the improvement of the Arkansas River, \$15,000, and for the extension of the Detroit and Chicago road, \$2,000, were also, on motion of Mr. Sevier, severally agreed to.

On motion of Mr. White of Louisiana, an amendment was agreed to, that the improvements contemplated on the Ohio and Mississippi rivers, and for which \$50,000 were appropriated, should be extended henceforth below New Orleans; so as to aid in deepening the bar, and make other improvements up to the Gulf of Mexico. As there were other amendments submitted, upon which a protracted discussion was likely to ensue, the House did not act definitely on the bill; and a motion for adjournment until Monday [this day] prevailed.

Monday, May 7.

In the Senate a resolution was adopted calling upon the Secretary of the Treasury for a statement of the amount of the duties which will be repealed by the tariff prepared by him and by the bills reported from the committee of manufactures of the Senate. The bill establishing certain post routes and discontinuing others was taken up, the question being on the amendment abolishing postage on newspapers. Mr. Holmes resumed the speech in favor of the amendment which he commenced on Friday last, and, after speaking two hours and fifteen minutes without concluding, he gave way to a motion to adjourn.

In the House of Representatives, several petitions and memorials were presented and referred. Mr. Cambreleng, from the Committee on Commerce, reported a bill making an appropriation for a Marine Hospital, at Portland, in Maine, which was read twice and committed to a Committee of the Whole on the state of the Union. Mr. Cambreleng, from the same Committee, reported a bill authorizing the Secretary of the Treasury to permit a wharf to be built near the site of the light house at Stratford Point, Connecticut, which was read twice and ordered to be engrossed for a third reading. Mr. Everett, from the minority of the Select Committee, to whom was referred the bill for the Apportionment of Representatives, and the Senate's amendment thereto, made a counter report, accompanied by an amendment to that proposed by the Senate, which was committed and ordered to be printed. Mr. Ashley offered a resolution directing the Committee on Indian Affairs, to inquire into the expediency of making an appropriation to treat with the several tribes of Indians residing within the limits of the States of Missouri and Illinois, with a view to the extinguishment of their title to land and removal from the limits of said States, which was agreed to. The resolution heretofore offered by Mr. Wilde on the subject of coins, was taken up and agreed to. The resolution heretofore proposed by Mr. Drayton, directing the Secretary of War to revise the several laws in relation to the Army of the United States, make a digest of the same, and lay it before Congress at its next session, was also agreed to. The resolution presented on a former day by Mr. H. Everett, after being modified so as to call on the Post Master General for certain information in relation to contracts for furnishing post office stationary, was briefly debated by Messrs. Everett, R.

M. Johnson, and Speight, when Mr. Whittlesey, of Ohio, moved an amendment for the appointment of a Select Committee to inquire into the affairs of the Post Office Department generally, with power to send for persons and papers, which amendment was debated by Messrs. Whittlesey, Crawford, and R. M. Johnson. Before the latter had concluded his remarks, the hour allotted to morning business expired.

Trial of Gen. Houston.

Gen. Houston, according to order, was then placed at the bar of the House, when he commenced his defence and spoke near two hours. When he had concluded, Mr. Harper, of N. H., offered a resolution directing Samuel Houston to be discharged from the custody of the Sergeant-at-Arms. Mr. Huntingdon moved an amendment by way of substitute, declaring that the accused had been guilty of a contempt and breach of the privilege of the House, which he supported by a speech of about one hour and a half in length. Mr. Polk then rose to address the House, but gave way to a motion, by Mr. Ingersoll, that further proceedings in the case be postponed to this day, 11 o'clock, which was carried, when the House adjourned.

Tuesday, April 8.

In the Senate, the resolution offered by Mr. Foot, requesting the President to communicate to Congress, at the next session, a plan for the re-organization of the Treasury Department, with a view to a reduction in the number of officers employed, was considered and agreed to. Mr. Dickerson moved that the bill to appropriate, for a limited time, the proceeds of the sale of the public lands among the several States, be now taken up, but he withdrew it upon the suggestion that the Senate was not full.

The Post Office Bill was taken up, and Mr. Holmes resumed and concluded his speech in favor of the amendment abolishing postage on newspapers. Mr. Grundy followed in reply to Mr. Holmes, and Mr. Bibb commenced a speech in favor of the amendment.

In the House of Representatives, the whole sitting was spent in the discussion of the case of Gen. Houston. Mr. Polk went into an elaborate argument upon the constitutional principles assumed by the House in taking cognizance of the case—which he said were identical with those grounds of necessity upon which the alien and sedition laws were placed, and which had been exploded by the general sense of the people.

He was followed by Mr. Ellsworth, who contended that all deliberative assemblies, as well as courts, possessed this power of punishment for contempt from necessity. He illustrated his argument by the opinion of the Supreme Court, in the case of Anderson vs. Dunn, and cited a variety of other cases to that point.

Mr. Drayton said his views of the power of the House did not accord with those of Mr. Polk, tho' upon the testimony before the House in the present case, he was opposed to the amendment, and in favor of the original resolution discharging General Houston. The necessary privilege of members only extended to their duties in the House. Whatever took place from other causes was unprivileged and belonged to the ordinary tribunals. He had voted in favor of taking Gen. Houston into custody, on the ground that the affidavit of Mr. Stanberry had expressly stated the assault to have been committed by reason of the discharge of his duty here. The facts in evidence had presented a different case—one that had nothing to do with the privileges of the House.

Mr. E. Cooke supported the amendment at length. When he had concluded, Mr. Doddridge said he wished to deliver a short opinion in the case, which he was not inclined to do to empty seats; he therefore moved that further proceedings be postponed till tomorrow, at 11 o'clock, which was carried, and the House adjourned.

APPOINTMENTS BY THE PRESIDENT.

By and with the advice and consent of the Senate. Horatio Sprague, to be Consul of the United States, at Gibraltar, in the place of Bernard Henry. Nathaniel Pearce, of Maryland, to be Consul of the United States, at Bremen in the place of Frederick J. Wichelhausen.

SLAVE TRADE.—A letter from Havana, under date of April 10th, to a gentleman in Baltimore, mentions that a Spanish Slaver, with 200 Slaves on board, had been captured the day before, by an English sloop, and brought into that port as a prize.

Love passes to a woman's heart through her ears, and from her heart through her eyes. Love passes to a man's heart through his eyes, and from his heart through his lips.

NAVAL.

Extract of a letter from Com. James Biddle, commander of the U. S. squadron in the Mediterranean, to the Secretary of the Navy, dated Syracuse, February 1st, 1832.

"It may perhaps be not uninteresting to you to learn that the whole number of persons in this squadron, exclusive of commissioned and warrant officers, is eleven hundred and seven, and that of this number eight hundred and nineteen have stopped their allowance of spirits, receiving money for it under your general order of the 15th of June last. To encourage these men to persevere, and to entice others to follow their example, the grog money is paid regularly and at short periods. On board the John Adams, as you will perceive from the accompanying papers, not a man draws his allowance of spirits."

Schooner Experiment.—The Schooner Experiment which has lately been built and equipped at the Navy Yard in this city, was visited the week past by the President, the Heads of Department, the Navy Commissioners, and many other gentlemen. Her model and structure are entirely new for vessels of war, as her name implies; but she exhibits much elegance in appearance—contains great accommodations for a vessel of her class, and draws, we believe, not over eight feet of water.

The officers on board are as follows:

Lieut. Merwin, commanding.
Lieutenants T. M. Buchanan, J. M. Watson.
Sailing master Marbury.
Purser, Southall.
Assistant Surgeon, Powell.
Midshipmen, Steele, White, Forest, Rockenborough.

She sails for Norfolk, Annapolis, and Baltimore, chiefly for a trial for qualities, and will then return to this Yard to undergo any changes in her works or equipments, which may be found necessary or expedient.—[Globe.]

List of officers on board the United States' ship Ontario, arrived in Hampton Roads, from Gibraltar: William L. Gordon, Master Commandant. Lieutenants—George N. Hollins, Samuel F. Dupont, Alexander G. Gordon, John Graham, Charles H. Davis. Acting Surgeon—Samuel W. Ruff. Sailingmaster—J. J. Boyle. Purser—Francis G. McCauley. Midshipmen—Francis Huger, Robert J. Ross, William Chandler, Charles Haywood, E. R. Thompson, William S. Young, B. I. Moeller, R. E. Johnson, Bushrod W. Hunter, George Macomber, J. T. McLaughlin, William Leigh, John Bannister. Captain's Clerk—Valentine Rumley. Acting Sailmaker—John V. Hall. Gunner—Samuel G. Citz. Boatwain—George Blanchard.

Passengers.—Lieut. Edward W. Carpenter; Midshipmen, Richard W. Meade, S. A. Washington, C. Pryor, F. W. Gray, George Lansing.

The Ontario, at Norfolk, left at Syracuse, March 4th, the Brandywine, Com. Biddle; John Adams, Captain Voorhees; Boston, Capt. Storer, and Concord, Captain Perry, all well—the latter to sail in a few days for Alexandria (Egypt). Dr. Williams Tyler, Surgeon of the Concord, died previous to the sailing of the Ontario.—Midshipman Geo. T. Crump, of Va, who was returning from the Brandywine, died on board the Ontario, on the passage.

WESTPOINT.—We are enabled by the kind attention of a friend to lay before our readers the annexed list of the individuals who have been invited by the Secretary of War to attend as a board of visitors at the examination of cadets, which commences on the first Monday of June next. The duties of this annual board are, according to the General Army Regulations, "to attend at the Academy during the annual examination in June, for the purpose of ascertaining the progress and improvement of the cadets in the several branches of study and instruction; of examining into the state of police and discipline; and of inspecting generally the management of the institution; concerning all which, they will make their report to the Secretary of War."

Names of individuals who have been invited:

Gen. W. H. Harrison, Ohio.
Jno. H. Eaton, Esq., Tennessee.
Jesse Wharton, Esq., Tennessee.
Dr. J. Moorman, Virginia.
J. Camack, Esq., Georgia.
Rev. J. M. Noel, Kentucky.
H. L. Ellsworth, Esq., Connecticut.
William Hunter, Esq., Rhode Island.

Rev. W. Fisk, Connecticut.
H. Peterkin, Esq., Pennsylvania.
Capt. P. Frity, Pennsylvania.
Gov. B. Pierce, New Hampshire.
Dr. W. J. McNeven, New York.
E. Schroeder, Esq., North Carolina.
A. G. Harrison, Esq., Missouri.
Gen. Thomas Lyman, Massachusetts.
Col. G. C. Dromgoold, Virginia.
Major Gen. Alexander Macomb, U. S. Army.
Major Henry Whiting, U. S. Army.
Dr. Samuel B. Smith, U. S. Army.

The two Boards of the late Common Council convened yesterday morning at 11 o'clock in their respective chambers, for the purpose of a final adjournment.

BOARD OF ALDERMEN.

Alderman Palmer offered the following resolution, which was *unanimously* adopted:

Whereas the term of service of the members of the present Board of Aldermen is about to expire, and the Board being desirous of expressing their sentiments of the services of their President, *Resolved*, therefore, *unanimously*, that this Board have been highly satisfied with the intelligent, impartial, and courteous manner in which SAMUEL STEVENS, Esq. their President, has conducted the business of this Board during the past year; and they beg him to accept of their assurances of respect, and of their best wishes for his future happiness and prosperity.

Alderman Stevens thereupon rose and addressed the Board as follows:

"Gentlemen: I rise to return you my thanks for the approbatory Resolution which you have just passed. The term of service for which you appointed me your President, and the term of my service in the Councils of the City, is now expired."

"When I accepted the office of President, to which your partialities rather than any political or other inducement led you to appoint me, I promised that the duties of the office should be performed with impartiality;—it has been my endeavor so to perform them, and your Resolution is the more flattering to me, as it leads me to believe that I have made good my promise."

"In terminating a long period of public service, in much of which I have been associated with those now around me, it gives me great satisfaction to be able to remark, that though we have acted on many important and exciting subjects, yet I am not aware that they have created with any of you, and certainly they have not with me, any feelings but those of mutual esteem and respect."

"To those of you who, like myself, are now about to leave the City Councils, to attend more exclusively to your individual concerns, I wish every prosperity."

"To those of you, gentlemen, who remain, permit me to make a few parting remarks."

"You will be an influential, perhaps a controlling portion of the government of a city, equal in population to several of our smaller States, and expending more money, necessarily too, than all the rest of the State. The clashing and contending interests of this community you will be frequently called upon to settle, and on a firm, judicious, and independent discharge of this duty, will our rights as citizens mainly depend. I cannot doubt they will be in safe hands."

"Before leaving you, permit me in this public manner to record and perpetuate my strong conviction that the *prosperity, health and security* of our city require, and that we have the ability to procure, an ample supply of good water."

"Excuse me too, gentlemen, in another remark. Many years since we built a fever hospital at Bellevue, to be used in case of emergency. The increased wants of the city have turned it into a lunatic asylum, and our increased population, perhaps never more exposed to pestilence from abroad, has not at this moment the hospital accommodation for a single extra sick man; for the hospital on Staten Island was intended, and would, in case of any unusual pestilence or disease, (which, however, may Providence avert from our hitherto highly favored city,) be fully occupied by foreign sick; and the New York Hospital is always filled with the usual cases of sickness and of accidents always accruing in our city. As the guardians of the health, and especially of the poor, of the city, the suggestion will receive all the consideration it deserves."

In conclusion, permit me to remark, that if any of you should hereafter suppose that I possess any information in relation to our city concerns, desirable for you to receive, I shall always be happy to attend

your Committees and to cheerfully communicate the same.

Gentlemen, I wish those of you who are to remain in the Board, a term of service pleasant and agreeable to yourselves, and beneficial to the community. And to those who are to retire, I bid, on this severance of our municipal connection, an affectionate farewell."

The Board then adjourned, *sine die*.

BOARD OF ASSISTANTS.

The following Preamble and Resolution were offered by Mr. Robertson:—

Whereas, the members of this Board are about separating, and some of us perhaps forever,

Therefore *Resolved*, as the sense of this Board, that we return our sincere thanks to JAMES B. MURRAY, Esq. for his urbanity of manners, impartiality of decision, and promptness in the execution of his duties as President of the Board.

The resolution was adopted *unanimously*. Mr. Murray then rose, and addressed the Board as follows:—

"Gentlemen: In rising to return you my grateful acknowledgments for this kind testimony of your approbation, I cannot but feel how much is really due to your own courtesy in aid of my labors."

"I except not a single individual when I refer to your marked obedience to the rules and orders of the board; rarely calling for my interference in their support, and to your general zeal in performing the duties committed to you by your constituents. To the operation of these causes, and to the industry and fidelity of the officers of the Board, is credit mainly due, and by me they are highly appreciated."

"Gentlemen, we are this day called to separate in our official relations,—some to act in the present, others in a higher board of the City Government, and some to resume their less responsible stations in the private walks of life. To all I tender an affectionate farewell. That an overruling Providence may smile upon your public and private pursuits, blessing you in your business and your families, is my sincere and fervent prayer."

The Board then adjourned, *sine die*.

At 12 o'clock, the Mayor entered the Common Council Chamber, and administered the oaths of office to the gentlemen composing the new Board, who are as follows:

| WARDS. | ALDERMEN. | ASSISTANTS. |
|---------------------------|-----------|--------------------|
| 1st. John Y. Cebra. | | John J. Labagh. |
| 2d. Peter Sharpe. | | William Van Wyck. |
| 3d. William Mandeville. | | James Monroe. |
| 4th. George E. Smith. | | Charles G. Ferris. |
| 5th. Myndert Van Schaick. | | David Banks. |
| 6th. John R. Rhineland. | | Denis McCarthy. |
| 7th. James R. Whiting. | | Thompson Price. |
| 8th. Erasmus Barnes. | | Jeremiah Towle. |
| 9th. Henry Meigs. | | George Sutton. |
| 10th. John Palmer. | | Peter S. Titus. |
| 11th. Henry P. Robertson. | | Francis Fickett. |
| 12th. Charles H. Hall. | | William W. Holly. |
| 13th. James Palmer. | | James Riker. |
| 14th. Thomas T. Woodruff. | | Samuel Dunshoe. |
| 15th. James B. Murray. | | George Bruen. |

Those in Italics are new members.

The Board of Aldermen having thereafter been called to order by Alderman Cebra, on motion, they proceeded to the election of a President—Aldermen Sharpe and Robinson being chosen tellers. On the fortieth ballot, Henry Meigs, Alderman of the Ninth ward, having received a majority of all the votes, was declared duly elected President for the ensuing year.

THE BOARD OF ASSISTANTS.

William Van Wyck was elected President by a unanimous vote, and Benj. Crane was re-appointed Clerk.

The May term of the General Sessions commenced on Tuesday. Present, the Recorder, and Aldermen Lamb and Meigs. The persons sworn and affirmed as the Grand Jury, are the following:—

| | |
|--------------------------|---------------------|
| John R. Peters, Foreman. | Nathaniel Weed |
| William Waring | Isaac Dyckman |
| William Edmunds | William Westerfield |
| Samuel Millbanks | Thomas Lawrence |
| Nathan M. Bartlett | Austin Melvin |
| Joshua S. Underhill | Peter Coutant |
| Thomas Barker | Townsend Harris |
| Edward Taylor | Timothy Dewey. |
| Joseph Hill | |

The calendar is small this term, only 36 in prison; but there are 175 cases of persons on bail.

The trial of the conspiracy against the Rev. Dr. Phillips, is set down for Wednesday.

Mr. DICKERSON'S TARIFF BILL reached us this morning in the Telegraph. We can only give an abstract of its provisions:

Sec. 1, limits credits on duties from 1st January next, to four months; and from 1st January 1834, abolishes all credit, and requires cash payment of duties on entry.

Sec. 2, establishes that after 1st January next, in calculating duties, the pound sterling shall be valued at \$4 80.

Sec. 3, that after 1st January next, on all articles (with certain exceptions hereinafter enumerated) subject to higher *ad valorem* duties than 25 per cent.; or if specific, or part specific, and part *ad valorem*, higher than they would be at 25 per cent. *ad valorem*, the duties shall be reduced 10 per cent., and on 1st January 1834, 10 per cent. more; provided that in no case the duties shall be lower than 25 per cent. *ad valorem*.

Sec. 4. And be it further enacted, That all articles imported into the United States, manufactured in whole of sheet, rod, hoop, bolt, or bar iron, or of iron wire; or of which sheet, rod, hoop, bolt, or bar iron, or iron wire, shall constitute the material of greatest value, shall be rated as sheet, rod, hoop, bolt, or bar iron, or iron wire, as the case may be, and pay a duty accordingly; except such articles as by law are, or may be, subject to a greater amount of duty: And provided, That manufactures of such sheet, rod, hoop, bar, or bolt iron, or iron wire, shall, in no case, be less than twenty-five per centum *ad valorem*; all parts of anchors and parts of other manufactures of iron, shall be subject to the same rates of duty as such anchors or other manufactures are subject to when completed. All pieces of bar, bolt, rod or hoop iron, imported as scrap iron, more than six inches in length, shall be rated as bar, bolt, rod or hoop iron, as the case may be, and pay a duty accordingly. All old iron shall be subject to the same duty as scrap iron; and nothing shall be considered as old iron except articles manufactured of iron, and so worn or injured by rust as to be of no use, except for the purpose of being remanufactured. All vessels of cast iron, and all castings of iron, with handles, rings, hoops, or other additions of wrought iron, shall be subject to the same rate of duty as such cast iron vessels or other castings, respectively, are subject to. All iron in pigs, cast iron, and castings of iron, and anchors, and chain cables, shall remain at their present rates of duty; and no iron, or manufactures of iron, shall be admitted at a less duty than twenty-five per centum *ad valorem*.

Sec. 5. Brown sugar to remain as at present; and on all syrups or preparations, liquid or dry, to make loaf, lump or brown sugar, the same duties as on these articles respectively.

Sec. 6. From 1st January next, duty on bombazines and worsted stuff goods, and on linens, bleached and unbleached, 15 per cent. *ad valorem*. On silks from India — *ad valorem*, and on other silks — on vials and bottles for apothecaries and perfumers, duties varying from \$2 25, \$2 50 to \$3 25 per gross.

Sec. 7. On wines from France, as per treaty, to take effect from 2d February last, (the day of ratification,) these duties to be again reduced one half on 1st January next; and on all other wines to be reduced one half at the same time.

Sec. 8. From the passing of this act, duty on unwrought flax 5 per cent. *ad valorem*; and from 1st January next, on soil duck 10 cents per square yard.

Sec. 9. From 1st January next, on cotton bagging, of whatever weight and under whatever name, 4 cents the square yard.

Sec. 10. From 1st January next—duty on unwrought hemp; and from the passing of this act, a drawback of three-fourths of the duty to which imported hemp is liable, on all hemp manufactured into tarred cordage, and used in the rigging of vessels of the United States.

Sec. 11. From 1st January next, on manufactures of wool, or of which wool is a component part, (except carpetings, blankets, worsted stuff goods, bombazines, hosiery, mits, gloves, caps, and bindings,) not exceeding in actual value at the place

whence imported 50 cents per square yard, a reduction of 10 per cent. on present duties for one year; and thereafter a further reduction of 10 per cent. on the reduced rate of duties. All such manufactures (except as aforesaid) exceeding 50 cents, and not exceeding \$2 50, shall be taken to have cost \$2 50, and be chargeable with the present duty till 1st January next; then a reduction of 10 per cent. for one year, and a further reduction of 10 per cent. afterwards. All exceeding (except as before) \$2 50, subject to 45 per cent. *ad valorem* till 1st January next; then to 10 per cent. reduction; and at the end of the year to another 10 per cent. Provided that, from 1st January next, the duties upon all milled or fulled cloths and kerseys, of which wool is the only material, the actual value of which, at the place whence imported, shall not exceed thirty-three and one-third cents the square yard, shall be five per centum *ad valorem*, and no more.

Sec. 12, and last.—All manufactures imported, upon which drawbacks or bounties are allowed by the country whence imported, shall, in addition to the duties otherwise imposed, be subject to duties equal in amount to such drawback or bounties.

POSTAGE ON NEWSPAPERS.—The document in our columns to-day from the Post-master-General, on this subject, puts the abolition of this postage upon such grounds as to render its expediency, we confess, very doubtful.

Letter from the Postmaster General, upon the subject of Postage on Newspapers, Pamphlets, &c.
POST OFFICE DEPARTMENT.
10th January, 1832.

Sir: I have the honor to acknowledge the receipt of your letter, enclosing the resolution of the House of Representatives, relative to "the expediency of abolishing the postage on newspapers and periodicals" in which you inquire the amount of "net revenue arising from this source, and the amount of each, separately;" also "my opinion upon the propriety of adopting this measure, having a due regard to the prosperity of the department; with any other information which may be useful to the committee in forming a correct opinion on the subject."

To the first inquiry, I will observe, that the accounts of postages on newspapers and pamphlets are kept together without distinguishing one from the other. The commission to postmasters is the same on both, and no occasion has ever arisen for separating them on the books of the Department. The postage on pamphlets which are not periodical is very inconsiderable. The intention of the law appears to have been to discourage their transmission by mail, except in cases where it might be regarded as a matter of considerable interest; and the object is accomplished. The postages on newspapers and pamphlets arise principally on the former, probably more than four-fifths of the whole. The remainder is almost entirely on periodical pamphlets.

The gross amount of postage on newspapers and pamphlets for the year ending June 30, 1830, was \$196,606 34

That for the year ending 30th June, 1831, was 223,485 01

The increase in one year, was \$26,878 67

The commission allowed to postmasters on newspapers and pamphlets is 50 per cent. on the gross amount; but by reserving to the department the fractions of cents, the nett proceeds are a little more than one half of the gross amount.

The nett proceeds of postage on newspapers and pamphlets for the year ending June 30, 1830, amounted to \$98,513 44

For the year ending June 30, 1831, to 112,111 22

Increase of nett proceeds in one year \$13,597 78

To the second inquiry, I have the honor to submit the following remarks:

The increase of postages on newspapers is in a greater ratio than that on letters; and the increase of postages of every description, is in a ratio considerably beyond that of the population and business of the country. This greater ratio of increase has resulted from the greatly increased facilities which have been given to communications by mail. Having perceived, at an early day, the propriety and necessity of making such improvements in some of

the leading mail routes, as would be calculated to draw every kind of communication, as much as possible, into the mails, and would thus increase the revenue to a greater amount than the increased expenditure required for such improvements, my attention has been constantly directed to this object. The propriety of the course adopted has been justified by the results; the improvements having called for a considerable expense, while they have increased the revenue above their cost. But if improvements shall now cease to be made, the ratio of increase of revenue will be necessarily diminished.

If the progress of improvement shall continue, the gross amount of postage on newspapers and pamphlets for the year ending the 30th June, 1832, may be fairly estimated at \$249,000, and the nett revenue at \$125,000.

If the postage shall be abolished on newspapers and pamphlets, it will not materially diminish the labor of postmasters; and as their compensation, generally, does not exceed a fair equivalent for their labor, they would probably solicit an increase of commission on letter postage. Should this be granted, the diminution of the means for carrying on the operations of the department, and for that progress of improvements which the country demands, would consequently be \$249,000 for the first year, with the loss of its progressive increase from year to year.—But if the postmasters should be denied an increase of commission to countervail the loss which they will sustain in being deprived of this part of their compensation, then the immediate diminution of nett revenue to the department would amount to about \$125,000 a year. There must also be estimated the increased expense of transporting the mail, incurred by the additional weight which would be given to it in many sections of the country, in becoming the medium for conveying the newspapers which are now transported by other means, and by the greater number of papers which would be distributed, the expense of which could neither be anticipated nor computed.

Should the measure be adopted, it would, of necessity, give an immediate check to all further improvement in mail facilities, and require a curtailment of some that are already afforded. And in order to preserve the rapidity and certainty of communication, now secured between the large commercial towns, so important to the great interests of the country, it will probably become necessary to provide for separating the newspaper from the letter mails.

The Post Office Department has always sustained itself without any expense to the Treasury. Besides the conveniences which it extends to every section of the Union, it furnishes the means to all the departments of the Government for transmitting its communications to all parts of the country, free from expense. On its present basis, it can be conducted securely. Its operations, its revenues and its expenses, are held up to public view; and the head of the department has at all times, the strongest inducement, which a proper estimate of public sentiment can present, to manage its concerns with the strictest regard to economy, combined with the greatest degree of public convenience, allowed by the means at his command. But should it ever be thrown on the Treasury for support, it is evident that the same corrective restraint would not exist, either upon the representatives of the people, through whom the calls are generally made, or upon the head of the department.

I have no hesitation in giving the opinion, that the establishment ought at all times, and under all circumstances, to rest on its own resources, independent of the national treasury.

Newspapers and periodicals are held, to be of inestimable value to the community, though it has not yet been considered the duty of the Government to distribute them through the nation, entirely at the public expense. The freedom of the press, guaranteed by the constitution, and the small share of postage with which these publications are charged, compared with the whole expense of their transportation, demonstrate the estimation in which they are held. If they shall be transmitted entirely free of postage, and an equivalent amount appropriated from the Treasury, their transmission will be at the expense of the government; or if the department shall still depend upon its own resources alone, then their transmission will be at the expense of those who pay the revenue in postages on letters.

From the preceding view of facts, the committee will judge of the policy or justice of adopting either of the alternatives stated, and how far the energies of the department would be impaired by abstracting from it the revenue derived from Newspapers and pamphlets, and at the same time, adding to its charges the in-

creased number which it would be required to transport. I have the honor to be, very respectfully, your obedient servant,

Hon. WILLIAM RUSSELL,
Of the Com. of P. O. and P. R., H. R.

POETRY.

[FOR THE NEW YORK AMERICAN.]

"What are a thousand living loves
To that which cannot quit the dead?"—Byron.
They bade me woo her—to broad lands
They say that she is heir;
And many a gem of priceless worth
Gleams in her raven hair—
They thought I loved her—as I looked
Upon her radiant face—
But surely, in that saddened glance,
No passion they could trace.
Yet to me she is beautiful:
Each smile—each thrilling tone—
Brings back a smile of other days—
A voice, like music's own,
I gaze upon her eyes, till mine
Are filled with memory's tears,
She is so like the gentle girl
I loved in earlier years.
She stood within a lordly hall,
And to the proud ones near:
She sung the lay, I once so loved
From other lips to hear.
It seemed, as meant, to mock my heart—
I could not bear to stay,
And listen to that hallowed strain,
Breathed in a scene so gay.
And there were dark and star-like eyes,
And forms of beauty rare—
But my lone spirit sadly turned
From mirth I could not share,
To dwell beside a lowly grave,
Ah! far more dear I prize
The memory of my buried one
Than any living love.

[FOR THE NEW YORK AMERICAN.]

TO

Love!

"There is no spirit under heaven that works
With such delusion."—Ben Johnson.
I say not you have broke the faith, the faith you vowed to me:
I dare acquit thy purpose pure, so thou again art free."
What if the crescent moon doth fill—the rounded moon doth
wane:
Like the pole star, thro' change and time, thou still hadst been
the same,
But that vain hopes, like summer flowers, are doomed to droop
and die:
Then who can say that vows should bind which "heaven doth
unite?"
So let us now "unwind a love knot up" in doubts and fears,
And melt these rainbow hopes with smiles, which else will sink
in tears.
Forget, forget these "idle things"—the vows you made to me—
I do acquit thy maiden faith, so thou again art free.

New-York, Monday, 30th April.

MARRIAGES.

MARRIED—On the 25th April, at Mamaroneck, by the Rev. Wm. H. Delaney, Mr. E. G. Hunter, to Miss Ann M. Munro, daughter of P. J. Munro, Esq., of Westchester Co.
In Paxton, by the Rev. Mr. Winch, Mr. R. B. Hubbard, of Kingston, New-York, to Miss Mary Elizabeth Fitch, of East Cambridge, (Mass.).
On the 3th of December last, by the Rev. S. H. Cone, Mr. Benjamin Henry Hunter, to Miss Ann Hunter Gordon, daughter of the late Charles Gordon, all at this city.
At Kennebunk, Maine, on the 20th April, Mr. Eben F. Osborn, of this city, to Miss Rachel F. Grant, of the former place.
At Rahway, N. J., on the 4th inst. by the Rev. Daniel Dodge, Mr. Wm. Ross to Miss Ann Maria Lewis, daughter of Timothy J. Lewis, deceased, of Norristown, N. J.
At Batavia, on the 20th ult., by the Rev. Lucius Smith, Mr. John Foot, to Miss Georgiana H. Beebe.

DEATHS.

DIED—Friday evening, May 4th, Mrs. Emeline Ives, wife of Mr. Edwin R. Ives, of Catskill, and daughter of Captain Aaron Clark, of Sag Harbor, L. I.
On the 5th inst. at Brooklyn, L. I. Henry Barlow, son of Thatcher Tucker, aged 15 months.
On the 26th ult. at the residence of P. J. Murray, Esq., Murrayville, Geo., Lieut. Russell Baldwin, U. S. Navy, aged 35 years.
Sunday morning, May 6, Charles Gustavus Smedberg, aged 11 months, infant son of C. G. Smedberg.
At New Brunswick, N. J., on the evening of the 4th inst. In the 61st year of her age, Mary, the wife of John Crawford, Esq.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 105 persons during the week ending on Saturday last, viz.:—23 men, 17 women, 36 boys, and 29 girls—Of whom 31 were of the age of 1 year and under, 7 between 1 and 2, 17 between 2 and 5, 1 between 5 and 10, 6 between 10 and 20, 11 between 20 and 30, 17 between 30 and 40, 6 between 40 and 50, 3 between 50 and 60, 3 between 60 and 70, and 3 between 70 and 80.—**Diseases**—Anæmia 1, burned or scalded 2, casualty 5, catarrh 1, childhood 2, consumption 29, convulsions 13, dropsy 2, dropsy in the head 3, drowned 1, fever, remittent 1, fever, scarlet 5, hives or croup 3, inflammation of the bowels 4, inflammation of the brain 1, interperance 1, killed or murdered 1, marasmus 4, measles 1, old age 1, peripneumony 6, pleurisy 1, pneumonia typhoid 2, scirrhus of the liver 1, small pox 1, stillborn 8, suicide 2, teething 1, worms 1.

ABRAHAM D. STEPHENS, City Inspector.

PASSENGERS.

In the ship Ontario, which sailed yesterday for London:—Mr. John Wilson, Jr. of New-York; Mr. Taylor, of Bordeaux; Mr. Thomas S. Russell, of Valparaiso; Mr. Thos. Searle, of London; Mr. McKenzie and lady, of York, Upper Canada; Mr. Geo. Atkinson and lady, of London; Capt. Adair, of the British Army; Mr. Edward Tresser, of Havana; Mr. Simpson, of London; Mr. Adair and Madame Asorean, of Paris; Captain Oliver, of England.

In the ship Caledonia, which sailed yesterday, for Liverpool: Mr. A. Roux and servant, W. Combs, Joshua Dixon, J. Frazer, W. O. Boker, of New-York; Capt. W. B. Finch, of the American Navy; Col. Needham, of the British Army; Edward Deltus, of New-York; Mr. George Peabody, of Baltimore; Henry Wier and William Anderson, of Lexington, Kentucky.

In the ship Rhone, W. Hathaway, master, which sailed for Havre on the 1st inst.—Louis Louret, Esq., Louis Gagot, L. Farraton, Thos. Low, S. J. Granger, Mrs. Nau, daughter and child, of New-York; C. Harvier, A. Pagot, Rev. L. Rondot, and James Winslow, of France; S. M. Walter, T. H. Smith, R. Ritchie, Mr. Duval and daughter, of Philadelphia; Henry Bowditch, Esq. of Boston, James J. S. Connell, of Baltimore; D. T. Kenner, of New-Orleans; J. Desnoyes of Cuba; Mrs. Jehowich and child of Mexico.

Per ship George Clinton from Liverpool—Wm. Bouke, lady, 4 children and servant, Miss Mary Rihew and servant, Edward Jackson, Robert Wood, Robert Connor, and 150 in the steerage.

Per ship Madison, from Liverpool—John Connah, of N.York; Joseph Connah, of Liverpool; Thomas Hanney, Andrew Hanney, and Thomas Ateck, of Scotland, and 173 in the steerage.

Per Br. brig Mary, from Greenock—D. Calder, lady, and 2 children, Miss Campbell, and 2 in the steerage.

Per brig Hope, from Gibraltar—Messrs. G. & A. L. Mulloony, and Messrs. J. F. P. & S. D. Mulloony, family of the late American Consul at Tangier.

Per brig Neptune, from Matanzas—J. D. Wolfe, and M. A. De Wolfe.

Per schr. Atlas, from Curacao—J. F. Heyer, and N. J. Platt.

Per ship Morsey, from Havre—Messrs. Charles and John Ferat, of Philadelphia, and 147 in the steerage.

Per Br. barque Sterling, from Bristol—Mr. Edwards, and family, Mr. Phelps, Miss Wilcox, Miss Rich, and 138 in the steerage.

Per Br. barque Mary, from Liverpool—Miss C. A. & T. McCormick, and 165 in the steerage.

TO RAILROAD CONTRACTORS.

THE Ithaca division of the Ithaca and Owego Railroad (from Ithaca, at the head of the Cayuga Lake, to Owego, on the Susquehanna River) is now under contract, and large forces of men and teams are at work upon the several sections thereof.

PROPOSALS FOR GRADING the Middle and Owego divisions of this Railroad, (amounting to about 20 miles) will be received at the office of the Company, at Ithaca, Tompkins Co. N. Y., until the 16th day of July next.

The Maps and Profiles of this part of the road may be seen at the office of the Engineer in Chief on and after the 24th day of July. The ground will be divided into sections of suitable length, and prepared for the examination of Contractors by the 10th day of July next.

JOHN RANDEL, Jr.
Engineer in Chief.

Engineer Department of the Ithaca and
Owego Railroad, April 22, 1832. m10 Sw

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes of any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Ropes, the public are referred to J. B. Jervis, Eng. M. & T. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County Pennsylvania.

Palmyra, Wayne County, New-York,
1st mo. 2nd, 1832. J30 If

PATENT, RAIL-ROAD, SHIP AND BOAT SPIKES.

THE TROY IRON & NAIL FACTORY keep constantly for sale a very extensive assortment of Wrought Spikes & Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years successful operation and now almost universal use in the United States (as well as England, where the subscriber obtained a Patent,) are found superior to any ever offered in market.

RAIL ROAD COMPANIES MAY BE SUPPLIED WITH SPIKES having counter-sunk heads suitable to the holes in the iron rails, to any amount and on short notice. Almost all the Rail roads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. Y., will be punctually attended to. HENRY BURDEN, Agent.
Troy, N. Y., July, 1831.

Spikes are kept for sale, at factory prices, by I. & J. Townsend, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Brower, 222 Water street, New-York; A. M. Jones, Philadelphia; T. Janvier, Baltimore; Degrand & Smith, Boston.

P. S. Rail-road Companies would do well to forward their orders as early as practical, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand for his Spikes.

J33 Jan If H. BURDEN.

NEW-YORK AMERICAN, TRI-WEEKLY.

THE NEW-YORK AMERICAN is now published THREE TIMES A-WEEK, in addition to the Daily and Semi-weekly, as usual. This arrangement is made to accommodate a large class of business-men in the country, who are desirous of seeing the advertisements of the day, yet are unwilling to encounter the expense of subscription and postage of a daily paper. By this arrangement, it will easily be perceived, their wishes may be gratified, at one half the expense of a daily paper, as most of the advertisements, both of the Daily and Semi-weekly papers, will appear in the Tri-Weekly American; and the reading matter as published in the Daily paper. It will be issued on Tuesdays, Thursdays, and Saturdays, at FIVE dollars per annum in advance,—to subscribers out of the city of New-York, and forwarded, according to their order, any or any length of time.

All letters relating to the TRI-WEEKLY AMERICAN may be addressed to the Publisher and Part Proprietor.

D. K. MINOR, No. 35 Wall-st. N. Y.

BANK NOTE TABLE.

| MAINE. | | NEW-HAMPSHIRE. | |
|------------------------|----|----------------------|----|
| U. S. Branch.. | 1 | U. S. Branch.. | 1 |
| Thomaston..... | do | Cheshire..... | do |
| Vassalborough.. | do | Concord..... | do |
| Canal..... | do | Exeter..... | do |
| Portland..... | do | New-Hampshire do | do |
| Bangor..... | do | N. H.—Strafford do | do |
| South Berwick.. | do | | |
| MASSACHUSETTS. | | RHODE-ISLAND. | |
| U. S. Branch.. | 1 | U. S. Branch.. | 1 |
| Boston City B'ks | 1 | Providence..... | do |
| Agricultural..... | do | Uxbridge..... | do |
| Beverly..... | do | Exchange..... | do |
| Bedford Com'l do | do | Mechanics..... | do |
| Commercial..... | do | Globe..... | do |
| Dedham..... | do | Manufacturers' do | do |
| Gloucester..... | do | R. Island Union do | do |
| Hampshire..... | do | Rhode Island.. do | do |
| Franklin..... | do | Merchants' Provi- | do |
| Sunderland..... | do | dence..... | do |
| Hampden..... | do | Do. Newport..... | do |
| Mechanics..... | do | N. E. Commercial do | do |
| Marblehead..... | do | Washington..... | do |
| Newburyport.. do | do | Burrillville Agric. | do |
| Phenix..... | do | and Manuf..... | do |
| Pacific..... | do | Smithfield Exch. do | do |
| Manu. & Mech. do | do | | |
| CONNECTICUT. | | NEW-YORK. | |
| U. S. Branch.. | 1 | U. S. Branch.. | 1 |
| Norwich..... | do | City Banks..... | do |
| Bridgeport..... | do | Long Island Bk. do | do |
| Fairfield County do | do | Dutchess Co..... | do |
| do Branch do | do | Lansingburg..... | do |
| VERMONT. | | Poughkeepsie.. do | do |
| Brattleborough | 1 | Catskill..... | do |
| Montpelier..... | do | Newburgh..... | do |
| Rutland..... | do | Do. Branch..... | do |
| Bank Caledonia do | do | Do. Branch..... | do |
| NEW-JERSEY. | | Mech. & Farmers. 1 | do |
| U. S. Bank..... | 1 | State Bk. Newark 1 | do |
| Philadel. Banks. 1 | do | Do. Morrisstown. 1 | do |
| Harrisburg..... | do | Do. Elizabeth..... | do |
| Norhampton..... | do | Do. Camden..... | do |
| Farmers Reading do | do | Do. N. Brunswick. 1 | do |
| Do. Lancaster..... | do | Newark B. Co..... | do |
| Do. Bucks co..... | do | Farm & Mech..... | do |
| Easton..... | do | at Rahway..... | do |
| PENNSYLVANIA. | | DELAWARE. | |
| U. S. Bank..... | 1 | U. S. Bank..... | 1 |
| Montgomery co.. 1 | do | Wilmington..... | do |
| Columbia Br. Co. do | do | Do. Br. Briches. do | do |
| Chester County.. do | do | | |
| Lancaster..... | do | MARYLAND. | |
| Germanstown..... | do | U. S. Branch..... | 1 |
| Do. Delaware county do | do | Baltimore Bks. 1 | do |
| Penn Township.. do | do | Farmers..... | do |
| York..... | do | Do. Briches. do | do |
| DISTRICT COLUMBIA. | | Do. Briches. do | do |
| U. S. Branch..... | 1 | | |
| Washington..... | do | | |
| VIRGINIA. | | NORTH CAROLINA. | |
| U. S. Branch..... | 1 | U. S. Branch..... | 1 |
| Vally, & Branch. 1 | do | State, & Branches. 2 | do |
| SOUTH CAROLINA. | | U. S. Branch..... | 1 |
| U. S. Branch..... | 1 | Plant. & Mech. 2 | do |
| | | | |
| GEORGIA. | | ALABAMA. | |
| U. S. Branch..... | 1 | U. S. Branch..... | 1 |
| Planters..... | do | Mobile..... | do |
| Marine & Fire Ins. do | do | | |
| MISSISSIPPI. | | LOUISIANA. | |
| U. S. Branch..... | 1 | U. S. Branch..... | 1 |
| Chillicothe..... | do | State 3—Orleans 1 | do |
| Western Reserve do | do | | |
| Franklin..... | do | | |
| OHIO. | | ILLINOIS. | |
| U. S. Branch..... | 1 | U. S. Branch..... | 1 |
| Lancaster..... | do | State 3—Orleans 1 | do |
| Mount Pleasant. do | do | | |
| Farmers..... | do | | |
| ILLINOIS. | | LOUISIANA. | |
| U. S. Branch..... | 1 | U. S. Branch..... | 1 |
| State 3—Orleans 1 | do | | |
| | | | |

POSTSCRIPT.

LATER FROM ENGLAND.—We are indebted to the Philadelphia papers for later intelligence from England, received by the Monongahela at that port from Liverpool. The dates are of the 7th from London. Two days after that, the second reading of the Reform Bill was to be attempted. By the complexion of the extracts, it is pretty evident, that except by a creation of Peers that measure cannot be carried.

From the Continent, there is nothing new; of course, therefore, there is no confirmation of the report of yesterday, that Don Pedro had landed in Portugal.

Great excitement was prevailing among the West India interest, on the subject mainly of the legislation of the mother country on the subject of slaves in the colonies. A large meeting of West India merchants and proprietors had been held to adopt some measures upon the subject.

[From the National Gazette of yesterday afternoon.]

By the packet ship Monongahela we have received a series of the London Morning Chronicle to the 6th ult. inclusive. Our extracts are as copious as practicable this afternoon. The Chronicle remarks that the disturbances at Paris were serious, but much exaggerated in some of the London papers. It would seem that the Dutch and Belgians maintained a very hostile attitude towards each other. We have before us a letter from a very respectable source, dated London, 6th April, from which we take the following paragraphs:

"Mr. Van Buren, Col. Aspinwall, and Mr. W. Irving, have gone to Paris. Mr. Vail holds the appointment of Chargé.

"I attended the meeting held yesterday in relation to British West India affairs. It was eminently respectable and numerous, and its voice will be heard throughout the kingdom.

"Do not be surprised if there is a change of Ministry shortly, and a moderate Reform Bill passed. If the present bill should be thrown out by the Lords, or so much modified that Lord Grey will not accept it, he must go out, and then a moderate measure, such as Lord Brougham's, will pass."

We have the London Morning Post of the 6th ult., in which it is stated, in the leading editorial article, that the disturbances in Paris were unquestionably in connexion with "movements," in every part of France, of a political nature, which would require all the energies of the Perrier cabinet. According to the same paper, the cases and the deaths of Cholera in Paris were "far more numerous than had distinguished its progress in any other place in Europe."

The second reading of the Reform Bill was to take place in the House of Lords on the 9th. The bill continued to be a theme of warm excitement with the journalists. The Morning Chronicle of the 4th ult. contains the following article, which, however, is discredited by the Courier and the Globe of the ensuing day:—

We believe that we may sincerely congratulate the country on a probable creation of Peers by Gazette of to-morrow. The number may be considered by reformers as somewhat limited, but it will revive and substantiate their confidence in Lord Grey. The discretion of the premier may justify the delay of a larger creation at the present moment. We have reason to believe that the following Noblemen and Commoners will form part of the first list.

| | |
|----------------------|--------------------|
| Marquis of Douglass, | |
| Lord Seymour, | |
| Lord F. Osborn, | Baron D'Arey, |
| Mr. Portman, | Baron of Brynston, |
| Lord Headley, | |
| Earl of Llandaff, | Baron Matthew, |
| Earl of Traquair, | Baron Linton, |
| Earl of Dundonald, | Baron Cochrane, |
| Earl of Dunraven, | Baron Dunraven, |
| Sir F. Godmanston, | Baron Preston, |
| Sir T. Leonard, | Baron Brentwood, |
| Mr. T. Leonard, | Baron Lyne, |
| Mr. G. D. Gilbert, | Baron Restorinel, |
| Sir J. St. Aubyn, | Baron Penzance, |

The London Times of the 3d, holds this language:—"There is little chance, we understand, that the second reading of the Reform Bill will be carried in the House of Lords by more than the scantiest possible majority. Of the Bill passing the committee, without an entire change of its most essential clauses, there is no prospect whatever,—not the most re-

late,—with a body of Peers composed like the present.

"Although, however, a defeat upon the first great question which is likely to arise in the committee may be repaired by an immediate creation of Peers, who would aid the Government in rescinding the obnoxious vote upon bringing up the report, it is abundantly certain that a defeat on the second reading itself must be altogether irretrievable. Yet how tremendously daring is the game now played by men in power! The Ministerial lists for the House of Peers are not represented as offering more than a majority of six for the ensuing stage of the bill. A majority of six in an assembly of 400 members!"

[From the Morning Chronicle, April 6.]

We this day publish the Quarterly Account of the Revenue.

It will be seen that, compared with the quarter ended 5th April, 1831, there is an increase of 223,860 pounds.

Comparing the year ended 5th April, 1832, with the year ended 5th April, 1831, there is a decrease of 3,059,473 pounds. The causes of this diminution are sufficiently familiar to the public, namely, the reduction of taxes.

In all the branches of revenue there is an increase this year, with the exception of the Customs, on which there is a decrease of 252,508. Considering the interruptions to which our foreign commerce has been subject, we expected that the falling off would be greater. On the Excise there has been an increase of 271,613 pounds; on the stamps, 66,785 pounds; on the taxes, 124,070. There must have been some spurring before such an addition to the taxes was obtained.

IRELAND.

Irish Poor.—Mr. Sadler has given notice, that on the 10th of May he will apply for leave to bring in a bill "for establishing a permanent provision for the suffering and destitute poor of Ireland, by levying upon all the real property of that part of the United Kingdom, and more particularly upon that of the Absentees."

BELGIUM AND HOLLAND.

The sedentary Civic Guard of Brussels has received orders to be ready to do duty instead of the garrison.

BRUSSELS, APRIL 2.—This country continues dreadfully agitated—troops are marching towards the frontiers from all directions. The fortresses are victualled—the hospitals preparing—and from the preparations and orders issued by the War Ministers, a rupture with Holland may be daily expected. It is in contemplation to call out the second levy of militia for 1832, amounting to about 12,000 men. At Ghent the troops are already in motion, and two regiments, one of infantry, the other of light horse, and several batteries of artillery, have received orders to march towards the frontiers; two batteries of artillery and lancers have been ordered for Brussels from Nassau; two vessels laden with ball and ammunition left Tournay on the 27th ult. for Antwerp; and on Sunday last, several campaign materials left the same fortress, taking different routes. The fortresses of Liege, Huy, Namur, and Ghent, have been provisioned for three months, and the head quarters of the army have been removed from Brussels to Louvain. At Antwerp the troops are nightly put under arms, and the horses harnessed to the guns.

The Dutch and the Belgians themselves, think that an appeal to arms is highly probable, because they are both making the most anxious and expensive preparations for that contingency.

BRUSSELS, APRIL 3.—The Board of Health has met several times during these three days, the Minister of the Interior being present, for the purpose of adopting such measures as may be necessary in consequence of the appearance of the cholera in France.

ANTWERP, APRIL 2.—We have this moment learnt that there is a great movement in the Dutch army about Bergen-op-Zoom. It is said that a large body of troops will be assembled there. Several boats filled with troops have come to the citadel. Since Saturday, orders have been received in the citadel to send all the women and children to Holland.—[Brussels paper.]

PORTUGAL.

Our Madrid and Lisbon letters continue to strengthen the impression that, in the approaching struggle between the two brothers for the Crown of Portugal, Spain will act neutrally. The latest accounts from Don Pedro state that he took possession of St. Michael's on the 22d, amid the congratulations of the inhabitants; and an expedition under Admiral Sartorius, was to sail against Madeira upon the 26th,

which, it was confidently expected, would also succeed in restoring that important island to the lawful Sovereign of Portugal. The intelligence from Lisbon itself is satisfactory—for Don Miguel though strong in all the material of defence, was becoming daily more weak in the fidelity of his troops. Even the tyrant himself, since the refusal which he had met with from Spain, is said to be desponding as to the issue of the coming conflict. The confidence of Don Pedro's friends remained unabated.

MEXICO.—We have, says the National Gazette, accounts of a late date from Mexico of a very unfavorable nature. All was confusion and ferment in that country. It is difficult to conjecture a dénouement for such a drama.

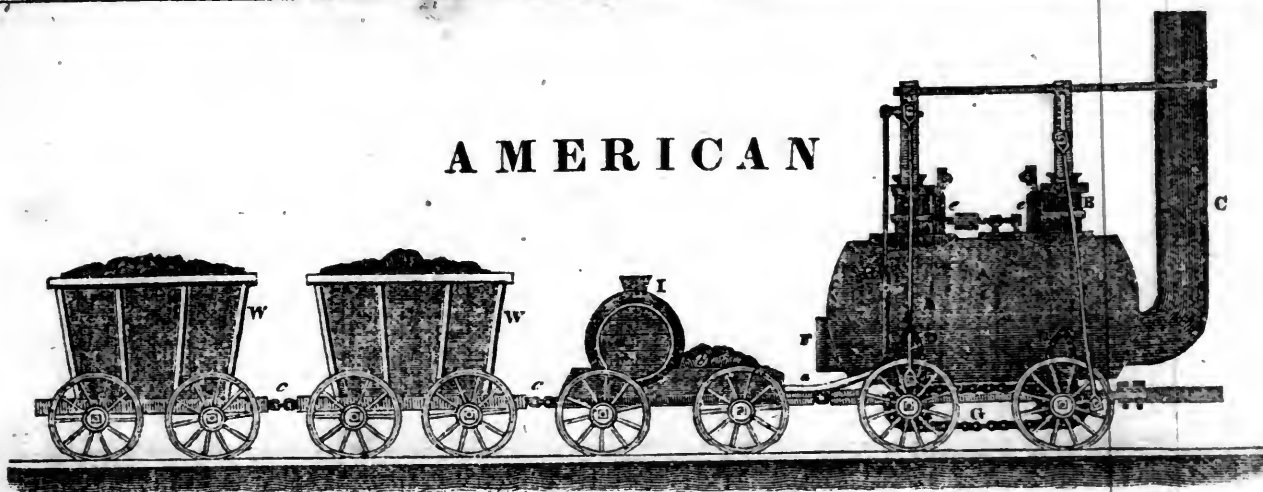
War Declared and Commenced by the Republic of Ecuador against New Granada.

By an arrival at Philadelphia from Maracaibo, we have received Bogota papers to the 8th March. We are sorry to say that another bloody scene is about to be opened in the political drama which has been acting in that country.

The paper of the latest date contains a Proclamation by Gen. Flores, President of the Republic of Ecuador, to his constituents, calling them to arms against the Republic of New Granada.—[Jour. of Com.]

Destruction of Guayama.—The Baltimore American of Friday says:—"We learn from Mr. Joseph Sterett, supercargo of the brig Brazen, arrived at this port yesterday, from Ponce, Porto Rico, that the town of Guayama, in that island, was entirely consumed by fire about 11th of April. The light was distinctly seen at Ponce. Letters, detailing the event, were received at the latter place, which stated that the warehouses on the beach were uninjured. The brig Pedlar had sailed from Ponce with a cargo of lumber for the relief of the sufferers."

| | | APRIL. 1832. | | | | | |
|----|----|-----------------|-------|-------|--------------------|--|--|
| | | Thermometer. | | | | | |
| | | Barometer. | | | | | |
| | | WINDS. | | | | | |
| | | WEATHER. | | | | | |
| 16 | 41 | 38 | 39.63 | 39.61 | N.E. Gale. | Rain and hail, with thunder. | |
| 17 | 45 | 40 | 39.62 | 39.60 | N.N.E. | Rain. | |
| 18 | 42 | 39 | 39.60 | 39.57 | N.N.E. | Rain. | |
| 19 | 42 | 33 | 39.73 | 39.70 | N.N.E. N. | Rain morning and afternoon—starlight at 11 P. M. | |
| 20 | 48 | 28 | 39.77 | 39.74 | N. N.E. | Showers—cloudy through the day and night. | |
| 21 | 66 | 42 | 39.73 | 39.72 | N. N.E. S. S.W. | Clear till 11 P. M. then cloudy. | |
| 22 | 64 | 44 | 39.86 | 39.86 | W. W.N.W. S.S.W. | Cloudy. | |
| 23 | 61 | 37 | 39.06 | 39.98 | N.N.E. S.E. | Cloudy. | |
| 24 | 61 | 37 | 39.06 | 39.90 | N.N.W. S.W. S.E. | Clear morning and night—cloudy at noon. | |
| 25 | 61 | 43 | 39.00 | 39.72 | S.W. S.E. | Clear morning—cloudy afternoon. | |
| 26 | 73 | 50 | 39.63 | 39.49 | W.S.W. | Clear until 3 P. M. then cloudy. | |
| 27 | 77 | 69 | 39.62 | 39.61 | S.S.W. S. | Cloudy during the day—rain at night. | |
| 28 | 73 | 63 | 39.00 | 39.87 | N.N.E. Heavy Gale. | Rain. | |
| 29 | 46 | 41 | 39.06 | 39.03 | N.E. | Rain. | |
| 30 | 47 | 42 | 39.02 | 39.94 | N.E. | Rain. | |



A M E R I C A N

RAILROAD JOURNAL.

OFFICE, 35 WALL-STREET.

NEW-YORK, MAY 19, 1832.

VOLUME I....NO. 21.

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The AMERICAN RAILROAD-JOURNAL is published at 35 Wall-street, New-York, at \$3 a year, in advance.

AMERICAN RAILROAD JOURNAL.

NEW YORK, MAY 19, 1832.

We cheerfully give place to the well written communication of FRANKLIN, although it calls in question the correctness of opinions expressed by Mr. Knight, Chief Engineer of the Baltimore and Ohio Railroad, in his report of 1831. We have relied with great confidence, as we still do, upon Mr. Knight's experience in the business of Railroad making; yet we are fully of the opinion that the system is comparatively in its infancy, and therefore we are desirous of receiving communications from scientific and practical men, which may lead to investigation, and we hope to improvements.

At a meeting of the Corporators of the *New York and Erie Railroad Company*, held at New York on the 12th of May, at the office of the *American Railroad Journal*, the following Resolution was adopted, to wit:

Resolved, That a meeting of the Corporators named in the *New York and Erie Railroad* bill be called at Manning's Hotel, in the village of Owego, county of Tioga, on the second Thursday of June next.

Boston & Providence Railroad.—We have been favored with Capt. McNeill's report of his survey of the routes between *Boston and Providence* for a Railroad. It came too late to hand to enable us to examine it in time for this number of the *Journal*; yet we are satisfied from what we have read and an examination of the profiles which accompany the report, that it presents the subject in a very favorable light, and we have no doubt that the road, when completed, will prove one of the most useful and productive Railroads in this country. We have only space for two short extracts to-day, but shall, probably, soon publish the report more at length.

The character of the country between *Boston and Providence* is such as rather to require the exercise of judgment in the selection of one from among numerous very feasible routes for a Railroad, than even the ordinary research to determine that such a work is easily practicable between those points.—For although to the base of the dividing ridge, which separates the waters flowing northward into *Massa-*

chusetts Bay, from those descending southward into *Narragansett Bay*, (and which as a consequence must be crossed by any route from *Boston to Providence*) it is soon apparent that but two general routes can be suggested—to wit: either through the valley of the *Neponsett River* west of the "Blue Hills," or along the coast and east of the *Blue Hills*; yet the summit of this ridge may be attained at various points by a gradual approach to it through the valleys of the several branches of the *Neponsett*, which unite near its base; and we find that, from the more level character of the country south of the summit, the preference due to either route must be very much dependent on the comparative facility with which we surmount the *Dividing Ridge*.

By the following extract it will be seen that the greatest ascent is only 30 feet to the mile; which may be overcome with ease by locomotive power.—The average ascent varies but a fraction from seven feet to the mile—and the distance to *Providence*, by the most direct routes surveyed, is from 40 to 44 miles—and by the way of *Taunton* 50 1.2 miles.

We now cross the *West Branch of the Neponsett*, and in 8 1.2 miles reach the summit of the *Dividing Ridge* in *Foxboro'*—ascending for 7 miles at 25 feet per mile, and then for 1 1.2 miles at 30 feet.

Soon after crossing the *West Branch*, its valley becomes more contracted, and somewhat crooked; the stream frequently impinging on the hills which bound it, and necessitating frequent excavations and embankments of considerable extent. Such, however, is the character of the valley no further than "Walpole Centre;" when, resuming its southerly direction, it presents an open meadow-land, bordered by hills of gentle slope, and pursues generally a straight course to the summit.

Arrived at the summit in a distance of 22 1.4 miles from *Boston*, the plane of the road is reduced by a cut of 13 feet in depth to an elevation of 267 feet above the base of reference, which level is maintained for half a mile between the head waters of the *West Branch of the Neponsett* and *Wading River*—passing in the vicinity of Mr. I. Carpenter's.

We continue in this number of the *Journal*, our extracts from *Wood's Treatise on Railroads*. Those heretofore given related to the materials and manner of constructing the road: the present extract refers to *Railroad carriages*.

We have been permitted to publish the following extract from a letter, written by a gentleman of this city, now in *Baltimore*. It will, we trust, in a good measure satisfy those who have been apprehensive that our great *Western Railroad* from *New York to Lake Erie* will be obstructed by snow and ice, that they have little to fear from that difficulty.

BALTIMORE, MAY 12, 1832.

Dear Sir—I have had the pleasure to visit the first section of the *Baltimore and Ohio Railroad*, extending thirteen miles from this city across the *Potapasco*, and up the valley of that river to *Ellicott's*

Mills. The road in this section passes through excavations of great depth, and over embankments of great height, and under circumstances eminently calculated to expose the tracks to every inconvenience which could possibly be occasioned by frost or by snow. The last winter was remarked here for its unusual rigor, undoubtedly exceeding the average severity of the winters in the State of *New York*. Having been entertained, as you are aware, with very dismal accounts at *Albany* of the injuries occasioned to Railroads by cold weather, it became very interesting to ascertain the extent of the damages sustained here by the unusually severe season just passed. Inquiries were closely made of every person at all likely to know the fact; from directors, agents, superintendents, down to the drivers of the cars, and I have ascertained, beyond all doubt, that the whole frost, snow, and cold weather, of the last winter, has not injured this Railroad to any extent whatever. Upwards of sixty miles are now finished, and in this whole line no part of the track has been taken up, except in one instance of about thirty feet in length. The whole amount expended in repairs, of every kind, since the first of *November* last, does not exceed five hundred dollars. I have excited no small degree of ridicule and astonishment, by repeating the frosty accounts which were communicated to some of the friends of our great *New York and Erie Railroad*. You may look upon it as a settled fact, that we have nothing, positively nothing to fear from frost or cold weather.

And as to the snow—a very simple machine, attached to the front of the car, clears the track with the utmost celerity, certainty, and ease—and most abundant evidence of its sufficiency is found in the fact, that the *Baltimore Railroad* has been actually used, and in full unobstructed operation, every day during the last winter, with the single exception of one day, when the weather was so intensely cold that no passengers applied to be carried, and it was thought unnecessary to send out the drivers with empty carriages. But the use of the road never has been interrupted by the weather for a single hour.

They effect the passage of the cars over the inclined planes without stationary power, other than increasing the number of horses at those points.—Some of those ascents are as much as 1 in 14, or 300 feet in the mile.

The company will be able to pass the *Point of Rocks* by some increase of expense—either by crossing the *Potomac*, or excavating into the side of the mountain. The obstacle is not insuperable, and there is therefore no doubt that by their energy they will succeed in continuing the work to the *Ohio River*. They are powerfully supported by the finances and credit of the city and the state.

Under these circumstances, what is the duty of our city?

CONTINUATION OF WOOD'S TREATISE ON RAILROADS.

Of Carriages adapted to Railroads.

It is very obvious that the form of the carriages will depend, in a great measure, upon the nature of the goods to be conveyed in them; many kinds of goods requiring a different sort of carriage. To attempt to give plans of the different forms of the body of carriages to be used upon Railways, would be an endless task; I shall, therefore, confine myself principally to the description of the wheels and axles, or other parts, which the nature of the road requires should be always of the same form and construction.

The carriages, or, as they were termed "wagons," used at the first introduction of Railways, were, and still remain, where employed in conveying coals, the frustrum of a pyramid, or in the shape of a hopper: being much broader and longer at the top than at the bottom: the Railroads almost universally descending towards the depot, the fore-wheels were made of greater diameter than the hind-wheels, according to the angle of the road; the object being to keep the wagon in a horizontal position; the fore end of the wagon resting on the large wheels, was also made to project considerably further beyond the perpendicular line of the axles of the fore than the hind-wheels, so that the centre of gravity of the load was not midway between the wheels, but much nearer the large wheels than the smaller, and, consequently, laying a greater weight upon them than upon the latter. This form of the wagon has gradually given way to wheels of the same size, and the body of the carriage square, and placed equally upon the two axles.

The wheels were, for a long period, made of wood, composed either of one entire piece, or of two or three pieces fastened together. The mode of making the latter was by joining the pieces together by wooden pins, and securing them by flat slips of iron, in the shape of an S, nailed upon the line of the joining. The periphery of the wheels was hewn into the proper shape, by the workmen, with a projection on one side to keep them upon the rail. The axles were made of wrought iron, and fixed firmly into the centre of the wheels, and, consequently, turned upon the bearing with the wheels. From the very probable inaccuracy of the workmanship, it is not likely the periphery of the wheels would be perfectly circular, which would cause a sort of jolting or undulatory motion of the load, and thus increase the draught.

To one side, or, in some instances, when steep declivities were to be descended, to both sides of the wagon, a brake or lever was attached, which was made to press upon the wheels of the carriage, and regulate the velocity.

It seems uncertain at what precise period cast iron wheels were first introduced. In a Dictionary of the Arts and Sciences, published in 1754, a drawing is given of a cast iron wheel used upon carriages to convey stones from a quarry near Bath, said to be "a great improvement in some carriages and wagon-ways made use of at the coal mines near Newcastle;" from whence we may suppose they had not been used there at that period. How long after this they were adopted, I cannot learn; but, in 1765, two wooden and two cast iron wheels were mostly in use, the wooden ones retained for the application of the brake or convoy.

Great reluctance was shewn, even down to a very recent date, to relinquish the employment of wooden wheels; many objections were urged against the others, their liability to break, to cut the rails, their insufficiency to present an adequate hold to the brake. At first the cast iron wheels do not appear to have been properly formed, to avoid the contraction in cooling, and they frequently broke in pieces; increased knowledge of the properties of cast iron, and of the utility of that kind of wheel, soon, however, produced a general acquiescence in their use.

When cast-iron rails came into use, the wooden wheels could no longer be used, so that the introduction of the former would accelerate the discarding of the latter.

The cast iron wheels, now formed for the plate rails, are generally of one entire piece, being thicker in the middle to retain the axle, and about two to three inches broad on the rim, and much thinner towards the middle, or nave; many of the carriages, used upon the plate rails, have wheels, loose upon the axles, the latter being either fixed upon the carriage, or running loose upon a bearing or chair. Many different forms of wheels are used, some with spokes, similar to the common cart wheels and some solid, with holes cut in them to reduce their weight. The cast iron wheels for the edge-rail are almost universally made with six or eight

spokes, with a nave about seven inches broad, thro' which is a square or round hole to receive the axle, and a rim of about four inches in breadth.

The rim of the wheel is mostly made a little conical, rather increasing in diameter: this is for the purpose of keeping the wheels from rubbing against the sides of the rail with the ledge: the increase in diameter, when the wheel rolls near the inner side of the rim, tends to throw it off towards the other side, and consequently from the side of the rail.—It is evident that this ought not to be carried too far, otherwise the motion of the carriage will be very irregular, and the inclined position of the bearing would tend to press the rail outwards, and throw a sort of oblique strain upon it. The height of the ledge is generally about an inch, and practice has shewn this to be sufficient to prevent the carriages from running off the rails.

A very formidable objection to the use of iron wheels was, that the rails, especially when their surfaces were narrow, tended to form, or rub an indented groove around each of their rims: which groove, when of moderate depth, not only caused considerable friction, but was liable to break the rails by a side pressure. The edges also of the top of the cast-iron rail, suffered much by the action of the sides of the groove upon them, and frequently were broken off, on the interior side, for the whole length of the rail. After this, the breadth of the surface of the rails was increased, which remedied the evil to a certain extent: but the expense of repairs was still considerable.

A complete remedy for this was, however, effected a few years ago, by what is called "casehardening" the rim of the wheels. This is done by running the metal, which forms the exterior surface of the rim of the wheel, against a cold cylindrical piece of iron; the rapid abstraction of heat by the cold iron produces such a degree of hardness to the metal, that the file has no effect upon it, and this hardness effectually prevents the action of the rail from wearing it into grooves.

Previous to this, the cost of wheels was a very serious charge in the annual repair of the carriages: but the wheels now, when properly casehardened, work for many years without wearing away. Several, which have been in use for eight years, are still in good order; and, from their appearance, are likely to remain so for a considerable time to come.

The operation of casehardening was at first attended with great difficulty. The rapidity with which the cold iron caused the rim to cool, prevented the uniform contraction of the metal in all the parts, and made them frequently fly in pieces. The rim being first cooled, did not yield to the contraction of spokes in cooling: which, if it did not cause them to separate immediately, left such a tension upon them, that the shocks they received, when brought into use, soon made them crack, and thus rendered the wheel useless. Many plans were devised to remedy this; in some, the rim was made considerably thicker than the spokes, in the expectation that the latter would cool sooner; in others, the nave was formed in two parts, and afterwards secured with iron hoops.

In Messrs. Losh and Stephenson's patent, to which we have before alluded, there is described a mode of forming the wheels with wrought-iron spokes, in such a way as to yield to the unequal contraction occasioned by the case hardening of the wheels.

This system of case hardening the rim of the wheels, as before stated, has been found to be of very great utility, reducing the wear and cost to a comparatively trifling amount. The hardness certainly renders them more liable to crack, or break, by sudden jerks; but this tendency is partly overcome by the rims being made a little thicker now than formerly: the malleable iron spokes also tend, in a certain degree, to obviate this objection.

It has been urged against case-hardened wheels, that their hardness makes them liable to cut the rails: this might apply to narrow rubbing surfaces, but cannot have any application to one surface rolling over another, when the hard surface is the rolling one, and also the broader. I have often examined, very carefully, their action upon the rails, but could never find any tendency in them to cut the rails; when the common wheels are indented on the surface of the rim, they are very liable to injure the rails, from the periphery thus grooved breaking the sides of the bearing surface of the rails off, and leaving only the middle section. This is frequently the case, as may be seen on all those Railroads upon which the common wheels have been long used. The universal adoption of casehardened wheels on all the principal Railroads, in preference to the common wheels, is, however, the best criterion which can be

adduced of the general belief of their superiority. The case hardening is, as previously explained, effected by running the metal against a cold cylinder of cast iron. I am inclined to think, that this tends to form the wheel more perfectly cylindrical than casting in the ordinary way; which will lessen the resistance by remedying any resistance arising from the undulatory motion produced by the imperfect circular form of the rim.

The very great rapidity at which it is now proposed to travel upon some of the public Railways, renders the liability of casehardened wheels to break;—not only from the brittle nature of the material, but also by the friction of the wheels upon the rails at such great velocities, heating and expanding the rims—an object of very serious consideration; various plans have already been devised to obviate this objection. It will be subsequently seen that the cast-iron wheels of the Killingworth engines had been hooped with wrought-iron tires, which was not only found to be quite practicable, but also a great saving in the wear, compared with common cast-iron wheels; since that time the wheels of the engines made by Messrs. Stephenson & Co. have been either made of cast-iron, hooped with wrought; or with wooden spokes, on which was laid a malleable iron tire: wheels, thus hooped, though more expensive, seem quite necessary for the rapid rate at which some of those engines are propelled. The same plan of hooping the cast-iron wheels with wrought-iron tires, has also been adopted with respect to the common carriages; which, like the engine-wheels, though more expensive, is strictly necessary.

Messrs. Jones, of London, have a patent, which is described in the sixth volume of the "Repertory of Patents," p. 279, where the spokes are screwed into the nave, and thereby any strain by the unequal expansion of the rim is obviated.

The axles of the carriages used at the coal works are universally made of wrought iron, being square at the ends, to fit the square hole of, through the nave of the wheel. Upon the frame of the carriage is fixed a chair, which rests upon the axle, the latter being turned smooth, to reduce the friction as much as possible. Upon the side of this chair a projection is cast, extending beyond the side of the frame of the carriage, which projection, by rubbing against the faced flange, in the nave of the wheel, prevents the carriage from coming in contact with it; and, being kept well greased or oiled, reduces the friction, when, by one side of the road being lower than the other, the body of the carriage is thrown to one side; or this is sometimes effected by pulling a loose ring upon the axle, which rubs against the flange; the latter I consider more preferable, as rubbing nearer the centre of motion, and more likely to keep lubricated with oil. These chairs have successively been made of wrought-iron, brass, and cast-iron; the latter I consider the most eligible, for reasons which I shall hereafter assign. The size of the axles will necessarily depend upon the diameter of the wheels, and the weight they have to sustain. Upon the wagons used to carry the coals from the collieries in the neighborhood of Newcastle, the diameter of the axles is from two inches and a half to two and three quarters, and the diameter of the wheels about three feet; the weight of the carriage and load amounting to above three tons.

Upon public lines of road, the form of the carriages will, as before stated, vary with the nature of the goods they are required to convey; bulky goods of course requiring larger carriages. The drawing of the carriages previously given, is for the conveyance of coals; in these, the sides of the carriage come between the wheels, and the upper part projects in the form of a hopper: this plan for coal wagons is very convenient, where, as in the north, the coals are to be emptied out at the bottom, at the shipping places. For the conveyance of coals into towns a different form is necessary; as in this case, the carriage used for the rail-way must either be so constructed, as to travel upon common roads, or the body of the carriage must be of such a form that it can be transferred to wheels suitable for the streets.

"Such, then, are the extraordinary performances of Locomotive Engines, arising from the combined effect of the Steam Engine and the Railway; and whether we consider the prodigious powers of Locomotion and of draught, which are now by this improvement placed at our command, the economy of transport for heavy goods, or the cheapness, combined with unparalleled facility and despatch for mails, for light goods, and, above all, for the purposes of traveling in this ever active community, they are equally remarkable, and must, without doubt, form a new era in the history and improvement of our inland communication."—[Quarterly Review.]

[FOR THE RAILROAD JOURNAL.]

Strictures upon the Report of Chief Engineer Knight, Baltimore and Ohio Railroad, relative to the form, dimensions, &c., of Railway Carriages. A. D. 1831.

The importance which Railways are acquiring as a means of inter-communication, the large amount of capital appropriated to their construction in various parts of the country, and the numerous projects already in contemplation for a more general extension of the advantages of this method of conveyance, is deemed a sufficient reason for inviting the attention of the public to the remarks which we are about to make upon the Report of Mr. Knight.

In the performance of this duty it will be our object to give to Mr. Knight's report a candid and rigorous examination, and to point out such defects as we may discover in his expositions upon the principles of the construction and operation of Railway Carriages, carefully directing the attention to those circumstances to which an undue importance has been attached, and to such others as have been overlooked or neglected entirely.

In entering upon the subject, the topic which seems first to present itself to our notice, is that of the weight most proper to be allowed to a carriage and its load.

Mr. Knight has assumed it at 3 tons, or 6720 lbs. Considering the mode of construction and nature of the materials adopted upon the Baltimore and other Railways in the United States, it appears to us that Mr. Knight's estimate is too high. Unfortunately, from the very recent introduction of Railways into our country we are not able to refer to experience for the evidence which the case requires. Judging, however, from a sense of fitness, induced by some acquaintance with the practical operation of mechanical agents under various circumstances, we should say that the weight of a Railway carriage and its load ought not to exceed 2 1/2 tons, or at most 6000 lbs., believing that from the relief afforded to the rails, their durability will be increased far more than sufficient to counterbalance any disadvantages of expense or of resistance, that may result from adding to the number of cars in a train, assuming that whatever reduction is made in the weight of a car, is compensated for by increasing the number of the cars composing a train in a corresponding ratio.

Mr. Knight in his report proceeds to state that the pressure upon the rails occasioned by any one of the wheels, may be equal to one half of the whole weight, which by his estimate is 1 1/2 tons, or 3360 lbs., and considers that as the proper pressure from which to calculate the angle of the cone to be formed upon the rims of the wheels, to enable the car to describe with facility the curves of the road.

Although it is possible that one half of the whole weight may be thrown upon a single wheel, yet such a contingency will, from the nature of the case but rarely happen, and as the particular angle of the cone sought should be that which will operate best under ordinary circumstances, we conceive it improper to resort to an extreme case for the data which the estimate requires.

Supposing the carriage and rails to be accurately adjusted to each other, the pressure produced through the medium of any one of the wheels will be equal to one fourth of the whole weight.

This is the mean pressure, or that which occurs under ordinary circumstances, and is therefore the greatest practical pressure that ought to be considered for the purposes mentioned, more especially as the frame of the carriage, in consequence of the elastic and yielding nature of the materials which compose it, will naturally conform to any very slight inequalities which may exist in the surface of the rails. There is yet another and more important view to be taken of this subject. Any very great inequality in the pressure upon the wheels or rails may be easily avoided by giving to one of the axles a little play vertically. This however is not proposed as the best remedy. It is deemed highly essential that the loads of all descriptions of cars, whether for passengers or freight should be placed upon springs. The principle is a correct one, that no facilities however

trifling which an improvement in the construction of the cars is likely to afford, should be neglected, for in no other way can the same advantages be obtained with any thing like the same saving in point of expense, and hence all defects or imperfections in carriages should be studiously sought after and corrected.

It is in this light that we are induced to speak with more emphasis in relation to the use of springs. Their good effects are so obvious as hardly to require a particular detail. They equalize the resistance arising from little irregularities in the surfaces of the rails, and prevent whatever injury might otherwise result to the road from the consequent unsteadiness in the motion of the car. They likewise remove the deadening effect upon the motion of the car which such obstructions invariably occasion. They operate moreover in equalizing the pressure upon the wheels, thereby preventing an undue portion of the strain from falling upon any one of them, and hence the extra strength of the wheel, and of course its extra weight required for an extreme case of pressure is not needed—the extreme lateral thrust which takes place through the medium of the cone is likewise diminished—the force of torsion upon the axles, occasioned by the friction of slipping of the wheels is lessened, and all disproportionate pressure of the wheels upon the rails is removed.

Supposing therefore that springs are used, the maximum pressure upon the rails by a single wheel, admitting the weight of the car and its load to be equal to 6000 lbs., cannot much exceed one fourth of that amount, or 1500 pounds. Preferring however to exceed rather than understate this pressure, we will suppose it to be 1600 pounds. The portion of this weight acting as a lateral thrust upon the rails, admitting the wheels to be three feet diameter, the play of the flanges 1 1/2 inches, and the conic rise of the rim such as to suit a radius of 400 feet, is 2712.10000, or 433.92 lbs. Deducting from this the resistance to sliding, occasioned by the friction of iron upon iron, which Tredgold rates at 1.6, and there remains for the effective lateral pressure 167.26 lbs.; an amount less than Mr. Knight deduces for his two and a half feet wheels, in consequence of his having injudiciously overrated the amount of pressure upon the wheels proper to be considered in making the calculation.

Again, if the friction of iron upon iron is taken at 1.4th, which is the mean result of Coulombs' experiments, and which is probably very near the truth, the effective lateral pressure of a four feet wheel, the other circumstances being as above stated, will be found to be 159.52 lbs. an amount much below Mr. Knight's estimate for his two and a half feet wheels.

Thus far we have proceeded upon the supposition that the cone of the wheel is to be adapted to a horizontal curvature in the Railway of 400 feet radius. In this we have followed Mr. Knight; but here, again, we are led to inquire into the propriety of resorting to an extreme case for the data which the calculation requires.

The extreme to which we now allude is that of adapting the cone of the wheel to the minimum radius of 400 feet. If the proportions of the parts of a wheel most favorable for an extreme curvature were equally well suited to the less curved and straight portions of the road, there would be no impropriety in making the cone to conform to the least radius—but they are not, according to Mr. Knight's own showing, since he is obliged to sacrifice the very great mechanical advantage derived from the large sized wheels, to accommodate the least radius, or otherwise he would be obliged to give to the flanges a degree of play that would add greatly to the resistance, and at the same time occasion a rapid wear and derangement of the rails. It would seem, therefore, under all the circumstances, the most judicious plan to allow the wheels to drag a little along the comparatively small portions of the line occupied by the shortest curves, in preference to allowing them to labor under any great disadvantage while describing the remaining and more extensive portions which are less curved.

Supposing the wheels to be adapted to the mean curvature of the line of the Railway and selecting the third division of the Baltimore and Ohio Road for our example, we find that the mean radius of curvature according to McNeil's location is 900 feet, and according to the subsequent location of Wever, the mean is 1450 feet. The diameter of a wheel suited to the latter, supposing the play of the flanges to be one and a half inches, and the slope of the cone to be as one to six, is nearly six and a half feet, and to the former four feet.

If the slope of the cone be taken as one to four, which is the proportion of the friction according to

Coulomb, the diameters will in each case be increased about one-twelfth or equal to seven feet and four and one-third feet respectively.*

It appears, therefore, that the diameter suited to the average curvature of Wever's location is nearly three times the amount which Mr. Knight has allowed, and even under the less perfect location of McNeil it is nearly twice the same amount.

These remarks are made principally for the purpose of exhibiting the unsoundness of Mr. Knight's reasoning, and not with a view of advocating the use of wheels as large as those mentioned, especially where the breadth between the rails is only 4 1/2 or 4 2/3 feet, which is undoubtedly as great a breadth as it would be proper to allow upon a road having the curvature of the Baltimore and Ohio.

That there are disadvantages attending the use of high wheels cannot be doubted; and among the principal of these are the inconvenience of loading and unloading, and the resistance to motion occasioned by the extra weight of the wheels. It is likewise the case that under any accidental depression of the rails upon either line of the track, the inequality of the pressure of the load upon the rails is increased in proportion as the centre of gravity of the load is raised, and perhaps too great an elevation may contribute to produce such a depression, but the difference in respect to 2 1/2 compared with 3 or 4 feet wheels, upon a Railway 4 1/2 feet broad is not worthy of consideration. This circumstance Mr. Knight seems to have overlooked, and the oversight is the more remarkable, as it is of far more importance than some other circumstances which he has dwelt upon with much emphasis, such as the increased stress upon the axles occasioned by large wheels, and the greater liability to injury from the car running off from the road, &c.

With respect to the other reasons which Mr. Knight has advanced in opposition to the use of large wheels, he seems to have been equally unfortunate. After stating that the experience of centuries had resulted in fixing the maximum limit of wheels upon common and turnpike roads at 5 or 6 feet, he says, that "the smoother and harder the road, the greater the advantage we get from small wheels, for the same reason that the more rough and yielding the road, the greater the gain with large ones."

Mr. Knight seems evidently to have deceived himself by the sophisticated manner in which his "reasons," as he terms them, are expressed.

Our readers, by a moment's reflection, will perceive the singular perversion of right reason which the above quotation exhibits. Instead of saying that "the smoother and harder the road, the greater the advantage we get from small wheels," a strict conformity to the facts of the case would have dictated the following, viz.: "The smoother and harder the road, the less the disadvantage resulting from small wheels:" from which it would be justly inferred that there was indeed something sacrificed in the use of small wheels, even upon a road having the "smoothness" and "hardness" of a Railway. We cannot indeed perceive with Mr. Knight that the reasoning in this case "points to a lower maximum" upon Railways than upon ordinary roads, unless an improvement in the road be a sufficient warrant for dispensing with the advantages of large wheels, which are so obviously necessary upon bad roads; which cannot be, otherwise there would be no object in making such improvement. The other considerations, likewise, which Mr. Knight adduces as "pointing to a lower maximum," viz. the "weight, cost, stability of the car, and force of traction," appear to us, when viewed connectively, strongly to indicate a relative maximum higher than is customary upon common roads.

The particular stature of our species has, in connection with the circumstances above mentioned, undoubtedly had an important influence in fixing the maximum diameters of wheels upon common roads at five or six feet—the convenience of loading and unloading requiring that they should be within that limit. This circumstance, which Mr. Knight has overlooked, cannot certainly be considered as pointing to a lower maximum, since the mechanical principles which govern in respect to the facilities for locomotion upon a Railway, are not necessarily very closely connected with the particular dimensions of the human frame.

The power likewise in use upon common roads

* The play of the flanges is here assumed at one and a half inches. In this we have followed Mr. Knight. The allowance, we have no doubt, is too great, and the results above given show that it may be considerably reduced.

being that of animals (cattle or horses), it became necessary, in order that no part of it should be lost (or by adding gravity add to the resistance), that the line of draught should at least be upon a level with, and, if possible, a little elevated above, the point of application of the power at the carriage, which, in the great majority of cases, is the level of the axle, or perhaps higher. Upon a Railway where steam is designed to be the principal moving power, this argument, like the preceding, seems to indicate a higher, rather than a lower, maximum. Again: has it not been common, we would ask, to increase the diameters of wheels upon the more perfect roads? Why then is it "reasonable" to infer, that smaller wheels are better upon Railways, which all will concede are the most perfect of roads? Mr. Knight himself acknowledges that "large wheels are important upon bad roads;" why, then, we repeat, in improving the road, should the great advantages which they afford be sacrificed, particularly when the lateral thrust, which they are least able to withstand, is almost, if not entirely, destroyed?

The advantage which Mr. Knight thinks is possessed by small over large wheels, in consequence of the latter requiring larger axles to sustain the same load, is scarcely worthy of notice, when considered with reference to Railways. Upon common roads, where, from irregularities in the surface, lateral thrusts or pitches are frequent and violent, small wheels would undoubtedly have a great advantage over large ones. Tredgold, therefore, whose remarks were made with reference to Railways, when he said that "with the same load the same sized axle would do for large or small wheels," was not so much in error as Mr. Knight seems disposed to imagine.

We cannot leave the subject of the size of wheels without a farther mention of some of the peculiar advantages of large wheels which Mr. Knight has omitted to notice, notwithstanding they are of more consequence than the most of those with which he has endeavored to poise the opposite scale. Those advantages consist—1st. In the superiority which large wheels possess over small ones, in respect to the portion of the circumference which comes in contact with the rail, distributing the pressure over a greater space, a circumstance of much importance, especially upon Railways constructed as they usually are in this country, principally of timber, and crowned or plated with iron.

2dly. Large wheels are less resisted by the dust, and other obstructions upon the rails, than small ones—the resistance being nearly inversely proportional to the square root of the radii of the wheels, or 13 or 16 per cent greater under a 2 1/2 feet wheel, than under a 4 feet one. The total resistance from dust has been found by experiment upon the Cheltenham tram road, to be one fifth of the whole power required to put the given weight in motion when the rails were swept clean.* Similar, but somewhat modified results have been deduced from experiments upon edge rails, when wheels of the smaller size were used. Upon the Carbondale Railway it is said that the loaded cars having three feet wheels will descend from a state of rest by the force of gravity along an inclination of 1:300, or 26 feet per mile, when the rails are wet with dew or rain, and that it requires a considerable increase in the inclination to produce the same effect when the rails are in their ordinary dry state, which certainly argues a very considerable resistance from the obstructions mentioned.

Mr. Knight, in farther support of his views, states the average diameters of the wheels of English cars to be 2 1/2 feet. Mr. Strickland, who had the same opportunity of judging with Mr. Knight, having visited England for a similar purpose, gives the same average at 3 feet, a discrepancy not easily to be accounted for. Admitting, however, Mr. Knight to be correct, is it proper to take the English average as the standard? We think not, and our reason for this opinion is, that by far the greater number of the English Railways are designed to accommodate mines and factories, and have a great inclination with comparatively little travel, the trade being nearly all in one direction; circumstances, which, it must be acknowledged, are peculiarly favorable to the use of small wheels. To bring the case more nearly home, would it be proper to take the size of the Mauch Chunk wheels as the standard for a Railway like that of the Baltimore and Ohio, where speed is a great and prime object, and where the travel is expected to be great and the trade heavy in both directions? We should think not.

* Palmer, p. 16.

In the preceding remarks we have explained the very great mistake into which Mr. Knight has fallen in supposing that the application of the principle of the cone would not allow a greater diameter to the wheels of Railway cars than 2 1/2 feet. That it is alike applicable to 4 feet wheels is clear, and that all of the more important considerations connected with the subject, point to a higher maximum than 2 1/2 feet, seems to be equally clear. We have not stated what that maximum should be.

We are inclined to think, that it ought not to exceed 4 feet, and on the other hand, the minimum should not be less than 3 feet, for a Railway having the breadth and the curvature of the Baltimore and Ohio. It is plain that some difference may with propriety be made between passenger and gate cars, and it is possible that the application of secondary or friction wheels, may permit, and even require the use of wheels of a somewhat less diameter than 3 feet.

The step which we have thus taken in opposition to Mr. Knight, however bold it may appear, will now be succeeded by another which will probably seem not less surprising, and this is, the expression of our opinion that the conical or cone and cylinder principle, in its application to the wheels of carriages upon Railways, with a view of facilitating the passage of the curves, may, possibly, prove more injurious than beneficial.

Our reasons for this opinion we will briefly state as follows:—

In the first place, the favorable or unfavorable effect of conical wheels must, it is imagined, depend in some considerable degree upon the speed with which the cars move in describing the curves.—If the motion is not sufficiently rapid, the force of traction will cause the cars to hug or bind in upon the inner rail or curve, in which case the conical form of the rim will be a disadvantage rather than an advantage. It is only when the centrifugal or tangential force arising from the motion is adequate to overcome the binding tendency of the force of traction, that the operation of the cones will be found the most favorable.

In the second place, the wheels cannot be made so extremely conical as the proper application of the principle requires, without evident and serious injury to the rails. It will be impossible we apprehend to prevent the conical parts of the rims from continually encroaching upon the rails even upon the straight portions of the line, and certainly it cannot be prevented upon those parts which are in the least degree curved, and as the application of the principle requires an extra space for the play of the flanges, the lateral or pendulous movement of the carriage will be increased, which will not only add to the resistance, and tend greatly to the derangement of the rails and their support, but will operate to loosen the Rail plate by depressing its inner edge at the same time producing upon it an unequal wear which must prove very prejudicial.

The tendency to encroachment just mentioned will be greatly increased in consequence of the fixed parallelism of the two axles of the same car not permitting them to conform in direction to the radius of curvature of the rails, and likewise by the tangential or straight forward tendency of the car and its load while describing the curves, a force which as it cannot be obviated by any mechanical means, will continue to operate with a degree of energy corresponding to the degree of curvature of the wood and the speed of the carriages.

Perhaps we shall sooner arrive at a satisfactory conclusion in respect to the value of the conic principle by enquiring into some of the more important advantages which are expected to result from its application. The most prominent of these are, 1st. the relief afforded to the axles from the force of torsion arising from the friction of slipping of the wheels in describing the curves. The remedy in this case can be only partial in consequence of the tendency to encroach abovementioned, and as the difficulty is easily and most effectually removed by means which we shall soon notice, it will not be necessary to remark further upon this head. Secondly, the relief afforded to the rails and to the moving power from the lateral action of the wheels against the rails, which, if it amounts to anything, cannot possibly effect more than to do away the very small portion of the resistance arising from the lateral friction in consequence of the uncontrollable nature of the tangential force to which we have already alluded, and which must exist in all cases where there is a change in direction of matter in motion, in despite of all mechanical contrivances to the contrary.

To sum up on this head, we do not hesitate to express the opinion that the conical, or as Mr.

Knight would perhaps wish us to call it, the cone and cylinder principle, cannot be applied with any advantage to the wheels of Railway cars, and the sooner it is abandoned the better. Wheels turning upon revolving axles with long hubs or naves are the best. Upon this plan the part of the axle which enters the nave should fit quite close, and have a diameter a little larger than that part on which the load rests. This arrangement will ensure the most perfect steadiness in the motion of the wheels, preventing that binding effect which Mr. Knight has very properly said invariably results, from the "tendency of loose wheels to depart from their proper plane of revolution," and at the same time will ensure the exclusive rotation of the axle upon the straight parts of the way, and the turning of the wheel upon the axle only when the force of torsion operates in describing the curves.

Without making any pretensions to superior sagacity, or claiming anything remarkable in the way of second sight, we cannot avoid predicting the same fate to Mr. Knight's cone and cylinder principle that attended his first singularly unmechanical attempts to cause the flange of the wheel to run upon the outside of the rail, and our wish is that the loss of reputation and expense to the Company may be no greater than it proved to be in that instance. It is indeed very surprising to us that there should have been any hesitation as to which side of the rail the flange should run. The strength of the car and the greater security afforded by the particular direction in which the force of gravity would act in keeping up the contact between the flange and the rail, would so naturally suggest a preference for the inner side, that not to adopt it would argue a want of penetration equal almost to that of placing as the saying is "the cart before the horse."

Aside from the very obvious reasons just mentioned there are others which must undoubtedly have suggested themselves, in deciding upon the position of the flange upon those Railways which were first constructed. The carriages upon them were formed with fixed axles, and hence the placing of the flange upon the inner side would tend not only to relieve the linch pin from an unnecessary strain, but would be a security against the wheel running off from the axle, in case the linch pin should be broken or lost out.

There is another topic on which we should be pleased to remark, relative to the method of reducing friction in Railway carriages as invented by Mr. Wynans, adopted upon the Baltimore and Ohio road. We must however limit ourselves to a brief expression of our opinion that notwithstanding all that has been said and written upon the subject by those who are supposed qualified to judge of its merits, the principle can never be advantageously applied to Railways, unless there is some restraint placed upon the axles, other than what is recognized by the principle itself; and even admitting this restraint to be effectively imposed, there is, we have some reason to think, a better and more mechanical mode of reducing the resistance, with which the public will probably ere long be made acquainted.

In conclusion we must state, that however unfortunate Mr. Knight may have been in his researches into the "metaphysics" of mechanics he has nevertheless evinced incomparably more talent, as well as more theoretical and practical acquirement than is to be found in these "principles and expositions applicable in tracing the route for a Railway," with which the public were favored under a different administration of the engineering department of the company in whose services he is engaged.

With respect to the report before us, we think it not unfair or unreasonable to suppose that Mr. Knight's extreme partiality for his favorite principle of the cone, has been not a little detrimental, to his arriving at a more correct result in his investigations. Had he in the outset come to a correct conclusion as to what was requisite for the proper adaptation of the conic principle in relation to the diameters of wheels, &c., he would have been more excusable in doing violence to other circumstances, in his endeavors to discover a "natural dependence" and "general sympathy" as he terms it, between all parts.

It is very true that the proper proportion and adjustment of the parts of a carriage to each other and to the road is of the utmost importance.

In effecting this, however, the Engineer must be cautious not to give an undue value to any one cir-

* We perhaps do Mr. Knight injustice by this statement. If we mistake not, there were other gentlemen associated with him at the time in the management of the Baltimore and Ohio Railroad.

cumstance in preference to another. He must be careful likewise not to form analogies where none exist. It requires a practical mind to set a proper value upon all the influencing circumstances, and a mind likewise that has a natural aptness or tact for such pursuits, to seize upon those which are most prominent and combine them with the most effect. The mathematics and theoretical mechanics are of great service in accomplishing this object, but after all they are but aids or tools, and although the most perfect of their kind, are of little value in unskilful and unpractised hands. Indeed when there are not the over-riding qualities of judgment, skill and experience to guide, they are as likely to lead to an erroneous as a true result.

We regard as highly as any one the value of those sciences, and we have testified our attachment to them by the amount of time which we trust we have most profitably devoted to their acquisition, but we cannot concede that they are alone sufficient, and we should fail in our duty to the public, did we not caution them against placing too great confidence in deductions which come to them clothed in so imposing a garb.

There is, we imagine, no better proof needed of the propriety of the above remarks, and of the total inadequacy of a merely abstract knowledge of the sciences to render a man competent to judge and to direct in respect to the execution of plans or projects in the arts, than the simple and well known fact, that nearly all of the great and important improvements in mechanics, which have hitherto been made, have been accomplished by men who have had no very large claims to scientific or literary acquirements.

FRANKLIN.

[From the Mercantile Advertiser.]

RAILROADS.—It is very gratifying to see so much enterprising spirit showing itself throughout the country for internal improvements, developing our great resources for prosperity and independence. The Railroads now finished, with those progressing and projected; when completed altogether, will constitute a line from Boston through New-York, Philadelphia, Baltimore, Washington, and on southward and westerly about 1000 miles. These Railroads are very advantageous in times of peace—they will bring the states together seemingly like a neighborhood for social intercourse and good fellowship, promoting harmony and greatly strengthening the bonds of union. And in times of war there is nothing that has been thought of so well calculated to afford facilities to repel invasion. Our steamboats and canal navigation are considered very valuable for that purpose; but in winter, when all the internal water communications are frozen, fatal difficulties arise in the transportation of the artillery troops and munitions of war when we have such an immense extent of Atlantic frontier to defend. We may, it is true, again be able to protect our country, as we have done from a powerful enemy without this winter Railroad accommodation, but with what enormous additional expense must it be accomplished; and how much useless hazard and sacrifice of lives and property must it incur. Instead of calling upon our citizens to form an army of 2 or 300,000 men for self defence, with the efficiency and dispatch of Railroad traveling, 40 or 50,000 men would afford equal protection, provided the Railroad should be extended with that view. Military can be carried on a railroad at the rate of twenty miles an hour, in case of emergency, so that in place of having an army of many thousands of men stationed at every important post along our frontiers at an enormous expense, annoyance and privation of comfort, the troops with their artillery, after 24 hours notice, could be brought together from a distance of 40 miles at any one point in case of an indication of an attack from an enemy.—It would be impossible, therefore, for any successful landing to be made by a formidable foe at any material place when our forces could be brought together in such formidable bodies at such great distances, in so short a time, and in such fresh condition and high order for battle.

Wars plunge the belligerents into heavy burthens of public debt, requiring ages to redeem it by a ruinous and oppressive taxation of the people; the dread of which makes a weak power submit to national indignities, when perhaps with such efficient and economical defence as Railroads offer, those indignities would be repelled with a becoming pride and spirit. Those economical facilities of self defence being known to different nations as well calculated to diminish the chances of invasion, would very materially discourage the waging of war, and

thereby tend to prevent its horrible and desolating calamities.

The State of New York having granted twenty-four Railroad charters this last session, with an aggregate capital of \$24,775,000, seems now in a fair way of redeeming itself from the reproaches of being so dilatory in the Railroad system. The city of New York promises to be one of the great concentrating points for Railroads, and will soon begin to take a high stand upon those subjects of internal improvements, commensurate with the exalted character and great importance of the State of which she is the capital.

The connecting link between New York and Philadelphia of the great chain of Railroads, will be of more consequence than any in the Union, and no delay will be suffered in its immediate completion. If the shortest and most level route should be adopted through Jersey City, Newark, Elizabethtown, Brunswick, and Trenton, to Philadelphia, it can be made with less expense than any Railroad in the United States of the same distance, and must become very valuable stock. If our winters should continue to be as tedious and severe as the last one, the General Government will find it necessary to interest itself for the speedy accomplishment of this route, for the better accommodation of the postage of the very ponderous Southern Mail, which has to encounter much traveling, and makes killing work for horses.

From Philadelphia to Trenton a Railroad will soon be constructed, and from Jersey City to Brunswick, the Railroad stock is all taken, and much surplus subscribed, which project will be immediately commenced. This route is singularly favorable for a Railroad—nearly a natural and permanent level can be found all the way on the shortest distance, except the Bergen ridge; but if the direct line from Jersey City to Newark is followed, crossing the Old Ferry road over the Newark meadows, which has a solid foundation for laying rails, this route would cost the company 100 per cent. less, and would pass the ridge with but trifling excavation at much the narrowest part and least elevation, at the same time shortening the distance two miles—from Brunswick to Trenton is about 18 or 20 miles, and affords a very level track for a Railroad.

THE RAILROAD.—The arrival of the Steamboat *Walter Raleigh*, with 5 of the Transportation Company's Schooners, laden with merchandise for this place, reminds us again to urge upon our fellow citizens, the necessity of exerting themselves to secure the great advantages now held out to them, as making this town the depot for the Roanoke Trade. Situated on a high bank of the river, with no intervening low grounds, and having excellent roads, leading to all the back country, it is, above all others, the best calculated for the place, at which the Petersburg Railroad and the contemplated Portsmouth Railroad should terminate. It is understood that a branch of the United States Bank will be established on the Roanoke to aid in facilitating its business. Where can it be so advantageously situated as at Halifax? Plymouth would be too low down the river, Milton too high, and there is no other intermediate place suitable for the location of such an institution. It will be admitted that the bank should be established at the termination of the Railroad, that the planter might receive the proceeds at the place where he deposits his produce, and it is highly improbable that the bank will be located except in some town. Now, we will venture to assert that no town of any size will ever be erected on the low grounds of the Roanoke—the best situation on the river, to say the best of them, are not very favorable to health. It is not only the interest of this place and to the farmers of the back country, that the Railroad should be brought here, but the stockholder themselves would be benefited by such a location.—At this place the river is well adapted to the erection of a permanent Bridge, there being a stratum of rock extending in a direct line across it, admirably calculated for the foundation of such a work—and the country South and West is favorable for the continuation of the Road at some future day. The Petersburg Railroad can be brought here, from the nearest point of the present proposed location for \$25,000. That sum, and more if necessary, can be raised. We have not the least doubt. It is time that our citizens were engaged in the work.—[The Halifax N. C. Advocate.]

ALBANY May 15.—Mohawk Railroad.—Yesterday morning the passengers on this road were brought down the inclined plane to Franklin street, and during the remainder of the season, they will start from that place. The inclined plane is about three fourths of a mile long, and the cars pass it in about four minutes. The company has erected a large house to shelter the cars, and an office at the termination, and made a good road to that point for hacks and coaches. The Eng-

lish Engine is doing all the business, the American has not yet been used, but will be in a few days. The passengers are taken across the road for five shillings each, and they average four to five hundred a day.—This rate will give upon thirteen per cent. on the capital.

"Of the many public works which British enterprise and exertion have accomplished, the Canals and Railways which the last fifty years have given birth to, may, from the immense advantages they have rendered to the agricultural and commercial interests of the country, be justly ranked amongst the most useful and valuable of all improvements. In the districts where they have been executed, the happy results are to be witnessed in the increased fertilization and value of the lands they have passed, and in the population, wealth, and prosperity before unknown to the towns and villages they have united—substituting for a tedious and costly carriage, a conveyance of unequalled convenience, cheapness, and certainty. New markets have been opened, whereby the abundance of one place has supplied the deficiencies of another—the ponderous ores and minerals have been wrought and sent to market by these conveyances unprecedentedly cheap—thereby contributing to the comfort of the poor and to the establishment and prosperity of our manufacturers. And it is pleasing to find, that not only have they produced important national benefits, but, in general, ample and increasing returns to the individual proprietors.—[Report relative to an improved communication between Newcastle and Carlisle, by R. R. Dodd, Esq. Civil Engineer.]

The quantity of coal consumed in Glasgow, and exported from the Clyde during 1827, was upwards of 600,000 tons, of which quantity the Mawland Canal supplied nearly one third, a considerable portion of which was *split* coal.

In a treatise published by Mr Henry Stewart, of Allanton, about the time that a canal from Edinburgh to Glasgow was proposed about the end of the last century, it is observed, "Another cause, which considerably operates in rendering the western coal more expensive to the consumer, is the lesser dimensions, and often the inferior quality of the coals. Nature, who is impartial in her gifts, if she has denied the same fertility of soil to the more eastern districts, so she has conferred upon them, in return, greater varieties of minerals, and greater stores of internal wealth. What in all the western quarter can be compared with the 6 feet 9 inches seam of Wigan—the 9 feet seam of Cleland—the 9 feet seam of Parkston Hill—the 8 feet 9 inches, and the 5 1/2 feet seam of Garston—the 9 feet seam of New Blain and Cathburn—the 7 feet 8 inches seam of Chapel—the 11 feet seam of Allanton, and a variety of others need not be enumerated."

"Good roads, and navigable rivers, by diminishing the expense of carriage, put the remote parts of the country more nearly upon a level with those in the neighborhood of large towns, and, on that account, they are the greatest of all improvements.—They encourage the cultivation of the remote part, which must always be the most extensive circle of the country. They are advantageous to towns by breaking down the monopoly of the country in its neighborhood, and they are advantageous to all parts of the country, for though they introduce some rival commodities into the old markets, they open many new markets, to its produce."—Smith's Wealth of Nations.]

Extract of a letter from Quebec, to a gentleman in this city.

FIRST ARRIVALS AT QUEBEC THIS YEAR.—Ship Canada, Allen, from Greenock, and ship Intrepid, from Hull. They were for some time surrounded by ice in the Gulf, and saw others in a similar situation. Among them was supposed to be Capt. Neill's new ship Robertson, from Greenock, with passengers.

First Boat from Albany to Buffalo.—The Clinton Line B at Frontier, Capt F. L. Sternburgh with 31 tons of Merchandise, left Albany on the 26th inst., and returned from Buffalo with a full cargo of Flour and Ashes on Saturday having been absent 16 days.—[Alb. Eve. Jour.]

Office of the Delaware and Hudson Canal Company.

RECEIVED AT HONESDALE FROM CARBONATE, DURING ONE WEEK ending this day, 943 railroad wagons, containing 2457 tons of coal; also received, during the week, 47 railroad wagons, containing 17,000 feet of lumber. Total amount of coal received since 1st of April last, 11,630 tons; total amount of lumber received in same time 299,000 feet. J. B. WALTON, Collector.

Delaware and Hudson Canal.

EDDYVILLE, May 12, 1832. Arrived at tide water, 19 boats, with general freight; 4 coal boats, with 93 tons 15 cwt. coal; cleared during the week, 79 boats. D. NESLER, Collector.

NEW-YORK AMERICAN.

MAY 12, 14, 15, 16, 17, 18—1832.

LITERARY NOTICES.

A Description of PITCAIRN'S ISLAND and its inhabitants, with an authentic account of the mutiny of the ship BOUNTY, and of the subsequent fortunes of the mutineers, by JOHN BARROW, Esq., Secretary of the Admiralty.—This very interesting volume is the 31st in the series of *Harpers' Family Library*. The eventful history of the mutiny of the Bounty is more or less familiar to all general readers, and in its sequel has acquired somewhat of additional interest to American readers from the fact, that it was an American ship which first discovered, after an interval of twenty years, the retreat of the mutineers.—The mutiny occurred in 1789, and it was not till September, 1808, that Capt. Folger, of the American ship Topaz, landed on Pitcairn's Island, and there found John Adams, the sole survivor of the whole crew—the Patriarch of a happy race, whom he had scrupulously brought up in the knowledge of God, and in love for each other.

The most attractive part of this work, however, will be found in the history and character here given of Midshipman Peter Heywood, and his sister Nussy. This youth of sixteen, asleep below when the mutiny broke out, and suddenly roused from his quiet slumbers, to hear that his commanding officer, (with all who would not join the revolt) was about to be turned adrift in the mid ocean, uncertain of their fate, committed as it was to a small and deeply laden boat, and thousands of miles from any land, and ordered by the successful mutineers to remain below, did not insist,—and that was the whole charge relied upon before the Court Martial which afterwards tried him,—on accompanying, and sharing the fate of Capt. Bligh. He remained in the ship until she returned to Otaheite, when he left her, and, with others of the crew, settled among the kind and gentle natives. When the Pandora frigate, sent out to search for the mutineers, arrived there, he was among the first to go on board, disclose his name, and give a narrative of the whole transaction. He, with all the others belonging to the Bounty, thirteen in number, were immediately put in irons on board the Pandora, stowed in a small temporary round-house built upon deck; and when the Pandora on her voyage home foundered, these prisoners,—whom, though earnestly solicited, the commander, Captain Edwards, refused to release from their irons,—only escaped through the humanity of the master-at-arms, who, in sliding from the scuttle of their prison into the boat along side, dropped through the bars the key of the fetters, and thus enabled all but four to liberate themselves. These four, with thirty of the Pandora's crew, went down in her. After eight months' close confinement in a tropical climate, Mr. Heywood at last arrived in England, to be tried for his life; and it is at this period of the narrative, that his sister Nussy, a second Jeannette Deans in affection, in talent, in perseverance, and in loveliness and energy of character, makes her appearance. When we add, that besides this fine episode of a sister's affection, there is a stirring and faithful narrative of the almost incredible boat navigation of Capt. Bligh after he was turned adrift; of that of nearly equal peril of the survivors of the Pandora; and that, contrasted with these scenes of suffering and danger, we have presented to us the life and habits of the gentle Otaheiteans, and of the half European colonists of Pitcairn's island; and it will be readily imagined, that Mr. Barrow has made a book that will be generally read.

We now propose to extract some letters. The first is from Nussy to her uncle, Commodore Pasley, (who took great interest in the fate of his nephew,) in reply to one from him, expressing the greatest apprehension that his condemnation would be inevitable:

"Harassed by the most tormenting suspense, and miserably wretched as I have been, my dearest uncle, since the receipt of your last, conceive, if it is possible, the heartfelt joy and satisfaction we experienced yesterday morning, when, on the arrival of the packet, the dear delightful letter from our beloved Peter (a copy of which I send you enclosed) was brought to us. Surely, my excellent friend, you will agree with me in thinking there could not be a stronger proof of his innocence and worth, and that it must prejudice every person who reads it most powerfully in his favor. Such a letter in less distressful circumstances than those in which he writes would, I am persuaded, reflect honor on the pen of a person much older than my poor brother. But when we consider his extreme youth (only sixteen at the time of the mutiny, and now but nineteen,) his fortitude, patience, and manly resignation under the pressure of sufferings and misfortunes almost unheard of, and scarcely to be supported at any age, without the assistance of that which seems to be my dear brother's greatest comfort,—a quiet conscience, and a thorough conviction of his own innocence,—when I add, at the same time, with real pleasure and satisfaction, that his relation corresponds in many particulars with the accounts we have hitherto heard of the fatal mutiny,—and when I also add, with inconceivable pride and delight, that my beloved Peter never was known to breathe a syllable inconsistent with truth and honor;—when these circumstances, my dear uncle, are all united, what man on earth can doubt of the innocence which could dictate such a letter? In short, let it speak for him. The perusal of his artless and pathetic story will, I am persuaded, be a stronger recommendation in his favor than anything I can urge.

"I need not tire your patience, my ever-loved uncle, by dwelling longer on this subject (the dearest and most interesting on earth to my heart); let me conjure you only, my kind friend, to read it, and consider the innocence and defenceless situation of its unfortunate author, which calls for, and I am sure deserves, all the pity and assistance his friends can afford him, and which, I am sure also, the goodness and benevolence of your heart will prompt you to exert in his behalf. It is perfectly unnecessary for me to add, after the anxiety I feel, and cannot but express, that no benefit conferred upon myself will be acknowledged with half the gratitude I must ever feel for the smallest instance of kindness shown to my beloved Peter. Farewell, my dearest uncle. With the firmest reliance on your kind and generous promises, I am ever, with the truest gratitude and sincerity, your most affectionate niece,

"NESSY HEYWOOD."

Long as it is, we must make room for the letter of her brother, to which this one refers,—and all will agree with his affectionate sister in saying that it "breathes not a syllable inconsistent with truth and honor." We are the more tempted to make this extract, as it relates with brevity, simplicity and pathos the occurrences of the mutiny, and the subsequent wreck and sufferings in the Pandora:

"Batavia, November 20th, 1791.

"My ever honored and dearest Mother—At length the time has arrived when you are once more to hear from your ill-fated son, whose conduct at the capture of that ship in which it was my misfortune to embark has, I fear, from what has since happened to me, been grossly misrepresented to you by Lieutenant Bligh, who, by not knowing the real cause of my remaining on board, naturally suspected me, unhappily for me, to be a coadjutor in the mutiny; but I never, to my knowledge, while under his command, behaved myself in a manner unbecoming the station I occupied, nor so much as even entertained a thought derogatory to his honor, so as to give him the least grounds for entertaining an opinion of me so ungenerous and undeserved; for I flatter myself he cannot give a character of my conduct, while I was under his tuition, that could merit the slightest scrutiny. Oh! my dear mother, I hope you have not so easily credited such an account of me; do not let me vindicate my conduct, and declare to you the true cause of my remaining in the ship, and you will then see how little I deserve censure, and how I have been injured by so gross an aspersion. I shall then give you a short and cursory account of what has happened to me since; but I am afraid to say a hundredth part of what I have got in store, for I am not allowed the use of writing materials, if known, so that this is done by stealth; but if it should ever come to your hands, it will, I

hope, have the desired effect of removing your uneasiness on my account, when I assure you, before the face of God, of my innocence of what is laid to my charge. How I came to remain on board was thus:

"The morning the ship was taken, it being my watch below, happening to awake just after daylight, and looking out of my hammock, I saw a man sitting upon the arm-chest in the main hatchway, with a drawn cutlass in his hand, the reason of which I could not divine; so I got out of bed and inquired of him what was the cause of it. He told me that Mr. Christian, assisted by some of the ship's company, had seized the captain and put him in confinement; had taken the command of the ship, and meant to carry Bligh home a prisoner, in order to try him by court-martial for his long tyrannical and oppressive conduct to his people. I was quite thunderstruck; and hurrying into my berth again, told one of my messmates, whom I awakened out of his sleep, what had happened. Then dressing myself, I went up the fore-hatchway, and saw what he had told me was but too true; and again I asked some of the people who were under arms what was going to be done with the captain, who was then on the larboard side of the quarter-deck, with his hands tied behind his back, and Mr. Christian alongside him with a pistol and drawn bayonet. I now heard a very different story, and that the captain was to be sent ashore to Tofoa in the launch, and that those who would not join Mr. Christian, might either accompany the captain, or would be taken in irons to Otaheite and left there. The relation of two stories so different left me unable to judge which could be the true one; but seeing them hoisting the boats out, it seemed to prove the latter.

"In this trying situation, young and inexperienced as I was, and without an adviser (every person being, as it were, infatuated, and not knowing what to do,) I remained for a while a silent spectator of what was going on; and after revolving the matter in my mind, I determined to choose what I thought the less of two evils, and stay by the ship; for I had no doubt that those who went on shore in the launch would be put to death by the savage natives, whereas the Otaheiteans being a humane and generous race, one might have a hope of being kindly received, and remain there until the arrival of some ship, which seemed to silly me, the most consistent with reason and rectitude.

"While this resolution possessed my mind, at the same time lending my assistance to hoist out the boats, the hurry and confusion affairs were in, and thinking my intention just, I never thought of going to Mr. Bligh for advice; besides, what confirmed me in it was, my seeing two experienced officers, when ordered into the boat by Mr. Christian, desire his permission to remain in the ship, (one of whom my own messmate, Mr. Hayward,) and I being assisting to clear the launch of yams, he asked me what I intended to do; I told him to remain in the ship. Now this answer, I imagine, he has told Mr. Bligh I made to him; from which, together with my not speaking to him that morning, his suspicions of me have arisen, construing my conduct into what is foreign to my nature.

"Thus, my dearest mother, it was all owing to my youth and unadvised inexperience, but has been interpreted into villany and disregard of my country's laws, the ill effects of which I at present, and still am to labor under for months longer. And now, after what I have asserted, I may still once more retrieve my injured reputation, be again reinstated in the affection and favor of the most tender of mothers, and be still considered as her ever dutiful son.

"I was not undeceived in my erroneous decision till too late, which was after the captain was in the launch; for while I was talking to the master-at-arms, one of the ringleaders in the affair, my other messmate whom I had left in his hammock in the berth (Mr. Stewart) came up to me, and asked me if I was not going in the launch? I replied, No. Upon which he told me not to think of such a thing as remaining behind, but take his advice, and go down below with him to get a few necessary things, and make haste to go with him into the launch; adding, that by remaining in the ship I should incur an equal share of guilt with the mutineers themselves. I reluctantly followed his advice—I say reluctantly, because I knew no better, and was foolish; and the boat swimming very deep in the water—the land being far distant—the thoughts of being sacrificed by the natives—and the self-consciousness of my first intention being just—all these considerations almost staggered my resolution; however, I preferred my companion's judgment to my own, and we both jumped down the main-hatchway to prepare ourselves for the boat—but no sooner

were we in the berth, than the master-at-arms ordered the sentry to keep us both in the berth till he should receive orders to release us. We desired the master-at-arms to acquaint Mr. Bligh of our intention, which we had reason to think he never did, nor were we permitted to come on deck until the launch was a long way astern. I now, when too late, saw my error.

"At the latter end of May, we got to an island to the southward of Tahiti, called Tooboui, where they intended to make a settlement, but finding no stock there of any kind, they agreed to go to Tahiti, and, after procuring hogs and fowls, to return to Tooboui and remain. So, on the 6th June we arrived at Tahiti, where I was in hopes I might find an opportunity of running away, and remaining on shore, but I could not effect it, as there was always too good a look-out kept to prevent any such steps being taken. And besides they had all sworn that should any one make his escape, they would force the natives to restore him, and would then shoot him as an example to the rest; well knowing, that any one by remaining there might be the means (should a ship arrive) of discovering their intended place of abode. Finding it therefore impracticable, I saw no other alternative but to rest as content as possible and return to Tooboui, and there wait till the masts of the Bounty should be taken out, and then take the boat which might carry me to Tahiti, and disable those remaining from pursuit. But Providence so ordered it that we had no occasion to try our fortune at such a hazard, for, upon returning there and remaining till the latter end of August, in which time a fort was almost built, nothing could be effected; and as the natives could not be brought to friendly terms, and with whom we had many skirmishes, and narrow escapes from being cut off by them, and what was still worse, internal broils and discontent,—these things determined part of the people to leave the island and go to Tahiti, which was carried by a majority of votes.

"This being carried into execution on the 22d September, and having anchored in Matavai Bay, the next morning my messmate (Mr. Stewart) and I went on shore, to the house of an old landed proprietor, our former friend; and being now set free from a lawless crew, determined to remain as much apart from them as possible, and wait patiently for the arrival of a ship. Fourteen more of the Bounty's people came likewise on shore, and Mr. Christian and eight men went away with the ship, but God knows whither. While we remained here, we were treated by our kind and friendly natives with a generosity and humanity almost unparalleled, and such as we could hardly have expected from the most civilized people.

"To be brief—having remained here till the latter end of March, 1791, on the 26th of that month his Majesty's ship Pandora arrived, and had scarcely anchored, when my messmate and I went on board and made ourselves known; and having learned from one of the natives who had been off in a canoe, that our former messmate Mr. Hayward, now promoted to the rank of lieutenant, was on board, we asked for him, supposing he might prove the assertions of our innocence. But he (like all worldlings when raised a little in life) received us very coolly, and pretended ignorance of our affairs; yet formerly, he and I were bound in brotherly love and friendship. Appearances being so much against us, we were ordered to be put in irons, and looked upon—oh, infernal words!—as *piratical villains*. A rebuff so severe as this was, to a person unused to troubles, would perhaps have been insupportable; but to me, who had now been long inured to the frowns of fortune, and feeling myself supported by an inward consciousness of not deserving it, it was received with the greatest composure, and a full determination to bear it with patience.

"My sufferings, however, I have not power to describe; but tho' they were great, yet I thank God for enabling me to bear them without repining. I endeavor to qualify my affliction with these three considerations, first, my innocence not deserving them; secondly, that they cannot last long; and thirdly, that the change may be for the better. The first improves my hopes, the second my patience, and the third my courage. I am young in years, but old in what the world calls adversity; and it has had such an effect, as to make me consider it the most beneficial incident that could have occurred at my age. It has made me acquainted with three things which are little known, and as little believed by any but those who have felt their effects; first, the villany and censoriousness of mankind; secondly, the futility of all human hopes; and thirdly, the happiness of being content in whatever sta-

tion it may please Providence to place me. In short, it has made me more of a philosopher than many years of a life spent in ease and pleasure could have done.

"As they will no doubt proceed to the greatest lengths against me, I being the only surviving officer, and they most inclined to believe a prior story, all that can be said to confute it will probably be looked upon as mere falsity and invention. Should that be my unhappy case, and they resolved upon my destruction as an example to futurity, may God enable me to bear my fate with the fortitude of a man, conscious that misfortune, not any misconduct, is the cause, and that the Almighty can attest my innocence. Yet why should I despair? I have, I hope, still a friend in that Providence which hath preserved me amid many great dangers, and upon whom alone I now depend for safety. God will always protect those who deserve it. These are the sole considerations which have enabled me to make myself easy and content under my past misfortunes.

"Twelve more of the people who were at Otaheite having delivered themselves up, there was a sort of prison built on the after part of the quarter deck, into which we were all put in close confinement, with both legs and both hands in irons, and were treated with great rigor, not being allowed ever to get out of this den; and, being obliged to eat, drink, sleep, and obey the calls of nature here, you may form some idea of the disagreeable situation I must have been in, unable as I was to help myself (being deprived of the use of both my legs and hands), but by no means adequate to the reality.

"On the 9th May we left Otaheite, and proceeded to the Friendly Islands, and about the beginning of August got in among the reefs of New Holland, to endeavor to discover a passage through them; but it was not effected, for the Pandora, ever unlucky, and as if devoted by Heaven to destruction, was driven by a current upon the patch of a reef, and on which, there being a heavy surf, she was soon almost bulged to pieces; but having thrown all the guns on one side overboard, and the tide flowing at the same time, she beat over the reef into a basin, and brought up in fourteen or fifteen fathoms; but she was so much damaged while on the reef, that imagining she would go to pieces every moment, we had contrived to wrench ourselves out of our irons, and applied to the captain to have mercy on us, and suffer us to take our chance for the preservation of our lives; but it was all in vain—he was even so inhuman as to order us all to be put in irons again, though the ship was expected to go down every moment, being scarcely able to keep her under with all the pumps at work.

"In this miserable situation, with an expected death before our eyes, without the least hope of relief, and in the most trying state of suspense, we spent the night, the ship being by the hand of Providence kept up till the morning. The boats by this time had all been prepared; and as the captain and officers were coming upon the poop or roof of our prison, to abandon the ship, the water being then up to the combings of the hatchways, we again implored his mercy; upon which he sent the corporal and an armorer down to let some of us out of irons, but three only were suffered to go up, and the scuttle being then clapped on, and the master-at-arms upon it, the armorer had only time to let two persons out of irons, the rest, except three, letting themselves out; two of these three went down with them on their hands, and the third was picked up. She now began to keel over to port so very much, that the master at arms, sliding overboard, and leaving the scuttle vacant, we all tried to get up, and I was the last out but three. The water was then pouring in at the bulk-head scuttles, yet I succeeded in getting out, and was scarcely in the sea when I could see nothing above it but the cross trees, and nothing around me but a scene of the greatest distress. I took a plank (being stark naked) and swam towards an island about three miles off, but was picked up on my passage by one of the boats. When we got ashore to the small sandy key, we found there were thirty-four men drowned, four of whom were prisoners, and among these was my unfortunate messmate (Mr. Stewart); ten of us, and eighty-nine of the Pandora's crew, were saved.

"When a survey was made of what provisions had been saved, they were found to consist of two or three bags of bread, two or three beakers of water, and a little wine; so we subsisted three days upon two wine glasses of water, and two ounces of bread per day. On the 1st September, we left the island, and on the 16th arrived at Coupang in the island of Timor, having been on short allowance eighteen days. We were put in confinement in the castle,

where we remained till October, and on the 5th of that month were sent on board a Dutch ship bound for Batavia.

"Though I have been eight months in close confinement in a hot climate, I have kept my health in a most surprising manner, without the least indisposition, and am still perfectly well in every respect, in mind as well as body; but without a friend, and only a shirt and pair of trousers to put on, and carry me home. Yet with all this I have a contented mind, entirely resigned to the will of Providence, which conduct alone enables me to soar above the reach of unhappiness."

In a subsequent letter to his sister he says:—"I send you two little sketches of the manner in which his Majesty's ship Pandora went down on the 29th August, and of the appearance which we who survived made on the small sandy key within the reef, about ninety yards long and sixty broad, in all ninety-nine souls; here we remained three days, subsisting on a single wineglass of wine or water, and two ounces of bread a day, with no shelter from the meridian and then vertical sun. Capt. Edwards had tents erected for himself and his people, and we prisoners petitioned him for an old sail which was lying useless, part of the wreck, but he refused it; and the only shelter we had was to bury ourselves up to the neck in the burning sand, which scorched the skin entirely off our bodies, for we were quite naked, and we appeared as if dipped in large tubs of boiling water. We were nineteen days in the same miserable situation before we landed at Coupang. I was in the ship, in irons, hands and feet, much longer than till the position you now see her in, the poop alone being above water (and that knee deep,) when a kind Providence assisted me to get off the irons and escape from her."

The moment he arrived in England, Nessy desired permission to join him even in his prison, but that was impossible. The suspense of residence in the Isle of Man, where the mails were irregular and at long intervals, was very trying, and finally, when the verdict of *Guilty* and the sentence of *Death* were rendered against *Heywood*, the intelligence was first communicated by a casual passenger from Liverpool, without a moment's delay.

The affectionate Nessy determined at once to proceed to Liverpool, and so on to London. She urges her brother James at Liverpool to hasten to Portsmouth: "Don't wait for me, I can go alone; fear, and even despair, will support me through the journey: think only of our poor unfortunate and adored boy; bestow not one thought on me." And she adds, "yet, if I could listen to reason (which is indeed difficult), it is not likely that any thing serious has taken place, or will do so, as we should then certainly have had an express." She had a tempestuous passage of forty-nine hours, and to save two hours got into an open fishing-boat at the mouth of the Mersey, the sea running high and washing over her every moment; but she observes, "let me but be blessed with the cheering influence of hope, and I have spirit to undertake anything." From Liverpool she set off the same night in the mail for London; and arrived at Mr. Graham's on the 5th October, who received her with the greatest kindness, and desired her to make his house her home.

Owing to the strenuous recommendation of Heywood by all the officers of the Court, to the Royal mercy, it was, after a painful and most distressing interval, during which Nessy was active in her applications to every one who could aid her brother—extended in the shape of a free and full pardon to the much loved prisoner. The joyful intelligence is thus announced by Nessy to her mother and sisters:

"Friday, 26th October, four o'clock."

"Oh, blessed hour!—little did I think, my beloved friends, when I closed my letter this morning, that before night I should be out of my senses with joy!—this moment, this extatic moment, brought the enclosed. I cannot speak my happiness; let it be sufficient to say, that in a very few hours our angel Peter will be free! Mr. Graham goes this night to Portsmouth, and to-morrow, or next day at farthest, I shall be—oh, heavens! what shall I be? I am already transported, even to pain; then how shall I bear to clasp him to the bosom of your happy, ah! how very happy, and affectionate,

"Nessy Heywood.
"I am too mad to write sense, but 'tis a pleasure I would not forego to be the most reasonable being on earth. I asked Mr. Graham, who is at my elbow,

it is count any thing to you. 'Lord!' says he, 'I can't say any thing;' he is almost as mad as myself."

Their meeting she communicates to her mother in this characteristic note:

"Great Russell street, Monday morning, 29th October, half past ten o'clock—the brightest moment of my existence!"

"My dearest mamma,—I have seen him, clasped him to my bosom, and my felicity is beyond expression! In person he is almost even now as I could wish; in mind you know him an angel. I can write no more, but to tell you, that the three happiest beings at this moment on earth are your most dutiful and affectionate children,

"NESSY HEYWOOD.

"PETER HEYWOOD.

"JAMES HEYWOOD.

"Love to and from all ten thousand times."

And here we close our notice, simply adding that this youth of much suffering lived to be an old and distinguished Post Captain.

THE PROTESTANT EPISCOPAL PULPIT, Nos. II. and III. of Vol. II.: New York, John Moore.—We have before had occasion to speak in commendation of the design and execution of this monthly publication; and the numbers before us confirm our impressions in its favor. The sermons in No. II. are, one by Bishop Onderdonk, of New York, on Christian Simplicity; and one by the Rev. William L. Johnson, Rector of Grace Church, Jamaica, L. I., on Jesus Christ as the only source of Rest and Happiness. No. III. contains a sermon by the late Bishop Hobart, on the offices of Christ; and one by the Rev. Thomas W. Coit, of Cambridge, Mass., on rebellion against God.

The publisher, Mr. Moore, who has enlisted most zealously in this enterprise, gives notice of his intention, while the present patronage of his work continues, to pay over annually \$150 to the Episcopal Theological Seminary, for the support of students in said seminary. In this way he presumes he can best and most delicately evince his sense of the gratuitous contributions from the Clergy, to which his magazine owes its usefulness and character. With increased patronage he hopes to double that annual sum.

EVIDENCE OF THE TRUTH OF THE Christian Religion, derived from the literal fulfilment of PROPHECY, by REV. ALEX. KEITH—from the 6th Edinburgh edition: N. Y., J. & J. HARPER; 1 vol. 12 mo., pp. 284.—The ability and reputation of this treatise may be safely assumed from the number of editions through which it has passed in Great Britain, and from the fact stated in the preface of the fifth edition, that an abridgement of it was stereotyped and published in English and French by the Religious Tract Society of London. We have ourselves only looked at Chap. V.—which treats of the application and fulfilment of the prophecies as to Judea,—and that chapter is certainly executed with great research, and presents in the strongest light the evidence sought to be deduced from it, of the truth of the Religion which is sustained by such manifest outward tokens.

EVENING EXERCISES, for the Closet, for every day in the year, by WM. JAY; two vols. in one, pp. 350: N. Y., Daniel Appleton.—This is the companion of a previous work by the same author, entitled "Morning exercises for the Closet," which met with such success as to induce him to furnish a counterpart for the meditations of eventide. The title of this book explains itself. We are struck by the good sense of the following reflections in the dedication to Mr. Wilberforce:—

"When religion, from being neglected, becomes at once the subject of general attention, many will not only be impressed, but surprised and perplexed. The light, good in itself, may, for the time, be too strong for the weakness of the eye, and the suddenness of the glare may dazzle rather than enlighten. It is very possible for the church, when roused from a state of lethargy, to be in danger from the opposite extreme; the first of formality may be followed by

the fever of enthusiasm; whenever, indeed, there is a high degree of religious excitement, it cannot be wonderful, considering human ignorance, prejudice and depravity, that there should be some visionary and strange ebullitions. We have witnessed some of these during the years that are past; but the day in which we now are is singular for the revival (with some, perhaps, perfectly new pretensions) of most of the notions that were preached into being in the time of the Commonwealth, and which were then opposed by Owen, Baxter, and others, who had more divinity in their little finger, than is to be found in the body, soul, and spirit, of the innovators and improvers, who imagine that their light is not only "the light of the sun, but the light of seven days."

These remarks, though predicated of England, may be laid to heart with advantage in our own country of ready fanaticism.

NORTH AMERICAN ARITHMETIC, Part II., Fred. Emerson: Boston, Lincoln & Edmonds.—The principle of induction is here applied to arithmetic, and the learner is led on step by step, to the discovery and application of arithmetical truth. Rules, therefore, are only taught when the boy, by the processes of his own mind, has come to understand them: the explanations are illustrated by cuts, which greatly assist in rendering them easily and fully intelligible. This is certainly a good school-book.

PETER PARLEY'S HISTORY OF ANCIENT AND MODERN GREECE: New-York, Pendleton & Hill.—This is a little volume, intended for the use of young persons of 10 or 12 years of age, and well fitted to interest them. It is accompanied with a map of Greece, presenting the ancient and modern names; and the history, fabulous and authentic, of this region, is familiarly told in short and well connected chapters. The interest is stimulated moreover by a variety of wood-cuts.

THE STEAMBOAT, STAGE AND CANAL REGISTER, &c. &c., for the year 1832, by D. H. BURN, is a little book, not much bigger than a card case, and which, besides containing a map of this state and the adjoining territory, has an accurate list of all the boats, stages, &c. throughout the State, with their places, and hours of starting, &c. &c.

To all traveling, or about to travel, this little compilation will save much trouble.

THE ODD VOLUME, A COLLECTION OF ODDS AND ENDS, BY AN ODD FELLOW: Peabody, Broadway.—A prettily printed book, which we have received only in time to glance at its contents, without wishing to look further, and throw it aside.

SPIRIT OF THE TIMES AND LIFE IN NEW YORK.—This new sporting paper, which is on the plan of Bell's Life in London, has just been enlarged, and its sheet is now of the largest class Imperial. It is published weekly, and devoted to the Turf, the Ring, the Angler, the Hunter;—Foreign and Domestic News, Literature, Fashion, Taste, the Drama, Police Reports, and scenes of Real Life.

MUSIC.—"O sing from thy spray," a ballad by Lee, as sung by Miss Hughes. "The villagers," and "Salina," rondons for the Piano, by Frederick Kerhiau, have just been published by Hewitt, 137 Broadway.

As a conclusion to the Review to-day, we make some extracts from the critical notices of the last LONDON NEW MONTHLY MAGAZINE, now edited by the author of Pelham and Eugene Aram.

Referring to "Griffin's Remains," the critic says:—

These volumes furnish us with a very interesting view of the character and style of the Literature which at this moment prevails in America. It is impossible to read them without being struck with the classical purity of taste which is cultivated in the colleges, and which the best writers who have received their education in these seats of transatlantic learning, have recently displayed. Indeed the improvement is at once so remarkable and so rapid, that Great Britain had need look well to herself if she would maintain her superiority. It may be cen-

turies before the new world will produce writers to compete with the greatest names of England; it may never perhaps be able to boast of its Shakespeare and Milton, its Bacon and Newton; but having, as well as ourselves, all these glorious models to guide and animate their efforts, the Americans have only to imbibe the spirit of intellectual distinction, and to feel the stirrings of literary ambition to leave the present generation of European writers far behind them.

In illustration of the truth of our statement, that America is rising in intellectual character, we refer to the work before us, especially to that portion of it, entitled "A Tour through Italy and Switzerland in 1829." It breathes a pure classical enthusiasm—every object of beauty or sublimity—every circumstance illustrative of men and manners—whatever regards nature or art—the world of matter—the world of mind—are all treated in the spirit of a man who thinks, feels and writes under the influence of a correct judgment and fervid imagination, informed and chastened with a rich store of previous knowledge and attainments; and it ought likewise to be remembered that these pages were not elaborated for the press—the author poured out the fulness of his soul to relieve himself, and to gratify his friends; but without the most distant view of publication. * * *

The society in which Mr. Griffin happened once or twice to mix, while on his sojourn here, wounded his nationality of feeling; some offensive articles in our public journals likewise awakened his displeasure; and he bade adieu to England, as he expresses himself, "a more partial American than ever."

Of the former, Dr. McVickar observes—"that Mr. Griffin was so unfortunate as to meet with some whose patriotism went beyond their politeness, and it is probable beyond either their knowledge or judgment." The author says that "in this Mr. Griffin was unfortunate, since, judging from his own experience, such language is as rare in England as it is misapplied; his recollections of a recent visit not furnishing him with a single instance of an educated man, who was not also liberal in his feelings towards America; and though often ignorant of the detail of her Institutions, yet appreciating justly their nature and influence; and reciprocating with paternal frankness those sentiments of respect and amity which unquestionably belong to the better part of the American community. These are sentiments, it may be added, not only just, but mutually becoming: they spring naturally from the sympathies of a common language, literature, and faith, and no feeling or considerate mind would willingly wound them; we then to that pen, or that policy, by which such bonds are severed, and which seeks to sow discord where nature hath planted peace."

So cordially do we approve of these sentiments that we are happy to give them all the publicity in our power.

Of Mrs. Trollope, and her travels in the United States, he thus speaks, in a subsequent passage:

Domestic Manners of the Americans. By Frances Trollope.

This is a work, which, though its Author be clever, and itself amusing, has, nevertheless, singularly disgusted us. It is equally unjust to America and to England; unjust to America in the unfair tone of ridicule and exaggeration adopted in describing its customs; and unfair to England in supposing that such caricatures will satisfy the interest and the inquiry so ripe among us respecting our transatlantic neighbors. A clever and impartial work on America is yet a desideratum in our literature. From the very company in which Mrs. Trollope left England, viz. Miss Wright, it may be inferred how very Utopian were her visions. No wonder they were disappointed. We do not think these pages worth detailed criticism: we only protest against the judgment which could find nothing to approve or to admire in the industry, the energy, the progress of America. Contending with prejudices is, indeed, fighting with shadows; and what else are the opinions of the Quarterly? The night and the dust of past ages are upon them: a clear light and a fresh air are already rising, and to their utter destruction.

In the last number of Littell's Museum of Literature, an entertaining and instructive miscellany, and, bating its predilection for the commonplace rhymes of Blackwood's "Delta," a discerning and well edited periodical, we find an article from the Foreign Quarterly Review upon the Court of Louis the Fourteenth, which will be read with much interest. The basis of the paper is a new publication, the Memoirs

of the Duc de Saint Simon, which created a considerable sensation in the reading world, when they appeared in 1830. The extravagance and selfishness of the magnificent and courtly Louis are sufficiently known, and acknowledged even by the admirers of his character; but the numerous anecdotes that are now brought to light after slumbering for a century in the MS. papers of M. de Saint Simon, seem to place these qualities of the man and the monarch in a far stronger light than they have hitherto appeared. The character of the "Grand Monarque" is admirably summed up by the Reviewer, from the data of which the memoirs of one of his courtiers here affords. We give the favorable portion of it the words of the original:

Though the talents of Louis XIV. were in fact rather below mediocrity, he possessed a power of forming his manners and character upon a model, and of adhering to it, which is often more valuable in the conduct of life than the very greatest abilities.

In all personal matters he was perfect. There was a grace in all he did, a precision and an elegance in all he said, that rendered an attention from him a distinction. He knew the value of it, and may be said to have sold his words, nay, even his smile, even his looks. He spoke rarely to any one; when he did it was with majesty, and also with brevity. His slightest notice or preference was measured, or as it were, proportionably weighed out. No harsh word ever escaped him; if he had occasion to reprimand or reprove, it was always done with an air of kindness, never in anger, and rarely even with stiffness.

He may be said to have been polished to the very limits of nature: no one better marked the distinctions of age, merit and rank, all which he took care to hit exactly in his manner of salutation, or of receiving the reverences on arrival or departure. His respectful manner to women was charming: he never passed even a chambermaid without raising his hat, though, as at Marly, he might know them to be such: and if he accosted a lady, he never replaced his hat till he had quitted her. These are what we call the manners of the old school; he was the perfecter of them, and one of their most successful professors, if not altogether their creator.

In the interior of his domestic life he was remarkably good tempered and patient, punctual and exact in himself, and considerate for others. His own extraordinary regularity made the service of the palace proceed like clockwork: no small convenience for his courtiers, who were bound to be in particular saloons, or galleries, or cabinets, at particular moments of their master's day.

He treated his servants and body-attendants with great consideration and favor.

There must have been something very imposing in the expression of his countenance, and in the majesty of his port. Saint-Simon observes, that on occasions of ceremony it was necessary for the person who had to harangue him, to be accustomed to the sight of him, to avoid the risk of blundering and stepping short in his speech. His own answers on such occasions are represented as models of propriety, and were often conceived in an agreeable tone of compliment to the person before him, if such had been called for by the merit of the discourse. On gayer occasions he was equally majestic; and though always graceful and easy, never was guilty of the slightest jest, or movement, that could be considered misplaced or awkward: all was decent, grand, noble, and at the same time animated by an air of natural gaiety and good humor, which, joined to his advantages of form and face, made his approach irresistible.

This perfect command of his person was in part the consequence of his excellence at all athletic sports and exercises. He loved the air, and was constantly out in it, either shooting (he was the best shot in France) or hunting. The stag he used to follow at Fontainebleau after he broke his arm, in a calash drawn by four ponies, which he managed at full gallop with admirable skill. He excelled also in dancing, a species of golf, and at racket; and up to a late period of his life was an admirable horseman.

This makes a noble portrait, nor can there be an array of more princely personal qualities in a King. Any one, upon reading the above, would fill up the remaining lineaments of the picture far differently from the original. Such unvarying suavity of manners could only exist, he would think, with innate

benevolence of heart, such unfeeling respect towards the gentler sex must arise from true chivalry of disposition, and to the admirable tact and extensive knowledge of human nature possessed by Louis, he would expect to find united a solid judgment and enlightened understanding. All this, however, was far from the reality. The King was selfish to a degree that is almost incredible; and the gross superstition, the egregious vanity, the destitution of settled principles, the ignorance, and coarseness of feeling exposed in the voluminous work upon which the Foreign Quarterly comments, should for ever dispel that illusive greatness with which the magnificence of his court, and the celebrity of the statesmen, generals, divines, and men of literature and science by whom he was surrounded, has invested his name.

"The qualities of his mind," says Grouvelle, "were justness, solidity, constancy, and application;" and another more modern authority, speaking of him "as above the praise of trifles," and repelling low flattery. But according to the development of his character in the pages of M. Saint Simon, his mind was surrendered up to, and constantly employed about, trifles, while the grossest flattery was received with avidity, and even exacted as a right. Like George IV. of England, the King delighted in busying himself about the meanest minutiae of military affairs; the fashion of a button, or the cut of a collar, and this with a similar attention to the minor details of building, and forming his numerous establishments, was what his complacent biographers after himself called "continual application to business." His shameful method of obtaining information regarding those around him, by having all letters that went through the post opened for his inspection, sufficiently accounts for the King's apparent disconcertment in forming his opinion of their characters. As to the demonstrations of respect with which Louis treated the females of his court, it was purely external, if it be true, as we find it here stated, that at the time of his warmest attachment to his mistresses, he never regarded either the illness or the sufferings of any one of them. He had none of that kindness of feeling, that generosity of disposition which, in men of gallantry, often redeems many of their faults. He insisted upon every thing conforming to his own habits of living, and we are told that it was necessary for the ladies of his court, well or ill, and even when in the most delicate situation, however inconvenient, to adhere rigidly to etiquette, "to be tight-laced and adorned, ready to go to Flanders, or farther—to dance, sit up, join the fetes, eat, drink, and be merry—to be afraid of nothing, neither to suffer, nor appear to suffer, from heat, cold air, dust, and all this at the exact hour and at the appointed place," without deranging or delaying the royal mechanism for a minute. Such was the private character of him whose household virtues, in spite of his profligate style of living, have been held up with his munificent patronage of letters and the arts, as a set off against his manifold violation of treaties, and horrible persecution of the Protestants.

LECTURES ON THE EVIDENCES OF CHRISTIANITY.—The Rev. C. P. McIlvaine, of Brooklyn, delivered a course of lectures during the past winter to the members of the Young Men's Society, embracing generally the Evidences of the Truth of the Christian Religion, as derived from the "Authenticity of the New Testament; the Credibility of the Gospel History; the Arguments from Miracles, from Prophecy, from the Propagation of Christianity; from the Fruits of the Gospel, socially and personally," &c. These lectures, which were received, as we have heard, with marked interest and attention, it is now proposed to publish; and to that end subscription papers are left at Leavitt's, Carville, Roe & Lockwood, all in Broadway; and at H. C. Sleight's,

Clinton Hall. They will be comprized in one volume of about 550 8vo. pages, to cost \$2.

Mr. McIlvaine is an earnest, eloquent man, and cannot fail on such a theme to write with ability and fervor.

A FINE SUBJECT FINELY TREATED.—In the London Spectator, we find a critique of a new picture by Haydon, from which we make this extract:

In painting the grand picture of *Xenophon*, Mr. Haydon gives the best of all proofs of his genius and energy, and in the most satisfactory manner, vindicates his claims, as an historical painter, to public and national patronage. It represents the advanced guard of *Xenophon* and his Ten Thousand, on their retreat, coming suddenly in sight of the sea, which they had coiled with almost superhuman endurance to reach.—In the centre of the picture is a warrior mounted on an Arab horse, bearing before him his wife, whom he supports in his arms by a scarf slung over his shoulder; she appears exhausted by fatigue, but looks eagerly with glistening eyes towards the sea. In the foreground a soldier, who is pointing towards the mouth of the narrow defile, through which the foremost men are rushing to the desired prospect. Behind this, the principal group, is a young soldier, bearing on his back his aged father, and lower down is a trumpeter ascending the rock, lifting a standard, and blowing a circular trumpet. On the edge of the precipice above, *Xenophon* is seen on horseback, waving his helmet to his troops; and part of the cavalry are defiling along the ridge, their horses snuffing up the breeze from the sea, which is visible in the distance. It is a stirring scene, full of energy and excitement, and depicted in a masterly manner. The spirited figure of *Xenophon*, and the varied action of the horses and men above, are in the highest degree characteristic, and the movement is finely expressed. In the throng immediately before the eye, also, the appearance here and there of an eager face—the straining action of every limb—the trumpets and cymbals, which you almost seem to hear—and the crowd of helmeted heads in the gorge of the pass—all tend to convey the eagerness and breathless anxiety that animate the wearied soldiers.

The composition is vigorous, well arranged, and well filed; and the drawing is such as we see in no other pictures but those of Mr. Haydon. In this respect his power is unrivalled, as well as in depicting physical expression and energy of action. We would point out as especially worthy of admiration, the graceful repose and natural attitude of the female, supported by her husband, whose sinewy limbs and brawny flesh (rather too orange in hue) in contrast with her delicate form, show off its fairness beautifully. The drawing and coloring of the young man reclining, are the perfection of art. His air and attitude are expressive of powerless languor. His limbs, and indeed, his entire form, are absolutely real. The feet and hands are not merely indicated in a generalizing manner, but accurately made in every part; and, like the legs and arms, are solid, fleshy, and glowing with the warm hue of life.

HAVRE, 6th APRIL.—Mr. Washington Irving, one of the most distinguished writers of the United States, is arrived in this town. He will leave here for New York in the first American packet ship which sails.

FOREIGN INTELLIGENCE.

Correspondence of the Journal of Commerce.

MARRICAIBO, 17th April, 1832.

"We have letters from Bogota of 9th March. Gen. Santander had been elected President by a large majority. We have no local news at all."

The Philadelphia papers received last evening, bring information of the arrival in that city of Messrs. J. Acosta and H. Rodriguez, Commissioners from the Colombian government to Gen. Santander. The object of their mission may be inferred from the above letter. Gen. Santander is now in this city.

AFFAIRS OF COLOMBIA.—We find, says the National Gazette, in the Gaceta of the 18th March a very important and interesting decree. It authorises the Executive of New Granada to concert with the governments of Venezuela and Ecuador, a convention of plenipotentiaries of the republics, to discuss and agree upon new terms of union between them—a federative covenant, of which the following stipulations are to form the basis.

The three States to be but one body politic for

any sort of treaty or compact with Spain;—neither to treat with Spain without the previous consent of the others.

The national debt to be equitably and ratably distributed among them, and a commission to be appointed to investigate and settle the whole subject.

In no case of dispute, recourse to be had to arms or hostilities of any description—but all differences and quarrels to be referred to some common arbitrator.

Neither of the States to enter into any treaty or agreement with any foreign power for a transfer, cession or sale of territory, without consultation with the others.

The three States of Colombia to make common cause, in every exigency, for the defence of their independence, the integrity of their territory, or any other important, general right and concern, against any insult or aggression on the part of any foreign power.

Neither State to impose any duties of importation under whatever name, upon foreign manufactures and merchandize arriving in its ports in order to be carried into either of the others.

The Slave Trade to be forever, absolutely and entirely forbidden by all the States.

A republican, popular, representative, elective and responsible government to be perpetually maintained in each State, as the best security of their common welfare, and of the duration of harmony and amity between the three.

A central, consolidated government to be avoided in whatever event; but an agreement may be made for the establishment of a federal system, to be prepared by a convention of delegates from the several States, to be chosen upon the basis of population.

It is highly desirable that the terms of this judicious decree be accepted by Venezuela and Ecuador. Such a compact, a good Federal constitution, and confidence in statesmen of the character and aims of President Santander, would restore, ere very long, that public order and social prosperity, of which the world began to despair for Colombia as well as Mexico.

From the Pacific.—By the schooner Ned, Capt. Roberts, arrived yesterday from Rio Salado, Musqui to Shore, letters have been received from the Pacific. The following extract is from a letter dated Ponta des Arenas, March 25th, 1832.—"President Morazan was raising troops at Leon, to contend against ex-presidents Arce and Guzman. All was quiet in Costa Rica the last of January, and likewise in Peru.—British Brig Dawson, Capt. Dawson, sailed from Niemya March 1, for Lima and London.—British brig Globe, was to sail from same place April 15, for Lima and London.—Brig. Central America was expected about 12th April from Acapulco.—The sloop of war Vincennes, was at Callao January 10, all well.—The Chilean ship revolution, of 400 tons, sunk off the Isle of Cocos, the captain and five of the crew had arrived at Ponta des Arenas, and a schr. had been sent to the relief of the rest of the crew who had landed on the Island."

HOME AFFAIRS.

AMERICAN BIBLE SOCIETY.—The sixteenth anniversary of the American Bible Society was celebrated in this city yesterday. On Wednesday, a meeting of the managers was held at the Society's House, for the purpose of receiving delegates from Auxiliary Societies, a large number of whom attended, and made very interesting communications respecting the state of their Societies, and the degree of zeal and activity which exists in the distribution of the Scriptures, and in promoting the great objects of the parent institution.

On Thursday, the Society met at their House in Nassau street, at 9 o'clock in the morning, and after transacting the usual business of the occasion, they moved in procession to the Chapel in Chatham street, for the purpose of holding the anniversary meeting. The president, the Hon. John Cotton Smith, took the chair at 10 o'clock, supported by John Bolton, Wm. W. Woolsey, Peter A. Jay, Stephen Van Rensselaer, and John Pintard, Esq's., Vice-Presidents.

The exercises of the day were commenced by the reading of the 35th chapter of Isaiah, by the Rev. Dr. Baxter, of Virginia; which was followed by a appropriate and highly interesting address from the President of the Society. The Treasurer's account for the past year was read by G. N. Bleeker, Esq. and an abstract of the Managers' Report, by the

Rev. John C. Brigham. Letters from a number of the Vice-Presidents of the Society were produced; apologizing for their necessary absence.

It appeared from the Manager's report, that during the past year 32 new auxiliaries had been formed, making the whole number 838, exclusive of numerous Branches. During the same period 115,802 Bibles and Testaments have been distributed, in thirteen different languages, making the total number distributed by the Society since its formation, one million four hundred and forty two thousand five hundred. Receipts of the year, \$107,059, of which \$40,193.88 were in payment for Bibles and Testaments, \$4,571.74 from legacies, \$23,555.40 donations for general purposes, \$677.07 for the distribution of the Scriptures in foreign countries, and the remainder from other sources. The debt due the Banks has been reduced during the year from \$24,190 to \$22,000.

It was hoped (says the Report) that the managers would be able to report on this occasion that every family in the United States had been furnished with a Bible. They have not, however, this satisfaction, and from the growing changing nature of our population, perhaps they never may be able to make such an explicit report. To the states and territories which were left partially unsupplied last year, books have since been forwarded wherever solicited, and in most instances, as many of these as were supposed adequate to the supply of the destitute.—Distributions have been going on through the year, though from the scattered state of the population, the few to act as Bible distributors, it is feared that in some of the states and territories some counties remain yet to be supplied. The entire report when published will show where the deficiencies of supply exist, and what encouragement there is to expect its ultimate completion.

[COMMUNICATED FOR THE NEW-YORK AMERICAN.]

The American Lyceum, which convened at the City Hall, on Friday last, adjourned on Monday evening, after an interesting session. The delegates were very numerous, embracing many gentlemen of high literary distinction from various parts of the country. Several distinguished foreigners were also present by invitation.

The following gentlemen were elected officers for the ensuing year:

JNO. GAISCOM, L. L. D., *Pres't.*
Alex. Proudft, D. D. 1st *Vice-Pres't.*
Roberts Vaux, Philada. 2d do.
Hon. Edward Everett, 3d do.
Thos. S. Grimke, S. C. 4th do.
Phil. Lindsley, D. D. Ten., 5th do.
Wm. B. Kinney, *Recording Sec'y.*
Jona. D. Steele, *Treasurer.*

Corresponding Secretaries.

1. Theo. Dwight, jr. N. Y.
2. J. L. Comstock, M. D., Con.
3. Josiah Holbrook, Boston.
4. Timothy Flint, Cincinnati.
5. Professor Sturtevant, Illinois.
6. Professor Cleveland, Maine.
7. Rev. B. O. Peers, Kentucky.
8. Thos. P. Jones, M. D., N. Y.
9. Prof. Amos Eaton, M. D., D. C.
10. Alva Woods, D. D., Alabama.

Additional Committee.

Professor Olmsted, Yale College.
S. H. Seton, Seth P. Staples, Esq's, N. Y.

Messrs. Clay and Sergeant have been unanimously nominated by the Young Men's National Republican Convention at Washington.

CONNECTICUT.—The Legislature of this state convened at New-Haven on Wednesday, 2d inst. The message of Governor Peters is a plain document, full of prosperity, and thorough tariff, on which subject it says:

The prosperity and success of manufactures have become identified with the vital interests of our country, and cannot now be abandoned, without the sacrifice of some of our dearest rights, and rendering the fairest portions of our land wide-spread fields of poverty and desolation.

The finances of the state are prosperous, and its expenses small, as thus:

The permanent civil list Fund of the State of Connecticut, amounts to 435, 101 61 cents, the interest of which is applied to the current expenses of the Government.

The revenue of the State, from every source for the year ending on the 31st day of March, 1832,

amounts to \$82,567 15, including cash in the Treasury, on the 1st day of April, 1731, \$849, 96 cents; and uncollectable notes, \$243 19 cents; leaving cash in the Treasury on the first day of April, 1832, \$10,038 35 cents, together with said notes.

The friends of the Penitentiary System have great reason to rejoice at the flattering results of the Connecticut State Prison, during the past year: After paying every expense incurred for the support and management of the establishment, there remains a balance in favor of the institution of \$8,613 53 cts; of which sum \$6,500 have been paid into the State Treasury.

We hardly know whether the Governor is speaking ironically or seriously in the following extract; but if seriously, he may console himself for "the stigma" on Connecticut by the persuasion, that there is no other State in the world that would not be too happy to boast of so small "a stigma."

"By a spirited execution," says the Governor, "of the laws now in force for common school education, the stigma which now rests upon our State, from the fact which has been officially announced, that thirty of our citizens are unable to read, would be speedily and entirely removed."

TWENTY-SECOND CONGRESS—1st SESSION.

Wednesday, May 9.

In the Senate, several private bills were acted upon. On motion of Mr. Dickerson, the bill appropriating for a limited time the proceeds of the sale of the public lands, was taken up. The motion of Mr. King to refer the bill to the Committee on Public Lands was discussed, and the question being taken, it was decided in the affirmative by the casting vote of the Vice President. The Post Office Bill was taken up, and Mr. Bibb concluded his remarks in favor of the amendment abolishing the postage on newspapers. Mr. Hill spoke at considerable length, in opposition to the amendment. Mr. Clayton then took the floor and after speaking some time, gave way to a motion to adjourn.

In the House of Representatives, Mr. Verplanck, from the committee of ways and means, reported a bill making appropriations in conformity to the stipulations of treaties with certain Indian tribes, which was read twice and committed. Mr. Newton, from the committee of commerce, reported a bill making appropriations for building light-houses, light-boats, beacons, monuments, and placing buoys, which was read twice and committed.

CASE OF GEN. HOUSTON.—Mr. Doddridge, who was entitled to the floor, gave way to the request of Mr. Drayton to be permitted to offer an amendment to the amendment before the House, declaring "That Samuel Houston, who is accused before this House, of a breach of privilege, for having assaulted the member from Ohio for words spoken in debate upon this floor, is not guilty of that offence," which, after a brief discussion on the point of order between Messrs. Huntington and Drayton, was, at the request of Mr. Doddridge, withdrawn for the present. Mr. Doddridge also gave way to Mr. Patton, who said, that having voted without examination, or much reflection, in favor of the arrest of Gen. Houston—as the situation of his only surviving parent would probably prevent his giving his vote on the question before the House, he was anxious to express the opinion he had since formed, that the House had no power whatever in such a case as the present—though the discharge of the accused did not necessarily depend upon that point, as the fact that the outrage was committed for words spoken in debate was not established by evidence.

After Mr. P. had concluded his remarks, Mr. Doddridge proceeded to his argument in support of the amendment of Mr. Huntington, declaring General Houston guilty of a contempt and breach of privilege of the House. Mr. D. went extensively into the Parliamentary law of England, and the precedents of Virginia, Pennsylvania, and other States, on this subject, and contended that the English distinction between the privilege of published speeches, and those delivered in the House, did not exist here.

Mr. Beardsley went into an argument against the amendment, and in support of the original resolution. Mr. B. admitted the power of the House to preserve its privileges, but contended that it possessed no power of retributive punishment. Before he had concluded his speech, he gave way to a motion to postpone further proceedings till to-day at 11 o'clock, when the House, at a quarter to six o'clock, adjourned.

Thursday, May 10.

In the Senate, the Post Office Bill was taken up, the question still being on the amendment abolishing postage on newspapers. Mr. Clayton concluded his remarks in support of the amendment, and Mr. Grundy made some explanations in reply. Mr. Holmes spoke in reply to the remarks made on Wednesday by Mr. Hill. The question being then taken on the amendment, it was decided in the negative, as follows:—

YEAS—Messrs. Bell, Bibb, Clay, Clayton, Ewing, Foot, Frelinghuysen, Hayne, Holmes, Johnston, Knight, Miller, Moore, Naudain, Poindexter, Prentiss, Robbins, Ruggles, Seymour, Silsbee, Sprague, Tomlinson—22.

NAYS—Messrs. Benton, Brown, Buckner, Dallas, Dickerson, Dudley, Ellis, Forsyth, Grundy, Hendricks, Hill, Kane, King, Mangum, Marcy, Robinson, Smith, Tazewell, Tipton, Troup, Tyler, White, Wilkins—23.

Some amendments were then offered, and rejected, and the bill was reported to the Senate; and the amendments adopted in the Committee of the Whole, were concurred in. The question being then on ordering the amendments to be engrossed, and the bill to be read a third time, Mr. Holmes moved an adjournment, which was carried, by a vote of 19 to 18.

In the House of Representatives, the Speaker presented a letter from Mr. Duponceau, on the subject of the bill in relation to the culture of silk, &c., which was referred. Mr. Ellsworth, from the Committee on the Judiciary, reported a bill punishing the making and transporting counterfeit foreign coins, which was read twice and committed. Mr. Jarvis, from the Committee on Commerce, reported a bill repealing in part the 5th section of the act to establish ports of delivery at Ponchartrain and Delaware city, and for other purposes, which was read twice and committed. The House then proceeded to the consideration of the

Case of Gen. Houston.

Mr. Beardsley resumed his speech, the conclusion of which occupied about an hour. He contended, that without statute law, the House had not power of punishment, it not being given by the constitution. He admitted that Parliament possessed that power, which was given by the Law of Parliament, a code as distinct and authoritative as the common law. Whether the member from Ohio was justifiable in stating on this floor that he knew all about a fraud between the accused and the late Secretary of War; and by his testimony on oath showing that he knew nothing about the matter, except that an advertisement was published—

Mr. Stanbery rose and said, the gentleman from New York had wilfully mis-stated the testimony in the case.

Mr. Beardsley disclaimed any such intention.

Mr. Sutherland supported the amendment in a speech of about two hours. He contended that the distinction between printed and spoken speeches had been exploded in Great Britain and never existed here where the freedom of debate, and liberty of the Press, were inseparable, and equally secured by the Constitution.

Mr. T. R. Mitchell briefly supported the original resolution and opposed the amendment. Mr. Crane addressed the House in support of the amendment. When he had concluded, Mr. Burges obtained possession of the floor, but gave way to a motion to postpone further proceedings till to-morrow 11 o'clock, which was lost, yeas 67, noes 86. Mr. Burges expressed his wish to address the House upon the question, but intimated that he was physically unable to proceed at so late an hour. Mr. Craig then moved that when the House adjourns, it will adjourn to meet at 10 o'clock to-morrow, which was carried. Mr. Reed then moved to suspend further proceedings in the case of Gen. Houston to 10 o'clock to-morrow, which was carried. The House then, at a few minutes past 5 o'clock, adjourned.—[Globe.]

Friday, May 11.

In the Senate, the bill to give effect to the commercial arrangement concluded with the government of Colombia was ordered to a third reading. Much private business was disposed of. The Post Office bill was taken up, the question being on ordering the bill to be read a third time. Mr. Bibb renewed his motion to amend the bill, by adding a clause abolishing postage on newspapers from and after the 31st day of July next. The question being taken, it was decided in the negative, as follows:—

YEAS—Messrs. Bell, Bibb, Clay, Ewing, Foot, Frelinghuysen, Hayne, Holmes, Johnston, Knight, Miller, Moore, Naudain, Poindexter, Prentiss, Rob-

bins, Ruggles, Seymour, Silsbee, Sprague, Tomlinson, Waggaman—22.

NAYS—Messrs. Benton, Brown, Buckner, Dallas, Dickerson, Dudley, Ellis, Forsyth, Grundy, Hendricks, Hill, Kane, King, Mangum, Marcy, Robinson, Smith, Tazewell, Tipton, Troup, Tyler, White, Wilkins—23.

The bill was then ordered to a third reading. The Pension Bill was taken up, the question being on the motion to recommit the bill with instructions to amend it so as to provide for those officers and soldiers who fought in the Indian wars prior to the year 1795. Messrs. Foot, Holmes and Clay spoke against the motion and in favor of the bill, and Mr. Brown spoke briefly in opposition to the bill. The Senate, on motion of Mr. Holmes, adjourned to Monday, by a vote of 22 to 16.

Bank of the United States.

In the House of Representatives, Mr. McDuffie, in behalf of the minority of the committee upon the United States Bank, offered a counter report, which he moved might be laid on the table and printed.

The report thus concludes:—"Upon a review of the whole ground occupied in the examination they have made, the Minority are of the opinion that the affairs of the Bank have been administered by the President and Directors with very great ability, and with perfect fidelity to all the obligations to the Stockholders, to the Government, and to the country. They regard the Bank as an institution indispensable to the preservation of a sound currency, and to the financial operations of the Government; and should consider the refusal of Congress to renew the charter as a great national calamity."

"They will add, in conclusion, that they are equally decided in the opinion that congress is called upon by the most weighty and urgent considerations to decide this important question during the present session."

Mr. Cambreleng hoped the gentleman from South Carolina (Mr. McDuffie) would withdraw his motion to lay the report upon the table—which being done, Mr. C. inquired whether the answers of the President of the Bank to the questions submitted by him were appended to the report?

Mr. McDuffie replied they were.

Mr. Cambreleng said he would submit a remark in relation to these answers. In consequence of their character, he should be obliged to submit other questions to the President of the Bank. He had hoped that these examinations would have been made in Philadelphia, when he could have examined the President orally, and prevented the necessity of any further inquiries. He had, however, waived the examination, and left the questions with the President of the Bank to be answered at his leisure. In taking such a course, he had not supposed that any advantage would be taken by the President of the Bank of the United States—that he would deny, without explanation, many statements founded on the monthly returns annually transmitted to the Treasury—and that by putting his own construction upon questions, or by misrepresenting them, he would answer inquiries which had never been submitted, apparently for the purpose of making them appear ridiculous. He only rose for the purpose of stating his intention to submit other questions to the President of the Bank, growing out of his answers, which he should hereafter present to the House.

Mr. McDuffie said he had attentively read the answers, and they appeared to be full replies to the questions propounded. If any mistake or misapprehension had occurred, it was most probably on the part of the gentleman from New York.

Mr. Cambreleng said in reply, that, if the gentleman from South Carolina would take the trouble to examine the questions and answers with him, he thought he could satisfy him that many of the questions had not been answered—that statements were denied which were founded on documents received from the Bank annually—and that the President of the Bank had, whether from misconception or not, answered questions which it certainly never was his intention to submit to him or to any one else. In answering the questions too, a spirit somewhat tart had been displayed, which he had not anticipated, on such an occasion, and particularly from the President of the Bank of the United States, on subjects so seriously affecting the public interest.

Mr. McDuffie said, as the interrogatories and their replies would be printed at length, the members of the House would be able to judge for themselves whether the answers were fairly given. He would move to refer the papers to the Committee of the Whole on the state of the Union, to which the subject was referred, which was agreed to.

Mr. Adams said, in consequence of his peculiar situation upon the Committee, he had found himself obliged to draw up his own views of the investiga-

tion, which he hoped to be able to present to the House on Monday.

Mr. Clayton inquired whether it would be now in order to move the printing of an extra number of both reports?

The Speaker suggested that, as the report of the gentleman from Massachusetts would probably be presented on Monday, the motion had better be deferred—to which Mr. Clayton assented.

The House then resumed the consideration of Mr. Houston's case, which was discussed till 9 o'clock, when the vote being taken, it was decided by yeas 106 to nays 89, that he (Houston) was guilty of a contempt of the House and breach of privilege.

We have by this morning's mail the Globe, dated this morning, but printed we presume Saturday night. It furnishes some details as to the proceedings in the Houston case, which are annexed. Neither house sat on Saturday.

The yeas and nays, declaring Mr. Houston guilty of a contempt, &c. were as follows:

YEAS—Messrs. Adams, C. Allen, Allison, Appleton, Armstrong, Arnold, Babcock, Banks, J. S. Barbour, Barnwell, Barringer, Barstow, Isaac C. Bates, John Blair, Briggs, Bullard, Burd, Burges, Calhoun, Choate, Coke, L. Condict, S. Condit, E. Cooke, B. Cooke, Corwin, Guitler, Crane, Crawford, Creighton, Daniel, John Davis, W. R. Davis, Dearborn, Denny, Dewar, Dickson, Doddridge, Duncan, Ellsworth, G. Evans, J. Evans, E. Everett, H. Everck, Felder, Grennell, Griffin, Heister, Hodges, Hughes, Huntington, J. H. Ingersoll, Irvin, Jenner, Kendall, Kennon, H. King, Keir, Leitcher, Marshall, Maxwell, R. McKoy, McDuffie, McKay, McKennon, Mercer, Milligan, Newman, Newton, Pearce, Pendleton, Pitcher, Poole, Randolph, J. Reed, Rencher, Root, Russell, Semmes, W. B. Shepard, A. H. Shepperd, Slade, Smith, Southard, Spence, Stewart, Sorra, Sutherland, Taylor, Tompkins, Tracy, Vance, Verplanck, Vinton, Wardwell, Washington, Watnough, Wilkin, Wheeler, E. Whitteley, F. Whitteley, Edw. D. White, Wickliffe, Williams, Young—106.

NAYS—Messrs. Alexander, R. Allen, Anderson, Angel, Archer, Ashley, James Bates, Bearskley, Bell, Bergen, Beathune, John Blair, Boon, Boock, Bouldin, John Brothhead, J. C. Brothhead, E. C. Burck, Campbell, Carr, Carson, Chaudier, Claiborne, Clay, Clayton, Connor, Craig, Davenport, Dayan, Doubleday, Drayton, Fitzgerald, Ford, Foster, Galtier, Gilmore, Gordon, T. R. Hall, Wm. Hall, Hummons, Harper, Hawes, Hawkins, Hoffman, Holland, Horn, Hubbard, Jarvis, Jewett, Rd. M. Johnson, C. Johnson, C. C. Johnston, Kavanagh, A. King, J. King, Lamar, Lansing, Leavitt, Lecompte, Leni, Lewis, Lyon, Manna, Mardis, Mason, McCarty, Wm. McCoy, McIntire, G. F. Mitchell, T. R. Mitchell, Muhlenberg, Nuckolls, Pierson, Pulmiser, Folk, Edward C. Reed, Roane, Soule, Speight, Standifer, Stephens, F. Thomas, P. Thomas, W. Thompson, John Thompson, Ward, Wayne, Weeks, Worthington—89.

Mr. Clay, of Alabama, then moved a resolution that it was inexpedient to proceed further, and that Mr. Houston be discharged. Mr. Huntington moved as an amendment the following:

Strike out all after the word *resolved* and insert:—

That Samuel Houston be brought to the bar of the House on Monday next at 12 o'clock, and be there reprimanded by the Speaker for the contempt and violation of the privileges of the House, of which he has been guilty; and that he be then discharged from the custody of the Sergeant-at-Arms.

Resolved, That Samuel Houston be excluded from the exercise of the privilege conferred by the 13th standing rule of the House.

The Speaker decided that the second resolution, as it went to repeal a standing rule of the House was not in order, as a motion for such repeal required a day's notice.

Mr. Mercer appealed from this decision, and it was reversed by the House. The question then being on the first resolution, Mr. Archer expressed the hope that gentlemen would not shrink from their own vote, but impose the punishment of imprisonment, as then the Judiciary might determine whether or not the House had the power they assumed.

Mr. Huntington replied, that the gentleman was perfectly at liberty to move an amendment to that effect, if so he desired.

The question on the first amendment of Mr. H. being taken, it was carried by the same vote, as above. The second resolution was then put, and after debate, was negatived,—yeas 90, nays 109. The following members who vote for the reprimand, voting against the forfeiture of the right of entry into the House.

| | | |
|-----------------|----------|-----------------|
| Blair, of S. C. | Duncan, | Picher, |
| Burill, | Thrie, | Reocher, |
| Crawford, | H. King, | A. H. Shepherd, |
| Dewart, | Newman, | Smith. |

The question was then taken on the resolution as amended, and carried—yeas 84.

Monday, May 14.

In the Senate, the Post Office bill was taken up, read a third time and passed. Mr. Holmes gave notice that, to-morrow, he would ask leave to introduce a bill for the abolition of Postage on Newspapers. Mr. Dickerson gave notice that he would, on Wednesday, call up the bill to repeal, in part, the duties on Imports. This bill is the first which was reported from the Committee on Manufactures, and is limited to unprotected articles. The Pension Bill was taken up, and Mr. Holmes spoke at length in its support. The question being on the motion to re-commit the bill, with instructions so to amend it, as to provide for the officers and soldiers who served in the Indian wars during the revolution and subsequent to it, till the year 1795; a division of the question was called for, and the motion to re-commit was rejected by a vote of 19 to 21.

HOUSE OF REPRESENTATIVES.

Mr. J. S. Barbour offered a resolution directing the Judiciary Committee to inquire into the expediency of reporting a bill defining contempts against either House of Congress which was adopted.

Case of Gen. Houston.

Mr. Archer rose and offered a paper on the part of the accused for the consideration of the House. The accused, when brought before the House for judgment, was entitled to state orally the contents of the paper—but the great respect the accused felt for the House, had induced him to submit, beforehand for their consideration, what he proposed to offer. Mr. A. wished not to be understood as acting in consequence of any direct communication with the accused. He had not seen him excepting in the Hall. But having been requested to present the paper, which contained nothing but what was perfectly respectful, he wished it might be read for the information of the House.

Mr. Burgess asked what the paper was?

Mr. E. Everett wished the gentleman from Virginia would state the substance of the paper.

Mr. Archer said the accused was about to be brought to the bar of the House to receive judgment for an offence of which he had been declared guilty. It was perfectly within his constitutional privileges, to state at that time the considerations in that paper by way of protesting against the competency of the House to pronounce such a judgment. The accused might have done this without permission, it being his undoubted right—but he thought it more respectful to the House to communicate his intention beforehand. He assured gentlemen there was nothing disrespectful in the language of the paper.

After some conversation between Messrs. Barringer, Vinton and Archer, in which the former gentleman objected to the reading of the paper, Mr. McDuffie said the proposed form was the most unexceptionable one for the accused to do what he had an undoubted right to do. Any man brought up to receive sentence has a right to state the reasons why it should not be pronounced.

Mr. Archer said the accused had no doubt of the right, and the only reason of presenting the paper, by the hand of a member of the House, was to manifest his respect for the House. Mr. A. said, for his own part, he did not care whether it was read or not—he had not the slightest wish on the subject. The accused was willing to apprise the House of what he proposed to say when called before them for judgment. He had been requested by a friend (we understood him to say the counsel of the accused) to offer this paper for the previous information of the House. Whether it was read or not, the contents of the paper would be known throughout the country.

Mr. Barringer withdrew his objection, and the paper was read as follows—

To the Honorable the House of Representatives of the United States:

The accused, now at the Bar of the House, asks leave respectfully to state,

That he understands he is now brought before the House, to receive a reprimand from the Speaker, in execution of the sentence pronounced upon him.

Was he to submit in silence to such a sentence, it might imply that he recognized the authority of the House to impose it.

He cannot consent that it shall be thus implied. He considers it a mode of punishment unknown to our laws, and, if not forbidden by the prohibition of the Constitution against "unusual punishments," yet inconsistent with the spirit of our institutions, and unfit to be inflicted upon a free citizen.

He thinks proper to add, in making this declaration, that he has been unwilling to trouble the House.

That though he believes the whole proceeding a-

gainst him, as well as the sentence he now objects to, unwarranted by the constitution of his country, yet circumstances may exist to justify or excuse a citizen in determining (as he has done on this occasion) to suffer in silent patience, whatever the House may think proper to enforce.

May 14.

SAMUEL HOUSTON.

Mr. Archer then moved that the accused be permitted to present this paper to the House at the bar, which was agreed to.

The Speaker then ordered Gen. Houston to be placed at the bar; he soon afterward appeared, accompanied by the Sergeant at Arms.

The Speaker informed him that he had anything to offer to the House before the judgment was pronounced upon his case, it would be received.

General Houston rose and delivered the above paper.

The Speaker then addressed him as follows:

"SAMUEL HOUSTON!—You have been charged with a violation of the rights and privileges of the House of Representatives, in having offered personal violence to one of its members, for words spoken in debate! In exercising the high and delicate power of ascertaining and vindicating their own privileges, the House have proceeded throughout this investigation, and in relation to your individual rights, with all that deliberation and caution which ought to characterize the dignified and moral justice of such an assembly!—

You have been heard in person in your defence: You have been ably and eloquently defended by eminent counsel, and every facility afforded you, to place your cause fully and fairly before the House, and to urge upon its consideration, matters of principle as well as fact, in explanation and justification of your conduct!

Whatever the motives or causes may have been, which led to the act of violence committed by you, your conduct has been pronounced by the solemn judgment of the House, to be a high breach of their rights and privileges, and to demand their marked disapprobation and censure—

If, in fulfilling the order of the House, I were called upon as its presiding officer to reprimand an individual uneducated and uninformed, it might be expected that I should endeavor, as far as I was able, to impress upon him the importance and propriety of sedulously guarding from violation the rights and privileges secured to the members of the House by our invaluable Constitution; but, when addressing a citizen of your character and intelligence, and one who has himself been honored by the people with a seat in this House, it cannot be necessary that I should add to the duty enjoined upon me by dwelling upon the character or consequences of the offence with which you have been charged and found guilty.

Whatever has a tendency to impair the freedom of debate in this House—a freedom no less sacred than the Constitution itself—or to detract from the independence of the representatives of the people in the rightful discharge of their high functions, you are no doubt sensible, must, in the same proportion, weaken and degrade not only the legislature of the nation itself, but the character of our free institutions.

Your own mind will suggest to you probably more suitable reflections than anything which I can say could convey. To those reflections I am prepared to trust; not doubting, that, had you at the time considered the act of violence which you have committed in the light in which it has been regarded by the House, you would have been spared its disapprobation and censure, and I the duty of declaring to you the result of it.

I can say more than to pronounce the judgment of the House, which is, that you have been guilty of a high breach of its privileges, and that you be reprimanded therefore at its Bar by the Speaker; and in obedience to the order of the House, I do reprimand you accordingly.

You will now be conducted from the Bar of the House, and discharged from the custody of the Sergeant at Arms."

After Gen. Houston had left the bar, Mr. Archer moved that his protest be entered on the Journal—which was agreed to.

Mr. Stanbury then moved the rules of House be suspended to enable him to offer a resolution inquiring into the contemplated fraud between John H. Eaton and Gen. Houston—which was carried—Ayes 169, Nays 13.

The resolution was then, after some conversation, adopted.

Mr. E. Cooke presented the following letter from Dr. E. S. Davis:

Brown's Hotel, May 12, 1832.

Hon. E. COOKE Sir—During my examination before the House of Representatives in the case of Gen. Houston, you very impertinently asked among other questions my business in this city. Whilst the trial of General Houston was pending, I deferred calling on you for the explanation which I now demand through my friend, Gen. Demery. I am, very respectfully, your most obedient, E. S. DAVIS.

Mr. Crane then offered the following resolution:

Resolved, That the communication of the Hon. E. Cooke, a member from Ohio, be referred to a Select Committee consisting of seven members, to report the facts and their opinions whether the same establish a contempt and a breach of the privileges of this House or not, and that said Committee have power to send for persons and papers.

Mr. Stanbury, in the course of debate hereupon, reiterated the statement that assaults on members of the House for words spoken in debate were encouraged by the language used by the President of the United States, and said he asked but half an hour to prove the assertion by unquestionable evidence. Mr. Polk (and perhaps others) having declared the statement to be unfounded, Mr. Stanbury moved to amend the resolution so as to institute an inquiry into this matter. After a stormy debate, the Previous Question was called for and carried, precluding the amendment proposed by Mr. Stanbury. The question was then taken by Yeas and Nays on Mr. Crane's motion for a committee, and decided in the negative by Yeas and Nays: Yeas 85—Nays 87.—So the resolution was rejected.

Mr. Adams, from the Bank Committee, made a report expressing the reasons of his dissent from the report of the Committee. Ten thousand copies of this and the other report and documents, were ordered to be printed.

After an ineffectual attempt of Mr. Barbour to get up the Virginia claims bill, the House took up the amendments of the Senate to the Apportionment Bill; and, after Mr. E. Everett had obtained the floor, the House adjourned.

Tuesday, May 15.

In the Senate the Chair communicated a letter from the Secretary of the Treasury, transmitting a statement made by him, in obedience to a resolution of the Senate, showing the amount of duties collected under the existing law, and the amount which will be collected under the bills reported from the committee on manufactures of the Senate, and under the tariff, submitted by the Secretary of the Treasury. Fifteen hundred copies were ordered to be printed. Mr. Holmes introduced a bill, on leave, to abolish postage on newspapers, which was twice read and referred to the committee on the post office and post roads. The resolution some days ago offered by Mr. Benton, for printing blank number of copies of the report of the committee on the Bank investigation, and blank number of the documents accompanying the same, was taken up. On motion of Mr. Dallas, it was amended so as to include the counter reports of the minority of the committee, and the first blank having been filled with five thousand, and the second with one thousand, the resolution was adopted. Mr. Dallas gave notice, that on Tuesday next, he would call up the bill to renew the charter of the United States Bank. On motion of Mr. Smith, the bill authorizing a subscription on the part of the United States to the stock of the Baltimore and Ohio Railroad Company, was taken up for consideration. Mr. Smith commenced a speech in support of the bill, and after speaking a short time, he yielded the floor for the delivery of a message from the House of Representatives. The message was then delivered from the House of Representatives by Matthew St. Clair Clarke, Esq. their Clerk, announcing the death of Mr. Hunt of Vermont, and stating that his funeral would take place next day at 4 o'clock. Whereupon, on motion of Mr. Prentiss of Vermont, the Senate resolved to attend the funeral, and to wear crape on the arm for 30 days. Then, on motion of Mr. Webster, the Senate adjourned till Thursday.

In the House of Representatives, after the Journal was read, Mr. H. Everett rose and announced the death of his colleague the Hon. Jonathan Hunt, to whose memory he paid an appropriate and feeling tribute of eulogy. Mr. E. moved that the members of the House, in token of respect for the memory of Mr. Hunt, wear black crape on the left arm during the remainder of the session, which was unanimously agreed to. Mr. E. said he should make no further motion, as it was the wish of the deceased and his friends that his funeral should be a private one. After sending a message to the Senate informing them of Mr. Hunt's death, on motion of Mr. E. Everett, the House adjourned over till Thursday.

The National Convention of Young Men, at Washington, adjourned on Saturday last.

The National Intelligencer of yesterday thus announces their concluding act—a visit to the tomb of Washington.

The YOUNG MEN'S CONVENTION adjourned, *sine die*, on Saturday morning. At half past nine o'clock, the members, preceded by their officers, marched in procession to a steamboat, on board which they embarked, and proceeded down our majestic Potomac, to the shores of the place where lie deposited the relics of the great patriot and warrior of our country. On Landing at Mount Vernon, the procession resumed the order in which it embarked; and moved, uncovered, in solemn silence, to the same sacred deposit of the remains of the illustrious WASHINGTON. And then, while clustering round that hallowed spot, were read, to the throng of youthful patriots, by Mr. FLAGG, of South Carolina, the last admonitory counsels of the Father of his Country. We cannot figure to ourselves a more imposing spectacle than that exhibited by the numerous representation of the young men—the rising generation of this country, paying a sincere and heartfelt tribute to departed worth, and listening to the parting advice of him who was "first in war, first in peace, and first in the hearts of his countrymen."—The Farewell Address had oft been heard and read, but never, perhaps, were its precepts so impressively inculcated as on this occasion, when they seemed to be forced by the Spirit which guards that venerated spot. Long may the feelings which were then felt and experienced by all, endure! May this band of youthful patriots carry to their respective homes, and disseminate by their precept and example, among their contemporaries, the lessons, both of wisdom and patriotism, which they learned on this occasion, at the altar, consecrated as the burial-place of the immortal WASHINGTON!

SUMMARY.

The Board of Assistants, on Friday, appointed Messrs. Holly, Price and Sutton, a committee to inquire into the causes which occasioned the fall of Messrs. Phelps & Peck's store.

In the Board of Aldermen, last evening, the resolution of the Assistants on this subject, was laid on the table. A resolution of a general and prospective character, proposing an inquiry into the means of preventing bad buildings from being erected, was passed without any dissenting voices. The subject is an important one, and we trust will receive the attention which it merits. Committee—Messrs. Robertson, John Palmer and Mandeville.

The AFFORTIONMENT BILL, as we learn from Washington, with the amendments of the Senate, will be sent back to that body by the House of Representatives, *non concurred in*. It may be feared, therefore, that the Congress will adjourn without determining this question.

ATTEMPTED ASSASSINATION.—Mr. Heard, according to the public notice of his purpose to assault Mr. Arnold of the House of Representatives, attacked him on Monday, at the very threshold of the House, in the presence of nearly a hundred members—both Houses having just adjourned,—struck at him with a bludgeon, without effect, and deliberately fired a horse-pistol at him. The ball entered his sleeve, passed up his arm, which it slightly grazed, and out by his shoulder, glancing near Mr. Taxewell, who, among other members, was just leaving the House. Mr. Arnold thus assailed, beat the ruffian to the ground, and was about to stab him with a sword-cane, when his arm was arrested. Heard is in the custody of the civil authority.

We are informed, says the National Intelligencer of yesterday, that bills of indictment were yesterday found by the Grand Jury for the county of Washington, now sitting, against Samuel Houston and Morgan A. Heard, for assaults on Wm. Stanberry and Thomas D. Arnold, with intent to kill.

THE CONSPIRACY CASE.—The whole of Saturday was occupied by the respective counsel in their ad-

dresses: Mr. Shankland and Mr. Sheldon for the defendants, and Mr. Maxwell and Mr. Hoffman for the prosecution. The jury retired about half after 9 o'clock, after being charged by the Recorder, and came into court a little after 12, without having agreed upon a verdict. One of their number, Mr. Palmer, stated that he had conscientious scruples in regard to rendering a verdict on the Sabbath, upon which they were remanded by the Court until this morning.

The Jury came into court this morning with a verdict of *Guilty*, against Margaret Agnew, and Geo. Graham. Andrew Agnew, the husband of Margaret, was acquitted. A more righteous verdict was in our judgment never rendered.

By the Sabina, from Canton of 5th February, it seems that the controversy between the Chinese and English is not yet settled. The letter from the Governor General of India to the Viceroy of Canton, was delivered in all form to a Mandarin, but the Viceroy refused to reply, except through the Hong merchants, and the British would not receive the reply in that mode. The Journal of Commerce publishes the following:

[Extract of a letter, dated Canton, Jan 30.]

I have been more gratified in the acquaintance I have formed with an individual whom it has fallen in my way to meet in the character of a missionary, than with any casual intimacy I have ever formed. His name is Gutzlaff, a Prussian, about 35 years of age. He is an accomplished scholar, an able mathematician, a qualified physician and clergyman, a most cheerful, amiable, zealous, humble, hearty, attractive man,—a missionary "on his own hook," and one of the best masters of his profession I ever saw. The facility with which he acquires foreign languages, gives him an advantage over men of but common talents in that way, and he bears such a resemblance to the Chinese, when his head is shaved and he assumes the cue and costume of the country, that he finds but little difficulty in gaining admission to the populous towns and cities of the coast, though the medium of the Junks which trade along it from Cochin China to the Wall of Tartary and even beyond it. He speaks the Mandarin (so called) and some of the provincial dialects so well that those who know him to be a foreigner, believe his grandfather must have been a Chinese, and thus the jealousy which exists in regard to barbarians generally, is in a measure removed from him. The frankness of his manner and character recommend him to those who are anti-missionary, and the sufferings and privations he is known to have undergone, operate as a guarantee for his honesty, and excite a salutary sympathy in the intelligent gentlemen residing here.—He makes the practice of medicine the means of introducing himself into the confidence of the people: thus it is a matter of interest with the Captains of the Junks to have him take passage with them.

A block of seven two-story brick front houses, built together in Monroe street, was removed yesterday morning, a distance of seven feet back, to conform with the new regulation of that street. The removal of these buildings was accomplished in three hours after the machinery had been fixed for the purpose, and without any apparent injury, to either of them.—[Mercurial.]

Riot &c.—On Monday night, a house between Beaver and Howard sts. in a range with Lodge st. was entirely demolished by a number of the neighbors, who had long been annoyed by the noise of the occupant thereof. It was tenanted by several families, black and white, and the neighbors considered that no effectual measure could be adopted, except the destruction of the domicile. This they carried into effect. The watchmen, with the Mayor and Mr. Pemberton at their head, attended at the scene of difficulty, and used every exertion to produce quiet; but they could not effect it, till the building was razed to the ground.—Some persons have been arrested and held to answer for the offence.—[Alb. Doc. Adv.]

[From the National Intelligencer of Wednesday.]

We mentioned in Monday's paper the serious indisposition of the Honorable Jonathan Hunt, a Representative in Congress from the State of Vermont. It is now our painful task to announce his decease, which took place yesterday morning about 6 o'clock, after a protracted illness. Mr. Hunt was highly estimable, both as a public and a private man. Of a delicate constitution, he seldom partici-

pated in the debates of the House, but when he did, it was with an ability and manliness which gave him an elevated standing; and in the domestic and social relations of husband, father, and friend, he was most exemplary, and universally esteemed and respected.

Betrayed by a Waiter.—An incident of a somewhat ludicrous nature, took place a day or two since in an auction store in Broadway. A female, in lady-like attire, entered during the sale of household wares, &c. and in a few moments, after viewing the different exposed articles, her eyes sparkled and her heart gladdened at the appearance of a waiter of the circumference of about eight and twenty inches. Her mind was immediately and actively employed in contriving, and while viewing with profound delight the different shades of coloring, which adorned the article, she was observed to heedlessly drop it upon a chair, and gently adjusting her robes quietly seated herself amongst the bidding multitude. After being rested, and little thinking the eyes of any one were upon her, she arose and was upon the eve of departure when the man of the hammer discovered that the waiter was missing. He immediately accused the apparent lady of theft, which naturally was by her denied, but, on the striking of a rattan, which he fortunately held in his hand, against her unmentionables, the mystery was solved, the blow having produced a great concussion, and the waiter instantly dropping from his sequestered spot, afforded much amusement to numerous witnesses. The female departed without being legally dealt with; the mortification being considered sufficient punishment.

Quite a Difference.—A merchant of this city a day or two since purchased a quantity of ballast of a lighterman, which on delivery was stated to weigh twenty-six tons. The merchant thinking the quantity small, expressed his doubts as to the correctness of the weight. The lighterman persisted that it was right, but the merchant not being satisfied, had it re-weighed, and found that instead of twenty-six tons, as was represented by the lighterman, the exact weight was 11 tons 6 cwt. 0 qr. 21 lbs., thus falling short more than one half! The public ought to be put on their guard against such outrageous impositions.—[Boston Gazette.]

INQUEST.—An inquest was held at Jersey City yesterday, before Stephen H. Lukins, Esq. on the body of a man found floating in the river near the Jersey shore. The Jury returned a verdict, "that the deceased, a person to them unknown, came to his death by drowning, or from some other cause to them unknown." The deceased was a person of about 5 feet 6 inches in height, stout built, and about thirty years of age. Had on when found, a red flannel shirt, and a white muslin one over it, mixed cloth pantaloons, black cloth vest, and a pair of coarse boots; had no coat; a few papers were found about him, but they were so obliterated, that nothing material could be gathered from them.

Jersey City, May 14, 1832.

A Scrap of Natural History.—A farmer in Catskill the other day saw in a field two large sized black snakes, one of which he killed. The other made its escape. Having heard that if the dead one is not removed, its companion will return, and lie by the side of it, he visited the spot next day, when he actually found the living and dead snake together, and killed the one which had before escaped.

PHILADELPHIA, May 10.—We learn from Harrisburg, that the State Stock, for \$300,000, to be created under the Act of 5th April, was taken by the Bank of Pennsylvania, on the 8th instant, at 115 2/3 100 dollars in money for every \$100 of stock.

CINCINNATI, May 4.—**Distressing Accident.**—The eastern mail stage which left this morning, had proceeded as far as the upper crossing on Mill creek, about eight miles, when in attempting to ford the stream the carriage was overturned, and one of the passengers, Mr. Jabez Chickering, a young gentleman recently from Boston, and on his return thither, was drowned. The great eastern mail was found, but in such a wet state that all the newspapers and pamphlets were ruined. The letters were less damaged, and by the exertions of the Postmaster here, to whom they were returned, will again be in a state to forward. The way mail has not yet been heard from. Some friends of the deceased have gone out this afternoon to assist in finding the body, and to bring it to the city for interment. Two of the horses were also drowned.

Steamboat Accident.—The Steamboat Hornet, on her passage from Maysville to Cincinnati on the 18th ult., came in contact with the Polander which carried away her wheel-house and guard. The

Captain of the Hornet, Mr. Mcnau, says the Maysville Eagle, was standing on the guard at the moment of contact, and it is supposed was crushed to death and swept into the river. His cap, one slipper, pocket book, two teeth, and a lock of bloody hair, were found on the guard. A youth, named Bakewell, a student of Augusta College, who was standing near the Captain, had his collar and breast bones broken, and received several severe contusions in other parts of his body; but it is supposed he will recover. The collision between the boats, we learn, was purely accidental, and no blame is attached to either commander.—[Lexington Ob.]

Melancholy.—On Friday last, Mr. Samuel Williams, of Colchester, who was engaged in erecting a new bridge over Onion River, at the place called the "high bridge," lost his life by falling from one of the timbers into the abyss below, a distance of perhaps seventy feet. At this point the river is very narrow, so that a single string-piece reaches from one shore to the other, and the large body of water thus compressed between the rocks, foaming and dashing through like a cataract, presents one of the wildest scenes on the river. One timber had been laid across, and another about half way, upon it, when, Mr. W. attempted to cross upon them to the opposite shore; but at the point where he stepped down from the end of the latter, he somehow lost his balance and fell headlong into the boiling whirlpool. His body has not yet been found. He was 35 years of age, and left two orphan children.—[Burlington Free Press.]

MISCELLANY.

On long Speeches.—A long discourse, not only is an abuse of a man's leisure, but in some degree, is an insult to his understanding. With the ignorant there is need of detail; with men of sense something ought to be left, in mercy, to their own intelligence and discernment. No people were more sensible of this necessary act of discretion, than the ancient Greeks. Phocion, preparing to ascend the rostrum, and being asked by some one of those near him the cause of his pensiveness; replied, "I am reflecting how I shall abridge what I am to say on this occasion." Of this Phocion, Demosthenes often said: "This is the axe which prunes my speeches." In our country, the merit of a speech is measured by its duration. In Greece, an orator was praised for speaking well; in America for speaking a long time; and the good people are not insensible of the insult offered to their judgment, and of the expense of time and money to the nation; but are themselves accomplices of offence. The Governor made a speech two hours long.—The Attorney General spoke two hours and a half. The longest of Demosthenes' speeches may be read in fifteen minutes; and the most diffuse of Cicero in an hour.

New Town.—A town on an extensive scale has recently been laid out, upon the north side of the Maumee River, about three miles above the Bay, and a mile below Swan Creek, by several gentlemen from New-York and elsewhere, which has been named the Vistula. It is located on a beautiful table of land, high and dry; the banks are regular in height, and average about twenty-five feet to the Bay. The River is from one half to three fourths of a mile wide, with bold shores; and sufficiently deep for craft of any size to ascend to this point.

The harbor is unequalled on lake Erie; vessels may pass with safety in and out in any wind. A light-house was completed last fall. One or two steamboats from the Lakes have occasionally made trips to this point; and during the approaching season, it is expected that boats plying between Buffalo and Detroit, will stop at Vistula. The proprietors are making improvements of various descriptions. A substantial dock, four hundred feet in length, has been constructed, and extensive warehouses, stores and dwellings are now building; and arrangements are making to erect several more in the course of the present season. Several canals and Railroads are now under contract, and others contemplated, that will probably terminate at this point. The adjacent country is principally settled and cultivated by enterprising emigrants from the east. The soil is rich, and a portion of the lands high and rolling, intermixed with bottom lands, prairies, openings, and timbered land. There is no section of country which offers superior inducements to commercial men, farmers and mechanics, than this. The distance to Adrian, Tecumseh, and Lower Sandusky, is about 30 miles; Monroe, 24; to Defiance, upon the Maumee, 50; Fort Wayno, 100.—[Ohio Sentinel.]

A NEW COLONY, says the Redactor, is to be founded in one of the islands of the Archipelago of the Galapagos, on the coast of the Department of the Equator, lately a part of Colombia. Possession has been given by the government to a company of persons, who were about to send 30, or 40 colonists of both sexes to commence the settlement. The land, which now is called James, is to be named Florida, after Gen. Flores. The proprietors intend to cultivate every article that may be necessary to whalem, and to form a salting establishment for salting fish for the neighboring coast, as well as to embark in the fishery of pearl, coral, &c. All industrious settlers who may wish to take up their abode there, it is stated, are offered land, and other necessities. The climate is excellent with a temperature varying between 74 and 76 degrees of Fahrenheit in the hottest hour of the day, according to observations made by officers of the British ship of war Briton. The soil is good. A vessel is to sail regularly between the islands and Guayaquil every month. Facilities are also offered to foreigners engaged in the whalery, as Senor Jose Villamil at Guayaquil offers to forward letters to and from the islands. Many respectable persons compromised in political affairs, it is stated will emigrate thither. James island or La Florida is situated in 12 minutes south lat. and 90 degrees 42 minutes west long. from Greenwich.—[Daily Adv.]

NEW COLONY.—A joint stock company has been formed in London, for the purpose of founding a New Colony in Australia. We abridge the following notice of their operations from an English Journal:—

This Company is to possess a capital of £500,000: of which sum one-fourth is to be paid to the government for land, and to be by the government immediately expended in supplying the Company with laborers. With another portion of the Company's capital, the laborers so sent out will be employed in founding a town on the Company's land, and otherwise increasing its value by roads, docks, bridges, &c.; so that it may become the seat of government and the centre of commerce. With another portion of their capital, the Company will defray all the expenses of colonial government, until the male adult population shall reach ten thousand, when a legislative assembly is to be called, and the colony is to defray its own expenses of government, besides repaying to the Company what the latter shall have advanced on that score. The remainder of the capital of the Company is to be advanced to settlers possessing some capital, who may purchase land either of the Company or of the government. Thus, up to the extent of 125,000*l.*, persons having, let us say for example, 2000*l.*, may take shares to the amount of 1000*l.* in the Company, borrow 1000*l.* of the Company, and so retain their entire capital for use, besides reaping a share of the Company's profits, to be derived from the re-sale of their land at a much enhanced price.

In the new colony, provision is made for securing an ample supply of labor at all times. This, the one thing needful, is provided for by a very simple regulation. No land is to be given away: all land is to be sold to the highest bidder above a fixed minimum price; and the whole produce of sales is to be employed in conveying labor to the colony. By selecting the emigrants taken out cost-free; by confining the offer of a free passage to young married or marriageable persons of both sexes in equal proportions, the greatest amount of labor will be procured at the least cost. Thus the purchaser of land, though he will appear to buy land, will, in fact, buy labor, and at the cheapest rate. So that no laborer will be able to obtain land until he shall have procured a considerable sum by laboring for hire; and when he shall become a landowner, his place will be supplied by other laborers, to be sent out with what he shall have paid for land.

The rules and regulations of the charter which is to incorporate the Company and found the colony, are to extend to all settlements that may be formed on the southern coast of Australia, between the 132d and 141st degrees of east longitude, and the islands on that line of coast. The spot fixed on for the first settlement is Port Lincoln, a magnificent harbor at the entrance of Spencer's Gulf (see any map), of which a particular description is given by Flinders. The latitude of this spot corresponds with that of Sydney and the Swan River; and Spencer's Gulf lies about midway between these places. Not far from Port Lincoln is an island to which Flinders gave the name of Kangaroo, in consequence of the great number of kangaroos which he saw there. It

is about 80 miles long by 40 broad; and concerning this spot very minute and satisfactory information has been obtained from persons who have carefully examined it, and especially from Capt. Sutherland, late of the ship Long, who is now in London, and who passed an autumn, winter, and spring, on the island.

The following extracts from Capt. Sutherland's Report, will excite rather than satisfy the curiosity of those who may wish to be fully acquainted with the grounds on which the Company in question founds its hopes of success.

"On the western shore, and near the entrance of Spencer's Gulf, is Port Lincoln, one of the most beautiful and most secure harbors in Australia. The bottom is every where excellent, and the soundings are regular from ten to twelve fathoms (French) very close to the shore. The extent of this most magnificent harbor affords sufficient anchorage for any number of ships. At the mouth of the harbor, Boston Island is situated, on each side of which is a passage, free from danger, of between two and three miles in width. Nature seems to have done every thing in favor of this port. Twenty ships could moor within 100 yards of the shore, and the same number anchor in safety further off, the water being always smooth, sheltered by the land from the north-west, and from the southward by Kangaroo Head, and from the north-east by Sutherland's Shoal, extending from the point below Point Marsden about six miles, always dry at half-ebb for nearly the whole distance. The shore is thickly lined with wood and shrubs, interspersed with several high hills the anchorage; the opposite coast on the main is Cape Jarvis, which I should judge to be about fourteen or fifteen miles from the first anchorage, but nearer to Kangaroo Head by three or four miles.—The main land here is very high, and at the head of the bay wears every appearance of an inlet or river.

"**The Soil.**—I had an opportunity of seeing much of the interior of the island, having crossed the country in company with two sealers, who had been residents in the island for several years. The land wears every appearance of being fertile—a deep loam with coarse grass bounding with kangaroos and emus: where these animals feed, the grass is much better for pasture.—Occasional ponds of rain water are seen, and a plentiful supply of pure spring water is always attainable by digging for it. The land here is as good as any I have seen in Van Diemen's Land; in the neighborhood of Sydney, I have not seen any equal to it. Trees are scattered every where over the plains—the Swamp Oak or Beef wood, and the Wattle (both of which indicate good land,) are growing in abundance here. Close on the shore, within from a quarter to half a mile of the sea, the wood is very thick; but when this belt wood is passed, you come on to an open country, covered with grass, where there are often hundreds of acres without a tree: I calculated, by comparison with New South Wales and Van Diemen's Land, there might be on this plain, on the average, three or four trees to the acre. I once crossed the island, a distance of about sixty miles, in two days. Once passed the belt of wood which surrounds the island, we walked straight on and over the plains, found plenty of water in ponds, saw abundance of kangaroos, &c. and met with no difficulty or trouble. As we crossed the island, I looked to the right and left, and saw every where the same open line, now and then changed in appearance by close timber of great height, on high points and ridges of land. In some places we found the grass very high and coarse, in patches; but where the greatest number of kangaroos and emus were found, the grass was short and close. In the other places, short close grass was found between the coarse high patches. Whilst crossing the island we saw plenty of parrots and wild pigeons and black swans on the lagoons.

"**The Climate** appeared to me very temperate, and not subject to oppressive heat; nor do the rains fall in torrents as at Sydney; the dews are heavy, but not injurious to health, which we had ample opportunity of proving, owing to the frequent exposure of our men, many of whom have slept under trees and bushes for several nights together, and although almost wet through, never experienced any ill effects.

"The period during which I stayed on and near the island was from the 8th of January to the 13th of August. I myself landed only once on the main, in the night between Point Rilly and Corny Point. The soil was thickly covered with timber and brushwood. Some of my men landed at several different places on the main, being sometimes absent three weeks at a time in search of seals. On these occasions they carried with them bread and some salt meat; but having a musket and a dog with them, they always obtained fresh meat (kangaroo) when on the main, as well as on some of the islands. On these expeditions they never took fresh water with them. They often spoke of the places they had seen as being very pleasant. I never saw or heard of any native dogs on the Island of Kangaroo; and, from the very great number of kangaroos, do not believe that there are any. Some of the kangaroos which I killed on the island weighed 120 lbs. Our men used to go to hunt them at sun-rise, when they leave the woods to feed on the grassy plains. I have known as many as fifteen taken by my men in one morning. We never touched any part but the hind quarters."—[Captain Sutherland's Report.]

POETRY.

The following fine translation, taken from the London Literary Gazette, is by a member of the Garrick Club, a theatrical association, whose formation we noticed some time since:

Chorus from the Seven before Thebes of Eschylus.

[The two brothers Eteocles and Polyneices are supposed to be just gone out to fight.]

Strophe 1.

Thou evil prophesies! dread power!
Goddess or fiend, whatever you be—
For of the gods is none like thee—
I see thee come in thine own hour,
To consummate a funeral dower;
Unnatural strife, unnatural ire,
The curses of a frantic sire.

Antistrophe 1.

The sword that made two brothers foes,
And keen the edge in either hand,
Was forged in Scythia's iron strand.
What patrimony had they?—woes;
What heritage their days to close?
What destiny? the late of slaves;
What kingdom? space but for their graves.

Strophe 2.

When brother falls by brother slain,
And earth, polluted, drinks the tide,
The crimson stream of fratricide,
What power shall purity again?
What expiation cleanse the stain?
New crimes on old, and woe on woe,
Is all the end their house shall know.

Antistrophe 2.

But why this thrice-told warning tell?
Thy oracular voice is heard at last,
The generations tug are past;
That speed which tracks the steps of ill
Pursues the race of Laius still.
Who, passion blinded, would not see
His own, the city's destiny.

Strophe 3.

To better counsels conscience mute,
He wedded misery, grim bride,
And propagated perdition.
The seed might well produce the fruit;
The stem must have a bloody root:
Madness and blindness both had he
To plough such soil, and graft such tree.

Antistrophe 3.

Ills swell like seas, as fast—and now
As one subsides, another raves,
And still a third with mightier waves,
To whelm the vessel, strikes the prow.
And shall our towers withstand the blow?
Our walls are weak, their circuit wide,
The foe is strong, and fierce the tide.

Strophe 4.

Curses sink not into the grave!
The deadly feud 'twixt son and son
Must end but there. The strife's begun,
The billows rise, the tempests rave:
Blind man, would you your weak bark save,
Go, lighten her of half her board,
And throw the cargo o'er the board!

Antistrophe 4.

Then boast not of your richest freight,
Or think of ceasing to be white,
So mighty once, so proud and great,
That gods grew envious of his state;
And Thebes, who basked in plenty's smile,
Halted, from the Sphinx's bondage free,
In him almost a deity.

Strophe 5.

But saddest change was his, to find
That all things were as prophesied—
A murdered sire, a mother-bride—
A maddening frenzy seized his mind—
To end his crimes came suicide:
But first a deed of night was done,
Of night befitting such a son!

Antistrophe 5.

The curse remains: the hour is come,
Invoked in bitterness of hate,
That imprecator's hour! and fate,
The sword, and vengeance, seal their doom;
Their throat of away but blood can save.
Then haste thou murderer of a sire!
Fury! arise, and glut your ire!

[FOR THE NEW-YORK AMERICAN.]

DEATH.

Ye may twine young flowers round the sunny brow,
Ye may deck for the festal day,
But mine is the shadow that waves o'er them now,
And their beauty has withered away.
Ye may gather bright gems for glory's shrine,
Afraid from their cavern home—
Ye may gather the gems—but their pride is mine,
They will light the dark cold tomb.

The warriors' breast beats high and proud,
I have laid my cold hand on him;
And the matron form hath before me bowed,
And the flashing eye is dim.
I have trod the banquet room alone—
And the crowded halls of mirth,
And the low deep wall of the stricken one
Went up from the festal hearth.

I have stood by the pillared domes of old,
And breathed on each classic shrine—
And desolation gray and cold
New marks the ruins mine.
I have met young Genius, and breathed on the brow
That loves his mystic trace—
And the cheek where passion was wont to glow,
Is wrapt in my dark embrace.

They tell of a land where no blight can fall,
Where my ruthless reign is o'er—
Where the ghastly shroud, and shadowy pall
Shall wither the soul no more.
They say there's a home in yon blue sphere,
A region of life divine,
But I seek not—since all that is lovely here,
The beauty of earth—is mine.

E. F. E.

"Honi soit qui mal y pense," is the only remark we have to make in inserting these somewhat free lines; which, if they even partially succeed in correcting one of Fashion's excesses, will not be thrown away:—

[FOR THE NEW-YORK AMERICAN.]

Dédommagement à la mode.

When Fashion proclaimed from her dazzling height,
Emboldened by power and forgetful of right;
And at her wise ends to devise something new
That the bosom thenceforth should be veiled from the view.
'Twas received with a loud burst of indignation,
And threw her fair votaries in great consternation.
Some questioned her right: some demurred, and some doubted;
Some affected to scorn; some wept, and some pouted.
Yes, curbed with resentment, as nearly a lip—
'Twas heaven to look on and rapture to sip:
And sweet mouths of roses, all blooming and pretty,
Were paled with dark anger, and quivering and tretry.
What a shame, they exclaimed, that charms such as these,
Should be hid from the sight, when they're just made to please.
Some thought by evasion it might be defeated:
Some tried it with gauze; some puffed, and some plaited;
Some vowed—almost swore; some sighed; some protested—
The sweet pretty charmers should not be molested.
Many councils were held, and committees elected,
And many dark schemes of rebellion projected.
'Till Fashion alarmed at the far swelling rage
Thought it best, by concession, the storm to assuage;
But resolved, like all tyrants with more power than sense,
That with the late edict she would not dispense.
'Twas all one, she said, what'er nature intended,
Her royal prerogative must be defended;
But dutiful subjects might look very soon
For some compensation in shape of a boon.
And although to this law strict obedience was met,
Yet something, perhaps, might be done for the feet;
Which might, when with neat little buskins protected,
From under the dress, be a wee-bit projected.
At the name of the foot every bosom beat high,
To think that it's day of deliverance drew nigh:
'Twas in vain to conceal what every one saw,
How easy 'twould be to evade every law;
Once open the door to a licence below
And no mortal could tell to what height it would go.
Ere half of the realm the new ordinance knew
Some thousands of pretty feet popt'd into view:
And such was the magical power of the foot
That they very soon added the ankle to foot.
Unwilling that things should be done by the halves
They took in a tuck and then outpeep'd the c—
Now in every new scheme there will always be starters,
And some thought it better to raise to the g—:
While others, desirous in all things to please,
Resolved that the limit should be at the k—
Nay, in this windy weather, which all must deplore,
There are those who imagine they even see more;
And think, though the fashion I cannot admire,
There is every appearance that things will go higher!

PEEPER.

PORTRAIT PAINTING.

'Tis not alone the poetry of form—
The melody of aspect—the fine hue
Of lips half blushing, odoriferous and warm,
Of eyes like heaven's own paradise of blue;
Nor all the graces that encharm the view,
And render beauty still more beautiful;
But the resemblances that can renew
Fast youth, past hopes, past loves, no shade may dull;
Affections, years may dim—but never quite annul!
Wrestling from death and darkness, undecayed,
The kindred lineaments we honored here;
The breast on which our infant brow had laid,
The lips that led away our first brief tear—
The all we lost, ere yet the funeral bier
Conveyed to our young souls how great a blow
Laid desolate the homes we loved so dear:
Oh, heart!—too early wert thou doomed to know
The grave that held thy sire, held all thy hopes below!
Then, ah!—for ever sacred be the art
Which gave me all the grave had left of mine!
I gaze upon this portrait till my heart
Remembers every touch and every line;
And almost do I deem the gift divine,
Direct from heaven, and not from human skill;
Distinct with love, those noble features shine—
The eyes some new expression seems to fill—
And half I know thee dead, half hope thee living still!

MARRIAGES.

MARRIED, on Wednesday evening, 9th May, by the Rev. Dr. McCartee, Mr. W. Smart, to Miss Margaret Brower, all of this city.

Thursday morning, 10th May, by the Rev. Henry Hunter, Mr. Edward Roome, to Miss Frances H., daughter of Charles Oakley, all of this city.

On Wednesday evening, 9th inst. by the Rev. George Dubois, Rev. Henry Heermance, to Miss Catharine E., only daughter of Edgar Laing, merchant, of this city.

On the 9th May, by the Rev. Mr. Shepherd, at Stratford, (Conn.) Wm. Currie Roberts, M.D. to Matilda, daughter of the late Mr. Martin Hoffman, of this city.

On Thursday evening, May 10, by the Rev. John M. Guion, Thomas Brown Esq. of Monrovia Bay, (Jama.) to Ann, daughter of the late Captain Elihu Marshall, of this city.

On Thursday evening, 10th instant, by the Rev. Manton Eastburn, Mr. Francis Morris, to Miss Mary Elizabeth, daughter of the late Matthias Valentine.

At Philadelphia, on Saturday evening, 5th instant, by Rt. Rev. Bishop Kendrick, Louis Charles Philippe, Comte de Neverlee, to Mademoiselle Louise Josephine Clementine Le Masne Chermont.

On Sunday last, by the Rev. Mr. Dunbar, Mr. Smith Read, to Miss Maria Morgan, both of this city.

At Cincinnati, Mr. Wesley Smead, to Miss Amelia C. McKinnon, of New-York.

DEATHS.

DIED, on Sunday 6th inst. at his residence at Rhinebeck, in his 81st year, Thomas Tillotson Esq.
Tuesday evening, Charles Edward son of John F. Townsend, aged one year.

Thursday morning, 10th May, after a short illness, Frederic Vermilyea, aged 27 years.

Thursday morning, 10th inst. after a short illness, Mr. James Sergeant, in the 70th year of his age.

On Friday morning, May 11th, after a protracted and painful illness, Mrs. Euphemia, wife of John Colville, Esq. in the 60th year of her age.

On Saturday morning at 1/2 past 3 o'clock, Capt. James Tallman, 37 years of age, formerly of Camden, Maine, but for several years past a ship master of this port.

At Schuylers, near Ulica on the 7th inst. in the 77th year of his age, John Graham, Esq. formerly of Morrisiana, Westchester co. and lately of this city.

Mr. Graham served in the Revolutionary war as volunteer aide-de-camp to the late (Vice President) George Clinton, and was for a short time attached to the staff of General Washington.

In Boston on the 12 inst. Mary, consort of Allan Pollock, Esq. Monday evening, of the scarlet fever, James Wm. Dominick, son of Jared L. Moore, aged two years and six months.

The friends and connexions of the family are respectfully invited to attend the funeral this afternoon from 248 East Broadway at 6 o'clock precisely without further invitation.

At Boston, on Wednesday last, Hon. Israel Thordike, aged 76. Mr. Thordike has been for the last half century, one of the most distinguished and eminent merchants in this country, and has left a fortune of two millions. He was for many years a distinguished member of the Senate of Massachusetts.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 114 persons during the week ending on Saturday, 12th inst, viz:—30 men, 20 women, 39 boys, and 25 girls—Of whom 28 were of the age of 1 year and under, 12 between 1 and 2, 17 between 2 and 5, 5 between 5 and 10, 5 between 10 and 20, 11 between 20 and 30, 14 between 30 and 40, 10 between 40 and 50, 3 between 50 and 60, 4 between 60 and 70, 4 between 70 and 80, and 1 between 80 and 90.—Diseases:—Apoplexy 4, asthma 1, burned or scalded 2, casualty 6, consumption 29, convulsions 5, dropsy 2, dropsy in the chest 3, dropsy in the head 6, drowned 3, dysentery 2, fever, puerperal, 1, fever, remittent 1, fever, scarlet 3, fever, typhus 1, hives or croup 5, hysteria 1, inflammation of the bowels 4, inflammation of the brain 2, inflammation of the chest 1, interperance 3, marasmus 1, measles 9, palsy 1, peripneumony 3, pleurisy 1, scirrhus of the liver 2, acrofula or king's evil 1, small pox 1, still-born 5, teething 4, unknown 1, whooping-cough 1.

ABRAHAM D. STEPHENS, City Inspector.

PASSENGERS.—

Per ship Louisville, from New Orleans:—Madame Carrick, Mr. Lockhart, lady, 2 children and servant, Mr. Wm F. Kraunhaar and lady, Mrs. Stansbury, child and servant, Mrs. Micht and servant, Mrs. and Miss Jenkins, Miss Wyllis, Messrs R. Holmes, Bishop, J. Ballagh, W. S. Lyne, L. H. Woodworth, F. F. Thomas, W. R. Price, B. Destout.

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NEW-YORK AMERICAN, TRI-WEEKLY.

THE NEW-YORK AMERICAN is now published THREE TIMES A-WEEK, in addition to the Daily and Semi-weekly, as usual. This arrangement is made to accommodate a large class of business-men in the country, who are desirous of seeing the advertisements of the day, yet are unwilling to encounter the expense of subscription and postage of a daily paper. By this arrangement, it will easily be perceived, their wishes may be gratified, at one half the expense of a daily paper, as most of the advertisements, both of the Daily and Semi-weekly papers, will appear in the Tri-Weekly American; and the reading matter as published in the Daily paper. It will be issued on Tuesdays, Thursdays, and Saturdays, at FIVE dollars per annum in advance, to subscribers out of the city of New-York, and forwarded, according to their order, and for any length of time.

All letters relating to the TRI-WEEKLY AMERICAN may be addressed to the Publisher and part Proprietor.

D. K. MINOR, No. 35 Wall-st. N.Y.

TO RAILROAD CONTRACTORS.

THE Ithaca division of the Ithaca and Owego Railroad (from Ithaca, at the head of the Cayuga Lake, to Owego, on the Susquehanna River) is now under contract, and large forces of men and teams are at work upon the several sections thereof.

PROPOSALS FOR GRADING the Middle and Owego divisions of this Railroad, (amounting to about 20 miles) will be received at the office of the Company, at Ithaca, Tompkins Co. N. Y. until the 16th day of July next.

The Maps and Profiles of this part of the road may be seen at the office of the Engineer in Chief on and after the 2d day of July. The ground will be divided into sections of suitable length, and prepared for the examination of Contractors by the 10th day of July next.

JOHN RANDEL, Jr.

Engineer in Chief.

Engineer Department of the Ithaca and Owego Railroad, April 22, 1852.

m108w

TOWNSEND & DUFFEE, Rope manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Ropes, the public are referred to J. B. Jervis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County Pennsylvania.

Palmira, Wayne County, New-York,
1st mo. 22d, 1852.

J90 1f

NEW-YORK PRICES CURRENT:

Corrected from the "New-York Shipping and Commercial List."

BANK NOTE TABLE.

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AMERICAN RAILROAD JOURNAL.

OFFICE, 35 WALL-STREET.

NEW-YORK, MAY 26, 1832.

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AMERICAN RAILROAD JOURNAL.

NEW-YORK, MAY 26, 1832.

The Report of the Chief Engineer (Mr. Knight) at the Baltimore and Ohio Railroad Company is given, not as showing the present condition of that work, for it was made nearly a year since, when the loca-
tion of that part of the road to which it refers had just been decided upon, but to show the manner in which considerable elevations are surmounted by Railroads, in a short distance, and at an inconsiderable expense; where canals could not, for two reasons, be constructed, 1st, for want of water, and 2dly, even if water were abundant, from the expense of locks, which would at this point be over \$150,000 per mile. The summit of Parr's Ridge is 41 miles from, and about 700 feet above, Baltimore. For the first 7 miles from the city the route is very nearly a level; from the 7th to the 39th mile stone, the ascent is gradual at an average of about 16 and 2.3 feet per mile. This route may be conveniently performed with horse or locomotive power, as the rise in no place exceeds, and only for a short distance amounts to, 37 1.2 feet per mile. At the 39th mile stone commences the first inclined plane upon which stationary power is required. From this point to the summit of the Ridge, a distance of 8824 feet, the rise is 179 and 98-100 feet, and from the summit westward, the descent in the space of 8787 feet is equal to 240 and 98-100 feet, thus overcoming in the short space of 13,211 feet, a rise and fall of 420 96-100 feet, which is nearly two thirds the amount of the entire rise and fall upon the Erie Canal in the distance of 360 miles. Upon the summit of this ridge is a level of 600 feet, obtained by a deep cutting of 20 feet; on this level is to be erected stationary power to operate on both sides, but at this time every thing is performed by horse power, and an increase of power for ascending the inclined planes is, we believe, obtained by an increase in the number of horses. One ordinary sized horse will, with ease, for his constant work, take

two loaded cars, of 7,200 lbs. each, except upon the inclined planes. Thus it will be seen that upon a Railroad with an ascent that varies from a level to 37 1.2 feet per mile, one horse will perform the work of 12 or 14 horses upon ordinary or turnpike roads, and at all seasons of the year.—This would be an inducement, even if there were no other sufficient for the construction of Railroads; but there are other and very strong inducements for the general introduction of this mode of intercommunication. It will cause the wilderness to disappear, and the arts to flourish in its stead. It will make neighbors and friends of those who are now, and without such facilities will ever remain, strangers—and it will beyond all question, tend more directly to the lasting union of these States than any other measure which has ever been devised.

BOSTON AND PROVIDENCE RAILROAD.—By the Report of Capt. McNeill, eleven routes appear to have been surveyed, and a profile of each, and a map showing the course of all, very handsomely executed, accompany the report. The remark of Captain McNeill, that "the character of the country between Boston and Providence is such as rather to require the exercise of judgment in the selection of one from among numerous very feasible routes for a Railroad, than even the ordinary research to determine that such a work is easily practicable," is very just; for perhaps in our northern country, a section of the same extent cannot be found affording so many feasible routes between two cities for a work of the kind. The shortest and cheapest route is through Sharon, by an inclined plane; but whether it is the best, we have some doubts, as it has an ascent of 134 feet to the mile for about a mile and a quarter, and would of course require stationary power, which, we think, should be avoided, if it can be without much increase of distance and expense. But one other route rises to exceed thirty feet in the mile, and therefore they do not require stationary power; and we should think that the Walpole and Foxborough, or the Easton and Mansfield route would probably be selected for the location of the road, unless the business of Taunton should be considered of sufficient importance to increase the distance about 7 1.2 miles. The elevation of this route, it will be seen by the annexed table, compiled from the report, and which shows the length, rise, fall, excavation, embankment, and estimated cost of road bed, including masonry, is less, by from 20 to 70 feet, than either of the others; a circumstance much in its favor, where speed is an object. We are able to publish only a part of the

report at this time, but may find room hereafter for a further reference to it.

The surveys have been made by Wm. Gibbs McNeill, United States Engineer, as Chief, with the aid of Lieut. Isaac Trimble, E. T. Griswold, Lieut. W. H. Swift, E. S. Chesbrough, Lieut. T. Stockton, Lieut. F. Vinton, J. C. Cadle and H. E. Rodgers, as Assistants, and Joshua Barney, U. S. A. Det.

| Route | thence | Distance | Ascent | Descent | Excavation | Embankment | Cost |
|-------|---|----------|--------|---------|------------|------------|-------------|
| 1 | Route three | 43.80 | 309.37 | 307.75 | 836.484 | 1,326.696 | \$38,135.88 |
| 2 | Wrentham, | 42.67 | 273.19 | 274.12 | 846.475 | 1,189.521 | 368,986.46 |
| 3 | Walpole and Foxborough, | 40.92 | 264.93 | 265.32 | 865.097 | 1,021.641 | 317,335.98 |
| 4 | Sharon by an inclined plane, | 41.99 | 260.59 | 259.59 | 1,393.939 | 1,121.602 | 356,026.22 |
| 5 | Sharon by Stone Factory, | 43.62 | 258.39 | 257.39 | 1,048.447 | 1,124.613 | 364,168.37 |
| 6 | Easton and Mansfield, | 43.81 | 278.03 | 282.95 | 1,081.557 | 1,108.071 | 346,619.96 |
| 7 | Easton, and along Old Bay Road, to Kimball's Tavern, Same as No. 6, to Kimball's, and then along Old Bay Road to Taunton and Providence, | 50.46 | 301.75 | 301.18 | 1,195.850 | 1,125.510 | 364,402.64 |
| 8 | Quincy, and village of West Randolph and Easton, Same as No. 8, to West Randolph, and then to Taunton, Quincy and N. Bridgewater, to Taunton and Providence, Same as No. 10, to N. Bridge-water, and thence to Easton and Providence, | 44.56 | 302.03 | 306.82 | 1,307.746 | 1,412.172 | 424,147.93 |
| 9 | do. | 49.41 | 313.68 | 313.25 | 1,356.755 | 1,193.710 | 395,738.18 |
| 10 | do. | 50.20 | 238.63 | 238.57 | 1,005.030 | 1,337.999 | 347,423.26 |
| 11 | do. | 45.70 | 231.99 | 236.91 | 1,078.254 | 1,614.392 | 380,165.21 |

SOUTH-CAROLINA RAILROAD.—We have received the Annual Report of the Directors of the South-Carolina Railroad Company, dated May 4th, 1832, from which we learn, that all the reasonable expectations of its friends with regard to its progress, are realized, and that the prospects of extensive utility become brighter as they proceed towards its completion. We shall refer more particularly to it in our next.

BALTIMORE AND OHIO RAILROAD.

Location across Parr's Ridge.

ENGINEER'S OFFICE, B. & O. R. R.
Baltimore, June 6, 1881.

To Philip E. Thomas, Pres't &c.—In accordance with the instructions I have completed the final location and staking out for contract of the entire residue of the route of the Baltimore and Ohio Railroad, between the city of Baltimore and the "Point of Rocks," comprising a distance of about twelve miles, to wit: about three miles from the summit of Parr's ridge, eastward, and about nine miles from the same summit westward; and connecting the 35th section of the 3d division, the graduation and masonry of which has already been contracted for, with the 17th section of the 4th division, on which similar contracts have also been made.

The 3d and 4th divisions connect on the summit of Parr's Ridge. The part now reported as having been recently located, and which composes the western portion of the 3d division, has been divided into six sections numbered 36, 37, &c. to 41. And the part west of the same and forming the eastern portion of the 4th division, has been divided into sixteen sections, numbered from 1 to 16 inclusive, in accordance with which arrangement the section stakes have been set up and marked.

Copies of the field notes comprising the survey and levels, and curvatures, and the references, together with the slopes of excavations and embankments, and the breadth of road in the former and upon the latter, also the resulting quantities of excavation and embankment for each station and section, with the remarks and memoranda necessary to enable the Superintendent of graduation and masonry to execute the work in accordance with the location, in case it shall be approved of by the Board, have been forwarded by me to that officer under date of the 27th ult. duplicates of which accompany this report and are marked A. and B.

In consequence of the advertisement for proposals having been published, I deem it necessary to place these documents in the hands of Caspar W. Weaver, Superintendent of graduation and masonry, previous to their being sanctioned by the Board, inasmuch as, without them, he could not have received the proposals from bidders in a satisfactory manner.

The following tables contain a summary of the number and length of each section, with the respective quantity in cubic yards of the excavation and embankment.

East of Parr's Ridge.

| No. of Section. | Length in feet. | Excavation cubic yds. | Embankment cubic yds. |
|-----------------|-----------------|-----------------------|-----------------------|
| 36 | 1900 | 2817 05 | 6809 35 |
| 37 | 2200 | 3958 37 | 7617 13 |
| 38 | 3300 | 24345 79 | 26963 14 |
| 39 | 2201 | 11191 15 | 18465 19 |
| 40 | 2173 | 9323 35 | 10645 61 |
| 41 | 2000 | 7390 31 | 8896 70 |

West of Parr's Ridge.

| No. of Section. | Length in feet. | Excavation cubic yds. | Embankment cubic yds. |
|-----------------|-----------------|-----------------------|-----------------------|
| 1 | 3800 | 22151 15 | 20971 25 |
| 2 | 3287 | 8829 87 | 7541 95 |
| 3 | 3676 | 13480 20 | 16968 45 |
| 4 | 4200 | 9551 68 | 11461 91 |
| 5 | 3500 | 7071 10 | 6028 14 |
| 6 | 4200 | 5734 32 | 4334 03 |
| 7 | 2100 | 14547 33 | 14380 04 |
| 8 | 2700 | 7257 52 | 7342 23 |
| 9 | 3300 | 11785 28 | 12184 20 |
| 10 | 2000 | 7746 05 | 7659 94 |
| 11 | 3200 | 11519 66 | 10691 05 |
| 12 | 2500 | 19041 88 | 16653 36 |
| 13 | 3200 | 13303 54 | 14553 78 |
| 14 | 2300 | 7856 77 | 9128 52 |
| 15 | 1500 | 7052 09 | 9902 23 |
| 16 | 3200 | 15499 91 | 14670 31 |

In relation to the curvatures, it may be said, that they are much more moderate than on the 1st, 2nd, and 3rd divisions.

With the exception of a short distance near the foot of each inclined plane, where the curvature is about 480 feet radius, there is none on the part now reported west of Parr's Ridge of less radius than 600 feet, and only a few hundred feet which has a less radius than 7 to 800 feet.

It is the same on the part east of the ridge with the exception of the approach to the foot of the first inclined plane, where the radius of curvature is 400 feet for a very short distance.

Attention has been paid as far as practicable to avoid extremes of curvature, and also to prevent the extension of the higher grades through the greater curvatures, inasmuch as a degree of curvature causes

the same opposing effect to the moving power as a certain assignable quantity of ascent, even with the best constructed cars, though the retarding effect will be much greater with one kind of car than with another. The Winans car is preferable in this respect.

With regard to the grades, four inclined planes have been established, numbered from east to west 1, 2, 3, and 4. No. 1 and 2, are upon the east side, and 3 and 4 on the west side of Parr's Ridge.

These four inclined planes have a united length of 10 250 feet, or nearly two miles, and the levels between and attached to them amount to a distance of 8561 feet, or more than 1 1/2 miles, so that this system of planes and exact levels embraces a length of road equal to 18,811 feet or about 3 1/2 miles, one half of which is on each side of the apex of the ridge. But the whole height overcome by the planes is different on the two sides of the ridge; that upon the eastern side being 179 98 100 feet; and that on the western side being 240 98 100 feet.

The length of the shortest plane is 1900 feet, that of the longest is 3200 feet. The steepest grade is that of 1 in 20 or about 2 degrees and 57; the one of least steepness rises 1 in 30, or 1 degree 55.

The following description will give a more exact idea of these planes and the respective levels between and attached to them.

At the foot of plane No. 1 there is a level 300 feet in length straight with the plane.

Plane No. 1.—Length 2150 feet, rise 1 in 26 75-100, total rise 80 375-1000—then exactly level to foot of plane No. 2,—distance 3674 feet.

Plane No. 2.—Length 3000 feet, rise 1 in 30 12-100, total rise 93 603-1000—then exactly level on the summit of Parr's ridge to the head of plane No. 3—a distance of 600 feet.

Plane No. 3.—Length 3200 feet, descent 1 in 20 5-100, total 159 630-1000—then exactly level to head of plane No. 4,—distance 3687 feet.

Plane No. 4.—Length 1900 feet, descent 1 in 23 35-100, total 81 350-1000—then 300 feet level and straight with the plane.

It was decided after mature examination that the most favorable place to cross the summit of the ridge presented at a distance of a few hundred yards southwardly of that of the crossing of the same ridge by the turnpike road which leads from Baltimore to Frederick;—the route by this point being the most direct as well as the most suitable in all other respects. It is the same place for crossing the ridge that previous experimental surveys had indicated as the best with a view to the route down Bush creek.

The point of intersecting the summit with the two planes that should there meet from the two sides of the ridge, having been ascertained, my attention was then directed to the laying of the line of the planes horizontally and vertically so as to fulfil, as far as practicable, all the beneficial conditions of which I was aware should attach to them, and to the operations of stationary power in general.

Amongst these conditions the following may be enumerated.

1. The plane to be straight in a horizontal direction.
2. To have both at the head and foot of the plane a portion of railway in length not less than 100 feet, but if practicable, 300 feet level, and straight with the plane.
3. That the level part at the foot of the plane should be susceptible of easy drainage to a depth of six feet below the level of the rails, as a contingent provision in case the machinery hereafter to be adopted should require it.
4. That the position of the head of the plane should be such that the localities would be as favorable as practicable to the erection and management of the stationary steam engine and its machinery and fixtures.

5. That the inclination of the plane from its head to its foot should be nearly uniform, but such as to allow of the greatest facility of movement to the trains of cars passing upon it.

6. That as far as consistent with other important conditions, the facilities of procuring a supply of water for the engine, should be attended to.

7. That the direction of the plane should as far as practicable coincide with the general or proper direction of the route of the Railroad.

8. That the height to be overcome by the two planes which join at the summit of the ridge should be as great in each direction as the localities would permit without violating other essential conditions.

9. That if more than two planes (to wit, one on each side of the ridge and meeting at the summit) should be deemed necessary, the part or

parts of the Railway intervening between the planes should be level or very nearly so.

10. That every condition should be guarded against which it was believed might prevent the employment of the most approved machinery and fixtures.

11. That the foregoing objects should be secured in whole, or proximately, with the least expense in the construction.

It is confidently believed that in the location of the planes now reported, these essential particulars have been attained as far as practicable, if not very nearly to their full extent.

After the limits were known beyond which it became impracticable to extend the planes, which are now numbered 2 and 3 and which joins to the summit, that is, after the points of lowest level and greatest horizontal distance from the summit that could be attained with each plane, was ascertained; the next subject of inquiry was what grade or grades should be continued in either direction from thence.

On the eastern side in addition to the plane (No. 2.) which surmounted the summit height, a plane had been introduced in the former experimental surveys of nearly a mile in length—the inclination of which was about 76 feet per mile, but so much curved that it would have been worked disadvantageously with stationary power, whilst the descent was not sufficient in any event to dispense with the employment of a tail rope.

The descent from the foot of the plane (No. 3.) on the western side was nearly similar, with this difference that the existence of a mill pond prevented the descent being much below the level of the foot of the plane for the distance of about a quarter of a mile, after which, for a distance of more than three fourths of a mile, the descent was at the rate of about 90 feet per mile. The route here was also so much curved that stationary power could not be used with advantage upon it.

It was therefore considered to be indispensable that inclined planes No. 1, on the east side, and No. 4, on the west side, should be located upon principles which were believed to be essential to the advantageous and economical use of stationary power upon them.

After the system was extended so far as to include four inclined planes, it became necessary to consider whether or not it was proper that it should be extended yet farther, that is, whether the foot of inclined plane No. 1, from the east, and the foot of inclined plane No. 4, from the west, could be approached with animal or with locomotive steam power upon terms that would justify the limitation of the stationary power to these points.

It was found that in addition to ascents of about 35 feet per mile which had been heretofore established, it would require an ascent at the rate of 37 1/2 feet per mile for the distance of about a mile to reach the foot of plane No. 1, from the east—and that in addition to ascents of 30 feet per mile, and a few hundred feet at 35 feet per mile, there would be required an ascent of 37 1/2 feet per mile for the distance of about two and three quarter miles to reach the foot of plane No. 4 from the west.

The curvature on these ascents of 37 1/2 feet per mile is no where at less radius than 1000 feet. There is a short distance of the ascent near the foot of the planes which rises at the rate of about 50 feet per mile. This is upon a straight part and was made to procure the level, at the foot of the planes.

The force to overcome the friction and gravity of a car the gross weight of which with its full load is 7200 lbs. passing up ascents of 30, 35 and 37 1/2 feet per mile will be equivalent to a traction of 59.66, and 69 lbs. respectively. That of two cars would be 118, 133 and 138, which are about the constant working effects of a medium horse. It follows that a horse of medium strength will easily, and for his constant work, draw two cars up either of these ascents, and the same horse for the short distance of these ascents, or a horse above the average strength, will take up a train of three loaded cars at 2 1/2 to 3 miles per hour. Also, two horses will draw six cars which will probably be as many as it will be expedient to allow to compose a train on the inclined planes.

If planes No 1 and 4 had been rejected and a uniform graduation substituted to be traversed with horse power, the ascent would have been about 80 feet per mile, or 1 in 66, and the friction and gravity of a loaded car passing up the ascent would be 127 lbs. and one car would be a load for one horse; consequently, in establishing the inclined planes No. 1 and 4 in lieu of a uniform graduation, the capacity of the Railroad is doubled, whether the moving power shall be animal, or of steam by locomotion.

I have therefore extended this system no further than I believed the capacity and usefulness of the Railroad

would require, and have to be extended it beyond the point of apparent necessity, from a conviction that this system of moving power will be found expensive, at least until the Railroad shall reach the coal mines, when the expense of steam power upon it will probably be reduced one half. Nevertheless the quantity of tonnage to pass the planes might be so great as to make this power relatively, as cheap as any other.

Whenever circumstances, founded on experience, shall justify it, either in point of expense, or to enlarge the capacity of the Railway, this system can be extended to any length desired. It may be extended on one ascending track up, on either side of the ridge, whilst the Railway now made, and contemplated soon to be made, shall serve only for the trains descending eastward from plane No. 1, and westward from plane No. 4.

Respecting the quantity of power and the peculiar kind of machinery requisite to work these planes, I must observe, that I have not an fully matured the plans as to be able to report upon them at present. They are necessarily reserved for the subject of a future communication.

It is proper to say now, however, that these particulars have claimed my attention, and from necessity have, more or less, entered into my views in regard to the location of the planes. There is no insuperable difficulty attendant on the subject—it only requires care, and the exercise of a proper prudence and discrimination in adopting, from what has already been invented and put in use, a plan or plans elsewhere, such machinery and manner of working as shall suit the locality and at the same time be best adapted for a Railway on which the traffic and conveyance of passengers will be in both directions, though in unequal and varying proportions at different times.

There is about the same tension in the ropes which work up in the planes of the Hudson and Delaware Railroad as was contemplated to be on those to be employed on the Rain hill and Sutton planes, on the Liverpool and Manchester Railroad, when stationary power was contemplated to be employed there—and about the same will take place on plane No. 3, (the steepest,) at Parr's Ridge when six cars with 15 tons of freight, being in all about 20 tons, compose the train. This train would be drawn up the plane at the rate of about 7 miles per hour (without any aid from the gravity of a descending train) by a steam engine of 60 horse power. The capacity of the plane would therefore appear to be sufficient to pass up 15 tons of goods in 5 minutes, (the length of the plane being nearly 2 3/4 of a mile.) And allowing the same time for hitching to the rope, &c. as was admitted by all parties to be sufficient on the Liverpool and Manchester road, to wit, 2 1/2 minutes, the whole time will be 7 1/2 minutes, that is equivalent to 8 trains per hour. Allowing the freight in each direction to be as 1 west to 5 east in quantity of tonnage, therefore, for each train of 15 tons eastward, there will be 3 tons going westward; and if the plane shall be made to operate so as to pass the two trains at the same time, in order to economize the power by using the gravity of the descending to assist the ascending train, than a less power than that above mentioned would be employed, and 18 tons of freight might pass at each time, 8 times in an hour, or 144 tons per hour, or 1440 tons in 10 hours;—and if this be considered the day's work, then 449,280 tons of goods might pass in the year of 312 working days.

No doubt, therefore, can be entertained, as to the capacity of plane No. 3, with the power mentioned.—Planes No. 1, 2, and 4, will each require a power of about a 40 horse engine to pass an equal tonnage under the same circumstances. No. 4 is similarly circumstanced with No. 3 in this respect, to wit, that the greater tonnage will pass up it, and consequently the expenditure of power upon them will be much greater than upon No. 1, 2, for upon these the greater tonnage will descend.

If the trade was to be uniform like the coal trade, no steam engines would be required upon these two planes, they might be what are denominated self-acting planes, in which the gravity of the descending train would be sufficient to propel the ascending one.

The trade upon the Baltimore and Ohio Railroad will not be uniform; nevertheless, as the empty cars constitute 1/3 of the whole tonnage and as the same number of cars must go in each direction, the gross tonnage in the two directions will be about as 1 to 2 or 2 1/2, and there may be a nearer approximation to regularity than would at first view appear to be probable;—a still nearer approximation may be made by suitable precautionary arrangements which may not be detrimental in other respects.

In this way, it is probable that the expenditure of steam power on planes No. 1, 2, may be much reduced below what would otherwise be necessary.

This circumstance will also be considered in allotting the power to the several engines.

It may, perhaps, be proper at present to erect but one stationary engine on the summit sufficient to work plane No. 3 briskly, and cause the same engine to work plane No. 2. Then so soon as it shall be found that the trade required another engine it could be erected. In the meantime something, as is always the case, would be gained from experience.

It may here be noticed that the level which connects the head of plane No. 1 with the foot of plane No. 2, crosses the turnpike road which leads from Baltimore to Frederick nearly at right angles with and at about 14 feet above the level of it. A bridge will therefore be required to pass the turnpike and also a small stream at that place, under the Railroad.

A crossing of the turnpike on a level with its surface would have been preferred, but it did not appear to be practicable, consistent with other important considerations.

The precise position of the stationary engines cannot be definitively located until the particular mode in which their power shall be transmitted to the train shall be determined upon. For instance, if the ropes are made to wind and unwind upon drums, or if they are made to pass around sheave wheels, these drums or sheaves may either be placed vertically over the road way, or they may be placed underneath it, or upon one side of it. The choice amongst these several positions must be made with a view to the relative expense, friction, stability, and convenience of the one in comparison with the others; and this will again depend upon the localities, that is, as to whether there be excavation or embankment, and whether the road be straight or much curved at the place, and finally whether there will be room for the works and their appendages. It would appear therefore, that a mode of transmitting the power which will be preferable at one inclined plane may not be so at another, and that various modes will probably be adopted as circumstances shall appear to require at the different stations.

The location of the engine and drums or sheave wheels to work plane No. 1 may perhaps be placed with advantage in the cavity formed by a short and deep ravine which is crossed by a level part of the Railway at a little distance from the head of the plane. This ravine sinks to the depth of nearly 20 feet under the grade of the road, and is 200 feet across at the road way.

The advantages of this position would be the saving of excavation and embankment, permanency attained at less expense, more convenient to be supplied with fuel, and much more so as to the supply of water which can be brought into the ravine, from a distance of about a quarter of a mile, in pipes. The ropes would also be more out of the way of the operations upon the Railway. I have accordingly made a note opposite the field notes of the 38th section in the document A, herein before referred to, signifying that it was contemplated to locate the stationary engine and fixtures in that ravine; and that it would be better to dispense with the embankment (3557 yards, for the supply of which there is no necessary excavation in the road way) and to substitute frame work on which the Railway should be conducted over the ravine.

With respect to plane No. 4, there is a deep ravine upon it, across which the embankment will, in the deepest part, be about 28 feet high, and more than 200 feet across at the surface in the direction of the road. This ravine is situated near the head of the plane, which circumstance rendered this depth of filling necessary. It was much desired by me, so to locate the plane that the stationary engine could be made to occupy a position in this ravine, for reasons similar to those advanced as to the position of the engine for plane No. 1.

It was found, however, if the upper level were continued across the ravine so as to commence the descent of the plane on the other, or western side of it, instead of 28 feet, the road way would be elevated 40 feet, above the bottom of the ravine, and that, since the position of the foot of the plane was fixed on account of other conditions, the grade would then become steeper than was desired.

I therefore yielded to those circumstances and laid the plane, as set forth in the field notes of section No. 3 from station No. 89 to 70, see document B, before referred to.

Upon farther reflection, I am nevertheless not clear, that it would not be better on the whole to place the engine in the ravine, and to pass the plane across it upon wood work. It is probable the transmission of the power could not be made

to take place with the same advantage as at plane No. 1, but this might be more than compensated from the circumstance of the facility of supplying the engine with water, as there is a good spring in the same ravine of a suitable height, within about 100 yards distance.

If the engine shall be placed on the level of the head of the plane, it may be supplied with water from the same spring by conducting it in pipes two or three hundred yards and pumping it through a height of 20 or 30 feet, or the supply may be obtained by a force pump from Bush creek, which would be at a distance of about 300 feet from, and 60 feet below the level of the engine, or lastly, a supply could be conveyed from the same creek at a point above the level of the engine in pipes laid through a distance of about three-fourths of a mile.

In the location of the Railroad across Parr's Ridge it is contemplated to make a cut through the top of the ridge, the length of which will be about 600 feet and the greatest depth about 20 feet. The breadth of the graded road way is to be 23 feet, and at the height of 5 feet above the road way there is to be a berm of 10 feet in width on each side. All the earth from this excavation will be wanted to complete the necessary embankments on the two planes adjacent. Across the highest part of this cut there must be a bridge to accommodate the traveling on a state road which passes from southward to northward along the tow of the ridge. The bridge may be of wood and cheaply constructed and must be of such height as not to obstruct the view from the engine to the foot of either plane and vice versa. The depth of the cut is perhaps sufficient for this arrangement. The descent of the planes will commence very nearly at the terminations of the excavation.

It will be expedient to place the engine nearer to the head of plane No. 3, than to that of No. 2 since No. 3 is the longest and steepest, and will require the most power. This will equalize the length of the ropes, and at the same time, to some extent, likewise that of the quantity of the power to be expended.

This arrangement will also place the engine upon ground which it is understood has been granted by William Hobbs, free of charge, for that purpose. It will also place the engine clear of the bridge before alluded to, and out of the deepest part of the excavation, and where drainage will be more convenient; and lastly, which may be of considerable importance, it will lessen the distance to the nearest supply of water.

The supply of water for this engine by reason of its elevated position upon the top of a high and narrow ridge, will be attended with more inconvenience and expense than at Nos. 1 and 4.

The spring, which appears to be the only one within reach, is situated near the line of plane No. 3, at a distance of 800 feet from the head of the plane and about 60 feet below the level of it.

On the 26th of May last I gauged the water which then flowed from this spring, (or rather springs, for there are two or three very near together) and the supply was found to be at the rate of 2300 cubic feet of water during 24 hours, which would perhaps be four times as much as would be needed for an engine of 60 horse power.

It will be proper that the supply afforded by these springs shall be ascertained in autumn, or when their discharge shall be the least, as upon the minimum supply will in some measure depend the necessary capacity of the reservoir.

The best method of conveying the supply to the engine, whether by a force pump worked by the engine itself, or otherwise, is a subject that must be well considered.

The maps and profiles of the location are in progress and will be reported as soon as they shall be completed. All which is respectfully submitted.

J. KNIGHT, Chief Engineer.

REPORT.

To the President and Directors of the Boston and Providence Railroad Company.

GENTLEMEN,—Having, in the month of August last, in compliance with the invitation of a Committee of your Board, become your Engineer for the purpose of determining, generally, the circumstances under which a Railroad could be constructed between the cities of Boston and Providence; I have now the honor to submit to you a Report of my operations in your service, including Estimates of the approximate cost of a Railroad—illustrated by the requisite Maps in Plan and Profile—to wit:

- 1st. A general Map of the country between Bos-

ton and Providence, including also the routes surveyed through Taunton to Providence.

2d. A sheet containing Profiles of all the routes exhibited on the general Map.

3d. Seven sheets of Profiles on an enlarged scale, which were made to assist in planning the road by the several routes, and will be serviceable in a revision of that route which shall be adopted.

From the brief statement of such facts as I was enabled to communicate to you on the 1st of January, you were informed that, in accordance with the general instructions received from your Board, in a personal interview with them on the 9th of September, I at once commenced an examination of the country between Boston and Providence—diverging eastward, so as to include the townships of Quincy, Braintree, Randolph, &c., through Taunton to Providence; and westward, those of Roxbury, Dedham, Walpole, Wrentham, Attleborough, Pawtucket:—that the experimental surveys of the numerous routes suggested by the varied features of the country, which were commenced on the 15th of September, were completed in the month of November; and that the past winter would be consumed in the completion of the drawings, calculations, &c. on which I was at this time to predicate a more detailed Report.

I proceed, therefore, as concisely as I may, to present to you such facts as may be calculated to aid you in a decision of the question under consideration.

The character of the country between Boston and Providence is such as rather to require the exercise of judgment in the selection of one from among numerous very feasible routes for a Railroad, than even the ordinary research to determine that such a work is easily practicable between those points. For although to the base of the dividing ridge, which separates the waters flowing northward into Massachusetts Bay, from those descending southward into Narragansett Bay, (and which as a consequence must be crossed by any route from Boston to Providence,) it is soon apparent that but two general routes can be suggested—to wit: either through the valley of the Neponsett River west of the "Blue Hills," or along the coast and east of the Blue Hills; yet the summit of this ridge may be attained at various points by a gradual approach to it through the valleys of the several branches of the Neponsett, which unite near its base; and we find that, from the more level character of the country south of the summit, the preference due to either route must be very much dependent on the comparative facility with which we surmount the Dividing Ridge.

That portion of this ridge more immediately under consideration extends from Wrentham on the west, to Bridgewater on the east, a distance of 13 to 14 miles; within which are found, on the north, the sources of Stop River (a tributary to Charles River) and those of the Neponsett before alluded to; and on the south, those of the Ten Mile and Blackstone (tributaries of the Pawtucket), and Bungy, Wading, Rumford, Canoe, Poquanticut and Cohasset rivers.

The *west*, or main branch of the Neponsett has its source in the town of Foxborough, between which and the numerous brooks rising in Canton, Sharon, and Stoughton, and forming the *east* branch, is the elevated range of the *Moose Hills*. Both these branches and their tributaries descend rapidly through valleys more or less contracted, but not tortuous; and, uniting in the Fowl Meadows, form the Neponsett river, which meanders through a wide and open valley, with scarce a perceptible current, to tide water.

The direction of the valley of the Neponsett, for much of its extent, will be seen on reference to the map, to be exceedingly favorable to the object in view:—till having united with the Mother Brook, it diverges in a direction nearly at right angles to its former course. Mother Brook, however—which after a course of 3 miles through the township of Dedham, unites the Charles and Neponsett Rivers (and thus forms an island of the district including the towns of Newton, Brighton, Brookline, Roxbury and Dorchester)—is separated only by a low and narrow ridge from the head waters of Stony Brook. A cut of but a few feet in depth would mingle the waters of Mother and Stony Brooks, and the latter, after a very sluggish, but uniform course in a north easterly direction, for seven miles (in which it crosses the Boston and Providence Turnpike near the 1st toll gate), discharges itself on the west side of Boston Neck into the "Mill Pond." It may be said to break through the elevated ridge immediately beyond the tide marches southward of Boston, which stretches along through Roxbury and Dorchester, and thus, as is seen, affords the means of easy access from Boston to the valley of the Neponsett.

Former surveys by Mr. Hayward, with a similar object in view, had determined the circumstances under which this ridge could be crossed to the valley of the Neponsett; and as he observes in his Report to the Commissioners, p. 72—that "The rise from Davis's wharf to the summit is 123 feet—the distance 1 mile and 76 chains;—the descent from the summit towards the south is 80 feet for the first 116 chains,"—the recent surveys were all directed through the valley of Stony Brook, or around the eastern termination of this ridge in the town of Dorchester—the latter having reference more particularly to a proposed Railroad through Taunton to Providence.—This route, as has been remarked, continued in the vicinity of the coast, till having crossed the valley of the Neponsett, it was directed through a ravine of the Blue Hills,—which extend from the central part of Quincy, through the south of Milton nearly to the valley of the Neponsett,—and over the comparatively level district beyond them, to the summit in Bridgewater, and thence either through Taunton, or as direct as the nature of the ground would permit, to Providence. The extent and elevation of the range of Blue Hills, it will readily be seen, prevent their passage by any route intermediate to the last mentioned and the valley of Neponsett river: and to revert to a former communication on this subject, it may be said that it is this range, that immediately south of Boston, and the height of the Dividing Ridge in its several depressions, which together constitute the controlling features of the country.

The principle depressions in the Dividing Ridge are two in Wrentham; two in Foxboro', on the west side of the Moose Hills, which are seen east of the Providence Turnpike, as we approach the half-way house; one in Sharon, which lies east of those hills, at the source of what may be termed the middle branch of the Neponsett, uniting with the East Branch near the Stone Factory; one in Stoughton, at the source of the East Branch; and two in East Randolph, through which the Taunton routes were directed. And having passed the dividing Ridge through either of these depressions, the valleys of streams flowing southwardly continue in some measure to influence the direction, till we reach that extensive flat or table land which, beginning in Mansfield, extends southwardly towards Providence, and terminates in Seekonk Plain.

From the depressions in Wrentham, the valleys of Ten Mile River and its tributaries generally govern the direction of the route; from these in Foxboro', that of Wading River; from Sharon that of Rumford River; while from those in Stoughton and Randolph the course is necessarily more transverse to the direction of the streams, and the ridges which separate them have now a principal influence.

Ten Mile River rises in Wrentham, and flowing southeast through an open but circuitous valley unites with Pawtucket at Seekonk Cove; Four Mile River, tributary to Ten Mile, and of similar character, rises in Attleborough; and Bungy, Wading, Rumford, Canoe, Poquanticut and Cohasset, which rise successively in the towns of Attleborough, Foxboro', Sharon, Mansfield, Easton and Stoughton, discharge into Taunton River. The upper part of the valleys of Rumford, Wading and Canoe Rivers are narrow, and bounded by hills of considerable elevation; while the other streams flow rather on the surface than in well-defined valleys, and are bounded generally by marshes of various extent, which at times are overflowed 3 to 4 feet in depth. These are all, however, rivers in name, rather than dimensions, being easily fordable, and seldom more than 20 to 50 feet in width, and presenting no obstruction worthy of particular comment.

The townships of Foxboro' and Sharon, with the northwest portions of Attleborough, Mansfield and Easton, may be characterized as broken or exhibiting isolated hills of considerable elevation above the general level of the surrounding country: while the southeast portions of the latter towns, with Seekonk and Norton, are remarkably level—excepting, however, the ridge of considerable elevation and uniformity, dividing the waters of Poquanticut and Canoe Rivers, and which is crossed by the Easton routes.

But a more adequate idea of the character of the country may be formed from an inspection of the map; and referring for information of a geological character, generally, to the Memoir hereto annexed, I proceed to an enumeration and description of the several routes.

Those which present themselves most strikingly are the Foxboro', Wrentham, the Easton and Sharon routes—thus designated from the names of the

towns traversed by them in their passage of the Dividing Ridge; and the eastern route through Braintree, Randolph and Bridgewater, to Providence.

Without particular reference to the ultimate termination of the Railroad, which may easily be prolonged at either end to various parts of Boston and Providence—as the basis of comparison to which to refer the lengths and elevations of the several routes,—a point at the corner of Washington Street, near the old South Boston Bridge, and the east end of India Bridge, opposite the town of Providence, were assumed as the termini of the several routes, at an elevation of about 6 feet above ordinary mid-tides.

From Boston to the Fowl meadows, in the valley of the Neponsett, the line is common to all except the eastern routes—as is also that portion near Providence from Seekonk Cove to India Bridge—and crossing Washington Street from South Boston Bridge to the west side of the "Neck," the line was run straight over the low grounds to the vicinity of Wait's Mill on Stony Brook.

From Wait's Mill to Mother Brook (6 1/2 miles) the line conforms to the immediate valley of Stony Brook—the direction of which, as has been remarked, is very favorable—requiring, however, occasional excavations through gravel hills and occupying for about 2 miles the marshy ground from 2 to 4 feet in depth, which borders on the stream.

Thence for 2 1/2 miles to the point at which the Sharon and Easton routes diverge eastward, the route is over the broad flat known as "Sprague's Plain" and an arm of the Fowl Meadows termed the Maple Swamp;—thus far preserving an almost uniform direction, with a very gradual ascent, for about one fourth of the distance from Boston to Providence.

Continuing southward, by either the Foxboro' or Wrentham routes, along the West Branch of the Neponsett, the line for the next 3 1/4 miles alternately passes through swamps and over the tongues of land which, jutting from the upland into them, recommend slight undulations of the plane of the Railroad, in order to equalize more nearly, and to diminish the quantity of excavation and embankments.—Purgatory Swamp includes about 5/8 of a mile of this distance: but as its character is described in the Memoir annexed, I would only remark that a stable and permanent foundation for the Roadbed across this and similar swamps can be obtained by a simple *grillage* to be formed of plank or logs (as is practised on the Paterson and Hudson River Railroad); and that in all cases requiring artificial foundations, the estimates include an ample provision for their cost.

We now cross the West Branch of the Neponsett, and in 8 1/2 miles reach the summit of the Dividing Ridge in Foxboro'—ascending for 7 miles at 25 feet per mile, and then for 1 1/2 miles at 30 feet.

Soon after crossing the West Branch, its valley becomes more contracted, and somewhat crooked; the streams frequently impinging on the hills which bound it, and necessitating frequent excavations and embankments of considerable extent. Such, however, is the character of the valley no further than "Walpole Centre;" when, resuming its southerly direction, it presents an open meadow land, bordered by hills of gentle slope, and pursues generally a straight course to the summit.

Arrived at the summit in a distance of 22 1/4 miles from Boston, the plane of the road is reduced by a cut of 13 feet in depth to an elevation of 267 feet above the base of reference, which level is maintained for 1 1/2 mile between the head waters of the West Branch of the Neponsett and Wading Rivers—passing in the vicinity of Mr. I. Carpenter's.*

Descending from the summit, we next pursue, for 2 miles, the valley of Wading River, when to avoid its circuit the line was passed through "Sherman's Valley;" till again intersecting Wading River, it crossed the stream at Williams's Factory, 5 miles from the summit, and entered upon the flat country beyond it. The descent on this side of the ridge for the above mentioned distance, as was the ascent on the opposite side, will be seen to vary from an inclination of 25 to 30 feet per mile; and the only other feature of this part of the route claiming particular notice is the width and depth (respectively 3 1/4 of a mile and 30 feet) of the valley of Wading River, the heavy embankment across which it is believed

* Another line was run across the Dividing Ridge through a depression near Captain Everett's house, about 6 feet lower than the last mentioned, but it is not so easily approached on either side.

might be somewhat diminished, on a more minute inspection of the ground.

Thence to Buggy River near Attleborough Precinct, 3 1/4 miles, a level is maintained over a gently undulating surface, and across a morass called *Bugy Swamp*; which, however, is passed with little difficulty on a narrow ridge of gravel extending nearly across it, and on a revision of the line would probably be entirely avoided.

The remaining distance (11 1/4 miles) to India Bridge, opposite the town of Providence, (where, as has been remarked, for convenience only the several surveys are made to terminate) includes comparatively quite a level district of country, declining gradually to the South, and over which the route continues at an inclination varying from a level to a descent of 18 feet per mile. The surface, however, is sometimes waving, with even occasional hills, till we enter upon the Seekonk Plain—the only material inequality of which designates the bed of Ten Mile River.—This stream is crossed twice, and by the present surveys would require embankments extending together 1.2 a mile, the greatest depth of which would be from 24 to 27 feet.

But this part of the line may be much improved (between Carpenter's Tavern and Seekonk Cove, 4 1/2 miles) by a slight deflection to the east, and descending the valley of a tributary to Ten Mile River;—and, as a general remark, applicable in some measure to all the routes, favorable as the country seems to the contemplated project, from the experimental surveys, it may be confidently expected that future surveys will suggest deviations by which the few obstacles which have been encountered may be materially lessened. Nevertheless it has, with very few exceptions, been thought preferable to base the estimates of cost upon the amount of work, as shown on the Profiles.

[From the Courier and Enquirer.]

Railroads for slow and heavy work and for short distances have been long and much in use in England. Their lengthened construction to connect remote places with each other, and the introduction upon them of *motive engines*, are the invention and improvement of quite a recent period. But so successful were the first attempts to make them available for the ordinary purposes of transportation and travel, that they gained at once universal repute, without being subjected to the ordinary probation of new projects. They will soon be in England as common as turnpikes, and from the improvements in machinery and increased skill in the building of the roads, intercourse can be had at a cheaper rate than by existing conveyances, independently of the immense saving of time.

Horse labor, wherever and however applied, is unavoidably very expensive. The cost of rearing the animal, and of keeping him in condition for work, is not even conjectured by those who have not the knowledge from actual experience. His ability for hard work is limited by a few years; his life, for an animal of such power, is very precarious, and slight accidents render him useless and occasion an entire loss.

The introduction of Railroads, even if horse power only was used over them, would effect almost an incalculable saving, as will appear from the following particulars:

The force of draft or traction necessary to propel a ton weight on a level Railroad is about 8 lbs., or, to speak within safe limits, 1/248th part of the whole weight. The average force required to draw a ton weight on a common road is 1.12th of the whole weight. The former is therefore to the latter, as 1 to 20. If, therefore, nothing was gained in point of time, and horse power was to be used, still there would be this saving—that one horse could do the work of twenty.

Take for instance the Railroad which is about to connect Brooklyn with Jamaica. By going on nearly a right line it will reduce the distance to 10 miles; two horses can transport as much weight and in considerably less time than 40 can do it now. Would not the substitution of neat cattle and sheep for the stock of horses required to do the work which would now be accomplished on the Railroad, be profitable to the farmer and advantageous to the city?

But this benefit is not worth mentioning, in comparison with those which result from the saving of time by the use of the engine. Taking this same Jamaica Railroad again as a sample, that village is brought by it as near to New York as Washington Square is by the aid of an *Omnibus*. From twenty to thirty minutes is the most that can be required, and with such engines and carriages as the sci-

tific invention and finished skill of the Messrs. Stevens are preparing for the splendid Amboy road, fifteen minutes will be sufficient allowance.

Railroads will soon be found and admitted to contribute a full proportion to the character of times distinguished as ours are for majestic canals, and marked as a new era by the introduction and perfection of steam navigation.

VIATOR.

ITHACA AND OWEGO RAILROAD.—At a meeting of the Stockholders, held in this village on the 9th inst., pursuant to public notice, the following gentlemen were chosen Directors for the ensuing year. Of Albany—Simon De Witt, Rich'd V. De Witt. Of New York—Wm. G. Bueknor, Abraham Varick. Of Owego—James Pumpelly, George Bacon. Of Ithaca—Francis A. Bloodgood, Ben Johnson, J. S. Beebe, Wm. R. Collins, Julius Ackley, Stephen B. Munn, jr., Alva Beebe.

And at a meeting of the Directors on the 11th inst. Francis A. Bloodgood was chosen President and Richard V. De Witt Treasurer.

There is now great interest and activity manifested in the construction of this road, the whole line being under survey, and nine miles of the distance located and now under contract, a force of five or six hundred men now at work on the different sections. It is confidently expected that the whole line will be located in the month of July. The grading, &c. preparatory for the reception of the rails will probably be completed (the first nine miles) in the course of two or three months, and a considerable part of the road finished in the course of the season.—[Ithaca Journal.]

RAILROAD.—The Road is now in complete and successful operation. Yesterday morning, it was indeed a lively scene at the termination of the Railroad in this city. About 150 persons had assembled at ten o'clock, to go over the road. They filled ten cars, eight of which were drawn by the Robert Fulton, in 1 hour and 5 minutes, to Schenectady. The weight of the train was estimated to be 20 tons.

On the return of the engine, with six cars, the time taken was a few minutes less than an hour.—[Albany Daily Advertiser.]

RAILROADS IN WINTER.—We continue to hear remarks made unfavorable to the use of Railroads in winter. That such reports should be circulated is not in the least to be wondered at. We know, and it is also well known to others, that there are many persons in this country decidedly opposed to the introduction of Railroads. They were also opposed to the Canal; in truth there is a class who are opposed to every thing like improvement. They have no wish to see things change; and endeavor, therefore, to counteract every effort of their more enterprising neighbor, who desires to conform things to the age in which he lives; hence the most trifling difficulties are magnified into affairs of importance, and sent forth to the half-hoping, half-doubting friends of Railroads, urged with uncommon zeal, as powerful arguments against this unassuming, yet illustrious stranger in our country.

Those who propagate reports have no interest in seeking for facts, but the reverse: and those who hope, yet fear, find them not at hand and therefore are induced to give up in despair; whilst the few, who have sought for and obtained the necessary information have to contend against the prejudices of the one, and the doubts of the other class. They however have a consolation in the fact, that the march of improvement is onward: a few years more and the system will be established beyond contingency. Time is only required to convince the great mass of this community of their superiority for most purposes, over every other mode of internal communication,—as most persons may be convinced of a fact by good evidence, and but few will hold out against their own senses. A few Railroads put into successful operation will effect wonders in their favor. Everybody, that can, will visit them, and when they have been once seen, and the pleasure of riding upon them enjoyed, but one in a thousand will return and oppose them. We do not pretend that there are no difficulties attending their

use. They are yet, we hesitate not to say, very far from that state of perfection which a few years of experience will give to them; but the genius of our countrymen will be found equal to the importance of the object, and ten years of experience with Railroads will produce improvements in their structure and machinery equal to those made upon Steamboats in the same period of time past.—We have only to hold out inducements and the ingenuity of our inventive countrymen will be turned towards the improvement of Railroads and Railroad machinery. A few thousand dollars offered as premiums for improvements would effect much, and we hope soon to see such offers made as will call to its aid the best talents of the country.

By a reference to the letter published in No. 21 of this Journal, it will be seen that even the past uncommonly severe winter did not obstruct business on the Baltimore and Ohio Railroad; and it is well known how greatly the city of Baltimore was favored by a good supply of fuel at moderate prices; whilst the inhabitants of this city were compelled to pay from 9 to 16 dollars per cord for wood, and from fifteen to seventeen dollars per ton for coal. We are more apprehensive that we shall not be able to construct as many Railroads as the wants and interests of the country require, than that we shall not be able to use them in winter when made.

The following extract from a Liverpool paper shows a constant use of the Liverpool and Manchester road during the past winter:

LIVERPOOL AND MANCHESTER RAILWAY.—Since Christmas from six to eight additional engines, two of them made by Mr. Edward Bury, of Liverpool, and the rest by Mr. Stephenson, the engineer to the Railway Company, have been placed on the line. Altogether there are now twenty-six engines plying between Liverpool and Manchester. The carriage of goods has greatly increased lately; during the past week upwards of 500 tons of various kinds of produce were conveyed to Manchester from Liverpool daily. Since October last, when cattle were first conveyed by the Railway, 18,730 pigs have been carried up to Manchester in convenient carriages constructed for the purpose. Much additional business is produced on the line by the spirit with which Mr. Legh, of Lyme, conducts his coal trade. An engine, purchased by him, named "The Shrigley," is daily employed on the Railway in conveying coals from his extensive collieries at Haydock, and immensely large quantities have been brought to Liverpool and Manchester from that quarter since Mr. Legh entered upon his project. Mr. Hulton also conveys coals from his collieries at Hulton, but by no means in such large quantities, or so regularly as his competitor, Mr. Legh.—[Liverpool paper of 7th April.]

ICE UPON RAILROADS.—It has been suggested to us that, in case of ice on the rails, by putting the engine behind the train of cars, the wheels of the cars will completely demolish and remove the ice, so that the engine wheels will adhere with as good effect as if no obstruction had existed. We should be very much obliged by a statement of the facts if experiments of the kind have ever been made.

RAILROADS.—The following fact, stated in the Report of the Commissioners of the Cape Fear and Yadkin Railroad, in N. Carolina, is one of the strongest in favor of Railroads which we remember to have seen:—"The proprietor of the great Mills, 13 miles distant from Baltimore, (Ellicott,) saves forty-five thousand dollars annually, in the transportation of his goods between his mills and Baltimore. What formerly cost him sixty thousand dollars, now costs him fifteen thousand dollars only!"

MORRIS CANAL.—A letter from C. D. Colden, Esq. President of the Morris Canal Co. to the Board of Directors, dated Newark, May 24, says, "The Canal is now, so far as I know, in perfect order, from one end to the other, and I think is, at least, about to realize our expectations."

MAY 18, 21, 22 23, 24, 25—1832.

A TRIBUTE OF SYMPATHY ADDRESSED TO MOURNERS

Is it not strange, considering the favor with which American works are now received abroad, that more literary attempts in the way of a domestic story, like the one before us, laying the scene here, are not made. There is certainly sufficient variety in society among us; and from manners being less artificial, (we will not say less polished,) character is more easily found upon the surface than in the same circles in Europe. What an admirable plot, for instance would the story of Beauchamp's murder of Colonel Sharpe make for a novel of the Matorin school, and what scope would it give to the powers of the author of Eugene Aram. For novels of a quieter character, we have ample materials all around us for any clever copyist of life and manners. In the way of heroines, (we cannot say as much for heroes,) the ready reader can call many to his mind who might figure in a fashionable or grace a domestic tale. How fine a contrast, for instance, would the strongly marked and decided character of Leonora form to that of the shrinking and sensitive Lucillia. The proud intellect that sits enthroned on her noble brow—the freedom from all affectation, and the alight dash of coquetry that almost compensates for the absence of sensibility in the one, with the

"The good sentiments of our souls, which in a just cause, always act in conjunction, in a career of evil are opposed to each other; and we are compelled to compromise, extenuate, and sacrifice, till their influence is weakened, and their seeds all but eradicated."

"Under grief, vexations, or disappointments, we most of us, choose some nucleus round which our indignation or repining chiefly gathers, and on

which we most frequently bestow those mental invocations which, if uttered, could not but be eloquent, because they are for the most part deeply felt."

"We frequently create an imaginary good, and mould what we meet with to its likeness. How often is reality clothed in a fiction of our own creation, and the visible substance rejected for the impalpable shadow!"

"To quote apophthegms, and without pedantry, always secured his favor as well as his attention; and he maintained, that the power to do so was an elegant species of wit. Quotation, he said, was not only the parole of the literary world, but of refined life."

"Uninterrupted pleasure, as many have felt to their cost, and acknowledged for the benefit of others, is calculated to make time pass heavily and slowly. The demon Ennui, when he emerges from the caves of sloth, rushes to scenes of amusement, but soon ceases to find enjoyment."

"To a sensitive person there is nothing so endearing as that repose of manner, which begets the security that your feelings will not be wounded."

"It is in the imperceptible and inexplicable links of human sympathy that the beauty and mystery of all devoted affections consist—those links that mock the inquiries of the philosopher, and elude the research of the self-examiner."

"I begin to think I can partly guess a person's character from the books he best loves. The old proverb says, 'Tell me your company; I say, 'Tell me your books, and I will find out what you are.' And I have this weighty reason on my side,—that we can choose the one, but the other is beyond our power. I often find myself with people I do not at all like; but I am never guilty of reading a book I do not thoroughly love. Wordsworth is quite right—books are a real world."

"Of all charms, surely a sweetly modulated voice is the most attractive—that with which we soonest sympathize, and which we the most heartily admire. To me, a voice, when entirely good, indicates culture, refinement, delicacy, and goodness of heart. I have somewhere read that painters paint themselves, that is, stamp their own characters on their works. I think that people speak themselves. Never yet did I love anybody dearly, whose voice did not become to me the herald of their character."

"Want of communication on what absorbs our selves, makes a solitude of the heart as deep and silent as a dungeon or a wilderness."

"The pride of the human mind can very rarely endure the rejection of any overture to pardon.—Whatever the offence, the humility of entreaty seems to him who makes the sacrifice more than sufficient to cancel it."

"When two people thoroughly understand each other, what trivial circumstances can give intensity. I had almost said an eternity, of happiness! a continuity of bliss; at least it must be as long as memory lasts."

"Stars do not cease to shine when clouds conceal them; and bliss, in remembrance, must still be bliss, how ever dense the intervening atmosphere."

"Have I not somewhere read, that when we give ourselves up, every thing fails us? Oh! every thing! I have felt this, and I know it to be true. Every thing belonging to this world,—affection, health, temper, the duties and charities of life, occupation, memory,—all glide away, as easily as water from the hand that would idly detain it."

"It is in the monotony of a secret grief that the danger chiefly rests. No sudden vexation or unexpected annoyance is ever so hurtful as this unvaried sameness—it always bringing, whatever its nature, the soothing antidote of change."

"To the sick in heart,—to those who have raised the cup of despair to their lips, and tasted but not quaffed the bitter draught within, a renewal of hope is as the night breeze to a drooping flower, or a sunbeam to those that have sat in darkness."

"A sense of misery and desolation gives often a consciousness of the infinite, and enables poor human nature to rise above all that can afflict it. Such emotions do not, cannot last; they are even frequently succeeded by that moral cowardice which shrinks from all suffering, and the weakness that weeps as if tears could wash away despair; but they leave behind them a mighty though latent power, to serve and save the heart which cherishes them."

"If in grief, or in any distress of mind, we could survey our own position as others survey it for us; few of us would ever grieve immoderately, or mourn intensely. We should, perhaps part with what is most precious to us as callously as the Indian; who with his own hands can carry the dead

body of his nearest relative to the river's side, and tearlessly and unmoved watch its progress down the stream. His consolation lies in what is left behind."

"But the bitterness of grief emanates from its unity, and its endurance (where it does endure) flows from the same source. In the fullness of its strength it overpowers us, and makes us feel that it is powerful and illimitable, and that we are weak and finite;—it excludes all other interests, deadens all other affections, and throws a pall alike over the future and the past. It alone is ever present, ever near us."

"Let the jealousy of affection be once aroused (not the jealousy of another, which is a separate and wholly different passion), there are few modes of justification that will medicine it again to sleep."

"If it were possible to give to any of the sad sensations of the human heart the bad eminence of precedence, it would be to that which springs from the suspicion that the tie which binds us to an adored being is felt by him who twined it as a galling chain."

"One feeling, adverse to confidence,—one cloud (though but a passing one) veiling the affections, may raise as strong a barrier between heart and heart as distance, time, or death."

"The waiting for death must ever be mournful and appalling—the thoughts and feelings which were then thronging round the hearts of the spectators, will not admit of description, or even definition."

COLUMBIA COLLEGE AND ITS GRAMMAR SCHOOL.—At a late special meeting of the Trustees of Columbia College, Wm. H. Ellet, M. D., Lecturer upon Elementary Chemistry, in that institution, was appointed Professor of Elementary Chemistry therein. Dr. Ellet has, during the present term, given instruction with great success to the Sophomore Class, under a temporary arrangement for that purpose. That arrangement is now rendered permanent, from a consideration of the advantages of extending the course of instruction in the physical sciences, by commencing the study of elementary chemistry in the Sophomore instead of the Junior year; and thus enabling Professor Renwick, not only to enlarge his courses in the higher departments of Natural Philosophy, but to give an additional course to the Junior Class, of Chemistry as applied to the arts. Not is this arrangement effected at the expense of any of the other branches of study pursued in the College; for, on the contrary, all of them have, within the last two years, been extended in the same proportion, and an addition of one hour in each day of the week has been made to the attendance upon lectures and recitations, which is equivalent to an increase of one-fourth part of the former collegiate course.

We may as well avail ourselves of this opportunity of noticing, that in the article *New York*, in the last number of the *Encyclopædia Americana*, in Williams's Register, and several other periodical publications, the number of students of Columbia College during the last and present years, are stated as "above one hundred;" and that no notice whatever is taken of the scholars in the Grammar School attached to the College, and under the immediate and permanent charge of Professor Anthon as Rector. Now we know from official sources, that the number of students matriculated in the College during the last term was one hundred and thirty-two, and during the present term one hundred and forty, of whom from eight to twelve in each year were admitted to gratuitous instruction under the statutes of the College; while the number of scholars attending the Grammar School during the last year, was about one hundred and sixty, and during the present year upwards of two hundred.

We cannot close these remarks more satisfactorily to ourselves, or with better evidence of the successful cultivation of talents in the Grammar School of the College, than by the two poetical pieces annexed:

POETICAL SALUTATORY.

Spoken at the Quarterly Examination of the Grammar School of Columbia College, May 5, 1832.

How rare the power by which the sage's eye
What is to be, can, in what is, descry!
See in the light that crowns the morning hills,
The burning noon with which the wide air fills,
I trace in each germ the future bud or bloom,
Prize what it is for what it may become.
If such be here, from such our efforts claim
More than mere schoolboy worth or schoolboy fame.
To them, perchance, scenes greater far appear
Hid yet suggested in the symbols here;
These boyish forms, that crowd the narrow room,
Seen godlike figures 'neath some senate dome;
These boyish tones, that humbly ask applause,
Decide a nation's fate, or give a nation laws.
And you, whose lingering mind still backward steals
To youth that mimicked what your manhood feels,
O'er the dark waste of years you've left behind,
What music floats upon the wafting wind?
Faintly and sadly, hark! the low tones come!
Your natures calling from your childhood's home,
Your former self whom you have left forever,
As the calm fount, the wide and troubled river!
Ours is that voice—our pride, our glad display
Of knowledge gathered through our little day:
These to your minds your own glad youth recall—
For this we claim your thanks, for this deserve them all.

But eyes are here that see in this poor room
No godlike figures and no senate dome.
Bright eyes, with no prophetic power endued,
Gay hearts, that o'er the past care not to brood;
To their kind smiles, what claims can we advance?
On for the knightly days of old romance!
Then might our strength, our skill, our courage find
The praise which surely is not due to mind!
But why regret the barbarous shield or lance?
Hath not ambition still, in dress or dance,
Fled wide enough, and worthy too, to show
Its sense of beauty and become—a beau?
Alas! thus high, our years forlorn pretence;
And if not they, at least our common sense.
Upon what merits do we then thus dare
To claim the patience of the young and fair?
On none!—but on their kindly as we rely.
"They're sure to please who solemnly try."

The tender flower that in the opening spring
Dares to put forth its modest blossoming,
Shielded, perchance, by the last winter snow,
Cares not what sky may lour, what wind may blow.
To us, ye critics, from your windy words
A similar shield your own cold scorn affords.
We are mere boys! what matters it to you
How boys acquit them, or what they may do?
But if by chance our words can reach your ears,
With deference thus we speak, by which our fears—
Our humbleness itself's the plea we urge
That you deny the crown at least to spare the scourge!

POETICAL VALUATORY.

Spoken at the Quarterly Examination of the Grammar School of Columbia College, May 5th, 1832.

Fear not! brief space will I your time engage,
The last left lingering on the minor stage:
No actor now placed here to play a part,
Through what I speak I've learned indeed by heart—
Yes, from my heart the ardent thanks arise
For all your patience, all your kindnesses:
Our little day of proud display is o'er,
The Guebre, Bruce, e'en Samor is no more;
Lost in the common crowd of boys again,
They've dream'd their dream, and fill'd the stage in vain;

In this, how widely different their fate
From that of those they chose to imitate—
Yet not in vain! Has he then, who the lot
Of all "the million" shares and is forgot,
Has he no recompense? Say, ye who know
What precious joys from mere exertion flow,
Whoe'er may use it, or whoe'er it aims,
As well defeated as when crowned with fame,
Even the aimless exercise of mind
Leaves it no added strength, no joys behind?
Nor is this all; what tho' our feeble voice
Has bid no single sorrowing heart rejoice
Nor wake amid the crowd or awe or fears,
Nor howed a single manly spirit to tears;
Yet, was there sitting fondly anxious here
No brother, sister, friend, no parent dear,
Whose hearts were beating both with joy and fear
As some low tone fell tremulous on their ear,
Who, when that ceased, looked smiling up again
Proud of the boy they have not loved in vain?
Oh if there were, we cannot but regard
That pride an overpayment of reward—

If, as the earth sends back in dew to Heaven
Some of the blessings which in showers were given,
If thus the hearts from which our best joys flow,
From us one rapture in return did know,
Then, altho' partial minds alone approve,
Not quite in vain, not fruitlessly we strove—
And even you, whom love taught not, to prize
Our efforts thus, who with the daily eyes
Of common life those childish efforts saw,
Say, did no voice some kind attention draw?
No beaming face your wakening hearts employ
And fill with interest even for a boy?
If so, our efforts have at least made less
The chilling weight of this life's tediousness!
Then not in vain, oh not in vain we strove,
If we but woke one thought of human love,
For this has given, in wisdom's eye, a worth
To lowliest things, o'er all the pride of earth!
But one word more, relief perchance to you,
'To us most sad, that saddest word—Adieu!

We are gratified in extracting from the National Gazette of yesterday, the following just and well considered compliment to *Washington Irving*. He is received in private here in the city of his birth, with cordial welcome, and has already accepted the offer of a public dinner for Wednesday next, from his early associates and old townsmen.

Washington Irving has arrived at New York, after a long absence from his native country, during which he has rendered it constant and rare service, by the great and brilliant enhancement of his literary fame, the solid value as well as peculiar charm of his works, and the uniform excellence of his private life and character. The American name has gained doubly through the author and the man, as the Scottish has been brightened with twofold honor by Sir Walter Scott. There is no reproach which ought to be deemed more painful to both parties, than that which the spirit of patriotism is obliged to cast upon an author of genius and renown, whose personal history is discreditable, or who has published what tends to vitiate morals and taste.

Mr. Irving is mentioned, in one of the New York papers, as late Secretary of the American legation. All dignity merely diplomatic fades and merges before his literary repute. The government has the most reason to be proud that he bore the title; to it the advantage accrues. When Humboldt accompanied Lord Hervey, and Dugald Stewart Lord Lauderdale, to Paris, each as a member of the British embassy, no one of the court, the political, literary or fashionable circles, could see or think of the Secretary as such, however accomplished and able as such.—In the same capital, more attention and admiration were given to Sir Walter Scott than to Mr. Canning; and to the latter, more in his capacity of genius, scholar and orator, than that of minister of state. So, the politician was nearly forgotten in M. de Chateaubriand on his visit to England, even in the elaborate public compliment of Mr. Canning: it was the gifted and illustrious author who was hailed and incensed on every side. Intelligences of their endowments and exploits stand out in estimation beyond all adventitious rank or office-business—they have a higher existence and more general acceptance—they possess an absorbing distinction and superior mood.

"Letters admit not of a half-renown,
They give you nothing, or they give a crown.
No work e'er gained true fame or ever can,
But what did honor to the name of man?"

[FOR THE NEW YORK AMERICAN.]

Mr. Editor: I have just laid down your paper containing Mr. Adams's Report. It is very long, but I was pleased to have it all at once; and its length did not at all tire me.

You will notice, if you please, that I give the above respected character his proper name, and do not call him Mr. Adams; though you yourselves have done so twice in one column of your paper of the 17th, which is now before me; neither do I say Mr. Adams's Report. I must implore you to let me have my two *ss*, as I know has been hinted to you heretofore (and, if I mistake not, conceded on your part), in such instances as Stevens's Wharf, Jones's Lane, St. Thomas's Church. I am foolish enough to be rather sensitive on this point, and, as Hamlet says, wish you to "reform it altogether." I believe, too, it has been noticed to you, that a word of pretty common use with us, "tranquillity,"

is quietly submitting to have its constitution impaired by the loss of an *l*,—in my mind, in the administration of the type, a piece of false economy.

A writer in a morning paper, which I have just read, mentioning the unhappy occurrence of death by poison, tells us that not more than half an hour had transpired between the taking of the deadly root and the fatal consequence. Locos.

Apropos, of the Report. The couplet at the end—unde derivatur? The thought I consider fine, but far beyond the poetry. — Mr. A. did not make it, or he would have avoided the bad grammar in the first line, and the humble expletive, as I view it, "my friend" in the second. Suppose we try to amend it—

When truth or virtue an offence endures,
The offence at once becomes both mine and yours.

Tuesday evening.

[FOR THE NEW-YORK AMERICAN.]

I am sorry to find your correspondent "Logos," notwithstanding his criticisms on your English, so ignorant of one of the best writers of his language, as to ask from whom Mr. Adams quoted Pope's lines,

"When truth or virtue an affront endures,
The affront is mine, my friend, and should be yours."

He will find them in the Epilogue to the Satires, dialogue 2d. Should you find time from your other duties to look at the Satire in question, I beg leave, with all due humility, to ask you to read the remainder of it to the end; and if you can recollect anything finer in its way, in our or any other literature, have the goodness to mention it. Mr. Adams made a trifling error in his quotation; but on the whole he was right.

Yours,

A CONSTANT READER.

Wednesday evening.

[FOR THE NEW YORK AMERICAN.]

THE GREAT WEST.

By the *Great West*, we mean the country bounded by the Cumberland Mountains South, the Rocky Mountains West: the line of Upper Canada North, and North East, and the eastern line of Ohio and Kentucky east.

This country, but yesterday was an entire wilderness, known only to savages; to day it is rapidly filling up with civilized inhabitants, devoted to agriculture, commerce and the arts.

Like all others; this vast country will have its great points for the concentration of commerce, and its small ones, but some one point larger than any other.

From a view of the whole, it appears to have been dictated by the wisdom, which placed bounds to the waters and dry land, that nearly all of the surplus products of this country could be collected at the western end of Lake Erie, and from thence pass off to New York and Montreal, to be exchanged for foreign supplies. This conclusion is drawn from the comparison of climate, natural water courses and the whole formation of the country. Besides the natural advantages which the country possesses the following will show the artificial improvements making and in contemplation. The United States granted to the State of Indiana, the alternative five miles square of land, to make a canal from the navigable waters of the Wabash to Lake Erie. Subsequently the United States made a grant of Land upon the same terms to the State of Ohio to make a Canal from Cincinnati to unite with the Indiana Canal at Defiance, at the mouth of the Auglaize. The latter Canal is made and occupied from Cincinnati to Dayton, 60 miles. The Legislature of Ohio at their present session have passed an act to continue this Canal as near the point of its projected junction with the Indiana Canal, as can be done with the proceeds of the lands granted by the United States.—Should the Canal not be completed for want of funds arrangements are made by private individuals

to finish it, by the addition of a Railroad. The State of Ohio has also incorporated a company to construct a Railroad from Dayton to Portland, but the stock is not yet taken.

The State of Indiana has made Legislative provision for putting her Canal under contract at the opening of the spring. As soon as this work commences, a line of stages will be established running from Lake Peoria to the mouth of Tippacanoe River, which empties into the Wabash, a distance of 120 miles from Lake Peoria. To this point Steamboats navigate the Wabash—and they also navigate the Illinois River to Lake Peoria. At no very distant period a Railroad will no doubt be located between Lake Peoria and the mouth of the Tippacanoe.

It is now a matter of current conversation in Illinois and several meetings have been held relative to this Railroad and its extension eastward along the valley of the Wabash, across the summit level at Fort Wayne and down the valley of the Miami River to Lake Erie. It will be readily perceived by a view of the map of the county, that this route will afford a very direct course from St. Louis, at the great confluence of great River to Lake Erie.

The summit dividing these waters that flow to the Lakes from those which pass to the Mississippi is lower at Fort Wayne than at any other point, and is amply supplied with water for Canal feeders, and so convenient of passage in its unimproved state, that loaded Pirogues pass without any land carriage from the waters of the Bay of St. Lawrence, to those discharging into the Gulf of Mexico.

As a matter of minor importance the Territory of Michigan has laid out a road from near the point of discharge of the Miami River into Lake Erie, to intersect the United States road from Detroit to Chicago, with a view to cross the Peninsula from Lake Erie to Lake Michigan at this point. A petition is now before Congress to grant funds to make this road. If this fails, it will be effected by individual enterprise. There are several petitions before Congress for improvements in roads, which are not noticed in this article.

The Great West presents more surface peculiarly adapted in form, and in the component parts of its soil, to the support of animal and vegetable existence, than any other country of equal extent on this continent, if not on this globe. It is all of secondary formation, and the principal part, charged with sulphate of lime, (Plaster of Paris,) and is capable under the same culture of throwing off a greater surplus than any other region. This country is not less abundantly supplied with the products of the mineral kingdom. Copper and iron in a native state and in ore are found in abundance, and lead sufficient to supply the world, at the cheapest rate.

It is a natural inquiry, through what channel the commerce of this vast country shall be conducted? The answer is obvious. There are but three great outlets to the Atlantic Ocean:—by New Orleans to the Gulf of Mexico—by Montreal to the Bay of St. Lawrence—and to the broad Atlantic at New York.

The market at New Orleans presents insurmountable difficulties—provisions, in general, constituting the staples of the *great west*, cannot pass through the warm water of the Gulf of Mexico and remain sound. It must from this cause and the unhealthiness of its climate be a fluctuating and very unsafe market. Montreal is in a foreign dominion and locked up in ice more than half the year. New York is, therefore, the market that is to receive the surplus products of the *great west*, and must ultimately be the greatest city in the world.

With these views, and by a cursory examination of the map of the country, it will be obvious that at the western extremity of Lake Erie there must be a point of great commercial importance. Under this impression a number of gentlemen from the state of New York, and some others, have fixed upon what they conceive to be that point—near the mouth of the Miami river—where active operations are commenced for the building of a town on an extended scale. This location has the best harbor on Lake Erie, and every other natural requisite to make a large place—a City. All the water courses of the west which would conduct the products of the interior to this point lie so far south that an exchange of commodities can be carried on with the interior by water communication while Lake Erie is covered with ice. Pirogues engaged in Indian trade, wishing to go to the Illinois river and Chicago, may start from the mouth of and ascend the Miami on the 1st of March—pass across the portage at Fort Wayne, of seven miles, into the Wabash—descend this river to the Ohio, and thence to the Mississippi—thence

ascending to the mouth of the Illinois, and by a passage up this river arrive at the place of destination on the 15th of April, and return to the mouth of the Miami by the last of May. During this time or a greater part of it, the passage to Chicago by Detroit and the Lakes is closed by ice. These facts show the vast importance of the location at the mouth of the Miami river, and that ultimately it must be one of the principal points of exchange of the surplus productions of the Great West. X. Y. Z.

FOREIGN INTELLIGENCE.

LATER FROM FRANCE.—By the *Havre* packet ship from Havre, we have our regular Paris files to the 10th ult., and by the *Splendid* from Bremen, there are Paris dates to the 13th. The material extracts and translations from these papers follow.

The spread of the *Cholera* was very alarming, and no specific system of treatment as yet, had been ascertained. Still the mortality was not as great as in England: there, the deaths were in the proportion of one half; in France, they exceeded a little one third.

Of political news there is little of moment. The affair at Ancona seems to remain for peaceful adjustment. The report via Bayonne of *Don Pedro's* fleet having been off Lisbon, is absurd upon the face of it.

FRANCE.

PARIS, April 9.—In 24 hours from the 7th April, at the same hour on the 8th, there were 826 new cases of cholera, of which 509 were males, and 317 females. Deaths not specified.

Official Sanitary Bulletin of the 9th.—The number of new cases is greater to-day, but the physicians are almost unanimous in asserting a very perceptible diminution in the malignity of the disease. There has been a great number of deaths, but they are principally of persons who have been sick for some days.

To-morrow the new Hospitals of the Grenier d'Abondance and Bess Hommes will be in operation. The subscriptions for the relief of the sufferers continue. Those of to-day amount to 32,724 francs. His Majesty has placed at the disposal of the Prefecture of the Seine, 1000 mattresses, and great quantities of other descriptions of bedding.

The number of new cases from noon of April 8th, to the same hour on the 9th, is 1020, viz: males 633, females 387. Deaths 385, viz: males 253, females 132. Total cases from the commencement of the disease, 4,923; deaths 1,879.

PARIS, April 10.—The *Cholera* occupies almost exclusively, public attention here; it continues its ravages with an intensity which surpasses all previous expectations. The official bulletin of each succeeding day goes to increase the public apprehension. It is painful to notice the departure of almost all those whose business or relations do not confine them to the city. From yesterday noon to 10 o'clock this morning, we learn that the number of new cases, including those in private dwellings as well as in the hospitals, amounts to 1,075, and of deaths to 455. If we add to this number those of the suburbs, and those which may be expected to occur from this hour (10 o'clock) till noon, the time when the Sanitary Committee make out their report, the total number for the 24 hours cannot be less than 1300. There have already occurred

- 2 cases at Sevres, 4 miles S.W. of Paris.
- 5 do and 5 deaths at St. Cloud, 5 miles W. of Paris.
- 5 do and 4 deaths at St. Germain, 2 1/2 posts W. of Paris.
- 11 do at Argenteuil, 8 miles N.W. of Paris.
- 1 do and 1 death at Rambouillet, 27 miles S.W. of Paris.
- 19 do and 7 deaths at Versailles, 12 miles S.W. of Paris.

The city of Paris has borne a melancholy aspect for some days. After 9 o'clock in the evening, scarcely any persons are to be seen in the streets.

We learn with grief that the typhus (fever) has made its appearance at the Hotel Dieu; and that the physicians of that Hospital have this morning made a report on the subject to the Minister of the Interior. It is also said to have shown itself at the Hospital of Gros-Caillon.

The death of a number of distinguished persons is announced, who, if we might rely upon the statements of certain journals, would have been considered not of the class liable to be attacked by the cholera. We mention the following:

The Baron of Montville, Peer of France.
M. Musset-Pathay, Major General of Division.
The lady of Colonel Chateau.
Count de Coetlosquet, Peer of France.
Dr. Leroux, dean of the Faculty of Medicine.
Dr. Petit, Surgeon of the Hospital of Gros-Caillon.

The alarm is great in the fashionable quarters of Paris.

There has been circulated on Change to-day, the following bulletin relative to the health of the President of the Council of Ministers:

10th of April, Half past 12.—The President has had a good night, and slept several hours. This morning he is better. Every hour increases the confidence of the physicians, and affords indications of returning health.

Notwithstanding this bulletin, every body perceives that it will be impossible for M. Casimir Perrier to resume the direction of the Cabinet for some time. M. d'Argout will be charged, in the interim, with the duties of Minister of the Interior.

Grenelle is the place, next to Paris, where the *Cholera* has made the greatest ravages. It is lamentably true that the number of victims is proportionably greater in that commune, than in any other place where the disease has made its appearance.

HAVRE April 11.—It is stated that a case of *Cholera* has occurred at Bolbec; but nothing as yet leads us to suppose that the report has any foundation.

PARIS April 12.—In the Chamber of Deputies the Minister of Commerce asked for an extraordinary loan of 2,000,000 francs for the purpose of carrying into effect certain measures against the *Cholera*.

PRUSSIA.

BERLIN, April 12.—A Cabinet order has become known to the public directing that the Reserve Regiments shall again be increased to the war-footing, viz. from 678 men per regiment, to 1002.

SPAIN.

MADRID, March 30.—The Court Journal has at last broken its silence relative to the expedition of Don Pedro. It contains a long article against mixed governments, wherein it is attempted to show that the Emperor Don Pedro must necessarily fall; that his misfortunes in Brazil were a necessary consequence of the Constitutional Charter which he gave to the Brazilians.

ITALY.

BOLOGNA, April 6.—The last news from Ancona makes no mention of the arrival of fresh troops from France, nor of any movement of the Austrian troops in that vicinity. But while on the part of the troops the greatest tranquillity prevails, this is by no means the case on the part of the inhabitants. The Roman Court, which is no ways pleased with the occupation of Ancona, has removed the provincial government from the town: the remaining Police were insulted by the people and relinquished their functions. There now reigns a sort of anarchy, and a strong excitement against the Papal government, which increases every day.

ROME, 24th March.—M. de St. Aulaire had an audience with the Pope the day before yesterday. As this was the first he had had since the occupation of Ancona, it was in itself an event. He stated to His Holiness the dissatisfaction of the French Government, with the manner in which its agents had executed their instructions, gave assurances of the pacific dispositions of his Court, but at the same time, renewed his request for permission to the French to remain in Ancona. The Pope will probably submit this question to the Powers, and the result will not be known till after the reply is given to the note which, in consequence of his interview, M. de St. Aulaire addressed to the Secretary of State.—[Augsburg Gazette.]

ENGLAND.

LONDON, April 13.—The debate on Reform comes on again this evening in the House of Lords.—There is little doubt the second reading will be carried; this seems to be the general impression, but opinions differ materially as to the number of votes by which it will be carried. The more sanguine among the Reformers anticipate a majority of from fifteen to twenty; the more observant and experienced think it will not exceed four or five. The truth probably lies between the two. Public anxiety meantime is more actively awake than ever.—Nothing is talked of, nothing thought of, but the approaching momentous division. The Ultras from all we can learn are in the lowest state of depression, and the ministerial parts more confident than ever. It is not expected a division will take place until six or seven o'clock to-morrow morning.—Sun.

BELGIUM.

BRUSSELS, April 11.—Day before yesterday the Minister of Foreign Affairs, communicated to the Chamber of Representatives, two new protocols of the London conference. In those the Plenipotentiaries of Austria, Russia and Prussia, demand further delay before ratifying the Treaty of the 15th of November. To this demand our Plenipotentiary has declared himself unauthorized to consent.

Extract of a letter of 12th April, from Brussels

You are without doubt anxious to know what effect the last diplomatic note of the London Conference (called protocol 56,) which was received here on the 9th, has produced among us. The first moment (as it came rather unexpected) it caused considerable surprise, which was increased by a mysterious secret session of the Chamber of Representatives, but now this has passed away, and we are only busy with our preparations for war. In the Department of War, an unexampled activity prevails. The strictest instructions are sent to all divisions of the army to be in complete readiness to meet the enemy. A new battery of artillery is organized, and Lieut. Col. Pruszyński, who had gone to Paris to engage officers of artillery from amongst the Poles now there, has been recalled. A number of Poles are taking service in the Infantry and Cavalry regiments.

The hesitation on the part of Russia—for it all springs from Russia—to ratify the twenty-four articles of the Five Powers, taken in connection with the fact now proclaimed, of her purpose to destroy the nationality of Poland, and incorporate that ancient kingdom with the Russian empire, renders the duration of general peace in Europe more immediately questionable than for some months we have been disposed to consider it.

As to the annexation of Poland to Russia, a publication from Warsaw of 28th March, in the Berlin State Gazette, furnishes the Manifesto of Nicholas promulgating the organic law for that purpose, of which the principal provisions are as follows:

"Poland is forever united with the Russian Empire, of which it forms an integral part. The kingdom shall have its separate administration, its own code of civil and criminal laws, and the privileges of towns and communes shall remain in force. The Coronation of the Emperor of Russia and King of Poland will in future take place at Moscow by one and the same act, in the presence of special deputies appointed for the occasion. In case of a Regency in the Empire, the power of the Regent will extend over the Kingdom of Poland. The liberty of worship is guaranteed; the Catholic religion being that of the majority of the inhabitants, will be under the special protection of the Government; personal liberty is granted; no one shall be arrested except in cases provided for by the law and under the regular formalities, and must be brought before a competent court of justice within three days. The punishment of confiscation can only be applied to offences against the State of the first class. The press will be subject to some indispensable restrictions.—The Kingdom of Poland is to contribute to the general expenses of the Empire in due proportion. The taxes which existed previous to November 1830, shall be maintained. The commercial relations of the Kingdom and the empire are to be regulated by the mutual interests of the parties.

"For the future there shall be but one army for Poland and Russia, and the Emperor reserves to himself to fix hereafter the part which Poland is to contribute to its composition. The inhabitants of either country may become mutually naturalized. The high administration is composed of the Council of Government, presided by the Governor General. The Council shall consist of a Director General, a Comptroller General, and other members appointed by the Sovereign. The Council of Government proposes the candidates for archbishops, bishops, directors general, &c., who are to be chosen from among all the subjects of his Majesty without distinction. There is also a Council of State, to which is entrusted the care of administrative laws. All generally important laws, such as the Budget, are to be sent into the Council of State of the Empire for revision and sanction. All administrative business is to be transacted in the Polish language. The old division of the country continues the same, as well as the Committees of the Palatinates. The assemblies of the Nobility, of the Communes, and the Councils of the Palatinates shall also continue."

[For intelligence by a previous arrival, see following page.]

LATER FROM EUROPE.—By the ship *Thomas Dickinson*, from Liverpool, we have, through the attention of Captain Anthony, the London Morning Chronicle of 11th ult. The dates from Paris are to the 9th, and they show a rapid progress of the Cholora in that metropolis. M. Cassimir Perrier, M. Royer Collard, the Minister of the Interior, and other distinguished persons, had been attacked with it. The new cases on the 7th were 717 in number—the total since the commencement (about ten days) 3077—the deaths 1199.

In London the new cases on the 9th were 39—and elsewhere in Great Britain 54. It had ceased to be an object of alarm, and almost of attention in England.

The Reform Bill was yet vigorously debating in House of Lords. The Chronicle of Wednesday, the 11th, thus speaks of it:—

The debate on the second reading of the Reform Bill is again adjourned. It would appear that some expectations were entertained by Ministers that the discussion might terminate last night; for Earl Grey, in a circular to the supporters of the Bill, pressed a full attendance in anticipation of a division.

All sorts of reports are in circulation on the subject of a division. Some think that the motion of the Duke of Buckingham will have the effect of depriving Ministers of several votes. The general persuasion, however, is, that Ministers will carry the second reading by a small majority. Provided only there be a majority, the smaller the better, as it will render it the more necessary to secure the Bill against mutilation in its subsequent stages. The Duke of Buckingham, by strengthening the minority, may thus unintentionally be the means of promoting real reform.

No Peers had been created, and, according to the city accounts of the 10th, all business was at a stand till the fate of the bill could be ascertained.

The extracts from the French papers lead to the impression that the Austrians were about aiding the Papal troops, to drive the French from Ancona. In the state of things—Ancona being invested by the Pope's forces, and the French having guns and men enough to defend it, and the sea open to them for provisions—a collision would seem to be almost unavoidable. Should the Austrian battalions mingle in the fray, it may light up the torch of war in Europe.

[From the *Constitutionnel* of Sunday, April 8.]

B-LOGNA, MARCH 28.—(Private correspondence of the *Constitutionnel*.)—We are here in a cruel state of anxiety. All the Papal troops have invested Ancona, in the first line, at the distance of three or four leagues. The Austrians have quitted the posts which are already occupied by the Papal troops, so that they support them on the second line; they occupy the little fortress of Spoleto. It is still affirmed that a corps is on its way to Civita Vecchia. It is also affirmed that the Papal troops will attempt to storm the place after having summoned the French, and that they will be supported by the Austrians, who will give them all possible assistance in case of need. This report, which is circulated everywhere, even at Ancona, has excited great enthusiasm in Romagna. The inhabitants of Ancona have protested that they would take part with the French. The Austrian officers affirm that the latter will retire, because they cannot resist so overwhelming a force, and will not expose themselves to so shameful a defeat. It is evident that the Austrians, though they have made no declaration, concur to the utmost of their power in investing the place. Yesterday morning wagons loaded with corn, which were stopped on the road to Ancona, came back to this city.

"This very day, too, at three o'clock, an officer who arrived went to the Town-hall, and asked how many horsemen the town would lodge. He was answered that there were porticoes for hundred; but he said that stables would be required as the troops that were to arrive would remain sometime.

To-day three battalions of Austrian infantry and two squadrons of cavalry arrived from Modena with twenty-four pieces of artillery, ten of which are battering cannon. To-morrow we expect some more batteries with Congreve rockets. There are 30,000 Austrians at Milan, and contracts have been made for 3,000 oxen.

A letter from Faenza, of the 29th, gives a list of various detachments of Austrian troops amounting to 7,096 men that have passed through that city.—"All these corps (says the letter,) have merely passed through on their way towards Ancona. The day after to-morrow we expect 200 artillery men with Congreve rockets."

"People here are fully convinced that the French will be attacked in their position at Ancona; and it is very generally believed that the operations will commence on the 31st. The Papal troops who occupy the most advanced posts, are to summon the French in the Pope's name to evacuate the fortress; if they refuse, the papal troops will attack, after claiming the assistance of the Austrians, who will thus appear only as the auxiliaries of the Pope."

[From the *Nouvelliste* of Sunday.]

GENOA MARCH 31.—We have the melancholy task of announcing the death of her Majesty Queen Maria Theresa, relict of Charles Emanuel, the last King of Sardinia, but one which took place on the 29th, at four in the morning, after a few days' illness. —[*Gazette de Genoa*.]

HOME AFFAIRS.

CONNECTICUT.—On Thursday afternoon, the House of Representatives went into a balloting for a United States Senator, to fill the place of Mr. A. Foot, whose term expires on the 4th of March next. Nathan Smith and Samuel A. Foot were supported by the National Republicans, and Andrew T. Judson was the candidate of the Jackson party in the House. The result was as follows:

| | 1st bal. | 2d bal. | 3d bal. |
|-------------------|----------|---------|---------|
| Nathan Smith, | 75 | 98 | 123 |
| Samuel A. Foot, | 51 | 46 | |
| Andrew T. Judson, | 49 | 53 | |
| Scattering, | 30 | 8 | 81 |

Majority for Nathan Smith—42.

The Senate on Friday confirmed the above vote—ayes 15—nays 6.

[From the *Office of the Newport Mercury*, Thursday Afternoon, May 17.]

Yesterday another Election was held throughout this State, for Governor, Lieut. Governor, and ten Senators, and has again resulted in no choice being made. We have received returns from 25 towns, which gave the following result; for Gov. Arnold, (Nat. Rep.) 2903; Fenner, (Adm.) 2151; Sprague, (Anti-Masonic) 598. The votes of the remaining 6 towns will increase the majority against Gov. Arnold.

OFFICIAL.—DEPARTMENT OF STATE.

To the Honorable Edward Livingston, Secretary of State, Washington.

CONSULATE OF THE UNITED STATES, }
Madeira, April 6, 1832.

SIR: I have the honor to inform you that American trade to this place has suffered an interruption which must be attended with great loss and inconvenience to many citizens of the States. On the 30th ultimo an armed force consisting of one frigate of 42 guns, a brig of 18, and a small schooner, all under Tercera colors, and acting for Donna Maria 2d, appeared off the Island, and yesterday four American vessels bound to this port with valuable cargoes of bread stuff &c. &c. were forcibly prevented by the Admiral (Sertorius) from entering under the plea that the island being in a state of siege it was his duty to prevent the entrance of warlike stores and provisions. I have used every effort to obtain the removal of this obstruction, but without effect, and my communication with the Admiral has ended in my protesting in the strongest manner against this act of violence.

A British frigate is now lying here for the protection of the trade of her nation, but only one English ship has appeared since the blockade was declared; not having provisions or warlike stores on board no objection was made to her entrance, and therefore the question whether the British commander will acknowledge the blockade against vessels with such cargoes still remains undecided.

I beg to add that I have sent similar information to the commodore of the U. S. ships of war, now in the Mediterranean, that he may take such measures as he may deem advisable for the protection of the American trade.

Trusting my conduct on this occasion will meet your approval, I have the honor to be, Sir, with the greatest respect, your most obedient servant.

GEO. PERIGAL, Acting Consul of the U. S.

Names of Vessels warned off.—Brigs Alpine, Parker, master; Guv. Codrington, John Dennis; Enterprize Lewis; Magoun, Hallett—all from N. York.

To the Honorable Edward Livingston, Secretary of State, Washington.

CONSULATE OF THE UNITED STATES, }
Madeira, 9th April, 1832.

SIR: I have the honor to inform you that since writing on the 6th instant, I have received a written notice of the blockade from Admiral Sertorius, a copy of which I now enclose.

I have the honor to be, Sir, with the greatest respect, your most obedient servant,

GEO. PERIGAL, Acting Consul of the U. S.

Her Most Faithful Majesty's Frigate *Donna Maria*, off Funchal, April 6th, 1832.

SIR: The Island of Madeira, consequently the Port of Funchal, being in a state of close blockade by a portion of the Naval forces of Her Most Faithful Majesty Donna Maria, I beg leave to give you notice of the same; also to add that as His Imperial Majesty, Don Pedro, in the name of the Queen, has no wish to inconvenience neutral commerce, he has limited the restrictions to such cargoes as belong to the enemy, or that may in any way be considered as warlike stores or provisions. I have the honor to remain Sir, your very obedient servant,

R. T. SERTORIUS,

V. Ad. and Com.-in-Chief of Her Most

Faithful Majesty's Naval Forces.

To G. PERIGAL, Esq., Consul Gen'l U. S.

The following gentlemen have been appointed to examine into the charge made by Mr. STANBERRY, against Maj. EATON and Gen. HOUTON, of an attempt to defraud the government, in a contemplated contract to furnish rations to the Emigrating Indians:

Mr. Stanberry, of Ohio.
Mr. Drayton, of South Carolina.
Mr. Everett, of Massachusetts.
Mr. Wayne, of Georgia.
Mr. Muhlenberg, of Pennsylvania.
Mr. White, of Louisiana.
Mr. Hubbard, of New Hampshire.

Mr. Everett and Mr. White were afterwards excused at their own request from serving. The vacancies were supplied by Mr. Kerr of Md., and Mr. Bates of Mass.

THE SENATE OF THE UNITED STATES have, it is said, rejected the nominations, made by the President, of two Judges in Florida—vice Judges Breckenridge and Smith. The nominees were Mr. Biddle, rejected 29 to 12, and Mr. Brice, by an even vote. So says the correspondent of the *Daily Advertiser*, and the main fact is stated also by the *National Intelligencer*.

The APPORTIONMENT BILL has, it will be seen, passed in the Senate—that body having receded from its amendments. It is therefore probably ere now a law by the signature of the President.

According to this bill, the State of New York will have forty members of the House of Representatives. The districts will be arranged at an extra session of the Legislature in August.

TWENTY-SECOND CONGRESS—1st SESSION.

Thursday, May 17.

In the Senate, Mr. Tipton, on leave, introduced a bill authorizing the purchase, by the United States, of the stock of the Louisville and Portland Canal Company—ordered to a second reading.

The Senate then proceeded to the consideration of Executive business, and when the doors were opened—

The Senate took up the bill to alter the time of holding the Circuit Court of the United States, for the western District of Louisiana, which was read a third time and passed.

The Senate adjourned.

In the House of Representatives, Mr. Lewis Condict, of New Jersey, asked unanimous consent to move resolutions for inquiry by a committee of the House. The motion being objected to, he moved to suspend the Rule of the House, to allow him to make the motion, demanding on that question the Yeas and Nays. Upon this the reading of the resolutions which he proposed to offer was demanded and they were read as follows:

Resolved, as the sense of this House, that the

lives and persons of the Representatives of the People are now no longer safe, but are daily in jeopardy by assaults and outrages committed on them out of doors, on account of the manner in which they discharge their Representative duties.

Resolved, That a Select Committee be appointed with instructions to inquire and report what measures are necessary to protect the lives and persons of the Representatives of the people in this House and to secure to them their constitutional privileges of freedom of speech and deliberation.

Resolved, That said committee be further instructed to inquire into the origin and extent of the conspiracy manifested by recent menaces and murders attempted against members of this House.

Resolved, That said committee be instructed to inquire into the truth or falsity of the rumour which charges the President of the United States with countenancing, directly or indirectly, by any approbation, opinion, or expression of his, any act of outrage and violence perpetrated against members of the House; and whether any language has been used by him, tending to rebuke or censure it for its investigation of the circumstances of any assault made on any of its Members.

Resolved, That said committee be instructed further to inquire and report, whether, from the origin and extent of this conspiracy, and from the characters who may appear to have engaged in it, either as principles or accessories, a determination be not manifested, not only to overawe and intimidate the Representatives of the People, but also to impede the progress of public measures, and to prevent the efficient legislation of Congress upon great and important subjects yet undecided.

Resolved, That for the purpose of executing the duties assigned said committee, power is hereby given them to send for persons and papers.

The question on suspending the rule in order to allow these Resolutions to be moved, was then taken and decided as follows:

Yeas.—Messrs. Adams, C. Allan, Allison, Appleton, Armstrong, Arnold, Barnwell, Barstow, Isaac C. Bates, Branch, Briggs, Bullard, Burger, Cahoon, Choate, Coke, Collier, Leis Conduct, Silas Condit, Eleutheros Conke, Bates Cooke, Cooper, Corwin, Coulter, Crane, W. Creighton, Jr. John Davis, Dearborn, Denny, Dewart, Dickson, Doddridge, Ellsworth, George Evans, Joshua Evans, Edward Everett, Horace Everett, Grennell, Heister, Hughes, Huntington, Ingersoll, Kendall, Adam King, Letcher, Lyon, Marshall, Maxwell, McDuffie, McKennan, Mercer, Newton, Pendleton, Pitcher, Potts, Randolph, John Reed, Root, Russell, Semmes, W. B. Shepard, Slade, Southard, Stanberry, Storrs, Sutherland, Taylor, Tompkins, Tracy, Vance, Vinton, Washington, Watnough, Wilkin, Elisha, Whittlesey, F. Frederick Whittlesey, Edward D. White, Williams, Young—81.

Nays.—Messrs. Alexander, Robert Allen Anderson, Angell, Ashley, James Bates, Beardsley, Bell, Bergen, Bethune, John Blair, Boon, Bouck, Boulton, John Brodhead, John C. Brodhead, Bucher, Burd, Cambreling, Carr, Carson, Chandler, Claiborne, Clement C. Clay, Clayton, Connor, Craig, Crawford, Daniel, Drayton, Warren R. Davis, Dayan, Doubleday, Drayton, Felder, Findlay, Fitzgerald, Gauthier, Gilmore, Gordon, Griffin, Thomas H. Hall, Win. Hall, Hammons, Hawes, Hawkins, Hagan, Holland, Horst, Hubbard, Ibric Irvin, Jarvis, Jewett, R. M. Johnson, Cave Johnson, Kavanaugh, Kennon, Lamar, Lansing, Leavitt, Lecomte, Lewis, Mann, Mardis, McCoy, McIntire, McKay, G. E. Mitchell, Muhlenburg, Newman, Nuckolls, Patton, Smith, Soule, Speight, Standifer, Stephens, Francis Thomas, Philemon Thomas, Wiley Thompson, John Thomaun, Verplanck, Wardwell, Wayne, Weeks, Wheeler, C. P. White, Wickliffe, Worthington—95.

Mr. Barringer, of North Carolina, rose and observed; that he was in his place when the yeas and nays were taken, and distinctly heard his name called, but had refrained from voting. He begged the indulgence of the House now to explain the reason why he had not voted. It was a fact not to be concealed, for it was already a fact well known, if not by newspaper report, at least to those from whom newspaper information might be derived, that he (Mr. B.) had been referred to as to a conversation stated to have been held with the President, on the subject of the Houston affair. He was apprized of the design to call upon him, in the event of the investigation, which was the object of the resolution, taking place; and whatever might be his position in relation to the present administration, he felt it to be his duty to avoid even the appearance of screening the President as a friend, or of persecuting him

as an enemy. He could not, therefore, according to his ideas of propriety, give a vote upon the question, and he therefore asked the indulgence of the House to be excused from doing so.

The request of Mr. B. was complied with by the House, and the question for suspending the rule negatived—yeas 81, nays 95.

Apportionment Bill.

The House then went into the consideration of the Apportionment Bill, upon the motion of Mr. E. Everett, to amend the amendment of the Senate.—Mr. Everett supported the general principle of both amendments at length. Mr. Bates of Maine, then moved the previous question, which was sustained. Mr. Clay moved a call of the House, which, after it had proceeded through the first stage, was suspended. The question—*Shall the main question be now put?* was carried, yeas 106 nays 68. Mr. Semmes moved an adjournment, which was lost—Yeas 30, Nays 152. The question of agreeing with the report of the Committee, recommending the House to disagree to the amendment of the Senate, was then stated.—Mr. Polk called for the Yeas and Nays, which were ordered. The question was taken and carried—Yeas, 134—Nays, 57. So the House disagreed to the amendment of the Senate. Mr. McDuffie then rose and said, the eyes of the whole country were fixed upon the doings of Congress in relation to the Tariff. It was of the deepest importance that it should be acted on as soon as possible. He moved that an order be entered that on Monday next the House resolve itself into the committee of the Whole on the state of the Union, to take up that subject.

Mr. Adams was unwilling to object to the motion. The Committee of Manufactures expected to be able to report their bill on that day—which would be substantially founded upon the bill reported to the House by the Secretary of the Treasury. The only reason why he was not disposed to agree upon the day mentioned was, that he was not absolutely certain that the Committee would be able to report so soon. They have met every morning at nine o'clock, and had met the two last days when the House was not in session. He entertained strong hopes of getting their bill ready by Monday, but could give no assurance on the subject.

Mr. McDuffie was satisfied from what he had understood, that the bill would be ready by Monday. If it should not, the subject had been before the House almost the whole session. The bill reported by the Committee of Ways and Means had been on the calendar about three months. If the bill from the Committee of Manufactures was not ready, the discussion could commence upon the bill already before the House—when the bill now in preparation came in, it could be moved as an amendment. He felt bound to persevere in the motion.

Mr. Adams suggested that the best course would be to fix on Wednesday—to which Mr. McDuffie assented.

The question was taken to set apart Wednesday next to go into the consideration of the Tariff, and it was carried.

The House then adjourned.

Friday, May 18.

In the Senate, Mr. King, from the Committee on Public Lands, to which was referred the bill from the Committee on Manufactures, appropriating for a limited time, the proceeds of the sale of the public lands, made a report thereon adverse to the bill, which was read, and 5000 copies ordered to be printed. The bill to refund the duties collected on merchandise, in certain cases, was read a third time and passed. The Apportionment Bill was postponed to Saturday. The census Bill was taken up, and the amendment extending its provisions to officers and soldiers who fought in the Indian wars prior to 1795, was rejected. Mr. Marcy moved to embrace in the bill those who served three months, which was rejected. Mr. Frelinghuysen moved an amendment granting to the widows of persons entitled to the benefit of the act of 1828 one half of the sum which their husbands, if living, should have received, which was rejected. The time from which the bill is to take effect was fixed at the 4th of March, 1831. The bill was finally ordered to a third reading by a vote of 26 to 19.

IN THE HOUSE OF REPRESENTATIVES.

Mr. Wickliffe, from the Select Committee, to whom was referred the report of the Secretary of the Treasury, in relation to the explosion of Steamboats, &c. made a report, accompanied by a bill for the better securing the lives of passengers, traveling in Steamboats. The bill was read twice, committed to a Committee of the Whole on the state of the

Union, and 6000 extra copies of the report ordered to be printed.

The resolution heretofore offered by Mr. Adams, calling on the President for copies of the instructions to our Chargé d'Affaires, which resulted in the Treaty with Denmark, was taken up and agreed to.

Internal Improvements for 1832.

The unfinished business, the bill making appropriations for certain internal improvements for 1832, was taken up—the subject before the House being the amendment appropriating \$30,000 for removing the obstructions in Savannah river, which was adopted. The question of reconsideration of the vote by which an amendment appropriating \$50,000 for the improvement of the navigation of the Cumberland river was rejected, was taken and carried, yeas 74, nays 40. Mr. Letcher then modified the amendment by reducing the appropriation to \$30,000; the amendment was adopted, yeas 83, nays 76. Mr. McKennan then moved an amendment appropriating \$328,923, for repairing Cumberland road, erecting toll gates, toll-houses, &c., in pursuance of the acts of Pennsylvania and Maryland, to which the assent of Congress is given. Mr. J. Davis moved to substitute \$150,000 instead of the sum originally moved, which modification was accepted by Mr. McKennan. Mr. Wickliffe moved to strike out that part of the amendment relative to toll-gates and toll-houses, which was lost—the question was then stated on the amendment, and it was adopted, yeas 90, nays 72. Mr. Gilmore moved an amendment appropriating \$10,000 for the improvement of the navigation of Alleghany river, which was lost. Mr. Verplanck moved an amendment appropriating \$2,700 for building and repairing bridges upon the military road in Maine. Mr. Wickliffe moved to amend the amendment by striking out the word "military."

Mr. Drayton explained—the road was laid out expressly for the convenience of a military post at Houlton.

Mr. Adams asked if the road was in that part of Maine which would remain to the United States?

Mr. Anderson was sorry to hear that question. Had the gentleman been better acquainted with the geography of Maine, no part of the territory of that State would probably have been in dispute. Mr. A. fully explained the situation of the road, which was, he said, nearly one hundred miles from the contested territory.

Mr. Adams said he should vote for the road which was originally a military one, but now might be called a negotiable road. He knew something of the geography of Maine as it was—what it might be, he neither knew nor desired to know. This road was properly called a military road before the martial order of Maine had cooled down. As that State now proposed a negotiation to see how much it could get for a part of its territory, any other title would be as proper for this road as a military road.

The question on Mr. Wickliffe's motion to amend, was lost.

The amendment was carried—Yeas 79—Nays 49. Mr. Letcher moved a proviso limiting the compensation of the superintendent of the improvements upon the Mississippi and Ohio rivers to \$3000.

Mr. Polk said this bill had been originally reported from the Committee of Ways and Means, with appropriations amounting to 30,000 dollars—it had already grown to 1,100,000 dollars, and the longer it remained before the House, the more it would probably increase. As he should feel bound to vote against the bill as it now stood, he could not move the previous question—but would suggest to its friends the propriety of putting some limitation to these amendments.

Mr. Ingersoll said he believed every important subject had been embraced in the bill, and though he had been reluctant in supporting the previous question, he now thought it necessary. He made that motion, which was sustained by the House.

The bill was ordered to be engrossed and read a third time, yeas 102, nays 66—to-morrow was named.

Mr. Archer said it was very important to many citizens who were interested in the claims under the French Convention, who had been deprived of their money for twenty years, that the bill on that subject be acted on. He moved the House go into Committee on that bill.

Mr. Vance said important questions would arise on that bill, which he was unwilling to go into at so late an hour, and moved that the House adjourn—which was carried.

Saturday, May 19.

[REPORTED FOR THE N. Y. AMERICAN.]

In the Senate, Mr. Grundy, from the committee to whom the post office bill had been referred, reported

against the section repealing the postage paid on newspapers.

The Military Pension bill, which has been so long under discussion, was finally read a third time and passed. [This is not the revolutionary pension bill, recently passed in the House of Representatives, of which Mr. Hubbard has had the charge; nor is it expected to pass through that House, as it does not embrace the same, or so many, objects as are contained in the bill of Mr. H.] Ayes 26, noes 24.

The Apportionment Bill, as returned from the House of Representatives with the amendment made by the Senate, not concurred in, was discussed at length, and finally the Senate receded from their amendment, and the bill was read a third time and passed, and returned to the House of Representatives—ayes 24, noes 19.

HOUSE OF REPRESENTATIVES.

Mr. Slade addressed the House on the Wisconsin Collectors case, after which, the House suspended the rule—this day being specially set apart for the business of the District of Columbia—and took up the bill, commonly called the Internal Improvement Bill, making appropriations for the several roads, harbors, and removal of obstructions in Rivers, &c. which after being debated, was at length finally read a third time and passed. [The several places and objects for which the appropriations were made, have been formerly stated in this paper.]

The following bills were severally read the third time and passed.

A Bill concerning patents and useful inventions.

A Bill to amend several acts for the establishment of the territorial government of Florida.

A Bill to exempt vessels from Portugal from payment on tonnage—and a bill to authorize the sale of certain public lands in the State of Ohio.

The House then on motion of Mr. McDuffie, went into Committee of the Whole on the state of the Union, and took up several Bills making appropriations to carry into effect, provisions in Indian treaties, &c. for annuities, with which they were occupied for the remainder of the day.

Monday, May 21.

In the Senate, a great number of private bills were acted on. The bill to authorize the publication of a stereotyped edition of the Laws of the United States was taken up, and amended, so as to embrace the Treaties and a General Index.

In the House of Representatives, Mr. Adams said, as the expectation of the report from the Committee of Manufactures upon the Tariff, had been suggested, it was proper to give notice to the House that the report and bill would be presented on Wednesday morning. Mr. Polk, by unanimous consent, offered the following resolution:—

Resolved, That the Clerk of this House cause to be prepared and printed 10,000 copies of the aggregate population of each county in the several States, taken from the returns of the 5th census, as corrected at the Department of State, setting forth in separate columns, the free, the slave, and the federal or representative population of each county.

Which was adopted.

Mr. Verplanck, from the committee of ways and means, offered the following resolution, which was adopted:—

Resolved, That the Secretary of War be directed to communicate to this House the regulations of the department and the instructions to Indian agents, respecting the disbursing and accounting for the expenses of Indian emigration.

Mr. Slade resumed his speech against the report of the judiciary committee, relative to the charge against the collector of Wiscasset, which he continued until the expiration of the hour allotted to morning business.

The Speaker laid before the House a communication from the Secretary of the Treasury, accompanied with further returns on the subject of manufactures, which were referred to the committee on that subject.

The day being set apart for the transaction of business relating to the District of Columbia, the residue of the sitting was devoted to it.—[Globe of Tuesday.]

Tuesday, May 22.

In the Senate the bills relative to the District of

Columbia and the private bills which were on Monday ordered to a third reading, were passed. The bill for the relief of the legal representative of Colonel John Laurens, was taken up, and after considerable discussion it was ordered to a third reading. The bill to renew the charter of the Bank of the United States was taken up, on motion of Mr. Dallas, who expressed a wish to address the Senate on the subject, but as the day was far spent, the Senate adjourned.

In the House of Representatives, Mr. Slade resumed his speech upon the charge against the Collector of Wiscasset, which he continued till the expiration of the hour allotted to morning business.—The House then took up the motion to reconsider the bill authorizing a subscription to the stock of the Alexandria Canal Company, which was carried.—The further consideration of the bill was postponed to Friday next.

The bills reported from the Committee on Saturday, were then taken up, and the amendments concurred in, and the bills, excepting the bill carrying into effect the stipulations of certain Indian treaties, were ordered to be engrossed and read a third time. The House went into Committee of the Whole upon the bill for promoting the growth and manufacture of silk. Mr. Root moved sundry amendments to the bill, which were rendered necessary, he said, from the lapse of time since the bill was originally reported. Mr. Drayton then moved to strike out Philadelphia as the location of the filature contemplated in the bill, and insert Mansfield, Connecticut, on the ground that the growth and manufacture of silk had been nowhere else in the United States so permanently established. This motion was debated, when the amendment was lost—ayes 34, noes 88.

Mr. Polk, with a view of testing the opinion of the House upon the constitutional power of granting a bounty of \$40,000 to a young foreigner for the introduction of a new art—which was, in his view, entirely a matter of municipal regulation,—moved to strike out the enacting clause of the bill. Mr. Drayton would inquire what part of the constitution contained the power of granting this donation? Mr. D. went into a comparison between the principle of this bill and that of the protective system, which rested on the basis of revenue. Mr. Felder said the whole object of the bill was to give \$40,000 to an artisan on condition that he take 60 apprentices who are to labor for his benefit and to board and clothe themselves. He thought the proposition the most unblushing one he had ever heard of. Mr. Dearborn explained the course of legislation in Congress on the subject of introducing the productions of other countries. Mr. D. went into a general explanation of the importance of encouraging this filature. This project stands in the same relation to silk that the use of the cotton gin does to cotton. Mr. Edward Everett inquired where the constitutional power of maintaining apprentices to the art of war at West point was found? After some further remarks from Mr. E. the question was taken and the motion lost, ayes 49, noes 68. The committee then rose and reported the bill and amendments to the House. The Speaker communicated to the House further returns from the Secretary of the Treasury on the subject of the tariff, which were referred to the committee on manufactures. The House then adjourned.—[Globe.]

Safety of Steamboat Passengers.—Mr. Wickliffe, of Kentucky, has reported a bill to the House of Representatives in Congress, to provide for the greater security of passengers on board of steam vessels. It consists of twelve sections. The first and second require a license to be taken out for every steamboat which plies on the American waters, under penalty of \$500 for each neglect. Sections 3d and 4th provide for the appointment of Inspectors by the President of the United States, at such places and ports as he may judge expedient, whose duty it shall be to make inspections of steamboats when called upon for that purpose, giving to the owner or master duplicate certificates of the same.

Sec. 5. And be it further enacted, That it shall be the duty of the person or persons who shall be called upon to inspect the boilers and machinery, under the third section of this act; fully and thoroughly to inspect and examine the engine and machinery of said boat, and state his opinion of its soundness; and he shall, moreover, provide himself with a suitable hydraulic pump, and, after examining into the state and condition of the boiler or boilers of such boat or vessel, it shall be his duty to test the strength and soundness of said boilers by applying to the same an "hydraulic pressure,"

equal to three times the pressure that the boilers are allowed to carry in steam; and if he shall be of opinion, after such examination and test, that the said machinery and boiler are sound and fit for use, he shall deliver to the owner or master of such vessel or boat duplicate certificates to that effect, stating therein the age of the said boilers;—one of which it shall be the duty of the said master and owner to deliver to the collector or surveyor of the port wherever he shall apply for license, or for a renewal of a license; the other he shall cause to be posted up, and kept in some conspicuous part of the said boat for the information of the public;—and for each and every inspection and test of the boiler so made, the inspector shall be paid by the Secretary of the Treasury, the sum of ten dollars.

Section 6th makes it the duty of owners and masters of steamboats to procure such inspections once a year, and the examination of the strength of the boilers at least once in three months, under pain of forfeiture of license, and being subject to the penalties of running the boat without a license. Section 7th requires that in case of stopping the boat for any purpose, the engine shall be kept in motion sufficiently to work the pump, give the necessary supply of water, and keep the steam down to what it is under head-way, lessening also the weight upon the safety-valve,—under penalty of \$200. Section 8th directs the mode of recovering penalties. Section 9th requires that there shall be one long boat or yawl for every 50 tons of the tonnage of the steam vessel, each being capable of carrying at least 12 persons. Penalty \$300. Section 10th requires, as a part of the necessary furniture of steamboats, a suction hose, and a fire-engine and hose, suitable to be worked on board in case of fire—penalty \$300. Section 11th provides that when two boats are about to meet each other on a river above tide water, the master and pilot of the descending boat, when within half a mile of the other, shall let off their steam, and permit the boat to float, upon the current until the ascending boat shall have passed. This being done, the responsibility of steering clear of the descending boat, shall rest upon the master of the ascending one. Section 12th requires every master and owner of a steamboat running in the night to suspend two lights, one at the bow and the other at the stern of the boat, at least three feet above the deck, under penalty of \$200.

Supreme Court.—At the present term of the Supreme Court of this State, the following gentlemen were duly admitted as Counsellors of said Court, viz:—

Alexander M. Burrill, John C. Cruger, Obed Gridley, Samuel H. Hammond, Joseph Hyde, Gilbert B. Hall, Ramsen Lloyd, Richard P. Marvin, Joseph P. Pierson, A. L. Robertson, Abraham D. Russell, Edward Radcliff, John L. Stephens, William K. Thorn, Robert Van Rensselaer, Jacob Van Winkle, Josiah W. Wheeler, Joseph V. Whelan, Stephen C. Williams, Everett Wennan, Peter Wilson, Jeremiah Miller, Jr. Henry Davis, Jr. Jonathan Lawrence, John S. Chipman, James J. Petit, Benjamin D. Silliman, Harris Wilson.

And the following gentlemen were also admitted as Attorneys of said Court, viz:—

William B. Aitkin, George F. Allen, James Agnew, Richard H. Bowne, William Bayley, Edward O'Brien, Oliver L. Barbour, Abner Benedict, Christian F. Buhler, John M. Bartlett, Daniel D. Brown, G. R. J. Bowdoin, E. H. Blackford, Edward E. Cowles, Washington Cockle, James W. Carr, John Cook, Robert J. Dillon, Horace Dresser, Ira E. Eastman, Henry Fuller, Nelson Faulkner, John Fairlie, Jerome Fuller, Wooten W. Haides, Benton D. Hurlbert, Alexander J. Hamilton, Theodore B. Hamilton, James Mowatt, Daniel C. Marsh, Arld. H. Maynard, Charles Mason, Christopher Morgan, Jr. Samuel Ogden, Edward G. Penney, Robert J. S. Page, John D. Perkins, Charles N. Rowley, J. G. Seaver, Denton G. Stuart, James Sutherland, Jr. Robert B. Taylor, George N. Titus, William W. Van Wagenen, Horace Wyman, William B. Wright, Isaac H. Wilson.

[From the Raleigh (N. C.) Register.]

The Circuit Court of the U. States for this District, was opened on Saturday last, present Chief Justice Marshall and Judge Potter. But few civil suits were tried, and but one criminal case, viz. the U. States vs. Abel Turner, for passing a counterfeit note on the U. States Branch Bank at Fayetteville upon the Principal bank for \$20, knowing it to be such. The Jury found the prisoner guilty; but judgment was arrested on the following ground: Mr. Gaston, the prisoner's counsel, before entering upon his trial, objected to the Court, that the count:

terfeit writing in evidence did not come within the statute in this case; but, after some remarks from the Court, the trial went on. After the conviction, the following entry was made, viz.:

"Upon the trial of this case, it occurred as a question, whether the attempt to pass the counterfeit bill in the indictment mentioned, knowing the same to be counterfeit, the said bill being signed with the name of John H. H. who had not at any time been President of the Bank of the United States, but at the time of the said counterfeit bill, was the President of the Office of Discount and Deposit of the United States at Fayetteville, and counterfeited with the name of John W. Sandford, but was at the date of the said bill, Cashier of the Bank of the United States, and was an officer within the provisions of the Act, entitled, 'An Act to incorporate the Subscribers to the Bank of the U. States.' Upon which question, the Judges being divided in opinion, it is ordered, that the same be certified to the Supreme Court of the U. States for the opinion of that Court."

SUMMARY.

WASHINGTON IRVING, after a long absence, has returned among us. His welcome will be most cordial.

Mr. Van Buren, it is said, was owing to the Cholora about leaving Paris for the Rhine, and descending that river to Holland, pass thence into England, and embark at Liverpool about 1st June.

The President has recognized Joseph A. Gordon as Vice Consul of Tunesy for the part of New York.

At the annual meeting of the New-York Institution for the Instruction of the Deaf and Dumb, held on the 15th inst. the following gentlemen were chosen Officers of the Society:

James Milnor, D. D. President; Peter Sharpe, 1st Vice President; John Slidell, 2d Vice President; Daniel E. Tyles, Treasurer; Harvey P. Post, Secretary.

Directors.—Robert C. Cornell, Timothy Hedgee, James Lovett, William F. Mott, Charles Mapoe, Rev. J. F. Schroeder, Lewis Seymour, James Smith, Martin E. Thompson, Peter S. Titus, Robert D. Weeks, Brittain L. Woolley, Henry J. Wyckoff, Herman Averill, James A. Burtus, John R. Willis, John W. Leavitt, John Outhout, Myndert Van Schaick, Rufus L. Lord.

The Weather.—A heavy rain commenced on Saturday afternoon, which continued with little intermission till last evening. On Saturday night there was much thunder and lightning; we understand that about half past 6 o'clock the lightning struck a house in Ludlow street,—the gable of which was much injured, and the back steep almost destroyed. No person was hurt.—[Mercantile.]

A block of seven two story brick front houses, built together in Monroe street, was removed yesterday morning, a distance of seven feet back, to conform with the new regulation of that street. The removal of these buildings was accomplished in three hours after the machinery had been fixed for the purpose, and without any apparent injury, to either of them.—[Mercantile.]

A Rescue from Drowning.—Upon the arrival of the steamboat North America, about nine o'clock last evening, a passenger, in attempting to get ashore fell from the plank into the river, between the boat and the dock. The cry of "a man overboard," was heard by National Johnson, (who is always at hand in such cases,) and Mr. Morgan of the Merchant's Line, by whose prompt exertions the life of a stranger was preserved. The traveler had on his pack, which weighed about 60 lbs. and had sunk once before his preservers reached him.—[Alb. Eve. Jour.]

Another.—Yesterday afternoon, a lad of eight or ten years of age, was rescued from drowning by Mr. G. De Forest, shipjoiner, at the foot of Rector street. Mr. De F. heard the cries of the boy from his shop, and running out, plunged into the river just in time to catch him as he was going down the third time.

Drowned.—On Sunday, 12th inst. a man named Nathaniel Hescott fell from the deck of a sloop, near Gloucester Point, and was drowned. He had on dark pantaloons, check and flannel shirts, and spotted summer vest. His name and the figure of an eagle were marked upon one of his arms with India ink. He has left a wife and four children.—Should his body be found any information respecting it will be thankfully received by his distressed family, if left at Randolph's lumber yard, in Front above Calwell-st.—[Phil. Chron.]

The store of Wurts, Musgrave & Wurts, No. 175 Market street, was broken open on Saturday or Sunday evening last, and goods to the value of one thousand dollars stolen therefrom. A reward of two hundred dollars is offered for the apprehension of the robbers.—[Phil. Enq.]

The Norfolk Beacon mentions that Mr. John Randolph's state of health is critical, and that he could live but a few days longer.

William Gaston, of North Carolina, an accomplished lawyer, is nominated as a candidate for the Vice Presidency, in the Charleston Courier.

Colonization.—The ship Jupiter, Capt. William Peters, sailed from Hampton Roads on the 14th inst. for Monrovia, Africa, having 170 emigrants on board, of whom 94 were slaves transferred to the American Colonization Society for the express purpose of being sent to Liberia.

PENSACOLA, May 5, 1832.—The United States schooner Shark sailed on the 1st instant. The Erie and Fairfield are now lying off the Navy Yard, ready for sea, and only waiting a wind.

The following officers have been detached from the Erie since her arrival at Pensacola:

H. H. Rhodes, Lieutenant.
John C. Davidson, James H. North, Osmon Claiborne, Robert F. Pinckney, Geo. W. Harrison, Midshipmen.

Compliment to Mr. Livingston.—A district in the north part of Guatemala, and also the chief town of the district, is to be called 'Livingston,' as a testimony of respect to the Hon. Edward Livingston, present Secretary of State at Washington, whose 'Penal Code' it is proposed to adopt in that Republic. What renders the compliment of greater value is, that it is conferred by an act of the Guatemalan government.

Destructive Fire at Louisville.—Extract from a letter dated Louisville, May 14:—"I have to inform you of a most destructive fire that occurred here last night. It commenced four or five doors south of Market, on Wall street, in the cluster of frame buildings north of the market house, which were all entirely consumed, together with the market house.—The buildings on the south side of the market house were scorched very much, and in imminent danger. Considerable damage sustained by removing goods."

Melancholy Accident.—On Thursday last, the 10th ult. as Mr. Joseph Clarkson, lumber merchant, was endeavoring to get his timber down the river Laquar, in the township of Rawdon, a canoe in which were five men and himself, upset just on the top of what is called the grand chute; two of the men were so fortunate as to jump on a small island which was convenient; Mr. C. and the other three were in an instant swept down the dreadful cataract, and the three unfortunate men were seen no more. Mr. C. (whose intrepidity and presence of mind on the occasion were astonishing) succeeded in keeping himself clear of the rocks and descended to the bottom without any material injury; he then by an extraordinary effort laid hold of a piece of timber and got ashore; his escape may be considered miraculous when it is understood that the water falls in this place the distance of 100 feet over tremendous rocks, and at the bottom where he laid hold of the timber, there is upwards of 20 fathoms of water. The names of the poor men who were drowned are as follow: James Mathewson, foreman, a Scotchman, George Robinson, and Thomas Dyer, Englishmen. We understand, Robinson has left a wife and child to mourn his untimely fate; their bodies have not yet been found.—[Montreal Courier, May 15.]

Villain Caught.—On Friday last the canal collector at Lyons sent a man named Morris Sherman with the sum of \$678 to deposit in the Geneva Bank.—Sherman went to Geneva, but did not deposit the money, and immediately took the stage for the east. The collector soon got intelligence of the fact, and went in pursuit. His messenger got to Albany yesterday morning, and gave information to the police. In the course of the forenoon, constable Pemberton found Sherman in a victualling cellar, and on him the sum of \$583, together with a watch which he had purchased at Schenectady with a part of the money. Sherman was of course put in prison.—[Alb. Dai. Adv.]

Youthful Crime.—On Saturday evening last, a lad by the name of Stephen Jones, (about 16 years of age,) called at the boot manufactory of Mr. Curtis Searle, Congress-street, and presented an order purporting to have been drawn by Messrs. Whitney & Brown, chair dealers, Cornhill, for a pair of boots. The order was accordingly accepted; but Mr. S. from some cause being induced to suspect all was not right, sent it immediately to Mr. Whitney, who forthwith pronounced it a forgery. Jones was yesterday morning arrested, and fully committed for trial at the Municipal Court, the evidence of his guilt being conclusive against him. He had formerly been for a short time in the employ of Messrs. Whitney & Brown, but was discharged therefrom in consequence of certain alleged acts of dishonesty.—[Boston Traveller.]

The Chillicothe (Ohio) Gazette states that of the great number of beef cattle which were fed in the Scioto Valley during the last winter, not one remains beyond the ordinary consumption of the country.—They have either been bought up by eastern drovers, or driven to market by those who feed them. It is supposed that the number of beef cattle which will be fattened for market next winter, in the same Valley, will amount to twelve thousand.

The Mansion House of the late Joseph White, Esq. in Salem, which was for a long while tenanted, in consequence in some degree, perhaps, of superstitious feeling, has been for a considerable time past the residence of Bishop Griswold. The venerable prelate lodges in the room in which his owner was assassinated.

The body of one of the passengers of the steamboat Brandywine was picked up afloat in the Mississippi, near Memphis, on the 1st inst. The sum of 1200 dollars in bank notes was found on his person.

[From the N. Orleans Mercantile Advertiser, 7th inst.]

A Wonder.—It having become necessary to open one of the tombs in the Catholic burial ground, to inter another body in the same tomb, the individuals opening the same were surprised to find that the body of a man which had been entombed five years, had still every appearance of recent death, the coffin and shroud had mouldered into dust; and there, bare and exposed, laid the body, after five years entombment.—When the persons moved the body to make room for the coffin which was to be placed in the same vault, the blood ran in its natural state from under the same. This information has been given to us by a gentleman whose veracity may be relied upon.

[From the Quebec Gazette.]

BOAT RACE.—The fame of our annual regatta has induced the Greenock boat builders to send out two of their gigs to this country—one by the Cherub and another by the Robertson. A match for £25 a side has been made between the gentlemen amateurs of the Lower Town, in the four oared gig brought out by the Cherub, and the four oared New York cedar built gig of the Officers of the 32nd, the Eagle to be rowed by the Officers. It is to come off on Friday week, the 25th inst. weather permitting.

We understand that another Liverpool built gig has also arrived in the Unicorn. The New Yorkers will have something to do to maintain their name against such odds, yet under equally favorable circumstances, we think they will stand a fair chance.

We have had an opportunity of visiting the Scotch boats—they appeared a third longer than the Eagle, and their models are very different from the American.

The Lower Town amateurs had not completed their crew this morning. The distance to be pulled will be four miles.

Ancient Coins.—A few days since, as some laborers on the estate of Mrs. Sheppard, of Camptsey Ash, were felling an old pollard oak, they discovered two parcels of ancient coins, enclosed in thin lead cases; one of them was quite embedded in the solid part of the root. They are chiefly pennies of Edward the Confessor and Harold the Second, and amounted altogether to nearly 600 pieces. What appears most singular is, that many of them are divided into halves and quarters, which evidently show that at that remote period these divided parts were circulated as halfpennies and farthings.—[Bury Herald.]

Bells were formerly baptised, anointed, exercised and blessed by the Bishop of the Diocese; the favorite appellation of Tom, applied to several large bells arose probably from their having been named in honor of Thomas à Beckett. The practice of consecrating bells was introduced by Pope John XIV. A.D. 968, and their supposed uses are described in the old Monkish lines:

Funera plango, fulgura frango, Sabbata pango,
Excito lentos, dissipio ventos Paco amentos.

Thus translated by Fuller:—

| | |
|------------------|-----------------------|
| Funera plango | Men's death I tell |
| | By doleful knell. |
| Fulgura frango. | Lightning and thunder |
| | I break asunder. |
| Sabbata pango. | On Sabbath, all |
| | To Church I call. |
| Excito lentos. | The sleepy head |
| | I raise from bed. |
| Dissipio ventos. | The winds so fierce |
| | I do disperse. |
| Paco amentos. | Men's cruel rage |
| | I do assuage, |

Lando Deum verum, plebem voce, congreco clorum, defunctos ploro, pestem fugo, festa decoro— that is, I praise the true God, call the people, convene the clergy, lament the dead, dispel pestilence and grace festivals.

Strawberries, the growth of the gardens in the neighborhood of Baltimore, were abundant in the market of that city on Wednesday, at 37 1/2 cts. per quart.

We stop the press (says the Raleigh N. C. Register, of Friday last) to announce the perpetration of a shocking murder, in the immediate vicinity of this place, last night. About dark, as the wife of Mr. John Sugg was sitting in her own house, she was shot and instantly killed. There is no doubt that the deed was committed by a son of her husband, by a former wife, who has but recently returned after an absence of many years from this region. He immediately fled and has not as yet been apprehended.

The murderer was so near to his victim that her head and neck were literally torn to pieces. The family lived unhappily, and no doubt the fatal deed had its origin from this cause.

The total population of Tennessee, according to a statement published in the Nashville Republican, is 684,951. Of this number 538,670 are white, 142,368 slaves, and 4513 free colored persons.

MISCELLANY.

[From *Time's Telescope* for 1832.]

"To acquire a correct idea of magnitude, we must ascend some elevation, from whence a prospect might be obtained of an uninterrupted horizon; here would be displayed an extent of view, stretching forty miles in every direction, forming a circle eighty miles in diameter, consequently one hundred and fifty in circumference, and an area of five thousand square miles. This, then, would be one of the largest objects that the eye could grasp at one time; but, large as it is, it would require forty thousand such prospects to constitute the whole surface of the earth; but this is comparatively nothing; for one of those glittering points which ornament the celestial canopy (Jupiter), is fourteen thousand times larger than the earth, and the sun 1,384,480 times larger than our terrestrial globe! Here, then, the imagination begins to be overpowered at an early step of the comparison; for there are, it is probable, an hundred million of such bodies as the sun within the scope of modern instruments, each individual of which may be as vast as our solar orb; and if all of these were congregated into one mass; it would probably be but as nothing when compared with the material creation that lies beyond the reach of human research.

"Intimately connected with the idea of magnitude is that of space—space, the theatre of astronomical science. When the midnight sky is refined by frost, the deep azure canopy is open to be thronged with glittering points, which we call stars. It is admitted that these are at an immense distance; for were we to travel in the direction towards which they lie, they would not increase their apparent magnitude, which is the case with those objects which we approach on the earth's surface. The diameter of the earth, therefore, is too small a scale with which to measure their distances; the diameter of the earth's orbit also fails in accomplishing the desired object. This amazing length of line (190 millions of miles) fails to increase or diminish their visual angle, or alter their relative positions to each other. Without availing ourselves of every step which reason and science afford, it will be readily admitted that space lies far beyond where the faintest star-beam may be supposed to indicate the verge of creation. To aid, however, the contemplation, the nature of extension may be considered—mere extension; the distance of two bodies from each other; the path along which a body moves; but the path described by a moving body in a right line, has only length; space has also breadth and thickness, which latter may be called a solid space; keeping the mind intent on the figure thus supposed, let it be conceived, if possible, of an infinite extension in the three dimensions: of the infinite flowing of a line each way: an infinite extension of a superficies; an infinite radiation of a cube; but the mind falters in attempting to fathom this profound abyss. Let there be described the largest circle that imagination can conceive, and a tangent be drawn to this vast circle, and extended till the powers of the mind languish. Do we approximate a boundary? that which bounds must itself be bounded, and thought invigorated may renew the task; but millions and millions of years may the swiftest wing urge on its vigorous unwearied flight in one direction,—it may ascend, descend, and describe a course,

making all possible angles with its previous directions, and still be as distant from a boundary as at the first. Two bodies might travel millions of ages with exceeding velocity towards each other, and in the same right line; and never meet. Words and numbers fail, or we might call in the aid of the ages that have rolled on to the present moment, and those which the vast ocean of futurity contains, and assist the ideal fight with the swiftness of sun-beams or of verapahs; but no human fancy can summon up an adequate conception to rove through this mighty abyss, where, above, beneath, around, all is interminable ocean, shoreless, bottomless:

At once it quite ingulfs all human thought; 'Tis comprehension's absolute defeat!

This wondrous space is replenished with rolling orbs of diversified forms, magnitudes, and constitutions. Is it not more easy to conceive that these glorious bodies are infinite in their number, and interminably dispersed over the fields of space, than that they are placed in a void which bounds the amplitude of creation? Let it, however, be supposed that there is a termination, and that a circle can be described and generated which would include the whole of material existence; and that this spherical universe is as vast as the imagination can grasp by either numbers or geometry—let the realm of fancy be given to the most vigorous mind in calculating the sun total of these suns, firmaments of suns, systems of systems of suns—let the toil of computation be renewed year after year, with the aid of the whole human race, and a continuation of the task be left as a legacy to posterity, to estimate the grand amount. In this imaginary calculation of the suns of the universe, it should be borne in mind that all are arranged in clusters; and that each cluster is as distant from each other in the same proportion as two individual stars in a cluster may be from one another. The system of fixed stars to which our sun belongs is the Via Lactea, the extent of which is at least nine hundred times the distance of the nearest fixed star from our central orb—so distant is the extreme boundary of our cluster or nebula, that the light of a star placed at its farthest verge, though it travel with the velocity of twelve millions of miles every minute, would take up three thousand years to reach the earth! The telescope has discovered thousands of these clusters of stars; from those that are distinctly seen and of considerable extent, to that are barely visible under the most favorable circumstances of atmosphere, and with the most powerful instruments. In estimating the number contained in this limited universe, when ages had rolled over ages, it is evident a boundary would be approximated; for on the principle that matter is not infinitely extended, the task of enumeration would at length be terminated, even though in an eternity of time, if the phrase may be admitted; numbers could be applied to denote the aggregate. On the conclusion of the task, this stupendous fact would be evident, that this spherical universe of suns and systems, limited in number, would bear no proportion to the vast void which would surround it—a void, compared with which the fair fields of creation would be an atom; and from some distant point of space the whole of the vast assemblage would sink into the dim twinkling of a solitary star! But there is a consideration connected with this subject which renders it probable that matter is infinitely extended; for were the universe limited, the surrounding void would have no action on the bodies it environed; these would then exert all their gravitating force on each other; those system on the confines of creation would be less acted upon in one direction than another, without any attractive influence to keep them in their position. In the other direction, these exterior systems would be most powerfully acted upon by the interior, which action would ultimately draw them towards the centre with accelerated velocity, till the whole would ultimately rush together and form one immense mass of matter. But when we admit that suns, and systems of suns, are continued without end, we see a counterbalance of this action, an equilibrium preserved, and the mind seems to be relieved from a species of horror.

If 'tis an error, 'tis an error sprung
From noble root, high thought of the Most High,
But wherefore error? who can prove/teach?
He that can act Omnipotence a bound.
Can man conceive beyond what God can do?
Nothing but quite impossible is hard
He summons a into being with like ease
A whole creation and a single grain;
Speaks he the word, a thousand worlds are born!
A thousand worlds! there's space for millions more!
And in what space can his great fiat fail?
Dare not his glory a still brighter ray
The lesser left to Chana?

These bodies, vast in magnitude, infinite in number,

and the tenants of space, are in rapid motion; but what imagination can possibly conceive of that power which impels the movement? An idea may be acquired of this rapid motion by a reference to familiar objects—the velocity of a ship impelled by the wind, particularly if urged over the rolling billows by a furious tempest; the swiftness of a bird winging its flight through the air, especially if pursued by an eagle; the motion of a ball projected from a cannon, which, in some cases, is at the rate of 800 miles in an hour. But these are creeping things: Saturn, one of the most tardy in its course of any of the planets—a globe 900 times larger than the earth, is impelled at the rate of 22,000 miles in an hour, carrying with him a system of stupendous rings, and seven moons larger than the earth's satellite. Jupiter, whose vast circumference would comprize within it a thousand such globes as the one we inhabit, moves at the rate of 29,000 miles in an hour. This earth is urged forward at the rate of 68,000 miles in an hour; and Mercury still faster, being 107,000 miles in the same time; but even these motions are slow when compared with that of the comet of 1680, which went half round the sun in ten hours and a half, and its tail (at least an hundred millions of miles in length) turning round in the same time, keeping nearly in the direction opposite to the sun; the velocity of this comet, at this part of its orbit (its perihelion), was 880,000 miles in an hour; and so closely did it approach the sun, that supposing the centrifugal or projectile force to have been annihilated at this point of its course, it would have fallen into the sun in less than three minutes! In the sphere of the fixed stars there is reason to believe that bodies are in motion, whose velocities are proportionably greater than any in the planetary system. One of the double stars completes its revolution in fifty-seven years; in estimating the orbit described by a lesser sun about a greater, it will not be necessary to suppose (though probably it is the case) that the two bodies are as remote from each other as the nearest fixed star is from our sun, namely, twenty billions of miles: were it even admitted that the line of separation between them was only a twentieth part of this distance, the revolving star would then move at the rate of 12,000,000 miles in an hour. This motion, observed among many of the fixed stars, confirms the belief that our sun, with its bright retinue of comets, planets, and satellites, is moving forwards through space with a velocity past conjecture. It is therefore probable that the solar system will never, in the course of its most protracted duration, ever revisit any part of the same curve or line it has moved over since the creation."

King William and Queen Adelaide.—The King and Queen have been to Drury Lane; and the presence of their Majesties seems—to judge by the newspaper criticisms—to have conferred new brilliancy on the *School for Scandal*. But the event of the evening was one with which Sheridan's humor or wit had no concern. The King took coffee! But that too sinks into insignificance compared with the fact to be noticed in history—the Queen carefully put cream and sugar into it—yes, even into his Majesty's coffee did she carefully put cream and sugar. Whereupon the most wise public did raise themselves on their hind legs, did wave their fore ones, and bray most lustily; loud were the cheers, and great was the occasion. "In the course of the evening, refreshments having been introduced to the Royal party, the Queen very carefully put cream and sugar into his Majesty's coffee, which she then handed to him. This unaffected but affectionate attention of Her Majesty was noticed while least expected by her, and drew down from the whole house a hearty manifestation of the sentiments which it excited." There is certainly something grand in the spectacle of Majesty taking coffee before his people, and more imposing still is Majesty when wielding the sugar tong, and elevating the cream jug in the face of the world: no wonder that the awestruck multitude cried aloud! Shenstone said of the rat that nibbled away his "Geography."

"A sea
Was to him a dish of tea,
And a kingdom bread and butter."

Doubtless the sapient public had until this time imagined that Kings eat up counties for dinner, and for coffee take colonies. Vast, then, must their delight have been when they saw the good man sip out of china, and his wife handling a cream-pot, and doing it carefully too, and with an affectionate attention. Her Majesty did not rudely, like a boy at school say—"Here, William, here's your coffee,

sugar and milk yourself." No; carefully, affectionately and unaffectedly, in the front of her box, did she pleasantly perform her maternal duties, as if she had been seated in her own parlor, and then blushed to find them fame. At Naples, the sovereign eats macaroni in his box at the theatre; he takes it in his fingers from the plate before him, and like the commonest lazzarone, lets it down gradually, curling and winding, into the stomach. The longer the piece the more popular the monarch: the pit watches every morsel; and when, as in the case of the late king, he has the art of putting whole yards down as it pends from his finger and thumb upon his gaping mouth, there are no bounds to the people's love and gratitude—San Carlos rings with acclamation. What is a constitution—what reform—what liberty—compared to the pride of having a king who can swallow whole yards of macaroni at a breath, just as the commonest porter would do?—[London Spectator.]

In our paper yesterday we noticed the anomaly in ship building, the British barque *Hocla*, so celebrated as the flag ship of Capt. Parry, in his voyages of discovery. We were mistaken in the fact that she was employed by government. She was originally intended as a bomb, and selected on account of her great strength for the service in which she was so laudably engaged. We yesterday paid a visit to this extraordinary vessel, and recommended to our nautical friends not to let the opportunity pass of giving her a critical inspection, her officers being gentlemen who will kindly communicate any information which the curious may require. Her burthen is 402 tons, and she differs in most respects from all other vessels we have seen. Among her peculiarities, are her decks, three in number, over each of which are confined two tiers of cork, and covered with planks running in an angular direction, making them in thickness nine inches. Her sides, below the wales, being thirteen feet through. She is copper bottomed, and in her hull are no less than thirteen tons of copper bolts. She has no windlass, and the anchor is raised with a patent purchase capstan, the drum head of which passes three times round, to the barrel's once; is light rigged and a fast sailer. The *Hocla* was sold by the British government last year to a company of Aberdeen merchants, and she sailed from Dundee or New York in December last, but having lost her rudder on the Banks of Newfoundland, proceeded to Scilly in Great Britain, for repairs and sailed thence with a full cargo of bale goods for this port, where she arrived in 40 days. Her master is Capt. Jamson, who has previously made in her one voyage, since her purchase, to St. Petersburg. Capt. Parry, her former intrepid commander, our readers may recollect, is now Governor of Van Dieman's land, in New-South Wales.—[Gazette.]

POETRY.

[FOR THE NEW-YORK AMERICAN.]

GOETHE.

"Spring, my beloved! why is this arm forbidden to embrace thee—ha! on thy bosom I lie—the Nightingale calls to me from out the misty Valley—I come, I come! whither, oh, whither? upward, upward, it urges—in your lap upward! embracing, unwrapped, upward to thy bosom all loving Father!"

Behold, seraphic beauty there!

Imagination on her hier—

Fancy's shroud, by Psyche dressed,

The Apotheosis! of rest—

'Tis Goethe! see, around his brow

A Laurel Wreath, in perfect blow!

The Graces, Loves, by Pallas led—

Support his rainbow curtained head,

And fairy Pall, of varied dye

The Web of Immortality!

Bright spirits! call the sacred Nine,

And chant with them, his knell divine!

Ah! why are Cherubs, seen to weep

O'er that pure bosom's transient sleep?

Approach! thou Son of Faderland!

Impress thy last kiss on the hand

That led thee thro' her mental bowers,

And strewed the heart's farrow, with flow'rs!

The whisp'ring, of whose balmy breath

Are words upon the lip of death!

Enchanting Goethe! like thy Lyre,

Of Chord Eolian, Angel, Fire!

The Nightingale yet sings to thee—

With notes of earthly minstrelsy!

"From out the misty Valley" home—

And Thou, wilt answer still?—"I come!"

New-York, May 19th, 1832.

M—

| DAYS. | Highest. | Lowest. | Highest. | Lowest. | WINDS. | WEATHER. |
|-------|----------|---------|----------|---------|--------|---------------------------------|
| 1 | 63 | 43 | 29.79 | 9.97 | SW. | Cloudy morning—clear afternoon. |
| 2 | 64 | 44 | 29.79 | 9.97 | SW. | Clear. |
| 3 | 67 | 44 | 29.79 | 9.97 | SW. | Clear morning—cloudy afternoon. |
| 4 | 67 | 44 | 29.79 | 9.97 | SW. | Clear morning—cloudy afternoon. |
| 5 | 67 | 44 | 29.79 | 9.97 | SW. | Clear morning—cloudy afternoon. |
| 6 | 67 | 44 | 29.79 | 9.97 | SW. | Clear morning—cloudy afternoon. |
| 7 | 67 | 44 | 29.79 | 9.97 | SW. | Clear morning—cloudy afternoon. |
| 8 | 67 | 44 | 29.79 | 9.97 | SW. | Clear morning—cloudy afternoon. |
| 9 | 67 | 44 | 29.79 | 9.97 | SW. | Clear morning—cloudy afternoon. |
| 10 | 67 | 44 | 29.79 | 9.97 | SW. | Clear morning—cloudy afternoon. |
| 11 | 67 | 44 | 29.79 | 9.97 | SW. | Clear morning—cloudy afternoon. |
| 12 | 67 | 44 | 29.79 | 9.97 | SW. | Clear morning—cloudy afternoon. |
| 13 | 67 | 44 | 29.79 | 9.97 | SW. | Clear morning—cloudy afternoon. |
| 14 | 67 | 44 | 29.79 | 9.97 | SW. | Clear morning—cloudy afternoon. |
| 15 | 67 | 44 | 29.79 | 9.97 | SW. | Clear morning—cloudy afternoon. |
| 16 | 67 | 44 | 29.79 | 9.97 | SW. | Clear morning—cloudy afternoon. |
| 17 | 67 | 44 | 29.79 | 9.97 | SW. | Clear morning—cloudy afternoon. |
| 18 | 67 | 44 | 29.79 | 9.97 | SW. | Clear morning—cloudy afternoon. |
| 19 | 67 | 44 | 29.79 | 9.97 | SW. | Clear morning—cloudy afternoon. |
| 20 | 67 | 44 | 29.79 | 9.97 | SW. | Clear morning—cloudy afternoon. |
| 21 | 67 | 44 | 29.79 | 9.97 | SW. | Clear morning—cloudy afternoon. |
| 22 | 67 | 44 | 29.79 | 9.97 | SW. | Clear morning—cloudy afternoon. |
| 23 | 67 | 44 | 29.79 | 9.97 | SW. | Clear morning—cloudy afternoon. |
| 24 | 67 | 44 | 29.79 | 9.97 | SW. | Clear morning—cloudy afternoon. |
| 25 | 67 | 44 | 29.79 | 9.97 | SW. | Clear morning—cloudy afternoon. |
| 26 | 67 | 44 | 29.79 | 9.97 | SW. | Clear morning—cloudy afternoon. |
| 27 | 67 | 44 | 29.79 | 9.97 | SW. | Clear morning—cloudy afternoon. |
| 28 | 67 | 44 | 29.79 | 9.97 | SW. | Clear morning—cloudy afternoon. |
| 29 | 67 | 44 | 29.79 | 9.97 | SW. | Clear morning—cloudy afternoon. |
| 30 | 67 | 44 | 29.79 | 9.97 | SW. | Clear morning—cloudy afternoon. |

MARRIAGES.

MARRIED—On 15th inst. at St. Marks Church, by the Rev. Dr. Creighton, the Rev. John Marshall Guion, to Elizabeth Lee, only daughter of John R. Wharton, Esq.

On the 14th inst. by the Rev. Mr. Mason, Mr. John Simonson, Miss Mary Smith, both of this city.

In the ship Kentucky, from New-Orleans.—Mr. A. Hagarman, Maj. Dade, and servant, W. H. Rogers, Messrs. Telf. Thompson, and Dunham.

In the brig *Clasp*, from Montevideo.—T. Clough, of New York; G. M. Ehrig, of Philadelphia; and Mr. and Mrs. Hamlyn and two children.

In the schooner Andrew Jackson, from Charleston.—Mr. T. Mann.

On the 15th inst. by the Rev. Dr. Hawley, the Hon. George Poindeux, United States Senator from Mississippi, to Miss Anna Hesse, daughter of Samuel Hesse, Esq. of Boston.

At Onondaga Hill, by the Rev. Mr. Beardsley, Mr. William Kason, of this village, to Miss Emeline L. Marsh, daughter of Elisha Marsh, Esq. of the former place.

On Thursday evening, May 10th, by the Rev. Dr. Levens, and afterward by the Right Rev. Bishop Onderdonk, John T. Dunbar, Esq. of Cork, Ireland, to Elizabeth, second daughter of the late William Handy, M.D.

DEATHS.

DIED—On Saturday morning, May 19th, Mrs. Catharine Owen, in the 73d year of her age.

At Philadelphia, on the 16th May, Mrs. Ann D'Wolf Tyng, wife of the Rev. Stephen H. Tyng, Rector of St. Paul's Church, and daughter of the Right Rev. Bishop Griswold, of Massachusetts, aged 27 years and 7 months.

At Syracuse, on the 13th May, Jane, consort of Davenport Morey, aged 36 years.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 94 persons during the week ending on Saturday, 19th inst. viz:—22 men, 17 women, 2 boys, and 18 girls—Of whom 25 were of or under the age of 10 years, 8 between 1 and 2, 2 between 2 and 5, 2 between 5 and 10, 6 between 10 and 20, 10 between 20 and 30, 12 between 30 and 40, 7 between 40 and 50, 8 between 50 and 60, 4 between 60 and 70, and 5 between 70 and 80.—Diseases.—Apoplexy 3, asthma 1, cancer 2, casualty 1, consumption 25, convulsions 13, dropsy in the head 2, drowned 3, dyspepsia 1, fever, scarlet 3, liver or crup 6, inflammation of the bowels 1, inflammation of the bladder 2, inflammation of the liver 4, measles 1, mortification 2, old age 2, palsy 1, peripneumony 5, pneumonia typhoid 1, scirrhus of the liver 1, small pox 2, sore throat 1, stillborn 7, teething 1, unknown 1, whooping cough 1.

ABRAHAM D. STEPHENS, City Inspector.

PASSENGERS.

Per packet ship *Hudson*, for London, sailed 16th.—Mr. Owen and lady, of England; Mr. Brent and daughter of Brooklyn; Mrs. Moore, Miss Robinson, and Mr. Courtenay, of London; Mr. Ashburne and son, of Stockbridge; Mr. Rogers, Mr. Smith, and Mr. Hillwell, of Canada.

Per *Uxor*, from New-Orleans.—W. Simmons, H. E. Parsons, J. McCluskey.

Per ship *Hibernia*, sailed 16th for Liverpool.—Mr. S. G. Goodrich and lady, and George O. Hovey, of Boston; Mr. George Racaster, of London; Messrs. James Reyburn, and E. G. Felrick, of Baltimore; Andrew Stayley, and Mrs. Oldfield, of Philadelphia; Messrs. James R. Chapin, of Hartfordshire; G. H. Gossp, of Hatfield; Thomas Proctor, of Leeds, England; Edward I. Thomas, of Worcester, Mass.; Lieut. Barnham, 15th Br. Regt.; Mr. Charles Walker, of Montreal; Miss Ammitage, S. Guiner, Frederick E. Bonker and lady, and J. Granger, of New-York; Philip Somme Moret, of Paris; John Haven and servant, of Lagaira; James Graham, of Port au Prince; and Virgil, Stephens, Lyne, of Brazil.

In ship *Thomas Dickson*, from Liverpool.—E. Johnson, W. Toby, and 150 in the steerage.

In brig *America*, from Aguadilla, P. R.—Mrs. Abrams and son of Philadelphia.

Per packet ship *Manchester*, sailed yesterday for Havre.—Mr. De Steiger, lady, and four children of Switzerland; Madame Etienne and child, and Mr. C. E. Bolton, Jr. of New York; Messrs. Nimmerling, and Duplexy, of France; Dr. McPhale,

of Baltimore, Beaton, Despatches, Francisco Roquer of Spain, Messrs. Jonathan and Simon Wagner, of Louisiana, P. M. Per Neptune, from Havana.—F. P. Choveriau, P. H. Chataud, A. A. Prieto and lady, A. H. Lerma, M. Abeyieva, M. Einbali, E. King, H. Mora, M. Kera, A. D. Maire, H. Brusi, and lady, M. A. L. Morri, children and servants, R. C. Gayer, E. J. W. and Mrs. Z. Cook and servant G. F. Cook.

NEW-YORK AMERICAN, TRI-WEEKLY.

The NEW-YORK AMERICAN is now published THREE TIMES A WEEK, in addition to the *Daily* and *Semi-weekly*, as usual. This arrangement is made to accommodate a large class of business men in the country, who are desirous of seeing the advertisements of the day, yet are unwilling to encounter the expense of subscription and postage of a daily paper. By this arrangement, it will easily be perceived, their wishes may be gratified, at one-half the expense of a daily paper, as most of the advertisements, both of the *Daily* and *Semi-weekly* papers, will appear in the *Tri-Weekly American*; and the reading matter as published in the *Daily* paper. It will be issued on *Tuesdays, Thursdays, and Saturdays*, at FIVE dollars per annum in advance, to subscribers out of the city of New-York, and forwarded, according to their order, and for any length of time.

All letters relating to the TRI-WEEKLY AMERICAN may be addressed to the Publisher and Proprietor, D. K. MINOR, No. 35 Wall-st. N. Y.

AMERICAN RAIL-ROAD JOURNAL.

The subscriber is now publishing a weekly paper, called the AMERICAN RAILROAD JOURNAL. A principal object in offering this proposed work to the Public, is to diffuse a more general knowledge of this important mode of internal communication, which, at this time, appears to engage the attention of almost every section of our country.

THE AMERICAN RAILROAD JOURNAL is printed on sheet of the largest size, (matimoth) and put up in a convenient form for binding, each number containing sixteen large octavo pages of three columns each. The selections, upon the subject of railroads and other works of internal improvement, will be from the best authors, both of Europe and America, and will be occasionally illustrated by engravings. A part of this Journal will be devoted to the subject of internal improvement—giving a history of the first introduction of railroads into England and their improvements to the present day. It will also notice the meetings, in different sections of the country, upon the subject of railroads. The remaining part of the paper will contain the LITERARY, MISCELLANEOUS, AND NEWS matter of the NEW-YORK AMERICAN, as prepared for that paper, omitting all political subjects, except such as are of general concern.

The terms of the American Railroad Journal are THREE dollars per annum, payable in advance; and will not be sent without. Any person who will obtain eight subscribers and remit the amount, shall have a copy gratis; and to companies of ten subscribers, who associate and remit twenty-five dollars, it will be sent for \$2.50 each per annum. The Journal will be sent for any length of time desired, if paid in advance. It will be published on Saturdays.

Letters upon the subject of the AMERICAN RAILROAD JOURNAL, may be addressed, free of postage, to the publisher and part proprietor, D. K. MINOR, No. 35 Wall-street, New-York.

G. LANSING, Engraver, has removed to 567 Pearl street, near Broadway.

TO RAILROAD CONTRACTORS.

THE lithas division of the lithas and Owego Railroad (from lithas, at the head of the Cayuga Lake, to Owego, on the Susquehanna River) is now under contract, and large forces of men and teams are at work upon the several sections hereof.

PROPOSALS FOR GRADING the Middle and Owego divisions of this Railroad, (amounting to about 20 miles) will be received at the office of the Company, at lithas, Tompkins Co. N. Y. until the 16th day of July next.

The Maps and Profiles of this part of the road may be seen at the office of the Engineer in Chief on and after the 3d day of July. The ground will be divided into sections of suitable length, and prepared for the examination of Contractors by the 10th day of July next.

JOHN RANDEL, Jr.

Engineer in Chief.

Engineer Department of the lithas and

Owego Railroad, April 22 1832

mtoew

TOWNSEND & DUFFEE, Rope manufacturers, having machinery for making Ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York if requested. As to the quality of the Ropes, the public are referred to J. B. Jervis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County Pennsylvania.

Palmyra, Wayne County, New-York,

1st mo. 2d, 1832.

J20 17

PATENT, RAIL-ROAD, SHIP AND BOAT SPIKES. THE TROY IRON & NAIL FACTORY keep constantly for sale a very extensive assortment of wrought spikes & nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years successful operation and now almost universal use in the United States (as well as England, where the subscriber obtained a Patent,) are found superior to any ever offered in market.

RAIL-ROAD COMPANIES MAY BE SUPPLIED WITH SPIKES having countersunk heads suitable to the holes in the iron rails, to any amount and on short notice. Almost all the Rail roads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their admission is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. Y., will be punctually attended to. HENRY BURDEN, Agent.

Troy, N. Y., July, 1831.

Spikes are kept for sale, at factory prices, by I. & J. Townsend, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Brower, 322 Water street, New-York; A. M. Innes, Philadelphia; T. Janvier, Baltimore; Degrad & Smith, Boston.

P. S. Rail-road Companies would do well to forward their orders as early as practical, as the subscriber is desirous of expediting the manufacturing so as to keep pace with the daily increasing demand for his Spikes.

H. BURDEN.

POSTSCRIPT.

LATER FROM EUROPE.—By the *Josephine*, in thirty days from Belfast,—(Capt. Britton has the sack of making short runs)—we have London dates in the Irish papers to the 21st ult. They disprove the report of Capt. Fish, from Bremen, as to the rejection of the Reform Bill. It had passed by a majority of nine to a second reading.

The Belgian question also may be deemed settled—the Austrian and Prussian plenipotentiaries having ratified the 24 articles, without waiting (though much urged by Count Orloff to do so) the instructions from Russia to her Ambassador to do the same: that ratification, it was not doubted, would soon follow.

The CHOLERA continues its ravages among all classes in Paris, though upon the whole it was somewhat mitigated. The average daily deaths from 1st to 14th April, were 550.

The debate on the motion for the second reading of the Reform Bill was closed by Earl Grey. At the close of his speech he made these observations:—

"With respect to the probability of the consequences of that rejection, he would say, that every Minister of the Crown was bound to use all the constitutional means placed in his power for the preservation of the public tranquility; but the danger of disturbance itself was not so great as that of an alienation of the feelings of the people from that house, and a withdrawal of the confidence which they had been taught to repose in the Legislature.—It was for this reason that he now implored their Lordships to pass that bill, which, he hoped and trusted, would pass, and which he believed must pass, whoever might become Minister of the Crown. Having already trespassed too much on your Lordships' attention, he would merely take leave to say one word on a question which had been often discussed out of doors, and in which he was in some degree personally concerned. He alluded to the probable creation of Peers. All the best constitutional writers had admitted that although the creation of a large number of Peers, for a particular object, was a measure which should rarely be resorted to, yet that, in some cases, such as to avoid a collision between the two houses, it might be absolutely necessary. It was true that he (Lord Grey) was for many reasons, exceedingly averse to such a course, but he believed it would be found, that, in case of necessity, such as he had stated, a creation of Peers would be perfectly justifiable, and in accordance with the best and most acknowledged principles of the Constitution. Having said this much, he would remind those who charged him with upholding revolutionary doctrines, that he was merely laboring to carry into effect that system which Mr. Pitt had maintained to be the just and honest one, during the period that he appeared as the champion of the people, and he should add no more than a last and earnest entreaty, that they would allow the bill to go to a second reading that day, so that the country might have some prospect of the passing of such a bill as would prove ultimately satisfactory to all classes of the people."

At twenty five minutes to seven o'clock their lordships divided, when the numbers were as follows:—

| | |
|-----------------------|-----|
| Non Contents, Present | 126 |
| Do. Proxies | 49 |
| Contents, Present | 128 |
| Do. Proxies | 56 |

Majority for the second reading — 9

The bill was then read a second time, and, on the motion of Earl Grey, it was ordered to be committed on the first day after the recess.

The house then adjourned at a quarter past seven o'clock on Saturday morning.

Of the Peers who, in October, voted against the bill, the following voted on Saturday in its favor:—Lords Coventry, Bradford, Tankerville, Harrowby, Gage, De Roos, Northwick, Ravensworth, Melros, (Haddington), Wharfedale, Calthorpe; Bishops Bath and Wells, Litchfield, Lincoln, Llandaff.

The following Peers who did not vote on the last occasion, voted on the present with Ministers:—Archbishop York; Bishops London, St. David's, Worcester; Lords Middleton, Gambier, Stanhope, O'Neill, Somers, Stradbroke, Moray, Crowe.

The following Peers who voted against the former bill, were absent on Friday:—Bishop Peterborough; Lords Bath, St. Germain's, Skelmersdale, Glasgow, Wemyss, Dudley, Rubblesdale, Stamford.

NEW-YORK PRICES CURRENT:

Corrected from the "New-York Shipping and Commercial List."

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|--|--|-------------------|--|--|--|---------|--|--|--|-------------------------------|--|--|--|-------------|--|--|--|----------|--|--|--|----------------------------|--|--|--|-------|--|--|--|---------|--|--|--|
| ASHES— | | | | Rye Flour.....bbl | | | | 3 87½ | | | | a 3 00 | | | | PROVISIONS— | | | | | | | | | | | | | | | | | | | |
| Pot, first sort.....100 lbs | | | | 4 45 | | | | a 4 50 | | | | Indian Meal.....do | | | | 2 87½ | | | | a 3 00 | | | | Beef, Mess.....per bbl | | | | 9 25 | | | | a 10 00 | | | |
| Pearl.....do | | | | 4 65 | | | | a 4 70 | | | | Do.....bbl | | | | — | | | | a 14 00 | | | | Do. Prime.....do | | | | 5 35 | | | | a 6 00 | | | |
| BEE-SWAX— | | | | | | | | | | | | FRUIT— | | | | | | | | | | | | Do. Cargo.....do | | | | 4 35 | | | | a 4 50 | | | |
| White.....lb | | | | 44 | | | | a 45 | | | | Raisins, Malaga.....caak | | | | 7 00 | | | | a 8 00 | | | | Butter, N. Y. Dairy.....lb | | | | — | | | | a — | | | |
| Yellow.....do | | | | 13 | | | | a 20 | | | | Do. blon.....box | | | | 2 25 | | | | a 2 50 | | | | Do. Shipping.....do | | | | — | | | | a — | | | |
| BOTTLES— | | | | | | | | | | | | Do. muscatel.....do | | | | 2 75 | | | | a 3 00 | | | | Do. Philadelphia.....do | | | | — | | | | a — | | | |
| Bristol, Forter.....gross | | | | 8 00 | | | | a 9 00 | | | | Do. bunch.....do | | | | 3 00 | | | | a 3 25 | | | | King's Land.....per lb | | | | 7½ | | | | a 9 | | | |
| Newcastle Wines.....do | | | | 7 50 | | | | a 8 50 | | | | Do. Smyrna.....lb | | | | 6 | | | | a 7 | | | | Port, Mess.....do | | | | 13 00 | | | | a 13 75 | | | |
| BREAD— | | | | | | | | | | | | Currants, Zante.....do | | | | 7½ | | | | a 8 | | | | Do. Prime.....do | | | | 10 50 | | | | a 10 75 | | | |
| Navy.....lb | | | | 3½ | | | | a — | | | | Almonds, soft shell.....do | | | | 11 | | | | a 11½ | | | | Do. Cargo.....do | | | | 9 00 | | | | a 9 25 | | | |
| Pilot.....do | | | | 4½ | | | | a — | | | | Do. shelled.....do | | | | 13 | | | | a 16 | | | | Cheese, American.....lb | | | | 5 | | | | a 7 | | | |
| Crackers.....do | | | | 5½ | | | | a 5½ | | | | Figs, Smyrna.....do | | | | 7 | | | | a 10 | | | | Hams, Virginia.....do | | | | 10 | | | | a 11 | | | |
| BRISTLES— | | | | | | | | | | | | Fibers.....do | | | | 3 | | | | a 5 | | | | Do. Northern.....do | | | | 9 | | | | a 10 | | | |
| Russia, first sort.....lb | | | | 60 | | | | a 70 | | | | Prunes Bordeaux.....do | | | | 14 | | | | a 15 | | | | RAGS— | | | | | | | | | | | |
| Do. common.....do | | | | 20 | | | | a 40 | | | | Tamarisks.....do | | | | 4 | | | | a 5 | | | | Foreign.....do | | | | 4 | | | | a 8½ | | | |
| American.....do | | | | 15 | | | | a 50 | | | | GRAIN— | | | | | | | | | | | | Country.....do | | | | 3 | | | | a 5 | | | |
| CANDLES— | | | | | | | | | | | | Wheat, North riv. bshl | | | | 1 06 | | | | a 1 12½ | | | | RICE.....100 lb | | | | 3 00 | | | | a 3 50 | | | |
| Mould, tallow.....lb | | | | 12½ | | | | a 13 | | | | Do. Genesee.....do | | | | — | | | | a — | | | | SALT— | | | | | | | | | | | |
| Dipped.....do | | | | 11½ | | | | a 12 | | | | Do. Virginia.....do | | | | 1 06 | | | | a 1 12½ | | | | Turk's Island, per bush | | | | 45 | | | | a 46 | | | |
| Sperm.....do | | | | 30 | | | | a 32 | | | | Do. N. Carolina.....do | | | | 1 00 | | | | a 1 08 | | | | Isle of May.....do | | | | — | | | | a — | | | |
| CLOVERSEED.....lb | | | | — | | | | a — | | | | Rye, Northern.....do | | | | 80 | | | | a 82 | | | | St. Ubes.....do | | | | — | | | | a — | | | |
| COAL— | | | | | | | | | | | | Corn, Yellow, North.....do | | | | 58 | | | | a 61 | | | | Cadiz.....do | | | | 40 | | | | a — | | | |
| Liverpool.....chaldron | | | | — | | | | a 10 00 | | | | Do. White, L. & N. J.....do | | | | 60 | | | | a 63½ | | | | Lisbon.....do | | | | 40 | | | | a — | | | |
| Scotch.....do | | | | 8 75 | | | | a — | | | | Do. Southern.....do | | | | 53 | | | | a 56 | | | | Liverpool ground.....do | | | | 40 | | | | a — | | | |
| Shinny & Bridgeport.....do | | | | — | | | | a — | | | | Barley, North river.....do | | | | — | | | | a — | | | | Do. blown.....do | | | | — | | | | a — | | | |
| Albion.....do | | | | — | | | | a — | | | | Oats, South & North.....do | | | | 42 | | | | a 52 | | | | Do. sack do. per sack | | | | 2 00 | | | | a 2 25 | | | |
| Virginia.....do | | | | 7 00 | | | | a 8 00 | | | | Peas, white dry, 7 bushls | | | | 6 00 | | | | a 7 00 | | | | SALT-PETRE— | | | | | | | | | | | |
| Anthracite.....ton | | | | 10 00 | | | | a 11 00 | | | | Do. black eyed.....do | | | | — | | | | a 82 | | | | Refined.....per lb | | | | — | | | | a 9 | | | |
| COCOA— | | | | | | | | | | | | Beans.....do | | | | 7 00 | | | | a 9 00 | | | | Crude E. I.....do | | | | 7 | | | | a — | | | |
| Caracas.....lb | | | | 12 | | | | a 14 | | | | HEMP— | | | | | | | | | | | | SHEETINGS— | | | | | | | | | | | |
| Trinidad.....do | | | | 5 | | | | a 6 | | | | Russia.....ton | | | | 315 00 | | | | a 230 00 | | | | Russia, white.....piece | | | | 11 00 | | | | a 11 50 | | | |
| W. I. common.....do | | | | 4 | | | | a — | | | | Manilla.....do | | | | 210 00 | | | | a — | | | | Do. brown.....do | | | | 9 25 | | | | a 9 50 | | | |
| Para.....do | | | | — | | | | a — | | | | Sisal.....do | | | | — | | | | a — | | | | SOAP— | | | | | | | | | | | |
| COFFEE— | | | | | | | | | | | | American dew-rot.....do | | | | 130 00 | | | | a 150 00 | | | | New-York, Brown.....lb | | | | 5 | | | | a 6 | | | |
| Cuba.....lb | | | | 11½ | | | | a 13 | | | | Yarns, Kentucky.....lb | | | | 9 | | | | a — | | | | Castile.....do | | | | 12 | | | | a 13 | | | |
| Brazil.....do | | | | 12 | | | | a 13½ | | | | Laf. Plata & R. Grande.....lb | | | | 14 | | | | a 14½ | | | | Spelter.....lb | | | | 2½ | | | | a 3 | | | |
| Porto Rico.....do | | | | 13 | | | | a 14 | | | | Brazil.....do | | | | 11 | | | | a 12½ | | | | CASSIA— | | | | | | | | | | | |
| Laguaira.....do | | | | 12 | | | | a 13 | | | | Do. wet salted.....do | | | | 6½ | | | | a 6½ | | | | Cassia, in mate.....lb | | | | 20 | | | | a 21 | | | |
| St. Domingo.....do | | | | 12 | | | | a 12½ | | | | Oronoco.....do | | | | — | | | | a 13 | | | | Cloves.....do | | | | 52 | | | | a 54 | | | |
| Java.....do | | | | — | | | | a 13 | | | | W. India & Southern.....do | | | | 10½ | | | | a 12½ | | | | Ginger, race.....do | | | | — | | | | a — | | | |
| Jamaica.....do | | | | 12 | | | | a 13 | | | | S. A. Horse.....piece | | | | 1 45 | | | | a 1 55 | | | | Do. ground.....do | | | | 7 | | | | a 11 | | | |
| COPPER— | | | | | | | | | | | | First sort, 1831.....lb | | | | 12½ | | | | a 20 | | | | Nutmegs.....do | | | | 1 35 | | | | a 1 45 | | | |
| Sheeting.....lb | | | | 22 | | | | a 23 | | | | Second sort, do.....do | | | | 10 | | | | a 19 | | | | Pepper.....do | | | | 14½ | | | | a — | | | |
| Pig.....do | | | | 17½ | | | | a 18 | | | | INDIGO— | | | | | | | | | | | | Pimento, Jam.....do | | | | 17 | | | | a — | | | |
| Old.....do | | | | 17½ | | | | a 18 | | | | Bengal.....lb | | | | 1 00 | | | | a 1 65 | | | | SPIRITS— | | | | | | | | | | | |
| Bolt.....do | | | | 24 | | | | a — | | | | Manilla.....do | | | | 75 | | | | a 1 12½ | | | | Brandy, O. D. & Co. gal | | | | 1 63½ | | | | a — | | | |
| CORDAUGE— | | | | | | | | | | | | Caracas.....do | | | | 1 12½ | | | | a 1 35 | | | | Do. Rochelle.....do | | | | 1 45 | | | | a 1 50 | | | |
| Foreign.....lb | | | | 10 | | | | a 11 | | | | Guatemala.....do | | | | 75 | | | | a 1 25 | | | | Do. Bordeaux.....do | | | | 1 25 | | | | a 1 40 | | | |
| Am. Patent.....cwt | | | | 11 | | | | a — | | | | IRON— | | | | | | | | | | | | Rum, Jam. 4th proof, do | | | | 1 00 | | | | a 1 15 | | | |
| CORKS— | | | | | | | | | | | | Fig, Engl. & Scotch.....ton | | | | 40 00 | | | | a 47 50 | | | | Do. St. Croix, 3d do | | | | 95 | | | | a 1 00 | | | |
| Velvet.....gross | | | | 40 | | | | a 50 | | | | Do. American.....do | | | | 30 00 | | | | a 40 00 | | | | Do. Wind Isl. 3d do | | | | 85 | | | | a 87 | | | |
| Common.....do | | | | 20 | | | | a 30 | | | | Do. Bar.....do | | | | 80 00 | | | | a 85 00 | | | | Do. N. Orleans, 1st do | | | | 45 | | | | a 50 | | | |
| Phil.....do | | | | 5 | | | | a 10 | | | | Do. Russia, P. S. L. do | | | | 100 00 | | | | a 102 50 | | | | Do. N. Eng. 1st do | | | | 33 | | | | a 34 | | | |
| COTTON— | | | | | | | | | | | | Do. new Sable.....do | | | | 86 00 | | | | a 87 50 | | | | Gin. Holl'd, 1st do | | | | 19 | | | | a 20 | | | |
| New Orleans.....lb | | | | 10½ | | | | a 13 | | | | Swedes.....do | | | | 85 00 | | | | a 87 50 | | | | Do. Hour Glass.....do | | | | 15 | | | | a 16 | | | |
| Upland.....do | | | | 8½ | | | | a 11 | | | | English new'd.....cwt | | | | 72 00 | | | | a 75 00 | | | | Do. Scheidel.....do | | | | 1 00 | | | | a 1 13 | | | |
| Alabama.....do | | | | 9 | | | | a 11½ | | | | Sheer, English.....cwt | | | | 6 75 | | | | a 8 00 | | | | Do. Country.....do | | | | 35 | | | | a 43 | | | |
| Tennessee.....do | | | | — | | | | a — | | | | Peru L. Co. flat & sq. ton | | | | 110 00 | | | | a — | | | | Whiskey, Rye.....do | | | | 26 | | | | a 27 | | | |
| COTTON BAGGING— | | | | | | | | | | | | Round.....do | | | | 120 00 | | | | a 150 00 | | | | Cider Brandy.....do | | | | — | | | | a — | | | |
| Hampt.....yd | | | | 13 | | | | a 16 | | | | Hoop, American.....cwt | | | | 5 50 | | | | a 7 00 | | | | STEEL— | | | | | | | | | | | |
| Flax.....do | | | | 12 | | | | a 21 | | | | Do. English.....do | | | | 6 62½ | | | | a 6 75 | | | | German, Has.....per lb | | | | 10½ | | | | a 12½ | | | |
| Do. American.....do | | | | 19 | | | | a 20 | | | | LEAD— | | | | | | | | | | | | English.....do | | | | 11 | | | | a 14 | | | |
| DIAPERS— | | | | | | | | | | | | Pig.....lb | | | | — | | | | a 6 | | | | Trieste, in boxes.....do | | | | 5 | | | | a 5½ | | | |
| Russia, broad.....piece | | | | 2 30 | | | | a — | | | | Bar.....do | | | | — | | | | a 6½ | | | | American.....do | | | | 5½ | | | | a 6 | | | |
| DUCK— | | | | | | | | | | | | Sheet.....do | | | | 6½ | | | | a 7 | | | | SUGARS— | | | | | | | | | | | |
| Russia, U. X.....bolt | | | | 18 50 | | | | a 19 00 | | | | Old.....do | | | | — | | | | a 5 | | | | British Island.....do | | | | 6 | | | | a 9 | | | |
| Do. Brubergina.....do | | | | 18 50 | | | | a 19 00 | | | | Sole, Oak tanned.....lb | | | | 23 | | | | a 25 | | | | St. Croix.....do | | | | 8 | | | | a 10 | | | |
| Do. Zouff & Konopff.....do | | | | 17 50 | | | | a 18 00 | | | | Do. Hemlock.....do | | | | 20 | | | | a 25 | | | | New Orleans.....do | | | | 5 | | | | a 7 | | | |
| Do. 3½ quality.....do | | | | 15 50 | | | | a 16 00 | | | | Do. damaged.....do | | | | 12 | | | | a 19 | | | | Havana, White.....do | | | | 9 | | | | a 11 | | | |
| Do. inferior.....do | | | | 13 00 | | | | a 15 00 | | | | Upper, dressed.....do | | | | 1 75 | | | | a 2 75 | | | | Do. Brown.....do | | | | 7 | | | | a 9½ | | | |
| German, Half.....do | | | | 16 00 | | | | a 11 00 | | | | Do. undressed.....do | | | | 1 50 | | | | a 2 50 | | | | Do. Muscovado.....do | | | | 8 | | | | a 7 | | | |
| Holland, A. A.....do | | | | 24 00 | | | | a 25 00 | | | | LUMBER— | | | | | | | | | | | | Porto Rico.....do | | | | 7 | | | | a 9 | | | |
| Ravens.....do | | | | 8 50 | | | | a 10 50 | | | | Boards, N. R.....M ft | | | | — | | | | a 15 00 | | | | Brazil, White.....do | | | | 7 | | | | a 8 | | | |
| Amer. Joy's, all flax.....do | | | | 15 50 | | | | a 12 00 | | | | Do. East'n Pine.....do | | | | 16 00 | | | | a 17 00 | | | | Do. Brown.....do | | | | 6 | | | | a 7 | | | |
| Do. No. 1 a 3.....do | | | | — | | | | a — | | | | Do. Albany do. pce | | | | 16 | | | | a 17 | | | | Manilla, Brown.....do | | | | 7 | | | | a 7½ | | | |
| Do. Phoenix Mills, Paterson, N. J., No. 1 a 10.....yd | | | | 26 | | | | a 39 | | | | Plank, Georgia do. M ft | | | | 25 00 | | | | a 35 00 | | | | Lump.....do | | | | 12 | | | | a 15 | | | |
| DYE WOODS— | | | | | | | | | | | | Staves, W. Q. pipe.....do | | | | 54 00 | | | | a 56 00 | | | | Loal.....do | | | | 14 | | | | a 17 | | | |
| Brazilletto.....ton | | | | — | | | | a 30 00 | | | | Do. do. hhd.....do | | | | 36 00 | | | | a 40 00 | | | | SUMAC— | | | | | | | | | | | |
| Camwood.....do | | | | 75 00 | | | | a — | | | | Do. do. bbl.....do | | | | 29 00 | | | | a 32 00 | | | | Sicily.....per ton | | | | 62 00 | | | | a 65 00 | | | |
| Fustic, Cuban.....do | | | | 20 00 | | | | a 22 00 | | | | Do. R. O. hhd.....do | | | | 27 00 | | | | a — | | | | Trieste.....do | | | | 40 00 | | | | a — | | | |
| Do. Tampico.....do | | | | 20 00 | | | | a 21 00 | | | | Heading W. O.....do | | | | 52 00 | | | | a 54 00 | | | | American.....do | | | | 30 00 | | | | a 32 50 | | | |
| Do. Maine.....do | | | | 13 00 | | | | a 15 00 | | | | Hoops.....do | | | | 18 00 | | | | a 25 00 | | | | TEAS— | | | | | | | | | | | |
| Logwood, Camp hy.....do | | | | 25 00 | | | | a 25 50 | | | | Scautling, Pine.....do | | | | 15 00 | | | | a 16 00 | | | | Imperial.....do | | | | 1 00 | | | | a 1 25 | | | |
| Do. St. Dom.....do | | | | 21 00 | | | | a 20 00 | | | | Do. Oak.....do | | | | 20 00 | | | | a 25 00 | | | | Gunpowder.....do | | | | 1 00 | | | | a 1 25 | | | |
| Do. Jamaica.....do | | | | 17 00 | | | | a — | | | | Timber, Oak.....sq. ft | | | | 20 | | | | a 25 | | | | Hyson.....do | | | | 75 | | | | a 1 12 | | | |
| Nicaragua, Bonaire.....do | | | | 60 00 | | | | a — | | | | Do. Yellow Pine.....do | | | | 25 | | | | a 30 | | | | Young Hyson.....do | | | | 70 | | | | a 1 05 | | | |
| Do. Coro.....do | | | | 63 00 | | | | a — | | | | Shingles, Cypress, Mit.....do | | | | 2 75 | | | | a 4 00 | | | | Hyson Skin.....do | | | | 45 | | | | a 50 | | | |
| Do. Hache.....do | | | | 67 50 | | | | a 75 00 | | | | Do. Pine, bundle.....do | | | | 2 50 | | | | a 3 00 | | | | Souchong.....do | | | | 35 | | | | a 62 | | | |
| FEATHERS— | | | | | | | | | | | | MAHOGANY— | | | | | | | | | | | | Bohea.....do | | | | 26 | | | | a 38 | | | |
| Live, Foreign.....lb | | | | 14 | | | | a 20 | | | | St. Domingo.....foot | | | | 6 | | | | a 40 | | | | TOBACCO— | | | | | | | | | | | |
| Do. American.....do | | | | 35 | | | | a 40 | | | | Honduras.....do | | | | 5 | | | | a 15 | | | | Richmond & Peterb.....do | | | | 3 | | | | a 6 | | | |
| FISH— | | | | | | | | | | | | MOLASSES— | | | | | | | | | | | | North Carolina.....do | | | | 3 | | | | a 4 | | | |
| Dry Cod.....cwt | | | | — | | | | a 3 00 | | | | Martinique & Guad. gall | | | | 25 | | | | a 27 | | | | Kentucky.....do | | | | 3 | | | | a 5 | | | |
| Scale.....do | | | | — | | | | a 2 00 | | | | English Islands.....do | | | | 26 | | | | a 30 | | | | Cuba.....do | | | | 9 | | | | a 18 | | | |
| Pickled Cod.....bbl | | | | 3 50 | | | | a 3 75 | | | | Havana & Matanzas.....do | | | | 23 | | | | a 25 | | | | St. Domingo.....do | | | | 0 | | | | a 15 | | | |
| Do. Salmon.....do | | | | 12 00 | | | | a 13 00 | | | | Trinidad de Cuba.....do | | | | 25 | | | | a 28 | | | | Manufactured, No. 1 do | | | | 10 | | | | a 12½ | | | |
| Smoked do.....cwt | | | | 5 50 | | | | a 6 25 | | | | New Orleans.....do | | | | 30 | | | | a 31 | | | | Do. No. 2 do | | | | 7 | | | | a 7 | | | |
| Smoked do.....bbl | | | | 5 50 | | | | a 6 25 | | | | NAILS— | | | | | | | | | | | | Do. No. 3 do | | | | 6 | | | | a 7 | | | |
| Do. No. 2.....do | | | | 2 75 | | | | a 2 87½ | | | | Cut, 4d to 40d.....lb | | | | — | | | | a 8 | | | | Ladies' Twist.....do | | | | 14 | | | | a 18 | | | |
| Do. No. 3.....do | | | | — | | | | a — | | | | Cut, 3d.....do | | | | 7 | | | | a 8 | | | | Cavendish.....do | | | | 8 | | | | a 30 | | | |
| Shad, Conn. Mess.....do | | | | 2 50 | | | | a 2 75 | | | | Cut, 2d.....do | | | | 8½ | | | | a 10 | | | | WHALEBONE | | | | | | | | | | | |
| Herrings.....do | | | | 2 50 | | | | a 2 75 | | | | Wrought.....do | | | | 10 | | | | a 16½ | | | | Slab.....do | | | | 13½ | | | | a 14 | | | |
| Do. Smoked.....box | | | | 50 | | | | a 1 00 | | | | NAVAL STORES— | | | | | | | | | | | | WINES— | | | | | | | | | | | |
| FLAX— | | | | | | | | | | | | Tar.....bbl | | | | 1 37½ | | | | a 1 44 | | | | Madeira.....per gall | | | | 1 12½ | | | | a 2 50 | | | |
| Russia.....lb | | | | 9 | | | | a 11 | | | | Pitch.....do | | | | 1 63½ | | | | a 1 63½ | | | | Sherry.....do | | | | 1 00 | | | | a 2 00 | | | |
| FLOUR AND MEAL— | | | | | | | | | | | | Rosin.....do | | | | 1 12½ | | | | a 1 63½ | | | | Sannery, Cognac.....do | | | | 95 | | | | a 1 37½ | | | |
| New York superfine.....bbl | | | | 5 37½ | | | | a 5 50 | | | | Turpentine Wilm. soft.....do | | | | 2 50 | | | | a — | | | | Tenerife L. Oil.....do | | | | 85 | | | | a 1 25 | | | |
| Troy.....do | | | | 5 50 | | | | a 5 50 | | | | Do. North Co. do.....do | | | | 2 25 | | | | a — | | | | Do. Cargo.....do | | | | 80 | | | | a 75 | | | |
| Wheat Canal.....do | | | | 5 50 | | | | a 5 50 | | | | Spirits Turpentine.....gal | | | | 35 | | | | a 37½ | | | | Malaga, dry.....do | | | | 40 | | | | a 60 | | | |
| Ohio, via do.....do | | | | — | | | | a — | | | | OILS— | | | | | | | | | | | | Do. sweet.....do | | | | 44 | | | | a 60 | | | |
| Philadelphia.....do | | | | — | | | | a — | | | | Florence 30 flasks, box | | | | 5 00 | | | | a 5 25 | | | | Claret.....per cask | | | | 16 0 | | | | | | | |

A M E R I C A N



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NEW-YORK, JUNE 2, 1832.

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AMERICAN RAILROAD JOURNAL.

NEW YORK, JUNE 2, 1832.

Wood's TREATISE ON RAILROADS, with Corrections, and Additions, by the American Editor: 1 vol. 8vo. pp. 600. Carey & Lea.—Mr. G. W. Smith, the editor of this work, and Messrs. Carey & Lea, the publishers, have conferred a substantial and well-timed favor upon the public by this edition. To all who have made Railroads at all an object of inquiry, Mr. Wood's Treatise is familiar as the best, and we may probably say, only, satisfactory work extant on the subject: but precious as it is, it has to the American inquirer and engineer, been greatly enhanced in value by the labors and contributions of Mr. Smith, to the edition now before us.

Chap. X. on the relative Value of Railroads and Canals, is a contribution of the American editor, and of itself constitutes a most useful and instructive essay, embodying a vast number of scattered but important facts, a knowledge of which enters largely into the question at issue between the advocates of Canals and those of Railroads.

From the examination we have given to the work, it seems to us that there are scarcely any facts which the experience either of England or America has hitherto developed, as to Railroads, whether as to the construction of the road, the rails, or the engines, or on the other incidental points, which Mr. Smith has not collected in this volume.

It is therefore almost superfluous to add that it will be found of exceeding value to all engineers, road constructors, and even to speculators in Railroad stocks; for it tells plainly what the difficulties are, and what the inducements, towards making Railroads.

We take two or three short extracts from the preface by way of introduction, and shall hereafter take greater liberties with the work in the same way,

hoping thereby to render to the publishers a service equal to the pleasure it has afforded us.

[For extracts from this edition, see page 353.]

SOUTH CAROLINA RAILROAD.—We have been politely furnished with a late report from the Committee of Directors of the South Carolina Railroad Co., shewing the present condition and future prospects of that important work. The committee state, that the entire line, to within 600 feet of the bridge at Augusta, is under contract and execution—all the doubts and most of the difficulties having been surmounted. Nothing, they say, has occurred to diminish the confidence of the Board, in the correctness of the preference given to the mode of building originally chosen. This road, it will be recollected, is built upon piles, instead of stone, at an expense, including every thing, varying little from \$5000 per mile.

It is confidently anticipated that the road will be available for intercourse between Augusta and Charleston in January next.

The committee speak in high terms of an improved switch or turnout, and also of the eight wheeled engine, suggested by their Chief Engineer, Mr. Allen. The latter they consider peculiarly adapted to their road, as it distributes the weight of the engine over a greater space.

In referring to the accidents which occurred in consequence of the failure of one or two axletrees of the passenger cars, they say—"We are happy to be able to say, that all who were injured are now recovered; and gratefully to remark that we have not yet to lament the loss of a single life among the great numbers transported upon our road, or employed by us, or our contractors."

South Carolina may be proud of the enterprise—perhaps we ought to say of a few—of her citizens, in originating, and so successfully overcoming the difficulties of, such a work under existing circumstances. Charleston is peculiarly fortunate in its termination, as it will be to that city a source of immense traffic, and of course will give a new spring of action to its enterprising men of business; we were therefore the more surprised to learn, that thus far all efforts to bring it directly into the city had been unsuccessful. We should as soon have believed a man would refuse to put money in his pocket when honestly earned, as that the citizens of Charleston would refuse the benefits of a measure, which would so greatly enhance the value of real estate.

The statements relative to "steam-carriages on

common roads," taken from the London Courier, will be found interesting. Many attempts have been made to construct steam-carriages for that purpose, but no one has heretofore, that we are aware of, been successful.

RAILROAD.—We understand (says the Paterson Intelligencer of May 30th,) that the passenger cars will commence running upon the Railroad, from this place to Aquackanonk, (five miles) tomorrow. The cars are large, commodious and elegant, and we understand the company have a number of fleet horses which will perform the trip in about 16 or 18 minutes. The novelty of Railroad traveling will doubtless attract many passengers to the road.

[FOR THE AMERICAN RAILROAD JOURNAL.]

Mr. Editor,—My curiosity was awakened by a communication in your paper a few weeks since, in relation to the Boston and Providence Railroad, and I have been waiting with a good deal of interest for some further information which was promised by your correspondent. Will you allow me through the medium of your paper to inquire when we may expect to hear from him again upon the subject?

RAILWAYS IN THE LOW COUNTRIES.—The rival Governments of Holland and Belgium are about to establish rival Railways from the Atlantic to the Rhine. The Dutch Railway will commence at Amsterdam; pass through Arnheim, and terminate at Cologne; the Belgian will commence at Antwerp, pass near Tongres, Liege, and Verviers, and terminate at the same point as the Dutch line.

BROOKLYN AND JAMAICA RAILROAD.—We would ask attention to the following communication referring to the Brooklyn and Jamaica Railroad. It is a work well calculated to subserve the convenience of many of our citizens, who may, when it shall be completed, enjoy the pleasures of a country residence a few miles from their business, without much time being required to overcome the distance. A train of cars starting from Jamaica at 7 may take up passengers along the line and set them down at the Brooklyn Ferry with great ease at 8 o'clock, A. M. which is about the hour that most men go to their business. This, together with the Haerlem Railroad, which is, we understand, progressing rapidly, and the Paterson Railroad, which is partly completed and in use, will afford great conveniences to those who prefer "elbow room" to a space of 25 by 100 feet, surrounded by brick walls, with all the conveniences resulting from clean streets, and broad, smooth walks.

[FOR THE RAILROAD JOURNAL.]

BROOKLYN AND JAMAICA RAILROAD COMPANY.

The capital stock is \$300,000, in shares of \$50.

The incorporation is for fifty years.

The Railway may be single or double,—the location on the north or south side of the Ridge,—with the right of making lateral Railways to Flatbush and Flushing.

The distance to Jamaica will be reduced to about ten miles.

The charter is not forfeited, if the work is fully completed within five years.

Five dollars on a share are to be paid on subscribing.

There are to be thirteen directors.

There can be no place found where a Railroad can be made more cheaply than from Brooklyn to Jamaica. The whole distance being almost a dead level, there would be few or no embankments or excavations of any importance. The materials, of stone and timber, are found in abundance directly on the route or very near to it. Many of the owners of property through which the road may pass have offered their land gratuitously for the purpose, and, upon the most careful estimates made, it is believed that one hundred thousand dollars will be amply sufficient to cover every expense of making the road, and putting on the necessary machinery and carriages.

It has been ascertained by taking account of the permanent travel in the eastern stages, that there is at the present time enough of stage traveling alone to produce, at the usual rate of fare, rising \$20,000. Now, without supposing any increase in this kind of travel, but merely its transfer to the Railroad, and without bringing into the account the profits to a rise from the transportation of produce and heavy articles, it is very obvious that fair profits would be realized from the road.

No small portion of the population of the city and Island would make an excursion over the road once for the novelty of the thing and to gratify curiosity. Those also who might wish to make excursions beyond the immediate neighborhood of the city, would have opportunities of taking carriages at the end of the road, for Rockaway, Hempstead, Jericho, or Flushing, and of returning with ease to the city on the same day. This incidental income, though it is believed it would go far towards paying off, in a short time, the original cost of the road, is not to be made a serious item compared with the receipts for the permanent and regularly increasing travel. Facilities of communication ensure its increase. The Railroad can do, in no small degree, for the village and town of Jamaica, what steamboats have done for the village and the lands of Brooklyn.

STEAM CARRIAGES ON COMMON ROADS.

[From the London Courier.]

The practicability of this subject having been fully established and recognized by the Legislature, it is now become one of serious public attention, and the most powerful interests are excited at this moment for and against. We have read with much pleasure a pamphlet on steam carriages, by Mr. Gurney, the object of which professes to be that of laying before the public a series of facts, which directly or indirectly bear on all points of controversy, so that they may be enabled to form more decided and correct judgments on its merits. He complains, and with some reason, that the subject has been unfairly prejudiced in public estimation by interested reports: and that gross mis-statements have given rise to false impressions, which have been hastily acted on, to the serious injury of the best interests of society. The facts are forcible in themselves, and simply stated without comment: altogether, they make out a strong case, and satisfactorily show the subject to be one of just importance to the country; and that some extraordinary proceedings, influenced in proportion to its weight, have taken place, with a view of impeding it. The Courier was the first Journal which anticipated a favorable termination to Mr. Gurney's experiments when they were first publicly noticed; and our opinions of its political and other effects have uniformly been the same. We state this much, for with these feelings we have read the pamphlet, and confess it has made a powerful impression on our minds. It is, in fact, a plain appeal to common sense, without any attempt to influence the judgment by argument or private opinion. The circumstances are so truly

natural in themselves that they impress strongly on the reader the truth of the most important bearing of the question. After stating the object of its publication the pamphlet commences with a short historical sketch of the leading experiments made with a view to mechanically propelling carriages on common roads. It appears that the first experiments were not made with steam. Mr. Gurney says—

"In my public 'Lectures on the Elements of Chemical Science,' in 1822, I stated, that 'Elementary power was capable of being applied to propel carriages along common roads with great political advantage, and that the floating knowledge of the day placed the object within our reach; my views on this subject, were not admitted, as I have previously stated, by practical Engineers: and among scientific men, with the exception of the late Dr. Wollaston, my opinion had not a single supporter.

"Sir Humphrey Davy published, about this time, some singular notions respecting the mechanical application of compressed carbonic acid gas, as a substitute for steam. With the view of satisfying myself, and showing the true bearing of this proposition in the Institution with which I was connected, I made an extensive series of experiments on this gas, under the various circumstances of heat, pressure, electricity, and chemical affinity. With the same views I also experimented on all the gases that are said to be permanently elastic. Some of the results obtained from those gases were exceedingly curious, and I was induced, in consequence, to extend the inquiry to other gaseous bodies of different properties: which were also highly interesting. From these, however, I could not arrive at data sufficiently satisfactory to enable me to estimate their comparative value in affecting mechanical power, because I was less able to manage them; for some, like the muriatic acid gas, offered difficulties of a chemical nature connected with my apparatus, which soon compelled me to desist; whilst others offered various obstacles in working, which compelled me also to abandon the attempt, from want of time.

"Ammoniacal gas, however, was more manageable. This gas, like steam, being absorbable in water, under reduced temperature and pressure, and being given out again with considerable force by heat, offered properties available for a motive power, capable of being worked with the ordinary apparatus of the steam engine, or, at least, without requiring much alteration in the mechanical arrangement. My experiments with this, and some other absorbable gases, were carried to considerable extent, the results of which were highly important, both in a chemical and a mechanical point of view; but as they are only indirectly connected with the present subject, I shall proceed at once to state, that the apparatus constructed for the purpose of working these bodies was, in May, 1825, made the basis of a steam engine, with which my first experiments were made, connected with propelling carriages on common roads."

It now goes on to detail the experiments which were made with the steam engine, and the effects observed in its action under various circumstances, which show the gradual progress of the invention. Mr. Gurney is evidently well acquainted with first principles; we meet with the following observations in explanation of the effect of hills on locomotive engines, which are altogether new and peculiarly interesting. The position is somewhat startling yet true:—

"1st. The amount of extra power necessary to draw a certain weight up a hill is given by the inclination, and is the same whether it be on a Railroad or common road, whether it be carried on a horse's back, or dragged on wheels, or on a sledge. This increment is occasioned by *gravitation* alone.

"2d. The force of traction necessary to propel a ton weight on a level Railroad is about 8lbs.; that is 1-280th, or, to be within limits in practice say, 1-248th part of the whole weight. The average force required to draw a ton weight on a common road, is 1-12th of the whole weight. The former is therefore to the latter as 1 to 20.

"3d. To go up a hill rising one foot in twelve, viz. three inches in a yard, (which is about the steepest now on our public roads, (an additional force of traction is required, equal, in all cases, to one twelfth of the weight, to overcome the increased opposition arising from gravitation. Thus then, to go up a common road of the above elevation, the power of traction is simply doubled, and no more, while on a Railroad, it is increased to 21 times greater than it was on a level.

"It is this enormous difference in the tractive

force necessary to propel a given weight up an inclined plane on a Railroad, which is so sensibly felt in the slightest elevations, and renders the ascent of the heavy engines impossible against one of moderate rise, particularly with any load attached to them. It is this circumstance which deceives our scientific men, when they carry their speculations into the subject of steam carriages on common roads.

"It is evident from this, that if a steam carriage has only double the power wanted on a common road, it can ascend any hill that we have. If it has treble, it can ascend this hill, and has one third to spare;—and so on. But to ascend the same elevation on a Railway, the engine must exert a power no less than twenty-one times that it required on a level: and to have one third to spare, as the other, for contingencies, it had need to be upwards of thirty times the force above that necessary for propelling it over the level; the very weight needful for this (to say nothing about a load,) renders it practically impossible.

"The same reasoning applies to a horse; for the increment of power necessary to take himself up the above elevation is equal to one-twelfth his weight; but until we know the actual power required to move his muscles, &c., we cannot determine the exact proportions. The difference, however, must be immense; and had he not the inexplicable vital principle of giving out intensity of power at will, he would be in a situation very similar to a locomotive engine on a Railway. This great increase of power wanted to propel the horse up hill, added, with some physiological laws, to the additional power required to draw the weight at his heels, occasions the real distress which is observed in such situations in this useful animal."

This reasoning, founded as it is on mathematical truth, proves in practice that unless the Railroad be made on a dead level, it will have little or no advantage over the common road; while on a perfect level, it will have an advantage as 240 is to 12. A practical illustration of this fact appears on the Liverpool and Manchester Railroad. At this moment, the inclined plane on this road rises only one in ninety six, which is scarcely perceptible to the eye, or, in fact, is it ever noticed by any one traveling over the road? The steam carriages are frequently reduced against this plane in speed down to six miles per hour from a rate between 20 and 30 miles on the level. On going down this inclined plane the steam is invariably cut off from the engines, notwithstanding which they descend at the rate of between 30 and 40 miles per hour.

In order to prove the results of actual practice, he observes that—

"In the early part of last spring, a carriage was established as a public conveyance between Gloucester and Cheltenham. It commenced running on the 21st of February, and stopped on the 22d of June, for reasons that will presently appear. During this period, the carriage traveled four times a day regularly, between these two places. It carried upwards of three thousand passengers without a single accident, in less time than horse coaches, and at one-half their fares; every practical objection was settled, and pecuniary and other advantages confirmed by positive experience.

"The undertaking, which had hitherto been considered as chimerical, or regarded as a series of philosophical experiments, now became serious. Men, whose interests, real or imaginary, were affected, became alarmed—agriculturists hastily considered the subject as one calculated to injure them—the public were rapidly becoming converts in its favor. In this state of things the most gross mis-statements, were industriously and extensively circulated respecting the carriage. With what effect these reports were circulated, may be judged of, when it is stated that, under the impression arising from these reports, an immense number of Turnpike Bills hastily passed both Houses of Parliament, imposing prohibitory tolls. In some cases the tolls, imposed amounted to £2 at every gate, at others to £2 8s., and in some to £3 8s., as if it were a national object to prevent the possibility of such engines being used. The 'Cheltenham Roads Bill' was one of the Acts passed amongst the number."

Here follow the returns of the daily work of the carriage at Gloucester, the amount of expenses, receipts, number of passengers, and the time of every journey, in minutes, between Gloucester and Cheltenham. This table is very curious; it shows the gradual increase of confidence of the public, by the corresponding gradual increase of passengers. The carriage seems to have kept its time with extraordinary punctuality, considering it the first

practical essay; it seldom varied more than from four to five minutes. Weight does not seem to have affected it. It appears, on the 10th of May, the carriage took 38 passengers at one time, and made the distance in sixty minutes; the next journey it took eight passengers, and did it in fifty eight minutes, making only a difference of two minutes with this extra load of passengers. Sometimes it made the journey in forty minutes; but on an average, it seems to be about fifty five. Immediately after this account comes the following letter from the engineer:

Gloucester, June 23, 1831.

"Dear Sir,—I am exceedingly sorry to inform you that we have broke the hind axle. Yesterday morning we found the road filled up with loose stones for a considerable way near the four mile stone.

"I send you a continuation of my journal. We have made altogether 396 regular journeys, making 3,644 miles in all. The number of passengers who paid fares, 2,666. Our receipts have been £202 4-64; our expenses in coke altogether £78. One third of this coke has been burnt in exercise and experiments when we were not running. I have taken the carriage to pieces to mend the axle, and find the engine not worn or injured; and, with the exception of the brasses on the crank, there has been no perceptible wear of any part. I am, dear Sir, yours faithfully and obediently,

JAMES STONE.

To Goldsworthy Gurney, Esq."

Mr. Gurney states that, in consequence of these proceedings, he petitioned the House of Commons, and that a Committee was appointed to inquire into the subject. The report of the committee states, that they consider the subject of locomotion on common roads the most important improvement ever introduced; that there has been no justification for such enormous tolls; that steam carriages do not injure the road so much as horse coaches; they consider its practicability fully established, and recommend legislative protection with the least possible delay.

SOUTH CAROLINA RAILROAD COMPANY.

To the President and Directors of the South Carolina Canal and Railroad Company.

GENTLEMEN—The map of the seventh residency, which accompanies this communication, exhibits in its red line, the final location of the Western terminating portion of the Railroad, the terms and time for the construction of the last four miles of which, by contract, have already been communicated, and the faithful performance of which the contractors have given security to the amount of \$10,000.

It will be perceived that the line of location, as it turns from the valley of Horse Creek into that of the Savannah, inclines to the hill bordering on the river swamps and follows its side, to within 2000 feet of the Savannah bridge, which it then approaches, within 600 feet and in such a direction, as to allow the Railroad to cross either on, or near it, or of being extended through Hamburg, to cross at any other desired point. The graduation adopted is a level line, above the highest freshets, and having few curvatures, the least radius of which is 2000 feet.

No farther arrangements, in construction of the line have been made, as the resolution of the Board only authorized me to locate the road to the Savannah bridge. I would however suggest that the most easy method of connection with Augusta, would be over the present bridge, which could be effected at little inconvenience to the use now made of the bridge, and at small expense of preparation for Railroad purposes. As it is probable that in no case would it be judicious to enter Augusta with steam Engines, the Depot for locomotives will consequently be on the Carolina side, at which place the trains would be made up and start. The communication would therefore be, by means of horse power, and to give that horse power, the advantage of a Railroad track on the bridge, will merely require rail timbers 8 by 8, to be secured to the flooring of the bridge; placing the centre of the Railroad track a little one side of the passage over the bridge, in order that one of the rails might be between the horses, when driven in pairs. What would be the views of the Bridge Company, as to such an arrangement I cannot say, being unacquainted with the tenor of the propositions made by them to the Board of Directors.

After having again passed and returned through the entire line, I have found no reason to change the opinion expressed in the Report of February 15, as to the probable time of completion of the Western Division; but have my confidence rather increased than otherwise. The Messrs. Grays have still fur-

ther increased the number of their sub-contractors, and generally with reasonable men, and they express their determination to comply with the time, and their confidence that they will be able to do so.

There is a strong probability, that some time in November next, there will intervene between the Savannah and Edisto but fifteen to eighteen miles of the Railroad which cannot be made use of, a temporary portage over which being established, will permit the road to be practically brought into operation at that date.

Having suggested several measures to be taken with reference to some of the contractors on the Eastern Division, Mr. Allen remarks:—

When these measures recommended are taken, I believe that the month of August as heretofore stated, may be taken as the probable time of completion of the Eastern Division.

I decided against a self-selecting arrangement for turn outs and have sought for a plan which would give an unbroken line on the main track; not changing the line or surface of the road at the passing place, and at the same time be of simple character, easy adjustment and not requiring heavy castings or expensive workmanship. A small working model of the plan now recommended, will explain itself as much more clearly than can be done by the pen, that I refer to it and verbal explanations for a more full communication of my views.

Should the Board agree with me in considering the plan recommended, as one well adapted to their road, there will remain but the determination of the points, at which to locate the necessary turn outs and passing places.

The natural division of the road by passing places, should be into half, quarters, eighths, &c. Other circumstances will dictate trifling variations from the points, which such a division would determine.

1st. As to the direction of the road it is important to place the turn outs at or near a curve.

2d. As to grade, economy of construction and facility of preparation and use, would recommend that they should be on low work and sleeper construction if possible.

3d. The passing places being likewise adapted for the delivery and receipt of goods and passengers, it would be judicious so to locate them as would afford the greatest facility to the business of the adjacent country.

In the application of these principles I would recommend that turn outs and passing places be constructed at the following points.

For the central one, on the western bank of the Edisto. The exact centre would be a mile and a half farther west, but with the view of connecting the business of the road with that of the river, the above location will be judicious.

The distance apart of the turn outs I think a judicious one with respect to the places for taking in wood and water, as with the eight wheel Engine conveying loads, as heavy as their power will permit, it will be necessary to take in wood and water about once in 8 to 9 miles.

Several improvements of an important character have suggested themselves, or rather experience has shown that they may be introduced. One of the most important is securing the cylinders, slides and other working gear at once to or rather between the boilers, by which means an unequal motion of the boiler and cylinders which now exist, will be avoided, while at the same time the cylinder will be kept hot, by being placed the quarter part of it in the chimney, and exposed to the full heat of its draught, and the escape steam on which the artificial draught depends, will pass at once up the chimney without the discharge pipes being exposed to the air. By this arrangement also, the valves, slides and steam chests will be brought near at hand to the Engineer. Some minor alterations relative to the hanging of the boiler are in view, which will give a more perfect and ready command over the equipage of the machinery. It is also hoped that we can dispense with the side platforms, which will reduce the weight and render the appearance more compact.

Jones' English wheels, which have been lately received, have shown how to guard against the greatest source of difficulty, anticipated from the wheels of the plan now used on the S. C. Railroad. The felloes of the five foot wheels of that Engine are of cast iron, on which a wrought iron tire and flange in one piece is shrunk and turned down. The difficulty which I fear will eventually occur with those wheels, is the elongation of the wrought iron tire, which being interposed between two hard substances will, after two or three years service, probably require to be cut and welded and turned again.

This objection does not exist with Jones' wheel,

as the tire is rolled of such shape as to form a felloe, or what corresponds with it, a tire and flange at the same time. The above difficulty cannot occur, and the stiffness from the sectional depth, which is thus obtained, is of great value, while the liability to breakage is entirely removed. Indeed, I look upon that part of the wheel as almost perfect.

It will be with difficulty, and only by personal exertions and the combined interests of several Companies, that wrought iron tires of that description can be obtained. New rolls for the manufacture will have to be constructed, as none have heretofore been made in this country. The object I deem a highly important one, and no exertion should be spared to have the future Engines running on that description of tire. I confidently expect hereafter to see passenger carriages running on that description of tire with five foot wheels. All which is respectfully submitted.

HORATIO ALLEN,

Chief Engineer South Carolina Railroad.

Charleston, April 18, 1832.

To the President and Directors of the South Carolina Canal and Railroad Company.

GENTLEMEN: In a note of the 29th ult. I communicated the following statement as explanatory of the nature and causes of the unfortunate accident of the 19th ult:

"It originated principally in the brittle quality of the wrought iron axles of the car which broke down, but defective as they were, it would not probably have taken place, had the axles never been subjected to a greater strain than from 1.2 to 3.4 of a ton per wheel.

The axles employed in the cars first made use of on the road, were of 2 1/4 in diameter, which in carrying from 3 to 5 tons were found in some instances to bend but in no case to break. With the view of guarding against the bending they were increased in diameter from 2 1/4 to 2 3/4 a 2 7/8, being an increase of strength in dimension of more than fifty per cent. They were obtained from persons at the north, who had made many for other roads, and the importance of the best material was strongly urged on them.

All the axles which have broken, are of this new iron and increased dimensions, and had the metal proved sound, would have been adequate to much greater strains than it was ever intended to subject them to, but most unfortunately this has not been the case, and to the imperfection of the material is to be attributed mainly the failures which have occurred."

This statement has been most fully confirmed by subsequent and more deliberate examination.

The car, the axle of which gave way, was one of several lately fitted up with outside bearings, and was intended more especially for the conveyance of passengers, but the inadequate number of cars had compelled its occasional use for the transportation of timber. It is probable that the axle had received, while thus employed, some imperceptible injury which led to its final failure.

It is difficult to ascertain with accuracy the number of passengers on the car, but as it is generally represented that as many were on it, which could furnish seats for forty-four, as it could receive, it is probable that the number was not less than from 5 to 40.

It has been represented by some that the wheel in the first instance rose upon the iron plate, and that the axle broke in consequence of the shock which ensued, on the wheel then running off the road.

This was by no means the case; on the contrary it is remarkable that the car ran from thirty or forty feet on three wheels, and did not eventually leave the road, until the loss of the fourth wheel allowed the balance of the carriage to be destroyed.

The axle did not break off at once, but in the first instance gave way only so far as to bring the wheel inside of the rail, when it was forced more and more from its perpendicular position, by each successive blow on the cap, until it was finally broken off, and it was not until then that the other three wheels left their proper situation.

Being in possession of the causes of the difficulty we are prepared to provide as well against its recurrence, as to disarm it as far as possible from dangerous results.

With the view to the first it is recommended that the passenger carriages be placed on wrought iron wheels with axles having both an inside and outside bearing, while each pair of wheels has a common axle which will give all the stability of an axle from wheel to wheel, as well as the security of the application of the weight to the axle close to each side of the hub of the wheel. Adopting this arrangement and making use of none but the best hammered

iron of proved quality will render the failure of an axle or wheel almost impossible.

With the view to the second object it is proposed instead of supporting the weight above the axle to suspend the frame below, thus bringing the cross pieces within six inches of the top of the rail, and at the same time to extend the cross pieces two or three feet on each side.

With a frame so placed, if either wheel or axle should break, the carriage would only fall six inches, when it would be supported by the cross pieces, and thus very much diminish the probability of any injurious results.

It is also recommended that the frames, wheels and axles intended for the passenger carriages, be never employed for any other purpose, and that the number of passengers be restricted to TWENTY with their ordinary luggage.

When the above arrangements are carried into effect, which they will be with the utmost caution and vigilance, the probability that accidents of a similar character will be entirely avoided, is almost made certainty.

Respectfully submitted,

HORATIO ALLEN,

Chief Engineer South Carolina Rail Road.

Charleston, May 2, 1832.

New-York, April 23, 1832.

HORATIO ALLEN, Esq.—Dear Sir.—We are extremely sorry to hear that the axles we forwarded to you have broken. Our mill is undergoing repair, and we had the iron made at another work—and they promised it should be made out of best quality iron, or we should not have given them the order knowing the importance of having the best quality for this purpose. Our mill will be finished in all next month, when we will be able to make them equal to those made for the Delaware and Hudson Canal Company, none of which have ever failed.

Respectfully yours, &c.

DUNSCOMB & EGGLESTON.

To the President and Directors of the South Carolina Canal and Railroad Company.

GENTLEMEN: I am happy to inform the Board, that the same liberality and friendly disposition, on the part of the land owners, which was early manifested towards our undertaking, still continue unabated. The line of road throughout, to the precincts of Hamburg, is now occupied by the contractors, and there has not occurred a single case of litigation.

In the prosecution of the work, many places highly improved and cultivated, were necessarily laid waste and in some instances the buildings destroyed, or rendered unfit for the purposes intended; in all which cases the remuneration has been fixed and accepted upon terms so evidently equitable as to avoid the necessity of resorting to arbitration; with the exception of one case which as yet remains undecided. The number of landcases, which remain to be adjusted, are but few and shall receive my immediate attention after the meeting of the stockholders. There is no difficulty to be apprehended.

The order of the Board, to purchase land at or near the summit of the inclined planes, has been executed, as far as was deemed judicious; with the exception of one tract, containing about 80 acres, for which no legal titles could be obtained. The aggregate quantity purchased is 271 acres. The total cost 1650 dollars.

W. W. Williams, Esq. who is an extensive landed proprietor, owning the lands immediately adjoining the northern and western boundary of the tracts purchased by the company, has executed a deed, by which the Direction, should they deem it expedient to extend their plans so as to occupy his ground, shall have the power of laying it off, in such streets, squares, or lots, as they may think proper, and in consideration of the increased value accruing thereby, has obligated himself to execute a fee-simple title to the company, of each alternate square, lot, or parcel of land. The same conditions have been acceded to by several of the lesser proprietors and no doubt is entertained, but that all will agree to a measure so obviously to their interests.

It was at one time supposed, that it would be proper to purchase a small parcel of land, at the principal passing and stopping places on the line. The importance and value of those stopping places to the proprietors of adjacent land, are now better understood and more correctly appreciated; propositions having recently been received, tendering the land necessary for the business purposes of the company, with offers to construct such works, as may be required to effect this object, free of charge. These

inducements to locate have been offered in some situations, in many other respects, favorable to the interests of the company and the convenience of the community.

Information is now being collected, as to the extent of intercourse and trade between this city and Hamburg and Augusta, which I am in hopes shortly to be able to lay before the Board, in a satisfactory form. Judging from the facts so far as collected, I am convinced, that the revenue growing out of the travel, will far exceed any calculations which have been placed on file in the office, or even ventured on by the Board, in discussing the subject.

The following statements, in the mean time, may serve to give some idea of the extent of travel which may be calculated on, when the arrangements to accommodate are completed.

| | |
|--|-----------|
| Stage Passengers from Columbia from 1st February to 20th April, | 204 |
| Do do to Columbia, same time, | 201 |
| Do do from Augusta, from 15th February to 20th April, | 233 |
| Do do to Augusta, same time, | 236 |
| Do do from Camden, (no return for February.) | 36 |
| Do do to Camden, | 66 |
| Savannah Mail, from 16th to 29th February, Passengers Tickets sold in February, upwards and return checks, | 50 |
| Contractors, Workmen and others (assumed) 5 per diem, | 298 |
| Engineers and attendants on the Engine (ass'd) 7 per diem, | 145 |
| Hands with Lumber and other materials, 7 per diem, | 203 |
| Tickets sold in March and Checks for return, | 982 |
| Miscellaneous Travellers, | 541 |
| Tickets sold from 1st to 20th April and returned Checks, | 1749 |
| Workmen, Contractors, hands, attendants, &c. daily trips, | 541 |
| Total persons, | 5689 |
| Produce, Rail Timber, Iron Spikes, &c. Transported from the 1st March to the 26th April, | 600 tons. |
| Transported, month February, (assumed.) | 400 tons. |

This work has been performed, by the average service of one Engine, with not more than half the complement of Cars, necessary to convey a burden equivalent to her powers; as it is known that from a combination of causes, the axles of four of the Cars when heavily laden have given way.

It is creditable to the plan of constructing the roads, that it has withstood these repeated demands upon its strength and solidity, without serious injury. In no instance has a rail been broken or displaced, and the damage to the other parts of the road, involved neither expense nor delay in repair.

Another source of satisfaction is, that in no case were the Cars or Engines upset, they having invariably fallen between the rails, when the momentum became arrested, either by the wheels coming in contact with the transverse pieces, or by the resistance produced by the sliding of the frame on the surface of the rails. Respectfully submitted.

ALEXANDER BLAKE, Commissioner.

May 5th, 1832.

STEAM CARRIAGES.—The following is the report of a committee of the British House of Commons, appointed to inquire into the subject of these vehicles as conveyances on common roads:

1. That carriages can be propelled by steam on common roads at an average rate of ten miles per hour.
2. That at this rate they have conveyed upwards of fourteen passengers.
3. That their weight, including engine, fuel, and water, and attendance, may be under three tons.
4. That they can ascend and descend hills of considerable inclination with facility and safety.
5. That they are perfectly safe for passengers.
6. That they are not, (or need not be) if properly constructed, nuisances to the public.
7. That they will become a speedier and cheaper mode of conveyance than carriages drawn by horses.
8. That as they admit of greater breadth of tire than other carriages, and as the roads are not acted on so injuriously as by the feet of horses in common draught, such carriages will cause less wear of roads than the ordinary vehicles, drawn by horses.
9. That on some roads tolls have been imposed which will be prohibitory of their being used.

Extracts from the Preface of the Philadelphia edition of Wood's Treatise on Railroads.

The work of Mr. Wood is extremely valuable, inasmuch as it is a record of numerous and well conducted experiments: it is, however, incomplete; embracing only a part of the extensive and interesting subject of Railroads. Many topics of great importance are not discussed, and some are not even alluded to. The mode of constructing Railroads—the principles which regulate curvatures—the mode of consolidating embankments, and of securing a firm foundation for stone blocks or sleepers—the duration and cost of constructing, repairing and maintaining Railroads, and of the vehicles and engines used on them—the precise effect of such curves of different radii on the friction of carriages moving with various velocities—the effect of curves on the duration of the rails—the quantity of oil, or other unguent, required for lubricating the axles of the wagons—the effect of various rates of speed on the expense of conveyance, (embracing the wear and frequency of repairs of the road, vehicles and engines;) these, and some other topics, present a wide field in which Mr. Wood may hereafter labor to the great advantage of the public, who so highly estimate the value of his past exertions. A complete and comprehensive treatise, respecting the history, properties, and mode of constructing Railroads and their appendages, is yet a desideratum—a word for which the events of every day are preparing materials, and which the inquiring disposition of the age most urgently demands. A hope may be expressed, that Mr. Wood and others will not discontinue their efforts until the deficiency be supplied.

The Editor has corrected a few errors, supplied some omissions, and added explanatory notes and references: some information respecting recent improvements in Europe and America, and a detailed account of a number of important Railroads in both countries have been given. Two additional chapters are also appended, the first of which contains a discussion respecting the comparative value of Railroads and Canals, and the second a number of detached notes which could not be conveniently insert in other parts of the work.

The Editor intended to give a detailed statement of the cost, length, plan, and character of every Railroad in Europe and America exceeding five miles in extent, and an accurate list of the Canals of Great Britain and America. The list was not yet complete, (and as some time would be necessary to perfect it,) the publishers of this edition requested that the work might appear in the present incomplete state, and that the residue of the list might be inserted in another edition, if requisite.

The world is indebted to Oliver Evans, a native citizen of Pennsylvania, for the discovery of their latent and hitherto unsuspected value and pre-eminent importance. In 1784, he first conceived the idea of his high pressure steam engine, and the application of it to carriages, on common roads, as a motive power. He foresaw the superiority, and strenuously urged the adoption of Railways and locomotive engines in lieu of Canals, some time before the termination of the 18th century, and long before it had entered into the imagination of any other human being. His zealous efforts to promote this favorite scheme, were in advance of the opinions of the age; he attracted no attention, and was charged with insanity for believing in the possibility of effects which are now daily witnessed. In 1799, he commenced the construction of a locomotive steam engine, which was to be tested on a Railway to be made for the purpose. After frequent interruptions, he completed the engine in 1801, but the locomotive carriage was not finished for public exhibition until the latter part of the winter of 1803–4, when it commenced its majestic march through the streets of Philadelphia, in the presence of at least twenty thousand spectators. Mr. Evans urged, in repeated addresses to the public, the construction of a Railroad from Philadelphia to New York, and, in 1809, attempted to form a company for the purpose of effecting it, purposing the investment of his whole fortune in the enterprise; experience having convinced him that the prejudices and ignorance of mankind could only be gradually removed, and that time would demonstrate the truth and value of his plans. He published the following remarkable prophecy in one of his well known essays, in which he reproaches his contemporaries for their tardiness in not adopting his suggestions:—The present generation will use Canals, the next will prefer Railroads with horses; but their more enlightened successors will employ my steam carriages on Railways, as the perfection of the art of conveyance: in the mean time the steam carriages may be tested even on the

present turnpikes." The reader will not fail to remark the perfect fulfillment of this prediction.

Railroads were probably invented by the ancient Egyptians—their origin can be traced to a period of the most remote antiquity. Railways, composed entirely of massive blocks of smooth stone, and adaptive to the passage of wheeled carriages, are still in existence in the vicinity of the quarries whence the stupendous stones were extracted which were used in the construction of the Pyramids.—These roads have been incidentally mentioned by the French and Italian savans who have visited that cradle of the arts; but none of them have hitherto imagined that they were, in fact, Railways. Their preservation for three thousand years, notwithstanding their exposure to the assaults of time, the havoc of war, and the ravages of barbarians, is remarkable: whilst every vestige of the numerous Canals which were constructed by the Ptolemies, or the Caliphs, in Egypt, has long since been obliterated from the face of the earth. In Palmyra and Balbec, similar Railways still exist; and in Cyrene, in Africa, long lines of such Railways, composed of stone blocks, may yet be traced for many leagues, connecting the ruins of the once splendid cities which the modern desert contains. In Italy, parallel stone Railways are now used, and have been used for ages in the streets of Milan; they are worthy of imitation in every town. In London they have been recently introduced on the Commercial roads for several miles, and their value may be appreciated by the well ascertained fact, that a horse draws nine tons on this road. Mr. Walker, the engineer, never dreamed that he was indebted for the plan to the engineer of the Pyramids.

[FOR THE RAILROAD JOURNAL.]

MR. EDITOR.—We desire to see the progress of all public improvements; and we desire that the relative importance of Railroads and Canals be tested. It will be of immense importance to our country if it be found that the frost and snow are no serious obstacles, and that we can have the benefit of a Railroad the year round.

Let charters be granted on as liberal terms as they have been for canals, let Railroads be fairly tested, then shall we see the confidence of the community expressed by a continuation of them to the far west; in the mean time complete them on the most favored routes, try the experiment, where they cannot fail to be profitable—and should there be a large expenditure, the income cannot fail to be a liberal remuneration to the capitalist.

The stocks of the Camden and Amboy, the Albany and Schoenectady, and the Boston and Providence Railroads, will no doubt before long be at 100 per cent. advance, provided the charters do not restrict the income. The income of passengers between the great cities alone, would give an interest on stock at that advance; the capitalist who had taken stock in the Boston and Providence to retain, has no particular wish that it should advance, and there have been various efforts made use of to depress the stock, but those who first commenced the project did so upon data that will not deceive them, and are pressing the work steadily on, not quite so rapidly as the Saratoga, but perhaps as skillfully so as any other, not excepting the Camden and Amboy.

The Engineer's report proves satisfactorily that every precaution will be taken, and every effort made, to render this a work of the first class.

With regard to solidity and durability, which must prove economy, passing as this will through a country abounding with the best materials, it will undoubtedly be equal to either of them.

We are credibly informed that this road will all be under contract by the 1st of September, and a portion of it leading from Boston, 14 to 15 miles, will be completed this season. This, to be sure, is much to expect; yet we know the enterprise of the engineer and contractor to be equal to the task. He has now left this city, and will press this work on with all possible despatch, and we trust that this Company may reap a reward for their labors during another year by a good dividend upon their investments, and treat us with a jaunt to Boston on a Railroad from Providence in a couple of hours, instead of robbing us of our time, and smothering us with dust in the present tedious line of coaches.

And when at no distant day a Railroad is continued to the Sound, cutting of Point Judith, shortening the distance forty miles, we may expect at any season of the year to go to Boston—with the same enterprise now exhibited in the splendid line of boats which run to Providence—in twelve hours; then too those boats could have their 500 passengers instead of 100, and make a passage every day, and the business between the cities of New York, Providence and Boston, be vastly extended, the fears of Boston and Providence to the contrary notwithstanding.

ARRIVAL.—The steamboat Delaware arrived Sunday morning from Rondout, with the coal barge Lackawana in tow, containing 460 tons of Lackawana coal, fresh from the mines of Carbondale, for Guy Richards, Esq. We notice this arrival as evidence of the active and efficient resumption of business by the Delaware and Hudson Canal Company. It is said that the Lackawana coal of the ensuing year will be superior in quality to that of the past year. This cargo may be seen at the old State Prison Dock, on the North River, where it is now discharging.

Delaware and Hudson Canal.—The running of the boats has again infused life into the interior of our country. Along the line of the canal the constant passage of boats heavily freighted with country produce, the increase of trade, and the incessant teaming to the opening channel to the Hudson, contrast widely with the appearance but recently presented, when that great avenue was closed, and dullness reigned around. The value of this canal to the interior of this county, and, we may say, to parts of Sullivan and Orange, is incalculable. Of this fact the citizens are becoming more and more convinced by daily experience.

It must be gratifying to the Company to witness, that public confidence in their work remains unimpaired, notwithstanding the various reports in circulation at the time of the late accident, which might have produced a different effect. On the contrary, confidence, instead of being impaired, is strengthened. There has been a gradual rise of the stock of said Company ever since. Previous to the accident alluded to, it was sold at sixty-four in New York, but last week obtained the price of eighty in that city. The stock must eventually become valuable. We have the well grounded opinions of many for entertaining that belief.

Rondout.—With the prosperity of the canal, that village is intimately connected, and will rise in proportion to the business on the canal. Business is active there, of which the augmented number of stores, and those well filled, alone must convince any person. The number of new buildings that have been erected, and others still erecting—the mechanics of all description locating there—all denote that Rondout is becoming a village of some importance. While walking upon the wharf, a person is almost led to imagine himself in some city or seaport town, by the number of vessels from different and distant places—vessels from Maine, Rhode Island, Massachusetts, New Jersey, &c. In a few years, probably, Rondout will scarcely be recognized as the place which bore, a few years ago, the name of the Strand.—[Ulster Plebian.]

POST-OFFICE.—We understand that a Post-Office has been recently established in Steuben County, called Cold Spring Mills.

GREAT SPEED.—The steamboat North America, Capt. James Benson, says the Standard, arrived here last evening at six o'clock, having left Albany at 18 minutes past 7, A. M.; making the passage in 10 hours and 42 minutes, including stoppages.

Accident.—On Saturday last a child, aged about 12 years, belonging to the family of Mrs. Barnes, on the corner of Cherry and Oliver streets, fell into the cistern and was drowned.

The Coroner, G. Thompson, Esq. was on Thursday last called to view the body of a man found floating near the Ferry Wharf, at this village, supposed to be M. Freeman, a tailor, who was missing, and probably fell through the ice on the night of the 25th of February last.—[Newburg Gazette of 26th]

Mr. James Smith, on hearing that a case of cholera morbus had made its appearance in the King's Bench, expressed himself highly delighted that the disease had been arrested at last.

[From the Journal of Commerce.]

ATTEMPTED REVOLUTION AT RIO JANEIRO.—By the brig Draco, Captain Banks, we have received Rio Janeiro papers to the 18th April inclusive. In the space of 18 days (our previous advices being to the 1st.) two revolutions had been attempted.

On the 3d, as we learn from a passenger, a party of Republicans, about 400 in number, succeeded in getting possession of the two Forts commanding the harbor. About 300 then landed, and marched to the Campo St. Anna, where they were met by the National Guard, and immediately routed, about 20 being killed in the skirmish. Their avowed object was to effect a change in the Regency. Twenty-four hours after their defeat at the Campo, those in the forts capitulated, through the interposition of the English Admiral. One of the leaders, who was taken prisoner, complained that they had been deserted by their party,—a great number having pledged themselves to rendezvous at the Campo immediately on the arrival of the 300.

Under these circumstances, the Regency demanded that the young Emperor, Don Pedro II. should be removed from St. Christopie to his Palace in the city; but his tutor, Andrade, refused to consent.—His removal, however, took place on the 14th.

On the 17th, about 400 men assembled at St. Christopie, and being joined by some of the Emperor's servants, marched towards the city, declaring in favor of Don Pedro I. They were met and defeated by the National and Permanent Guards. About 30 were killed.

On the 19th, when the Draco sailed, all was quiet. No American ship-of-war in port,—all having gone to Buenos Ayres. We understand that the conduct of Captain Duncan in the affair of the Falkland Islands, had been approved by the Commodore, G. W. Rogers, Esq.

Pitcairn Islanders.—The removal of these people to Otaheite has already been mentioned in the American papers. It is well known, says the Salem Gazette, that the islanders are the descendants of the mutineers of the Bounty. They were removed a little more than a year ago, in the British Government ship Comet, at their own request, on account of the great and increasing scarcity of water on their own island. The whole population, amounting to eighty-seven, were embarked, and safely landed at Otaheite, where the Queen had prepared for them grants of land. It will be remembered that the mutineers supplied themselves with wives from this island before going to Pitcairn, and two of the women who accompanied the mutineers, returned in the Comet to the place of their birth.—The pure and simple minded islanders were shocked beyond measure at the unspeakable corruption which they witnessed at Otaheite, and, by late accounts, were rapidly dying, broken hearted, to get back to their own little isle, notwithstanding the physical privations they must there endure. Every philanthropist will learn with joy, that their ardent wishes have at length been gratified. Letters have been received by Messrs. N. L. Rogers and Brothers, owners of brig Charles Daggett, from Capt. Driver, in which he states that he has recovered the whole of the survivors to Pitcairn Island. The following note from the islanders accompany Capt. Driver's letter:—

TAHITI, August 12, 1831.

Messrs. N. L. Rogers & Brothers—Salem.

Good men—we hope you will not be displeased with Cap. Driver on account of the step he is now taking. Great mortality has prevailed among us since we resided on Tahiti. We have buried twelve, and we fear that should we remain here our number will soon be very small. In compliance with our earnest entreaties and through the kind interference of the Missionaries and other foreigners, Capt. Driver has agreed to take us to our own island, (viz. Pitcairn's). We sincerely hope it will not prove detrimental to his voyage. We remain, gentlemen, your obedient servants.

The People of Pitcairn's Island.

Signed on their behalf by their teacher.

GEORGE H. HOBBS.

In the course of his voyage, Capt. Driver has discovered two islands, which are not laid down on any chart. One in lat. 22, 11, S., long. 138, 42, W.; the other, lat. 21, 54, S., long. 138, 57, W.

A Lincolnshire man observed in company, that in some parts of the county of Lincoln the soil was so prolific, that if you turned a horse into a new mown field at night the grass would be grown up to his fetlocks next morning! "Psha!" says a Yorkshireman, "if you turn a horse into a new mown field at night, in our county, you can't find him next morning!"—[The Original.]

NEW-YORK AMERICAN.

MAY 26, 28, 29, 30, 31, JUNE 1—1832.

LITERARY NOTICES.

CONVERSATIONS OF AN AMBITIOUS STUDENT IN ILL HEALTH, WITH OTHER PIECES: by the author of *Pelham*, &c. 1 vol. 12mo. J. & J. Harper, N. Y.—We know not on what authority the pieces collected together for the first time by Messrs. Harper in this volume are ascribed to Mr. Bulwer; though we suppose the publishers have other than internal evidence to warrant them in doing so. Of the "Conversations," which we read with great interest in the New Monthly Magazine while under the control of Thos. Campbell, we think very highly: they display fine literary taste and cultivation, and develop skillfully and pathetically the lofty, indefinite, and impatient, aspirations of a spirit "finely touched," after excellencies dimly conceived, and possibly at all times beyond the reach of human capacity, however exalted. These papers may possibly not affect the majority of readers as powerfully as the series of *The Diary of a Physician*, from Blackwood's Magazine, also collected into a volume some time ago by the Harpers; but they are nevertheless of a much higher cast and more finished execution. But mental suffering is less striking than physical suffering; and the sorrows and disappointments of a solitary student, though related with all the eloquence of poetry, appeal with little comparative power to the tenants of a busy, bustling world. There must, however, even in such a world, be many to whom this little volume will be very welcome. Besides the Conversations, it contains several fugitive pieces, ascribed to the same pen, most of which we have admired before, without knowing whom we were admiring; and some of which, *Monos and Daimonos*, for instance, and the *Manuscript found in a Mad-House*, have been republished in this paper.

THE HISTORY OF THE ITALIAN REPUBLICS, or the Origin, Progress, and Fall of Italian Freedom. By J. C. L. DE SISMONDI. 1 vol. 12mo. pp. 300. Phila. Carey & Lea.—This single volume here given to the public, and constituting vol. 15 of Dr. Lardner's *Cabinet Cyclopaedia*, republishing by Carey & Lea, comprises the substance of *Sismondi's* larger and already classical work on the History of the Italian Republics. We cannot better state the motives for this most acceptable abridgement than by giving the

AUTHOR'S PREFACE.—"Would it be possible to comprize the History of the Italian Republics in a single volume?" This question, addressed to me by Dr. Lardner, the learned editor of the *Cabinet Cyclopaedia*, gave birth to the present work. It was flattering to me to be associated, in a great historical undertaking, with the most distinguished English writers; but, at a moment when the rights of nations are weighed anew in the balance of public opinion,—when diplomacy and war have been invoked, in turn, to give or take away from nations the faculty of advancing without a limit in civilization, under their respective laws;—at such a moment, it was still more flattering and precious, in my eyes, to lay before the two powerful nations which glory in being without a master, the claims of ill-fated Italy to enjoy the same freedom. I thus found the opportunity of reproducing, in the two languages of freedom, the memory of what Italy was the first to achieve for obtaining the greatest of blessings,—the memory of the impulse and example which she gave, and which all others but followed,—and, at the same time, the memory of those crimes of her oppressors which have robbed her of the advantages with which she has endowed the rest of the human race. It seemed to me the more rapid my recital of the starting up of Italy from her slumber,—of her struggles, her misfortunes, and her glories,—the stronger would be the impression, and the greater the facility with which I could seize, in the history of Italian freedom, that unity of interest which escapes in the simultaneous existence of a hundred independent states. I was already familiarized by long study with this history, in all its details. After having presented it in sixteen volumes, I no longer felt that influence of novelty by which petty

facts often seduce authors into the belief that every notion which it has cost them much labor to acquire must have a proportionate value with the reader.—I could sacrifice details and episodes without regret. I knew, in some sort, by experience, the vicissitudes which in Italy produced lasting results; and those which, on the contrary, produced none. I undertook, then, not an abridgement of my great work, but an entirely new history, in which, with my eyes fixed solely on the free people of the several Italian states, I have studied to portray, within a compass which should be compatible with animation and interest, their first deliverance, their heroism, and their misfortunes. I have confined myself within the limits assigned to me; it is for the reader to judge whether I have employed them with due advantage.

J. C. L. DE SISMONDI.

London, January, 1832.

THE ORIGIN AND NATURE OF THE REPRESENTATIVE AND FEDERATIVE INSTITUTIONS OF THE U. STATES OF AMERICA—An Anniversary Discourse, delivered before the N. Y. Historical Society; April, 1832: by WM. BEACH LAWRENCE.—"It was upon a raw and gusty day," that in a vast new hall, unconscious of any fires, we listened in company with a large audience to this discourse; and when we say, that notwithstanding these untoward circumstances, it was listened to by all with unbroken attention, we pronounce its best eulogy.

It will amply sustain in the closest the impression made on its delivery; and we regret that our crowded columns to-day prohibit extracts as copious as we should desire to make.

The title prefixed to this discourse is so descriptive, as to supersede the necessity of any analysis of it here. We can only say that the history of our institutions is briefly but clearly traced in its pages, and that the style throughout is pure, easy, and free from affected efforts at fine writing. Its conclusion is so well expressed, so well timed, and so just in its views, that we extract it entire:

To the Supreme Court is confided the all-important duty of keeping together our complex system. Should Congress transgress their legitimate bounds, the citizen, who is prosecuted for a violation of the law, may defend himself, on the ground of its unconstitutionality, and though the act may have been passed in accordance with all the usual forms, if the Court find that it contravenes the constitution—the supreme law of the land—it would be pronounced void and of no effect. In the same way, state laws, on matters respecting which Congress has exclusive jurisdiction, have been declared null.

Warned by the experience of the confederacy, effectual care was early taken by Congress to prevent the power of the Supreme Court, when exercised within its constitutional sphere, being rendered inoperative, by the refusal of the state tribunals to conform to its decisions, and, at the same time, means were afforded for avoiding all collisions between courts emanating from distinct authorities. The decrees of the federal judiciary are not executed, like those of the Amphictyonic Council against the Phocians, by carrying war into a territory, but are rendered operative by the mild and peaceful means furnished by the forms of civil process. For the forty-three years that the constitution has been in operation, this power has been found adequate to all its proposed objects, and the act of 1789 still remains a monument to the fame of Chief Justice Ellsworth, infinitely more honorable than any which statutes can effect.

It is true, that disaffection has existed at different periods in various parts of our extensive empire, and the timid and the cautious have more than once feared for the safety of the republic. Our legal annals furnish examples of occurrences in Pennsylvania and Virginia exhibiting strong indications of resistance to the constitutional authority of the Supreme Court. Even the State judges, in Massachusetts, did not always keep themselves free from temporary excitement, but abetted, by their formal opinions, (and at a time, too, when our country was at war with the most powerful nation in Christendom,) the resistance of the Executive to requisitions of the National Government for the militia, since universally admitted to have been within the President's legitimate powers. The hostile measures adopted by Ohio and Kentucky against the National Bank, the constitutionality and expediency of which they are now among the most ready to admit, present further

illustrations of the truth of our remarks. But for all apprehended difficulties time has hitherto proved a sovereign panacea; and though in the Virginia case, already referred to, and, as it is understood, in one which has recently come up from another State, the local tribunal refused to alter its record according to the mandate of the Court, no effectual opposition has ever yet been made to the execution by its appropriate officers of the decrees of the federal judiciary. The collisions, which now menace us are not, assuredly, to be lightly regarded. It is, however, satisfactory to know, that to emancipate one of our Sister States from a species of population, of which, owing to the earlier settlement of this colony, we are happily free, while we preserve unimpaired the authority of the Supreme Court—the keystone of the federal arch—requires but liberal appropriations from a redundant treasury. As to the discontent elsewhere prevalent—if our national legislation will only take for their guide the spirit of the constitution, and scrupulously abstain from imposing or continuing any unnecessary restrictions on the freedom of industry, and from interfering in other matters not entrusted to them—we may calmly await the period when the passions of the day, will, as on previous occasions, yield to considerations of enlightened patriotism.

Nor are associations, Mr. President, such as ours, without their utility in contributing to the perpetuation of a system which has fully solved the problem, how to produce "the greatest happiness of the greatest number." No researches can be made into our history, without our being constantly reminded of the thousand ties by which all the colonies were early connected, while a recollection of the efforts made in a common cause which has been the admiration of mankind, and in the formation of a constitution, which is universally esteemed a model for the imitation of all free nations, is eminently calculated to induce us to surrender all sectional feelings, and to sacrifice all sordid views at the altar of the Union.

As Rome extended her conquests, not only were the inhabitants of the other Italian towns incorporated with her, but the rights of citizenship were accorded to whole nations of barbarians, as they were termed, whose local position forbade any real participation in political power. The consequence was, that abuses of every sort were practised by the functionaries in the remote provinces, from whom all real amenability to the Senate and people of Rome was removed, and the division of the empire, had no other causes contributed to it, must have been brought about by the inability of the superintending authority to afford that protection, for life and property, which is the great end of civil government.

The unwise rejection of the federative system has for the last half century, placed the people of France at the mercy of the mobs, who have successively obtained the control of the capital, while the practical inconveniences of a republic, one and indivisible, tended most effectually to reconcile the provinces to the usurpation of Napoleon, and to the downfall of democratical institutions.

In the United States, the powers committed by the people to their state governments place the inhabitants of the most distant parts of the Union on an equality with those in the neighborhood of the federal district, and indeed the citizens of Maine and Louisiana enjoy a participation in political power even denied, for peculiar reasons, to those who are domiciliated within the very precincts of the capital. The rallying points, also, which the States furnish for the vindication of political rights, afford the most effectual guarantees, which human ingenuity can devise, against the usurpation of future Napoleons.

At the same time, our federal institutions enable us, in our relations with foreign powers, to assume that attitude, and command that consideration which would never be accorded to inconsiderable states or principalities. Our citizens, instead of being restricted to the circuit of a few miles around the spot in which they were born, have secured to them an almost interminable range of country, in which to advance their fortunes and provide for their happiness. And whatever may be the policy of their own or other governments as to the free interchange of commodities, they are sure of having a market, for their produce and manufactures, which may well compare with the one, which the whole world afforded a century since.

May we then ever bear in mind, that, with the preservation of both the general and state governments, in their appropriate spheres, our national independence and individual liberties are indissolubly connected! On the continuance of the one depends our immunity from foreign aggression and internal

dissensions, while the other is required to protect us from what is even more to be deprecated, that tyranny and despotism, which would but too probably follow in the train of consolidation.

YOUNG MAN'S OWN BOOK, 1 vol. Key, Mielke & Biddle, Philada.—If half that Mrs. Trollope says of American manners be true, such a work is not only much needed by the rising generation, but may well be recommended to that which is passing away. Things, however, (though it must be confessed that the generic term of "a spitting people," has not been altogether undeservedly applied to us,) are not quite as bad as the fair Briton would have them. Still there is room for improvement; and a manual like this compilation of essays upon morals and manners, may by many be found a useful monitor and companion in the daily conduct of life.

[FOR THE NEW-YORK AMERICAN.]

EXHIBITION OF THE NATIONAL ACADEMY OF DESIGN.

The picture called "Spalatro's Vision of the Bloody Hand," is undoubtedly the most conspicuous to be seen here this season. It is from the pencil of our distinguished countryman, Washington Allston, A. R. A., &c.

In viewing this production of Mr. Allston's pencil, we behold one of the most splendid paintings that this country can boast of,—nay, any country. This picture, though small, and having only two figures displayed in it, exhibits a masterly finish, and deep study of the subject. The artist, in taking the subject of this picture from Mrs. Radcliffe's romance of "The Italian," consulted his own vivid and powerful imagination; and he has done justice to the author in making the *canvas alive*, (if the expression may be used) with a scene so graphic, that we can hardly divest ourselves of the idea, that the dark and subtle Schedoni, and the brutal Spalatro are before us.

The scene represented is the old lonely dwelling on the Adriatic, where Elena di Rosalba was imprisoned by Schedoni. While Schedoni and Spalatro are approaching the stairs leading to Ellena's chamber with guilty steps, we see the assassin start back in terror, and seize firmly the arm of the Confessor, who grasps the dagger resigned by the affrighted Spalatro, on beholding, in his "mind's eye," a bloody hand brought to his view, by the workings of a guilty conscience. His eyes appear really to "follow some object along the passage," and they express horror and dismay; his nostrils are distended; he breathes thick and heavy; his chest appears to heave convulsively; all the muscles of the neck and breast brought into play, are strongly developed. We can almost believe we hear him say, in answer to the Monk, "No, Signor, the wealth of San Loretto would not make me go that way. And again, 'I saw that bloody hand! I see it now! there! there!'" He is raising his arm and pointing out the object of his terror, and his whole frame seems convulsed with fearful emotion. Over his shoulders hangs the cloak destined to wrap the body of Ellena in after the perpetration of the intended murder. He is attired in the dress of one of the Neapolitan Lazaroni, with legs bare, and exhibiting a man of extraordinary muscular power, and inured to many hardships; his complexion is in perfect keeping with his country. Schedoni, (his employer) is a monk of the Spirito Santo at Naples, and a most consummate villain; you see in his dark sepulchral eye the spirit of a demon; he stands up boldly, like Milton's Satan—

"he above the rest,
In shape and gesture proudly eminent,
Stood like a tower:

and care
Sat on his faded cheek, but under brows
Of dauntless courage, and considerate pride,
Waiting revenge; cruel his eye," &c. &c.

He fears nothing; his head, his whole frame, is a fine contrast to that of the affrighted assassin; he looks like a man of powerful intellect, and is not so readily startled by a shadow, as the ignorant and conscious-stricken Spalatro; his whole countenance and expression show a determined spirit; he meditates death, the deed must be done, the victim is

marked; he will strike the blow himself, rather than be foiled in his purpose by the compunctions of the cowardly bravo whom he has employed. Yes, this vile monster, is the same Count di Masinella, who caused his elder brother, the Count di Bruno, to be murdered by this same Spalatro, for the sake of obtaining the beautiful wife, and fine estates of his unfortunate brother. Afterwards, in a fit of jealousy, he plunges the stiletto into the bosom of his unfending wife; and thinking her dead, he flies from justice, and hides himself under the habit of a monk. Any one who has read the "Italian, or Confessional of the Black Penitents," will not fail to recognize the figure of "Father Schedoni," for he acts a prominent part in the deep tragedy mentioned in these volumes.

This picture is certainly exquisitely finished; the feet, the hands, are perfect models; you can trace the veins distinctly; the muscles and tendons are beautifully developed. Mr. Allston is no stranger to anatomy, as it ought to be seen on the canvas. The drawing also, is perfect; the arrangement of light and shadow is admirable; the lamp held by Schedoni throws the glare on the face of Spalatro; and from its position, the deep sunk eye of the monk is enveloped in "darkness visible," and at a distance appears closed; but when you approach near, you are almost startled by its sombre and dismal appearance.

This painting is worthy of Salvator Rosa, who delighted in portraying scenes of savage grandeur. Few pictures succeed in depicting the more violent passions with truth; but Mr. A. seems to be very happy in his undertakings of exhibiting violent emotions of any kind. It is understood that this picture was loaned the Academy by a Southern gentleman, for whom it was painted.

I remain, Mr. Editor, most respectfully,

AN IDLER.

We annex a Synopsis of the Bill accompanying Mr. Adams's Report from the Committee on Manufactures:

Abstract of the Tariff bill reported by the Committee on Manufactures.

1st. Wool, the cost of which shall not exceed 8 cents per lb. free. Exceeding that cost, 4 cents per lb. and 35 per cent. ad valorem.

2d. Manufactures of wool, not exceeding 40 cents the square yard, 5 per cent. ad valorem; worsted stuff goods 10 per cent.; worsted yarn 20 per cent.; woollen yarn 4 cents per lb. and 25 per cent. ad valorem; on mits, gloves, bindings, hosiery, carpets and carpetings 25 cent., except Brussels, which shall be 25 cents the square yard; Ingrained 40 cents, and Venetian 22 1/2 cents the square yard; and except blankets, the cost of which shall not exceed 75 cents, the duty to be 5 per cent.; on flannels, baizes, coach laces, 35 per cent.—all other manufactures of wool, and ready made clothing, 50 per cent.

3d. On all manufactures of cotton, 25 per cent.; except cotton twist, yarn and thread, which shall remain at the rate of duty fixed by the act of 22d May, 1824—cottons not dyed or printed not costing over 30 cents the square yard, to be valued at 30 cents the square yard—and if dyed or printed, the lowest valuation to be 35 cents the square yard. Nankeens, direct from China, 20 per cent.

4th. On printed or painted floor cloth, 43 cents a square yard; on other oil cloths, 12 1/2 cents, and on floor matting made of flags, &c. 30 per cent.

5th to 14. On iron not manufactured by rolling, 90 cents per 112 lbs. On bar and bolt iron, made wholly or in part by rolling, 30 dollars per ton; pig iron, 50 cents 112 lbs.; on vessels of cast iron, not otherwise specified, 1 1/2 cents, and other castings of iron, not specified, 1 cent per lb. Iron or steel wire not exceeding No. 14, and exceeding No. 20, 5 cents—exceeding No. 14, and not exceeding No. 20, 9 cents per lb. On sheet, hoop, rod, slit, band and rod iron, 3 cents per lb. &c. On axes, scythes, shovels, vices, screws, &c. 30 per cent. On steel, 1 50 per 112 lbs. Japanned wares, plated wares, and 20 per cent. Scrap and old iron \$12 50 per ton.

14th. On hemp 35 dollars per ton. Sail dock 10 cents the square yard; cotton bagging 3 1/2 cents the square yard.

15th. On silk manufactures, from beyond the Cape of Good Hope, 30 per cent.—other manufactures of silk, 18 per cent.—sewing silk 40 per cent.

16th. On brown sugar and syrup of sugar cane in casks, 2 1/2 cents—white clayed or powdered sugar, 3 1/2 cents per lb.

17th. On salt, ten cents per 56 lbs.

18th. On coffee half a cent per pound.

19th. On teas, from China, in American vessels,

one cent per pound—from other places, or in other vessels, 10 cents.

20th. On slates, 25 per cent.

21st. On window glass, not above 8 by 10, \$3 per 100 sq. feet—10 by 12, 3 50—above that size \$1.—Apothecaries' vials 6 to 16 oz. 2 25 per gross; perfunery vials, exceeding 4 to 16 oz. 3 25; wares of cut glass, 30 per cent. Paper Hangings 40. Leg-horns, and other hats of chip, straw or grass, flax, &c. 30 per cent. Porcelain, china, earthen and stone ware, 20 per cent. Cabinet wares, frames for umbrellas, canes, millinery, umbrellas, brushes, blank books, wafers, and various other articles, 25 per cent.

22d. On olive oil in casks, 20 cents a gallon.

23d. On the wines of France, viz., red wines in casks, 6 cents a gallon—white wines, do. 10 cents a gallon—French wines in bottles, 22 cents a gallon.

24th. On barley, brass, or straw baskets, beads, lamp black, shell or paper boxes, hair bracelets, hair, bricks, tiles, brooms of hair or palm leaf, cashmere, down, feathers for beds, palm leaf hats, 15 per cent.

Articles not specified as free or liable to other duties, to pay a duty of 15 per cent.

To be free of duty—cocoa, almonds, currants, prunes, figs; raisins, black pepper, ginger, mace, cassia, cloves, pimento, nutmegs, cinnamon, camphor, crude saltpetre, flax, quicksilver, opium, and various drugs and other articles.

Sec. 4th. Provides, that after the 3d of March, 1833, so much of the act as requires the addition of 10 or 20 per cent. to the cost or value of goods, in estimating the duty, shall be repealed.

Sec. 5th. When the amount of duty on an importation, (except of wool or manufactures of wool) shall not exceed \$200 the duty to be paid in cash.—Exceeding that sum, to be paid as by the present law. The act authorizing the deposit of teas, to be repealed. The duties on wool, and woollen goods, to be paid in cash, or placed in the public stores under bond, at the risk of the importer, the duties however to be paid one half in three months. The value of goods to be determined by appraisers, who shall have power to examine the importer or consignee upon oath.

Sec. 10. A drawback to be allowed on articles used in the construction of ships and vessels of \$2 per ton on registered vessels—1 25 per ton on steam boats.

Sec. 11. An additional duty of ten per cent on the rates of this tariff, in goods imported in foreign vessels, except those of nations entitled by treaty, to the same advantages as our own vessels.

Sec. 16. That the ad valorem rates of duty on goods, &c., shall be estimated in the manner following: To the actual cost, if the same shall have been actually purchased, or the actual value, if the same shall have been procured otherwise than by purchase, at the time and place when and where purchased or otherwise procured; or to the appraised value, if appraised, shall be added all charges, except insurance.

Sec. 17. That, in calculating the rates of duties, the pound sterling shall be considered and taken as of the value of four dollars and eighty cents.

Sec. 18. That, all expressed juice of sugar cane, and syrup for making sugar, shall pay the same duty as brown sugar, and all fossil and crude mineral salt shall pay the same duty as salt.

The South is opening its eyes, we rejoice to think, on the subject of slavery. We take the following remarks from the Raleigh (N. C.) Register, as one of the more recent indications of this truth. We rejoice that the evils and blights of slavery are thus admitted by those who chiefly suffer by them; because the first step to remedy such ill is to admit their existence. There are no means, we are sure, within the control of the free states, which they can apply to aid the South, in ridding itself of such a burthen, that they do not stand ready to apply.

An extraordinary Fact.—A third daily paper has just been commenced at Cincinnati—the principle City of a State which came into existence between thirty and forty years ago; yet North Carolina, one of the old thirteen States, is not able to support one semi-weekly paper! To what is this great difference owing? The soil and climate of the latter, is in all respects equal if not superior to the former. Can any other reason be given for the great increase and prosperity of the one, and the stationary and inert character of the other, than that the State of Ohio is inhabited alone by industrious active Freemen; and the population of North Caro-

lina, is clogged with that bane of prosperity—*Slavery*! If there be any other cause for this vast difference between the prosperity of the two States, we should be glad that some of our readers would tell us what it is: and if no other can be shown, is not the subject one which calls for, and ought to receive, our most serious consideration?—[*Raleigh (N. C.) Register.*]

JOINT READING.—"For Heaven's sake," says a beautiful correspondent—(we know she must be beautiful from the delicacy of her hand-writing, and the taste with which her seal is chosen)—"for Heaven's sake do, dear Mr. Editor, give us a little more light reading in that solemn paper of yours. We ask not for humor, we ask not for sentiment;—give us anything, Sir, but those never-ending documents, and everlasting debates." How shall we reply to this? Is not the fair monitor, who thus takes us to task, aware that we can hardly make even the attempt to please her, until Congress rises? Does she not know, that that mighty body absorbs within itself all the "humor" and "sentiment" that is afloat in the country, and that, though "graceful trifling" may not be their forte, yet that in "serious trifling" they represent the whole of the nation. Has she any idea of the pains that are taken in writing out these speeches and reports; and that, if editors did not, by publishing, make their compositors read them, these brilliant productions of intellect would be entirely wasted and thrown away?—a piece of prodigality which, if the unhappy speeches and documents were compliments and hillocks, our gentle correspondent would consider highly criminal. To show her, however, in what excellent part we take her suggestions, we adopt without hesitation the two subjects which, out of consideration to the poverty of ideas she so complacently ascribes to us, she has provided as fit matter to make a couple of paragraphs upon. "The weather," and "Besoin D'Aimer;" taking the liberty, however, to combine the two, and prose about both together.

If people only paused to reflect how much they are indebted to the weather for an exhaustless subject of conversation, they would at least speak more charitably, if they did not cease to abuse it altogether; and yet, it must be confessed, that the unkindly skies we have shivered under during this Spring, are, in the absence of mad dogs, and the non-appearance of the cholera, fair game for the croakers. We have not, to be sure, had one of those "real storms" which some tourist tells of, when, after a preliminary flourish of a shower a minute for three weeks together, "it sets in to rain."—they don't say how long. But wind and storm have just scuffled sufficiently to keep the atmosphere in confusion, and mislead many well meaning people as to which having the ascendancy, they should join in their allegiance. A peep into Broadway, an unusual thing for us, the other day, enabled us to reconnoitre the contending factions to advantage. The storm party, or winter people, we observed were generally arrayed in cloaks, or wrappers, and foraging caps; while the sunshine party, or those who insist upon it that it is spring, were uniformed in white coats and drilling trowsers. Those who had joined neither party, of whom, by the bye, there were the greater number, we observed were in a state of armed neutrality, and with coats buttoned to the chin and dark keen looking umbrellas, presented a very warlike appearance. Like all neutrals, however, they occasionally swerved toward one party or the other of the belligerents, as either attained the ascendancy. When the cloudy banner of the winter party was floating in murky folds through the sky, they shook out their umbrellas and buttoned their coats still closer, with a most unpardonable air of satisfaction at being thus prepared for what might happen, and not having committed themselves upon the other side. When the saffron standard of the sunshine faction would

occasionally stream across the heavens, these wily non-combatants twisted their umbrellas until they became as attenuated as a walking-stick; and at the same time showing a light vest beneath their now unbuttoned coats, they strutted with the same complacency of demeanor you may often observe in a politician, who, having been long "upon the fence," is just stepping over in right time to come in for a share of good things to be got on the other side. The exulting looks of this party in either extremity would be forgiven, however, even by those who most disapprove of trimming courses. Human Nature, as some English sage profoundly remarks,—"Human Nature is Human Nature"—a pithy aphorism, which solves the thousand secrets of our hearts better than all the apothegms of Bacon, La Bruyere or Rochefoucault, and makes it perfectly intelligible, why half the satisfaction with which a man unfurls his umbrella in an unexpected shower is derived from the reflection that less provident people are scudding along like drowned rats beside him; or why, again, when sauntering along in a cool summer dress on a hot day, he feels such a sovereign contempt for the unhappy wight, who leaving home when the morning was cold and lowering, is now returning to it at sultry noon, encumbered with a bale of broadcloth in the shape of a Spanish cloak upon his shoulders. These elementary dissensions, now that the last North-Easter, who, between the public and ourselves, is suspected of being at the bottom of the whole business, has blown himself out, may, notwithstanding the unsettled state of the sky to-day, be considered as nearly terminated; and the poets may now safely begin to prose about verdant fields and bland skies, and the prosers to poetize about big peas and giant strawberries. June is at hand,—the leafy month of June,—the month, which in our green forest land, is the blithest of the year,—when brooks run clearest, birds sing sweetest, and flowers are most fragrant,—when the blue violet studs the meadow, and the dogwood blossoms float among the undulating foliage like the foam which flecks a troubled sea,—and when green fields and green turtle attract all the sensible inhabitants of this goodly city to Hoboken. This is the month of months: yes, though they may talk of May forever, this is the month, when sweetest in the maiden's ear,

"Sounds Love's delightful story."

And these famous fellows the poets, who in times of old knew every thing, were well aware of this fact in natural history. Celadon, whom we may suppose to have been a cotemporary of Chaucer, dwells repeatedly upon it in the few of his poems which have come down to us, and in the portrait of his mistress Calanthe, which we will take the liberty of quoting, twice repeats the name of the month:

Soft as ye slumberes of a lake when sleepeynge
Bye winles unfroubled in ye midnighit moon
Pure as ye dew ye unullied floweres sleepeynge
Wilk gen ye meadowes neath ye skyes of June
Bright as ye fauncies of a poet's dreamynge
Ere o'er his soul ye heartlesse world hath reigned
Or sorrowes teares have dimmed yere earlie beamynge
Or sine foule blotte ye faery tissues stayned.
I ween so genel and so purely flowinge
Courses like currents thro' her virgin veins
Each maiden charm in radiant beauty glowynge
Like Junes bright heavens when ye daybeam wanes, &c. &c.

The minor poets indeed generally, as they deal more in prettyisms than the heroic bards, are extremely fond of conceits about this month. Sospiri, whose amorous ditties are for the most part of too warm a complexion to be recommended to the indiscriminate reader, has dated the most of his pieces in June. His songs will hardly bear translation, but the reader will excuse one verse of the sparkling Madrigal to Lauretta:

Do I not love thee? thou knowest I do:
And even while feigning to doubt me
Thou knowest my heart is so tender and true
It would wither in heaven without thee.

Then why, while the spirit of bliss is abroad
In the blue of the sky and the balm of the flowers,
Should the demon Distrust, with his vices abhorred,
Ever steal into hearts so confiding as ours.

The melancholy Moltinez again might be adduced as another instance of influence of this month upon minds of the poetic temperament. The last piece that he ever wrote was in June. Lachrymose and extravagant as it is, it has a tenderness about it which shows that the ill-fated author was affected by the mellow skies under which he composed. These strange lines, without doing much injustice to the original, may be thus rendered:

That I do love thee, well oh well thou knowest,
Even while with doubts my injured heart thou tearest.
That I do love thee, though thou near bestowest
One look to tell a thought of me thou wearest:
But that I hold thee of all beings dearest,
As of all women I do think the fairest:
That thou to my soul art, of Creation, nearest
Thou knowest not—perchance nor haply carest.

The minor French school, however, are still more remarkable for their June flirtations with the Muses. L'Amoureux, in his playful but little read poem of *Besoin d'Aimer* (an odd coincidence of title, by the bye, with one of the subjects upon which we commenced our rambling remarks) dwells much upon the influence of "Le mois Florial" upon the head and heart of a poet. The early spring months, however, and it is not unnatural, considering the climate in which, during his brief career, he wrote, are his especial favorites of all in the year, as may be seen by the third stanzas of those we have here rendered from the original, not very skilfully, though they may give some idea of his elipsed style:

I'm not romantic—but, upon my word,
There are some moments when one really feels
(I know what I'm about to say's absurd)
As if his heart within its cells conceals
Mid ruder thoughts, "some still presentiment
Of sweet wants"—(as Goethe renders sentiment.)

A kind of tender yearning, deep though quiet,
Which is not love as ovela love express;
Nor love as in young veins at times he'll riot,
But something soter far—yet whose excess
Sometimes partakes of both of these together,
And steals on one in early spring-time weather.

When from the ground the silver haze steals out
Softning the landscape with its warm veil, over
Suppling the rigid limbs of trees, about
Which the warm and wanton breezes hover,
Eager their earliest vernal charms to rife,
Lo and kles the buds just springing into life.

We must refer our fair correspondent to the rest of the poem for the essay upon the *Besoin D'Aimer*, which she asks at our hands; for the *Devil* who, is now at our elbow, just as we were toiling on in our translations in the hope of soon arriving at something which would suggest an instructive moral to wind up with, cuts our operations short by refusing to take more copy, leaving us in a predicament which will at once suggest to the mind of the reader the old monkish saw:

Fromme trifles when, or workes of euil
Light minded men would turn yem straight
Ycometh even then ye *devil*
And whispereth yt is too late.

NEW GAZETTEER OF THE UNITED STATES OF AMERICA.—We have before us the Prospectus of a work, about to be published, under this title, which will, we hope, meet with general patronage—for the want of such a book, more or less felt we are persuaded by all readers, is one which we, in our vocation, have daily cause to regret.

The name of the gentlemen who undertake this Gazetteer, will be a pledge to the public of the accuracy, knowledge and care with which it will be compiled. They are Mr. Wm. Darby, of Maryland, and Mr. Theodore Dwight, Jr. of this city—the former of whom, as a Geographer, is well known, and both of whom have heretofore proved their skill, as well as care, in descriptive and statistical publications. The publisher is Mr. Hopkins, of Hartford,

Connecticut. The volume—for it is expected to compress the whole matter into one volume—will contain about 600 pp.; the type on which it is to be printed, as well as the manner in which the matters are treated, strike us, from some pages we have seen as specimens of the work, very favorably. Judging from these specimens, it will not be a mere barren catalogue of names, and latitude, and longitude, but a descriptive account of the situation, products, population, and various pursuits, of the different states, counties, towns, parishes, &c. &c. throughout the United States, embracing all the information to be derived on these heads from the census of 1830.

We can hardly doubt that such a publication as this will be both acceptable and profitable.

DINNEA TO WASHINGTON IRVING.—Possessing ourselves in patience, until we receive the official account, of the glowing festivities of yesterday, we take, meanwhile, a passing but spirited notice of them from the Gazette of this morning.

The company assembled were nearly 300. Among the distinguished guests, we remarked Bishop Onderdonk, Lieut. Gov. Livingston, Gen. Santander, the Chancellor and Vice-Chancellor, the Judges of the Superior and Circuit Court, Commodore Chauncey, Gen. Scott, Mr. Gallatin, Don Thos. Gener, Mr. Le Ray de Chaumont, Rev. Dr. Wainwright, Mr. Stewart Newton, Messrs. E. and J. T. Irving, J. K. Paulding, and others. Apologies for unavoidable absence from Count Surville, G. C. Verplanck, the Governor, &c. &c. were read.

[From the Gazette.]

The Irving Dinner was celebrated last evening in a manner becoming our citizens and the renowned guest of the occasion. The attendance was numerous and joyous. We can offer at present but a brief notice of the festival, reserving the details for a future day, when we hope to offer a correct and full account of the happy speeches and toasts which were given. The Chair was taken by Ex-Chancellor Kent. The Vice Presidents were Messrs. P. Hone, J. Duer, Professor Renwick, T. L. Ogden, S. Swartwout and Charles Graham. The President in giving as a toast the health of the illustrious guest, Washington Irving, prefaced it with some felicitous remarks. The reply of Mr. Irving was full of animation and feeling. He adverted with rapture to his return to "his own, his native land," and declared his intention of remaining here as long as he should live. This announcement was received with waving of handkerchiefs and immense cheering.

The 1st Vice President, Philip Hone, Esq., being called on for a toast, gave the "Memory of the First Settlers of New Amsterdam." His accompanying remarks were full of spirit and jocundness, and conceived in an excellent vein.

J. Duer, Esq., 2d Vice President, gave "The memory of Dietrick Knickerbocker." He prefaced his toast with a most admirable speech—a speech full of spirit, brilliancy and wit. He vindicated with lively eloquence the claim of honest Dietrick's being considered the author of *his own* work, despite the popular delusion in this particular; and seemed to be anxiously desirous that the shade of the voracious historian should not be placed in the predicament of exclaiming, with the Roman bard, "alter tulit honores."

The third Vice President gave "Sir Walter Scott." The fourth Vice President gave "The memory of youthful associations." The fifth gave "The health of Peter Irving," which was drunk with three cheers. The sixth gave "The distinguished strangers and citizens, who honored the guest by their presence." Each of these toasts was preceded by a speech.

The regular toasts were apposite, and well expressed. Mr. Horn, the vocalist, was present, and gave some of his best songs.

On the whole, we can assure our readers, that the festival was well ranged and conducted; and that they will have a rich treat whenever the speeches, &c. shall be laid before them in full.

THE TARIFF.—It will be seen, we cannot doubt with sincere regret by the majority of our readers, that, according to the statement of our letters from

Washington, no adjustment of the Tariff at this session is probable.

This, we repeat, must be matter of general regret, not only as it may—and Mr. McDuffie says infallibly will—lead to the virtual secession of South Carolina from the Union, but as leaving for another Congress what none so well and fitly as this can do—the eventual adjustment of that difficult question; how to conciliate a certain measure of protection to home manufactures, with the diminished wants and expenditures of the government, when the debt is extinguished. That this nation will never consent to raise millions more than the needful expenses of the Government, it is impossible to doubt; and it would therefore, as it seems to us, be wiser, in every point of view, to go at once to some definite and final settlement, even though it be a settlement which none fully approve, than to keep open and festering a question that touches so many interests, and excites so much and deep feeling. Yet we fear, greatly fear, that such result is not now to be expected.

THE ANNIVERSARY AT COLUMBIA COLLEGE.

***** Exultantique haurit
Corla pavor pulsans laudumque arrecta cupido.

Mr. Editor.—On Friday evening last I attended the "Anniversary of the Philolexian Society," in the College Chapel. It was a source of unmixed pleasure to see so much of the youth and beauty of this great and populous city, assembled on the occasion. To the gentlemen who spoke it must have been gratifying that so numerous and respectable an audience graced the performance by their presence and applause. While our fair countrywomen continue to evince so deep an interest in these laudable exhibitions, the cause of literature cannot fail to flourish.

The opening address was worthy of the orator.—As a composition it was fine, but suffered no small injury in consequence of a false etiquette, which I believe, requires all discourses, at these particular periods, to be read. This absurd regulation—if such there be—will almost, in all cases, impart a degree of monotonous mannerism, not easily avoided, by the most experienced public speaker. The digression on England and her institutions might, to some, appear rather tedious and irrelevant; but the benefits derived from the Reformation were unquestionably estimated at too high a rate: for the penetrating mind of the accomplished speaker could not, on a slight reflection, have failed to perceive, that the most important of the benefits alluded to, should be attributed solely to the inestimable art of printing, then recently discovered. The young gentlemen who conducted the debate on the comparative merits of Poetry and Philosophy, acquitted themselves in a manner very creditable to both. The advocate for the "sons of song," however, seemed to have imbibed somewhat of the *mens divini*: for he appeared like the daring son of Glaucon, ready to mount another Pegasus, and soar aloft to victory; utterly unconscious that he had been despoiled of his celestial panoply by his more skillful competitor. The piece delivered by the latter, on the side of the Philosophers, was, with a slight drawback in the oration and delivery, one of the happiest specimens of sound sense, chaste composition, and logical arrangement, I had ever heard in that chapel. The extract from Everett was spoken—perhaps too well. *Aras ut celare artem.* The selection from Moore was not the very easiest that might have been chosen. The reciter, however, did it as much justice as could be expected from the length of the piece, and the pitch of his voice. The relevancy of the sentiments, well arranged indeed, and forcibly uttered, on "Honors to the Living," did not strike us as very obvious: particularly in a country like this; in which every man's intrinsic merits should invariably entitle him to well earned rewards. The gentleman who spoke on "the Revolutions of the 18th Century," appeared to have read and studied to much advantage on those great events. Concerning the "Valedictory," excellent in its kind, I would venture to observe, that the absurd custom of directing one part of the speech exclusively to one portion of the auditory, with the back of the speaker turned to the rest, was extremely awkward and unnatural. It aimed at theatrical effect; while it violated the common rules of politeness. It was, in other respects, in no degree unworthy of the speaker, nor of his *Alma Mater*. The absence of the Professors was a subject of surprise to all present.

IMPRISONMENT OF DR. HOWE.—The Boston Courier contains a letter from Dr. Howe, dated Berlin Prison, March 24th. The following is an extract:

"In leaving Berlin for Elding, I thought of doing a deed only of charity and humanity, which might, indeed, get me the ill will of a government like that of Russia or Austria, but not of so civilized and Christian one as Prussia. I was free from all political connection, or design; and yet, (do you believe it!) I cannot persuade them that even my voyage to Europe had not a political object in view; that my examining the Institutions of the Blind in Germany was but a pretext to cover another intention; and acting up to this, and in the absence of any representative of our government here, they have dared imprison me, put me *au secret*, and have kept me here three weeks without even telling me of what I am suspected! This will sound strange in your ears, that in a country like Prussia, where laws and judges exist, a stranger should thus be shut up in the cell of a common prison; that he should not be permitted to see a soul, nor receive a line from a friend, nor an assurance that his friends knew what had become of him. It is only within a day or two that I have been permitted to write, and as my letters must pass under the eyes of those who have thus cruelly trampled on my rights, and the laws of justice, I must speak of my treatment in as qualified terms as my indignation will permit me, lest they should not permit my letters to pass. I'll be cool, then, and let you know where and how I am—Snug enough, between four granite walls, in a wee bitt cell, fast barred and bolted, and writing by the light which comes in from a little grated window or air-hole, eight feet from the floor. I am kept in perfect seclusion; not a newspaper is allowed, to tell me how the world wags without; and not a sound to disturb my meditations, save the clang of the sentinel's heel, as he paces up and down the corridor.

"Tis a weary life this,—
Arelies above, and bolts and bars around me;"

but I keep a good heart, and recollect when I was shut up in a little castle in Candia, with no food but biscuit, and the Moslem dogs whetting their sabres to dissect us when we should have eaten all our bread, and been forced to come out. Even as I escaped then, shall I be again delivered from the Philistines who persecute me. As for food, I do not complain of them in that respect; plain food is no hardship for me,—but though I had *Very's* or *Beauvillier's* bill of fare to choose from, still would I say,

"Give me a morsel on the green sward rather.
Coarse as you will the looking; let the fresh spring
Bubble beside my napkin, and the free birds
Twittering and chirping, heap from bough to bough
To claim the crumbs I leave for perquisites;
Your prison feasts I like not."

It is not this which torments me—it is the delay, it is the loss of time, it is the distracting thought that it may be supposed at home that I have neglected my duty: let no conclusion be drawn till I am heard in my defence. Were I free from any engagement, I would hold this imprisonment as a mere trifle. I would laugh at men who can thus punish me for doing what they must approve if they have a spark of humanity. I went to carry comfort and consolation to the gallant relic of that army of heroes, who fought so long and so gloriously in the purest cause man can draw sword for; they were abandoned by all the world, as they thought; they were suffering, physically and morally; they were standing on the frontiers of Prussia, near to their own lost land, yet resisting every effort to induce them to enter it. I went in the name of thousands of my fellow-citizens to clothe those who were naked, and to say to all, that they had the sympathies and the hearty good wishes of America. I did this openly at midday—and for a reward I have the solitary cell of a common prison. I am put into the abode of murderous thieves and outlaws; yet, from the bottom of my cell, I can put my hand on my heart, and say sincerely, I would not change situations with those who have thought it their duty to put me here.

P. S. If by the next packet you hear not of my liberation, then do all that can be done for me. I trust our Government will know how to redress the wrongs done its citizens."

It is well known to our readers, that on receiving information of Dr. Howe's imprisonment, remonstrances were addressed to the Prussian Government by Mr. Rives, our Minister to France, representing his entire innocence, &c. A Paris letter of the 6th states that he has been released, but intimates that both he and the American Government have been treated by the Prussian Authorities in a manner inconsistent with our national honor.

FOREIGN INTELLIGENCE.

LATE FROM EUROPE.—By the *North America*, from Liverpool, we have papers of 1st inst. from that port, and of 30th April from London; and the Napoleon packet ship of 24th April, from Liverpool; supplies the intermediate files.

Parliament having, after the second reading of the Reform Bill, adjourned to the 7th May, there is for a time a pause in the discussion of that absorbing subject.

From the Continent, the accounts are peaceful. The Paris Constitutionnel, indeed, has discovered a great project of Prince Metternich to organize a European confederacy against France, in favor of the Duke of Angoulême, not the Duke of Bordeaux, and details certain military movements of Austria in Italy, in evidence of its discovery; but it does not appear that any other journalist attached any credit to this *mare's nest*; and the whole imputed project is of the most extreme improbability. Indeed, the affair of the *Ancona* excursion, (inexplicable as it has always seemed, and still seems to us, on the part of the French) is amicably settled; though the French would still remain sometime, till Swiss troops in the papal service could relieve them.

The Belgian treaty yet wants the ratification of Russia, and by way of complicating the difficulties, the Belgian Governor of the territory of Luxembourg had been *abducted* by a Dutch partisan officer, and was detained in the fortress of Luxembourg by the authority of the King of Holland.

The Cholera, which had all but ceased in London, was also diminishing in Paris; though there it had run a much more fatal course than in the English capital. The last bulletin reports in Paris 193 deaths on that day. In London, from the commencement of the disease to the 28th of April, the deaths were 1336—the cases, 2542. The total of deaths in all Great Britain was 3229—of cases 8879.

In Paris, according to accounts previous to those by the *North America*, the total of deaths from the commencement of the malady to 14th of April was 7031, as follows:—Deaths in private houses, declared at the Mairies, 4086; in civil establishments and hospitals, 3040; in military establishments, 505. We do not find in our London papers any later account of the sum total of cases or deaths, and only imperfect and disconnected statements of the daily bulletins; but as from the 14th the deaths appear to have diminished daily, it follows that the number of 20,000, at which rumor in the London papers estimates the whole deaths up to 28th April, is grossly exaggerated. On this head, the *London Spectator* of 28th April, says:

"The Cholera has sensibly declined in Paris; but its ravages, both in the capital and in the provinces are still fearful. The report for Paris of Wednesday 25th, gives 281 deaths. The entire number of persons more or less severely attacked has been stated, in some accounts, as high as 50,900. The exact number of deaths is not known; it cannot be much, if at all, short of 15,000. It is remarkable, among all the sickness, that only three English residents at Paris are reported. The last persons of rank attacked were General Lobau and Count D'Argout; they have both recovered."

The report of the Cholera having appeared at Havre, wants confirmation.

The reports of M. Perrier's health are very contradictory. The only fact certainly known is, that he is still incapable of attending to his duties. Sebastiani is said to be equally so. Under such circumstances, a change, or at the least a modification of the Ministry, was deemed inevitable. The *London Standard* gives two lists. At the head of the first is Decazes, and of the second Guizot. The other offices are thus filled:

| | | |
|------------------------|-------------------|---------------|
| Minister of Commerce | M. D'Argout | M. D'Argout |
| do. Marine | De Rigny | De Rigny |
| do. Justice | Dupin | De Villamont |
| do. Public Instruction | Tessé de Salverie | Royer Collard |
| do. Foreign Affairs | Mole | De Broglie |
| do. War | Claudel | Gerard |
| do. Finance | Huillier | St. Cricq. |

These are reported lists merely, and M. Perrier may triumph over the Cholera and the Movement. For Sebastiani, it is confessed that no return of strength is to be anticipated.

The Chamber of Deputies had been prorogued.

From Portugal we only hear of fresh atrocities committed by Miguel. His time will come.

[*Private Correspondence of the London Times.*]

BRUSSELS, Friday Evening, April 27.—The affair of the ratifications, and the abduction of M. Thorn, have for some days past exclusively occupied our minds. With regard to the former of these questions, the Belgic minister has committed a signal blunder in not communicating to the Chamber the restrictions attached to their ratifications by Prussia and Austria. The backwardness is now likely to have a bad effect, because the journals publish this morning from your paper of the 23d, the terms of those restrictions, after which no one can doubt but Belgium has still to submit to new delays and new modifications in the treaty, already sufficiently voluminous of itself. It is universally thought here that the Belgic ministers know the modifications which must be submitted to, and are making arrangements beforehand in order to induce the Chambers to give up all resistance and accept them. The Senate only being at present assembled, it seems the only body that can make observations; but the 10th May is not far distant, and then the Chamber of Representatives will be assembled, and it will surely be more urgent and more energetic. It is certain, however, that the Government is disposed to take strong measures to bring the matter to a conclusion,—at least every thing denotes this; and, first of all, the naturalization of the French General Ervain, which I informed you of more than a month ago, is about to take place. You will find in the journals I send you herewith, the text of the law presented yesterday to the Senate for this purpose by the Minister of Justice. You are aware that the only object of this naturalization is to invest him with the power of accepting the portfolio of the War Department. We are about to adopt a new plan of defence for Flanders.—It consists in establishing there two divisions, the one of from 10,000 to 12,000 men, to remain constantly on the frontiers of Holland, the other of from 9,000 to 10,000 men, which is to be a disposable division, designed to pass promptly from one point to another. The command of this last corps is confined to General Neillon. These arrangements, and some other less important, indicate pretty plainly that no great faith is placed in the maintenance of peace. The consequence of the ratifications of Prussia and Austria will thus only be to hasten the catastrophe, instead of retarding it.—Should such a crisis arrive, France and England will have played, in this affair of protocols, a part little worthy of them. Our diplomats, however, are not disconcerted. M. Van de Weyer, in particular, pretends that Belgium has some dozens of resources for extricating herself. I shall only observe, that one would be quite enough, provided it were a good one.

The latter affair, that of M. Thorn, is still in the same state. The couriers sent to the Hague by Sir Robert Adair and M. de Tallenay have brought the answer of the Dutch Government. It consists of the declaration that King William's Government did not order the arrest of M. Thorn; but that since he is arrested it is necessary, before taking any decision, to ascertain the causes and circumstances of the arrest. It appears that little success is expected from any negotiation with Holland, and that a courier is about to be despatched on the subject to Berlin.

The following are the demands of the Belgic Government:—1. That the prisoner be set at liberty. 2. The disarming of Tornaco's band. 3. The dismissal of General Geopdeke.

[*From the London Courier of Saturday Ev'g 28th.*]

We regret exceedingly to state that the latest advices of an authentic character from Paris represent the condition of M. Perrier to be such that no reasonable hope can be entertained of his being enabled to resume the direction of the Ministry for at least several months, and that his recovery at all is a matter of doubt. In order to subdue the more urgent symptoms of his malady, depletion has been carried to such an extent that a long time must elapse ere he can regain strength; and a new disease has been

the result of the course which, in the extremity of his danger, his physicians were forced to adopt. He is now suffering from an affection of the brain, which renders it essential that he should be kept perfectly quiet, and his dearest friends are no longer allowed to visit him. Still, however, there are hopes that quiet will restore him to comparative health of body and to perfect sanity of mind.

In consequence of this deplorable event—for it is deplorable, considering how much the friends of order in France, and of peace in Europe, relied on the integrity and judgment of M. Perrier—it becomes necessary to make some changes in the French Ministry. A master-mind, like that of M. Perrier, is not to be found in the moderate party; but it is quite possible, for the present at least, to carry on the administration in the name and spirit of M. Perrier, with such a person as M. Guizot at its head. His name is mentioned, and, we think, with probability, for he is a moderate man, and enjoys at once the respect of the nation, and the esteem of the King.

[*From Bell's Weekly Messenger of Sunday April 29.*]

The foreign intelligence of the week is rather of more than usual importance. The long expected ratifications of Austria and Prussia have arrived, whilst that of the Emperor Nicholas is still delayed. There is a sort of restrictive provision in the ratification of Prussia, which exempts from the scope of the articles of the treaty the cession and exchange of a great part of the Duchy of Luxembourg. It appears to us that this reservation leaves the matter very much at large. The Dutch are obstinately bent upon resistance; and as Antwerp cannot be wrested from them without force, and many of the details of the treaty carried into execution without their express acquiescence, it is difficult to see what will be the result of this long diplomatic struggle. The Belgians are too contemptible and feeble to enforce those rights which the Allied Powers have awarded to them. To obtain the lion's skin they must hunt the lion, and unless they are assisted by the arms and valor of the greater powers, they must give up the chase. It is not very probable, we should think, that a French army will be permitted to assist the Belgians in the siege of the citadel of Antwerp.

The worst part of the intelligence from France is the ravage committed by the cholera. Though the violence of this plague has somewhat abated, the numbers attacked still continue very large; and according to the report of a distinguished physician, resident in Paris, we are assured that, from the eruption of the cholera up to the present date, twenty thousand persons are ascertained to have died of this disorder in the French capital alone. But the infection is not confined to Paris. It has established itself in the Department of the Seine and Marne, has visited Rouen, and is daily expected in the south and west of France.

LONDON, April 28.—The cholera has broke out with great virulence at Havre-de-Grace, and a great number of the German emigrants from the borders of the Rhine, who had arrived at that port with the view of embarking there for America, have fallen victims to its ravages.

The Protest against the Reform Bill, signed by the Duke of Wellington and seventy-three other Peers, is said to be the composition of Earl Bathurst. Lord Holland drily observed to the noble Earl in the House—"I see you have said nothing in the Protest about a *creation of Peers*"—alluding to the fact that the Bathurst Peerage was one of the batch created by Lord Oxford in the reign of Anne. The Tory Earl was dumb.

It is with feelings of no common pleasure that we are enabled to state, with certainty, that the king, has at length thought proper to restore the Earl of Dunlond (late Lord Cochrane) to the full possession of his rank in the British navy.—[*True Sun.*]

ITALY.

The letters from Ancona, dated the 11th instant, contain the following intelligence:—"A disturbance occurred on Sunday evening in the suburb delle Gracie, which, had it not been for the intervention of the French troops, might have had serious consequences. A lieutenant of the Papal auxiliary troops, who had received some offence, armed about a dozen countrymen, and, placing himself at their head, led them to the public house which is close to that suburb. However, he did not find the persons on whom he wished to wreak his vengeance there. His followers, however, were determined not to take so much trouble for nothing, and proceeded to insult the company they found in the house, and among the rest two French sergeants, who were quietly drinking a glass of wine. Some of the company having fled to the town, and reported what was going on, a number of the inhabitants repaired to the suburb, where they learned that the disturbance had been instigated by the priest, who is a violent enemy to the Liberals. On their arrival they were received with some musket shots, and a heavy fire soon com-

menced from the parsonage house and church tower. In the adjoining parishes the tocsins, or alarm bells, were rung. The skirmishing having lasted about an hour, a detachment of Voltigeurs at last arrived and speedily restored order. Two soldiers were wounded. The priest has fled to Osimo. On the 9th, the fishermen of Ancona, joined by a number of the people of the town, planted a tree, surmounted by the French colours, in the San Primiano square. Around this tree they spent the day in merriment, but no riot ensued."

We hear from private accounts that which the French papers confirm, viz:—that the Ancona affair has terminated in an arrangement which has been accepted by the French and Papal Governments. The particular terms of the arrangement are not yet known, but it will be very satisfactory to the friends of peace to find the gloomy expectations of the T. rics again disappointed.

[From the *Messenger des Chambres*]

A telegraphic despatch which arrived three days since, brought the news to the Government of the treaty between Cardinal Bernetti and Count St. Aulaire having been concluded. The treaty brought in conformity with the propositions of our ambassador. The episode of Ancona is thus terminated; the honour of France could not allow any other issue. The evacuation on our part, as we have several times stated, will take place simultaneously with that of the Austrians, and after the arrival of the Swiss, who cannot reach their destination for several months. We may in the meantime expect that the Bolognese will be delivered over to the inquisitorial justice of Rome, and did we not go to Ancona to witness this result? We say, with regard to the evacuation of Ancona, what we have always declared; we have too good an opinion of our Government to think that they would submit to any arrangement unworthy themselves and us.

PORTUGAL.

The private accounts from Lisbon, of the 14th inst. are frightful. The arrests were still increasing, orders having been issued to apprehend any person who had not paid the forced loan, and direct him to a particular place of residence; about 100 eminent persons were in consequence in hiding places; when they were taken they were instantly sent to dungeons on the frontiers. About 20 Portuguese were nearly killed by the attendants of Don Miguel, his sacred Majesty having gone out in the evening, and not been recognized in due time.

[From the *Gazette*.]

FROM TAMPICO.—An arrival at New-Orleans, from Tampico, furnishes dates to the 9th May. The Legislature of Tamaulipas had repeated their declaration in favor of Santa Anna, and sent in their adherence to the established government. That the governor had been dismissed, and another appointed, who marched for Tampico, with 800 men, which was greatly reduced by desertion before his arrival at that city. Gen. Teran had formed a junction with Gen. Ramores, from Victoria, before Tampico, and an attack was daily expected. Gen. Montezuma was making every preparation to defend the city and flotilla. Capt. Lopez, with two schooners and three gun-boats was stationed in the harbor. The mail due on the 30th of April, had not arrived—it no doubt had been detained by the advanced guard of Gen. Teran. Things at Vera Cruz remained in the same situation as at the last advices. The United States schooner Grampus was at anchor in the bay of Tampico.

HOME AFFAIRS.

TWENTY-SECOND CONGRESS—1st SESSION.

Wednesday, May 23.

In the Senate, Mr. Robbins submitted a joint resolution for the execution of an Equestrian Statue, in bronze, of GEORGE WASHINGTON, to be placed in the square east of the Capitol. Several private bills were passed; among them the bill for the relief of the legal representatives of Col. John Laurens. The bill to re-charter the Bank of the United States, was taken up, and Mr. Dallas spoke about one hour in explanation of several modifications of the charter, proposed by the bill. Mr. Benton inquired whether it was the intention of the Chairman to press the discussion, before documents, ordered to be printed by the other House, were laid on our tables. Mr. Dallas replied, that he had no disposition to proceed any further in the business until the documents referred to were furnished. It was informally determined to postpone the subject, from day to day, till the documents were received; and, in the meantime, to attend to Executive business.

In the House of Representatives, Mr. Adams, from the Committee of Manufactures, presented a report on the subject of the Tariff, accompanied by a bill to alter and amend the several acts imposing duties on imports, which was read twice and referred to the Committee of the Whole on the state of the Union.

Mr. Adams said it was proper for him to state the circumstances attending the formation of this bill and report. The House would be pleased to understand that the bill, reported by order of a majority of the committee, was framed on the basis of the draft reported by the Secretary of the Treasury in answer to the call made on that officer by the House. In several sections that draft had been departed from by the committee. There was a distinct diversity of opinion of two descriptions in the committee. No member of the committee was understood to be committed upon any particular point of the bill—it was the general bill as connected together that was agreed to by a majority of the committee. As to the report, the House would be pleased to consider that as the act of the reporter alone. Portions of it had met with the approbation of the committee—other parts had not met the approbation of any member but the reporter. He hoped this fact would be borne in mind by the House in the perusal of the report.

Mr. J. S. Barbour said, it was incumbent on him to make an explanatory remark in consequence of his peculiar position on the committee, which had been charged with the settlement of this—the most distracting of all the questions before the House. Upon some material points of this question, the committee was divided in the proportion of six to one. Under such circumstances, he had resolved to carry into the deliberations of the committee, the most perfect spirit of compromise which was consistent with those constitutional principles which throughout his political life he had regarded as his sheet anchor. In the committee a correspondent feeling had been expressed, and by no individual more distinctly than by the distinguished gentleman from Massachusetts (Mr. Adams.) But when the committee came to the consideration of practical points they had found their opinions widely apart from each other. With many of the sentiments contained in the report he not only agreed, but felt grateful to the chairman of the committee for the force with which they were expressed. But with the general principles of that report he felt compelled to express his decided disapprobation. Those principles were not drawn from the limited powers given to this government, but from the general grounds of the social compact. With reference to the bill just reported, he deemed it far more exceptionable to southern views and southern feelings, than the bill reported to the House by the Secretary of the Treasury. He had not been satisfied with that bill—he thought it concealed much exceptionable matter that did not appear on its surface; but under all circumstances he had thought it would be better to take it with all its evils than hazard the occurrence of far greater evils. With these remarks upon the principles of the report and bill, he would not detain the House further, until the subject should come up regularly for discussion.

Mr. L. Condict moved to print 10,000 copies of the bill and report, which was agreed to.

Mr. Slade resumed his speech upon the charges against the collector of Wisconsin.

Mr. McDuffie then moved that the House proceed to the special order of the day—

The Tariff.

Mr. Taylor said the committee of manufactures had just reported their bill. In order to give time for its being printed, he moved that the special order be postponed till Monday next—carried, ayes 91, noes 81.

The House then took up the unfinished business of yesterday—the bill to promote the culture and manufacture of silk.

Mr. Polk moved to strike out the enacting clause of the bill, upon which he asked the ayes and noes, which were ordered.

The question was taken on Mr. Polk's motion, which was carried, ayes 98, noes 71; when the House adjourned.

Thursday May 24.

In the Senate, the resolution, submitted by Mr. Robbins, directing the Committee on the Library to inquire into the expediency of placing in the square east of the Capitol, an equestrian statue of George Washington, executed in bronze, was taken up and agreed to. Four memorials were presented from workers in leather, residents in Pennsylvania and New Jersey, remonstrating against any reduction of

duties on leather and articles manufactured therefrom. The bill to renew the charter of the Bank of the United States was taken up. Mr. Grundy said that he had no wish to delay the discussions of this bill, but as there was some Executive business which required attention, he would, if no Senator wished to address the Senate to-day, on the subject, move that the Senate proceed to the consideration of Executive business. Mr. Webster gave notice that he would, as one of the committee from which the bill was reported, resist any further postponement of the subject after to-morrow, whether the documents, accompanying the report made to the House of Representatives should, by that time, be furnished or not. The Senate then proceeded to the consideration of Executive business, and, when the doors were opened, the Senate adjourned.

In the House of Representatives, Mr. Slade resumed his speech upon the charges against the Collector of Wisconsin.

The Speaker presented two communications from the Secretary of War, relating to the Fort on Oak Island, and respecting the disbursements arising from Indian emigration which were laid on the table and ordered to be printed.

The bill authorizing vessels from the Cape of Good Hope, or beyond the same, to enter the port of Edgartown, was read a third time and passed.

The bill for the re-appropriation of certain unexpended balances of former appropriations was taken up.

The question before the House was an amendment heretofore offered by Mr. Vance, appropriating \$20,000 as a further compensation to the Shawnee tribe of Indians for certain lands ceded by them to the U. S. The motion was lost—ayes 70, noes 96.

Mr. McDuffie moved an amendment appropriating \$150,000, to be applied under the direction of the Secretary of War to the payment of the militia of the State of Illinois, called into the service of the United States, which was agreed to.

Mr. Bell moved an amendment appropriating \$770 for the payment of the expenses of a Cherokee delegation while on a visit to this city, which was agreed to.

The bill as amended was then ordered to be engrossed and read a third time—tomorrow was named.

Mr. Hubbard moved the House go into committee upon the act from the Senate, supplementary to the acts for the relief of the surviving officers and soldiers of the revolution, which after a motion of Mr. J. S. Barbour, that the bill to provide for liquidating and paying certain claims of the commonwealth of Virginia, and of Mr. Mercer that the bill for the improvement of certain harbors and the navigation of certain rivers be committed to the same committee, was agreed to. The House accordingly resolved itself into committee of the whole on the state of the Union on those three bills. The two first named bills were briefly discussed in committee and laid aside. The last named bill was amended on motion of Mr. Mercer in various particulars. An amendment, moved by Mr. Worthington, appropriating \$20,000 for the improvement of the harbor of Baltimore, was adopted, ayes 71, noes 57. The committee rose and reported the bills to the House.

Mr. Williams moved to amend the pension bill by striking out 6, and inserting 3 months as the least term of service which would entitle an applicant to a pension. Mr. W. supported his motion by some remarks, when Mr. Doddridge moved the previous question, which was sustained, ayes 91, noes 74.—The question shall this bill be read a third time? was carried; ayes 115, noes 53. On motion of Mr. Hubbard, Thursday next was fixed for the third reading.

The House then adjourned.

Friday, May 25.

In the Senate, yesterday, memorials were presented remonstrating against any reduction of duties on leather and raw wool. The bill to modify and renew the Charter of the United States Bank, was taken up, and Mr. Webster spoke nearly two hours in its support—Mr. Moore expressed his intention to offer, this day, an amendment to this bill, and on his motion, the Senate adjourned.

In the House of Representatives, Mr. Hoffman moved to suspend the rules to enable the House to go into committee upon certain bills relating to the naval service—upon which he said the House had bestowed no attention the present session.

The rule devoting Friday to private business was then suspended generally, on motion of Mr. Daniel. The bill extending the right of debenture to the Port of Key West, and extending the limits of that Port was read a third time and passed.

The Bill from the Senate authorizing a subscrip-

tion of 5,000 copies to a new edition of the laws of the United States, to be published by the printer to Congress, (Duff Green), was read a third time. The question being, shall this bill pass? Mr. Speight said the practice of purchasing books with the public money, for private benefit, had been carried to a great length; he wished for some explanation of this project. Mr. E. Everett explained the proposition, which had been, he said, before Congress these two last sessions, at length.

Mr. Foster opposed the proposition—it contemplated the expenditure of a large sum of money without any public benefit.

Mr. Clay, of Alabama, remarked that, in addition to the objections urged by the gentleman from Georgia, (Mr. Foster,) in which he fully concurred, the price at which the publication was proposed to be made, was about double that which would be fair and proper, as he thought he could demonstrate before he sat down. The bill, he said, proposed a stereotyped edition of the laws of the United States, by the printer to Congress, at the rate of two dollars and fifty cents per volume, and to take five thousand copies. The most limited estimate was, that the work could be comprised in six volumes—five thousand copies would, of course, make thirty thousand volumes—amounting at \$2.50 per volume, at seventy-five thousand dollars. But, said Mr. C. comprising the private as well as public acts, it was more probable the work would require 8 volumes of 650 pages (the size of the volumes proposed) than six—increasing the number of volumes, in five thousand copies, to forty thousand; and, consequently, increasing the expenditure to one hundred thousand dollars. Why should this large expenditure be made? Was the publication demanded by the wants of the public? But Mr. C. argued, if the publication was necessary it would be wrong to give a hundred thousand dollars, when the work could be obtained, equally well executed, at fifty thousand dollars. That the work could be obtained on the terms last mentioned, he (Mr. C.) was fully authorized to say. Mr. Clay said, before he took his seat, he would send to the chair, in order that they might be read by the Clerk, for the information of the House, proposals by Messrs. James Kay, Jr. & Co. of Philadelphia, to print a Stereotype Edition of the laws of the United States, "on fine royal paper bound in excellent law sheep," at one dollar and twenty-five cents per volume, of eight hundred pages—each volume to contain an Index and copious marginal notes. Those gentlemen, moreover, say, "they are prepared to give security for the due performance" of the undertaking.

Mr. Clay added, he was further authorized by an honorable member of this House, who was by profession a printer, to say that he would be glad to take the job on the same terms as had been proposed by Messrs. Kay & Co. He would then submit it to gentlemen, whether, with these facts before them, they would pass the bill under consideration.

After some further remarks by Messrs. Clayton, and E. Everett, Mr. Craig moved to lay the bill on the table—which was carried ayes 94, noes 80.

The bill for the relief of the Alexandria Canal Company, was read a third time and passed.

From Washington we have an account of the proceedings of Saturday, but have only room briefly to say, that in the Senate the Bank Charter was further considered. An amendment by Mr. Moore, that no Branch should be established in a State without the consent of its Legislature, and to be liable to taxation like State Institutions, was ordered printed. An amendment by Mr. Webster, striking out the restriction against establishing more than two Branches in one State, was adopted; and a further one also by Mr. W., that instead of paying, as proposed, a bonus of one million five hundred thousand dollars, in three equal yearly instalments, the Bank should pay annually, for fifteen years, a sum of one hundred and fifty thousand dollars, was, after debate, and an ineffectual effort to adjourn, adopted—32 to 10. Mr. Webster submitted two other amendments, which were ordered printed, the first authorizing the Government at any time to increase the capital of the Bank three millions of dollars, and restricting the issue of notes of less than — dollars.

In the House of Representatives, Mr. Root reported a resolution to amend the Constitution relative to choosing Vice President.

Mr. Slade concluded his speech on the Wisconsin case, which, by a call of the previous question, was finally referred to the Secretary of the Treasury.

Monday, May 28.

In the SENATE, Mr. Dallas presented a remonstrance against any reduction of the duties on wrought iron and iron bridle bits; also two other memorials remonstrating against any reduction of duties on leather and articles manufactured from it. Mr. Clay presented a memorial from manufacturers of hair cloth, resident in New York, remonstrating against the reduction of duties on that article proposed in the bill reported from the Secretary of the Treasury. The bill to repeal so much of the law relative to Brevet Rank as authorizes the President to confer that rank on officers who have served ten years, was considered, amended so as not to affect rights which have already accrued, and ordered to a third reading. The bill to increase the number of Surgeons and assistant Surgeons in the United States Army was ordered to a third reading. The Senate resumed the consideration of the bill to modify and continue the act incorporating the subscribers to the United States Bank. Mr. Webster withdrew the amendment authorizing an additional subscription to the stock on the part of the Government. The amendment authorizing Congress, at any time, to prohibit the Bank from issuing notes of a less denomination than twenty dollars, was agreed to.—Mr. Moore's amendments, providing that no branch shall be established in any State, without the assent of that State, and the other rendering each branch liable to taxation by the several States, were considered and debated at great length.

In the House of Representatives, petitions and memorials were presented by various members.

Mr. Pendleton presented a petition from a large number of the citizens of Dutchess county, N. Y. praying that measures may be adopted for the release of the missionaries confined in the Georgia Penitentiary—which he proposed to refer to a Select Committee with instructions to inquire into the expediency of providing by law that where the Supreme Court of the United States shall declare an act of imprisonment to be illegal, a habeas corpus may issue for bringing the person, so illegally imprisoned, before any Judge of the Supreme or District Courts, and discharged, and also for repealing so much of the Judiciary act as requires a case carried from a State Court to the Supreme Court to be remanded or execution; and to authorize the Supreme Court to execute their own judgments.

Mr. P. commenced an elaborate argument upon the constitutional questions involved by these questions. After he had proceeded for a while, he was interrupted. Mr. Pendleton inquired whether he was not entitled to proceed.

The Speaker decided he was not, by the express terms of the 45th rule of the House, unless by the consent of the House.

Mr. Pendleton requested that consent; upon which the question was taken, and the motion lost.

Mr. L. Condict moved to suspend the rules of the House, to enable him to submit resolutions similar in general scope, but modified in language, to those offered heretofore by him, directing an inquiry into the outrages committed on members of the House.

The resolutions were read.

The question on suspending the rule was lost. ayes 78, noes 113.

The Tariff.—Mr. McDuffie moved the House resolve itself into committee of the whole on the state of the Union. Agreed to.

Mr. McDuffie moved that the bill from the Committee of Ways and Means, to reduce and equalize the duties on imports be taken up—which was accordingly read.

Mr. McDuffie then went into an extended explanation of the views on which this bill was based, with which he occupied the attention of the committee nearly three hours, without concluding his speech. He gave way to a motion by Mr. W. R. Davis, that the committee rise, which was agreed to, and the House adjourned.

Tuesday, 29th May.

In the Senate, Mr. Smith moved that the Senate take up the Baltimore and Ohio Railroad Bill; it decided in the negative, yeas 18, noes 23. The bills yesterday ordered to a third reading were severally read a third time and passed.

The bill providing for the appointment of a Commissioner of Indian Affairs and other purposes was considered as in Committee of the Whole. Mr. White explained the objects of the bill, and on his motion, the salary of the Commissioner was fixed at \$3000 per annum. The bill was ordered to a third reading.

Bank of the United States.

The bill to modify and continue the act incorpo-

rating the subscribers to the United States Bank, was taken up. Mr. Forsyth's motion to amend the amendment proposed by Mr. Moore, by striking out the clause requiring the report of each State to the establishment of a branch within it, was discussed.

The question was divided at the request of Mr. Smith, who called for the yeas and nays on the motion to strike out.

The question on striking out the words requiring the assent of the States was then taken by yeas and nays, and decided in the affirmative, as follows:

Yeas—Messrs. Bell, Buckner, Chambers, Clay, Clayton, Dallas, Dickerson, Ewing, Foot, Forsyth, Frelinghuysen, Holmes, Johnston, Knight, Naudain, Poindexter, Prentiss, Robbins, Robinson, Ruggles, Seymour, Silsbee, Smith, Sprague, Tomlinson, Waggaman, Webster, Wilkins—28.

Nays—Messrs. Benton, Bibb, Brown, Dudley, Ellis, Grundy, Hayne, Hendricks, Hill, Kane, King, Mangum, Marcy, Miller, Moore, Tazewell, Tipton, White—18.

The second branch of Mr. Forsyth's amendment, to insert a few words, merely to render the amendment of Mr. Moore verbally correct, was agreed to. Mr. Sprague then moved to amend the amendment of Mr. Moore, by substituting for it a provision that the bonus required of the Bank shall be distributed among the several States, in proportion to their population. Upon this motion a discussion took place, in which Messrs. Sprague, Webster, Tazewell, Forsyth and Smith participated; and the Senate, without taking the question, adjourned.

In the House of Representatives, Mr. Verplanck, from the Committee of Ways and Means, reported a bill accompanied with a report "for the discharge of certain judgments against the former Marshal of the Eastern District of Pennsylvania."

[This bill is to provide for the payment of the heavy judgments obtained by a number of Marine Insurance Companies, in the city of New York, against the United States Marshal of Pennsylvania, acting under the authority of the late Secretary of the Treasury in the famous tea cases, so long litigated in the courts of the United States, and finally decided at the last term of the Supreme Court.]

The bill was read twice and committed to a Committee of the Whole on the State of the Union.

Mr. Adams presented a petition from sundry citizens of the State of Massachusetts, praying for the continuance of the present duties upon certain articles—referred.

Two messages were received from the President of the United States, through Mr. Donelson, his Private Secretary, the first transmitting the instructions which resulted in the Treaty with the Sublime Porte; and the second, the instructions under which the negotiations with Denmark were prosecuted and determined.

On motion of Mr. Adams, 2000 extra copies of the foregoing documents were ordered to be printed.

Post Office Department.

The resolution heretofore offered by Mr. H. Everett, calling for information relative to a contract made by the Postmaster General for printing blanks, &c., and the amendment proposed by Mr. Whittlesey, of Ohio, for raising a committee to inquire into the general management of the Post Office Department, came up in course.

Mr. R. M. Johnson resumed his remarks, which had been suspended some days ago, and spoke till the hour expired, when the House proceeded to the orders of the day.

The House then resolved itself into committee of the whole on the state of the Union, upon the bill from the committee of Ways and Means relative to the Tariff.

Mr. McDuffie resumed his speech in support of the bill, which he concluded after speaking about three hours and a half, when

Mr. Crawford commenced in opposition to the bill, when, after speaking about half an hour, he gave way to a motion by Mr. Dearborn that the Committee rise, which was carried, and the House adjourned.

The President has recognized Otto Heinrich Miessegas as Consul of the Grand Duke of Oldenburg for the port of New York. He has also recognized Martin Mantin as Consul for the two Sicilies for the same port.

[From the Charleston Courier of May 19.]

We understand by a passenger in the schr. Ambuscade, from St. Johns (E. F.) that Col. Gadsden has made a treaty with the Seminole Indians, by which they all agree to move West of the Mississippi. The whole to remove within three years, or earlier if practicable. A delegation of the Chiefs is to go on to examine the country, and to make necessary arrangements.

ments. Col. Gadsden was to proceed to Washington immediately.

Proclamation, by Enos T. Throop, Governor of the State of New York

Whereas, by an act of Congress, passed the twenty-second day of the present month of May, the Representatives in the Congress of the United States are apportioned among the several states according to the numbers which the several states are entitled to by the last census; whereby the act of the Legislature of this State, passed April 24, 1832, entitled "An act altering the time of electing representatives in the twenty-third Congress of the United States," by a provision contained therein, is repealed, so far as it provides for a postponement of the next election for members of Congress; it has, therefore, become my duty to convene the Legislature of this State, that they may be enabled to provide for the election of the full number of Representatives in Congress to which this State is entitled by said apportionment.

I do, therefore, and in compliance with the provisions of the above mentioned act of the Legislature of this State, require the members of the Senate and Assembly of this State to convene, as a Legislature, at the capital in the city of Albany, on Thursday the 21st day of June next, at twelve o'clock, at noon.

Given under my hand and the privy seal of this State, at the city of Albany, the twenty-sixth [i. e.] day of May, in the year of our Lord, one thousand eight hundred and thirty-two.

E. T. THROOP.

RICHMOND, VA.—Sale of State Stock.—\$100,000 of new State Stock, bearing 5 per cent. interest and redeemable for 20 years, was sold at auction as follows:

| | | |
|----------|----|---------|
| \$50,000 | at | \$110 |
| 2,000 | | 111 |
| 4,000 | | 111 1/2 |
| 24,000 | | 111 1/4 |
| 20,000 | | 111 5/8 |

\$100,000

More Improvements.—We learn that a project for the improvement of our city is now in contemplation, which, if carried into effect, will be one of greater magnitude than any we have had occasion to record. The projectors, it is said, purpose to take down all the buildings, on one side of Church street, and make it the same breadth as Broadway, in the rear of which, and parallel with it, on the west side, it is situated. The street is likewise to be extended from Fulton to Courtlandt, a distance of 500 feet. It is intended that the buildings to be erected in place of those taken down, shall be of uniform appearance, having shops in front, for dry goods and other dealers. Church street, which runs up from Fulton to Canal, is 3700 feet in length, and when extended will be 4200 feet, and present one of the handsomest streets in the city.—[N. Y. Gazette.]

Directions for building Chimneys which will never require sweeping.—Instead of plastering the inside of Chimneys in the usual way, take mortar, made with one peck of salt to each bushel of lime, adding as much sand and loam as will render it fit to work, and then lay on a thick coat. If the chimney has no offsets for the soot to lodge on, it will continue perfectly clean and free from all danger of taking fire. The writer of this has tried the experiment, and after three years constant use of a chimney plastered as above directed, he could never obtain a quart of soot, though he several times employed a sweep to scrape it from top to bottom. To persons living in the country this will be found a valuable discovery.—[American Advocate.]

Indian Warfare.—Mr. Ewing, in a recent speech on the Pension Bill, before the Senate of the United States, related the anecdote annexed:

There were two rangers who had gone out together, but had afterwards separated. One of them went in search of a lick, and after finding it, lay within twenty or thirty yards of it. He had not been long there, when four Indians came to the lick, each with his rifle on his shoulder. The situation of the ranger was one which required equal promptitude of decision and action. He had but a moment for reflection. He took deliberate aim at one of the Indians, and fired. The other Indians instantly levelled their rifles at him, fired and missed him. He had calculated that they would fire under the trepidation of the momentary alarm, and the result showed the accuracy of his calculation. They fired and missed. But one of the Indians, with that rapidity of thought for which they are said to be celebrated, instantly

caught up the rifle of the dead Indian, took a more steady aim, fired, and struck the powder horn under the arm of the ranger, blowing it to pieces. The ranger himself escaped. But he does not ask the charity of Congress. He solicits not the recompense which seems to be so reluctantly given. That brave young man is now the Governor of Ohio.

The Charleston Gazette of 31st inst., says—"Dr. Cooper's case has been postponed. The Board of Trustees met on Wednesday last, for its investigation, and in consequence of the small number present, (14,) they laid the matter over until the regular meeting in December."

The Chameleon.—The Cincinnati Chronical mentions that eight living Chameleons had been brought to that city, which had been caught on Prophet's Island in the Mississippi. They were found running about on bushes and small trees, and were then five weeks in confinement. Their food is said to be musquitoes and flies, which they will only eat alive. The editor says that they have the power of changing their hue, but it has no reference to the color of the substance on which they are placed. The greenness with which they devour flies, does not sustain the once popular opinion of their living upon air. They answer in almost every particular, he adds, the description of them given by the Encyclopedia Americana, in which, however, they are not considered to be natives of the United States.

PENSACOLA, MAY 12.—Since our last the bodies of Midshipman G. M. Fowler, and James Ferguson, seaman, who were drowned from one of the boats of the Erie, have been found and interred.

The United States' ship Erie, in beating out of this harbor on Saturday last, got aground on the westerly side of the pass, and remained stationary several hours. She was got off without injury, and proceeded to sea this day.

On the same day the United States' ship Fairfield, Commodore J. D. Elliott, crossed the bar, and early Sunday morning proceeded to sea.

Great Freshet in Maine.—The Gardiner Standard contains some very distressing accounts of the immense loss of property in consequence of the great rise of the Kennebec River, after a violent and incessant rain on the 19th, 20th, and 21st inst. In addition to the particulars we insert below, there are rumors that the embankment of the Canal has broken near Saccarappa, and that a bridge on Little River has given way. "The storm which commenced on Saturday had raised the Kennebec River to a height almost unparalleled. The water at this moment (Tuesday morning 7 o'clock) two or three feet higher than the memorable freshet in March 1826, and still rising, but we trust it has nearly reached its maximum. Our wharves are now twelve or fourteen feet under water, and every thing upon them is being swept away. The store and ice houses on the upper wharf which successfully resisted the immense mass of ice and water that pressed upon it in the freshet of 1826—have now been carried off by the force of the current only. Several smaller buildings, situated near the head of the wharves have been taken from their foundations and either swept down the stream or floated to the banks and secured with ropes and chains. About a dozen vessels have parted their fasts by the pressure of logs and drift stuff accumulated against them and are gone, we know not whither. The mills and dams at this village yet remain firm. Yesterday the fragment of a store with many articles of merchandise in it, floated into one of the Booms near this village. Houses and barns have also been seen floating past us—Rafts, logs, shingles, &c. almost cover the face of the water."

Eleven o'clock, A. M.—The water has risen one foot since seven o'clock and is now stationary. The freshet is near four feet higher than in 1826; and six or seven higher than any other freshet except that, for sixty years. The sun has made its appearance. Sebasticook bridge has just gone by, and Augusta bridge is said to be in a perilous situation.

The Augusta Age reports that the river has risen nearly 20 feet, which is considerably higher than in the great freshet of 1826. Messrs. Turner & Tucker's carding mill was washed down on the 21st, and in the upper part of the village, the inhabitants had been compelled to abandon their houses.

Yesterday morning, about 8, a saw mill (supposed to be Kendall's from Waterville) came down the river. Considerable anxiety was felt for the safety of the Kennebec Bridge, for the water was so high, that it could not pass without striking. The mill struck the western arch of the Bridge, near midway, crushed, and went down, leaving the Bridge uninjured.

A large pile of boards, apparently swept from the piling place of a saw mill, was borne along by the current with fearful velocity; while upon it were three

men, and two in a boat alongside, employing their energies with great coolness and effect in directing its course. We understood they had navigated the stream in that manner for 18 miles, unable to land and secure their charge, and unwilling to abandon it.

It is impossible at present to form an estimate of the loss of property, or to say when the freshet will subside.

INDIAN WAR.—The following extract from the office of the Cincinnati Gazette, furnishes bloody tidings. We have such confidence however, in Gen. Atkinson's resources as a soldier, that we do not doubt he will extricate himself victoriously from his perilous situation.

The steamboat Herald, Capt. Fleischman, in 74 hours from St. Louis—a most extraordinary quick passage—brings us a proclamation from the Governor of Illinois to the citizens of that state, from which it appears, that a bloody and successful attack has been made by the Indians upon a detachment of volunteers. We learn by a private letter, that fifty-two of the volunteers were killed, among whom were Col. Crase, Col. Thomas, Major Morgan, and Capt. Bailey.

At the date of the last accounts, Gen. Atkinson, the Commander in Chief of the United States forces, was in a most perilous situation. He had sent out several expresses for supplies, and every man had been cut off. The keel boats destined with supplies above the Rapids, had not been heard of, and it was supposed that they had been captured and their crews massacred. Intelligence so painful has not been anticipated. For a further knowledge of the condition of our frontiers, the reader is referred to Governor Reynolds's proclamation:

DIXON'S FERRY ON ROCK RIVER.

To the Militia of the State of Illinois.—It becomes my duty again to call on you for your services in the defence of your country. The State is not only invaded by the hostile Indians, but many of your citizens, have been slain in battle. A detachment of the mounted volunteers commanded by Major Sullman of about 275 in number, were overpowered by the hostile Indians on Sycamore creek, distance from this place 20 miles, and a considerable number of them killed. This is an act of hostility which cannot be misconstrued.

I am of opinion that the Pottawatomies and Winnebagoes have joined the Sacs and Foxes, and all may be considered as waging war against the United States.

To subdue these Indians and drive them out of the State, it will require a force of at least two thousand mounted volunteers more, in addition to the troops already in the field.

I have made the necessary requisitions on the proper officers for the above number, of mounted men, and have no doubt that citizen soldiers of the State obey the call of their country. They will meet at Hinspin on the Illinois river, in companies of 50 men each, on the 10th of June next, to be organized into a Brigade.

JOHN REYNOLDS, Commander in Chief.
May 15—[Gazette.]

MISCELLANY.

A NATURALIST'S EXCURSION IN FLORIDA.

The entertaining letter annexed is from Mr. Audubon to the Editor of the American Monthly Journal of Geology, published at Philadelphia.

Bulowville, East Florida, Dec. 31, 1831.

MY DEAR F.—I have just returned from an expedition down the Halifax river, about 40 miles from this place, and 80 south of St. Augustine. I feel confident, that an account of it will be interesting to you; and I therefore set to. Mr. J. J. Bulow, a rich planter, at whose house myself and party have been a whole week, under the most hospitable and welcome treatment that could possibly be expected, proposed, three days since, that we should proceed down the river, in search of new or valuable birds; and accordingly, the boat, six hands, and "three white men," with some provisions, put off, with a fair wind and a pure sky. I say a pure sky, because not a cloud interrupted the rich blue of the heavens in this generally favored latitude. We meandered down a creek for about eleven miles—the water nearly torpid yet clear—the shore lined with thousands of acres covered by fall grapes, marshes, and high palm-trees; rendering the shore quite novel to my anxious eye. Some birds were shot and secured so as to be brought back in order to undergo the skinning operation. Before long we entered the Halifax river, an inland arm of the sea, measuring in breadth from a quarter to nearly a mile. The breeze was keen from the north east, and our light bark leaped over the waves gaily onward, toward the spot which we all anxiously anticipated to reach ere night came on. We did so, passing several plantations on the western bank, and at last reaching a schooner from New-York, anchored at what is here called a live-oak landing. Kindly received by the master and his men, we spent the night very agreeably, and as comfortably as circumstances would permit. At sunrise the next morning, I and four negro servants proceeded in search of birds and adventures. The fact is, that I was anxious to kill some twenty-five brown Pelicans (*Pelecanus fuscus*), to enable

me to make a new drawing of an adult male bird, and to preserve the dresses of the others. I proceeded along a narrow shallow bay, where the fish were truly abundant. Would you believe it, if I was to say, that the fish nearly obstructed our headway?—believe it, or believe not, so it was; the water was filled with them, large and small. I shot some rare birds, and putting along the shore, passed a point, when lo! I came in sight of several hundred pelicans perched on the branches of mangrove trees, seated in comfortable harmony, as near each other as the strength of the bough would allow. I ordered to back water gently: the hands backed water. I waded to the shore under the cover of the rushes along it, saw the pelicans fast asleep, examined their countenance and deportment well and leisurely, and after all, levelled, fired my piece, and dropped two of the finest specimens I ever saw. I really believe I would have shot one hundred of these reverend sirs, had not a mistake taken place in the reloading of my gun. A mistake, however, did take place, and, to my utmost disappointment, I saw each pelican, old and young, leave his perch and take to wing; soaring off, well pleased, I dare say, at making so good an escape from so dangerous a foe.

The birds were all gone, and soaring high in the pure atmosphere; but the fish were as abundant as ever. I ordered the net to be thrown overboard, and in a few minutes we caught as many as we wanted—fine fish too, bass and row mullets. The porpoises were as busy as ourselves, and devoured them at a great rate.

The tide now began to leave us; and you must know that in this part of our country, the tide goes down not a pace, but in a hurry; so much so, indeed, that notwithstanding our rowing before it, we were, on several occasions, obliged to leap into the briny stream and push the boat over oyster banks as sharp as razors.

After shooting some more birds, and pulling our boat through many a difficult channel, we reached the schooner again; and as the birds, generally speaking, appeared wild and few,—(you must be aware that I call birds few when I shoot less than one hundred per day) my generous host proposed to return towards home again. Preparations were accordingly made, and we left the schooner, with tide and wind in our teeth, and with the prospect of a very cold night. Our hands pulled well, and our barque was as light as our hearts. All went on merrily until dark night came on. The wind freshening, the cold augmenting, the provisions diminishing, the waters lowering,—all depreciating, except our enterprising dispositions. We found ourselves fast in the mud about 300 yards from a marshy shore, without the least hope of being able to raise a fire, for no trees except palm trees were near, and the *grand diable* himself could not burn one of them. Our minds were soon made up to do—what? Why, to roll ourselves in our cloaks and lay down, the best way we could, at the bottom of our light and beautiful barque. What a night! To sleep was impossible; the cold increased with the breeze, and every moment seemed an hour, from the time we stretched ourselves down until the first glimpse of the morn: but the morn came, clear as ever morn was, and the north-easter as cold as ever morn blew in this latitude. All hands half dead, and masters as nearly exhausted as the hands—stiffened with cold, light-clothed, and but slight hope of our nearing any shore; our only resort was, to leap into the mire, waist deep, and to push the barque to a point, some 5 or 600 yards, where a few scrubby trees seemed to have grown to save our lives on this occasion.—“Push boys, push! Push for your lives!” cry the generous Bulow, and the poor Audubon—“All hands push!” Aye, and well might we push: the mire was up to our breasts, our limbs becoming stiffened, and almost useless at every step took. Our progress was slowly performed as if we had been clogged with heavy chains. It took us two and a half hours to reach the point, where the few trees of which I have spoken were; but we did get there.

We landed!! and well it was that we did; for on reaching the margin of the marsh, two of the negroes fell down in the mud, as senseless as torpidity ever rendered an alligator, or a snake, and had we, like white men, not been there, they certainly would have died. We had them carried into the little grove, to which, I believe, all of us owe our lives. I struck a fire in a crack; and in five minutes I saw with indescribable pleasure, the bright warming blaze of a log pile in the centre of our shivering party. We wrapped the negroes in their blankets—boiled some water and soon had some tea—made

them swallow it, and with care revived them into animation. May God preserve you from being ever in the condition of our party at this juncture; scarcely a man able to stand, and the cold wind blowing as keenly as ever. Our men, however, gradually revived—the trees, one after another, fell under the hatchet and increased our fire—and in two hours I had the pleasure to see cheerful faces again. We got warm again, and tolerably gay, although the prospect was far from being pleasant; no road to go home, or to any habitation; confined in a large salt marsh with rushes head high, and miry; no provisions left, and fifteen miles from the house of our host.

Not a moment was to be lost: for I foresaw that the next night would prove much colder still. The boat was manned once more, and off through the mud we moved to double the point and enter the creek, of which I have spoken, with a hope that in it we should find water enough to float her. It did happen so, and as we once more saw our barque afloat, our spirits rose—and rose to such a pitch, that we in fun set fire to the wide marsh; crack, crack! went the reeds with a rapid blaze. We saw the marsh rabbits, &c. scampering from the fire by thousands, as we pulled our oars.

Our pleasure at being afloat did not last long.—The north easter had well nigh emptied the creek of all its usual quantum of water; and to wade and push our boat over many a shallow was again our resort, with intent to make a landing, from whence we could gain the sea beach.

We did effect a landing at last. The boat was abandoned—the game fastened to the backs of the negroes—the guns reloaded and on we proceeded through the marsh first, then through the tangled palmetoes and scrubby sturdy live oaks, until we reached the sea beach.

The sea beach of East Florida—have you ever seen it? If you have not, I advise you strongly never to pay a visit to it, under the circumstances that brought me and my companions to it on yesterday morning. We saw the ocean spread broad before our eyes, but it looked angry and roughly strewn with high agitated waves that came in quick succession towards the desolate naked shore: not an object in view but the pure sky and the agitated waters. We took up our line of march in a poor plight, believe me. The Poles, on laying down their arms, could not have felt more done up than we did at this moment. Pretty walking along the sea side beach of Florida in the month of December! with the wind at north east and we going in its very teeth, through sand, that sent our feet back six inches at every step of two feet that we made. Well, through this sand all waded for many a long mile, picking up here and there a shell that is no where else to be found, until we reached the landing place of J. J. Bulow. Now my heart cheered up once more, for the sake of my kind host—troubled with rheumatic pains as he is. I assure you, I was glad to see him nearing his own comfortable roof; and as we saw the large house opening to view, across his immense plantation, I anticipated a good dinner with as much pleasure as I ever experienced.

All hands returned alive: refreshments and good care have made us all well again, unless it be the stiffness occasioned in my left leg, by nearly six weeks of daily wading through the swamps and salt marshes, or scrambling through the vilest thickets of scrubby live oaks and palmetoes, that appear to have been created for no purpose but to punish us for our sins; thickets that can only be matched in the cantos of your favorite Dante.

To give you an account of the little I have seen of East Florida, would fill a volume, and therefore I will not attempt it just now; but I will draw a slight sketch of a part of it.

The land, if land it can be called, is generally so very sandy that nothing can be raised upon it. The swamps are the only spots that afford a fair chance for cultivation: the swamps, then, are positively the only places where plantations are to be found.—These plantations are even few in number: along the coast from St. Augustine to Cape Canaveral, there are about a dozen. These, with the exception of two or three, are yet young plantations. General Hernandez's, J. J. Bulow's and Mr. Durham's, are the strongest, and perhaps the best. Sugar cane will prosper, and doubtless do well: but the labor necessary to produce a good crop is great! great!! great!!! Between the swamps of which I now speak, and which are found along the margin lying west of the sea inlet, that divides the main land from the Atlantic, to the river St. John of the interior of the peninsula, nothing exists but barren pine lands of poor timber, and immense savannae, mostly over-

flowed, and all unfit for cultivation. That growth which in any other country is called underwood, scarcely exists; land being covered with low palmetoes, or very low, thickly branched dwarf oaks, almost impenetrable to man. The climate is of the most unsettled nature, at least at this season. The thermometer has made leaps from 30 to 89 degrees in 24 hours; cold, warm, sandy, muddy, watery—all those varieties may be felt and seen in one day's traveling.

I am extremely disappointed in this portion of the Floridas, and would not advise any one to visit it because he may have heard the flowery accounts of preceding travellers. The climate is much more unsteady than in Louisiana, in the same latitude, or any where along the Mexican gulf to the Sabine river, which is our boundary line. Game and fish it is true, are abundant; but the body of valuable tillable land is too small to enable the peninsula ever to become a rich state.

I have seen nothing deserving your attention in a geological point of view, except quarries of stone which are a concrete of shells, excellent for building, and laying immediately under the surface of the sand, which every where seems to predominate. This concrete is curious in itself, and my friend, Bulow, who is now erecting some very extensive buildings for a sugar house, has given me specimens which I will forward to you showing the different grades or ages of their formation. The fragments are cut out of the quarries with the common wood axe, and fashioned with the same instrument for buildings. You, of course, will readily make out that the water found in the neighborhood of all concretes, is hard or calcareous, being filtered through a kind of natural shell lime.

I have done but little, I am sorry to say, in my way. Birds are certainly not abundant here at this season; and I can readily account for this deficiency in the land birds: it is for the want of mast—mast, so abundant in almost every portion of our country.—But the water birds, notwithstanding all the fisheries in every river, creek, or even puddle that I have seen, are scarce belief. It is true, a man may see hundreds of pelicans, and thousands of herons; but take those from the list, and water birds will be found very rare. I will see what spring will do and then write more fully on this ever devoted subject.

If I did not believe the day to be gone by, when it was necessary to defend my snake stories, I could send you very curious accounts of the habits of those reptiles; and I should do it, if it were not that I might be thought to enjoy—too much—that triumph which the feeble hostility of three or four selfish individuals has forced upon me. I receive so many acts of real friendship and disinterested kindness, that I thank God, there is no room left in my heart to cherish unkind feelings towards any one. Indeed, I am not now so much surprised at the incredulity of persons who do not leave cities, for I occasionally hear of things which even stagger me, who am so often a denizen of woods and swamps. What do you think of rattle snakes taking to the water, and swimming across inlets and rivers? I have not seen this, but I believe it; since the most respectable individuals assure me they have frequently been eye-witnesses of this feat. I can conceive of inducements which reptiles may have for traversing sheets of water to gain distant dry land, especially in a country much intersected by streams, and subject to inundations, which compel them to be often in the water. In such countries, it is not an uncommon occurrence to find snakes afloat, and at great distances from the shore. This appears, no doubt, surprising to those who live where there is almost nothing but dry land; still they ought to be good natured and believe what others have seen. It has now been made notorious, that numerous respectable individuals, whom duty, or the love of adventure, have led into the wilds of our country, have often seen snakes—and the rattlesnake too—in trees; the good people, therefore, who pass their lives in stores and counting houses, ought not to contradict these facts, because they do not meet with rattlesnakes, hissing and snapping at them from the paper mulberries, as they go home to their dinners. They should remember that they ought to go farther than that daily distance, if they wish to see any thing extraordinary.

JOHN JAMES AUDUBON.

*Snakes have frequently been met with in England, crossing broad straits. In the Magazine of Natural History, for September, 1831, is an account, by Mr. Bakewell, of snakes swimming across the Menai, more than two miles broad, to the Isle of Anglesea, where they deposit the eggs on the low grounds. When swimming, they produce an oscillatory motion of the head and neck.—[Ed.]

MARRIAGES.

MARRIED—Yesterday morning, May 21, after a lingering illness, George Fryer, merchant, in the 36th year of his age.

At Salem, in this State, on the 21st May, Richard Irvin, of this city, to Mary, daughter of the Rev. Dr. Froude, of Salem.

On Thursday evening, May 10th, by the Rev. Dr. LeVine, and afterward by the Right Rev. Bishop O'Connell, John T. Dunbar, Esq. of Cork, Ireland, to Elizabeth, second daughter of the late William Handy, M.D.

Last evening, May 21, by the Rev. Dr. Mathews, Mr. Courtland Palmer, to Mary Ann, daughter of Richard Suydam, Esq. all of this city.

At Albany on Monday morning, at the house of her brother Francis Bloodgood, Esq. in the 36 year of her age, Mrs. Eve De Witt, relic of the late Dr Benjamin De Witt, formerly Health officer of this Port.

At Philadelphia, on Tuesday, 22d May, by the Rev. Mr. Perry, Mr. George Cromwell of New-York, to Catherine A. Gravenstein, stepdaughter of Robert Davison, Esq. of the former place.

In this city, on Monday evening, by his Honor the Mayor, James Franklin Kenney, Merchant of Philadelphia, to Jane Adeline, daughter of Rufus Clark, of this city.

This morning, by the Rev. Dr. Vernema, of Harlem, Mr. Wm. E. Whiting to Miss Ann Lyell Post—both of this city.

DEATHS.

DIED—On Wednesday, May 23d, at Brooklyn, aged 68, Samuel Jackson, Esq.

In this city, on Wednesday evening, May 23d, in the 33d year of his age, Oliver, eldest son of Oliver Willcutt.

On Thursday morning, May 24th, Elizabeth, daughter of Gen. John B. Van Wyck, of Poughkeepsie.

Friday night, May 24th, Susan Le Roy, wife of David S. Jones, Esq.

On Saturday morning, 25th May, of consumption, after a lingering illness, which he bore with Christian fortitude and resignation, Mr. Nathaniel Mills, in the 64th year of his age.

Saturday morning, May 25, after a lingering illness, Captain William Hamilton, aged 57 years.

Yesterday (Tuesday) morning, in the 29th year of his age, Cornelius, son of Dr. David Quacklinsh.

On the 24th instant, on board the ship Nashville, on the passage from New-Orleans to this city, Miss Sarah M. Ogden, daughter of the late Col. S. Ogden, of Newark, N. J.

In Concord, Me. on Wednesday, May 24, after an illness of but three days of the scarlet fever, Miss Sarah D. Atwell, aged 17 years.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 95 persons during the week ending on Saturday, 30th inst, viz: 21 men, 19 women, 26 boys, and 23 girls—Of whom 27 were of or under the age of 1 year, 6 between 1 and 2, 15 between 2 and 5, 3 between 5 and 10, 2 between 10 and 20, 13 between 20 and 30, 11 between 30 and 40, 5 between 40 and 50, 5 between 50 and 60, 3 between 60 and 70, 4 between 70 and 80, and 1 between 80 and 90—Diseases: Apoplexy 1, cancer 1, colic 1, consumption 26, convulsions 9, diarrhoea 2, dropsy 1, dropsy in the head 2, fever 1, fever remittent 1, fever scarlet 6, flux infantile 1, hemiplegia 1, lues or syphilis 5, hysteria 1, inflammation of the bowels 1, inflammation of the brain 1, inflammation of the chest 1, inflammation of the stomach 2, intemperance 1, killed or murdered 1, marasmus 1, measles, mortification 1, peripneumony 7, small pox 1, stillborn 10, suicide 2, teething 2, unknown 2, worms 1.

ABRAHAM D. STEPHENS, City Inspector.

PASSENGERS:

In the ship Sovereign, from London—Mr. D. E. Portet, lady and family, of New-York; J. Palmer and lady, 2 Misses Palmer, F. McGill, Esq. lady and servant, Mrs. Stonebridge, 2 Misses Stonebridge, Messrs. Stonebridge, W. G. Tuke, Jr. E. Winslow, M. Keane, G. Harrell, T. G. Edgerton, R. D. Evans, 2 Master Stonebridge, and 117 in the steerage.

In the ship Aurora, from St. Croix—Rev. A. Warner and lady, Miss Taft, Miss Hogan, Messrs. Hogan, Hard. Nutman, and 2 in the steerage.

In the Danish brig Tordonskild, from Ponce, P.R.—Messrs. H. R. Snow, W. Pickering, and James Loring.

In the packet ship North America, from Liverpool—Mr. James Ducaud Glibb and lady, of Montreal; Benjamin Poor and lady, Master Benj. Poor, Jr. and Miss Mary Louisa Poor, of New York; Mr. Francis Carter, Mrs. A. Carter and servant, Misses Kitz, Abby Jane, and Anne Carter, Miss J. Fulham, of Dublin; His Excellency Baron De Behr, Minister of the Netherlands to the United States; Colonel D. McDougall, 7th Regt. B. A.; Dr. L. McLean, Messrs. John Bell, David Boutley, and William Bartley, of Scotland; Augustus Graham, of New York; Henry D. Bird, of Philadelphia; Charles Jones, of Boston; C. F. Couterill, and Hannah Perry, of England.

In the ship Napoleon, from Liverpool—Professor Granville Sharpe Pattison, of Scotland; Rev. Peter Jones, James Armstrong, Wm. Walker, and Mm. H. Anderson, of Canada; Chas. E. Horne and lady, of Drury Lane Theatre; Cornelius Savage of New-York; Wm. S. Stell, of Philadelphia; Thomas A. Hartford, of Virginia; J. A. Stevenson, Wm. R. Chapman, Charles Hewitt, James Rostrom, Fred. T. France and Miss Chubb, of England; George Johnston, James Dawson, and Thomas Montleath, of Scotland; John Guinn, Jesse Miller, Matthew Maxwell, and Charles Stewart and lady, of Ireland.

In the brig Lawrence, from Kingston, (Jem.)—Mrs. Mary Arkman and family; A. H. Herrigues, J. Paul, A. Lazrus, J. Bouch, J. W. Caton, Miss E. S. McGowan, A. H. Bennett, R. Widal, A. G. Dennison, C. Washbrook, Miss H. Dock, A. Steward, W. B. Ried, Mr. B. Grove and family, W. Banks and servant, E. Carroll, Mrs. R. R. Knight, and S. Brown.

In the ship Nashville, from New-Orleans—Mrs. M. Morgan, children and servant, Mrs. Chew, child and servant, Mrs. Looear, 3 children and servant, Mrs. Ogden, child and servant Mrs. E. H. Barton, Miss Caroline Camick, Miss Lucy Ann Cammack, Miss Fidler, Miss C. Chew, George Marcen, lady and 2 children, F. W. Lee and lady, A. Rasch, D. Malcolm, H. M. Urgen, W. F. Wells, R. T. Archie and servant, Master Chew and Christy, and 1 in the steerage.

In the ship Sheffield, called 25th, for Liverpool—Messrs. Bernard, Rhineland, lady and family, Benjamin Jackson, lady and children, Joseph Blair, John Ferrie, James Breth, Henry McFarlane, Robert U. Lang, all of New-York; Mr. Oxley, and B. Gohelmer, of England.

For packet ship Havre, from Havre—Washington Irving, Esq. E. Church, Mrs. Church, and Miss Church, Mrs. Carr and child, J. Mason, Mrs. Mason, Misses Susan and Isabella Mason, Master Mason, D. M. Mahon, G. Halliburton, G. Abel, D. C. Taylor, G. L. Middlebrook, P. Seaman, W. A. Rea, Allyn Otis, C. L. Latrobe, A. H. Portallie, Capt. Dowce, Louis Le Queen, J. Tiro, H. A. Chesecbrough, Mrs. P. and Misses Caroline, Adeline and Augusta Brown, and 174 in the steerage.

Per ship Lafayette, from Charleston—Mr. Hibben, lady, six children and nurse; M. Napier, Esq. lady and daughter; Dr. Anderson, lady and daughter; Mr. Kelsey, lady, child and nurse; Mrs. Dougherty and child; Mrs. Rogers and 2 children; Dr. Goulding, lady and two children; Mrs. Winslow and daughter; S. D. Dickson and lady; Mrs. Robinson and 5 children; Mrs. Mooney; Mrs. Bennett, Misses E. and S. Bennett, Mills, Rutledge, S. Martin, Winslow, Dickson; Messrs. T. Fleming, Telfair, Gonn, Wakine, Capt. Weleman, Feabody, Frankston, Bancroft, Van Wyck, Kneeland, Taylor, Bullard; Masters M'Dowal and Morris, and 22 in the steerage.

In the ship Howard, from Canton—Mr. W. C. Hunter of New York.

In the ship Douglas, from Rio Janeiro—J. H. Brener of Boston.

Per Br. brig Donegal, from Londonberry—Dr. Mellwaine, of New York, J. M. Jos. Peoples, and 53 in the steerage.

Per ship Congress, from New-Orleans—Mr. and Mrs. Calender, S. A. Mason & son, A. F. Forestall, H. Ameling, M. Hareborough, A. Murphy, J. Surget, Wm. Edgar, Jr. C. W. Clement, S. Foy, J. A. Hood, J. R. Liddle, J. Mitchellhoney, C. J. Henshaw, and 33 in the steerage.

Per brig Creole, from New-Orleans—Mrs. Mary Lawrence.

Per brig Arctic, at Baltimore, from Rio Janeiro—Chevalier d'Ankerloo, Chargé d'Affaires of H. M. the King of Sweden near the United States, and servant; Chas. W. Oddie, Esq. of Buenos Ayres; Geo. Stevens, Esq. of London; Chas. Imer, lady, son and daughter, of Germany; Wm. R. Jackson, of Rio Janeiro; John Holt and P. U. Murphy, of the U. S. Navy.

In the ship Niagara, from Charleston—B. M. Chandler, lady and two children; E. T. Upham and lady; Mrs. H. Hazard; Mrs. Eastburn; Miss Eastburn; Dr. J. Hazard; H. Allen C. Fitz; J. H. North W. Redmond; W. S. C. Cummons; J. C. David; N. Trueble; J. D. Gannon, T. P. Rutledge, and one in the steerage.

In the brig Mary Ann, from Havana—Mr. Moreus and lady, F. Barnett, Mr. Tew, E. Fuller, G. W. Williams, R. A. Williams.

In the ship Statira, from Savannah—Mrs. Roll, 2 children and servant, Miss S. Leverich, Miss H. M. Foy, P. Massey, I. Giddons, J. Smith, P. O. Coles, G. T. Wilson, F. J. Lay, and J. J. Thomas.

Per ship Russell, from New-Orleans—Messrs. G. Waling, W. Bonnell, W. Smith, and A. Goodman.

Per ship Splendid, from Bremen—Mr. Feist and lady, Mr. Hartermann, Mr. Meyer, and 180 in the steerage.

Per schr Boston Packet, from New-Orleans—J. A. Lee, J. N. Horton, E. Barrett, J. Platon.

In the ship Josephine, from Belfast—Miss R. H. Bell, Mr. J. C. Bell, and Dr. Hawthorn, of New-York; Miss J. Robinson and J. Legget of Virginia; Messrs. J. Grimsbaw, lady, five children and servant, Shaw, Gillett, A. Henry, J. W. Knox, J. Black, C. Wilson, Jackson, W. A. Blair, S. Muller, R. Cox, W. Cox, and 133 in the steerage.

In the ship Pacific from Liverpool—Mr. Charles Grant, Mrs. Caroline Grant, Miss Charlotte Grant, Mary Brawney, J. F. Marshall, J. Robinson, Col. Richard Leonard, M. Mabry, S. Fox, F. Du Paquier, W. Steel, F. Farnell, R. Frost, G. Baulton, Miss Eliza Baulton, A. Crathwaite, Captain J. Steuart, J. Smith, R. S. Buchanan, J. Newberrin, and 96 in the steerage.

AMERICAN RAIL-ROAD JOURNAL.

The subscriber is now publishing a weekly paper, called the AMERICAN RAILROAD JOURNAL. A principal object in offering the proposed work to the Public, is to diffuse a more general knowledge of this important mode of internal communication, which, at this time, appears to engage the attention of almost every section of our country.

THE AMERICAN RAILROAD JOURNAL is printed on a sheet of the largest size, (mammoth) and put up in a convenient form for binding, each number containing sixteen large octavo pages of three columns each. The selections, upon the subject of railroads and other works of internal improvement, will be from the best authors, both of Europe and America, and will be occasionally illustrated by engravings. A part of this Journal will be devoted to the subject of internal improvement—giving a history of the first introduction of railroads into England and their improvements to the present day. It will also notice the meetings, in different sections of the country, upon the subject of railroads. The remaining part of the paper will contain the LITERARY, MISCELLANEOUS AND NEWS matter of the NEW-YORK AMERICAN, as prepared for that paper, omitting all political subjects, except such as are of general concern.

The terms of the American Railroad Journal are THREE dollars per annum, payable in advance; and will not be sent without. Any person who will obtain eight subscribers and remit the amount, shall have a copy gratis; and to companies or ten subscribers, who associate and remit twenty-five dollars, will be sent for \$2.50 each per annum. The Journal will be sent for any length of time desired, if paid in advance. It will be published on Saturdays.

Letters upon the subject of the AMERICAN RAILROAD JOURNAL may be addressed, free of postage, to the publisher and part proprietor,

D. K. MINOR.

No. 35 Wall-street, New-York.

G. LANSING, Engraver, has removed to 367 Pearl street, near Broadway.

114 Steed & Journe.

TO RAILROAD CONTRACTORS.

THE Ithaca division of the Ithaca and Owego Railroad (from Ithaca, at the head of the Cayuga Lake, to Owego, on the Susquehanna River) is now under contract, and large forces of men and teams are at work upon the several sections thereof.

PROPOSALS FOR GRADING THE Middle and Owego divisions of this Railroad, (amounting to about 26 miles) will be received at the office of the Company, at Ithaca, Tompkins Co. N. Y. until the 16th day of July next.

The Maps and Profiles of this part of the road may be seen at the office of the Engineer in Chief on and after the 21st day of the ground will be divided into sections of suitable length, and prepared for the examination of Contractors by the 16th day of July next.

JOHN RANDEL, Jr.

Engineer in Chief.

Engineer Department of the Ithaca and Owego Railroad, April 22, 1832.

m10 8w

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes of Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Ropes, the public are referred to J. B. Jervis, Eng. M. & H. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County Pennsylvania.

Palmyra, Wayne County, New-York, 1st mo. 22d, 1832.

BANK NOTE TABLE.

| MAINE. | | |
|----------------------|--------------------|---------------------|
| U. S. Branch.. | Cumberland.. | Augusta..... |
| Thomaston..... | Casco..... | Gardner..... |
| Vassalborough.. | Merchants.. | Kennebunk..... |
| Canal..... | Union..... | Manufacturers.. |
| Portland..... | Waterville.. | Wint..... |
| Bangor..... | Saco..... | Bathrop..... |
| South Berwick.. | Lincoln..... | |
| NEW-HAMPSHIRE. | | |
| U. S. Branch.. | Rockingham.. | Claremont..... |
| Cheshire..... | Portsmouth.. | Grafton..... |
| Concord..... | Farmers..... | Merrimack Co.. |
| Exeter..... | Fitchburg... | Merrimack..... |
| New-Hampshire | Dover..... | Commercial.. |
| N. H.—Stratford | Winnipesaukee | Connecticut river |
| MASSACHUSETTS. | | |
| U. S. Branch.. | Plymouth..... | Bank of Norfolk.. |
| Boston City Bks. | Pewaukee..... | Cambridge..... |
| Agricultural..... | Salem..... | Andover..... |
| Beverly..... | Springfield.. | Falmouth..... |
| Bedford Court.. | Taunton..... | Mercantile..... |
| Commercial..... | Worcester... | Lynn Mechanics.. |
| Dedham..... | Blackstone... | Mech's Salem.. |
| Gloucester..... | Fall River... | do N. Bedford.. |
| Hampshire..... | Exchange..... | Bunker Hill... |
| Franklin..... | Danvers..... | Atlantic..... |
| Sunderland..... | Asiatic..... | Franklin..... |
| Hampden..... | Mendon..... | Lowell..... |
| Mechanics..... | Oxford..... | Brighton..... |
| Marblehead... | Milbury..... | Central..... |
| Newburyport... | Housatonic... | Greenfield..... |
| Phenix..... | Hamp. Manufact. | Sutton..... |
| Pacific..... | Barnstable... | Essex..... |
| Manu. & Mech.. | Leicester..... | Farmers..... |
| RHODE-ISLAND. | | |
| U. S. Branch.. | Village Bank.. | North Kingston.. |
| Providence..... | Smithfield Lime | Mount Hope... |
| Union..... | Rock..... | Fawcett..... |
| Exchange..... | Newport Bank.. | Phenix..... |
| Mechanics..... | Roger Williams | R. I. Central... |
| Globe..... | Schuette..... | Warren..... |
| Manufacturers.. | Kent..... | Warwick..... |
| Rhode Island.. | Eagle, Bristol.. | R. I. Agricult'.. |
| Merchants' Provi- | do Providence.. | Cumberland... |
| dence..... | Mount Vernon.. | N. E. Pacific.. |
| do Newport... | Cranston..... | Smithfield Union |
| do N. E. Commercial | Bank of Bristol.. | High Street... |
| do Washington.. | Commercial..... | Woonsocket Falls |
| do Franklin..... | Freeman..... | Mech. & Manuf.. |
| do Burdick Agric. | Franklin..... | Centerville... |
| do Manu. & Mech. | Landholders... | Far. & Mer. broke |
| do Smithfield Exch. | Narragansett.. | Burrville..... |
| CONNECTICUT. | | |
| U. S. Branch.. | Hartford..... | Union..... |
| Norwich..... | Phenix..... | New Haven..... |
| Bridgeport..... | Middletown... | Thames..... |
| Fairfield County | Mechanics..... | Windham..... |
| do Branch.. | New-London.. | Stonington... |
| VERMONT. | | |
| U. S. Branch.. | St. Albans..... | Orange County.. |
| Windsor..... | Windsor..... | Burlington... |
| Vergennes..... | Vergennes..... | |
| Bennington... | Bennington... | |
| NEW-YORK. | | |
| U. S. Branch.. | Bank of Albany.. | Central Bank.... |
| City Banks..... | State Bank..... | Auburn..... |
| Long Island Bk.. | Commercial, \$50. | Rochester..... |
| Dutchess Co..... | Bank of Troy... | Jefferson County |
| Lansburgh..... | Farmers, \$50.. | Geneva..... |
| Poughkeepsie.. | Mohawk..... | Chenango..... |
| Catskill..... | Ulster..... | Bk Columbia, broke |
| Newburgh..... | do Branch.. | do Middle District |
| do Branch..... | Ontario..... | Franklin Bank.. |
| Mech. & Farmers.. | do Branch.. | Wash & Warren.. |
| NEW-JERSEY. | | |
| State Bk, Newark. | Morris Canal... | Commercial..... |
| do Morristown.. | Trenton B. Co.. | Cumberland... |
| do Elizabeth... | Orange..... | Salem B. Co.... |
| do Camden..... | Washington... | Paterson..... |
| do Newark..... | People's..... | Monmouth..... |
| do Newark B. Co. | Somerset..... | N. J. Manuf. Co. |
| do Farm & Mech.. | Farmers..... | Franklin..... |
| do at Rahway... | Bk Newark..... | Jersey..... |
| PENNSYLVANIA. | | |
| U. S. Branch.. | Montgomery... | Gettysburgh... |
| Philadelphia Bks. | Columbia Bk. do | Carlisle..... |
| Harrisburg..... | Chester county.. | Mifflin..... |
| Northampton... | Lancaster..... | Pittsburg..... |
| Farmers Reading.. | Gettysburg..... | Chambersburg.. |
| do Lancaster... | do Delaware county | do Erie..... |
| do Bucks co... | Penn Township.. | Monongahela... |
| Easton..... | York..... | |
| DELAWARE. | | |
| Farmers..... | Wilm & Brand.. | Smyrna..... |
| do Branches.. | Delaware..... | Commercial..... |
| MARYLAND. | | |
| U. S. Branch.. | Bank Maryland.. | Hagerstown... |
| Baltimore Bks.. | Frederick co.. | Susqueh Bridge.. |
| Farmers..... | Westminster.. | Elkton..... |
| do Branches.. | Farmers & Mech. | Planters..... |
| DISTRICT COLUMBIA. | | |
| Patriotic..... | Alexandria... | Mech. Georgetown |
| Metropolis..... | Potomac..... | do Alexandria.. |
| Washington..... | Union..... | Farmers & Mech. |
| VIRGINIA. | | |
| U. S. Branch.. | Farmers..... | Virg. & Branch.. |
| Vally, & Branch.. | do Branches.. | Northwestern.. |
| NORTH CAROLINA. | | |
| State, & Branches | Newbern & Branch | C. Fear, & Branch.. |
| SOUTH CAROLINA. | | |
| U. S. Branch.. | Union..... | State Bank... |
| Plant. & Mech.. | South Carolina.. | State Bank S. C. |
| GEORGIA. | | |
| U. S. Branch.. | State B. & Brh.. | Macon..... |
| Planters..... | Augusta..... | Augusta In. & Bk |
| Marine & Fire Ins. | Mech. & Planters | Darien..... |
| MISSISSIPPI. | | |
| State of Mississippi | | |
| OHIO. | | |
| U. S. Branch.. | Marietta..... | Farmers & Mech. 4 |
| Chillicothe..... | Lancaster..... | Belmont..... |
| Western Reserve | Mount Pleasant | Commercial..... |
| Franklin..... | Farmers..... | Steubenville..broke |
| LOUISIANA. | | |
| U. S. Branch.. | State 3—Orleans | Louisiana..... |
| ALABAMA. | | |
| U. S. Branch.. | Mobile 5—State.. | Tombecke..... |

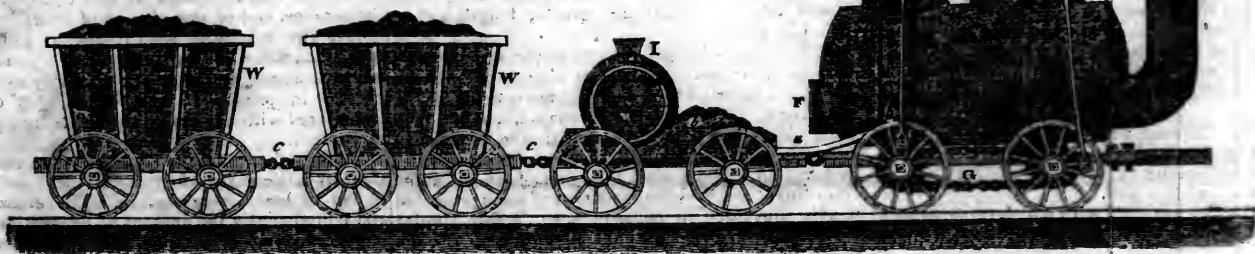
PRICES CURRENT.

| | | |
|---------------------------|----------|-----------------|
| ASHES | | |
| Pot. dractort..... | 100 lbs | 4 45 a 4 50 |
| Pearl..... | do | 4 65 a 4 70 |
| BARILLA | | |
| Tenerife..... | ton | 39 00 a 45 00 |
| BEEFWAX | | |
| White..... | lb | 44 a 45 |
| Yellow..... | do | 13 a 20 |
| BOTTLES | | |
| Bristol, Porter..... | gross | 8 00 a 9 00 |
| Newcastle Wines..... | do | 7 50 a 8 50 |
| BREAD | | |
| Navy..... | lb | 3 1/2 a — |
| Pilot..... | do | 4 1/2 a — |
| Crackers..... | do | 5 1/2 a — |
| BRISTLES | | |
| Russia, first sort..... | lb | 60 a 70 |
| Do. common..... | do | 20 a 40 |
| American..... | do | 16 a 40 |
| CANDLES | | |
| Mould, tallow..... | lb | 13 1/2 a 13 |
| Dipped..... | do | 11 1/2 a 12 |
| Sperm..... | do | 30 a 32 |
| CLOVERSEED | | |
| COAL | | |
| Liverpool..... | chaldron | — a 10 00 |
| Seach..... | do | 8 75 a — |
| Sidney & Bridgeport..... | do | 9 00 a — |
| Albion..... | do | — a — |
| Virginia..... | do | 8 00 a 9 00 |
| Antbricite..... | ton | 10 00 a 10 00 |
| COCOA | | |
| Caracas..... | lb | 12 a 14 |
| Trinidad..... | do | 5 a 6 |
| W. I. common..... | do | 4 a — |
| Para..... | do | 5 a — |
| COFFEE | | |
| Cuba..... | lb | 11 1/2 a 13 |
| Brazil..... | do | 12 a 13 |
| Porto Rico..... | do | 13 a 14 |
| Laguaira..... | do | 12 a 13 |
| St. Domingo..... | do | 12 a 13 |
| Java..... | do | — a 13 |
| Jamaica..... | do | 12 a 13 |
| COFFER | | |
| Sheathing..... | lb | 22 a 23 |
| Fig..... | do | 18 a 19 |
| Old..... | do | 17 1/2 a 18 |
| Bolt..... | do | 24 a — |
| CORDAGE | | |
| Foreign..... | lb | 10 a 11 |
| Am. Patent..... | cwt | 11 a — |
| CORKS | | |
| Velvet..... | gross | 40 a 50 |
| Common..... | do | 20 a 30 |
| Phial..... | do | 5 a 10 |
| COTTON | | |
| New Orleans..... | lb | 10 1/2 a 13 |
| Upland..... | do | 8 1/2 a 11 |
| Alabama..... | do | 9 a 11 1/2 |
| Tennessee..... | do | — a — |
| COTTON BAGGING | | |
| Hemp..... | yd | 13 a 21 |
| Flax..... | do | 12 a 16 |
| Do. American..... | do | 19 a 20 |
| DIAPERS | | |
| Russia, broad..... | piece | 2 20 a 2 25 |
| DOMESTIC GOODS | | |
| Shirting 3-4 brown..... | do | 5 1/2 a 7 |
| Do. light..... | do | 4 1/2 a 6 |
| Do. 7-8 brown..... | do | 3 a 9 |
| Do. bleached..... | do | 7 a 10 |
| Do. Sea Is. do..... | do | 7 a 11 1/2 |
| Sheetings, 4-4 brown..... | do | 7 a 11 1/2 |
| Do. 4-4 do..... | do | 11 a 13 1/2 |
| Do. 4-4 bichd. do..... | do | 10 a 13 |
| Do. 4-4 do..... | do | 12 a 15 |
| Calicoes, blue..... | do | 10 a 14 |
| Do. 1 fancy..... | do | 7 a 20 |
| Flannel..... | do | 8 a 14 |
| Stripes, fast..... | do | 9 a 14 |
| Fustians..... | do | 13 a 18 |
| Satinet..... | do | 30 a 1 00 |
| Checks 3-4..... | do | 9 a 10 |
| Do. 4-4..... | do | 11 a 18 |
| Cotton Yarn, 50 10..... | lb | 20 a 21 |
| Do. 11 1/16..... | do | 22 a — |
| Do. 17..... | do | 22 a — |
| Satinet Warp..... | do | 30 a 32 |
| DRUGS AND DYES | | |
| Alone, Cape..... | lb | 9 a 10 |
| Alum..... | do | 3 1/2 a — |
| Asantio..... | do | 27 a 28 |
| Antimony, crude..... | do | 7 a 10 |
| Do. regulus..... | do | 13 a 16 |
| Asafetida..... | do | 10 a 17 |
| Belam Capivi..... | do | 22 a 25 |
| Brimstone, roll..... | cwt | 2 00 a 2 12 1/2 |
| Do. for sulph..... | do | 2 50 a 2 75 |
| Do. crude..... | ton | 19 00 a 20 00 |
| Camphor crude..... | lb | — a — |
| Do. refined..... | do | — a — |
| Cantharides..... | do | 1 12 1/2 a 1 25 |
| Cochineal..... | do | 1 80 a 1 85 |
| Coppers, American..... | do | — a 2 1/2 |
| Cream of Tartar..... | do | 17 a — |
| Ess. of Bergamot..... | do | 2 50 a 2 62 1/2 |
| Do. Lemon..... | do | 2 50 a 2 62 1/2 |
| Gum Shellac..... | do | 35 a 38 |
| Gum Copal, scraped..... | do | 25 a 40 |
| Gum Arabic..... | do | 12 1/2 a 13 |
| Gum Senegal..... | do | 1 75 a 1 87 1/2 |
| Ipecacuanha..... | do | 30 a 32 |
| Jalap..... | do | 12 a 15 |
| Liquorice, Spanish..... | do | 20 a 21 |
| Madder, Orange..... | do | 75 a 80 |
| Manna, flakey..... | do | 35 a 42 |
| Do. sorts..... | do | 4 a 44 |
| Oil, Vitriol..... | gal | 1 13 1/2 a 1 25 |
| Oil, castor..... | do | 1 23 a — |
| Oil, peppermint..... | do | 4 65 a 4 75 |
| Opium..... | oz | 2 50 a — |
| Otto Rose..... | do | 55 a — |
| Quacksilver..... | lb | 40 a — |
| Shubarb, E. I..... | do | 25 a — |
| Sarsaparilla, Hord's..... | do | 25 a — |
| Senna, Alexandria..... | do | 35 a 44 |

| | | |
|---------------------------------------|-----------------|-----------------|
| Do. F. I..... | do | 20 a 24 |
| Sugar of Lead..... | do | 18 a 20 |
| Sulphate Quinine..... | oz | 2 25 a 2 37 1/2 |
| Tartaric Acid..... | lb | 56 a 62 1/2 |
| Verdigris..... | do | 26 a 27 |
| Vitriol, blue..... | do | 11 a 12 |
| DUCK | | |
| Russia, U. X..... | bolt | 19 50 a — |
| Do. Bruiugins..... | do | 18 50 a — |
| Do. Zoloff & Konopff..... | do | 17 50 a — |
| Do. 3d quality..... | do | 15 50 a 16 00 |
| Do. inferior..... | do | 12 50 a 15 00 |
| German, Half..... | do | 10 00 a 11 00 |
| Holland, A. A..... | do | 24 00 a 25 50 |
| Ravens..... | do | 8 50 a 10 30 |
| Amer. Joy's, all flax..... | do | — a — |
| Do. No. 1 & 3..... | do | 16 50 a 12 00 |
| Do. Phenix Mills, Paterson, N. J..... | do | 16 00 a 10 00 |
| Do. No. 1 & 10..... | yd | 26 a 39 |
| DYE WOODS | | |
| Brazilito..... | ton | 30 00 a 32 00 |
| Camwood..... | do | 75 00 a — |
| Fustic, Cuba..... | do | 20 00 a 22 00 |
| Do. Tampico..... | do | 20 00 a 21 00 |
| Do. Maine..... | do | 13 00 a 15 00 |
| Logwood, Campby..... | do | 35 00 a 40 00 |
| Do. St. Domingo..... | do | 21 00 a 30 00 |
| Do. Jamaica..... | do | 17 00 a — |
| Nicaragua, Bonaire..... | do | 60 00 a — |
| Do. Coro..... | do | 65 00 a — |
| Do. Hache..... | do | 67 50 a 75 00 |
| FEATHERS | | |
| Live, Foreign..... | lb | 14 a 20 |
| Do. American..... | do | 35 a 40 |
| FISH | | |
| Dry Cod..... | cwt | — a 3 00 |
| Scale..... | do | — a 2 00 |
| Pickled Cod..... | bbl | 3 50 a 3 75 |
| Do. Salmon..... | do | 12 00 a 13 00 |
| Smoked cod..... | cwt | — a — |
| Mackerel No. 1..... | bbl | 5 50 a — |
| Do. No. 2..... | do | 4 06 a 4 12 1/2 |
| Do. No. 3..... | do | 2 75 a — |
| Shad, Conn. Mess..... | do | — a — |
| Herrings..... | do | 2 25 a — |
| Do. Smoked..... | box | 60 a 1 00 |
| FLAX | | |
| Russia..... | lb | — a — |
| American..... | do | 9 a 11 |
| FLAXSEED | | |
| Clean..... | cask | — a — |
| Rough..... | do | — a — |
| FLOUR AND MEAL | | |
| New York superfine..... | bbl | — a 5 62 1/2 |
| Proy..... | do | — a 5 75 |
| Western Canal..... | do | 5 75 a 6 00 |
| Ohio, via do..... | do | — a — |
| Philadelphia..... | do | — a 6 00 |
| Baltimore Howard st..... | do | — a 6 12 1/2 |
| Richmond City Mills..... | do | — a 6 12 1/2 |
| Do. Country..... | do | 5 62 1/2 a 5 75 |
| Alexandria & George..... | do | 5 75 a 6 00 |
| Fredericksburg..... | do | 5 62 1/2 a — |
| Petersburg..... | do | — a 5 62 1/2 |
| Scratched and fine..... | do | — a 5 37 1/2 |
| Fine middlings..... | do | 4 75 a 5 00 |
| Rye Flour..... | do | 4 12 1/2 a — |
| Indian Meal..... | do | — a 3 00 |
| Do. hhd..... | do | 14 50 a 15 00 |
| FRUIT | | |
| Calina, Mulaga..... | cask | 7 00 a 8 00 |
| Do. bloom..... | do | 2 25 a 2 50 |
| Do. muscatel..... | do | 2 75 a 3 00 |
| Do. bunch..... | do | 3 00 a 3 25 |
| Do. Smyrna..... | lb | 6 a 7 |
| Currents, Zante..... | do | 7 a 8 |
| Almonds, soft shell..... | do | 11 a 11 1/2 |
| Do. shelled..... | do | 12 a 16 |
| Figs, Smyrna..... | do | 7 a 10 |
| Filberts..... | do | 3 a 6 |
| Prunes Bordeaux..... | do | 14 a 18 |
| Tamarinds..... | do | 4 a 5 |
| GRASS | | |
| Heaver, Parchment..... | lb | 6 00 a — |
| Do. North..... | do | 4 25 a 5 00 |
| Do. South..... | do | 2 00 a 3 50 |
| Do. West..... | do | 3 75 a 4 75 |
| Racoon, S. & W. skin..... | do | 12 a 20 |
| Do. Detroit, &c..... | do | 25 a 37 |
| Muskat, S. & N..... | do | 15 a 28 |
| Martin, Canada..... | do | 60 a 85 |
| Do. N. W..... | do | 1 00 a 1 75 |
| Red Fox..... | do | 60 a 80 |
| Mink, North..... | do | 25 a 30 |
| Do. South..... | do | 20 a — |
| Outer, Missouri & Nies..... | do | 2 50 a 6 00 |
| Nutria Skins..... | do | 25 a — |
| Hare Skins, Russ. grey..... | do | 25 a — |
| GLASS | | |
| 6 x 8..... | 50 ft | 4 50 a — |
| 7 x 9..... | do | 5 00 a — |
| 8 x 10..... | do | 5 00 a — |
| 10 x 12..... | do | 5 25 a — |
| 10 x 14..... | do | 7 00 a — |
| 12 x 18..... | do | 9 00 a — |
| 14 x 22..... | do | 11 00 a — |
| Do. Crates..... | do | 20 00 a — |
| Do. N. Y. Cylinder..... | do | 9 x 10 2 75 a — |
| Do. 8 x 10..... | do | 3 00 a — |
| Do. 10 x 12..... | do | 3 50 a — |
| Do. 10 x 14..... | do | 4 50 a — |
| GRAIN | | |
| Wheat, North riv. behl..... | 1 12 1/2 a 1 25 | |
| Do. Genesee..... | do | — a — |
| Do. Virginia..... | do | 1 12 1/2 a 1 15 |
| Do. N. Carolina..... | do | 1 06 a 1 12 1/2 |
| Do. Northern..... | do | 92 a 93 |
| Do. Yellow, North..... | do | 56 a 60 |
| Do. White, L. I. & N. J..... | do | 60 a 62 1/2 |
| Do. Southern..... | do | 53 a 55 |
| Barley, North river..... | do | — a — |
| Oats, South & North..... | do | 44 a 54 |
| Pesa, white dry..... | 7 bbls | 6 00 a 7 00 |
| Do. black eyed..... | do | 80 a 82 |
| Benns..... | do | 7 00 a 9 00 |

| | | |
|----------------------------|--------|---------------------|
| GUNPOWDER | | |
| American..... | 25 lb | 3 25 a 5 75 |
| English..... | do | 3 50 a 6 25 |
| HEMP | | |
| Russia..... | ton | 215 00 a 230 00 |
| Manilla..... | do | 210 00 a — |
| Slal..... | do | — a — |
| American dew-rot..... | do | 130 00 a 150 00 |
| Yarns, Kentucky..... | lb | 9 a — |
| HIDES | | |
| La Plata & R. Grande..... | lb | 14 a 14 1/2 |
| Brazil..... | do | 11 a 12 1/2 |
| Do. wet salted..... | do | 6 1/2 a 6 1/2 |
| Oronoco..... | do | — a 12 |
| W. India & Southern..... | do | 10 1/2 a 12 1/2 |
| S. A. Horse..... | piece | 1 35 a 1 45 |
| HONEY | | |
| Havana..... | gallon | 44 a 48 |
| HOPS | | |
| First sort, 1831..... | lb | 12 1/2 a 20 |
| Second sort, do..... | do | 10 a 18 |
| HORNS | | |
| Ox..... | 100 | 5 00 a 20 00 |
| INDIGO | | |
| Bengal..... | lb | 1 00 a 1 65 |
| Manilla..... | do | 75 a 1 12 1/2 |
| Caracas..... | do | 1 12 1/2 a 1 35 |
| Guatemala..... | do | 75 a 1 25 |
| IRON | | |
| Fig, Engl. & Scotch..... | ton | 40 00 a 47 50 |
| Do. American..... | do | 30 00 a 40 00 |
| Bar, do..... | do | 80 00 a 85 00 |
| Do. Russia, P. S. I..... | do | 100 00 a 102 50 |
| Do. new Sable..... | do | 86 00 a 87 50 |
| Do. Sweden..... | do | 85 00 a 87 50 |
| English ass'd..... | do | 72 00 a 73 00 |
| Sheet, English..... | cwt | 6 75 a 8 00 |
| Peru I. Co. flat & sq..... | ton | 110 00 a — |
| Round..... | do | 120 00 a 150 00 |
| Hoop, American..... | cwt | 5 50 a 7 00 |
| Do. English..... | do | 6 62 1/2 a 6 75 |
| IVORY | | |
| Prime..... | lb | 1 00 a 1 25 |
| Under 20 lbs..... | tooth | 70 a 80 |
| LEAD | | |
| Pig..... | lb | 5 1/2 a — |
| Bar..... | do | 6 a 6 1/2 |
| Sheet..... | do | 6 1/2 a 7 |
| Oil..... | do | — a 5 |
| LEATHER | | |
| Sole, Oak tanned..... | lb | 23 a 28 |
| Do. Hemlock..... | do | 20 a 25 |
| Do. damaged..... | do | 12 a 19 |
| Upper, dressed..... | shle | 1 75 a 2 75 |
| Do. undressed..... | do | 1 50 a 2 50 |
| LUMBER | | |
| Boards, N. R..... | M ft | — a 15 00 |
| Do. East Pine..... | do | 16 00 a 17 00 |
| Do. Albany..... | do | 16 a 17 |
| Plank, Georgia..... | M ft | 25 00 a 35 00 |
| Staves, W. O. pipe..... | do | 34 00 a 56 00 |
| Do. do hhd..... | do | 36 00 a 40 00 |
| Do. do bbl..... | do | 27 00 a 30 00 |
| Do. R. O. hhd..... | do | — a 26 00 |
| Heading W. O..... | do | 51 00 a 54 00 |
| Hoops..... | do | 19 00 a 25 00 |
| Scantling, Pine..... | do | 15 00 a 16 00 |
| Do. Oak..... | do | 30 00 a 25 00 |
| Timber, Oak..... | sq ft | 25 a 30 |
| Do. Yellow Pine..... | do | 25 a 30 |
| Shingles, Cypress..... | M ft | 3 75 a 4 00 |
| Do. Pine, bundle..... | do | 2 50 a 3 00 |
| MAHOGANY | | |
| St. Domingo..... | foot | 6 a 40 |
| Honduras..... | do | 6 a 16 |
| MOLASSES | | |
| Martinique & Guad..... | gall | 25 a 27 |
| English Islands..... | do | 26 a 30 |
| Havana & Matanzas..... | do | 23 a 26 |
| Trinidad & Cuba..... | do | 25 a 28 |
| New Orleans..... | do | 30 a 31 |
| MUSTARD | | |
| English..... | lb | 25 a 31 |
| Do. in bottles..... | doz | 1 25 a 1 44 |
| American..... | do | 1 20 a 30 |
| Do. in bottles..... | doz | 75 a 1 25 |
| NAILS | | |
| Cut, 30 to 40d..... | lb | — a 6 |
| Cut, 3d..... | do | 7 a 8 |
| Cut, 2 1/2..... | do | 8 1/2 a 9 |
| Wrought..... | do | 10 a 16 1/2 |
| NAVAL STORES | | |
| Tar..... | bbl | 1 37 1/2 a 1 44 |
| Pitch..... | do | — a 1 62 1/2 |
| Rosin..... | do | 1 12 1/2 a 1 62 1/2 |
| Turpentine Wilm. solt..... | do | 2 5 |

A M E R I C A N



RAILROAD JOURNAL.

OFFICE, 35 WALL-STREET.

NEW-YORK, JUNE 9, 1832.

VOLUME I...NO. 24.

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The AMERICAN RAILROAD JOURNAL is published at 35 Wall-street, New-York, at \$3 a year, in advance.

AMERICAN RAILROAD JOURNAL.

NEW-YORK, JUNE 9, 1832.

COMPARATIVE VALUE OF RAILROADS AND CANALS.—

We have taken the liberty of extracting largely this week from the American edition of Wood's work on Railroads, by G. W. Smith, Esq. of Philadelphia. For this part of the work, however, we are wholly indebted to Mr. Smith, who has devoted much time and money, we have been informed, to dispel the prejudices against, and to promote the cause of, Railroads in this country. He has entered into it with a zeal that in most cases, and most assuredly in this, ensures success, and triumphs over obstacles which to most men, appear insurmountable.

He traveled in Europe, and examined many of the Railroads then in use, and investigated minutely the different modes as well as the expense of constructing them, and has since endeavored to convince others of what he there learned from observation and experience; but like most other Pioneers in any cause, he has had to encounter incredulity, prejudice and self-interest in his exertions to substitute Railroads in this country for Canals; and it will not, therefore, perhaps, be so surprising that he has in some instances indulged in occasional severity upon those whom he believes to have done much to continue a system of improvement that will not meet the expectations of those for whose benefit it was projected.

Chapter X., from which the following extracts are taken, contains more real information upon the subject of which it treats, brought into a small space and simple form, than we have found elsewhere: It is worth more, and will go farther to dispel the doubts and fears of the timid, and to establish a proper degree of confidence in this system of internal communication than any other publication within our knowledge, and ought to be extensively read, as we hope it will be, both for the benefit of the editor and publishers of the book, as well as for the advancement of the cause which it so ably advocates. We should like to extract more freely from this valuable publication if we were not apprehensive that such

a course might interfere with the rights of others.—We shall, however, give some further extracts hereafter, hoping thereby to give many others such an idea of its value as to induce them to obtain it without delay. The appendix attached contains a list of thirty-four Railroads in Europe and America, giving many interesting particulars relating to them, which cannot fail to be both useful and interesting to most persons engaged in Railroads—some of which will be published hereafter.

THE PATERSON & HUDSON RIVER RAILROAD.—We are gratified to learn, as we do from the following communication, that a portion of the Paterson & Hudson River Railroad is now in use; and hope soon to have the pleasure to announce its completion to the Hudson River. It will certainly open another source of rational amusement to thousands of our citizens, who may not be able to take "ten days in the country," aside from the advantages which must result to the flourishing village of Paterson and the inhabitants between it and New York.

To the Editor of the Railroad Journal.—

SIR: Permit me through the medium of your paper to give notice to the public, that the Paterson & Hudson River Railroad was yesterday (29th May) opened for the transportation of passengers and merchandise, from Paterson to the Acquackanonk Landing. I am yours, very respectfully,

PH. DICKERSON, President.

NEW ORLEANS AND LAKE PONCHARTRAIN RAILROAD.

—By the annexed notice taken from the Louisiana Courier, we perceive that New Orleans is not without its Railroad. We congratulate the inhabitants of that city upon this favorable omen. Omen of what may be asked? In reply we would say—although we may be deemed Railroad mad for the saying—that it is to us a sure indication that New Orleans and New York will at no distant day be connected by a Grand National Railroad, upon which the distance from city to city may be overcome in four or five days, with great ease, and even this would not be keeping pace with the improvements of the last thirty years.

We have no other information relative to this Railroad than what is contained in this notice, and shall therefore be greatly obliged to some of our subscribers there, to give us such information as may enable us to give a description of it:

The Railway coaches have now commenced running, in a manner to afford the most complete accommodation to the public. One or more cars will depart and arrive every hour in the day, except the hours of 8 A. M. and 1 P. M. After four o'clock P. M. they will depart and arrive every three quarters of an hour. No car will leave the city after ten o'clock P. M. nor the lake after midnight.

Persons visiting the Lake will find the most extensive accommodations. No expense has been spared in fitting up the Washington, and the Lake Hotels, by their respective occupants; which, in connexion with the bathing establishments, furnish a more attractive and pleasant place of resort and recreation, than is possessed by any other city in the Union."

ANOTHER RAILROAD IN USE.—We learn by the Philadelphia papers of Thursday, that the Philadelphia, Germantown and Norristown Railroad is so far completed as to have been used for passengers, the day previous, as far as Germantown. The novelty of the ceremony attracted a large concourse of people along the line of the road. The distance, between six and seven miles, was performed out by horse power, in about three quarters of an hour, and the return in a little over half an hour. The whole performance was highly gratifying; and the eating and drinking appear not to have been the least so, to those who participated in the festivities of the occasion.

[FOR THE AMERICAN RAILROAD JOURNAL.]

New York, June 5th, 1832.

SIR,—In the 21st and 22d numbers of your truly excellent Journal, is an account of the foundation of a new city, at the western extremity of Lake Erie. I was very much pleased with the location of the intended Western Emporium, and the enterprising spirit of our fellow countrymen, and sincerely hope that their most sanguine expectations may be realized. Indeed, I have no doubt but that, in a few years, it will prove advantageous to the proprietors, to New-York, (destined, as X. Y. Z. truly says, to become the greatest city in the world,) and to the United States at large.

I, and, I doubt not, many of your readers, should feel much obliged to the proprietors, if they would favor us with a more minute description of the settlement, the surrounding country, value of building lots, &c. &c. This would be to their advantage, and would furnish Messrs. Darley & Dwight with materials for their forthcoming Gazetteer, which will doubtless have a wide circulation; as such a work is, at this time, a desideratum.

The intended city was, I presume, called "Vistula" in honor of the brave Poles; but would it not sound more euphonical to name it New Warsaw?—thus attracting the attention of the emigrants from that illustrious nation, and paying a well merited compliment to that celebrated city! This I beg to suggest to the gentlemen concerned. I am, Sir, yours,

H. P. II.

At a meeting of the Stockholders of the New Jersey Transportation and Railroad Company, held at the house of Mr. Z. Drake, at Newark, on Monday 4th inst., the following persons were unanimously elected Directors for the ensuing year:

John S. Darcy, Alexander M. Muir, Zephaniah Drake, Ashbel W. Corey, Abraham W. Kinney, William R. Allen, George P. Mallison, William Chitwood, Thomas Salter.

A COMPARISON OF THE RELATIVE ADVANTAGES OF RAILROADS AND CANALS.

Mr. Wood having made only a few remarks on this important subject, which is so extremely interesting to the public, and having taken only a partial view of the various facts and arguments which ought to be considered in deciding a question on which the advantageous or the injudicious expenditure of countless millions of money, and the most important portion of the commercial intercourse of many nations, depend—the Editor will endeavor to give a more comprehensive sketch of the relative value of Railroads and Canals than the plan adopted by Mr. Wood permitted.

Railroads and Canals, being machines for facilitating transportation, the inquiry will be made respecting—

- 1st. The Expense;
- 2nd. The Practicability and Certainty;
- 3rd. The Rapidity;
- 4th. The Safety; and,
- 5th. The Convenience with which transportation can be effected by each of these invaluable inventions.

1st. The Expense. This depends on—first, the Cost of Constructing, Repairing, and Maintaining the works;

2nd. The cost of Freight, or Transportation, exclusive of the Tolls, which depend on the Cost of Construction, Repairs, and Maintenance.

1st. The Cost of Constructing Railroads is less per mile in the great majority of instances, than of constructing Canals. This will be apparent from an examination of the list of Railroads and Canals given in the Appendix, (Note M. continued.) The following are a few of the causes of this less expense. Railroads admit of greater Undulation in their profiles than canals, which must be constructed on a level, or series of levels connected by locks. The number of summits on Canals must necessarily be few, in order to obtain the requisite supply of water, and to avoid the cost of additional lockage. Hence their Excavations and Embankments are usually greater in amount. Railroads can frequently avoid difficult lines, (which, from the causes above mentioned must sometimes be necessarily in the line of canals,) marshes, rocks, hills, and valleys may, consequently, (to use a military phrase,) be either turned, or the amount of work lessened. Locks on Canals require a great expenditure for their construction, and for the wages of their keepers. Inclined planes on Railroads, which are resorted to for a similar purpose, (namely, to raise or lower the vehicles used for the conveyance of goods,) require few attendants at each plane, and frequently can be dispensed with altogether, even on Railroads which overcome many feet in elevation, or which descend in their profile. The construction and maintenance of inclined planes require, comparatively, much less expenditure to overcome the same aggregate number of feet; and from the much greater amount of elevation overcome by them at each station, a less number of them is necessary. Thus, on the Pennsylvania Railroad from Columbia to Philadelphia, there are but two inclined planes in a distance of 81.6 miles. The elevation overcome, by these, and by a moderately undulating line, would have required, if the formerly projected Canal on this route were practicable, at least 200 locks. Many similar cases might be given even more corroborative of the above statement. The locks and tunnel, (or other substitute for locks on the summit level) of the Chesapeake and Ohio Canal, (if that superannuated and extravagant absurdity be continued,) will alone cost nearly as much as the whole of the parallel Railroad (the Baltimore and Ohio) now in progress.

Double locks, requiring an additional expenditure, are necessary, when a great number of boats navigate a Canal. This is the case on the Schuylkill, part of the Erie Canal, &c.

The distance between two given points is almost always less by Railroads than Canals—for the reasons above mentioned respecting their location. Hence, if the cost per mile were even equal, the aggregate cost of the whole line would be less for a Railroad; and in some cases this would occur when the Railroad would cost more per mile. More land is required for Canals than for Railroads. Reservoirs and feeders are frequently necessary for the former; additional land is often injured by leaks, breaks, and by being severed from other land; frequent and expensive bridges over the Canals, do not wholly remedy the injury. The space occupied by the main line alone, when neither feeders nor reservoirs are taken into calculation, is greater per mile than the amount occupied by a Railroad: being at least from 45 to

50 feet wide for the water line, tow paths, fencing, drains, &c., and on Canals of large section, 60 or 70 feet. More than this width of land is usually required. On Railroads, 14 feet for the width of a single, and 24 for a double line is generally sufficient; although a few feet more are sometimes occupied. On embankments and in excavations, more land is allowed to both Railroads and Canals in proportion to the depth or height—which will be usually greater for canals. Again, their greater comparative length will occupy an additional quantity of land; the causes which occasion this greater length will be stated hereafter.

Mill-seats, and sites for water power, are frequently injured, or destroyed by the change of streams, which are diverted from their former courses to supply canals. These must be purchased, wholly, or in part. This evil will increase with the increase in the population, which will require additional water power. In Europe much injury has been sustained from this cause, and the execution of some projected canals prevented in consequence. A few similar cases have occurred in the United States. Sometimes, however, canals create water power, and are in this respect beneficial to the public and more profitable to their proprietors. Expensive pumping apparatus is sometimes indispensable for the supply of canals. Feeders are sometimes rendered navigable, but the expense of constructing such branches is great, and usually, the trade on these feeders would not justify their execution as independent works.—No branches are required to Railroads, except when the amount of trade requires them. Reservoirs also are costly. Dams across streams are expensive and precarious structures. In limestone, and other cavernous, or porous, districts, much expense is necessary to enable canals to retain their water; puddling, however expensive, has often failed; and planking the exposed part for many miles sometimes, at a prodigious expense, has been resorted to: even this has sometimes failed to produce the desired effect. At and near Reading, on the Schuylkill Canal, it has been found necessary to abandon a line, where this and other expedients had been tried, (by an enormous expenditure of money,) and to commence another canal in a lower situation. These difficulties alone, on one small portion only of this work, will have cost upwards of two hundred thousand dollars! The extra cost of construction to guard against leaks has been stated; hereafter, it will be shown that other pecuniary loss results from such leaks.

In consequence of the small comparative width of Railroads, their culverts, their farm, and road bridges are of less extent, and contain less materials; they are also more simple in their structure; no precaution is demanded to enable their culverts to sustain the pressure, and to resist the filtration, of water.—Viaducts also are, from these causes, less costly than aqueducts. The undulatory profile of Railways also permits, when necessary, a reduction in the height of the piers, abutments, &c. which the necessity of preserving the level on Canals, will not usually admit. When roads cross Railroads at, or near, the same level, no bridges are necessary; a small piece of wood, fixed on each side of the rails, permits wagons, &c. to pass over with facility, without injury to the Railways; or, when a road passes under a Railway, the cost of the Viaduct is trifling; the large Culverts or Aqueducts for this purpose, on Canals, are very expensive structures. Hence, the number, as well as the cost of bridges on Railroads, will be less than on Canals.

Tunnels are sometimes indispensable on Canals. On Railroads they are also sometimes used, and with great advantage when the amount of trade will justify the expense; but they are not indispensable: on Undulating Railways, they may be almost entirely dispensed with; and when designed for any Railway, they may be advantageously excavated at leisure, or may be even postponed until the requisite funds can be procured, or until the increase of trade will justify the expense. In the mean time a temporary Railway, located over the summit of the hill, or round the base, (according to the nature of the country,) will form a suitable connexion. On the Alleghany Portage Railroad, this has, in fact, been ordered by the Legislature of Pennsylvania. Monsieur Robinson, Esq., very judiciously proposed a tunnel only a mile long, through the mountain; but the Tunnel-phobia attacked the members of that body, and this Railroad, now in progress, is compelled to climb an additional height over the summit. Eventually, no doubt in a lucid interval, they will authorize the execution of this tunnel, through which at least five hundred thousand tons per annum will be transported. A temporary Railroad may

connect the extremities of a line during the period when a tunnel is in progress for a Railroad—if from its length, or any other cause, it cannot be finished at the same time with the remainder of the road. Canals, on the contrary, would in such cases remain unconnected; and thus the advantages of speedily establishing and cheaply prosecuting the desired trade would be unattainable. Canals might borrow assistance, in this case, from their rivals, by the use of a temporary Railway, also; but the expense and inconvenience of two transshipments of the cargoes, and of the change of boats, would not render the substitute equally advantageous. The rails, &c., when the tunnel would be finished, in the latter case must be sold, and probably at a depreciation in price. In the former, they would be transferred with advantage to the Railroad through the tunnel.

Tunnels for Railroads cost less than tunnels for Canals, particularly when horses are used in them in lieu of locomotive engines. The cross section, and consequently the amount of excavation, lining, and arching is less. The space occupied by the water and tow-path of the Canal, (albeit the latter is not always absolutely necessary,) is not required on a Railroad tunnel; and the latter is not equally wide, particularly if it be intended for a single line of tracks. Canal tunnels must be made much wider than the boats used on them, even if they have not towing-paths, and are calculated from their small width for the passage of only one boat (or set of boats moving in the same direction) at the same time. Long tunnels on Canals must be made sufficiently wide, either throughout, or in particular parts, to pass boats moving in opposite directions; otherwise great delay and inconvenience (together with the impracticability of passing a large amount of trade)—will be the result. If the enlargement be made, an additional cost will be incurred for the construction. On Railroads if the tunnel be only wide enough for a single set of tracks, the speed of the cars may be increased by extra effort on the part of the horse, (the resistance being the same at the common low rate of speed, and at the increased rate,) but in the Canal tunnel this could not be effected, in consequence of the enormous increase in the resistance of the water to the passage of the boat. For instance, if double the usual velocity on the Canal would enable a boat, or set of boats moving in the same direction, to pass through the tunnel, (which is supposed to be calculated only for the passage of one boat abreast,) with a rapidity which would enable other boats to enter afterwards from the other end, and thus by doubling the capacity of the tunnel for passing boats, adapt it to passing the number practicable in a wide tunnel navigated only at the usual speed—the resistance would be, not (as it was stated when describing the Railroad) equal, but quadruple; this would be the ratio without reference to the narrow cross section of the Canal: if the additional resistance from the latter cause be taken into the calculation, the total resistance would probably be at least six fold. Hence, only a small increase of speed would be practicable.

On some Railroads the tunnels are made larger than necessity requires; but, as a general rule, their cross section is less than tunnels on Canals. In Pennsylvania many tunnels for mining purposes exist, (although they are called by a different name;) they are provided with small Railroads, generally made, almost exclusively, of wood; they are low and narrow, but fulfil every necessary end for this limited purpose. On the Railroads in this State, intended for general trade, the tunnels, when finished, will be of less cross section than any of the four tunnels now in existence on the Pennsylvania, Schuylkill, and Union Canals. Railroad tunnels do not require puddling, &c. to retain the water.—Canal tunnels require this when the soil is porous, or the rock cavernous, through which they pass.

The walls, &c. erected for the protection of the sides, &c. of embankments, are more expensive in general on Canals than on Railroads. If both species of works were located in exactly similar situations, the profile of the Railroad could in some cases be diminished in elevation, by adopting a gently undulating line at and near the exposed portion: hence, the wall might be reduced in altitude and thickness. The slope walls on the sides of high embankments and deep cuts are here referred to; namely, those which are used to protect them from gullying, and not those which are constructed as a protection against abrasion from rivers, &c. The former are, however, used only in a few situations, and to a limited extent: more economical means are resorted to generally; namely, covering the surface with brush-wood, soda, or planting grass.

In the majority of cases even this is not thought necessary. If, however, it be requisite, under certain circumstances, there will be less of this work to perform on Railroads, for the reason just mentioned. The walls which sometimes line the interior surfaces of Canals, are, of course, unnecessary on Railroads. The slope and vertical walls, designed to protect Canals or Railroads against abrasion by streams, will usually be equally expensive on each of these works, provided the route selected for either be precisely the same; but, for the reason already assigned, the Railroad might sometimes be located on higher ground in the vicinity, and thus be placed above the height of freshets. The necessity of locating the Canal below the level of the feeder, (which would sometimes be a dam in the river, or other stream,) would frequently render such otherwise desirable change of position impracticable.

The great majority of Canals in the U. States are, from obvious causes, situated in the valleys of streams, and run parallel to their courses—frequently on the very verge of the banks. Railroads may frequently follow with advantage the general course of these valleys; but, from the range of their undulation, they may be often placed at a greater distance from the streams: if the latter be winding, the Railroad may generally pursue, in some degree, a more direct course. Again, Railroads can be, and frequently are, conducted across districts in a direction even at right angles or oblique to the course of the streams which flow through them. Hence, Railroads are almost invariably shorter between two given points than Canals. (See the comparative length of these works in the list given in the note to p. 403.)

If the amount of trade on a projected line be either uncertain, or if it will be small for many years, Railroads can be accommodated to such varying conditions. A single line of tracks can be made at first; this will be sufficient even for the transportation of a large trade. In England, 300,000 tons per annum have been conveyed on one line of tracks. Under certain circumstances this amount could be passed, but, in general, it must be much less. When a single line becomes incapable of conveying the increased trade, a second set of tracks can be added for much less than the expense of the first. Canals, on the contrary, must be complete in the first instance, and any subsequent increase in the size of the locks and other works is attended with great additional expense; and when the supply of water is not abundant, it is altogether impracticable. The addition of double locks is also enormously expensive.

The cost of transportation is well known to be greater on narrow than on broad Canals; for, although the cost of motive power, or trackage, is not increased per ton, the cost of the superintendents is increased—the same number of men being required for boats conveying 25 or 50 tons. On single Railroads the cost of transportation is not greater than on double lines. The tolls on the respective works will constitute a farther disparity in favor of Railroads; this will be explained hereafter.

Sometimes, although rarely, after the construction of these commercial arteries, the general current of trade may be entirely diverted; and they may become almost unproductive or useless. In such cases, the valuable materials of the Railroad may be removed to a more useful line; or, if this be not advisable, they may be sold. Thus, part of the capital invested may be recovered, particularly on those Railroads which have required little expenditure for their graduation. Both of these measures have been repeatedly adopted in Great Britain. In fact, Railway tracks are sometimes hired out for a limited time, when they are used for facilitating the construction of other works.* The capital expended on a Canal is permanently invested; and, from the nature of the work is irredeemable. Few of the materials can be sold or removed, inasmuch as they possess no value for any other purpose.

In other cases, where the transfer, or sale, of the materials may not be feasible, (although the work may be unproductive,) the capital sunk on the Railroad, in general, will be less than the amount ex-

pended on the Canal. This argument in favor of the former, is beginning to be appreciated and felt by proprietors of Canals in Great Britain,* (the majority of which are more or less unproductive to their stockholders.) Dearly purchased experience will produce the same conviction in the United States, where the proprietors of the two thousand five hundred and twenty five miles of Canals, which are in existence, have not, in any one solitary instance, received from the tolls derived from these works the current interest of the country on the capital expended in their construction, (including therein, as part of the real cost, the arrears of unpaid interest on those portions of the capital which were temporarily dormant. The Erie and Champlain Canals of New York, (now the most productive in the Union,) have not in any one year, with one exception, paid the expenses of their repairs and management, and the current rate of interest on their actual cost, although in other respects they have greatly increased the wealth and welfare of that populous state.

Justice, however, requires the remark that many of the American Canals have only recently been constructed, and, consequently, that the trade on them is not yet established to the extent which time will create: on a few the navigation has not yet commenced. The trade will undoubtedly increase.

Enormous additional sums, however, will be required to improve and strengthen the works on these highways; few of which are yet consolidated or permanently finished. The remark which has been made, that "Canals when first filled with water should be considered as scarcely half finished," applies with peculiar force to the flimsy and precarious precursors of more substantial works, which the impatience and inexperience of our citizens have caused to spring into existence with a celerity resembling the growth of a fragile mushroom—rapid but unsubstantial; manifesting symptoms of decay before even the appearance of maturity. This part of the subject will be resumed when the repairs of Canals and Railroads are to be discussed.

It therefore appears that Canals are lotteries, which contain a very small number of prizes, of which very few are of a high amount, whilst the great majority of shares are blanks.

Railroads, on the contrary, have generally been more productive; many of them have paid, in addition to the interest on the capital, the cost of their construction in a few years. Even in the United States, several of the very imperfect Railroads which have been made since 1827, have repaid their whole cost; among these may be mentioned the Mauch Chunk Railroad, of which the plan and the profile are decidedly inferior to any Railroad in the United States of equal extent. Of course the expense of repairs and transportation are far greater on these roads than on works superior in these respects. Railroads made entirely made of wood, and even conforming nearly to the natural surface of the country, have, in large number of cases, repaid their cost, even in a few months. These were intended either for a trade small in amount, or temporary in duration; hence, true economy required cheapness in the cost of construction; (the interest on the amount of capital requisite, more than balancing the greater cost of repairing and the increased cost of traction, &c. necessary on these simple works.)

The Railroad mania, which is beginning to prevail in the United States with the universality of an epidemic, will divert many of our citizens of their prudence, and involve them in absurd and ruinous expenditures on Railroads, where the scarceness of the population, or physical obstacles, render them inexpedient. The tendency of our countrymen is towards excess in every speculation which presents

* A careful examination of the cost and receipts from eighty-seven of the one hundred and seven Canals of Great Britain, was made by the Editor in 1825: it appeared that the receipts did not average 2 1/2 per cent. per annum. This list did not include the Canals constructed for sea vessels; and some expensive works were not included in this list of 87. Three of the Canals yielded upwards of 100 per cent. per annum. These, and the ship Canals, were, therefore, omitted in a calculation intended to ascertain the usual or general result. All of these Canals were particularly unproductive during their construction, and the great majority were for many years much less productive than at a subsequent period. The calculation (which only approximates to accuracy) proves that the canal stock, of even populous and commercial Great Britain, has been generally ruinous to its proprietors.

the chance of profit. Repeated and dearly purchased experience change only the objects of their pursuits, not their inherent disposition. Already upwards of 116 charters have been granted in the United States for Railroads; including those only which will exceed five miles in length. The aggregate extent authorized cannot be accurately ascertained, but may be confidently estimated as, at least, equal to 3400 miles; some of these proposed works will never be executed, and others will be delayed, or only partially executed: on the other hand, a large number will be increased in extent, and many new lines will be authorized and commenced. The applications for new charters are so numerous, that the Editor has not been able to obtain a complete list of them, or even of those already granted. The works actually commenced, and in which active progress has been made more or less extensive, and including those already finished, extend, or will extend, (if the remainder of the lines be finished,) more than 1650 miles.*

If the Railroads of every length and description be estimated, the aggregate of those in Pennsylvania alone (where they were first adopted, and where they are more extensively in use than in any State in the Union,) amounts to 334 1/4 miles, including those already finished, 67 in number, and those which from their advanced state will certainly be finished during the present year with a single or double line of tracks. This list does not include any road on which the rails will not be laid during the time specified. Several Railroads (some of which are of great extent) on which the graduation, &c., has been commenced, and will be actively prosecuted during the ensuing year, as well as other lines which will be commenced, are not included in this estimate.

The extent to which capital has been and will be invested in works for facilitating inland commerce, renders the inquiry respecting their relative cost and value of great importance.

The circumstances which occasion greater expenditures on the construction of Canals than on Railroads have already been partly assigned. More theories, however, are of little importance when we can have access to knowledge derived from extensive and varied experience. A statement, therefore, of the actual cost of each description of these works,—both in general and specific cases,—in Europe and in this country, will now be given.

In Great Britain and Ireland 2750 miles of Canals had been constructed from the year 1760 to 1824 inclusive, at an expense of nearly £31,000,000, or £11,272 per mile. These statements are founded on an extensive and laborious examination of this subject made by the Editor in the year last mentioned. The expenditure on public works cannot always be obtained with entire accuracy. Some of the accounts have been lost, others are confused, and some have never been submitted to the public.—The above statement is not materially incorrect, and has been derived partly from official sources, partly from the statement of eminent engineers, and from the best authorities to which access could be had.

The great majority of the Canals in Great Britain are of small section—the locks admitting boats only from 6 to 9 feet wide; of course the cost of transportation is nearly twice as great as on Canals calculated for boats of double the above width. The cost of construction, however, is less. The Canals of the United States (which are, in general, of much greater extent) are calculated for an immense trade, and are usually of large section—although few of them have a width sufficiently large in proportion to the locks.

A considerable number of the British Canals were constructed prior to the wars occasioned by the French revolution: money was then more valuable, or more labor could be obtained for a given sum than in more recent times. Land has also risen in price. Hence, (notwithstanding a few trivial improvements in the economical construction of Canals,) the cost would have been greater if the works had been executed at a later period.

* The Canal fever is beginning to subside in the United States; the copious phlebotomy, to which those who have suffered from it have been subjected, has already produced some change in the system. The Canals in progress are comparatively few, and are generally either mere extensions of old lines, or are for the passage of sea vessels, or in very level districts. The Chesapeake and Ohio Canal is manifesting symptoms which, to the experienced eye, portend a dying struggle, which the quackery of its nurses cannot avert.

* Railways assist, as it were, their own construction, by the conveyance and removal of materials. The use of even temporary Railways for this purpose is very advantageous, and is much resorted to in Great Britain. In the United States, where timber (an excellent material for this species of Railway) is extremely cheap, they might often save large sums of money, if they were extensively used as auxiliaries to remove earth, stones, &c. Until very recently they have been entirely neglected, and have not yet been adopted except in a few instances.

A list of a few Canals which have cost only from £5600 to £8400 per mile, has been published repeatedly in this country, as if the same mentioned were the usual, or average cost. The misstatement, proceeding from ignorance or artifice, is manifest to every person who is conversant with the subject.—The Canals which have cost from £8400 to £27000 are not estimated; whilst those which have been constructed in districts—where the expenditure for locks, tunnels, aqueducts, excavations, embankments, &c. has been comparatively little—are complacently exhibited as models for the guidance of public opinion. The cost of the works in our country has also been misrepresented. No allusion is now made to the glaring errors of the daily press, which had not sometimes even a shadow of truth, but to those uttered in our legislatures, and sanctioned by those who ventured to direct the opinions and the energies of the nation. The first cost of some Canals was given as the total or ultimate expenditure—when all history might have warned the deluded and infatuated public that the edifices, then represented as finished, consisted, as it were, only of bare walls, resting on precarious foundations, requiring a large additional expenditure to strengthen and complete them. The proprietors of these structures will soon feel that the repairs, taxes, and servants of their establishments, will render their means inadequate to their extension, and that those enormous and foretold expenditures have been most injudicious and wasteful.* Already is the prediction accomplished, that the enterprize of individuals would soon discover the errors of a blind and hasty and extravagant legislation. Charters for rival Railroads have already been granted, and others anxiously solicited for works intended and destined to supersede, in part, some of the most important Canals of our country. The grand Canals of New York (the only works which have not been almost ruinous to their proprietors) are about to exhibit their irremediable inferiority to a grander Railroad. The mammoth absurdity of the Union—the disgrace to the civilization of the nation—the Chesapeake and Ohio Canal, was most providentially arrested in its mad career, never again, it was confidently trusted, to be resumed. Its proprietors (whose stock is now worth actually less than nothing in the market) may, however, console themselves with the tardy and dearly purchased reflection, that the remainder of their fortunes has not yet been swallowed up in a scheme, which the laws of nature and the wants of the community render alike difficult, insufficient, extravagant, and preposterous.

This subject will be resumed; in the mean time, the examination of the works of Europe will be continued.

The Canals of Holland have cost much less per mile than the Canals of our countries, and many of them are essential to the drainage of the territory. The dead level of this half-reclaimed bog renders the execution very easy; locks are scarcely ever required; and the internal trade is chiefly transacted when the rivers, lakes, and adjacent seas are free from ice. Railroads would be enormously expensive in a district which produces neither iron, stone, timber, or fuel. Digging ditches and delving in the mire are occupations peculiarly suited to the amphibious population, and have become inveterate

* The government of Pennsylvania is at present engaged in a system of improvements (as they are erroneously termed) which has cost already nearly \$13,000,000, and will ultimately cost many millions in addition. The parsimony of the state, and the intrigues of some of those who are in authority, have caused incalculable injury to the commonwealth. The salaries assigned to the engineers and their assistants have been totally inadequate to command the services of eminent professional men; although good fortune, more than foresight, has temporarily bestowed on her the assistance of a few highly gifted individuals. She is beginning to receive some instructive, but rather expensive lessons respecting the value of cheap services. She has long been justly reproached for her unwise and parsimonious negligence in not providing for a system of public education. She has, however, established (if the expression may be allowed) a school for the education of beardless engineers. The enormous bills which she has already been called on to pay for their tuition and extravagant pranks, (and the heaviest are yet outstanding, the amount of which time alone can ascertain,) evince that she has had some regard for the welfare of a portion, at least, of the rising generation. Corporations, as the law informs us, have no souls; experience can inform us whether their wisdom compensates for the deficiency.

habits. The rapid motion which characterizes Railroad conveyance, would be abhorrent to the feelings, and at variance with the gravity and deliberation of the Dutch character. The few existing roads of the country being perfectly horizontal, and covered with hard pavements of brick, or other protection, may, in fact, be considered as a species of Railroad. The advantages of Canals, under these circumstances, are manifest.

The experience of Europe will not afford as much benefit to us as may be derived from an examination of our own country, where those works have been extensively constructed. The amount of labor expended on them, as well as their style of execution, are well known to be inferior to the more permanent works of the old world.

The cost of the Canals in the United States has already been about \$21,400 on an average per mile. Although many expensive alterations have been made, a large additional sum will be requisite for the purpose of completing these works in a permanent and suitable manner. The amount necessary for this purpose cannot be accurately estimated; but, if a judgment may be formed from the brief and limited experience of New York and Pennsylvania, (where much expenditure will still be necessary,) the ultimate cost will probably be, at least \$28,500 per mile. The Navigable Canals of Pennsylvania have already cost \$25,185 per mile.

The great majority of the canals in America have been constructed in the valleys of rivers, where the expense of Feeders, Excavations, Embankments, Locks, and Tunnels, is obviously less than when the lines traverse the generally undulating and elevated districts which separate those rivers. The courses of some of our Railroads are across the intervening ridges—routes which would, moreover, generally be impracticable for Canals; hence, a comparison of their cost would be unjust, unless routes for Railroads and Canals be selected, in some measure, similar in their localities. The cost of graduation and bridges, &c. on some of the principal Railroads of our country has been vastly greater when crossing these ridges than when pursuing the general course of valleys. A comparison of a Railroad on an unfavourable and of a Canal on a relatively favorable route, would be obviously partial: the respective localities must be considered.

The cheapest Canal (probably in the Union) cost about \$5200 on an average per mile. (Fractions will be generally omitted in these estimates.)

The Chesapeake and Delaware Canal cost nearly \$169,000 per mile. The dimensions of this work permit the passage of coasters; of course the cost was greater than would be requisite for Canals intended only for boats; the amount of excavation and embankment was much greater than usual. This work presents one of the cases where Canals are decidedly superior to Railroads—namely for connecting by a short line an immense extent of navigable waters—although the tolls chargeable on every ton render the cost of Transportation ten times greater than on a Railroad of similar extent, and constructed for perhaps one-tenth of the cost of the Canal—nevertheless, the expense, delay, and inconvenience of transshipment give a preference to a work which permits a continuous voyage. A rival Railroad, to connect the same points, has, however, even in this instance, been made, and with great advantage, for the rapid conveyance of light goods, passengers &c., for which purposes Canals are not adapted. The Canal round the falls of the Ohio (which is less than three miles in extent) enables the vessels used on that river to proceed without interruption to the innumerable tributaries of the great father of rivers, and thus enjoy the advantage of an inland navigation extending many thousand miles. Such cases are however, exceptions to the general rule, which is the subject of investigation in this chapter.

The cost of Constructing Railroads will now be stated.—The Editor will avail himself of this opportunity to mention that the terms Railroad and Railway have hitherto been used by all writers as synonymous; but as two words to convey the same idea are unnecessary, he proposes to give them a distinct and specific meaning. The term *Railway* to be applied to the superstructure; namely, the *Ways made of Rails*; including their supports (chairs, blocks, stone sills, or sleepers, &c.) and their immediate foundation. The term *Railroad*, to be more comprehensive, including the *Railway* and the *Graded Road* on which it is placed. The latter is usually called Road Formation, and includes the Graduation, consisting of the Excavations and Embankments, and the various works which are constructed—such as Bridges, Culverts, Drains, Tunnels, Slope and Vertical Walls, &c. The reader will observe that this

application of the terms will be adhered to in the subsequent pages.

The cheapest Railroad can, of course, be constructed in districts where the profile of the natural surface is adapted to the Railway, and where nothing else is requisite but to excavate a ditch on each side of the road. Few routes will present such desiderata. Some expense (although frequently of trivial amount) is usually necessary to form the road, and the cost may sometimes be enormous; varying from 0 to \$150,000 per mile. This cost can be more accurately ascertained previous to the commencement of the work than the cost of canals—which, from their greater depth of excavation, and the greater height of their embankments, may encounter unforeseen difficulties—rocks, fissures, porous soil, deficient supply of water, &c.: hence, expenditures may be required which cannot form the subject of calculation. An estimate for a canal is but another term for guessing. The experience of England, and of our own country, (as our citizens are beginning to feel,) has proved that multiplying by 2, or even a higher number, is essential to the agreement of estimates with the actual cost of canals. A canal in England was once actually completed within the estimate—a measure of parsimony which stands alone and unrivalled—a subject of wonder, not of imitation. The phenomenon has not been witnessed in America.—The idea is not intended to be conveyed that estimates for Railroads are infallible. Experience frequently proves the contrary. A greater approximation to accuracy is, however, attainable, and many cases could be mentioned where these works have been executed for sums equal to, or slightly greater, or even less than the estimates.

A list of the numerous Railroads of Wales has been prepared by an eminent English engineer, which presents the following result:—The cast-iron tram Railways are more expensive than the edge Railways of wrought-iron, which require much less material to possess the same strength: the cost of the former, exclusive of the purchase of land, and of graduation, has been on an average, for a single line, nearly £1036 per mile; the additional cost for graduation varying extremely; but, on an average, not exceeding 1100l. per mile. The cost for double lines of Railways is not twice the sum required for a single line: for some of the turn-outs, or sidings, constitute part of the second track, and the materials for that track are conveyed to their place of destination with a diminished cost by means of the first line. The cost of graduation is rarely double, and usually much less than double, the amount requisite for a single line. Hence, if the usual average cost of single Railroads be, for instance, 2000l. per mile, the cost of a double track Railroad is not 4000l., as some popular writers, who had little practical knowledge, have repeatedly stated through the medium of the press.

The average cost per mile of the single Railways used for collieries, mines, quarries, iron and other works, if constructed with wrought-iron edge rails, weighing 28 lbs. per yard, may be stated at 840l., iron being at the present price of 7l. per ton. The additional sum for graduation is too variable to afford data for an average of any real utility. The reader is referred for information on this subject to the first article in the Appendix, where the cost, in detail, of a great number of European (and American) Railroads is given. From that list the fact may be ascertained, that some extensive works of unusual difficulty have cost from 1595l. to 2108l. per mile for Railroads composed of single tracks.

The Railroads which are intended for a general trade, and adapted to the speedy conveyance of an immense amount of goods and passengers, are more expensive than the roads which have been described; and for the following reasons:—The Railway is made with greater strength—requiring more iron, and the stone blocks, or sleepers, are larger and bedded with more care, to ensure permanence by means of a firmer foundation. The graduation is more uniform and approaching to a level, and the curvatures have greater radii. Locomotive engines can be more advantageously used on these roads, and the larger amount of trade, and the diminished cost of transportation on such improved works, justify the greater expenditure.

The best modern Railroads have cost, when com-

* The cost of iron was much greater when these works were made than the present price of that article, which is 7l. for wrought, and 6l. 4s. for cast-iron per ton. Some years since, the price of the former was from 9l. to 15l. 12s. per ton. The cost for road formation in a country so mountainous as Wales, of course, is greater than the usual average for similar works, situated in more level districts.

posed of double tracks, from 23000 to 87000 per mile; but the Manchester and Liverpool Railroad cost 17,641 per mile, exclusive of land, depots, interest, and parliamentary expenses. For the peculiar causes of this enormous, unprecedented, and hitherto unequalled expenditure, the reader is referred to the description in the first article of the Appendix. Enormous, however, as that cost has been, the expenditure on several Canals, intended only for boats, has equalled it, and some of them have exceeded twice the amount per mile. This Railway is almost in a direct line; the Canals which it is intended to compete with are very circuitous: one of them, which forms the same connexion—the Liverpool and Leeds Canal—has cost as much in the aggregate. Much additional expense was bestowed on this celebrated road, to adapt it to the rapid conveyance of merchandise and passengers—a rapidity which the fleetest courier could not sustain, and which, on Canals, could not, by any possibility, be effected. The value of this peculiar adaptation has been already made manifest by arguments in the most tangible shape—a dividend exceeding twice the current interest on capital—made the first year of its performance—and before the carrying trade has fairly commenced—and with all the difficulties attending a new experiment—with an expenditure for that year (namely, 1831,) far greater than will hereafter be necessary. Is there one solitary Canal on the face of the earth from which a similar remuneration has been received?

[To be continued.]

[From the Westchester Herald and Putnam Gazette.]

NEW YORK AND ERIE RAILROAD.—We perceive by the American Railroad Journal, that a meeting has been held in the city of New York, on the subject of the New York and Erie Railroad, at which it was resolved that a meeting of the Corporators named in the above act of incorporation, be called at Manning's Hotel, in the village of Owego, on the second Thursday of June next. The accomplishment of a project by which the inhabitants of the Southern tier of counties of this State, shall be provided with a constant and expeditious means of conveyance to the city of New York, we conceive to be of great importance; and we therefore with pleasure avail ourselves of every opportunity to furnish useful information on this subject to the public, which may be conducive to the furtherance of the great work to be executed.

The following remarks are derived from Mr. G. W. Cartwright, Civil Engineer, of this village, a gentleman of scientific attainments, who has had considerable experience with the various plans and improvements made in Railroads; and we trust they may be of service to those who are about to engage in the construction of Railroads:

The Legislature having confined the route of the New York and Erie Railroad within the limits of the State, a different termination on the Hudson will be fixed from those mentioned by Mr. Clinton, in his report of the survey for the General Government; for though Tappan, one of his points of termination, is within the state line, the chain of high land forming part of the Bergen ridge, will not I have understood be passed without entering New Jersey; and the flats which he notices, would be an obstruction of considerable moment.

The probability is that the most feasible location will be found to be nearly opposite Tollar's Point; the navigation is open longer at that part, and for two or three miles down the river, than it is above or for several miles below, in consequence of the fixed character of the ice that makes over the flats. The route from thence will be very practicable, whether by the Ramapo gap, or even north of the Dunderberg. From the Ramapo valley the explored route passes to the head waters of the Wallkill, and to the Shawangunk ridge. This termination on the Hudson has also the advantage of a very favorable route through this county to the city. It will at once take the valley of the Croton for a few miles, to the most favorable point for passing the dividing ridge, by the head of Mill River, or direct to the summit of the Sawmill River, which I presume will be 400 or 500 feet lower than any passage north of the Highlands, and a fine practicable route to the city, without interfering with the New York and Albany Railroad, which it appears by the charter has no power to branch westerly to the Hudson river.

As this Railroad from its magnitude and importance, may truly be considered in the character of a national work, it is to be desired that a more scientific and operative form of Rail will be selected than those hitherto introduced, when it goes into operation; for while the locomotive power depends on the adhesion of the wheel to the rail, the wheels of the

load or weight to be moved should have the least possible resistance;—now it is evident, that on the same rail wheels of the same form and periphery cannot at the same time possess opposite properties, hence the great weight required in the locomotive to the destruction of the way by lateral pressure, provided the rails support the weight; on a better form of rail there are many cases where a horse might propel the machinery for a train with a great velocity, at less expense and wear. Perhaps something is to be allowed for the novelty of racing with a locomotive machine, that time will correct.

As our citizens generally feel an interest in this great project, which sooner or later must be carried into effect, the annexed table of resistances or facility of transport on different Railroads in England, from a table taken with a Dynamometer, (the only mode to be relied on,) by Messrs. Palmer and Grimshaw, will give some idea of the great difference arising from form and construction, and the consequent importance of using the most perfect.

| | Effect or Traction on a level by a force of 150 lbs. at 21.2 miles per hr. | Useful effect or load. | Weight of carriage. | Effect or Traction on a proper inclination descending. | Effect ascending. |
|--|--|---|--|--|---|
| Lanelly Tram Road, Surrey Tram Road, Penryn Edge Rail curved surface, Cheltenham Tram Road, New Branch, duty, Do. swept clean, Edgely Rail near Newcastle, Palmer's Railway single rail, curved surface. | 8,850 9,000 13,050 18,300 21,900 25,500 45,000 | T. cwt. lbs. 2 1 10 3 0 30 4 10 4 5 5 5 6 5 79 7 18 77 15 1 38 | T. cwt. lbs. 1 17 104 1 0 10 1 4 78 2 18 39 3 9 93 3 8 11 5 0 4 | T. cwt. lbs. 6 1 92 10 0 100 15 14 68 15 10 53 18 11 59 24 9 59 50 4 52 | T. cwt. lbs. 2 18 54 2 10 25 3 11 56 5 10 98 6 12 70 7 8 38 12 10 13 |

Of these ways, the Tram are the most adapted to general use, as a country wagon with narrow wheels, if they are accurately made to the proper width of track, may run on them. The last or Palmer's (which should certainly in this country be called Sergeant's) is a wrought bar on a wooden rail, differing from those in use here; being curved and a single line only.

A concluding remark may be offered on the term one horse power. Messrs. Palmer, Vallance, and Grimshaw presume the force of traction to be 150lbs at 2 1.2 miles per hour. Mr. Wood takes I believe 112lbs at two miles per hour. Mr. Tredgold 83 1.3 lbs for useful effect, that is, the load without the carriage. By the force of traction is meant the weight that a horse can raise perpendicularly from a depth by a line passed over a pulley. The first would certainly require a very good horse; the other two are probably within the actual power. Mr. Watt, whose authority is entitled to much respect, in his estimate for steam power, which has obtained very general use, gives for the traction of one horse 145lbs at 2 1.2 miles per hour. In an able review of the comparative advantages of Roads, Railways, and Canals, in 1825, in England, it is stated that on a well made road a horse will draw one ton in a cart weighing 7 cwt. at a rate of two miles an hour. On a Railway of the best construction (they are improved since then) he will draw at the same rate of travelling about 15 tons; on a canal he will draw about 30 tons, in a boat weighing 15 tons. Hence on a Railway the draught of a horse is ten times and on a canal thirty times as great as on a well made road. Now a Railway costs about three times, and a canal about nine times as much as a good road.—This comparison relates to the rate of two miles per

hour. When the velocity is increased, on a canal, the resistance increases as the square of the velocity, so that from 45 tons at 12 miles an hour, it would be reduced to about one ton only. On a Railroad the resistance of the atmosphere is very trifling indeed; the resistance due to friction is proportional to pressure, and the diameter of the axle. Hence on a Railway the expenditure of force due to a velocity of 10 or 12 miles an hour is very little more than that due to a velocity of two miles an hour.

[From the Kingston Herald, U. C.]

RIDEAU CANAL.—In a late number of the Herald we announced that this magnificent work would be completed in a few weeks, but we were not prepared, at so early a period, for the interesting scene which took place yesterday. At eight o'clock in the morning it was understood that a Steamboat and several smaller craft would pass through the Locks at Kingston Mills, and of course a large concourse of our inhabitants hastened to the spot, in order to witness so pleasing an event. At thirteen minutes before one o'clock the Dock Yard Cutter Snake, commanded by Lieutenant Holbrook, and accompanied by Mr. Glover's Barge, and a barge belonging to the officers of the 66th Regiment, entered the first Lock, where they remained eleven minutes—number two was passed in five minutes—number three, in about four minutes—they were in the basin three or four minutes, and entered the broad expanse of water above number four, at thirteen minutes before two o'clock. The delay in the last lock was occasioned by a small piece of drift wood getting between one of the gates and its sill. Had this not occurred, the time occupied in passing through all the locks would not have exceeded thirty minutes. After three hearty cheers, the Cutter, with the British Ensign flying at the main mast head, spread her sails to the breeze, and was soon hid from our sight by the trees that stud the margin of the serpentine channel leading to Brewer's Mills.

Precisely at 4 o'clock, the Steamboat Rideau, having on board Colonel By and his family, and several ladies and gentlemen of Kingston, arrived at the first Lock, and passed through the whole number in fifty minutes exactly. Three cheers for the "Rideau Canal," and the same for Colonel By, Captain Briscoe, and Mr. Drummond, respectively, being given, the Steamboat proceeded on her passage, and the spectators returned to Kingston, highly delighted with their excursion. It is unnecessary to add that the Kingston Mill Locks are constructed in the best possible manner, and that the machinery for opening and closing the ponderous gates is such as to ensure the greatest ease and expedition.

The following table of Distances may prove interesting and useful to persons arriving from the mother country, and who contemplate proceeding to the upper part of this Province.

| | |
|--|------------|
| From Quebec to Montreal, | 180 miles. |
| Montreal to Kingston, | 189 |
| Kingston to Hamilton, Gore Dist. | 211 |
| —580 | |
| From Dundas to Guelph, through Puslinch, 23; or by Beverly and Waterloo, 38 miles. | |
| Hamilton to Goderich. | |
| From Hamilton to Dundas, | 5 miles. |
| To Cornell's, [Beverly] | 8 |
| To Babcock's, do | 6 1.2 |
| To Thoman's, [Waterloo] | 6 1.2 |
| To Stauffer's, [over new bridge on Grand River,] | 5 |
| To Latshan's, | 7 |
| To Hobson's, [Wilmot] | 8 |
| To Martin's, [1st tavern on the Goderich Road,] | 6 |
| To Fryfogles, | 3 |
| To the Avon River, | 9 1.2 |
| To Rona Thallers, | 31.4 |
| To Soback's, | 41.4 |
| To the Thames River, | 5 |
| To Carron Brook, | 5 |
| To Ross, | 10 |
| To Tanderburgh's, | 5 |
| To Hick's, | 3 |
| To Goderich, | 10 |

—110

Yesterday, 3d of June, the parlor hearth in this city were again lighted. The weather which required it, is, however, preferable to intense heat. The Stoic philosopher exclaimed—"O world! all things are suitable to me which are suitable to thee. Nothing is too early or too late to me which is seasonable for thee. All is fruit to me which thy seasons bring forth."—[National Gazette.]

NEW-YORK AMERICAN.

JUNE 2, 4, 5, 6, 7, 8—1832

DINNER TO WASHINGTON IRVING.

We are enabled to-day, and it affords us much pleasure so to do, to lay before our readers the proceedings relating to the public dinner given to Mr. Irving on Wednesday. It was probably the most interesting and animated scene of festivity that ever occurred here. The occasion was so unusual,—for though militia dinners and election dinners keep up a routine of junketing and complimenting among us throughout the year, what are they to such a banquet as this?—the guest so distinguished, and the circumstances under which the friends of his youth and the sons of the friends of his youth had met to do him honor, so inspiring, that we venture to say that not a man sat down to those tables who rose from them without having experienced emotions among the most generous and pleasurable that were ever awakened in his bosom. From the first burst of feeling which escaped those seated at table when, upon the band striking up a national air, Mr. Irving entered the dining saloon, till the mirth awakened by the last rally of convivial humor died away, it was one scene of hilarity, enthusiastic emotion and cordial good fellowship. Our readers, however, care but little for any observations of ours upon a subject which has been so much the town-talk for the last week; especially when we can offer them a literary treasure like the following original letter of Sir Walter Scott, written many years since concerning the distinguished individual whose arrival among us has called out so many grateful feelings. We cannot say how it came into our possession; but this we may add, that to the best of our belief, Mr. Irving is at this moment ignorant of its existence.

MY DEAR SIR: I beg you to accept my best thanks for the uncommon degree of entertainment which I have received from the most excellently jocose History of New York. I am sensible, that, as a stranger to American parties and politics, I must lose much of the concealed satire of the piece; but I must own, that, looking at the simple and obvious meaning only, I have never read anything so closely resembling the style of Dean Swift as the annals of Diedrick Knickerbocker.—I have been employed these few evenings in reading them aloud to Mrs. S., and two ladies who are our guests, and our sides have been absolutely sore with laughing. I think, too, there are passages which indicate that the author possesses power of a different kind, and has some touches which remind me much of Sterne. I beg you will have the kindness to let me know when Mr. Irving takes pen in hand again; for assuredly I shall expect a very great treat, which I may chance never to hear of but through your kindness.

Believe me, dear Sir, your obliged humble servant,
WALTER SCOTT.

Abbotsford, 23d April, 1813.
Leaving our readers to dwell if they choose upon this singular instance of the foresight, or rather prophetic spirit of genius, we without further preface, proceed to give the details of the dinner, commencing with the following introductory correspondence:

New-York, May 23, 1832.

Washington Irving, Esq.

SIR: A number of your townsmen, many of them the associates of your youth, impatient to evince to you their feelings of gratification at your return among them, to express the interest they have felt in your career in every period of its increasing brilliancy, to pay a just tribute to private worth, and to give you a warm and cordial welcome to your native city, beg that you will appoint some day when you will honor them with your company at a public dinner. We are, with great regard, your friends and servants.

Jas. Kenwick,
W. E. Lawrence,
Geo. W. Strong,
Henry Ogden,
F. B. Outling,
Cornelius Low,
Peter Schermerhorn,

T. L. Ogden,
Saml. Swartwout,
Jno. Duer,
Jno. Neilson,
Abm. Schermerhorn,
Wm. Grezie,
N. Robinson,

James J. Jones,
Richard Ray,
Frederic Depeyster, Jr.
Chas. F. Grim,
Thos. R. Merce,
Augustus Fleming,
M. C. Paterson,
James G. King,
Morris Robinson,
Thomas L. Wells,
Chas. Graham,
Chas. L. Livingston,
Chas. F. Hoffman,
John W. Francis,

William M. Price,
Wm. Van Wyck,
G. J. Van Wageningen,
S. Verplanck,
David C. Colden,
J. A. King,
Chas. King,
Peter J. Stuyvesant,
Ogden Hoffman,
N. Low,
Jacob Morton,
Philip Hone,
Wm. Bard,
Thos. W. Ludlow,
James Kent.

NEW-YORK, May 24th, 1832.

GENTLEMEN: It is with feelings of the most gratified pride and affection that I accept of your kind and flattering invitation. It is one of the many testimonials of cordial welcome on the part of my townsmen and early friends, that has made my return to my native land and city, the happiest moment of my life. As you have had the kindness to leave to me the naming of the day for the honor you propose to confer on me, I will, if suitable to your convenience, appoint Wednesday next for that purpose. I am, gentlemen, with the deepest feelings of gratitude and affection, your friend and townsman.

WASHINGTON IRVING.

The company assembled were nearly 300. Among the distinguished guests, we remarked Bishop Onderdonk, Lieut. Gov. Livingston, Gen. Santander, the Baron de Behr, Belgian Minister, the Chancellor and Vice-Chancellor, the Judges of the Superior and Circuit Courts, Commodore Chauncey, Gen. Scott, Mr. Gallatin, Don Thos. Gener, Mr. Le Ray de Chaumont, Rev. Dr. Wainwright, Mr. Stewart Newton, Messrs. E. and J. T. Irving, J. K. Paulding, and others.

The great saloon of the City Hotel was thrown open, and four lines of tables were covered with all the substantials and delicacies of the season. Chancellor Kent officiated as President, assisted by Messrs. P. Hone, J. Duer, Professor Renwick, T. L. Ogden, Samuel Swartwout, and Charles Graham, as Vice Presidents. After the company was seated the guests entered preceded by the President and Mr. Irving, who, on taking his seat at the table, was received with loud acclamations.

The Rt. Rev. Bishop Onderdonk asked a blessing upon the feast, and the Rev. Dr. Wainwright briefly returned thanks, in which he alluded to the influence of literature and science upon the cause of religion.

When the cloth was removed the President read the following letters of apology:—

Pointe Breze, 29th May, 1832.
Messieurs—Je ne reçois du à cette heure, seulement, la lettre que vous avez bien voulu m'écrire le 25 du courant. Il ne me reste que le temps de vous exprimer mes regrets de ne pouvoir me rendre à votre invitation, et de vous prier d'agréer mes remerciements et ma considération la plus distinguée.

JOSEPH CTE. DE SURVILLIERS.
Messieurs du Comité de New-York,
à l'occasion de l'arrivée de Mr. W. Irving.

New-York, May 23, 1832.
Gentlemen—I have had the honor of receiving your note enclosing a card of invitation to the dinner to be given to Washington Irving, on the 30th instant. I regret exceedingly that I am obliged to leave town before that day, and that it will therefore not be in my power to unite with you in that testimonial of respect to our distinguished fellow-citizen.

In addition to the consideration to which his private character and virtues so justly entitle him, I feel that I owe him a debt of gratitude for his unremitting and successful efforts in the cause of literature, and particularly for the distinction which those efforts have conferred upon the literary character of our country.

I am, with great respect, your obt. servant,
JACOB SUTHERLAND.
To Messrs. J. G. King, Saml. Swartwout,
and others, Committee.

New-York, May 23, 1832.
SIR:—It is with extreme regret that I am obliged to decline the invitation of the committee for the dinner to our distinguished fellow-citizen, Washington Irving, on Wednesday, the 30th inst. It would have given me great pleasure to meet this our much esteemed fellow-citizen, who has been so long absent from us, but whose feelings have been so uniformly true to the land of his nativity, and the friends of his youth. We recur with delight to our recollection of the happy sojourn of his genius in early life; and we follow him with high gratification in his literary career in foreign countries, where he has won rich, imperishable fame for himself, and has contributed so largely to the honor and glory of his native land. I join most cordially with my fellow-citizens in greeting his return to us, and in tendering to him the assurance of our confidence in his love of country, and of our gratification in the proud eminence he has gained for himself and for his country in the republic of letters. Be pleased to accept for yourself and your fellow-members of the committee, my thanks for the honor of the invitation I am thus obliged to decline, and assure them and our mutual friends who may assemble on this

great occasion, that although personally absent from them, my liveliest feelings and best wishes attend them.

I have the honor to be, dear sir, with great respect, your obedient servant,
S. JONES.
M. C. Paterson, Esq.

Washington, May 27th, 1832.

Dear Sir—I tender my thanks to yourself and your friends, for their kind invitation to participate in the dinner proposed to be given to Washington Irving, on the 30th inst.

The recollection of an early and uninterrupted friendship, as well as the pride which I have for many years cherished in the constantly increasing literary honors which he has conferred upon our country—and let me add, upon his and my own native city—would not permit any ordinary cause to prevent my meeting with you on this joyous occasion. But I am compelled reluctantly to forego this pleasure by the urgency and importance of the great subjects now before Congress at this late and busy period of the session.

I am, very truly, yours, &c.

G. C. VERPLANCK.

M. C. Paterson.

Many other distinguished individuals invited were unable to attend: among the number were our Mayor, the Governor, &c.

After the above letters were read and toasts given, the President, (Chancellor KENT) rose and delivered the following address:—

We have met to express to a distinguished fellow-citizen, our gratitude for the exalted rank to which he has raised the literary reputation of this country; to testify admiration of his genius, and to show that we cordially partake of the kindly and generous sympathies which pervade and have been diffused by his works.

The mention of this subject calls up a crowd of associations and recollections, which even adequately to refer to, would carry me far beyond the limits of the time and the occasion; but on which my feelings compel me for a few moments to linger.

When the gentleman alluded to, commenced his brilliant career (and which we trust is far from its termination), by a display of the wit and humor, the keen satire and sprightly portraits which distinguished his earliest production (in which it is understood he was assisted by a kindred genius) we had scarcely any literary character as a nation, though we were entitled to claim the exhibition of a due share of national energy and enterprise. Our taste and manners were greatly in need of improvement. The admirable work to which I have referred, partook largely of a dramatic character, and being armed with wit and powers of the highest order, it undertook to chastise folly, correct false taste, reform bad manners, and mend the heart. The effect was well received, and the public judgment had no reason in any wise to be offended. No compositions of the kind were ever more distinctly stamped with the impression of sterling morals and invariable good feelings, or more free from envy, hatred, malice and all uncharitableness. The work even abounded with touches of sentiment and pathos, and with fictitious scenes calculated to awaken the deepest sympathy.

The legend of the first colonization of this city, and of the adjacent shores, must at this moment be vivid in the memories of us all. Such a mock-heroic history! written in the finest strain of burlesque gravity, and ludicrous description, and of playful but pointed satire and ridicule. It has rarely, perhaps never, been surpassed, not even by Rabelais or Swift, in its power, spirit, and effect. It was, at the same time, written with so much good temper and humanity, that there is nothing in it justly chargeable with a tendency to make one worthy man its foe.

The materials of both those satirical productions were of native growth. They partook of no transatlantic flavor. They were original and inimitable creations of American genius, in all its freshness, fulness and strength, and solely erected upon American topics. But the mind that produced them was soon destined to display in another hemisphere its powers of thought and invention, amidst the beautiful scenes of rural life, and the magnificent remains of Gothic grandeur.

In the sketches and essays of Geoffrey Crayon, we have a series of liberal, moral and pathetic reflections, interwoven with legendary tales of fascinating interest, and adorned with the utmost purity of taste and elegance of style. Many of the stories possess the charm of the finest fictions in the English classics. The liberality, the gentleness, the philanthropy, the taste, the sound judgment and varied accomplishments of the writer seem to have at once surprised and delighted the English reader. Those sketches were attended with magical effects. Arrogance stood rebuked and ashamed, and prejudice was subdued and succeeded by admiration and love.

We rejoiced to behold one of our own native sons rival on English ground, the grace and elegance, the pathos and lofty morals of Addison, Goldsmith, and Mackenzie; we shared equally with our transatlan-

tic brethren in the pleasure afforded by his graphic descriptions; and hung with an equal intensity of interest over the descriptions of some of his matchless English scenes and incidents. But we are free to admit that we took a far deeper interest in those enchanting visions which brought us back to the borders of the romantic Hudson; "to the blue hills of our own country, which we love so dearly," to the "deep mountain glens" of the Catskills, and to the "twilight superstitions" of the Sleepy Hollow.

Through all the writings of our distinguished countryman, even in his earlier and sprightlier productions, we meet with occasional sentiments of high and grave import, the genuine growth of ardent feelings which go directly to the heart. Noting can be more soothing and gratifying to meditative minds than such pensive, chaste and mellowed reflections, arising from views of autumnal scenery, the ruins of ancient art, and the monuments of departed greatness.

The gentleman who favored the world with these productions, not contented with enjoying the admiration of the Republic of Letters to a very eminent degree, was in the mean time busy in earning for himself a title to a still higher niche in the temple of fame. Having access to original and fresh documents relating to the life of CHRISTOPHER COLUMBUS, he was encouraged and enabled to undertake and execute a great historical work, and on a subject the most rich in its details, and the most magnificent in its results of any that ever employed the pen of the historian. He brought to the task all his great and diversified powers. His materials were selected with judgment and studied with diligence, arranged with skill and exhibited with fidelity, polished with taste and recommended by finished specimens of a graceful, flowing and dignified composition. The discovery of America was essentially a domestic theme. Though the enterprise was begun in Europe, it was consummated on this side of the Atlantic. The settlement of this new world seems to be a subject peculiarly appropriate to the pen of an American writer, who would naturally feel and appreciate most deeply and justly, the inestimable value of the discovery and the mighty consequences of the establishment of great nations on this Continent, with their languages and institutions, their freedom of religion, their arts and sciences spreading themselves over its surface. The choice was most propitious, and the *History of the Life and Voyages of Columbus* will probably become the standard work on that subject through all succeeding ages. It equals the most distinguished historical compositions, not only in the dignity of the subject, but in the judgment, skill, spirit and felicity of its execution.

This eminent Historian honored and beloved abroad, now returns with joy to the home of his youth and to the beloved companions and scenes of his earliest glory. Let us then drink to

"Our Illustrious Guest, thrice welcome to his native land."

When the applause, with which this toast was received ceased, Mr. IRVING rose, greatly agitated by the warm cheers with which he was hailed. He observed, that he believed most of his hearers were sensible of his being wholly unused to public speaking, but he should be wanting in the feelings of human nature if he were not roused and excited by the present scene. After renewed cheering he proceeded in, as nearly as can be recollected, the following words:—

"I find myself, after a long absence of seventeen years, surrounded by the friends of my youth—by those whom in my early days I was accustomed to look up to with veneration—by others, who though personally new to me, I recognize as the sons of the patriarchy of my native city. The manner in which I have been received by them, has rendered this the proudest, the happiest moment of my life. And what has rendered it more poignant is, that I had been led, at times, to doubt my standing in the affections of my countrymen. Rumors and suggestions had reached me [here Mr. Irving betrayed much emotion] that absence had impaired their kind feelings—that they considered me alienated in heart from my country. Gentlemen, I was too proud to vindicate myself from such a charge; nor should I have alluded to it at this time, if the warm and affectionate reception I have met with on all sides since my landing, and the overpowering testimonials of regard here offered me, had not proved that my misgivings were groundless. (Cheers and clapping here interrupted the speaker for a few moments.) Never, certainly, did

a man return to his native place after so long an absence under happier auspices. On my side, I see changes it is true, but they are the changes of rapid improvement and growing prosperity; even the countenances of my old associates and townsmen, have appeared to me but slightly affected by the lapse of years, though perhaps it was the glow of ancient friendship and heartfelt welcome beaming from them, that prevented me from seeing the ravages of time.

As to my native city, from the time I approached the coast I had indications of its growing greatness. We had scarce descried the land, when a thousand sails of all descriptions gleaming along the horizon, and all standing to or from one point, showed that we were in the neighborhood of a vast commercial emporium. As I sailed up our beautiful bay, with a heart swelling with old recollections and delightful associations, I was astonished to see its once wild features brightening with populous villages and noble piles, and a seeming city, extending itself over heights which I had left covered with groves and forests [alluding, probably, to Brooklyn and Gowanus]. But how shall I describe my emotions, when our city rose to sight, seated in the midst of its watery domain, stretching away to a vast extent; when I beheld a glorious sunshine lightening up the spires and domes, some familiar to memory, others new and unknown, and beaming upon a forest of masts of every nation, extending as far as the eye could reach. I have gazed with admiration upon many a fair city and stately harbor, but my admiration was cold and ineffectual, for I was a stranger, and had no property in the soil. Here, however, my heart throbbed with pride and joy as I admired—I had a birthright in the brilliant scene before me:—

"This was my own my native Land."

Mr. IRVING was here interrupted by immense applause: when the cheering had subsided he went on as follows. "It has been asked 'Can I be content to live in this country?' Whoever asks that question must have but an inadequate idea of its blessings and delights. What sacrifice of enjoyments have I to reconcile myself to? I come from gloomier climates to one of brilliant sunshine and inspiring purity. I come from countries lowering with doubt and danger, where the rich man trembles and the poor man frowns—where all repine at the present and dread the future—I come from these, to a country where all is life and animation; where I hear on every side the sound of exultation; where every one speaks of the past with triumph, the present with delight, the future with growing and confident anticipation. Is this not a community in which one may rejoice to live? Is this not a city by which one may be proud to be received as the son? Is this not a land in which one may be happy to fix his destiny, and ambition, if possible, to found a name?" (A burst of applause, when Mr. Irving quickly resumed:—"I am asked how long I mean to remain here? They know but little of my heart or my feelings who can ask me this question!—As long as I live."

The roof new rung with bravos, handkerchiefs were waved on every side, "three cheers" again and again, and plaudits upon plaudits, following in such quick succession, begun, ended and begun again, that it was some time before the toast with which Mr. IRVING concluded, could be heard. It was as follows:—

"Our City—May God continue to prosper it."

Mr. P. HONE 1st Vice-President, being called upon for a toast, addressed the meeting in a neat and appropriate speech, of which we add a sketch:—

I rise for the purpose of proposing as the next toast—The memory of the first settlers of our city.

This sentiment is always acceptable on occasions of this kind; for those of us whose blood has flowed from other fountains are ever ready to acknowledge their virtues, and to express our veneration for the foundation on which the superstructure of our prosperity has been erected. But there is a peculiar propriety in its introduction at this time, when we see around us so many of their lineal descendants, who furnish in their own characters the best eulogium on the virtues of their ancestors, and when we are assembled to do honor to our distinguished townsman, whose youthful associations were connected with that race of men, and who has happily illustrated the history of former days in some of his earliest productions.

I am warranted in saying, that during his sojourn in foreign countries, he has never forgotten his first love, (applause) and while partaking of the hospitality of England and describing, in terms at once

glowing and just, the beauties of her scenery and the proud traits of her national character; and while seeking amongst the archives of Spain materials for the history of the illustrious navigator who brought a new world to light, he has never ceased to cherish an affectionate remembrance of his native land; (cheers); and so deeply is this feeling implanted in his heart, that even now (he will excuse me for betraying family secrets, I hope,) on the morning after his arrival, when the fatigues of a sea-voyage, and the excitement arising from this meeting after an absence of seventeen years,—he arose with the sun, and sallied out in search of places endeared to him by early recollections.

And although I suspect he may have felt it incumbent upon him to visit "the Independent American Hotel in Mulberry-street," formerly kept by one Seth Hindsaie, for the purpose of paying off certain scores for sourcrot, (a laugh) kruljetjes and olyknekjes, which were left unpaid by his friend Diederick K-nickerbocker, at the time of his sudden and mysterious disappearance from that respectable Hotel, I have no certain information that he extended his perambulations on that occasion, farther than William-street and the vicinity of the North Dutch Church—classic ground to him and me, and our youthful associates.

And here, Sir, I must ask your indulgence for a few moments, while I defend my pronunciation of the name of "the little brick old gentleman, dressed in a rusty black coat, olive velvet breeches and a little corked hat," who, albeit he did leave his bill unpaid at the Independent Columbian Hotel, left a treasure in his saddle bags, which insured him the gratitude of the present generation. (Bravo.)

I am quite sure it is correct, for Miss Nancy Bowles, who "taught my young idea how to shoot," instructed me to pronounce *knave* and *knock*, and if I failed in giving the full aspiration to the initial letter of each of these words, she was sure to supply the first to me as an *epithet*, and to *inflict* the other upon my offending pate. Moreover I am informed, that the respectable family of K-nickerbockers, of Scaghticoke, still adhere to that pronunciation.

I have spoken of the attachment which our guest evinces for the relics of the days of our Dutch ancestors and the avidity with which he has been seeking for memorials of their former existence. I hope he will not be discouraged from his pursuits by the difficulty of tracing them—for although the ruthless hand of modern improvement has nearly obliterated them, and he may seek in vain Verlatenburg Hill, Smith's Vlie, and the Inckenburgh, he may still find Coenties slip, Dutch street and the Hell-gat.

But to return to the subject of my toast.

It will be allowed that the introduction of the laws of England, with her valuable improvements in the arts, science and literature, and the powerful auxiliaries furnished by the ingenuity and enterprise of our eastern brethren have added greatly to the prosperity of our city. Yet the success of their transplanting proves the goodness of the original soil, and the names of the Russells, the Howards, the Sidneys, the Stanleys, the Porceys, and the Beauchamps of old England, do not call up feelings of more honest pride in the bosoms of her sons, than do those of the Stuyvesants, the Brinckerhoffs, the Schermerhorns, the Van Schaicks, the Van Wageningen, the Van Rensselaers in ours.—(Hearty cheering.)

I propose the following toast:

"To the first settlers of New Amsterdam, their virtues are illustrated in the correct conduct and sound principles of their descendants."

Mr. DUER, the 2d Vice-President, being called upon for a toast, began by prefacing it with a few remarks, which, as their eloquent diction and refined humor kindled the attention of his hearers, and their murmurs of applause again excited the speaker, gradually, almost unknown to both, swelled into the following brilliant and finished essay, for such it is in fact:

Mr. President:—It is expected, I presume, Sir, (the presumption is at least convenient) that I should follow the example of my senior colleague and preface the toast for which you call with some remarks.

Indeed, without the explanation I mean to give, I fear the toast I have to offer would be hardly understood—I fear also, that not only an explanation is requisite, but in some degree an apology. There is no vanity I hope in saying, that I yield to no one who is present, in a sincere desire to do honor to our friend and guest. No one will or can suspect that I have any wish to wound his feelings—any desire (were that possible) to injure his fame.

Yet I am by no means certain that my intended toast, even explained and justified, as it shall be, will be entirely agreeable to him—nor am I certain that the explanation itself may not tend in the estimation of some, to reduce him from the high rank he now holds,—still I must proceed; a paramount regard to truth forbids me to be silent; imperative reasons of duty and conscience urge the disclosure I am about to make, which in truth has been already too long deferred. This disclosure I shall certainly manage with all possible consideration and delicacy towards the feelings of our guest; but to suppress it is impossible. It is necessary to dispel an error, so prevalent as to be nearly universal. It is necessary to clear the public mind from a delusion—a very serious delusion, on a very serious subject. That our guest has contributed by his own acts to create this delusion, I do not assert, yet it cannot be denied, that by his silence he has permitted it to exist. You doubtless well recollect, Sir, most who are present recollect, that some time in the year 1808 or 9, a work in two volumes was published in this city, containing a very minute and interesting narrative of the early and golden era of our colonial history. I mean the period when the colony was blest with Dutch rulers, the Dutch language and the Dutch manners. The work bore the title, somewhat ambitious, of a History of New York, and on its title page the name of Diedrick Knickerbocker, as its author. This book, you will remember, was not only received with general applause, but for many months continued to be read with implicit faith. It was universally regarded as containing a narrative equally authentic and curious, not only of the sufferings and exploits of our ancestors, but of the literature, manners, dress, modes of living—I had almost said, of thinking—of those primitive times. I correct the error as to thinking, for I believe that habit, not very prevalent in any age, had then scarcely commenced. After the lapse, however, of those few months, during which the "History of New York" was considered by all competent critics as the most valuable addition that had yet been made to the serious literature of our country—after the lapse, I say, of those few months—a report was invented and circulated with unusual rapidity and success, denying to Knickerbocker the authorship of his own work and even the fact of his own existence—a report improbable and scandalous—that the book was not as it claimed to be a history, but was a work, merely of imagination and fiction—in short, that it was not the matured result of the long continued and successful diligence of Diedrick Knickerbocker, but was the sudden fruit of the creative genius of Washington Irving. The author of this report I cannot name, as I have never been able to discover him, but I confess that at first I suspected, and for very obvious reasons, that it had an eastern origin. A friend, however, to whom I communicated my suspicions, (a friend on whose judgment I had much reliance,) observed, in reply, that it was hardly probable that the laurel would be plucked from the brows of Diedrick Knickerbocker, of Rensselaer, by eastern hands, to be fixed on those of Washington Irving—not of Boston—but of New York; and I own the reply put an end to my suspicions. Leaving, however, the author, and returning to the report, we all know that passed rapidly from private circles into the public prints, from newspapers into magazines, from magazines into reviews, and that it has since been monthly and daily repeated, in every form of assertion, and in every mode of publication, until it has at last obtained entire and absolute possession of the public mind—so that at this time, and in this large assembly, there is not, I am persuaded, a single person, with the exception of myself, who does not believe, with an undoubting faith, that Washington Irving is as truly the author of this "History of New York" as of the Sketch Book or of the Life of Columbus. That your own mind, sir, eludes deeply this strange delusion, has already appeared by your opening address; in which (you will pardon me for saying) you have not only entirely mistaken the true character of the work, but have publicly ascribed its merits, such as you conceive them, to the guest, whom we are met to honor. Were this a question of law, I should, as we are all accustomed, defer to your authority and be silent; but on a question of fact, sir, and where conscience is concerned, even your authority must not subdue me. I have a duty to perform, as we lawyers are somewhat apt to say when addressing a Court or Jury, and must proceed—proceed, though I provoke the ridicule or incur the derision of all who hear me.

Yes, Gentlemen of the Jury, for to you I now direct myself, I know that all of you—numerous as without precedent you are, and it was sitting you

should be—that all, every man of you are against me, but strong in the armour—not as some of you seem disposed to hint "that rings when struck with brazen sounds," but in the armour of truth and evidence, I fear not to approach you. I know your determined obstinate long cherished partiality for your townsman; ye are all of you lovers of Washington Irving; but are ye not also lovers of truth? If ye are, ye will not, because ye cannot, resist the force of the evidence, the power of the arguments, I mean to produce—ye listen to me now with impatience, perhaps indignation, but continue to listen, and even from you, obstinate, incredulous, pre-determined and prejudiced as ye are, I shall yet extort a unanimous verdict. All I ask is your attention—hear me—open your ears and I promise to reach your consciences, if, pardon the doubt, consciences ye have.

I resume my address to you, sir, as the most convenient mode of addressing others. The position I lay down, and mean to establish is this: that the work, entitled the "History of New York" in two volumes published at the time I have mentioned with the name on the title page of Diedrick Knickerbocker as the author, is a genuine and authentic work—genuine, as actually written by the man whose name it bears—authentic as a faithful narrative of the characters and events of the times, to which it relates. I hope this is plain and is understood.

The first question I admit to be—Did Diedrick Knickerbocker ever exist at all? And here I have to regret, that the witnesses I had summoned from Schaghticoke, and on whom I relied, by some strange accident, are none of them in court. Following, therefore, a not unfrequent and sometimes successful practice—no one doubts its propriety—I offer myself as a witness. Certainly Diedrick Knickerbocker has existed. My recollection is clear and distinct—I have seen the man. Cross examined—I cannot exactly fix the time and place—I cannot state how I knew and where I conversed with him, but these are trifling particulars; my forgetfulness of them does not at all shake the certainty of my belief in the main fact—the man I have seen. Nay, I go farther. Task your own recollection, Sir, for it is upon you that I may next call as a witness. Task your own recollection by the process I shall mention, and you will not refuse to join me in bearing testimony. You have read, I doubt not, frequently, the preface to the first edition of the "History of New York." Do you not remember, Sir, the description it contains of the person, appearance and dress of Diedrick Knickerbocker—the few scattered gray hairs—the bending form—the humble and thoughtful look—the rusty black coat—the tarnished green vest—the olive colored breeches, and the blue stockings? Have you not seen that man, Sir? For myself, I never read this preface, but Diedrick stands before me, and so distinct is the image, that I know at once with an intuitive certainty, that it is an image recalled by my own memory, not impressed by the fancy of another. I pass now from the external proof—rigid as you are, Sir, you may think it somewhat weak; be it so; strike it out of the case. The chasm is far more than supplied by the abundance and certainty of the internal evidence, to which I shall now appeal.

I begin by stating the question in its true form—Why should we doubt the authenticity of Knickerbocker's "History of New York?" When a work is published with such a title, having on its title page a christian and surname, as of the author—these, too, the well known appellatives of an ancient and respected family, the presumption is, that the work is what it purports to be, and the stress of the argument plainly lies on those who impeach its authenticity. I start then with this presumption in my favor, and I put again the question, why should we doubt? Are not all the grand, the most important facts related in this history confirmed to us, by every other historian—by every account and tradition that has reached us, of that remote age? Did not Hendrick Hudson discover the Hudson? Was not the colony first settled by emigrants from Holland? Did they not bring with them a language called the Dutch, a very corrupt and dissonant dialect of which is still spoken in various parts of the State? Did they not land on this Island, then called by the native Indians Manhattoes, or Manhattan, and adopting the usual process—a process in good repute to the present day—did they not, without delay, put out the savages and put in themselves? Were they not, shortly after their establishment, and did they not for a series of years, continue to be vexed, harassed, and put beside their patience, by the encroachments, incursions, proclamations, reasonings,

and questions of their Eastern neighbors? Were not the character and pursuits of those neighbors such as Diedrick Knickerbocker has described them, and such, as to a considerable extent, those of their descendants remain? Were they not talkative and long winded, inquisitive and subtle, disputatious and devout? Did they not fatten pork, import molasses; raise in quantity, inordinate, onions and pumpkins, and delight and excel in palmistry? In spite of this persevering, puritanical, and most perilous race, did not our ancestors, Sir—I say our, for, "Io anch'è sono Pittorè," I also have a spice of the Dutchman—and in spite, I say, of this restless and locomotive race, did not our ancestors continue to maintain this goodly city in their own exclusive possession, thereby accomplishing a feat that has utterly baffled the skill of their degenerate sons? Did they not so retain, not the city only, but the State? and were they not, for many years, to all intents and purposes, a Dutch community, a Dutch colony? and were not Wouter Von Twiller, Wilhelmus Kieft and Petrus Stuyvesant in succession their rulers? Now, Sir, in all this extended narrative—full of events so various and important—has any incongruity, any inconsistency, yet been detected? Has any one discovered, or pretended to discover, any mistake or blunder in geography, chronology, or genealogy? You, Sir, accustomed to reason, see the force of the argument; you see, Sir, there is a consistency here that truth only can give, truth only preserve,—a consistency never found in any work of fiction professing to adopt the events and follow the train, of history. Look, for example, at the historical novels of Sir Walter Scott; their author is deeply learned in the history and antiquities of his country, yet his books abound with flagrant inconsistencies and gross anachronisms, and so abound, even by his own confession.

(Mr. Duer next proceeded to show, that the very circumstantial character of the narrative was no objection to its authenticity. He explained the means by which Knickerbocker was enabled to prepare the materials of his history—the details of which, tho' very minute, he contended, were precisely such as the diligent lover of truth was likely to collect, and such as the most lively imagination could never invent: but in this, and in other parts of his speech, we feel authorized to condense our Report. He resumed as follows:)

I pass now, sir, as rapidly as I can to another head or branch of my argument.

It is amazing to me, Sir, amazing that any man can read this "History of New York,"—any man I mean of ordinary mind, can read it with ordinary attention, and not be satisfied that it was written by a Dutchman, and not only, Sir, that it was, but that it could only have been written by a genuine full-blooded unsophisticated Dutchman. Is there not a manifestation—an overflowing of Dutch opinions and feelings and prejudices in every page? Open the book where we may, do we not find the Dutch jealousy of Yankee acuteness? the Dutch dread of Yankee audacity? and the Dutch horror of Yankee innovations? But above all, Sir, I appeal, with exultation appeal, to that honest Dutch enthusiasm, I repeat it, *Dutch enthusiasm*, that meets us at the very commencement of the narrative—that deepens and brightens as we advance, until it bursts forth, so gloriously at the close, to illuminate with a never-dying splendor the heroic Dutch obstinacy of Peter Stuyvesant! (The company seemed struck with the force of his reasoning, and manifested their assent rather loudly.)

I see, Sir, my cause advances. I am yet doomed to be victorious—for how triumphantly do I now put my question. Could Washington Irving have written thus? Washington Irving felt thus? Is there a single drop of Dutch blood in his veins, a single Dutch opinion in his mind, or Dutch feeling or prejudice in his heart? Why, Sir, the Irvings are Scotch, I repeat it, Sir, Scotch, and not a little proud are they, as I have some reason to know, of their Scotch descent. It was near the debatable land, not in the Fens of Holland, that their ancestors dwelt, and to this day, the imagination of an Irving dwells with far more delight on the raids and forays of the Reivers and moss troopers of the Border, than on that ever memorable expedition to the Delaware, in which, by Dutch valor, the pride of Sweden was so effectually humbled. It is needless, sir, to nod your approbation; I know you are now with me. Your mind is disciplined to yield its preconceived opinions to the force of demonstration, and my reasoning you cannot deny is demonstration. But, sir, there is an obstinacy in error, that to you, may seem incredible. I perceive there are many, especially at the other end of the table, who

are still incredulous, and to drive skepticism from its last refuge, it is necessary that I should produce my last and most conclusive argument. If, when it is heard and considered, any heretics shall remain, I can only say, their case is desperate. They should be marked, sir, as men not to be reasoned with in future.

Let us go back, Sir, to the history of New York, and let me recall your attention to the first five chapters, forming the first book of this immortal work: I mean the chapters which commence with a scientific description of the Globe we inhabit—of the matter and magnitude of the sun—the revolutions of the Planets—and the errors of Comets—which proceed to treat of the cosmogony or creation of the world, of the discovery and peopling of America, and of those vexed questions in the Law of Nations, the rights acquired by conquest or discovery, and which conclude with a most interesting account of the names, characters, dispersion and adventures of the sons of Noah. I do not now, Sir, call your attention to the very original and profound speculations of the author on these various topics, or to the admirable skill and still more admirable impartiality with which he weighs and balances, and in succession demolishes the rival hypotheses of rival philosophers; but I do call—earnestly call your attention to the learning, extensive, vast, accurate and profound, which these chapters exhibit. Why, Sir, in this respect they are absolutely without a parallel, not only in the literature of our own but of any country: without a parallel in the mass of erudition which in the compass of a few pages they concentrate and condense. It is evident, Sir, in reading these chapters that the author is well acquainted with all writings, illustrious and obscure, of every country, nation and tongue, and was more particularly conversant with the Hebrew, Arabic, Sanscrit and Greek literature, in all their branches. He quotes from writers in all these languages, (I have, of course, verified the quotations,) with an ease, precision and fidelity, that marks his perfect knowledge of their contents. Why, Sir, in these few chapters, in the compass of these few pages, he quotes Plato, Aristotle, Zenophon, Timæus the Locrian, Dionysius of Halicarnassus, Diogenes Laertius, Polybius, Plutarch, Strabo, Stobæus, Photius, Porphyry, Proclus, and Jamblichus, Cassiodorus and Jorandæus, Bæ-Manasseh, Bon-Leda, and Ben-El, Abal-Manzer, Abul-Fede, and Abul-Phargius, with a host of others, not forgetting the favorite authors of Ephraim Jenkinson, Sanchomathon, Maneth, and Berous.

You see, sir, the argument is at an end. I smile—in the pride of conscious victory, I smile—when I ask, could Washington Irving have written these chapters? Did he ever possess, was he ever suspected to possess, I will not say a tithe, but the smallest imaginable fractional part of that dark, difficult and abstruse lore, and in which these chapters show their author was so deeply versed? Mr. Irving himself, if I can catch his eye—I have it, sir—Mr. Irving himself shall and does smile when I put the question, when and where he acquired his knowledge of Hebrew, Arabic, and Sanscrit? As to Greek, I do not put him—he may have read Homer, Pindar, and Anacron, but he will not, I am sure assert, that he has ever wasted the oil of his midnight lamp over the visions of Plato, or the subtleties of Aristotle.—But I ask not sir, that Mr. Irving himself should reply—I ask not his confessions—I refer sir, to his own works—his acknowledged writings—those to which his title as author is not disputed, and they shall furnish all the evidence I desire. Take, for example, the Sketch Book, Bracobridge Hall, The Tales of a Traveller. Do all, any or either of these productions, or any other of his productions, exhibit any, the slightest trace of that "prodigious erudition," which would have called forth the special wonder of Dominic Sampson himself, and which Diederick Knickerbocker in the first book of his immortal history actually displays? That these writings of our friend and guest manifest considerable talent, I am not disposed to deny. The world seems disposed to attribute to them merits of a very high order; but their merits whatever they are, I affirm with confidence, are not such as books have supplied, or even will or can supply. The writer, it is evident, depends too much on his own resources. His sentiments are such as his own observations reflections and feelings have suggested—and his books, far from being a transcript of books of other men, are the transcript merely of the mind and heart of their author. Rate them as high as you please, the merits and excellence of these acknowledged writings of our guest, my answer still is, their excellences have nothing in common with those of my imitable chapters, and it would

be absurd therefore to attribute to them a common origin.

What avails it then to tell me, Sir, that in the productions to which I have referred, our guest has evinced a mastery almost unrivalled of our noble language; that his English is not only rich and copious, but genuine and idiomatic—manifesting his intimate familiarity with the best writers of the best age of our literature—the age of Elizabeth and Shakspeare—showing with what delight he has bathed in those "living fountains of poetry and thought"—with what delight he has drawn from those "pure wells of English undefiled." What avails it to tell me of the varied structure, the rythmical flow, the harmonious cadence of his sentences, of all those thousand nameless beauties of style, which taste and feeling can alone suggest, taste and feeling alone appreciate?

What avails it, I persist, to tell me of those higher qualities of his mind, which his productions are by his partial friends supposed to exhibit—his deep knowledge of the human heart—his nice discrimination of character—his exquisite moral sensibility—his racy and original humor—his keen and delicate wit—his bright and boundless fancy? (much cheering)—I am not so foolish, Sir, as to take this applause or any portion of it, to myself, nor so weak, as to permit it to divert me from my argument. You mean all of you to say, that these praises of our Guest are well deserved and true. Be it so. Endeavoring to conquer your prejudices, I am on my guard against my own—wishing you to be just to Knickerbocker, I would not be myself unjust to Irving. The praises may be true, but they concern me not. I listen to them calm and unmoved, for they touch not my argument. They do not prove, they have no tendency to prove—that Washington Irving ever did, ever could write, the unequalled chapters on which I rest my cause. I resume, then—how does it affect my argument, that in some of these writings of our friend, and guest, and townsman, (I grow, I confess, more and more fond of our right to call him so) that in some of them we find a vein of grave and most effective irony, that reminds us irresistibly of the happiest efforts of Cervantes and Fielding?—that in some he has rivalled the humor of Swift, unpolluted by an atom of his grossness—in others, the pathos of Sterne, redeemed from any mixture of affectation and quaintness?—How does it affect my argument, that in some of his productions he fixes our attention and steals unto our hearts with all those unobtrusive graces, that unpretending and quiet, yet, most bewitching and intelligent simplicity that gives to the writings of Goldsmith their peculiar charm, whilst in others, he melts and elevates and purifies our affections by a strain of moral sentiment, so true and lofty and refined as to leave in the whole circle of English Literature, Addison and Mackenzie as his only rivals? (Loud and repeated cheers).—Again, Gentlemen, I understand you. Again, whilst I disclaim the applause you compel me to say, you move me not. You mean to re-echo and ratify the praises that others have bestowed and I repeat. Be it so—but planted within the circle of the Five Chapters, the praises and the echo "pass by me as the idle wind" for they shake not the slightest outwork of the impregnable fortress in which I am stationed. Some, however of the friends of our guest may think it possible to refute me by referring to what they may deem the greatest and most valuable of his works, the Life of Columbus. They may assert that this work contains evidence that our friend is capable of the application, and may therefore well possess the acquirements of the scholar—not of an ordinary and superficial, but of a thoroughly instructed—a deeply learned scholar. They may tell me that the information contained in this work, is fuller, more curious, authentic and original than is to be found in any similar work, in any language on the same subject. That they show the researches of the author to have been most extensive, and prove him to have explored with an untiring and successful zeal, every possible source whence light and knowledge could have been derived or expected. All this may be admitted, but when admitted what does it prove? Does it prove that Washington Irving ever possessed that abstract love of study for the sake of study, those habits of unintermitting plodding diligence, which Diederick Knickerbocker must have possessed and exercised for years, to enable him to acquire these stores of literature which in his first book he pours forth with all the profusion of unbounded wealth? Not at all—any man, when stimulated by a powerful motive may evince for a time, the application of a student—any man engaged in the composition of a work,

which he hopes may extend his own fame or the fame of those he wishes to celebrate, may submit with cheerfulness and success to all the labor which the performance of his task requires. In the preparation of his work, it is plain, the author of the Life of Columbus was influenced by strong and peculiar feelings—feelings, that not only incited him to commence his labor, but animated and sustained his toils. He was inspired with a very sincere and deep, I had almost said passionate, many will think, romantic admiration of the character, virtues, talents of his selected hero. He was desirous to disperse forever the calumnies and misrepresentations, that even when he meditated his work, continued in a manner to obscure his fame and discover and place in its true light every fact and circumstance that could tend to illustrate, and enhance his glory. He was most anxious, in short, that his history should appear as the work (if I may so express myself) of an intellectual statuary, in which the form and lineaments of his hero should be sculptured forth in all the truth and dignity of the moral sublime, appealing with a resistless force to all the higher and holier feelings of our nature, and awakening in every breast congenial sentiments of admiration, reverence and love. Such were Mr. Irving's wishes in undertaking his work, and all that he wished, he may have accomplished. I go farther—no concession can now injure me—I avow my conviction, all that he wished, he has accomplished, and so accomplished, that for myself I firmly believe that in the hearts and memory of Americans at least, the names and the glory of the hero and the biographer, of Columbus and Irving, are, and forever will be as inseparable, as in themselves they are imperishable.

I perceive, Sir, the difficulty of returning to my subject—Our minds are too full of Irving to dwell longer upon Knickerbocker—What therefore remains to be said, shall be said briefly—I have now made all the concessions that the advocates of Mr. Irving's claims to be considered the author of the "History of New-York" can possibly desire, and what as touching my argument do these concessions amount to? Nothing, nothing at all—the original demonstration remains.—It still remains certain that Mr. Irving could not and therefore did not write the first five chapters of the work. The whole is evidently the production of one mind. If Washington Irving was not the author of these chapters, he was not the author of the work, consequently, "Quoderat demonstrandum," Diederick Knickerbocker was, for it is admitted by all, that the question lies between them. My argument is therefore closed. The existence of Knickerbocker is proved—the true design of his work explained, and his fame vindicated and established. I had intended, indeed, to have given a narrative (derived from a most authentic source) of the circumstances and causes of his death (for many years have elapsed since he paid the last debt to nature) but I perceive in the outskirts of the assembly an incipient commotion that admonishes me to forbear; besides, the story, I own, is melancholy, and I would not throw a sudden gloom over the festivities of the day.

Suffice it therefore to say, that Diederick Knickerbocker is dead, but we survive to render at last, to his memory the honor it deserves, for I am sure there is none present who will now refuse to join me and with due reverence, in the tribute I mean to offer. I give you

"The memory of the Dutch Herodotus.—Diederick Knickerbocker."

The reader can have no idea, upon calmly perusing the above, of the effect it produced, as his words flowed from the speaker, in the clear, convincing tones of a mellow and well modulated voice, and with an air of heartfelt sincerity, preserved to the last.

During Mr. Duer's singularly felicitous speech, which was frequently interrupted by the murmurs of applause which pervaded the room, as some exquisite touch of whim or humor would call out these marks of approbation, an incident occurred, which has since been the subject of much speculation. Many of the company, that they might not lose one word of an address, in which every word had point, had left their seats, and crowded towards the upper end of the room, and near the speaker. At the moment when he was describing the personal appearance of "the Dutch Herodotus," and asking the Chairman, "Have you not seen that man, Sir?"—a strange figure, in an antique dress, appeared on the instant in the midst of the company. How he came there, whence he appeared, and why he did thus start among them, none could tell. But there he stood,

with his trunk breeches, brown doublet, and broad-brimmed hat, confronting the author of the Sketch-Book with a fixed and unearthly gaze? A solemn emotion seemed for a moment to pervade the assembly of revellers; and then, as the apparition glided from among them, and disappeared beneath the shadow of the orchestra, a faint and unnatural laugh could be heard from those who were nearest the spot, which, though echoed more cheerily by others, as if every one were eager to pass over the circumstance as lightly as possible, yet men whispered, and looked strangely at each other, as if all were not right, until the orator swept their minds onward with his surpassing eloquence. An attempt has since been made to hush up this affair; and some, when they do speak of it, try to give matters a ludicrous turn; and some would fain make us believe, that the uninvited guest was only a Quaker gentleman, who, happening to be in the Hotel at the time, could not resist the temptation of getting one look at the historian of Columbus, and therefore thus entered the room but for a moment. The majority of those who were present, however, will smile incredulously when you tell them of this solution of the mystery. It is said that the door-keepers, waiters, and porters of the City Hotel all swear, that they saw no one enter or depart the premises; and some assert, that all the smoke-jacks in the numerous kitchens of the establishment ran down about the time the event is believed to have occurred. Strange rumors too are afloat, that about that hour, sounds such as have not been known "in the memory of the oldest inhabitants," were heard in the vicinity of the Old Dutch Church; and people say that the weathercock upon the brick meeting, which had not moved since the last war, has changed its station at least an inch. All these, however, are mere idle reports; and, though as faithful chroniclers of the times, we are bound to record, if not to give currency to them, yet our own particular belief is, that this apparition about whom there is so much talk, instead of being the veritable spirit of Diedrich revisiting the glimpses of the moon in the same guise in which the buried majesty of Manhattan did some time walk, was but a shaping fantasy conjured into our seething vision by the magical description of the orator who vindicated his fame.

Professor KENWICK, the 3d Vice President, next rose and said:

Mr. President.—I shall give you as my toast, a name that would be well received on any literary occasion; and which, I doubt not, will be peculiarly acceptable on this.

Fifty years have not gone by, since it was gravely maintained that the powers of the human species, both physical and mental, degenerated on this side of the Atlantic. We can all of us remember the time when it was tauntingly asked "Who reads an American book?" The success of the Sketch-Book of Geoffrey Crayon has furnished a triumphant answer to this question. But there was a time when that success, high as are the merits of that work, was doubtful. We therefore owe a debt of gratitude to those Europeans who aided in overcoming inveterate prejudice, and rendered the triumphs of the genius of our guest, more rapid and immediate.—This first European reader and admirer, be it said to their mutual honor, was Walter Scott; and this admiration was not confined to simply expressions, but was evinced in active services at a time when such services were of real value. Such are the claims of Walter Scott to remembrance on the present occasion; and here I would conclude, were it possible that his name should pass the lips without drawing forth some tribute to his transcendent merits. All, however, who hear, are too familiar with his works to require their admiration to be stimulated by such feeble praise as I can bestow. It is sufficient for me to say that, in the delineation of human character, not by cold and diffuse description, but by the vivid delineation of thoughts, words and actions, he particularly excels. By such delineations, instinct with life, and replete with vivid reality, he has enlarged the limits of our social circles, and brought us ac-

quainted with friends in whose converse we may luxuriate without any of the alloy that too often mingles with the communion of mere flesh and blood.

If the mind of man be the noblest work of the Creator, the delineation of the workings of that mind, in all its varieties of character and culture, is the highest effort of poetic genius. However, ages have produced but two writers who have possessed this creative talent in perfection; these are Homer and Shakespeare; the present age will add a third to the list, in the person of Walter Scott.

I shall therefore propose that we drink to

Walter Scott—Non, si priores Maenius tenet
Sedes Homerus, Pindarica latent

—Camene.

(Drunk standing with cheers.)

Mr. THOS. L. OGDEN the 4th Vice President addressed the chair, and said:—I will not trespass on the time of this company by any remarks in elucidation of the Toast I am about to offer. It certainly needs no *Vindication*, for civilized nations in all ages have sought to cherish and perpetuate the fame of the great and good men among their countrymen. The lustre shed by such men on the nation of their birth is reflected upon all its citizens and equally demands of all, the expression of their homage; but the Toast I have to propose addresses itself more particularly to the hearts of us, who in bye-gone days have chanced to share the friendship of our distinguished Guest, and these I am persuaded, will readily respond to the sentiment conveyed in it.

"The memory of early associations—identifying names now the pride of a nation with the objects of our own youthful friendships."

Mr. SAMUEL SWARTWOUT, the 5th Vice President, rose and addressed the Chair as follows:—"What subject shall I select? To whom shall I address myself? To you, my friend, the oldest and dearest, and most cherished of my youth. Welcome, thrice welcome, to your native country, your native city, and the hearts of your friends and fellow-citizens!

Gentlemen, after the display of learning and eloquence which you have just heard, it is hardly to be expected that anything new or interesting could be said by me, in relation to the subjects which have been so ably discussed, and which so appropriately belongs to the occasion—I shall not attempt it.

But, gentlemen, there are associations and reminiscences which may be indulged in at this moment, with pleasure by the company, and with pride and delight by our guest. Surrounded as we are by the earliest and dearest associates of our youth, well-coming with the renewed feelings of other years, the long absent traveller, I cannot but consider the occasion peculiarly appropriate to record some mark of respect to the character and talents and virtues of an old and cherished friend, friendly esteemed, and affectionately remembered by all who had the pleasure of his acquaintance. I will detain you no longer, gentlemen, but give you

"The health of PETER IRVING."

Mr. S.'s toast was drunk with much applause.

Substance of Mr. Vice President GRAHAM's remarks on proposing his toast:—

Mr. President: I am flattered by your call upon me for a toast, and regret my inability to do justice to your choice. As I propose, Sir, to change the subject of remark from our friend to the other gentlemen who honored us with their company on this occasion, I beg your indulgence, to preface my toast with some remarks which will make it better understood.

At these tables, Mr. President, are assembled, not merely the friends and companions of Mr. Irving's early life, but distinguished and respected strangers from other countries, and distinguished magistrates, officers and citizens of our own land; among the former we recognize one who having presided over the deliberations of one of the most august assemblies of modern times (the Cortes of Spain) now prefers banishment among us to submitting to tyranny in his own land; another only lately in banishment among us, now elected to the President of a powerful Republic in our hemisphere, this last is about to leave us to impart to our South American neighbors just ideas of our character and institutions; another, the first diplomatic representative of a new Kingdom (Belgium) which has for the last few months, indeed I may say for the last year, excited all our sympathies. Among the distinguished citizens of our own land, we recognize the patriot Lieut. Governor of our State, and near

him one who has ably and faithfully represented his adopted country, both abroad and at home; some who have fought the battles of the Revolution have gained for us that freedom and independence which are now our boast; others, in that second war of Independence (which commenced in 1812, and terminated in 1815) equalled the valor of our Sires, and nobly sustained the fabric of our free institutions, and I see with satisfaction almost the whole body of our judiciary, these judges who now administer the legal and equitable jurisdiction of this State with so much usefulness to the people and credit to themselves.

It appears to me proper, highly proper, Mr. President, to acknowledge and to record so far as may be in our power, that such distinguished individuals have united with us (his early companions) in paying respect to our guest and friend, it is a tribute paid to literary merit, alike honorable to those who confer it and him to whom it is offered; it is a pure offering and on that account more worthy of estimation and most appropriately to be noticed. Under these impressions I propose the following toast:—

"The distinguished Strangers and Citizens who have united with us in the tribute of respect to Washington Irving."

REGULAR TOASTS.

1. *The President of the United States.*
2. *Literature, Commerce, and the Fine Arts*—their union, the glory of our parent land—soon destined to adorn our own.
3. *The Triumphs of Intellect*, which even the vanquished rejoice to celebrate.
4. *The Trio of Salmagundi*:
"Aye, rare, rare fellows,
Full of gulps and turns, and joers, and swift conceits,
Yet veiling suit their mischievous intents
With most provoking gravity"
5. *The Pilgrim of Genius*, who worships at distant shrines with incense from his domestic altar.
6. *The Men of Genius in England—the associates and friends of our townsmen*.—They forgot he was not their countryman, they felt he was their brother.
7. *Christopher Columbus and his Biography*, the hero and the record, alike immortal.
12. *Hume and Dugald Stewart*—they also were members of an embassy—but all official dignity fades before literary renown.

VOLUNTEER TOASTS.

After the speech and toast of Col. Graham, the Rev. Dr. WAINWRIGHT requested that he might be permitted to offer a sentiment.

Mr. PRESIDENT.—In enumerating those who have assembled to do honor to the distinguished person whom we rejoice to see amongst us, my worthy friend who has just addressed you omitted to mention that profession of which I am an humble member. Knowing the respect and affection which he entertains for my much esteemed friend the Bishop of this diocese, who has just left us, and who so worthily represented that profession, I could not attribute this omission to anything like design. We, certainly, as a class of men, have every reason to unite with our fellow-citizens in doing honor to him whose return to his native city has called forth this expression of public feeling. And should any one demand the reason, it will be found in the sentiment which I beg leave to propose:

"Our distinguished Guest.—In all the pages which he has written for our instruction, amusement and delight, he has put forth no line which, dying, he would wish to blot."

Mr. Graham briefly explained, that his omitting to notice the Right Reverend Gentleman, and the profession to which he belongs, was purely accidental.

Mr. HONE in a few appropriate remarks proposed the health of our countryman Mr. NEWTON, who during his sojourn in Europe had been the warm personal friend of Mr. IRVING and had by his talents done honor to our country.

Mr. NEWTON in reply said:

I feel greatly honored by the compliment that is paid me in drinking my health, and by the obliging terms in which it has been proposed, especially so, in associating my name with one which I not only join with the world in honoring, but which is also endeared to me by long and close intimacy; accustomed as I am, however, to convey my impressions by another vehicle than that of *language*, I feel on this occasion particularly, how much the latter fails me in expressing my sense of this flattering distinction, and will therefore trust to the kindness which

confers it on me, to understand the gratified feelings with which it is received.

I have the honor, Gentlemen, to pledge you most cordially in return, and to wish you individually and collectively, all happiness and prosperity.

By Wm. Turner. *The Return of Rip Van Winkle*.—"Why sure enough it is Rip Van Winkle—it is himself! Welcome home again, old neighbor. Why where have you been these twenty long years?"—[Sketch Book.]

Judge Irving being called on for a toast, said that his emotions were too strong to allow him to say anything on this occasion; but that he would give them—

"The feelings of the heart, which may be conceived, but cannot be expressed."

By the President. Our distinguished countryman, JAMES FENNIMORE COOPER, Esq.

Mr. CHARLES KING rose and said—

Called upon, Mr. President, for a toast, I cannot do better on this occasion of honor to literary renown, than to offer to you the name of one, a native of our city, who, by his talents as a writer, has illustrated both it and the gallant Navy to which he belongs. I refer, sir, to the author of *A Year in Spain*. Forbidden, happily forbidden, by the state of peace which exists among nations, from achieving glory in the shock of battles, that gentleman has sought it in the fields of literature—and the work I have named bears witness of his success. But it is not, Sir, for the merits of that work, eminent as they are, that I ask to add his name to the list of those whom we have to-day so freshly remembered; but because he is, in some degree, associated with our distinguished guest in that great work, which, in the Americas at least, will, to the latest time, constitute his most lasting memorial—the *History of Columbus*. While that was in progress, Lieut. Slidell was in Spain, and joining Mr. Irving at the *Alhambra*, there labored with him in tracing the daring and perilous career of the Great Navigator over unknown seas. He is the unnamed young American officer—unnamed because his modesty refused permission to Mr. Irving to name him—to whom that gentleman acknowledges his obligation for much aid derived from his personal skill and experience, in reconciling difficult, and, oftentimes, contradictory accounts, respecting the course followed by Columbus in his voyages. He is, too, the writer of the clear and lucid critique, published in the Appendix to the Biography, particularly referring to the first voyage and the place where the Discoverer first landed in the new world. This critique, I venture to say, no one can read without being satisfied, notwithstanding the opinion of an eminent Spanish writer to the contrary, that Mr. Slidell has proved his case; and, aided by the advantage of having cruised much, and with intelligent attention, among the Bahama Islands, has established beyond dispute the precise spot of this Western World which first received Columbus. With these explanatory remarks, Mr. President, I beg to propose as a toast,

Lieutenant ALEXANDER SLIDELL, of the United States, who, with the skill of a sailor, and the taste of a scholar, has illustrated the voyages of Columbus.

By General Santander, the President of New Grenada. *The city of New York*—Distinguished by her commercial activity, honored by her patriotism, and illustrated by the writings of her intelligent son.

By Lieut. Gov. Livingston. A freeman's duty and a freeman's pride—To defend liberty, promote virtue, and honor genius.

By Chancellor Walworth. The triple emancipation of mind—From the bonds of ignorance and superstition, from the chains of civil despotism, and from the iron fetters of moral degradation.

By General Scott. *The Republic of Letters*—The only one which gives to its members a passport to all countries and to all hearts.

By Com. Chauncey. The memory of WASHINGTON.

By William A. Duer. The memories of Addison and McKenzie—More strongly associated through the medium of that living author who combines their excellence.

By Mr. Handy—Our Countrymen WASHINGTON IRVING, like the great original whose immortal name bears, has won for his country unfading laurels, which will be transmitted from sire to son until the last hour of recorded time.

By a gentleman—Charles R. Leslie. The friend

of our friend, How increasing the ties which bind them to each other! those of a Common Country a kindred genius and a pure and elevated fame.

By M. M. Noah—"The Dutchman's Fireside" and its able and patriotic Author.

By P. N. Wetmore—*The author of Thanatopsis and the Ages*—The favorite judgment of his own countrymen has been sustained by the unanimous verdict of foreign criticism.

By Mr. Sullivan—Our distinguished Guest—may he also be distinguished for founding the Irving Literary Fund for the honor of his country.

By Mr. Jas. Lawson.—*Samuel Rogers*, the Poet and Baker—the friend and admirer of American Literature; to whom our GUEST dedicated a volume of one of our most distinguished poets.

By Charles de Behr.—*Holland and Belgium*—May they soon be united by the tie of friendship, and father and son never contend in opposite ranks.

Mr. JESSE HOYT said he should not have obtruded himself upon the attention of this assembly, if the President had not honored him by a call for a toast. He had expected that some one more entitled to command attention than he felt himself to be, would have alluded to one of our citizens now abroad in a public station, and who was honorably connected with the literary character of the age and of his country. He alluded to Mr. Wheaton, who is a ripe scholar, and one who, like the distinguished individual we had met to honor, had searched the archives of a distant country to add to the literary reputation of his own. He would therefore offer to the company the name of

HENRY WHEATON—the accomplished author of the *North-men*.

By Judge Hoffman. *Louis M'Lane*, the friend to our Guest—Endeared to his country by his public virtues, and equally distinguished for his private worth in all the relations of domestic life.

By Jas. K. Paulding. Old times, old friends, and old associations.

By Le Ray de Chaumont. *James Madison*—Equally conspicuous in Literature, Agriculture, and Politics.

By Vice Chancellor M'Coun. *Our Countrymen*—Alike distinguished at home or abroad.

By a Guest. *General Lafayette*.

By Ogden Hoffman. The only useful Absentee—Who gathers the intellectual treasures of other lands, to embellish and adorn his own.

By J. W. Francis. *Columbus and Irving*—The one made known the new world; the other its genius.

By ——— The memory of *Anthony Bleecker*, one of the companions of Washington Irving.

By Mr. Gener. The last good luck of *Columbus*, his late historian.

By Wm. A. Mercein. *Washington Irving*—The illustrious hero whose name he bears, and to which he does honor, achieved the liberty and secured the prosperity of his country; our distinguished guest, has by his genius and virtues, shed a lustre on the literature and exalted the name of America, in the estimation of mankind.

By a Gentleman. *Gulian C. Verplanck*, a laborer in the same vineyard with our Guest.

By Capt. De Peyster. "*Jonathan Oldstyle*" put to sea with fame at his masthead—his Biographer comes into port under the broad pennant of immortality.

By W. P. Hawes. *William C. Bryant*—a kindred spirit of our Irving—their names are bound up in the same book.

By William Leggett. JAS. FENNIMORE COOPER.

By Wm. H. Maxwell—May the homage this night rendered to genius and literary attainments, prove an incentive to the rising youth of our country.

By J. Watson Webb. Our countryman, CHARLES ROBERT LESLIE—Like our distinguished guest, the productions of his genius during a long residence abroad, have done honor to the land of his fathers.

Mr. PRICE in offering his toast remarked that he should not attempt to dwell on all the topics which had been so skillfully addressed to our distinguished guest. There was one, however, of which we might be permitted to speak in his presence. During his residence abroad, he constructed his *History of Columbus*—"that link which connects the history of the old world with that of the new."

His execution of this great work, was the offspring of filial duty and the monument of unfading glory to his country. It stands unparalleled amidst the efforts of men upon that theme, during three hundred years; and it is now, and will be the elementary work in the teaching of American History throughout the world. I offer you Mr. President:

The History of Columbus—A filial offering of the author to his native land.

TWENTY-SECOND CONGRESS—1st SESSION.

Wednesday, May 30.

In the Senate. Mr. Kane laid on the table a resolution instructing the committee on military affairs to inquire into the expediency of disbanding part of the military force of the United States, and substituting mounted men for the defence of the frontier against the incursions of the Indians. The Chair communicated a report from the Secretary of the Treasury, in reply to a resolution of Mr. Hayne, containing a statement of the gross amount of exports and imports for certain years, which was ordered to be printed. Mr. Dallas presented a memorial from citizens of Philadelphia against the discriminations reported by the committee on manufactures between silks imported from beyond the Cape of Good Hope and from Europe; also the proceedings of a meeting of the friends of the protective system in Philadelphia; which was ordered to be printed.

On motion of Mr. Gruney, the Senate then proceeded to the consideration of Executive business.

In the House of Representatives, after some ordinary business, the House went into committee of the whole on the state of the Union, and proceeded to the consideration of the following bills, viz.: the bill authorizing the construction of Naval Hospitals at Charlestown, Mass., with an appropriation therefor of 26,000 dollars; at Brooklyn, an appropriation of 20,000; and at Pensacola, 30,000 dollars.—Mr. Branch remarked, that the necessity that existed for the construction of these several Hospitals was so obvious, he was unwilling to take up their time in advocating them; he would however state, that the Navy was almost wholly destitute of such accommodation, which it much needed.

Mr. Watmough, in support of this bill, read an extract from a report made by the Secretary of the Navy, and others. The bill was then laid aside. A bill to provide for the completion of the Naval Hospital at Norfolk, 31,900 dollars, and for fixtures, &c. 6000 dollars; and for the Naval Asylum at Philadelphia, 27,000 dollars was next taken up and laid aside.

A bill appropriating a sum not exceeding 20,000 to carry into effect the act to provide for a survey of the coast of the United States was next taken up.

Mr. Ward of New York, inquired if it was the intention of the act to revive the bill of 1807, which provided for a trigonometrical survey; if so, he apprehended it could not be accomplished, unless at an enormous expenditure, sooner than fifty years. He was opposed to such a plan, but would support any survey that might be proposed at less expense, and which would be made by chronometers. The bill was then laid aside.

A bill to provide iron tanks for the use of the Navy, appropriating 131,795 dollars.

The bill to provide for constructing two steam batteries.

The bill to provide for paying certain arrearages for surveys by naval officers, with an amendment, on motion of Mr. White, of N. Y. appropriating 487 dollars for the payment of Lieut. Wilkin.

The bill making appropriations for the rebuilding of the frigate *Java* and the sloop *Cyano*;

The bill making appropriation of 17,500 dollars for the erection of a building for the Mint Establishment, at Philadelphia;

The bill to finish the re-building of the frigate *Macedonian*;

The bill for the regulation of the Navy, and private pension, and Navy Hospital Funds;

The bill appropriating 200 dollars for the removal and erection of the Naval Monument; were severally gone through and agreed to, in committee of Whole; after which the Committee rose, and reported the bills, as amended, to the House.

The residue of the day, was occupied by Mr. Appleton in reply to Mr. McDuffie.

Thursday, May 31.—In the Senate, Mr. Kane's resolution for inquiring into the expediency of disbanding a portion of the Army, and substituting therefor mounted men, was adopted. After some ordinary business the discussion on the Bank of the United States was resumed, and continued until the adjournment.

In the House of Representatives, the Revolutionary Pension Bill from the Senate was read a third time, and by virtue of the previous question, passed without a division, so that it only wants the signature of the President to become a law. The National Intelligencer thus states the substantial provisions of this bill:

"It provides that each of the surviving officers, and soldiers, and Indian spies, who served in the continental line, &c. State troops, volunteers, or militia, at one or more terms, a period of two years, during the war of the Revolution, and who are not entitled to any benefit under the act of the fifteenth May, 1828, be authorized to receive the amount of his full pay, according to his rank, but not exceeding, in any case, the pay of a captain; such pay to commence from the 4th day of March, 1831, and to continue during his life; and that any such officer or private, who served in the continental line, State troops, volunteers, or militia, a term or terms in the whole less than the above period, but no less than six months, shall be authorized to receive, during his life, each, according to his term of service, an amount, bearing such proportion to the annuity granted to the same rank for the service of two years, as his term of service did to the term aforesaid; to commence from the fourth day of March, 1831.—[Globe.]

The remainder of the day was spent on the Tariff, Mr. Bouldin, of Va., occupying the floor.

Friday, June 1.

In the Senate the bill to release the title of Fort Gansevoort, in the harbor of New York, was ordered to a third reading.

Mr. Benton submitted a resolution directing the Secretary of the Treasury to lay before the Senate the returns of the Bank of the United States for the two last months.

The bill to modify and renew the charter of the Bank of the United States was taken up, Messrs. Bibb, Dudley, and Benton spoke in opposition to the amendment, and Mr. Sprague in support.

The question was then taken on Mr. Sprague's motion to strike out the amendment proposed by Mr. Moore, giving the States the power to tax the branches of the Bank and decided in the affirmative as follows:

Yeas.—Bell, Buckner, Clay, Clayton, Dallas, Ewing, Foot, Frelinghuysen, Hendricks, Holmes, Johnston, Knight, Naudain, Poindexter, Prentiss, Robbins, Ruggles, Seymour, Silsbee, Smith, Sprague, Tipton, Tomlinson, Waggaman, Webster, Wilkins—26.

Nays.—Messrs. Benton, Bibb, Brown, Dickerson, Dudley, Ellis, Grundy, Hayne, Hill, Kane, King, Mangum, Marcy, Miller, Moore, Robinson, Tazewell, White—18.

The question being taken on Mr. Sprague's motion to insert the provision that the bonus received from the Bank shall be distributed among the several States according to their representative population, it was decided in the affirmative as follows:

Yeas.—Messrs. Bell, Buckner, Clay, Clayton, Dallas, Dickerson, Ewing, Foot, Frelinghuysen, Hendricks, Holmes, Johnston, Knight, Naudain, Prentiss, Robbins, Ruggles, Seymour, Silsbee, Smith, Sprague, Tipton, Tomlinson, Waggaman, Wilkins—25.

Nays.—Messrs. Benton, Bibb, Brown, Dudley, Ellis, Grundy, Hayne, Hill, Kane, King, Mangum, Marcy, Miller, Moore, Poindexter, Robinson, Tazewell, Webster, White—19.

Mr. Bibb offered, as amendments, three additional sections to the bill, requiring that the President of the Bank and the Branches and one half of the Directors shall be appointed by the President with the advice and consent of the Senate; that the Bank shall not receive more than 5 per cent. interest, and that it shall not be necessary for the President and Directors to hold stock in the Bank.

This motion was debated at some length, but was not decided.

In the House of Representatives—after the hour allotted to discuss resolutions, which was occupied by Mr. R. M. Johnson on Mr. Whittlesey's motion for investigating the concerns of the post office—the rule appropriating Friday to private business was suspended on motion of Mr. McDuffie; when after concurring in the amendments of the Senate to the bill for Indian annuities, &c., the House went into committee on the Tariff.

Mr. Bouldin resumed his speech, which he concluded after speaking about an hour.

Mr. Pendleton stated his views upon the constitutional principles involved in the question.

When, after a few remarks by Messrs. Adams and Crawford, the question was taken on the motion to strike the first section out of the bill reported from the committee of Ways and Means, which was carried—**ayes 81, noes 41.**

Mr. Adams moved the committee take up and con-

sider the bill to alter and amend the several acts imposing duties on imports, which was agreed to.

Mr. A. requested the bill might be read by sections. It was a bill consisting principally in details.

Mr. Ihrie moved an amendment relative to the duty on wire, which was briefly discussed by Messrs. Denny, Ellsworth, Burd, J. Reed, McDuffie, and Ihrie, when, without taking the question, Mr. Stewart moved the committee rise, which was carried—**ayes 70, noes 57.**

Saturday, June 2d.

In the Senate, a member of private bills were passed, and sundry memorials presented from Philadelphia, Vermont, and other places, remonstrating against the proposed alteration in the Tariff, a number of private bills, and a bill to reconvey the title of the United States to Fort Gansevoort, in New York, were read a third time and passed.

The Senate then proceeded in committee, to consider the bill to renew the charter of the Bank of the United States.

The amendments offered by Mr. Benton of Missouri, were severally advocated by him at length, and after considerable debate on each of them, the question was taken by yeas and nays on the sections, in the amendments, *seriatim*, viz:

The first proposed by Mr. B. was—to repeal so much of the charter as restricted any future Congress from granting charters of incorporation to other banking companies: It was rejected, **ayes 16, noes 26.**

The second—that no member of Congress, or officer of the Federal Government, or Alien, shall hold any stock in the bank: Rejected, **ayes 6, noes 35.**

The third—that the stockholders should be liable in their individual and private capacity to the amount of their stock, if the bank should refuse to pay its notes, &c., in specie: Rejected, **ayes 11, noes 33.**

The Fourth—that the Bank shall not issue any currency, which shall not be payable on demand, at the Branch Bank, where first issued—and subject to the penalties recited in the 17th section of the Charter:

Rejected, **ayes 17, noes 27.**

An amendment was then proposed by Mr. Marcy, of N. Y. that Congress should not be diverted of the power to alter or repeal this act, at the expiration of the present Charter of the Bank, rejected—**ayes 15, noes 29:** after which,

Mr. Tazewell, of Va. proposed an amendment, in substance, to limit the charter to "ten years" instead of fifteen, as in the bill; on which an animated debate arose; but the amendment was finally rejected—**ayes 20, noes 27**—and on motion of Mr. Webster the committee then rose and reported the bill as amended!!

In the House of Representatives, on motion of Mr. Russell, a resolution was adopted that the House should meet for despatch of business henceforth at 10 o'clock, A. M.

A motion of Mr. Craig, to suspend the rule of the House, to enable him then to offer a resolution to fix a period when the House should adjourn, was rejected—**ayes 78, noes 80.** [It required two-thirds.]

Mr. Stuart of Penn., submitted some amendments (in substance the same as offered in the Senate by Mr. Dickerson) which he proposes to move as a substitute for the bill of Mr. Adams, now under discussion, in relation to the Tariff. Mr. Doubleday of N. York, also submitted some amendments with the like object. A number of memorials from Pennsylvania, Vermont and other places were presented, remonstrating against the bill.

The resolution of Mr. H. Everett, with the amendment of Mr. Whittlesey, of Ohio, coming up, Mr. Root, in order to cut off debate and the amendment, called for the previous question, which was sustained; but before any vote could be taken on the main question, the House proceeded to the order of the day, and went into committee on various bills in relation to the several territories with which they were occupied; and they finally rose and reported them, with amendments; and they were then concurred in by the House, and ordered to be engrossed for a third reading. One of them, granting one thousand acres of land for the erection of a court-house and jail at Little Rock, Arkansas, was read a third time and passed.

The bill to establish the Ouisconsin Territory was amended, and an extension of boundary given, and the name designating it "the Huron Territory" was, after considerable debate, adopted.

Monday, June 4th.

In the Senate, the Chair communicated a Report from the Secretary of the Treasury, transmitting the monthly returns of the United States Bank for the months of April and May.

Bank of the United States.

The bill to modify and continue the act to incorporate the subscribers to the Bank of the United States was taken up as the unfinished business, the question being on concurring in the amendments made in the Committee of the Whole.

The amendment striking out the third section, was taken up, and Mr. Hayne stated that when the subject was before the Committee, it determined so to frame the bill as to check a practice which had of late grown up, of issuing orders as currency, and of issuing notes at one place payable at another.—But the bill as reported, and as it now stands, after the amendments adopted, would not effect that object. The third section provides that the Bank shall not issue any note or notes of a less denomination than fifty dollars payable at any other than the place of issue, "except the same be at the wish of the person or persons to whom the bill is made payable." Mr. Hayne with a view to make the restriction practical, proposed to retain the third section, striking out the exception in the last clause, and restoring the fourth section to its original form.

Mr. Tazewell moved to amend the third section, so as to make it read, any note, bill, check or draft, instead of "note or notes."

Mr. Webster proposed to effect the object to add to the second section, words prohibiting the Bank from issuing bills, checks or drafts as currency.

The amendment striking out the third section, was disagreed to, and the last clause of the section was stricken out as proposed by Mr. Hayne.

The amendment allowing five years as the time within which the Bank may dispose of its real estate, was agreed to; also the amendment requiring that there shall not be more than two branches in any one State.

The amendment requiring the Bank to pay, as a bonus, \$150,000 a year, for fifteen years, being under consideration, Mr. Bibb moved to substitute for it, a provision that the Bank shall not receive more than five per cent. interest.

Upon this motion, after discussion, without taking the question, on motion of Mr. Holmes, the Senate adjourned.

In the House of Representatives, after the journal was read, Mr. Pendleton resumed the discussion of the petition which he presented on Monday last, relative to the release of the missionaries confined in the Georgia Penitentiary. The subject, he said, did not necessarily involve the important and delicate points raised by our Indian relations. The real question referred only to the fair and legitimate extent of the jurisdiction of the Supreme Court of the United States. The motives under which these missionaries had acted in transactions for which they were now confined had nothing to do with the subject. Whether they were fanatics or not, was a point of no importance. He would, however remark that the cause of civil liberty was more indebted to ecclesiastical persons than to any other class of individuals. English liberty was more indebted to Hooker and Chillingworth, than to Hampden or Sidney. Why should these missionaries be denied the release to which they were adjudged to be entitled by the decision of the Supreme Court? Mr. P. went into an extensive assertion of the constitutional supremacy of the General Government over the governments of the respective States, in favor of which doctrine he quoted numerous opinions and arguments, and contended that the judicial power of the United States was co-extensive with its Legislative. The appellate jurisdiction of the Supreme Court was unquestionable in civil cases circumstanced as this was—he denied that any grounds of exception existed in favor of criminal cases. It was the duty of the House to relieve the jurisdiction of the Supreme Court from the difficulty that had been interposed by the 14th Section of the Judiciary act, which excepted all who were imprisoned by the sentence of a State Court from the power of a writ of Habeas Corpus, emanating from any Judge of the United States' Courts. He proposed the afore to give the Supreme Court power to execute its own judgement, and to repeal so much of the Judiciary act as related to sending a mandate to a State Court—as it could not have been anticipated, that a State Court by the trick of refusing to record the mandate, could avoid the obligations of obeying it. He therefore moved the instructions, the substance of which was given in our paper of the 29th ult.

Mr. Foster rose and commenced a reply to Mr. Pendleton, but gave way to a motion by Mr. Clay,

to postpone the discussion till Monday next, which was agreed to.

The House then proceeded to the Orders of the Day.

The bill for the improvement of certain harbors and the navigation of certain rivers, was then taken up.

The question before the House was the motion of Mr. Polk to strike out the first section of the bill.

Upon this motion a spirited debate arose, when the question was taken and the motion lost—yeas 72, nays 101.

The question of concurrence with the amendments made in Committee of the Whole, was then taken, and they were severally carried.

The question was then taken on the engrossment of the bill, which was carried—yeas 102, nays 74.

So the bill was ordered to be engrossed for a third reading.

Mr. McDuffie moved to suspend the rules of the House to enable him to move the postponement of bills on the table in order that the discussion upon the Tariff might proceed; the motion was lost—yeas 106, Nays 57—(not two thirds.)

The act, from the Senate, to provide for the liquidation of certain claims of the State of Virginia, was taken up, when, without taking the question, the House adjourned.

Tuesday, June 5.

In the Senate, Mr. King, from the Committee on Public Lands, reported the bill from the House to establish Land Districts in Arkansas, with an amendment.

The bill supplementary to the act to promote the progress of the useful arts, and the bill to amend the act for the relief of the purchasers of Public Lands, which have reverted for the non-payment of the purchase money, passed May 23d, 1828, were ordered to be engrossed and read a third time.

On motion of Mr. Benton, the Bank returns for April and May, received from the Treasury, were ordered to be printed.

Mr. Benton laid on the table a resolution calling on the Secretary of the Treasury to report the whole amount of branch bank orders which have been issued, and for what years, and from what branches.

The following bills were taken up, and laid on the table:—

A bill to abolish the duty on Alum Salt.

A bill making appropriation for the employ of additional clerks in the Surveyor General's office in Missouri.

A bill granting a township of land to each of the states of Illinois, Missouri, Indiana, Mississippi, and Alabama.

[This bill was amended by adding Ohio and Louisiana, and other amendments were pending.]

A bill granting lands to the states of Missouri, Mississippi, and Louisiana, for the purposes of Internal Improvement.

The Senate then proceeded to consider the bill to modify and continue the act to incorporate the subscribers to the Bank of the United States. The question being on the motion, to reduce the rate of interest to five per cent., a considerable discussion took place which continued until the adjournment.

In the House of Representatives, Mr. Vance presented a memorial from a number of officers of the army, remonstrating against the bill which has been reported, going to deprive them of their right to brevet rank. Referred to the committee on military affairs.

Mr. Watmough reported a bill from the committee on naval affairs, further to extend the pension heretofore granted to the widows of seamen who were killed, or who died in the naval service; which was read twice—and the question being on the engrossment of it for a third reading, the bill was referred to the committee of the whole on the state of the Union.

Mr. Ellsworth reported a resolution from the committee on the judiciary for regulating the payment to be given to witnesses called in to attend before this House or any of its committees. The resolution proposes to allow to each witness two dollars per diem, and ten cents per mile for the expenses of going and returning, but no return mileage to be allowed to witnesses subpoenaed at the place of their attendance; and the resolution was agreed to.

The bill for the liquidation of certain claims of Virginia coming up for a third reading, Mr. J. S. Barbour moved that its further consideration should be postponed until Thursday week; which was agreed to.

The bill from the Senate to enable the Secretary of War to release the title of the United States to Fort Canastota in the harbor of New York; and

the bill to release from duty, iron prepared for, and actually laid on, railways or inclined planes, were severally read twice, and referred.

The bill to incorporate the St. Francis Road Co. coming up for a third reading, Mr. Clay moved that it be postponed until Thursday week, in order to take up the Tariff bill. Mr. Sevier complained that any delay should be given to this bill, which, he said, was of more importance to Arkansas than fifty Tariff bills. There was yet very little time allowed for any hope to have it passed through the Senate, after passing this House. If it was longer delayed, and until the discussion on the Tariff closed, in all likelihood they would have Black Hawk making his incursions into the Territory, unresisted. The citizens of Arkansas wanted a good road, to enable them to assemble on the frontiers, for their defence against these incursions of the Indians, &c. Mr. Clay said he would give up the whole Territory of Arkansas, at any time to have a final disposition made of the Tariff.

The question on postponing the bill until Thursday week was then carried: Ayes 88, Nays 74.

Mr. Sutherland desired to have such bills as were lying on the Speaker's table for a third reading, and which would not occasion any debate, taken, up, but

Mr. Clay objected thereto, and moved the suspension of the rule, with a view to go into the consideration of the bill in relation to the Tariff. The motion prevailed—Ayes 134, Nays 30.

The House then, on motion of Mr. Irvin, went into Committee of the Whole on the state of the Union, Mr. Speight in the Chair, and took up the bill from the Committee on Manufactures, on the subject of the Tariff; and the question being on the amendment proposed by Mr. Horn in reference to the duties on wire.

Mr. Drayton addressed the House at length in a very conciliating speech, directed to enforce the necessity of a compromise; and after a debate of some length, upon motion of Mr. Watmough, the Committee rose.

Mr. Carr moved a reconsideration of the vote by which the harbor bill had been postponed until Thursday week.

The question on reconsideration was then taken, and decided by yeas and nays—yeas 101, nays 75.

On the main question, Mr. Thompson of Georgia, demanded the yeas and nays—they were ordered, and the question being, shall the bill pass? it was decided by yeas and nays—yeas 95, nays 67.

So the bill was passed, and sent to the Senate for concurrence. Adjourned.

UNITED STATES BANK.—The following extract is part of the report of the proceedings of the Senate at Washington, during the Bank Debate:

"Mr. Tazewell inquired if he had understood the Senator from Massachusetts correctly, as entertaining doubts of the power of the States to create State Banks?"

"Mr. Webster replied that it was now too late to question a power which had been acquiesced in by the different branches of the Federal Government for these forty years. But if the question had been originally put to him before such acquiescence, he should have expressed great doubts on the subject. He then referred to the clauses of the Constitution which prohibit the States from coining money, and reserve to the United States the exclusive power of regulating the currency, and making issues of gold and silver; and inferred, that, if the Constitution thus cautiously excluded the States from issuing a metallic currency, it never intended that they should authorize the issue of that which is a representative of the metallic currency. The States had been indulged with the power of creating banks for forty years, and now they demanded to make that power exclusive, and to tax the branches of the United States Bank established in their limits, for the purpose of establishing an uniform currency."

"Mr. Forsyth asked if he had understood the Senator from Massachusetts as stating that the States had the right to tax such of their citizens as held stock in the United States Bank, on account of that stock?"

"Mr. Webster replied in the affirmative."

"Mr. Forsyth replied that if that was the case, how was it contended that the 8-14 millions of stock held by foreigners were to be considered as not liable to taxation?"

"Mr. Webster replied that, by the comity of nations, the property of foreigners was held free from taxation. Why did we not tax the loans of the Barings to the Ohio Canal, or the Holland loan to the Chesapeake and Ohio Canal, or the Pennsylvania

loan. It is the understanding between nations not to tax private property in peace, or to confiscate it in war. We may hold stock in the funds of Great Britain, but we are not liable to taxation for that stock."

Brown University.—The Hon. Nicholas Brown, of Providence, with great liberality, has resolved to erect at his own expense, another college edifice of brick to embrace a Chapel, Library, Philosophical Hall, Lecture Rooms, &c. as we learn from the Rhode Island papers. It is to be three stories high, and a basement 86 feet long and 42 wide. It will be placed in the front yard of the College on the south side. A subscription has also been commenced, for raising twenty-five thousand dollars—to constitute a permanent fund—the proceeds to be annually appropriated to the purchase of books for the library, and of philosophical and chemical apparatus. To this fund, Mr. Brown has subscribed ten thousand dollars. Another gentleman of Providence has subscribed one thousand dollars.—[Daily Advertiser.]

INDIAN HOSTILITIES.—The Missouri Republican of 22d ult. furnishes the following particulars of the defeat of the *Illinois militia* by the Indians:

On Monday, the 14th, the detachment met a small party of Indians and killed two, and made two others prisoners. They continued their route, and encamped for the night in an advantageous position, —a dense wood, surrounded by prairie. Almost as soon as they had dismounted, turned their horses loose and commenced preparations for supper, a small party of Indians appeared in the neighborhood of the encampment, bearing with them a white flag. Captain Eader, with a few men, was sent out to meet them, when the Indians commenced a precipitate retreat. This officer being acquainted with the Indian mode of warfare, and suspecting an ambush, followed them as far as he deemed prudent, and then ordered his men to fall back upon the main party. Although it was nearly dark, the whole detachment had been ordered to re-mount, and were met upon the route by the men who were returning. The pursuit was conducted without any regard to discipline, and had continued for several miles, the Indians receding as the troops advanced, until they had decoyed them across Syedmore creek as it is called in the proclamation. This they did in disorder, and each man successively reached it. Being thus decoyed into the midst of the main body of the Indians, and without being allowed to form, hostilities were commenced. The Indians showing themselves on every quarter, mounted and armed. They commenced the attack with their guns, and after firing them resorted to the use of tomahawks and knives. As soon as their desperate situation was known, Maj. Stillman ordered a retreat across the creek, after an ineffectual fire at the enemy. The savages followed close upon them. No time was allowed for them to form on the opposite bank of the creek. A company under the command of Captain Adams, of Tazewell county, who were in the rear, endeavored to make a stand against them and fought with desperation. About half of the missing are thought to have belonged to this company. The battle was fought by moonlight, in an open prairie, and the pursuit was kept up for ten or twelve miles. The survivors began to arrive at Dixon's Ferry about one o'clock in the morning; and after a sufficient time elapsed, the next day, for them all to have come in, the roll was called and fifty-two were found to be missing. A few of these who escaped were wounded, and many had their hats and clothes perforated with bullet holes. Some of the savages were killed, but the number could not be ascertained. Various estimates are given of the strength of the Indians: the number is probably between 12 and 1500 warriors. By this victory they obtained possession of the horses of the slain, and of the camp equipage, blankets, ammunition, and provisions of the routed Militia; and are, moreover, encouraged to further hostilities by the propitious omen of a first victory.

LATER.—We have counter and less disastrous reports by a short steamboat passage from Galena.—It was reported there, by persons who were in the engagement, that 25 or 27 men, only, were killed. In the other particulars, the above details are nearly correct. Business was entirely suspended at Galena, and the families in the surrounding country were moving in for protection. As proof of the rapidity with which the Indians traverse the country, it is stated, that a runner from Black Hawk and his allies, bearing to the Missouri Indians news of the defeat of the Militia, arrived at the Des Moines Rapids twenty-four hours before the express sent by Gov. Reynolds.

REPRESENTATIVES UNDER THE NEW CENSUS.—The following table exhibits the number of Representatives which the different sections of the country had under the census of 1820, and that they will be entitled to under the census of 1830.

| | 1820. | 1830. |
|---|-------|-------|
| The five New England states, | 39 | 38 |
| The five middle states, New York, New Jersey, Pennsylvania, Delaware, and Maryland. | 76 | 83 |
| The four Southern Atlantic states, Virginia, North Carolina, South Carolina, and Georgia. | 51 | 52 |
| The four south western states, Tennessee, Mississippi, Louisiana, and Alabama. | 16 | 23 |
| The five western states, Ohio, Indiana, Kentucky, Illinois, and Missouri. | 31 | 44 |
| | 213 | 240 |

The Apportionment Bill, as passed in Congress, fixes the ratio of representation at 47,700.

Below we give the number of representatives under the census of 1820, and the number according to the new ratio, and the several fractions under it.

| States. | No of Rep. 1820. | Fraction. | 1830. |
|-----------------|---------------------|-----------|---------|
| Maine, | 7 | 8 | 17,837 |
| New Hampshire, | 6 | 5 | 30,826* |
| Vermont, | 5 | 5 | 42,157* |
| Massachusetts, | 13 | 12 | 38,008* |
| Rhode Island, | 2 | 2 | 1,794 |
| Connecticut, | 6 | 6 | 11,465 |
| New York, | 34 | 40 | 10,553 |
| New Jersey, | 6 | 6 | 33,722* |
| Pennsylvania, | 26 | 28 | 12,472 |
| Delaware, | 1 | 1 | 27,732* |
| Maryland, | 9 | 8 | 24,243* |
| Virginia, | 22 | 21 | 21,803 |
| North Carolina, | 13 | 13 | 19,647 |
| South Carolina, | 9 | 9 | 25,725* |
| Georgia, | 7 | 9 | 511 |
| Alabama, | 3 | 5 | 24,008* |
| Louisiana, | 3 | 3 | 28,594* |
| Mississippi, | 1 | 2 | 14,958 |
| Tennessee, | 9 | 13 | 5,163 |
| Missouri, | 1 | 2 | 35,019* |
| Kentucky, | 12 | 13 | 1,732 |
| Illinois, | 1 | 3 | 14,047 |
| Indiana, | 3 | 7 | 9,131 |
| Ohio, | 14 | 19 | 29,584* |
| | 213 | 240 | |

The States marked thus * would, upon Mr Webster's plan, have had an additional member.

We gladly put on record the following testimony, so honorable and so just to Mr. Ogden Hoffman, and so creditable to the parties who were unanimous in making the appointment:

Court of Common Pleas, Saturday, June 2.

Present—John T. Irving, First Judge; Walter Bowne, Mayor, Richard Riker, Recorder.

At the opening of the Court Judge Irving observed that, the first duty of the Court this morning was the appointment of a District Attorney, for the city and county of New York: the constitutional term for which Mr. Hoffman was appointed having expired. The Court, therefore, appoint Ogden Hoffman, District Attorney for the city and County of New York, to hold his office for the term prescribed by law. In making this appointment, his Honor further stated that although the Mayor and Recorder were only with him on the bench, it was proper to say that the appointment was made with the unanimous concurrence of the whole Court—that he held in his hand a paper signed by all the Aldermen, not only consenting to, but recommending the appointment—that paper would be put on the files of the Court—and as it was signed by the Judges of that Court, in which Mr. Hoffman's duties, as District Attorney, were principally performed, it was an evidence of the fidelity and ability with which those duties had been discharged by him.

We learn from the Philadelphia Chronicle, that a riot took place last Wednesday at the Eagle race-course, near Trenton, between a body of laborers upon the canal and the spectators on the course—that the laborers, about 100 in number, undertook to clear the field, but were unsuccessful, and in the attempt many were very seriously, probably mortally, wounded. It is stated that one or more

have since died, and that the field was literally strewn with the bodies of the combatants. Several of the natives have since been attacked by the laborers and dreadfully maltreated. Some of the rioters had been arrested.

FOREIGN INTELLIGENCE.

LATER FROM FRANCE.—By the Edward Quesnel packet ship from Havre, Paris accounts to the 5th ult. are received, which are chiefly important as showing a constant and rapid decrease of cholera in that city. Its appearance in Havre is now certain; there were 4 new cases, from 3d to 4th May, and there had occurred altogether 56 cases, of which 24 resulted fatally.

The Russian ratification of the 24 articles was received in London on 1st May, but it was not yet exchanged.

The arrangement of the Ancona affair, as we learnt by the previous arrival, was agreed on; and among the extracts to-day is the note of the French ambassador at Rome, reciting its conditions.

A Carlist conspiracy in the south of France had been discovered; of which Marseilles was to be the chief theatre. It is a good deal in contradiction with the character earned by the Marseillois during the revolution, to hear they are charged with conspiring or favoring conspiracy in behalf of the family of Louis XVI.

M. Montalivet is charged, *ad interim*, with the duties of Premier. The condition of M. Casimir Perrier as to ultimate recovery, seems doubtful.

ENGLAND.

LONDON, May 1.—There was a good deal of anxiety to-day in the city on the subject of the much talked of ratification of Russia. It is now known to be in the hands of Count Orloff. The Courier who was bearer of it arrived in the Hamburg Steamboat. He left St. Petersburg the 17th April.

The Courier says—The Russian ratification of the Belgian treaty arrived in the city yesterday afternoon, but up to this moment we do not believe that the members of the conference have been convoked to exchange the ratifications. We do not know if this delay is to be attributed to the absence of M. Van de Weyer, the Belgian minister, who left London a few days ago on a visit to his friends in Belgium, or to some desire expressed by the Dutch Minister, that the exchange might be delayed until he has time to receive instructions from Holland, on the line of conduct he is to adopt. M. Wallez, chargé d'affaires of King Leopold, has probably been left in the possession of full power to act in the absence of M. Van de Weyer, and if it be so, no delay is necessary unless it be thought politic, as the King of Holland has hitherto appeared to act in concert with Russia, to give his minister an opportunity to ratify at the same moment as Prince Lieven. It is also probable that this conciliatory conduct may be followed towards Holland, particularly if there is any foundation for the reports which have lately been in circulation of the hostile intention of that country towards Belgium.

The Cholera continues to make great ravages in Dublin and the County of Cork. It is also rather severe in Edinburgh, where it is said Charles X. finds himself no longer at his ease, and that he already speaks of going to a country where he will have nothing to fear. He will probably set off for Italy to meet the Duchess de Berri. At London, the cholera is fast diminishing, and it is hoped that the city will soon be entirely free from it.

ITALY.

Rome, April 18.—The note of the French Ambassador, Cte. Saint-Aulaire, in reply to the note of the Cardinal Secretary of State, Bernetti, of the 16th April, is of the following tenor:

Rome, 16th April, 1832.

The undersigned has had the honor to receive the note in which his Excellency the Cardinal Secretary of State has the goodness to acquaint him with the acquiescence of the Holy Father in the momentary presence of the French at Ancona, and with the conditions attached by His Holiness to this acquiescence. These conditions will be punctually observed, and to-morrow M. Beugnot, Secretary of the French Embassy, will leave here to superintend their performance. If the troops brought by the transport ship Rhone, are not re-embarked, they shall be immediately transported in the ship of war *Le Suffren*.

The undersigned makes no difficulty in agreeing that if any difficulty should arise as to the interpretation of the ten articles, his Excellency, the Cardinal Secretary of State, shall decide on their true meaning. Truth can have no better interpreter. One single article may admit of two different meanings. The 5th, which speaks of the period of departure of the French troops it is hardly necessary to state here that the expression at the same port (*alla stessa epoca*) is to be understood as alluding to the departure of the Austrian troops. The undersigned thinks it unnecessary to add that he will endeavour with the greatest zeal to prevent the least cause of discontent being given by the French troops to the Holy Father, and to promote sincerely the best understanding between the French troops and the city and military pontifical authorities which may be sent back to Ancona. ST. AULAIRE.

FRANCE.

PARIS, 3d MAY.—The Moniteur says: For three months past Government has been aware of the existence of intrigues with a view of causing a Carlist insurrection at Marseilles and on the coast. It was known that with this view an active correspondence was going on between that place, Paris and Italy, and that travelers of more or less distinction, but all equally devoted to the legitimate party, arrived one after the other, but particularly, of late, carrying orders, counter orders and intelligence.

At one time it was on the 15th or 20th March, at another time on the 21st April, afterwards definitively on the 28th, that all was to be ready for an open insurrection.

A debarkation of troops was spoken of, the name of Madame, the Duchess of Berry, was mentioned. A plan of the coast near Martiques had been taken, and funds had been received by those individuals most deeply concerned in this intrigue.

In the neighboring departments, those men who are continually dreaming of disorder and civil war, were told to hold themselves in readiness. Their language and manners would, had other indications been wanting, have sufficiently demonstrated the object of their hopes, and the blow which it was thought would be struck.

At periods assigned, the project was to cause insurrections to take place at different points in the South. At Lyons, distributions of money were made; and some indigent workmen, animated by patriotic indignation, on learning the source and the object of these distributions, paid over to the authorities the money that had been placed in their hands.

It was also known through different channels, that Madame, the Duchess de Berry, had endeavored to purchase the steamboat *St. Colombo*, and that the *Charles Albert* waited her orders.

This article from the Moniteur has not much tranquilized the minds of the people, for though it is true that it gives information of the intrigues of the legitimates, which led to the commotions of the 30th April, still it does little more. We are ignorant as to whether the insurrection will extend beyond the city of Marseilles. It is known that the town of Toulon is also filled with partizans of the deposed family, but there a greater number of partizans are to be met with than at Marseilles, and besides, that town is now filled with troops who were on the point of embarking for Algiers, and there is reason to believe, that the troops will have received orders by telegraph to remain on shore and to hold themselves ready to march on the first signal to those points which are menaced. Marshal Bourmont it is said was at a few leagues from Marseilles, at the time the insurrection broke out and that the Carlists were to quit possession of a signal post, to inform by a signal agreed upon that he might commence his debarkation. News had also been received from Leghorn that the Duchess de Berri had embarked in a vessel the apparent destination of which was Barcelona. She thought no doubt that Marshal Bourmont had landed at Marseilles, and was master of that port, she might also land and advance into the interior of France without further difficulty. We are totally ignorant of the details of the unfortunate affair, but it can only have the effect of further consolidating the government of July.

Proper orders were in consequence given some time since. At Marseilles as well as at Lyons, every measure was taken to paralyze these seditious demonstrations and to put the authors of them in the hands of justice.

When travelers reported at Nevers and on the road that the white flag would be hoisted at Lyons, insurrectionary movements did actually break out at Marseilles.

Colonel Larhaux has been arrested in open arms, as well as M. de Candolle. M. de Candolle, ex-Con-

oul of France, at Nice, had lately left the neighborhood, where he had before taken up his residence.

M. Laget de Podio also arrested, was *procureur* of the King in 1815.

The rebels calculated on the people. The people, the troops of the line, and the National Guard, have annihilated their hopes in a moment. It will be thus wherever faction dares to raise its head.

The Administration and the armed force have done their duty; justice will now perform hers.

This morning at 11 o'clock, a telegraphic despatch from Marseilles was received at the office of the Minister of the Interior, announcing that in the afternoon of the 2d, until 11 o'clock at night, the town continued in great agitation. The despatch terminates by saying, that in the night of the 5th and 6th, a Courier would arrive at Paris with details of all that has occurred. It is however said that tranquillity appears about to be restored.

PARIS, 4th May.—Since the day before yesterday apprehensions have been entertained that M. Decaze had again been attacked, but we learn to-day that he is better. Since his illness it has been remarked that the Duke de Bassard has had frequent private interviews with M. Decaze.

The precise state of M. Perrier's health is not known to-day: it is said however, he is a little better. His physicians still hope to save him, but notwithstanding all the ministerial papers say, there is no possibility that he will be able to resume the direction of affairs.

It is positively said that M. de Lamarque has experienced a dangerous relapse of cholera.

PARIS, May 4.—Since yesterday M. Casimir Perrier gives continual proofs of mental alienation—he sings continually. This consequence of the malady of the President in no way astonishes us.—We have often remarked in the eyes and physiognomy of M. Perrier, a predisposition to mental alienation.

The Minister of the interior appears to be very uneasy about the news from the south. The rainy weather has prevented to day the telegraphs working. Two secret agents were sent off last night for the neighborhood of Marseilles and Lyons.

The number of cases of Cholera has again diminished to-day. The 4th, 6th and 12th *arrondissements* have not a single case in private houses. In nine others the number amounts to 22, (17 women and 5 men) which is a diminution of 16 on the cases of yesterday.

HAVRE, 5th May.—Official Bulletin of Cholera Morbus from 3d May, at Mid-day, to the 4th same hour.

New cases.—In town, 2 men, 2 women; succeeded in day—30 men, 22 women. Total, 56.

Deaths in the preceding days, 10 men—14 women. Since the commencement of the disease—

Cases, 56; deaths, 24; cured, 13; still sick, 19.

HAVRE, May 3.—Sales Cotton—52 bales Sea Island at 1851, 100 Upland, 93; 25 do. 94; 94 Louisiana, 908. Coffee—27 bags St Domingo, per Pearl, 724; 312, per Lagaira, duty 571, 724.

May 3.—Sales Cotton—30 bales Upland, 924. Coffee—600 bales St Domingo, 731; 100 do. 731.

PARIS, May 4.—Five per cents, 96 5/4; 96 5/4; Three per cents, 69 5/8, 69 5/8.

[From a late Liverpool Paper.]

CAPTAIN ROSS'S EXPEDITION.—We understand that a communication has been received, via Copenhagen, by a gentleman in town interested in the fate of those daring adventurers who sailed in the John of Greenock, under the command of Capt. Ross, to discover, if possible, a northwest passage through the Arctic seas; in this it is stated that a boat's crew and a surgeon had left that vessel when, in danger in the Polar regions, and that they were landed in Denmark during last year, having been brought there by some of the whaling ships.

VERA CRUZ.—Gen. Santa Anna, having required from the American merchants resident at Vera Cruz that they should, under penalty of personal responsibility, pay to him the amount of the bonds given for duties to the Mexican government, J. A. Cameron, Consul of the United States, resisted this demand, and in a very proper note endeavored to dissuade Gen. Santa Anna from persisting in so unjust a measure, assuring him, moreover, that it was not in the power, at the time, of the American merchants to comply with it. Mr. Cameron thus concludes:

"If, notwithstanding this repeated and solemn assurance, the harsh measures which are threatened be resorted to, the American merchants will look with confidence, for protection, to their own government, which never yet allowed the injuries of its citizens to go unredressed."

List of Vessels cleared with Luckanuna Coal from Rondout during the week ending May 26, 1832.

| May 21st, Sloop Green County | |
|------------------------------|---|
| 22d, | Coal Black Rose } for Athens. |
| " | Fowler |
| 22d, | Merchant, for Hudson. |
| " | Star, for Fishkill. |
| 23d, | Schooner Joseph and Mary |
| " | Mary |
| " | Sloop Lafayette |
| " | Providence |
| 24th, | Norfolk Packet |
| 25th, | Harmony |
| 23d, | Schooner Columbus, |
| 24th, | Sloop George & Eliza, } for Fall River. |
| " | Rising States, |
| " | Schooner Spartan, for Plymouth. |
| " | Sloop Mary Nichols, for East Greenwich. |
| " | Schooner William Henry, |
| 25th, | Sloop Charles, |
| 26th, | Stranger, |
| " | Barge Lackawanna, |
| 26th, | Schooner Thomas Peterkin, for New-London, Conn. |
| " | Sloop Commodore, for Somerset. |

PASSENGERS:

In the ship Franklin, from Canton—Mr. J. M. Bull.
In the ship Gov. Clinton, from Manila—Messrs. G. R. Russell, and H. Kerr, of Manila.
In the ship Samuel Robinson, from London—Anna Payne and family, Wm. Rhodes and family, J. Groton, Martha Henderson, Caroline Pagley, J. Stormes, J. Stratford, and 141 in the steerage.
In the ship Edward Quenel, from Havre—Madam Caradeco, J. Caradeco, Dr. A. De Lettre, and 175 in the steerage.
In the ship Globe, from Liverpool—Miss Ellen Leach, Mr. Frs. Leach, and 167 in the steerage.
In the ship Herald, from Amsterdam—A. Kohalus, J. A. Guinier, and 37 in the steerage.
In the ship Precioso, from Hamburg—A. Wiuekepe, and F. Maciel.
In the British barque Science, from Greenock—J. Maggett, T. Maggett, S. Mason, J. Sanderson, P. Walker and family, 126 in the steerage.
In the brig Mary, from Attakapas—Mr. and Mrs. Smith, Mrs. Neutlen, and Mrs. Noble.
In the brig Elizabeth Clark, from Swansea, Wales—J. Griffith, S. Williams, J. Jenkins, and 56 in the steerage.
In the brig Rosebank, from Liverpool—Messrs. Taylor and Catheart, and 123 in the steerage.

AMERICAN RAIL-ROAD JOURNAL.

The subscriber is now publishing a weekly paper, called the AMERICAN RAILROAD JOURNAL. A principal object in offering the proposed work to the Public, is to diffuse a more general knowledge of this important mode of internal communication, which, at this time, appears to engage the attention of almost every section of our country.

THE AMERICAN RAILROAD JOURNAL is printed on a sheet of the largest size, (mammoth) and put up in a convenient form for binding, each number containing sixteen large octavo pages of three columns each. The selections, upon the subject of railroads and other works of internal improvement, will be from the best authors, both of Europe and America, and will be occasionally illustrated by engravings. A part of this Journal will be devoted to the subject of internal improvement—giving a history of the first introduction of railroads into England and their improvements to the present day. It will also notice the meetings, in different sections of the country, upon the subject of railroads. The remaining part of the paper will contain the LITERARY, MISCELLANEOUS AND NEWS matter of the NEW-YORK AMERICAN, as prepared for that paper, omitting all political subjects, except such as are of general concern.

The terms of the American Railroad Journal are THREE dollars per annum, payable in advance; and will not be sent without. Any person who will obtain eight subscribers and remit the amount, shall have a copy gratis; and to companies of ten subscribers, who associate and remit twenty-five dollars, it will be sent for \$2.50 each per annum. The Journal will be sent for any length of time desired, if paid in advance. It will be published on Saturdays.

Letters upon the subject of the AMERICAN RAILROAD JOURNAL may be addressed, free of postage, to the publisher and proprietor,

D. K. MINOR,

No. 35 Wall-street, New-York.

TO RAILROAD CONTRACTORS.

THE Ithaca division of the Ithaca and Owego Railroad (from Ithaca, at the head of the Cayuga Lake, to Owego, on the Susquehanna River) is now under contract, and large forces of men and teams are at work upon the several sections thereof.

PROPOSALS FOR GRADING the Middle and Owego divisions of this Railroad, (amounting to about 20 miles) will be received at the office of the Company, at Ithaca, Tompkins Co. N. Y. until the 16th day of July next.

The Maps and Profiles of this part of the road may be seen at the office of the Engineer in Chief on and after the 2d day of July. The ground will be divided into sections of suitable length, and prepared for the examination of Contractors by the 10th day of July next.

JOHN RANDEL, Jr.,

Engineer in Chief.

Engineer Department of the Ithaca and Owego Railroad, April 22, 1832.

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes of any required length (with or without splice) to supply full length ropes for the inclined planes on Railroads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Rope, the public are referred to J. B. Jervis, Eng. M. & H. R. C. Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County Pennsylvania.

Palmyra, Wayne County, New-York, 1st mo. 22d, 1832.

RAILROAD IRON.

The Subscribers having executed large orders for Iron for the Canal Commissioners of Pennsylvania, as well as for several incorporated companies, have made such arrangements in England, where one of them will shortly be, as will enable them to import it on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Pins and Wedges in use, both in this country and Great Britain, will be exhibited. Apply to

Philadelphia, May 26, 1832.

J23m

BANK NOTE TABLE.

| | | |
|--------------------------------------|-------------------------------|----------------------------|
| MAINE. | | |
| U. S. Branch. | Cumberland. | Augusta. |
| Thomaston. | Casco. | Gardiner. |
| Vassalborough. | Merchants. | Kennebunk. |
| Canal. | Union. | Manufacturers'. |
| Portland. | Waterville. | Wint. |
| Bangor. | Saco. | Bathrop. |
| South Berwick. | Lincoln. | |
| NEW-HAMPSHIRE. | | |
| U. S. Branch. | Rochingham. | Claremont. |
| Cheshire. | Portsmouth. | Grafton. |
| Concord. | Farmers'. | Merrimack Co. |
| Exeter. | Piscataqua. | Merrimack. |
| New-Hampshire do | Dover. | Commercial. |
| N. H.—Stratford do | Winnipisaukee do | Connecticut river do |
| MASSACHUSETTS. | | |
| U. S. Branch. | Plymouth. | Bank of Norfolk. |
| Boston City B'ks. | Pawtucket. | Cambridge. |
| Agricultural. | Salem. | Andover. |
| Beverly. | Springfield. | Falmouth. |
| Sedford Com'l. | Taunton. | Mercandee. |
| Commercial. | Worcester. | Lynn Mechanics'. |
| Dedham. | Blackstone. | Merch'ts Salem. |
| Gloucester. | Fall River. | Do N. Bedford. |
| Hampshire. | Exchange. | Bunker Hill. |
| Franklin. | Danvers. | Atlantic. |
| Sunderland. | Andover. | Franklin. |
| Hampden. | Mendon. | Lowell. |
| Mechanics'. | Oxford. | Brighton. |
| Marblehead. | Milbury. | Central. |
| Newburyport. | Housatonic. | Greenfield. |
| Phenix. | Hamp. Manufacts do | Futon. |
| Pacific. | Barnstable. | Essex. |
| Manu. & Mech. do | Leicester. | Farmers'. |
| RHODE-ISLAND. | | |
| U. S. Branch. | Village Bank. | North Kingston. |
| Providence. | Smithfield. | Mount Hope. |
| Union. | Rock. | Pawtuxet. |
| Exchange. | Newport Bank. | Phenix. |
| Mechanics'. | Roger Williams do | R. I. Central. |
| Globe. | Schuette. | Warren. |
| Manufacturers'. | Kent. | Warwick. |
| R. Island Union. | Eagle, Bristol. | R. I. Agricult'. |
| Rhode Island do | Do. Providence. | Cumberland. |
| Merchants' Provi- dence. | Mount Vernon. | N. E. Pacific. |
| Do. Newport. | Cranston. | Smithfield Union. |
| N. E. Commercial do | Bank of Bristol. | High Street. |
| Washington. | Commercial. | Woonsocket Falls. |
| Burrillville Agric. and Manuf. do | Freemans. | Mech. & Manufa. |
| Smithfield Exch. do | Franklin. | Centreville. |
| | Landholders. | Far. & Me'. |
| | Narragansett. | Burrillville. |
| CONNECTICUT. | | |
| U. S. Branch. | Hartford. | Union. |
| Norwich. | Phenix. | New Haven. |
| Bridgeport. | Middletown. | Thames. |
| Fairfield County do | Mechanics. | Windham Co. |
| do Branch do | New-London. | Stonington. |
| VERMONT. | | |
| Brattleborough. | St. Albans. | Orange County. |
| Montpelier. | Windsor. | Burlington. |
| Rutland. | Vergennes. | |
| Bank Caledonia do | Bennington. | |
| NEW-YORK. | | |
| U. S. Branch. | Bank of Albany. | Central Bank. |
| City Banks. | State Bank. | Auburn. |
| Long Island Bk. do | Commercial, \$50. do | Rochester. |
| Dutchess Co. do | Bank of Troy. | Jefferson County. |
| Lansburg. | Farmers', \$50. do | Geneva. |
| Poughkeepsie do | Mohawk. | Chenango. |
| Catskill. | Utica. | Bk Columbia broke |
| Newburgh. | Do. Branch. | Middle District. |
| Do. Branch. | Ontario. | Franklin Bank. |
| Mech. & Farmers. | Do. Branch. | Wash & Warren. |
| NEW-JERSEY. | | |
| State Bk, Newark. | Morris Canal. | Commercial. |
| Do. Morristown. do | Trenton B. Co. | Cumberland. |
| Do. Elizabeth. | Orange. | Salem B. Co. |
| Do. Camden. | Washington. | Pateron. |
| Do. N. Brunswick. | People's. | Monmouth. |
| Newark B. Co. do | Sussex. | N. J. Manuf. Co. do |
| Farm. & Mech. do | Farmers. | Franklin. |
| at Rahway. | Bk N. Brunswick. | Jersey. |
| PENNSYLVANIA. | | |
| U. S. Bank. | Montgomery co. | Gettysburgh. |
| Philadel. Banks. | Columbia Br. Co. do | Carlisle. |
| Harrisburg. | Chester county. | Miners'. |
| Norhampton. | Lancaster. | Pittsburg. |
| Farmers, Reading. | Germantown. | Chambersburg. |
| Do. Lancaster. | Delaware county. | Erie. |
| Do. Bucks co. | Perin Township. | Monongahela. |
| Easton. | York. | |
| DELAWARE. | | |
| Farmers. | Wilm. & Brand. | Smyrna. |
| Do. Branches. do | Delaware. | Commercial. |
| MARYLAND. | | |
| U. S. Branch. | Bank Maryland. | Hagerstown. |
| Baltimore Bks. | Frederick co. | Susqueh Bridge. |
| Farmers. | Westminster. | Elkton. |
| Do. Branches. | Farmers & Mech. | Planters. |
| DISTRICT COLUMBIA. | | |
| Patric. | Alexandria. | Mech. George. |
| Metropolis. | Potomac. | Do. Alexandria. |
| Washington. | Union. | Farmers & Mech. do |
| VIRGINIA. | | |
| U. S. Branch. | Farmers. | Virg. & Brnches. |
| Vally, & Branch. | Do. Branches. | Northwestern. |
| NORTH CAROLINA. | | |
| State, & Branches. | Newbern & Branch. | C. Fear, & Branch. |
| SOUTH CAROLINA. | | |
| U. S. Branch. | Union. | State Bank. |
| Plant. & Mech. | South Carolina. | State Bank & C. do |
| GEORGIA. | | |
| U. S. Branch. | State B. & Br'h's. | Macon. |
| Planters. | Augusta. | Augusta In. & Bk. do |
| Marine & Fireins. do | Merch. & Planters do | Darien. |
| MISSISSIPPI. | | |
| State of Mississipp. | | |
| OHIO. | | |
| U. S. Branch. | Marietta. | Farmers & Mech. |
| Chillicothe. | Lancaster. | Belmont. |
| Western Reserve do | Mount Pleasant. | Commercial. |
| Franklin. | Farmers. | Steuenerville. |
| LOUISIANA. | | |
| U. S. Branch. | State 3—Orleans. | Louisiana. |
| ALABAMA. | | |
| U. S. Branch. | Mobile & State. | Tombigbee. |
| ARKANSAS. | | |
| U. S. Branch. | Union. | |
| CALIFORNIA. | | |
| U. S. Branch. | San Francisco. | |
| CONNECTICUT. | | |
| U. S. Branch. | Union. | |
| MAINE. | | |
| U. S. Branch. | Cumberland. | |
| NEW-HAMPSHIRE. | | |
| U. S. Branch. | Rochester. | |
| MASSACHUSETTS. | | |
| U. S. Branch. | Plymouth. | |
| RHODE-ISLAND. | | |
| U. S. Branch. | Village Bank. | |
| CONNECTICUT. | | |
| U. S. Branch. | Hartford. | |
| VERMONT. | | |
| U. S. Branch. | Brattleborough. | |
| NEW-YORK. | | |
| U. S. Branch. | City Banks. | |
| NEW-JERSEY. | | |
| U. S. Branch. | State Bk, Newark. | |
| PENNSYLVANIA. | | |
| U. S. Bank. | Philadel. Banks. | |
| DELAWARE. | | |
| U. S. Branch. | Farmers. | |
| MARYLAND. | | |
| U. S. Branch. | Bank Maryland. | |
| DISTRICT COLUMBIA. | | |
| U. S. Branch. | Patric. | |
| VIRGINIA. | | |
| U. S. Branch. | Vally, & Branch. | |
| NORTH CAROLINA. | | |
| U. S. Branch. | State, & Branches. | |
| SOUTH CAROLINA. | | |
| U. S. Branch. | Union. | |
| GEORGIA. | | |
| U. S. Branch. | State B. & Br'h's. | |
| MISSISSIPPI. | | |
| U. S. Branch. | State of Mississippi. | |
| OHIO. | | |
| U. S. Branch. | Marietta. | |
| LOUISIANA. | | |
| U. S. Branch. | State 3—Orleans. | |
| ALABAMA. | | |
| U. S. Branch. | Mobile & State. | |
| ARKANSAS. | | |
| U. S. Branch. | Union. | |
| CALIFORNIA. | | |
| U. S. Branch. | San Francisco. | |
| CONNECTICUT. | | |
| U. S. Branch. | Union. | |
| MAINE. | | |
| U. S. Branch. | Cumberland. | |
| NEW-HAMPSHIRE. | | |
| U. S. Branch. | Rochester. | |
| MASSACHUSETTS. | | |
| U. S. Branch. | Plymouth. | |
| RHODE-ISLAND. | | |
| U. S. Branch. | Village Bank. | |
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| DELAWARE. | | |
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| U. S. Branch. | Bank Maryland. | |
| DISTRICT COLUMBIA. | | |
| U. S. Branch. | Patric. | |
| VIRGINIA. | | |
| U. S. Branch. | Vally, & Branch. | |
| NORTH CAROLINA. | | |
| U. S. Branch. | State, & Branches. | |
| SOUTH CAROLINA. | | |
| U. S. Branch. | Union. | |
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| U. S. Branch. | Mobile & State. | |
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POSTSCRIPT.

FROM ENGLAND—FOUR DAYS LATER.—London papers to the evening of the 7th have been received by the ship Tallyho, Capt. Fisher, but as our own files have not come to hand, we are indebted to the Journal of Commerce for the news brought by this arrival. The most important is the defeat of the British Ministry upon the Reform Bill, by a majority of 35. A sketch of the debate will be found below. Although the defeat was on an amendment proposed by the Ministers, it appears to have been considered decisive of the fate of the Bill, unless resort should be had to a creation of Peers. Accordingly, says the London Sun, "it seemed to be the opinion of several Peers in the House, that an Extraordinary Gazette containing a list of SIXTY NEW PEERS would appear on Wednesday," May 9th, the further discussion of the bill having been postponed till Thursday, at the request of Ministers.

Rumors were prevalent in London, on the evening of the 7th, that Casimir Perrier was dead. They seem, however, to want confirmation. There seems, unhappily, to be better grounds for a melancholy report concerning the young Duke of Riechstadt. Recent accounts from Vienna, state, that the son of Napoleon, who had been for some time past in a declining state of health, is now considered in almost a hopeless state. His complaint is said to resemble that of his father, and to have been brought on thus prematurely by too much confinement, and the disappointment of a noble mind, in which there is a great deal of ambition. The Emperor of Austria, who is tenderly attached to this young Prince, is said to be severely affected by his ill state of health.

An extraordinary supplement to the German National Gazette contains the account of a conspiracy which has been just discovered at Brunswick. A Lieutenant Colonel was arrested, a trunk or two broke open by the police, and things brought to a right condition by the populace singing, "Hail William," at the theatre.

The cholera in London was nearly extinct.—On the 4th there were two new cases, and no deaths. On the 5th and sixth jointly, 7 new cases, 2 deaths, 6 recoveries, and 16 remaining.

In the country on the last day reported, an aggregate of 122 new cases, 58 deaths, 60 recoveries, 176 remaining.

In Dublin, May 4th, 100 new cases, 33 deaths, 40 recoveries, 400 remaining. Total cases 1515, deaths 508.

In Cork, May 3d, 58 new cases, 15 deaths, 27 recoveries, 291 remaining. Total cases 997, deaths 267.

In Carlingford, Banagher, Forkhill, (county Armagh) Clontarf, Craig, and other places in Ireland, the disease was more or less prevalent. It was reported that two or three cases had occurred in Liverpool, but this is at least doubtful.

HOUSE OF LORDS.

The House having resolved itself into a Committee on the Reform Bill,

Earl Grey the Prime Minister rose and said—My Lords, I congratulate your Lordships on this question, this important question, having now arrived at that stage of the business in which the House having sanctioned the principle of the bill, we are now to be occupied upon the details of it. My Lords, the first motion to be made in the Committee, is, that the title of the bill be postponed. The next motion to be made will be, that the preamble of the bill be postponed,—to both of which, as matters of course, I trust there will be no objection.—I have now to propose, therefore, that the title of the bill be postponed.

Earl Shaftesbury having put the question, declared that the Contents (Ayes) had it.

Earl Grey next moved that the preamble of the bill be postponed.

On the chairman putting the question,

Lord Lyndhurst presented himself on the floor, for the purpose of proposing that the consideration of the question should be altogether postponed.

A long debate ensued, in which the Lord Chancellor, Lord Harrowby, Lord Bexley, the Earl of Rad-

nor, the Duke of Wellington, Lord Holland, the Duke of Newcastle, Lord Ellenborough, Lord Wharncliffe, the Earl of Harwood, Earl Grey, and the Earl of Carnarvon, took part.

Lord Manvers rose amidst loud cries of "Question." He believed that the essence of the bill was schedule A. and that it should stand unimpaired.

Lord Clifford also rose amidst loud cries of "Question," and briefly contended for the principle of the bill.

The cries of "Question" here became so loud and general, that strangers were ordered to withdraw, when the House divided, and there appeared—

For the Amendment.

Contents 151
Non-contents 116

Majority against Ministers 35

Lord Grey then moved that the further consideration of the bill in committee should be postponed until Thursday May 10th, which after some debate, was carried.

LONDON, May 7.—We have just received the whole of the Paris papers of Saturday, (5th,) and the Gazette de France, dated yesterday.

The cholera was, we are happy to observe, rapidly diminishing in every respect. The deaths by it announced on Saturday last were only 53—namely, 22 in private houses, and 36 in the hospitals.—The Duc Pecazes was attacked by the disease on Thursday last, but was considered out of danger.

Some fears were entertained on Saturday last that disturbances would take place, it being the anniversary of the death of the Emperor; but although several persons threw garlands of flowers, &c., at the foot of the Pillar in the Place Vendôme, no disposition to riot was observed among the populace.

Private Correspondence.

M. Perrier is, I am assured, on unquestionable authority—as in my late letters I represented him—dead to all intents and purposes as a public man.—General Sebastiani still holds the port folio of Foreign Affairs, but is lamentably infirm. Baron Louis continues to speak of retiring, and I am sure wishes to retire. He never recovered the shock given to his system by the defection of M. Kener. Admiral de Bigny is a cipher, whom it would be easy to replace in the Ministry of Marine from the list of Admirals. Fer. M. d'Argout it would be difficult to find an adequate substitute, as Minister of Public Works. M. Girod de l'Ain may play the part of a subordinate in the Cabinet with as much zeal as in the Chair of the Deputies.

As a statesman Marshal Soult is rather below the standard of your *civilians* Cabinet Ministers, Lords Westmoreland and Bathurst; although, as a trainer, and, some say, as a fighter of soldiers, without a rival. Of M. de Montalivet, all that need be said is, that he is a true Frenchman, to whom nothing comes amiss.

[The letter here mentions a rumor which he thinks entitled to some credit, that Odillon Barrot, a sort of half way man in respect to politics, will shortly be solicited by the King to form a new Administration.]

The blockade of Madeira is acknowledged by the British Government, as appears from a note received at Lloyd's from the Foreign Office. The blockading force is spoken of in the note as "a portion of the Naval forces of Her Most Faithful Majesty, Donna Maria da Gloria."

Active preparations were making at St. Michael's for the attack on Madeira.

The general opinion at Madeira was, that the Island would surrender, there being only two months provisions, and the soldiers in arrears. Porto Santo had been taken by Don Pedro's forces. The four American vessels which were warned off had sailed for other ports. The commander of the British ship Stag, on that station, had received orders to observe the blockade most scrupulously.

SPAIN.—Our direct intelligence from Madrid justifies and confirms the hope expressed by the English papers that Spain will maintain a neutrality in the approaching struggle in Portugal. Here too, as in all the difficult questions which have compromised for a whole year the peace of Europe, the sincere alliance of France and England has extinguished the germs of collision with which the expedition of Don Pedro menaced the interests of all Europe. Every thing promises an easy victory to Don Pedro; and no doubt before the end of May, we shall hear of some doings of a conclusive nature.—[Journal des Debats]

Prince Otto of Bavaria, as we understand, to have the Throne of Greece, notwithstanding so many reports to the contrary. The arrangement respecting an augmentation of the territory of the new king, we have

reason to believe, has been nearly brought to a conclusion, and Sir Stratford Canning, the representative of England during this important negotiation, is likely to return to London in July.

METEOROLOGICAL TABLES.

| DAYS. | Thermometer. | | Barometer. | | WINDS. | WEATHER. |
|-------|--------------|---------|------------|---------|--------|---|
| | Highest. | Lowest. | Highest. | Lowest. | | |
| 17 | 80 | 67 | 29.93 | 29.80 | S.W. | Clear. |
| 18 | 74 | 65 | 29.76 | 29.70 | S.W. | Cloudy morning and night—variable. |
| 19 | 73 | 65 | 29.68 | 29.62 | S.E. | Rainy morning & P. M.—after heavy rain— |
| 20 | 71 | 65 | 29.68 | 29.62 | S.E. | lightning and thunder at 1 P. M. wind NW. |
| 21 | 71 | 65 | 29.68 | 29.62 | S.E. | Clear. |
| 22 | 72 | 65 | 29.68 | 29.62 | S.E. | Clear. |
| 23 | 72 | 65 | 29.68 | 29.62 | S.E. | Clear. |
| 24 | 72 | 65 | 29.68 | 29.62 | S.E. | Clear. |
| 25 | 72 | 65 | 29.68 | 29.62 | S.E. | Clear. |
| 26 | 72 | 65 | 29.68 | 29.62 | S.E. | Clear. |
| 27 | 72 | 65 | 29.68 | 29.62 | S.E. | Clear. |
| 28 | 72 | 65 | 29.68 | 29.62 | S.E. | Clear. |
| 29 | 72 | 65 | 29.68 | 29.62 | S.E. | Clear. |
| 30 | 72 | 65 | 29.68 | 29.62 | S.E. | Clear. |
| 31 | 72 | 65 | 29.68 | 29.62 | S.E. | Clear. |

CHARLESTON, (S. C.)

| DAYS. | 8 A. M. | | 2 P. M. | | 10 P. M. | |
|--------|---------|-------------|---------|-------------|----------|-------------|
| | Therm. | Wind. | Therm. | Wind. | Therm. | Wind. |
| May 23 | 72 | S.W. cloudy | 80 | S.W. clear | 73 | S.W. clear |
| 24 | 72 | S.W. clear | 82 | S.W. clear | 73 | S.W. clear |
| 25 | 72 | S.W. clear | 84 | S.W. clear | 75 | S.W. clear |
| 26 | 72 | S.W. clear | 80 | S.W. clear | 74 | S.W. clear |
| 27 | 73 | S.W. clear | 84 | S.W. clear | 73 | S.W. clear |
| 28 | 70 | N.E. clear | 76 | N.E. clear | 70 | N.E. clear |
| 29 | 68 | N.E. cloudy | 73 | N.E. cloudy | 73 | N.E. cloudy |

By order of the Board.
JOHN BELLINGER, M. D., Clerk.

MONTREAL.

| DAYS. | Thermometer. | | Barometer. | | Remarks. | |
|--------|--------------|---------|------------|---------|----------|---------|
| | 7 A. M. | 3 P. M. | 7 A. M. | 3 P. M. | 7 A. M. | 3 P. M. |
| May 19 | 47 | 58 | 29.98 | 29.93 | Fair | Rain |
| 20 | 43 | 74 | 29.79 | 29.88 | Rain | Fair |
| 21 | 51 | 47 | 29.63 | 29.74 | Rain | Rain |
| 22 | 47 | 63 | 29.94 | 30.08 | Fair | Fair |
| 23 | 61 | 66 | 30.07 | 30.18 | Fair | Fair |
| 24 | 44 | 58 | 29.94 | 30.03 | Rain | Rain |
| 25 | 47 | 59 | 29.84 | 29.91 | Fair | Fair |
| 26 | 54 | 49 | 29.98 | 30.04 | Fair | Fair |
| 27 | 48 | 56 | 29.74 | 29.86 | Fair | Fair |
| 28 | 69 | 74 | 29.97 | 29.96 | Fair | Rain |
| 29 | 69 | 74 | 29.97 | 29.96 | Fair | Rain |
| 30 | 52 | 66 | 29.81 | 29.74 | Rain | Rain |
| 31 | 55 | 74 | 29.07 | 30.09 | Fair | Fair |
| June 1 | 63 | 79 | 30.12 | 30.17 | Fair | Fair |

DEATHS.

DIED.—On Monday morning, 4th inst. Lydia, infant daughter of Douglas and Mary Gardner.

On Monday evening, after a short illness, Francis Jenks, A. M., recently of Boston, aged 33 years.

On Tuesday morning, June 3, at the advanced age of 90 years, Mr. William Briggs, an old and respectable inhabitant of this city, formerly a merchant, and late of Brooklyn, L. I.

Suddenly, on Saturday evening, Mr. Thomas J. Haynes, of the House of T. J. Haynes & Co.

This morning June 31, Walter W. Deming, aged 35 years, son of Calcutta, son of Simon Deming, East Bloomsfield, N. Y.

On Thursday night, May 31, Harriet, wife of Henry N. Cruger, Esq.

Thursday, May 31, Miss Deborah S. daughter of Stephen C. Smith, in the 23d year of her age.

At New Brunswick, N. J., on Tuesday, the Rev. Peter F. Rousseau, Pastor of the Reformed Dutch Church, at Brooklyn, L. I.

At Philadelphia, on Saturday, Mrs. Mary Hollingsworth, wife of Mr. P. Hollingsworth, and daughter of the late Judge Wilson, of the Supreme Court of the U. S.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 107 persons during the week ending on Saturday, 23rd instant, viz:—81 men, 25 women, 33 boys, and 3 girls.—Of whom 30 were of or under the age of 1 year, 7 between 1 and 2, 13 between 2 and 5, 1 between 5 and 10, 2 between 10 and 20, 13 between 20 and 30, 18 between 30 and 40, 8 between 40 and 50, 4 between 50 and 60, 3 between 60 and 70, 1 between 70 and 80, 3 between 80 and 90, and 1 between 90 and 100.—Diseases.—Apoplexy 1, casualty 1, childbed 1, consumption 24, convulsions 14, dropsy 2, dropsy in the head, 3, drownd 3, erysipelas 1, fever bilious 2, fever scarlet 3, liver or croup 3, jaundice 1, inflammation of the bowels 2, inflammation of the brain 1, inflammation of the chest 3, inflammation of the stomach 2, interperence 2, marasmus 7, measles 3, modification 1, old age 4, palsy 1, peripneumony 3, sore throat 1, spasm 1, stillborn 11, suicide 1, worms 1.

ABRAHAM D. STEPHENS, City Inspector.

AMERICAN



RAILROAD JOURNAL.

OFFICE, 35 WALL-STREET.

NEW-YORK, JUNE 16, 1832.

VOLUME I...NO. 25.

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AMERICAN RAILROAD JOURNAL.

NEW-YORK, JUNE 16, 1832.

BLACK RIVER CANAL OR RAILROAD.—We have received and publish this week, an interesting communication upon the subject of the contemplated improvement of the navigation and transportation of that section of the State of New York known as the "Black river country." After the great western road, through the southern tier of counties, we deem the contemplated improvement of this section of the country most important. It will open a direct and easy communication through a fertile section of the State, rich in minerals, with the St. Lawrence, the Lakes and the Canadas, and must of course add greatly to the facilities for business and travelling, and thereby open a door to the rapid improvement of the northern part of the State.

With a part of the route of the proposed improvement we are somewhat familiar, and hesitate not to say that it is not only a very favorable route for the construction of a Railroad, but also an important route so far as relates to the general interest of community.

There are large tracts of wild land yet remaining in Lewis and Jefferson counties which, we perceive by an advertisement before us, are offered at very low prices by V. Le Ray De Chaumont, Esq. One tract of fifty thousand acres, in the towns of *Diana* and *Watson*, which has heretofore been held at high or prices, is now offered at *one dollar and fifty cents per acre—one-third in hand and the balance in five yearly payments—terms which, considering the flourishing condition and the natural advantages of the surrounding country, with the prospect of an improved mode of inter-communication, will ensure a rapid and healthful settlement of these and the surrounding lands belonging to the same and other proprietors.*

We publish to-day a communication from the *Allegany Republican*, upon the location of the New York and Erie Railroad west of Owego. We pub-

lish it, not because we are prepared to express an opinion of the merits of the different proposed routes, but that we may elicit information upon the subject. We are not the advocates of routes but of Railroads, leaving their location to the better knowledge and judgment of the Engineers and Commissioners, who we doubt not will have an eye to the general, without particular regard to individual, convenience. We should be gratified by a free correspondence from gentlemen of intelligence, living on, or acquainted with, the probable route of this important work, as information only is necessary to give impetus to the enterprise.

COMPARATIVE VALUE OF RAILROADS AND CANALS.

We continue, in this number of the Journal, our extracts from the American edition of Wood's Treatise on Railroads, relative to the comparative value of the different modes of improvement; and also give some extracts from an article in the *Baltimore American* of the 13th inst. which gives an analysis of the 10th chapter by the American editor. It says:

"The conclusion of Mr. Wood is, that where the different local circumstances do not affect the abstract comparison of these two modes of communication, we have in the application of mechanical power to Railroads, the advantage of a less investment of capital, and also a saving in the moving power combined with much greater despatch. This investigation has been carried out at large by the American editor in this additional chapter, where the question is considered with regard to the comparative expense, practicability and certainty, rapidity, safety, and convenience by which transportation can be effected by these two modes. All these points are decided in favor of Railroads.

The cost of constructing Railroads is shown to be less per mile in the great majority of instances than that of constructing canals. Among the causes of this less expense are, the undulation which Railroads admit of where canals must necessarily have expensive locks to vary their level, and the superior cheapness of construction and maintenance of inclined planes over locks, when elevation is to be overcome. Dams and aqueducts are more costly than viaducts and bridges; water rights and mill-seats, necessarily destroyed to supply canals, are sometimes valuable, and must be paid for largely. The expense of Railroad tunnels where they are necessary, is also contended to be less than canal tunnels, and the walls necessary to protect embankments less in quantity and cheaper.

The cost of repairs and maintenance, is considered. Even in Great Britain the expense of repairs on their most durably constructed canals is stated by every engineer who has written on the subject, to be much greater than on Railroads, especially under equal velocities. When there are double tracks, the transportation is seldom likely to be interrupted by repairs, while in canals they frequently occasion a total stoppage.

The next item of cost is that of transportation,

which has three elements,—the cost of tolls, that of the moving power and attendance, and of vehicles. Tolls will of course be regulated by the capital expended and the amount of trade, and consequently will depend upon the other advantages which have been claimed for Railroads, increased as well by the less capital employed, as by the augmented facilities and inducements. The cost of "traction," the term employed to denote the moving power, is that most generally disputed. Mr. Smith follows the original work, in deciding unequivocally in favor of the cheapness of Railroads, both as traveled by horses and by steam power. At equal speed, at a rate most favorable to canal transportation,—twenty miles a day at which the horse can draw the greatest load,—the expense of traction by horse power is decided in favor of the Railroad. By the use of steam power, which is impracticable on canals, this superiority is vastly increased. Steam is estimated to cost only in the proportion of 37 to 100, compared with the best employment of animal power, and if it be desired to increase the velocity beyond 10 or 12 miles an hour, the locomotive engine can alone be employed. In the cost of vehicles, the question is decided in favor of the canal, in a trifling degree.

All these items of advantage in favor of Railroads, must be increased by the circumstance, that canals generally are only navigable during a portion of the year,—say 200 days,—and that during the interval of delay a part of these expenses for horse power, attendance, &c. goes on, while the Railroad has no such intermission.

A marked superiority in Railroads, is commented on in the third general head, in which Mr. Smith, has given the title of *Certainty of transportation on railroads and canals*. The drought of summer, and the ice of winter, liabilities to constant accident, and the vexatious delay and tediousness attending repair, impair the utility of canals, while Railroads are partially, if at all affected by them. The New York Canals are navigable upon an average about 220 days in each year. The Mauch Chunk Railroad,—with a single track,—has been interrupted but five days in five years.

In the quality of speed, there is no possible comparison. The pace of a canal boat to a Railroad car, is that of a snail to the race horse, a courser whose "iron muscles never tire."

We acknowledge our obligation to the Hon. G. C. VERPLANCK, and the Hon. C. C. CAMBRELENG, members of Congress from this city, for copies of a Report on Steam-Carriages, by a Select Committee of the House of Commons of Great Britain, which has been republished for the House of Representatives. We shall hereafter make extracts from it.

MICHIGAN ROAD.—It is stated in an Indiana paper, that the Commissioner of this Road has completed its survey and examination from Logansport to the Lake, and is now preparing to progress with the sale of the land as well as the letting of contracts on the Road agreeably to his advertise-

[FOR THE RAILROAD JOURNAL.]

Mr. Editor:—The celebration on the opening of the Germantown Railroad on the 6th inst., is entitled to special notice in your valuable journal, and we beg to refer you to the Philadelphia paper for an interesting account of the festivity on the occasion, and the forth-coming address delivered on that day. It was a source of great gratification to me, interested as I feel in the progress of these improvements, to have been present, which was heightened to ecstasy by the novelty and sublimity of the scene, the splendor of the cars, the perfection and durability of the work, and joy beaming in every countenance.

The company consisted of stockholders, managers and invited guests. We saw not only some of the authorities of Philadelphia, but of this place. (I trust our worthy Alderman will not return without being impressed with the importance of clean streets and pure water.)

The company, attended by a splendid band of music, moved about 11 o'clock and arrived at Germantown without accident; where they, with an assembled multitude from the adjacent country, were addressed in a very appropriate manner upon the commencement, progress and future prospects of this work, the benefit to the surrounding country, and prospect of immediate remuneration of profit to the capitalist. After which we took up the line of march to the Hall, where was provided a sumptuous collation, with the choicest wines. Nothing marred the enjoyments of the day, which were at the same time highly gratifying and rational, reflecting great credit on those who arranged and superintended the ceremonies of the occasion.

OPENING OF THE PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.—On the 6th inst., agreeably to arrangements previously made, the managers of the Philadelphia, Germantown, and Norristown Railroad opened that important work between this city and Germantown. At a very early hour crowds of people were seen flocking to the depot in Buttonwood street, Penn Township, and before 11, many thousands had assembled on foot and on horseback, and admired the splendid cars, which were placed in file along the track.

The Managers of the Company, the Stockholders, and a very large number of invited guests, assembled in the hall of the Company's building, at the Eastern termination of the road. There the New Philadelphia Band, in their splendid uniform, was assembled, occasionally cheering the company within and the multitude without, with their excellent music.

At twelve o'clock the invited guests were called to the cars appropriated for them, ranged in the following order:

- | | |
|-----------------------|------------------|
| 1. The Germantown, | 6. Jefferson, |
| 2. Benjamin Franklin, | 7. Philadelphia, |
| 3. Robert Morris, | 8. William Penn, |
| 4. Penn Township, | 9. President |
| 5. Madison. | |

Following these were cars with benches for the accommodation of the band.

The President and Directors of the Company occupied the "President."

At fifteen minutes past twelve precisely, the cars began to move. Some slight difficulties were experienced, owing to the horses not being used to the employment. All moved on, however, harmoniously, and with sufficient rapidity to allow an occasional look at objects which had assumed a new face by the introduction of the Railroad. About 1 o'clock the cars arrived at the rear of Germantown. The company then alighted; the band marched to an eminence near the front carriage, the top of which was then occupied by the officer of the Railroad company, and after a few tunes played, E. H. Bonnell, Esq. the President of the Board of Directors, made a very interesting and pertinent address, in which he took a hasty glance at the labors which the company had performed, the difficulties overcome, and the prospect they now had of a full realization of their hopes of a profitable investment of capital.

The company was then invited to form a procession to Mrs. Heff's tavern, preceded by the music. Here, after a few minutes waiting, they were invited into a hall, where had been prepared a sumptuous repast, in just such order, and in just such quantities as hungry men admire.

The grosser provisions of the table having been discussed, with a perseverance and gravity worthy the best days of our ancestors, the lighter matters were drawn forth, and some wine glasses handled.

We looked into one,* and thought we discovered some excellent Madeira near the bottom.

While these things were going on above, in which the hospitable intentions of the Directors were fulfilled, some of the company assembled in groups below and argued the relative value of different cars, and different motive power, while others wandered in the garden, and discoursed of matters more remote. Meantime the sound colored wines were settled with a few dozen of Champagne; and a few minutes after three o'clock the company took up the line of march to the cars, marshaled by Capt. Miles, who during the day showed the advantage of military knowledge, even in organizing a company of travelers.

At half past three o'clock the cars started for their return trip, and were little more than half an hour in performing the distance of between six and seven miles.

The carriages or cars are splendidly made and finished, and will carry about twenty passengers inside, and 15 or 16 outside: they are each of them drawn by one horse in shafts between the rails.

The labors of the animal were much greater yesterday than they will be hereafter. The friction of the axles is now very great, and the pathway is yet rough. These matters will correct themselves shortly.

During the progress of the cars both ways, but especially returning, they were greeted with the hearty cheers of thousands who were gazing with anxious curiosity at these strangers. Each promontory, elevated point, and near window, was occupied with the curious: Age seized its staff, and flourished it exultingly: Childhood forewent its toys to witness the novelty; youth poured out its exuberant spirits in huzzas; and beauty unveiled itself, that no part of the exhibition might pass unseen. The hat was flourished, labor swung its spade and mattock; the boys shouted, and the girls waved their handkerchiefs in hearty felicitation and good wishes. We looked out with delight upon one grey headed dame who joined the joyous group, and shook her withered arm in a paralytic ecstasy of pleasure; and just then we caught the eye of a black-eyed damsel, whose festive face beamed forth a smile of heartfelt delight—but she was looking at a young man on the top of our carriage.

Almost every profession and employment had a goodly representation in the company. Our brethren of the Sentinel, of the Gazette, the Inquirer, the Post, and a few *ci-devants*, were there to whose better judgments we must leave the decision upon the wines. Brother Morris is "au fait" in such matters.

It is due from the invited guests to the board of directors to say, that every exertion was made, and successfully made, to ensure the enjoyment of the visitors, whose admiration was warmly expressed, as were their hearty wishes for the success of the Railroad.

Next morning the cars commenced their regular running on this route; and we may expect that in addition to those who use this mode of conveyance in the way of business, thousands will be invited by curiosity to test the merits of the carriages, and to view the extraordinary works of viaducts, bridges, &c.

We ought to remark, that the horses are attached to the car in such a manner, that should they bolt from the track, and fall, no injury occurs thereby to the car or passengers.—[U. S. Gaz.]

A COMPARISON OF THE RELATIVE ADVANTAGES OF RAILROADS AND CANALS.—Continued.

Some of the advocates of canals have quoted the enormous cost of this Railroad (which is every day proving its superiority to every other means of transportation) with triumphant exultation, with a blind self delusion, and with a nauseating repetition, which interest and ignorance combined, alone could produce. They resemble the ostrich, which closes its eyes to avoid the odious sight of its pursuing foes, and deems itself the most secure when most exposed to peril. The conduct of children, hiding their heads under the bed clothes to protect them from danger, excites a smile of ridicule. The similar conduct of some of the grown up advocates of Canals, excites only a smile of compassion.

It would be difficult to assign any plausible reason why this work should be selected for the purpose of a standard of the cost of Railroads in general—when that cost exceeded four times the sum per mile expended on any previous Railroad in Great Britain—and was almost as much as the cost of several of the more expensive Canals intended for boats only. Have the Canal advocates ever referred to the latter in their estimates of the relative average expense of construction? Their liberality is unbounded to

their rivals, in granting them unnecessary supplies on paper; their concealment of the enormous and extravagant expenditure on Canals, and their visionary and insufficient estimates, which have too long deluded the nation, are beginning to be appreciated.

1. If the reader will refer to the Appendix (Article Manchester and Liverpool Railroad) he will perceive that peculiar physical and moral obstacles, altogether unusual and unprecedented, have occasioned an expenditure which is readily explained.—The total outlay has been \$20,000; of this sum, \$8,465 1/2 was consumed in obtaining the charter and in exposing the artifices, and defeating the selfish and combined efforts of their powerful and numerous adversaries, who nevertheless, had the assurance to pretend that Railroads could not enter into a successful competition with their long cherished monopolies—whilst they were straining every nerve to strangle them in their cradle. Their acts, not their insincere professions, evinced their real opinions, and triumphant experience has since proved the irremediable inferiority of their cause.

The opposition of the aristocracy (whose domains were to be invaded by a work of vital importance to the mere public) succeeded in preventing its entrance into their pleasure grounds; hence, necessity of selecting a route of greater difficulty, enormously increased the expense.

To obtain a line almost direct between the two greatest seats of commerce and manufactures on earth—Liverpool and Manchester—enormous excavations, embankments, and tunnels were requisite. The improvement of the profile, and the plan of the line, to adapt it to the rapid transportation of goods, passengers, and the mail, and the unusual solidity of every portion of the works must be referred to.—The consequence has been a velocity in transportation which has astonished the civilized world—the beneficial result of which is beyond all calculation, as much as it surpassed all previous experience: an effect has been produced which forms a new era in the history of man; the experiments, every day in progress, are destined to revolutionize the commerce, the intercourse, and the warfare of nations. Canals have almost sunk into insignificance. A comparison of their limited powers, with the unrivalled energies of a new creation, is almost preposterous.—Nevertheless, this newly acquired advantage over Canals, or the inferior Railways of the olden time, has occasioned additional expense. Hereafter it will be shown that the acquisition is worth the expenditure.

The land, alone, cost 107,382 1/2 14s. 3d.; and the warehouses and depots 66,697 0s. 0d. The wagons and engines 27,991 11s. 4d.: (the wagons which were used for constructing the work, are yet worth to the company, if sold, 10,000 1/2.) The sum of 3,629 16s. 7d. was paid for the interest of money borrowed; and 250,000 1/2 will be received from the resale of land. The specific sums, just mentioned, amount in the aggregate to 248,666 7/9s. 1d.; and as they have no connexion with the cost of the construction of the Railroad, (the cost of boats, horses, and buildings is not usually estimated as part of the cost of Canals,) they must be deducted from the 280,000 1/2 previously mentioned; the balance, 573,333 10s. 1d., is the actual cost of the Manchester and Liverpool Railroad. The length of the main line being nearly 31 3/5 miles, and the branches added by the Company at the depots amount to nearly four-fifths of a mile in the aggregate, (exclusive of the sidings or connecting lines to pass from one track to another.)—The length may, therefore, be stated at about 32 1/2 miles, and the cost at 17,641 1/2 per mile.

2. The Stockton and Darlington Railroad, which is a single line of 25 miles in extent, exclusive of the branches, cost only about 52,000 1/2 per mile, the cost of land and of their charter not being estimated. The embankments and excavations on a part of this line were enormous. The stock is, nevertheless, greatly above par.

3. The Cromford and Peak Forest Railroad extends 32 3/4 miles. It is a double line; the cast iron rails weigh 63 lbs. to the yard for each rail. The deep cuttings and embankments are extensive, and there are several tunnels; one of the latter is 1590 yards in length. There are nine inclined planes which overcome 1800 feet of rise and fall—each plane is furnished with two stationary steam engines. The road was finished in the year 1831, at an expense of 140,000 1/2 and 20,000 1/2, in addition, will finish the second track, which was then complete on a part of the line. This total of 160,000 1/2 includes the cost of land and all the machinery—fencing and every expense. The average, therefore, of this difficult work is 5191 1/2 per mile, being only 7 per cent. greater than the original estimate.

4. The great Austrian Railroad, which connects the Moldau and Danube rivers, in Bohemia, is 80 miles in length, and passes over the dividing mountains which are elevated nearly 1000 feet above the town of Budweis, where the road commences. A small portion of the rails are of cast iron, and the remainder of wrought iron, resting on wooden string-pieces. They are placed on a stone wall of prodigious thickness, and sometimes of great elevation, which extends the whole length of the Railroad!—The bridges, cuttings, embankments, and rock excavations, as well as the iron, were unusually expensive. Nevertheless, the cost of the 40 miles (which were finished in 1829) was only 2136l per mile. The cost of the remaining 40 miles is not known to the Editor.

In France several extensive Railroads have been executed. The cost of iron in that country is enormous, and has greatly increased the expense of constructing the following Railroads:—

5. From St. Etienne to Lyons; this road was finished in 1831. It extends 34 1/5 miles through a country abounding in difficulties. There are not less than 14 tunnels, extending in the aggregate 2 1/3 miles; one of them is a mile in length, another, 2990 feet in length, is constructed under the River de Gier! The bridges have been very expensive; one of them, which crosses the river Saone, cost 700,000 francs. The excavations in earth, and in rock, have been very extensive, and the embankments are heavy. The rails of wrought iron, resting on chairs of cast iron, supported on stone blocks.—The line is double, and locomotive steam engines are used on it. Exclusive of land, wagons, and locomotive engines, the cost of this road (the most expensive in all France) was \$40,086 and 38 cents per mile; and it may be observed that it has been finished for less than the estimate.

6. The Railroad from Roane to Andrezieux is a single line of 42 1/8 miles in length; the rails are similar to those just described. The cost was \$13,191 52 cents per mile, including land.

All the six roads above mentioned are intended for general trade, and have been made since the year 1824-5.

The first Railroad which was made in France, namely, from St. Etienne to the Loire, extends 13 miles; it is a single line; (the rails of cast iron cost nearly thrice the sum per ton for which they could now be made in England.) The total cost of the Railroad, exclusive of land and wagons, was \$17,912 19 cents per mile.

The reader is referred to the Appendix for a more detailed account of these and other European Railroads.

The cost of constructing Railroads in the United States will now be described, and that the expense is less than in Europe will be made manifest.—Although labor is more costly, it is worthy of note, that the construction of our Canals, our Bridges, and our Railroads, has been attended with less expense than such works when executed in countries where labor is cheaper. The causes which produce this result could not be wholly explained without entering into a long digression. With respect to Railroads, however, some of them may be mentioned.—The cheapness of timber and land, the facility of procuring legislative sanction, and the trifling damage to houses and other property, in a country where large tracts are almost in a state of nature, operate in their favor. Timber costs eight times the sum in England which is paid for it in our country; in fact, in many places it is of no value, and the labor of preparing it constitutes the whole cost. The adaptation of timber to Railroad purposes was strenuously recommended by the Editor eight or nine years since, when he endeavored to introduce Railroads, in preference to Canals, to the public attention.—The use of timber, on a limited scale, which he had observed, when in Europe, convinced him that this material would be preferable in the United States in a great majority of cases. It was alleged, by some of our citizens, that rails, unless constituted wholly of iron, would not possess sufficient strength or durability, and that the experience of Great Britain had led to the abandonment of timber and the adoption of iron alone. The circumstances of the two countries are different; in one, iron is cheap and timber dear—in the other, the reverse is the fact. The opinions of many practical men were given in support of the Editor's views; and every engineer of eminence, who has since been consulted, in either Europe or in the U. States, confirms the correctness of the views presented. Timber rails, when supported in a proper manner, and protected from unequal pressure and abrasion by iron rails, are not only cheaper, but are also attended with less risk of fracture; and, if the iron should by any accident be

broken, the wooden rail beneath it would sustain the temporary pressure of the wagon, and thus prevent dangerous accidents which might otherwise occur, particularly if the motion of the wagons were rapid. Part even of the Manchester and Liverpool road is constructed of wooden string pieces, and wooden sleepers are also used on the embankments. Iron rails have very judiciously been rejected in the United States, with two or three exceptions. The reader is referred to Chapter 11. and to the Appendix for descriptions, &c. of the various kinds of Railroads in use, or proposed, in this country.

The cheapness of timber permits the construction of Railways even for purposes which would sometimes preclude their adoption in England, namely, for the transportation of an extremely small tonnage, or for some temporary objects. Of the 67 Railroads, now in existence in Pennsylvania alone, not one is constructed exclusively with iron rails.* The great majority of them, in number, although not in aggregate extent, are altogether of wood, with not a particle of iron in their composition. Of course, the weight drawn on them requires a greater expenditure of power than would be requisite on rails composed wholly, or partly, of iron; but, in many cases, the final result proves that economy attends their use in consequence of the small capital which is requisite to establish them. Some have been made for only \$400 per mile for single lines—the timber in these cases being obtained without any other expense than the labor of shaping it, and the Railways not requiring any expense for Road Formation, &c. Some of the small Railways, in mines, have cost even less than the sum just mentioned.—Such roads are, of course, only suited to limited purposes. Nearly 6000 tons were conveyed on a wooden Railroad extending from the vicinity of Tunnelville, on the Kiskeminetis river, to a distance of two miles from the river; the rails were of the tram species, and the embankments, which were made of stone and earth, seldom exceeded a height of two or three feet. The cost was near the sum above mentioned.

The cost of Railroads, which conform to the natural profile of the soil, and not requiring much, if any, additional expenditure for Road Formation, &c. may be readily estimated by the reader, with an approximation to accuracy, by referring to the detailed estimates of the actual cost of the numerous Railroads described in the Appendix, due allowance being previously made for the relative value of labor and materials in any given locality. The extra expense which may be required for Road Formation, &c. can be ascertained only by surveys and calculations made by competent engineers. The apparent simplicity of Railroads has been of serious injury to their value in public estimation. It has induced enterprising but uninformed individuals to invade the province of the engineer, and attempt the formation of works, which, when executed, have not realized the anticipated advantages. The superstructure of Railroads, namely, the *Railway*, may not always absolutely require the skill of an engineer, (although in the great majority of cases his services will be of great utility) but the selection of a suitable route, and the arrangements of the details of Grades, Curves, and the necessary structures, &c. for a Railroad intended for the economical transportation of a large trade, require all the resources of a profound and peculiar science. A Railroad may, indeed, be located and executed by an intelligent person, not conversant with engineering, and some benefit may be derived from its use; but dearly purchased experience has already manifested, in Pennsylvania and elsewhere, that a full development of the capacity of these useful works cannot be expected from the efforts of mere natural ingenuity. The Schuylkill Valley and the Mauch Chunk Railroads will naturally suggest themselves to the mind of the reader. The first work extends ten, and the second nine miles. (See the detailed descriptions in the Appendix.) Although nature had provided sites the most advantageous, (descending nearly the whole distance,) nevertheless, the radical defects in the plan, the profile, and the superstructure, as well as in the mode of management, have rendered the useful effect of these roads far inferior to a level, or even of a slightly ascending line! The useful effect on the Mauch Chunk road being equal only

* Three Railroads in Pennsylvania, which are, however, intended to accommodate an enormous trade, are in progress, and will be opened during the present year; they will be provided wholly with iron rails of the Clarence pattern, supported by stone—on the embankments wooden supports will be used. Part of the Pennsylvania Railroad is made with continuous granite sills and flat iron bars.

to two tons eight cwt. of coal conveyed 16 miles per day (and the empty wagons brought back) by each mule employed, = 57 tons 12 cwt. gross, conveyed one mile, (each wagon weighs 16 cwt. and carries 32 cwt. in addition.) The effect on a Railroad, where any desirable grade is attainable, has been shown in page 399 to be equal to nearly 360 tons conveyed one mile.*

These Railroads have lately been slightly improved, but are still very imperfect. These two works, which are unrivalled for their imperfection, have nevertheless been complacently adduced, by the enemies of Railroads, as standards of the value of the Railroad System!

* The calculation in each case applies to the descending loads, and does not include the return of the empty wagons. Notwithstanding the imperfection of this road, and the small trade conveyed on it, the whole cost of its execution was repaid by its use for twelve months only. The Canal, with which it is connected, has not yielded, as yet, one mill!—the interest on the capital exceeding the sum saved in transportation on it.

Wood's Treatise on Railroads, with the Appendix by the American editor, G. W. Smith, Esq., contains a great number of valuable facts, descriptive and statistical, on the subject of Railroads in England, on the Continent, and especially in this country. Some of these, particularly in relation to Continental Railroads, are entirely novel to a great part of our community. The smallness of the direct literary and scientific communication, except through English channels, between us and European nations speaking a different language, has made us less familiar with them and their domestic undertakings of enterprise and improvements, than their importance deserves. For information on these heads we are much indebted to the present work.

Among the most interesting works of the French, in improving their means of internal communication, is the Railroad from St. Etienne to Lyons. It is remarkable for the enormous amount of rock and other excavation, and of embankment and masonry which was necessary, the expense of its construction, which was greater than of any other in France, and the nature of the expedients by which the difficulties of the country were overcome to obtain a uniform grade, and a line nearly straight. There are not less than fourteen tunnels, extending in the aggregate two and a half miles. One of them is a mile in length; and another, 2990 feet in length, is carried under the river Gier. The cost of the tunnels exceeded 1,800,000 francs. A viaduct over the river Saone cost 700,000 francs. The original estimate of the cost was 9,799,248—what is very unusual, less than the estimate. This sum includes 1,750,000 francs paid in part for land, and 1,400,000 for locomotive engines, wagons, interest of money, &c.

Locomotive engines are employed, one of which is worked by gravity. Another of them is worked by a fan which creates a draught by exhaustion.

The great Austrian Railroad which connects the Moldau and Danube rivers, is also an extraordinary work. It is eighty miles in length, and passes over the Mountains of Bohemia. It rises 1076 feet in 39 miles. The embankments and cuttings are prodigious, and the rails are placed on a stone wall of great thickness, extending the whole length of the road. In the embankments, the wall is five feet and a half thick at the top, and, no matter what may be the height of the embankments, is always carried down below the original surface.—[Balt. American.]

SARATOGA RAIL ROAD.—The Ballston Spa Gazette says, "Two very responsible persons have offered to lease the road for ten years, keep it in repair, and pay 7 per cent per annum on the entire cost of construction. We presume the company will not listen to any such proposition, as we think it has been demonstrated that the income of this road will be over 35 per cent. per annum clear of all expense. A rise of 17 per cent, within a few weeks, has shown that the public are beginning to understand the subject."

We learn from the Saratoga Sentinel that the Railroad is rapidly approximating towards a completion—the blocks and bed timbers are down on most of the line—seven or eight miles of the rail timbers are laid—and parties are now placing iron plates thereon. There is little doubt, we believe, that carriages will be running by the 10th or 15th of next month.

[From the Allegany Republican.]

The New-York and Erie Railroad Bill having passed, I am now desirous to know the most probable and expedient route for said road. It is generally and confidently talked in the north part of

Allegany and Steuben counties, that the route is by way of Hornellsville, Almond and Angelica. To this I must dissent; and for reasons so obvious that every candid and impartial man will admit my reasons; which are,—First—The Hornellsville route takes it out of a direct course that it might go.—2nd—From Hornellsville to the Genesee river via Angelica, it stands thus:—670 feet rise from Hornellsville to the summit, and 322 feet fall from thence to the village of Angelica—from Angelica to the Genesee River, is 129 feet fall, making a rise and fall of 1121 feet between the Canisteo at Hornellsville and the Genesee river, should it take this route, (according to Col. De Witt Clinton's report,) and will, therefore, require stationary power, as the average rise and fall will be about 47 feet per mile.—The 3d objection to the Hornellsville route is, on account of there being one much better by going no further up the Canisteo river than Bennett's Creek, thence up said creek and into Krider creek, and so down the Krider, which intersects the Genesee nearly on Pennsylvania line. Thence down the Genesee about three miles to Marsh creek and thence onward nearly in a direct and level line to Olean Point. This route, from the Canisteo to the Genesee, has not been surveyed, but from personal and good information, the rise is so little that stationary power is not supposed to be needed; as Bennett's and Krider creeks head out of one Marsh—and the rise and fall on these creeks is very moderate. A survey of the rise and fall on this route from the Canisteo to the Genesee will probably be taken and laid before the public, which, I am confident, will show this to be the most expedient route, in practicability and location, of any other that can be had. My 4th objection to the Hornellsville and Angelica route is, that it will increase the distance to Olean Point about 25 miles, and the cost about \$500,000!! Besides this, add the inconveniences attending stationary power, the delays and additional expense in transporting and traveling this route, to the one I propose. These are some of the many objections to the practicability of this route. My 5th and last objection that I will now make, is, that by locating it on this route will place it too near the Danville and Rochester Railroad and the north part of the counties and too far from the Pennsylvania line, thereby leaving a great tract of fertile country to the south (in New York) with no great advantage from the road, and will, thereby lose all the trade and support of the north part of Pennsylvania.—But on the other hand, by keeping nearly a direct course to Olean, it must come up Bennett's creek and so down Krider creek, thereby shortening the distance and saving a great expense and the stationary power, and finally place it in the very track to receive all the support of a vast inland country, both in New York and Pennsylvania—and to be on a fair equilibrium between the north and south.—For, should the north desire or require it, a side Railroad, or canal could be made down the Genesee to Rochester, thereby further improving and converting the Genesee valley and country north more than it would be, should the great Railroad be located on the Hornellsville and Angelica or any other route, and will also be a material support and addition to the business on the main Railroad. Having made these statements and remarks, and honestly believing them based on facts too stubborn and plain to be doubted or denied; I now leave the subject, presuming that it is only necessary to have this generally known and surveyed to ensure the location of the Railroad upon it.

PLAIN LANGUAGE.

NEW YORK, JUNE 1832.

To the Editor of the Railroad Journal:

Sir,—I herewith send you the charter of the Black River Company, incorporated last spring by the Legislature of this State. Its object is to connect, by Railroads or Canals, the Erie Canal, between Rome and Herkimer, with Lake Ontario at Sackett's Harbor, and with the St. Lawrence at Cape Vincent and Ogdensburg. You will observe that these routes are divided into six sections; one or more of which the Company may make in the course of three years, and the rest, or any part of them, in ten years thereafter. One of these sections is the Black River from the High Falls, in the county of Lewis, to the Long Falls at Carthage, in the county of Jefferson, which the Company are authorized to improve and to navigate by steam or any other power. This section embraces a natural

navigation which has been heretofore used only by the flat boats of the celebrated iron works of Carthage, and then for a part of the distance only during high water. Sand bars in a few places of the upper portion will make an improvement necessary.—This has been pronounced easy by three Engineers, who have successively examined it, Messrs. Geddes, Cruger and Hutchinson, and estimated by them at from 4,000 to 12,000 dollars. In anticipation of the granting of the charter, a few enterprising individuals had agreed to subscribe to its stock a sum sufficient to build a steamboat calculated to navigate the river, even without improvements, except a few weeks in the dry season, when the roads are good. This boat will have two engines of each ten horse power, built by one of the best machinists in the State, and is calculated to go ten miles an hour. It is launched, and will begin its march in July. There is now a steamboat going from the foot of Black Lake near Ogdensburg to the head of it at Rossie. It is intended to connect the two steamboats by stages, so that, between the Erie Canal and Ogdensburg, a distance of about 120 miles, there will be but little more than half the distance, to be traveled by land. If the project of a steamboat at Theresa on the Highfalls of Indian River, which is now on foot, be realized, as I think it will, then the land carriage will be shortened 12 or 15 miles. The latter steamboat will, probably, be able to reach without impediment or improvement of the river, the falls at Rossie; which will then shortly after be locked so as to make but one boat required between Theresa and Ogdensburg. Even in the present state of things at Rossie, the distance between the Erie Canal and Ogdensburg, in a tolerable state of roads, will be overcome in one day without fatigue. The Company are authorized to stop their improvements at Theresa or any point on waters navigable to Ogdensburg.

But I anticipate ere long a much more favorable result. The country through which the Company are authorized to locate their improvements is sufficiently new and so formed as to furnish a great abundance of materials, and, at the same time, populous enough to afford every facility for work and provisions; and thus it is probable that Railroads (not speaking of Canals, which it is not my present purpose to examine) may there be made as cheap as in any part of the world. I am aware of the objections which are now made to Railroads. A reaction has taken place before a failure has warranted it.—One of the most difficult subjects which agitates the world at present is talked about by persons who understand as little as I do myself about it, with impertinable assurance. I have heard great men repeat one after the other, till I was weary of the subject, the precise relation, with cost of transportation, between a Railroad and a Canal.—Sir, it is "three times" upon the former—exactly "three times"—neither more nor less. But my present concern is not with Railroads of the kind of those which have given rise to these assertions, and without attempting to do that which is impossible, viz: to compare those two systems upon general principles, I content myself with an examination of what is possible in our project.

In one of the numbers of your paper, you will find a calculation of the cost of making a Railway which will, I believe, be adopted generally in new parts of the country—I mean that of a wooden frame with the usual iron rails, laid on the bed of the road.—This plan has been tried on the Hudson and Mohawk Railroad on new embankments, and succeeds admirably well. It will probably be less affected by frost than stone blocks, unless an immense expense be incurred with the latter to guard against it altogether, which is not contemplated, and is much more easily repaired if deranged by frost, or are otherwise injured. The only objection against it is, that the sills that lie on the ground will require renewing every twelve or fifteen years; but the cost of the whole will be but one quarter, or one third, that of the stone blocks; and would be therefore still preferable if the whole had to be renewed.

The cost of this kind of road, (exclusive of grading,) is given in the article above mentioned at about \$4000. This agrees well with the experience of one of our ablest engineers, who is employed on our northern Railroads. The calculation he has been kind enough to give me, may be assumed as follows:

| | |
|--------------------------------|----------|
| Wood materials per mile, . . . | \$1260 |
| Iron, | 1400 |
| Work, | 700 |
| Horse path, | 600 |
| | —\$3960. |

In our new country, the wood part will be reduced

at least one half; a saving will also be made on the horsepath and the (English) Iron will be cheaper than it is here set down. I am safe in putting the whole at \$3000. As to the grading, it is impossible to calculate it at present. Were the country level or gently undulated it would cost no more than a good turnpike road without an artificial bed, say \$800 to \$1000 per mile. I find in your journal, p. 50, that on the Rochester and Danville Railroad, the grading, including some deep cutting, could be contracted for at the price of \$1000 per mile. Say, however, including bridges, &c. \$2000; add \$1000 for engineering, contingencies, &c. and here is a Railroad single track with turn-outs for \$6000 per mile.

Allow me now to make a very simple calculation which is intended for the Black River Company, but may be applied to other roads. The worst part of our routes will be between the Erie Canal and the Black River. A height of 700 feet is there attained in 20 miles. If this were uniform it would be only 35 feet per mile, which is a trifle over what locomotive engines surmount with advantage; but I do not mean to employ them, and this uniform degree of inclination cannot be attained. Suppose then 50 feet per mile, which will give 14 miles of such ascent, and 6 miles level; but suppose that the whole 35 miles between the Erie Canal (I take Rome as the point the survey having been made to,) and High falls, ascend at that rate, and let us not consider the fact that in going down the disadvantage of going up will be compensated; I have the authority of the Engineer I spoke of above, for saying that on such an ascent two horses will draw a carriage with 20 passengers and their baggage at the rate of 10 miles per hour for a stage of 7 or 8 miles. To take 10 passengers with 4 horses, at that rate on any road west of Albany, through the year, is impossible.—Suppose then a complete McAdam road made, which would probably cost double the Railroad, the comparison would stand as follows:—1 driver and 2 horses would do on the Railroad what 2 drivers and 8 horses would do on the McAdam road, or a saving of 1 driver and 6 horses for every 7 miles, which I understand to be about the length of relays of the mail coaches in England. The use and wear and tear of horses is estimated in a report on the Albany and Boston Railroad at 50 cents per day, and this calculation is rather below that which I have made with one of the most experienced and successful stage owners of our state. Say, then, 1 driver at 87 1/2 cents a day, and 6 horses at 50 cents each, is for 360 days \$1,400. This divided by 7 miles gives \$200 per mile saved annually, where two daily coaches run, or \$100 for every coach. This does not take in calculation the saving of half the carriages and the difference of wear; and chiefly remember that I suppose a continuous ascent of 50 feet per mile. Now there is a daily stage leaving this for Sackett's Harbor, Cape Vincent, and Ogdensburg. There has been in the fine season an accommodation stage leaving three times a week, and many extras through the year may carry the number of coaches to two per day through the year. At any rate, it would be a very moderate calculation to say that shortly after the road was in operation, the traveling would be equal to the use of five coaches per day. The saving effected per mile, as above stated, would then be \$500 a year on stage traveling alone, which represents a capital of \$7,142 more than the estimated cost of the road. Freight of produce and merchandise would more than pay repairs and provide for renewing the wooden rails. This calculation, however, will appear too low when we consider the too unfavorable basis I have taken, and the very great increase of traveling produced by the settlement of a large and fertile country, and that these roads will be the great thoroughfares to the Canadas.

Yet, with these promising results before us, I would not advise the parties concerned to open their books at present in the city. Money is yet too scarce, and fancy about Railroads too low, to render success probable. The owners of the property to be benefited, and merchants and mechanics, and other men of business, ought to raise funds sufficient by subscriptions to the stock for improving the navigation of the Black River, and making further surveys. This would undoubtedly evince the capability of the country to encourage and render profitable these improvements. Meanwhile a new and favorable fluctuation in the money market will have taken place. It is to be hoped that a similar change will take place in the estimation of Railroads; or if Canals have decidedly the preference, it will be found in either case that no project at present on foot unites so many advantages as that of the Black River Company.

V. L.

We have been politely permitted to make extracts from the Commonplace Book of a young gentleman who was for some time engaged upon the Pennsylvania Canals. Our readers probably feel most deeply interested in the canals of the United States—but we think they cannot but derive some gratification from looking over a list of tunnels in the canals of Old England. The list is certainly greater than we had an idea of.

CANALS IN THE UNITED STATES.

| NAMES. | Length. | Breadth. | Depth. | Lockage. | Length and breadth of locks. | Lock. | BETWEEN WHAT PLACES. |
|---------------------------|---------|----------|--------|----------|------------------------------|-----------------|---|
| Middlesex Canal, | 24 | | | 136 | | | Boston harbour to Chelmsford, (Massachusetts.) |
| Blackstone, | 45 | | | | | | Worcester, (Massachusetts,) to Providence, (R. Island.) |
| Farmington, | 63 | | | | | | Northampton to New-Haven, (Connecticut.) |
| Hudson and Erie, | 362 | 40-4 | | 750 | 15 by 90 | Cutstone. | Albany to Buffalo, (New-York.) |
| Champlain, | 63 | | | | | | Albany to Whitehall, (New-York.) |
| Oswego, | 38 | | | | | | Salina and Oswego, (New-York.) |
| Seneca, | 30 | | | | | | Seneca Lake and Erie Canal, (New-York.) |
| Delaware and Hudson, | 117 | | | | | | New-York. |
| Morris, | 97 | 32-4 | | *236 | 9 by 75 | Wood & [stone]. | Easton to Jersey City, (New-Jersey.) |
| Chesapeake and Delaware, | 14 | | | | | | Port Deposit to Maryland line. |
| Port Deposit, | 10 | | | | | | Georgetown to near Pittsburgh. |
| Chesapeake and Ohio, | 360 | | | | | | Cleveland on Lake Erie, to the Ohio, at mouth Sciota. |
| Ohio State Canal, | 306 | | | | | | Cincinnati to the Maumee, on Lake Erie. |
| Miami, | 265 | | | | | | Maumee to the mouth of Maumee. |
| Lehigh, | 404 | 80-6 | | 361 | 22 by 100 | Wood & [stone]. | Mouth of Little Schuylkill to Coal Mines. |
| Little Schuylkill, | 27 | | | | | | Lancaster to mouth of Conestoga. |
| Conestoga, | 18 | | | | | | Philadelphia to Mount Carbon. |
| Schuylkill, | 108 | | | | | | Reading to Middletown. |
| Union, (described below.) | 79 | 36-4 | | 1192 | 8½ by 75 | Cutstone. | Middletown to Pittsburgh. |
| Pennsylvania, | 296 | | | | | | Pittsburgh to Erie. |
| Ohio and Erie, | 214 | | | | | | Philadelphia, to meet Delaware and Hudson. |
| Delaware, | | 21-5 | | | 11 by 100 | Wood & [stone]. | Richmond to Kenhawa, (Virginia.) |
| James and Kenhawa, | | | | | | | Norfolk, (Va.) to Albemarle Sound. |
| Dismal Swamp, | 21 | | | | | | Around the Rapids of the Ohio, (Kentucky.) |
| Louisville, | 3 | | | | | | From Columbia by Broad and Saluda Rivers to Cam- |
| Santee, | 180 | | | | | | bridge, and Santee to Charleston. |
| Savannah and Altamaha, | 66 | | | | | | Georgia. |

* Also 1483 feet of inclined planes. — † Also 311 feet of inclined planes.

TUNNELS IN ENGLAND.

| | | | | |
|--|---|----------|---------------------------------|-----|
| Asby de la Touch Canal, | 2 | Tunnels, | 700 and 270 yards long. | |
| Barlborough, | 1 | do. | 132 | do. |
| Old Birmingham, | 1 | do. | 1000 | do. |
| Brecknock and Aberguenny, | 1 | do. | 220 | do. |
| Chesterfield, | 2 | do. | 2380 and 153 | do. |
| Cromford, (cost \$31 per yard.) | 1 | do. | 2366 | do. |
| Bridge water, — in the coal works, | | | 18 miles long. | |
| Dudley, | 3 | do. | 3776, 628, and 2321 yards long. | |
| Ellesmere, | 3 | do. | 775 and 487 | do. |
| Grand Junction, | 2 | do. | 3040 and 2345 | do. |
| Hereford and Gloucester, | 3 | do. | 2192, 1320 and 444 | do. |
| Lancaster, | 2 | do. | (1 unknown) 1 of 800 | do. |
| Oxford, | 3 | do. | (1 do.) 1188 and 125 | do. |
| Parnes, | 1 | do. | 300 | do. |
| Rochdale, | 1 | do. | 79 | do. |
| Leeds and Liverpool, | 2 | do. | (1 unknown) 1 of 103 | do. |
| Leicestershire & Northamptonshire, | 4 | do. | 1050, 990, 890, 236 | do. |
| Leicester, | 2 | do. | 3380, and 1250 | do. |
| Shrewsbury, | 1 | do. | 970 | do. |
| Southampton and Salisbury, | 1 | do. | (unknown) | do. |
| Stratford, | 1 | do. | 320 | do. |
| Swansea, (branch) | 1 | do. | 3 miles long. | |
| Tavistock, | 1 | do. | 2500 yards long. | |
| Thames and Severn, | 1 | do. | 4300 | do. |
| Trent and Mersey, | 6 | do. | 2388, 1241, 672, 350, 150 | do. |
| Warwick and Birmingham, | 1 | do. | 300 | do. |
| Worcester and Birmingham, | 3 | do. | *2700, 500, 400, 122, 110 | do. |
| Thames Tunnel, length 1300 feet, width 35, height 21, clear width of each arch-way, including foot path, 14 feet thickness of earth, between crown of tunnel and bed of river about 15 feet. | | | | |

Whitehaven.—The tunnels into the Whitehaven Coal Mines extend under the sea 1000 yards from the shore, and 672 feet under water.

UNION CANAL begins two miles below Reading in happy to learn, been successful in establishing at the works of the Schuylkill Navigation Company. Washington, Mississippi, a collegiate institution in It rises 311 feet by 55 locks to the summit level, some measure upon the plan of that formerly under which is 6 miles-78 chains long; latter part by the care of CAPT. PARTRIDGE, at Middletown, Con. a tunnel 729 feet long, 18 wide, 14 high; cost \$75 MAJOR HOLBROOK was favorably known as an in- per yard. Thence it descends to Middletown, on structer whilst he officiated as assistant to Capt. Partridge both at Norwich and Middletown; and more recently at Georgetown, D. C., in an insti- the Susquehanna, by 37 locks, 192 1-2 feet—whole tution of which he was principal; and we have no doubt that he will be found by the friends of ed- length 79 miles, exclusive of a navigable feeder of ucation in Mississippi a great acquisition to the li- 7 miles up the Swatara towards valuable coal beds, terary institutions of the state. We wish him all the success that his enterprise merits, which is cer- 24 feet wide at bottom, 36 at top, 4 deep; towing tainly no small share.

ASTRONOMICAL.—We have been politely favored by Major John Holbrook, President of Jefferson Col- lege, with the following account of the transit of Mercury, which took place on Saturday, the 5th instant.

JEFFERSON COLLEGE.
WASHINGTON, MISSISSIPPI,
Saturday, May 5, 1832.

Transit of Mercury.—The interesting phenom- enon of the transit of Mercury over the Sun's disk took place this day, (Saturday.) The morning was fair, and presented to the anxious Astronomer all that favorable appearance so much desired by him.

The serenity of the morning, the almost cloud- less sky, the clear atmosphere, all combined to im- press the waiting observer, that nature had timely prepared to exhibit the works of Providence. Man, adoring, contemplative man, enjoys the visual pleas-

We take the following account of the transit of Mercury, over the Sun's disk, from the "Natchez" of May 18th, and recognize in the writer a compan- ion and associate of our boyhood, who has, we are

ure. In the ecstasy of his feelings he involuntary exclaims,

"An undevout Astronomer is mad."

Impatient anxiety is no longer restrained, and, as if Nature would enhance the scene and make a perfect exhibition at once, the Sun rises with Mer- cury fully on his disk. In anticipation that this glo- rious occurrence would be too brilliant for unaided mortal eye, Necessity, guided by Philosophy assist- ing Art, invented the telescope, contrived the dark- ened glasses. Furnished with these, a dark round spot is seen on the Sun's disk, appearing like a ball standing out from the face of the Sun rather than as lying on it. A real spot upon the sun is also seen, though less distinctly; this last being stationary, but Mercury steadily progressing onward. Watch- ed with all the care and precision of Nature's devo- tee, the auspicious moment arrives.

The second internal contact is exactly observed, the passing moment is marked—he waits, but waits not long, the second external contact takes place. The instant is marked—Mercury has passed the face of the sun. The excited feeling calms away,—the exerted muscles are relaxed,—the fixed instrument is unclamped. No longer enchained to the obser- vance, the admirer of this sublime spectacle now be- holds "his finished." The ethereal audience breaks up. Sol mounts his pegasus, now bids his foaming horses move,—Mercury, with swifter wings bears his mandates through the skies,—the Goddess of Beauty in high adoration passes the imperial throng: and now, as if signally, heaven's court majestically retires.

The beginning of the transit could not be observ- ed in this longitude. It was visible only to the East- ern part of North America. Throughout Europe it was favorable for observation.

At St. John's, Newfoundland, lat. 47 33 45 N. and long. 52 27 W, the sun rose at 4 o'clock 41 minutes M.: the first contact of Mercury with the sun was at 4 29 43 7. At other places in Ameri- ca, Mercury appeared on the face or disk of the sun at rising. The observations made at this place were with one of Troughton's best Astronomical Circles, magnifying power about 60. It resulted as follows, viz:—

Second Internal Contact 9 42 7 58 } Mean
Second External Contact 9 45 41 59 } Time
Fahrenheit's Thermometer 76.
Reaumur's do 19 1.2 nearly.
Mountain Barometer 28.408 inches.

The time of the Chronometer was accurately cor- rected by Troughton's Reflecting Circle on Friday, 4th May, and also on Saturday, 5th May, by equal altitudes of the Sun.

A series of astronomical observations is being made in connection with the course of mathematical instruction at this institution. Upwards of sixty on the meridian altitude of the Sun and a number of fixed stars have already been made for determin- ing the latitude of Jefferson College. These will be continued, not as a matter of necessity, but to give the Students an opportunity of learning by practice what is taught them theoretically.

Jupiter's geocentric Lat. and Long. will soon be such as to render the eclipses of his Satellites fa- vorable for observations, which, with Lunar dis- tances, will be taken for the purpose of determining the Longitude of this place.

The remaining and most important phenomena of this year will be an occultation of Saturn on the 4th June next, and the Solar eclipse of 27th July.

For the gratification of those inquiring, it may be stated that as the ascending node of mercury is near one sign and sixteen degrees (16 16) in the Ecliptic, and the descending node is seven signs and sixteen degrees (7 16) nearly, the transits of this planet will for many ages to come happen in the months of November and May.

Cassendi was the first who noticed the transit of mercury, which he first observed in November 1631, a little more than 200 years ago. Eight transits of mercury have been observed since, the transit of the 4th May being the last.

The next three will take place in November 1835, in 1845, and in 1849, all of which will be visible in the United States.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 96 persons during the week ending on Saturday last. 9th inst, viz:—30 men, 16 wo- men, 23 boys, and 21 girls.—Diseases: Apoplexy 2, cancer 1, casualty 1, consumption 36, convulsions 7, drowy 2, dropsy in the chest 1, dropsy in the head 4, drowned 1, dysentery 1, fever 1, fever remittent 1, fever scarlat 4, fever typhus 2, hives or group 1, inflammation of the bowels 1, inflammation of the brain 1, inflammation of the chest 1, inflammation of the stomach 2, in- temperance 1, marasmus 2, measles 2, old age 2, peripneumony 2, pleurisy 1, rupture 1, scurvy of the liver 1, small pox 2, spasms 1, sprue 1, stillborn 3, suicide 2, unknown 1, whooping cough 1.

ABRAHAM D. STEPHENS, City Inspector.

NEW-YORK AMERICAN.

JUNE 9, 11, 12, 13, 14, 15—1832.

LITERARY NOTICES.

Our accustomed Saturday notices of publications having given way last week to an account of the *Irving Dinner*—a tribute in its way, too, to literature—we find a considerable accumulation to dispose of to-day. The first on the list is—

SWALLOW BARN, 2 vols. CARY & LEE, Philadelphia, an American novel, by an un-named author. Conjecture has indeed put aside this veil of *intognito*—we know not how justly—but as it is certainly the right of an author to remain anonymous at his pleasure, we shall not seek to invalidate it in this instance. *Swallow Barn* may be characterized as a description of the habits and firesides of the planters of Virginia, written in an easy flowing style, without any plot of much significance, and which is successful, we think, in giving an agreeable impression of the landly and hospitable people of whom it treats. In the second volume there are several episodes of interest introduced; among them that which we extract below is wrought out with much vigor of conception and power of narrative:

At the time to which my story has now advanced an event took place which excited great interest within the little circle of Swallow Barn. It was about the breaking up of the winter—towards the latter end of February—some four years ago, that in the afternoon of a cheerless day, news arrived at Norfolk that an inward-bound brig had struck upon the shoal of the middle ground, (a shallow bar that stretches seaward beyond the mouth of the Chesapeake, between the two capes,) and, from the threatening aspect of the weather, the crew were supposed to be in great danger. It was a cold, blustering day, such as winter sometimes puts on when she is about to retreat—as a squadron, vexed with watching a politic enemy, finding itself obliged, at last, to raise the blockade, is apt to break ground with an unusual show of bravado. The wind blew in gusts from the north-west; a heavy rack of dun and chilly clouds was driven churlishly before the blast, and spitted out rare flakes of snow. Those moving masses were forming a huge, black volume upon the eastern horizon, towards the ocean, as if there encountered the resistance of an adverse gale. From the west the sun occasionally shot forth a lurid ray, that, for the instant, flung upon the dark pile a sombre, purple hue and lighted up the foam that gathered at the top of the waves, far seaward; thus opening short glimpses of that dreary ocean over which darkness was brooding. The sea-birds soared against the murky vault above them, and now and then, caught upon their white wings the passing beam, that gave them almost a golden radiance; whilst, at the same time, they screamed their harsh and frequent cries of fear or joy. The surface of the Chesapeake was lashed into a frothy sea, as the waves were repressed by the upweight of the wind; billow pursuing billow with an angry and rapid flight, and barking, with the snappish sullenness of the wolf. Across the wide expanse of Hampton Road might have been seen some few bay-craft, apparently not much larger than the wild-fowl that sailed above them, beating with a fearful anxiety against the gale for such harbors as were nearest at hand; or scudding before it under close-reefed sails, with ungovernable speed, towards the anchorages to leeward. Every moment the wind increased in violence; the clouds swept nearer to the waters the gloom thickened; the birds sought safety on the land; the little barks were quickly vanished from view; and before the hour of sunset, earth, air and sea were blended into one mass, in which the eye might vainly endeavor to define the boundaries of each: whilst the fierce howling of the wind, and the deafening uproar of the ocean gave a desolation to the scene, that made those, who looked upon it from the shore, devoutly thankful that no ill luck had tempted them upon the flood.

It was at this time that a pilot boat was seen moored to a post at the end of a wooden wharf that formed the principal landing place at the little seaport of Hampton. The waves were dashing, with hollow reverberations, between the timbers of the wharf, and the boat was rocking with a violence that showed the extreme agitation of the elements upon which it floated. Three or four sailors—all negroes—clad in rough pea-jackets, with blue and red woolen caps, were standing upon the wharf or upon the

deck of the boat, apparently making some arrangements for venturing out of the harbor. The principal person among them, whose commands were given with a bold and earnest voice, and promptly obeyed was our stout friend Abe, now grown into the full perfection of manhood, with a frame of unsurpassed strength and agility. At the nearer extremity of this wharf, landward, were a few other mariners, white men, of a weather beaten exterior, who had seemingly just walked from the village to the landing place, and were engaged in grave consultation upon some question of interest. This group approached the former while they were yet busy with the tackling of the boat. Abe had stepped aboard with his companions, and they were about letting all loose for their departure.

"What do you think of it now, Abe?" asked one of the older seamen, as he turned his eyes towards the heaven, with a look of concern; "are you still so crazy as to think of venturing out in this gale?"

"The storm is like a young wolf," replied Abe; "it gets one hour older and two wicker. But this isn't the hardest blow ever saw, Master Crockett."

"It will be so dark to-night," said the other, "that you will not be able to see your jib, and, by the time the wind gets round to the north-east, you will have a drift of snow that will shut her eyes. It will be a dreadful night outside of the Capes. I see no good that is to come of your foolhardiness."

"Snow, storms, or hail-storm, it's all one to me," answered Abe. "The little Flying-Fish has ridden, summer and winter, over as heavy seas as ever rolled in the Chesapeake. I know what she can do, you see?"

"Why, you couldn't find the brig if you were within a cable's length of her, such a night as this," said another speaker; "and if you were to see her I don't know how you are to get along side."

"You wouldn't say so, master Wilson," returned Abe, "if you were one of the crew of the brig yourself. You can try, you know; and if no good comes on it, let them that *sawnt* me judge of that. I always obey orders."

"Well," replied the other, "a negro that is born to be hanged—you know the rest Abe—the devil may help you, as he sometimes does."

"There is as good help for a negro as there is for a white man, master Wilson—whether on land or on water. And no man is going to die till his time comes. I don't set up for more spirit than other people; but I never was afraid of the sea."

During this short dialogue, Abe and his comrades were busily reefing the sail, and they had now come very near to the hour of sunset. Abe mustered his crew, spoke to them with a brave, encouraging tone, and ordered them to cast off from the wharf. In a moment all hands were at the halvards; and the buoyant little Flying-Fish sprang off from her moorings, under a single sail double-reefed, and bounded along before the wind, like an exulting doe, loosened from thralldom, on her native wastes.

"That's a daring fellow!" said one of the party that stood upon the wharf, as they watched the gallant boat heaving playfully through the foam—"and wouldn't mind going to sea astride a shark, if any one would challenge him to it."

"If any man along the Chesapeake," said another, "can handle a pilot boat in such weather—Abe can. But it's no use for a man to be tempting Providence in this way. It looks wicked."

"He is on a good errand," interrupted the first speaker. "And God send him a successful venture! That negro has a great deal of good and bad both in him—but I think the good has the upper hand."

The Flying Fish was soon far from the speakers, and now showed her little sail, as she bent it down almost to kiss the water, a spotless vision upon the dark and lowering horizon in the east. At length she was observed close hauled upon the wind and rapidly skimming behind the headland of Old Point Comfort; whence, after some interval, she again emerged, lessened to the size of a water-fowl by distance, and holding her course, with a steady and resolute speed, into the palpable obscure of the perspective.

When the last trace of this winged messenger of comfort was lost in the terrific desert of ocean, with its incumbent of night, the watchful and anxious spectators on the wharf turned about and directed their steps, with thoughtful forebodings, to the public houses at some distance in the village.

From what I have related, the reader will be at no loss to understand the purpose of his perilous adventure. The fact was, that as soon as the intelligence reached Norfolk that the brig had got into the dangerous situation which I have described, some of the good people of that borough took mea-

sures to communicate with the crew, and to furnish them such means of relief as the suddenness of the emergency enabled them to command. The most obvious suggestion was adopted of despatching, forthwith, a small vessel to bring away those on board, if it should be ascertained that there was no hope of saving the brig itself. This scheme, however, was not so easy of accomplishment as it, at first, seemed. Application was made to the most experienced mariners in port to undertake this voyage; but, they either evaded the duty, by suggesting doubts of its utility, or cast their eyes towards the heavens and significantly shook their heads, as they affirmed there would be more certainty of loss to the deliverers than to the people of the stranded vessel. The rising tempest and the unruly season boded disaster to whomsoever should be so rash as to encounter the hazard. Rewards were offered—but these, too, failed of effect; and the good intentions of the citizens of Norfolk were well nigh disappointed, when chance brought the subject to the knowledge of our old acquaintance Abe. This stout-hearted black happened to be in the borough at the time, and was one of a knot of seamen who were discussing the proposition of the chances of affording relief. He heard attentively all that was said in disparagement of the projected enterprise; and it was with some emotion of secret pleasure that he learned that several seamen of established reputation had declined to undertake the venture. The predominant pride of his nature was aroused; and he hastened to say, that whatever terrors this voyage had for others, it had none for him. In order, therefore, that he might vouch the sincerity of his assertion by acts, he went immediately to those who had interested themselves in concerting the measure of relief, and tendered his services for the proposed exploit. As may be supposed, they were eagerly accepted. Abe's conditions were, that he should have the choice of the boat, and the selection of his crew. These terms were readily granted; and he set off, with a busy alacrity, to make his preparations. The Flying Fish was the pilot boat in which Abe had often sailed, and was considered one of the best of her class in the Chesapeake. This little bark was accordingly demanded for the service, and as promptly put at Abe's command. She was at that time lying at the pier of Hampton, as I have already described her. The crew, from some such motive of pride as first induced Abe to volunteer in this cause, was selected entirely from the number of negro seamen then in Norfolk. They amounted to four or five of Abe's most daring associates, who, lured by the hope of reward, as well as impelled by that spirit of rivalry that belongs to even the lowest classes of human beings, and which is particularly excitable in the breasts of men that are trained to dangerous achievements, readily enlisted in the expedition, and placed themselves under the orders of their gallant and venturesome captain.

The tender of service and its acceptance, produced an almost universal reprobation of its rashness, from the sea-faring men of the port. And while all acknowledged that the enterprise could not have been committed to a more able or skilful mariner than Abe, yet it was declared to be the endeavor of a fool-hardy madman who was rushing on his fate. The expression of such distrust only operated as an additional stimulant to Abe's resolution, and served to hurry him the more urgently forward, to the execution of his purpose. He, therefore, with such despatch as the nature of his preparations allowed, mustered his intrepid crew in the harbor of Norfolk, and repaired with them to the opposite shore of the James River, to the little seaport, where my reader has already seen him embarking upon his brave voyage, amidst the disheartening auguries of wise and disciplined veterans of the sea.

I might stop to compare this act of an humble and unknown negro, upon the Chesapeake, with the many similar passages in the lives of the heroes whose names have been preserved fresh in the verdure of history, and who have won their immortality upon less noble feats than this; but history is a step-mother, that gives the bauble fame to her own children, with such favoritism as she lists, overlooking many a goodly portion of the family of her husband Time. Still, it was a gallant thing, and worthy of a better chronicler than I, to see this leader and his little band—the children of a despised stock—swayed by a noble emulation to relieve the distressed; and (what the fashion of the world will deem a higher glory) impelled by that love of daring which the romancers call chivalry—throwing themselves upon the unruly waves of winter, and flying, on the wing of the storm, into the profound, dark abyss of ocean, when all his terrors were gathering in their most hideous forms; when the spirit of ill shrieked in the

blast, and thick night; dreary with unusual horrors, was falling close around them; when old mariners grew pale with the thought of the danger, and the wisest counselled the adventurers against the certain doom that hung upon their path:—I say, it was a gallant sight to see such heroism shining out in an humble and unlettered slave of the Old Dominion!

They say the night that followed was a night of the wildest horrors. Not a star twinkled in the black heavens: the winds rushed forth, like some pent-up flood suddenly overbearing its barriers, and swept through the air with palpable density: men, who chanced to wander at that time, found it difficult to keep their footing on the land: the steeples of Norfolk groaned with the unwonted pressure, chimneys were blown from their seats; houses were unroofed, and the howling elements terrified those who were gathered around their own hearths, and made them silent with fear: the pious fell upon their knees: nurses could not hush their children to sleep: bold-hearted revellers were dismayed, and broke up their meetings: the crash of trees, fences, out buildings mingled with the ravings of the tempest: the icicles were swept from the eaves, and from every pent house till they fell in the streets like hail: ships were stranded at the wharves, or were lifted, by an unnatural tide, into the streets: the ocean roared with more terrific bass than the mighty wind, and threw its spray into the near heaven, with which it seemed in contact: and as anxious seamen looked out at intervals during the night, towards the Atlantic, the light-house, that usually shot its ray over the deep, was invisible to their gaze, or seen only by glimpses, like a little star immeasurably remote, wading through foam and darkness.

What became of our argonauts?—The next morning told the tale. One seaman alone of the brig survived to relate the fate of his companions. In the darkest hour of the night their vessel went to pieces, and every soul on board perished, except this man. He had bound himself to a spar, and by that miraculous fortune which the frequent history of ship-wreck recounts, he was thrown upon the beach near Cape Henry. Bruised, chafed, and almost dead, he was discovered in the morning and carried to a neighboring house, where care and nursing restored him to his strength. All that the mariner could tell was, that early in the night,—perhaps about eight o'clock,—and before the storm had risen to its height, (although, at that hour, it raged with fearful vehemence,) a light was seen gliding, with the swiftness of a meteor, past the wreck; a hailing cry was heard as from a trumpet, but the wind smothered its tones and rendered them inarticulate; and, in the next moment, the spectre of the sail (for no one of the sufferers believed it real) flitted by them, as with a rush of wings, so close that some affirmed they could have touched it with their hands: that, about an hour afterwards, the same hideous phantom, with the same awful salutation, was heard and seen by many on board a second time: that the crew, terrified by this warning, made all preparations to meet their fate; and when at last, in the highest exasperation of the storm, the same apparition made its third visit, the timbers of the brig parted at every joint, and all, except the relater himself, were supposed to have been engulfed in the wave, and given to instant death.

Such, was the sum of this man's story. What was subsequently known, proved its most horrible conjecture to be fatally true."

ADVENTURES OF A YOUNGER SON, 2 vols., Messrs. Harpers, New York.—This is a republication of a novel ascribed openly by the London press to Mr. Trelawney, a companion of Lord Byron. I is a sort of *Cereair* in prose, a wild tale of blood and slaughter—of warm and devoted love, and very cool and numerous murders. The hero is a younger son who came unwelcomely into the world to mortify the ostentation and add to the burdens, of a poor proud man—and who, driven from home at an early age by the oppression there endured, became a Sea-Rover. His field of adventure lies in the East Indian Archipelago—and he relates his story with as much energy and fire as he fights his ship. The little that is known to general readers of that region of the world, and the stirring incidents in the career of this younger son, will interest many in his fate—and cause them to look with eagerness for the "Sequel of his life."

The Cook's Own Book, by a Boston Housekeeper.

er: Boston, *Munroe & Francis*; New York, C. S. Francis; Philadelphia, *Cary & Lea*; 1 vol.—The circle of sciences begins and ends (and that is the whole history of a circle) without doubt by cookery—and therefore is this Cook's Own Book properly called a Cyclopædia. It is not the least valuable of those recently presented to the public, and the person who has thus been mindful as well of the health, economy, and reasonable gratification of us all, merits general patronage. The alphabetical arrangement greatly facilitates reference, and we wish a wide spread popularity to this book—because as yet we as a people have attained to little skill or discrimination in the valuable branch of which it treats.

Our able correspondent, Cassio, will find his long deferred article in to-day's paper. The months which have elapsed since it was received, may have diminished the interest of the subject, but the critique itself may stand or fall by its merits as well now as then. Though perhaps rather severe upon the faults of a popular writer, it is cleverly written; but we dissent widely from some of the positions embraced in it, and none more than the following:—"No merit and no praise can belong to a work which, in its principal design, is borrowed from the labors of another's pen." Judging them by this criterion, the plays of Shakespeare, Milton's *Comus*, and many others of the finest works in the English language, would have to give place to productions which no one pretends to compare with them. In the empire of imagination, as in the kingdom of nature, it is not always he who first discovers a new production that is most entitled to praise. The most careless foot may stumble upon a gem of exquisite value; but it is the eye which detects its value, the hand which snatches it from obscurity, draws out its latent lustre, and places it in a setting that befits its price, to which reward is due.

The strictures of Cassio would have had more effect, we think, if the last part of his article had been wholly omitted. Mr. Cooper, we believe, stands somewhat in need of wholesome criticism; but he has done much for the literary character of the country: his writings, too, are strictly national; and, though now, we fear, written out, he has won a name which should never be mentioned but with respect by an American. Besides, if he does choose "to write solely for money," we know of no privilege which any one has to question his right so to do. He that does much for others, loses not the privilege of doing something for himself;—nor is the pen a more ignoble instrument wherewith to make a competency, than to build up a reputation.

[FOR THE NEW-YORK AMERICAN.]

THE BRAVO, a Venetian Story, by J. Fenimore Cooper, author of the Pilot, Spy, &c. one volume, 8vo: pp. 459. Baudry, Paris, 1831.

We believe that, in conformity with all usage, it is the business of a critic to disclose to the world the merits or defects of authors; and of consequence his duty consists, ostensibly at least, in imparting information. Perhaps we shall forfeit all claim to the appellation by commencing upon a different plan; but even at that risk we can adopt no other method of discussing the *Bravo* than by first inquiring "what it's all about?" As we have said, our claims to the distinction of a critic may be hazarded, nay, our very powers of comprehension may be impugned—but still do we venture to repeat "what is it all about?"

We have read the book as leisurely as novels require to be read, and yet, when the task is accomplished, we have forgotten the plot, we have forgotten the hero and heroine, we have even forgotten in what small portion of the work we were interested. We can recall, it is true, some "tracery" of a preface, which appears to be "anything but to the purpose"—an occasional redundancy of moonlight—the name of *Bravo*—a few Italian interjections and marks—a few alarms—a few races and a few fainting fits, interspersed with formidable essays on poli-

tical economy; but all these things we have seen before; and after having, as we believe, learned their full value, we very much doubt their great utility. In fact we do not know why these honest appendages should be introduced at all. They have long since done all that nature appointed them to do, and it is but fair they should now slumber undisturbed in an oblivion from which no genius of the present day can successfully arouse them. They have been assailed at all points, and every scribbler with and without a name has wrought with commendable zeal to frame them into a good craft which should "float down the tide of time to after ages," bearing Fame triumphantly on her prow: but that goddess cannot ride securely on materials which are unable long to support themselves, and which, on the smoothest stream, will soon fall piecemeal and find their proper level, and their proper element,—the bottom and the mud.

Mr. Cooper has always been unfortunate in reproducing and re-grinding his own materials; but hitherto it might always be replied to the charge of self imitation that, at least, so far as that went, his originality was unimpeached. In the present case, however, even this subterfuge is lost; and in the *Bravo*, we have nothing but the old play of *Abellino*, swollen, by a fertility peculiar to weeds and our author, into nearly five hundred octavo pages: as might be expected, the tares have choked the wheat,—the monstrous multiplication of words has swallowed up the meritorious labor of the dramatist.

The secret of this matter is no great secret after all. The author is paid for his books, and that is the extent of his concern. He has a perfect right to write nonsense "in quantities to suit purchasers," and so long as the publisher is satisfied with his bargains, the public, as individuals, have no just ground of complaint. Neither has the critic, in this limited view of the case, a right to snarl. He has not even the right to be severe. How can he desire to be, indeed, when on the part of both writer and printer there is so much good-natured, unassuming stupidity? No! when things come to this pass, his utmost privilege is to acquaint the public—not that the books are the veriest trash in the world, for that they will find out fast enough for themselves—but that the simple hearted gentlemen who manufactured the work had no ambition, no hope—nay, no desire of producing anything else. This being once understood, all fault finding is at an end; and we verily believe the reader of the *Bravo* will lay it down with every denotement of good humor in his countenance; he will be pleased to find that the parties referred to, have dealt with him in good faith; he will be pleased at his ability to resume his vocations, undisturbed by the well-restrained fascination of the story; and, if he has any common sympathy with ourselves, especially pleased that he has finished the most unprofitable task that ever yet fell to his lot.

It would seem a natural conclusion that the duty of the critic here terminates, since there is such an amicable understanding between the parties: but we have not viewed all the bearings of the case. It happens that our author's name is honorably identified with the literature of his country, and therefore we claim that he is bound either to sustain his reputation, or hold his peace: and we say this the more freely from our conviction that the falling off does not originate in his ability, but his will. There is, to our apprehension, an excess of arrogance in giving a novel to the world with the virtual declaration, "my name is a guaranty for my book;" and the writer has no cause for complaint if a work thus issued meets with the extremity of critical severity.

On the other hand, supposing the *Bravo* to be a specimen of the author's present ability, assuming, for the argument, that, whatever he may have done hitherto, he now can do no better than this, then the more imperious is the necessity for its exposition, the more assiduously should one labor to demonstrate its defects, as a preliminary to our beseeching him, by every patriotic consideration, to forbear betraying his fallibility, to forbear undermining and destroying the monument of his own and his country's honor, which the world confesses he has raised. There is no one thing more calculated to elicit contempt than the imbecile efforts of exhausted genius. If Mr. Cooper is prepared to brave this contempt, it is well; we can assure him he is in the way to meet it: if he hopes to avoid it, we recommend him to the only expedient that remains.

The prominent fault of this work is barrenness.—It is copious in volume, yet lamentably deficient in substance, and this is one reason why its minor defects are not at once obvious to the reader. It is, as a whole, so negative in its qualities, so uniformly insipid, that it is no easy matter to point out the

most objectionable ingredients. The one which we have cited is a capital error: excellence can never abound where both character and incident are wanting. We have here 459 octavo pages, in which are recorded the events of three days and a half in Venice. The brevity of the time is no objection in itself; but the author should have borne in mind Addison's Cato, and avoided an experiment where greater genius has failed. Whether this confined latitude, which he has chosen to prescribe to himself, be the reason for the want of "a story," we are not prepared to say; but we are very confident that the promise of the title page is not fulfilled: there is no "story" about it. Some characters are introduced, some incidents are related, but nothing is finished, nothing is intelligible. The author appears to have entered so truly into the spirit of Venetian mystery as to fairly confound himself, and in sheer despair wrote *Pinia* as the only possible method of "getting out of the scrape." Men move, and talk, and act, without understanding and without design—provided always the existence of the one and the other is to be proved by results. It is the most purposeless, incomplete medley that the dreams of a novelist ever conceived. Dangers are talked of, plots are agitated, secret accusations are preferred to a more secret tribunal—but, unhappily, they all amount to nothing in the end. In the beginning of the book for example, the reader's sympathy and curiosity are strongly taxed by the fortuitous delivery of Don Camillo's signet ring to his rival, instead of the Bravo, which ring, thus clandestinely obtained, is placed in the "lion's mouth,"—the customary form of impeachment. As this is made a conspicuous incident in the commencement, we look, and have a right to look, for important results arising from it: but what is the fact? The ring is produced before the Council of Three, and an accusation accompanies it, which, so far, is well: but after this melodramatic preparation the scene changes, and the proceedings are forgotten. This manner of concluding it, renders so much of the novel an episode, and we confess ourselves very curious to know the author's motives in producing it. What was his design in working up the matter to this crisis, when in the end he was to abandon it? Does he know the ordinary rules of fictitious composition? or, what is even more important, does he understand the obvious and natural means of exciting and gratifying the curiosity of the readers of romance? Does he know that there is (virtually, at least) a law requiring the novelist to dispose of his characters, to finish his story, and to explain its mysteries? We speak not exclusively of this affair of the ring. All the interest and most of the incident commences and terminates in the same manner.

There is a law with regard to romance which forbids the introduction of the name, qualities, and character of any person who is not eventually introduced *propria persona*; and we learn the utility of the law by seeing it broken. The old fisherman, Antonio, has a grandson confined to the galleys, and he makes it the business of his life to procure his liberation. To this end he pleads with a member of the council of Three, in a long, tedious dialogue; he confronts to the same effect, the Doge; he enters himself as a competitor for a boat race, and wins it by a process entirely unexpected and unnatural; as the victor, he presumes to renew his solicitations to the Doge; by some unintelligible magic he contrives to find the Doge's bridal ring in the bottom of the sea, and when subsequently summoned before the secret tribunal, he again pleads his cause and produces the ring and the prize for the race to enforce his arguments, and eventually, as he is drowning, his last words are—"the boy;" yet, as a conclusion to all this, we find the following solitary reference to the subject:—"Next to this characteristic equipage of the dead, walked a lad, whose brown cheek, half naked body, and dark, roving eye, announced the grandson of the fisherman. Venice knew when to yield gracefully, and the boy was liberated, unconditionally, from the galleys, in pity, as it was whispered, for the untimely fate of his parent." A line or two more informs that he lived and died as other people do. It may be said, in reply to the commencement of this paragraph, that as the boy is actually introduced, the rule is not infringed. In letter it is not, we admit, but it is in spirit. After half a book has been taken up to prepare an appearance, such an appearance is, virtually, none at all, either to satisfy an established rule, or the reader's expectations. We need not refer to rules to prove this an unpardonable fault.

By some strange inventive process, some infelicitous aspiration after originality, Mr. Cooper has contrived, in all cases, to invert the good old custom of novelists, and make great means the precursors

and producers of small effects. We think the idea is a bad one. We will concede the praise of originality in the conception, but we can go no further. We prefer the old fashion, as being more congenial to the natural propensities and tastes of our kind, and better calculated to produce a well sustained and well developed interest. The two instances we have adduced are sufficient to illustrate our meaning on this topic, although they are by no means all we could quote; and we think if there had been less of importunity in the fisherman, and less of preparation in disposing Camillo's ring, followed by their natural and expected consequences, the novel would have been, by so much, at least, a much more creditable production.

Another great fault is the manner of disposing of the two lovers. We cannot call them hero nor heroine, for they have no claim to the distinction. These two worthies, who have nothing on earth to recommend themselves but a pair of princely fortunes, manage to get on board a galley in the pay of the government, set sail, and the last we hear of them is "Saint Maria be praised!" exclaimed Jacopo, when his understanding eye had run over the near and distant view, "they are already far down the coast, and with a wind like this, they cannot fail to reach their haven in a few hours." This, observe, is eighty long pages before the end of the book.

The author seems to have very ill defined notions of poetical justice in meting rewards and punishments. Jacopo has the name of being a bravo, the reputation of an accomplished assassin. The matter is neither affirmed nor denied by the writer; he is as delicate of assuming the responsibility of criminalizing or exculpating the man, as if he were in danger of his dagger; but if anything may be gathered from wise looks, shakes of the head, winks, &c. he is innocent of blood. Yet the wretches in power, who have done nothing but deeds of darkness, in both their official and private capacities, escape retribution and poor Jacopo loses his head. In the whole course of our novel reading, we have never met with a piece of more wanton poetical injustice. It would not be a sufficient answer to this objection to say, that by punishing the Council, he would violate history; for he is at the pains to inform us in his preface that he does not confine himself to historical facts.

In addition to the author's very objectionable manner of finishing things, we are disposed to find fault with some of his queer beginnings. We would ask, for example, where did Mistress Annina come from? how did she happen to be in the employ of the state? through what medium did she receive instructions, or communicate information? We presume the author knows all this very well, and so, no doubt, did the Council of Three; but we think the reader has some concern in the matter, and we are sure that he is uninformed.

Mr. Cooper has frequently been accused of imitating Scott. We shall not canvas the question here, but in this instance we wish he had imitated him, in imparting something to his book that would render it intelligible, some union of cause and effect: and if he can borrow from his illustrious prototype the art of completing his works, we would willingly overlook the plagiarism for the sake of knowing what becomes of the characters. We said we would not canvas Mr. C.'s ordinary claim to originality; we think, however, after the Bravo, he need not be fastidious on that subject. We have already remarked that the whole affair is borrowed from an almost forgotten drama, and we repeat it, that it may not be supposed to have been carelessly said, we do not know how much importance he attaches to the fact, nor to the opinions to which it may give rise: but in our humble belief no merit and no praise can belong to a work, which in its principal design, is borrowed from the labors of another's pen.

We have said, and we are satisfied that every reader of the book will concur in the assertion, that, as a story, the Bravo is destitute of merit. It is no better provided with character. From the title of the book, (the only clue we have,) we presume that Jacopo was "cut out" for the hero. He is certainly inferior to no personage in the scene, nor are we aware that he is especially superior to any: but what we design to remark, is, that his worth as a component part of this, or any, novel, is very small indeed. Supposing this quality could be estimated by weight, how much would master Jacopo probably weigh in opposition to Long Tom Coffin, or Natty Bumpo? (we prefer quoting our author's own characters; Scott's are too heavy.) We desire to speak candidly, and we believe we do, when we say, that Jacopo, or any other individual in this work is no whit super-

rior to Mr. Cooper's ordinary supernumeraries. Can he give a reason for this? Does he really, avowedly, shamefacedly, write for money, regardless of other considerations,—or has he yet remaining some ambition to be identified with his country's literary fame, and is this his best effort in her behalf? In either case, we blush for our countryman; and we shall blush the deeper, if, as we expect, half the newspapers in the land come out with unqualified praise of "The Bravo."

CASSIO.

FOREIGN INTELLIGENCE.

LATE AND IMPORTANT FROM EUROPE.—Captain Low, of ship Marmora, from Liverpool, brings intelligence from England, that the Reform Bill had the third reading on the 12th of May, and was lost by a majority of 40, and that on the 13th, handbills were put up on all the corners in Liverpool, denouncing the Queen and Nobility.

STILL LATER.—By the Britannia, Capt. Marshall, which sailed from Liverpool on the 16th May, we have received our regular files of English papers, confirming the above.

The course of events, so far as we can gather from a glance at the English papers, is briefly this: It seems, that over since the Reforming Ministers came into power, the King's private friends have been selected from the Tories, in consequence of which, says the Spectator, the enemies of the Cabinet generally knew its secret state better than its friends did.

No sooner did the concession of the King to the representation of Earl Grey reach the ears of Lord Grey's political opponents, than a plan was laid for defeating it. Lord Wharnccliffe waited on his Majesty, and recalling for his friend Earl Harrowby and for the members of the clique of which Lord H. is the mouthpiece, the strong terms in which Lord Grey's measures had been denounced by the Earl only a month before, in a well known letter, he offered to support Lord Grey on the question of the second reading, provided only no addition to the Peerage should take place. This communication of Lord Wharnccliffe and his party was made known to Earl Grey, and no creation was of course asked. Lord Grey seems to have been doubly deceived by Lord Wharnccliffe's manoeuvres,—first, in giving that person credit for a sincere desire of conciliation in his communication to the King; and second, in not giving him credit for the sentiments of aversion to the Bill which he so strongly expressed when the second reading was lately under debate.

As soon as the division of Monday evening was declared, the result was transmitted to the King who was at Windsor. On Tuesday a Cabinet Council was held; when it was unanimously agreed, that unless the Ministry were allowed by his Majesty to create as many Peers as would give them a majority in the Upper House, they must resign. Earl Grey and Lord Brougham, the two highest functionaries of the Cabinet, laid before his Majesty, the same day the result of the Cabinet's deliberations.

The Chronicle says, the King shed tears; lamenting that he was compelled to sacrifice his Ministers to his wife, his sisters, and his children. Be this as it may, the letter in which the King stated his intention to accept of the resignation of the Cabinet, rather than their advice, was brought to town by a special messenger on Wednesday morning.

HOUSE OF COMMONS, MAY 9.

At 5 o'clock, Lord Althorp, Lord John Russell, Sir James Graham, Lord Palmerston, and the other members of the late government, entered the house, and their appearance was hailed by loud and long continued cheering from the ministerial benches.—Order was at length obtained by the Speaker.

Resignation of Ministers.

The Chancellor of the Exchequer rose and said: Sir, it becomes my duty to state to the House, that, in consequence of what took place in the House of Lords, on Monday night, it is utterly impossible for his Majesty's present government to hope that we could be able to succeed in carrying the Reform Bill in such a manner as would be consistent with what we consider to be our duty, or without such alterations being made in it as would render the principles upon which it is founded defective. (Cheers.) Under these circumstances we had only two alternatives left us, namely, that of at once tendering our resignation, or that of advising his Majesty to take such steps as should be deemed necessary for carrying the measure, reserving to ourselves, how-

ever, the right of resigning in the event of our advice not being accepted. (Hear.) We adopted the latter course. The advice which we offered was not received, and we accordingly tendered our resignations, which his Majesty was most graciously pleased to accept: and we now only hold office until such time as our successors shall have been appointed. (Cheers from the opposition benches.) I cannot sit down without, on my own part, and on the part of my colleagues, expressing the gratitude which we feel for the uniform kindness and condescension with which we have been treated by the house ever since we held office. (Cheers.) The mode in which we have been treated by his Majesty also deserves our thanks, and I have only to add that, for my own part, I shall feel for his Majesty the highest gratitude as long as I shall live. (Cheers.) The noble lord in conclusion, said that he should move the order of the day for the day for the second reading of the Scotch Reform Bill.

This news has created a great sensation in this city, and there will be much speculation until the next arrival as to what the late proceedings may lead. Not the least alarming symptom is the sudden overthrow of the King's popularity with his abandonment of the Reform Bill. The popularity of the monarch has hitherto been a strong barrier between the people and the nobles, in staying the violence of the former class. Now that this protection is withdrawn, no one can say how far respect for their prince may restrain the people in expressing their indignation at the manner they have been dealt with. The conduct of the King bears no little similarity to that of Louis XVI.; and whether it be from original weakness of character, or that fatuity of mind often discoverable in those who seem to be hurried by a blind fate to destruction, William IV., by tampering with the hopes and wishes of his subjects, is now pursuing much the same course as did the ill-starred monarch of France. As for the British nobles, they too, like the courtiers of Louis, seem to shut their eyes to the tempest which is gathering around them. We do not see by the London papers, that there is any remission in the usual round of fashionable amusements at this momentous period; and although the hand-writing is already upon the wall, no one seems startled from the banquet of pleasure. The nobility, we fear, have lost the only opportunity that was left them of conforming gradually and gracefully to the exigency of circumstances, and precipitated their destruction by their obstinacy: for that a contest is approaching between the popular and the monarchical principle in England, has long been apparent. How such contests end, we all know from the history of the world in the last fifty years. The British aristocracy, which might have delayed, or at least mitigated the collision, have placed themselves precisely where sooner or later they must be crushed by it when it comes.

It is difficult, remote as we are from the scene of excitement, to come to a just estimate of the state of public feeling in England. That the nation at large is exceedingly exasperated at the turn which affairs have taken, there can be no doubt; still there is reason to believe that the accounts are somewhat exaggerated by the press. The new government seem to be taking every precaution in the military way against disturbance. Officers that were on furlough are ordered to their posts, and several strong detachments of troops are changing their stations. Among other signs of the times, we observe it mentioned in the London papers, that many of the great families at the west end are withdrawing themselves to their castles and villas remote from the metropolis. There seems to be a great eagerness, too, in the middle classes, to convert their effects into ready money; and among our extracts, mention will be found of a vigorous, if not alarming, run for gold upon the Bank of England, from the moment the fate of the Reform Bill was known.

The speculations as to the new Ministry are various, yet all the English papers seem to agree that

the Duke of Wellington is to be Premier; and, indeed, the London Standard asserts, that the Duke has already kissed the King's hand as first Lord of the Treasury.

Amongst the surmises afloat, it is supposed that Sir Robert Peel will not take office for the present—that Lord Lyndhurst will not take the great Seal, but succeed to Lord Tenterden upon the King's Bench, and that the Great Seal will at least for a time, be placed in commission.

The Hon. Mr. S. Wortley (son of Lord Wharncliffe,) and Lord Castlereagh will, it is said, fill subordinate situations in the Government, and Sir T. M. Hardy retain his situation as one of the Lords of the Admiralty.

Lord Mulgrave does not go out as Governor of Jamaica.

The British Traveller assumes the following as the most probable arrangement of the new Cabinet:

Wellington—First Lord of the Treasury.
Baring—Exchequer.
Carnarvon—Privy Council.
Hill—Army.
Sir R. Peel—Home Secretary.
Wharncliffe—Postmaster.
Aberdeen—Foreign.
Ellenborough—Board of Control.
Rosslyn—Privy Seal.
Croker—Admiralty.
Scalfe—Attorney General.
Sugden—Solicitor General.
Lyndhurst—Rolls.
Leach—Chancellor.
Wicklow—Colonies.
Hardinge—Secretary for Ireland.
Herries—War.

These in some journals are called the "would-be-ministry," and threatening intimations are made that they will never be allowed to assume office.—But how stands Earl Grey, who, in slang language, has been so completely "done" by Lord Wharncliffe? "His best act in office," says the London Spectator, "was his resigning it." He seems to be generally pitied as the victim of an intrigue which his own uprightness of heart could not lead him to suspect. He cannot but blame himself, however, for not having listened to the warnings of the press which would have saved him from the snare into which he has fallen. Did he possess the force of character which impels the Duke of Wellington to the bold step of assuming the Government at such a moment as this, he would never while in power have let matters come to their present straight. A Whig minister equally bold, active and uncompromising as the Duke, might even yet restore England to quiet and prosperity.

We find but little continental news in the English papers, but subjoin a few items of interest:

The Cholera in Ireland was declining. New cases in Dublin, on the 11th May, 75; deaths, 26. In other towns the returns were more favorable.

The health of the Duke of Reichstadt is very precarious. The funds at Vienna were, Five per cents. 88 1/2; Four per cents. 77 5/8.

It is stated that the insurrection at Grenoble has been renewed, and that Marshal Soult is about to leave for the south of France.

The Duchess de Berri was not found among the passengers on board the steam-vessel *Carlo Alberto*, which was carried into Toulon, and from thence to Ajaccio. It is altogether a most blundering and extraordinary affair. It would appear, that the Duchess de Berri had really been on board the *Carlo Alberto*, but that she had landed at Rosas, in Spain, probably for the purpose of watching the denouement that was at hand, and regulating her steps accordingly. As the Government has already made known that no harm was intended for her if she had been taken, her narrow escape naturally becomes a matter of perfect indifference to the public.

Serious troubles are said to have broken out in Bavaria, especially at Landau and Deuxponts. The Court of Austria is represented as being alarmed, and despatches of an urgent kind, it is reported, are daily transmitted to the French government and

Prince Talleyrand from their Ambassador in Vienna. Count Pozzo di Borgo has been hastily recalled to St. Petersburg.

No resolution has yet been taken about the boundaries of Greece, nor has the fleet yet put to sea.

It is now certain that the late Rev. Mr. Colton was not the writer of the O. P. Q. letters, for they are continued.

Letters from Madeira, April 29, state that the blockading squadron had taken two schooners, and sent them to Porto Santo. The one from Liebon with a mail and cargo of 223 bags of rice and 80 barrels of sugar encomendas, tiles and salt, a valuable and important acquisition at the moment. The vessel is called the Carmoe Almas, and was one of those employed in the Terceira expedition, and is to be fitted out immediately with guns, to aid in the blockade. The other is from Setuval, with salt and encomendas, and is also a fine vessel, and will make a good transport.

Count Augustin Capo d'Istria has been driven out of Greece,—the Romelots have stormed Napoli di Romania, and the country is in a state of anarchy. It is a pleasant prospect for young Otho. He may as well stay in Bavaria, where his presence may now be necessary.

In consequence of the insurrection at Tarsus, in which several warehouses, belonging to European merchants, were plundered, the Porte has addressed a circular note to the European legations, stating the real nature of this insurrection, and announcing the measures it has taken to punish the guilty, and to prevent similar excesses for the future.

Hussain Pacha has received orders from the Sultan to go on the 12th inst. to Scutari, in Asia, whence he will immediately proceed to the head quarters at Koniah, to take the command of the army against Ibrahim Pacha, which will then set out for Aleppo, and, in conjunction with troops of the Governor of that city, march to Syria.

Accounts from Alexandria, to the 26th March, state that the Ottoman troops, 60,000 strong, had advanced to Lstakin, and another corps of 6,000 men to Tripoli, in Syria, in consequence of which Ibrahim Pacha was induced to raise the siege of St. Jean d'Acre, both by sea and land, upon which the Egyptian fleet had returned to Alexandria, to repair.

The King of Holland has sent an official reply to Louis Philip, King of the French, in answer to the demand of the latter for the liberation of M. Thörn. We do not pretend to give the precise words, but the following is the sense:—

"The King of Holland apprises the King of the French that M. Thörn is his subject, and that his Majesty has the right of directing the police in his own kingdom. That his Majesty the King of Holland cannot, moreover, but express his surprise, that whilst the King of the French should have so much to regulate in his own dominions, he should interfere with the internal affairs of other states."

LONDON, Monday Evening, 14th.
Money Market and City Intelligence.—The demand for Gold at the Bank is increasing. The counter in the Cashier's office, at which sovereigns are obtained, was beset during the whole day with applicants, chiefly to sums varying from £30 to £100; besides which, large amounts have been drawn out by the private bankers, for transmission to country correspondents, in anticipation of a general demand for gold under the present excitement which prevails. One house at the west end of the town procured three parcels of 5000 sovereigns each on Saturday. A considerable number of small sales of stock was made in the course of the morning, and it was remarked by the brokers that, in a great majority of cases, the produce was taken to the Bank to be converted into gold. It does not appear, however, that the run has as yet reached an extent which can justify great alarm, especially as the Bank is considered to be well prepared for such an emergency, the high rate of the foreign exchange being favorable to the importation of the precious metals, which has facilitated its efforts, and rendered it easy, should it become necessary, to obtain a further supply. There have been reports in the course of the morning of a forthcoming order in Council to suspend payments in gold.

[See page 400.]

The following news was received by a previous arrival:

FROM FRANCE.—French papers, received by the Henri IV. bring European news to the 10th inclusive. We learn from them, that the Duchess de Berri has actually ventured to attempt to disembark upon the French soil for the purpose of rallying

around her the adherents of her son. The steamboat Charles Albert, having on board the Duchess de Berri, the Duke of Almazan, the Duke de Escars, and the son of Marshal Bourmont, with several other prominent members of the Carlist party, having attempted to land at Maracilles, so recently the scene of political disturbance, was seized by the armed ship Sphynx, conducted to Ajaccio in Corsica, and the distinguished passengers were put on board a frigate which was to return them to Holy Rood. The Moniteur gives demi-officially, details on the affair, which has excited much attention and remark. The Constitutionnel declares against the illegality of the proceeding.

It is said the Geoneso steamboat left Leghorn on the 25th of April, ostensibly bound to Barcelona, but touched at Roses, in Spain, and landed several of her passengers. When taken possession of by the Sphynx, there were on board three passengers, with whom the captain of the Sphynx conversed, the eldest 50 years, one of about 28; a lady who appeared to be about 35 years of age, remained covered with a nightcap, and had her neck enveloped by a bow, her hair was not seen. The vessel was covered within with the armorial bearings of the elder branch of the Bourbons. The apartment of the lady was luxuriously furnished. It is presumed that this lady is the Duchess of Berry; her identity would soon be established, as the vessel was ordered to Ajaccio. The Duke of Almazan and a son of Count Bourmont were among the passengers. In case the suspicions of the captors should prove true, the Duchess was to be returned to Holy Rood Palace in a French frigate. M. Kergolay, one of the passengers, was detained in France. He is an ex-peer and was condemned about a year since by the Court of Assizes of the Seine, to six months' imprisonment.—Such is the end of this rash enterprise. The issue of the attempt of the 30th was soon known at Avignon and at other points, where it threw the partisans of the deposed branch in the greatest consternation. Marseilles and Toulon have distinctly shown their attachment to the existing government. At Marseilles on the 1st May a brilliant review took place, in which the National Guard fraternized in the most cordial manner with the troops of the line. The first accounts which the government receives from Ajaccio will remove all doubt as to the character of the passengers, and bring information of the execution of the orders of government, who had taken all the measures that were required, and who has, it will be seen, been seconded with zeal by the troops. It is a severe lesson for a party whose arrogance is happily only equalled by its weakness.

The Cholera had greatly abated in Paris. There were but 48 deaths during the 24 hours ending at midnight on the 7th and 35 on the preceding day. It continued its ravages, however, in the provinces. A consultation of physicians on the 8th, pronounced the case of M. Perrier to be favorable, and anticipated steady convalescence. Under dates of Paris 9th, it is stated that there were in the city 23 deaths—in the hospitals 12—being 13 less than in the preceding 24 hours. The disease is said to have spread to Courtray, in Belgium, and at Havre the official bulletin of the 10th, states that 69 cases had occurred at that place and vicinity since the commencement of the disease, of which 23 had died, 18 recovered, and 18 remained in the hospitals.

A London paper of the 5th ult. states that the Rev. C. C. Colton, the author of *Lacon*, put a period to his existence on Saturday, at Fontainebleau. The dread of undergoing a surgical operation, is the cause assigned for committing this melancholy act.

The intelligence of the ratification of the Belgian treaty by Russia, had a favorable effect upon business and the Funds in Paris. The news of the ratification had reached Brussels, but had not yet been communicated to the legislative body, and it was doubtful whether the Chamber would assent to the terms imposed by the Conference of London.

The Austrians are leaving Italy in consequence of the arrangement made for the evacuation of Ancona by the French.

ITALY.—From the *Frontiers*, April 27.—Official news of the departure of the French ship of the line, *Suffren*, from Ancona, having been announced

and this ship having taken to another destination a part of the 66th regiment, a great part of the Austrian troops received similar orders to evacuate the Pontifical territory; so that five battalions of infantry, four squadrons of cavalry of the Lino, and of the artillery, and but a single battery, with a small supply of Congreve rockets remain. They are in echelons between Rimini and Bonlogna.—This retreat of the Austrian troops, so soon after the departure of the French ship, manifests the good faith of the Cabinet of Vienna.

AUSTRIA.—Vienna, April 17.—The health of the Duke of Reichstadt assumes a satisfactory character. Letters from Rome announce, that by June a sufficient number of Swiss troops will have been raised to permit the departure of the foreign forces.

GREECE.—Syra, March 18.—(Extract of a letter from a Greek.)—"The unexpected news of the choice of a Prince in Greece, in the person of Prince Otho, of Bavaria, has created perhaps a greater enthusiasm than the news of the victory of Navarino. In less than a quarter of an hour, the whole town was apprized of it. All the inhabitants were delighted. They ran to the churches to return thanks to God. I know not that there was an individual, bad as he might be, who was not rejoiced. The portrait of the new sovereign passed through all hands; every one wished to see it, and many to copy it. It was also a matter of rejoicing, that M. Thiersch will remain in Greece, and assist the king in the organization of the country."

TURKEY.—St. Jean d'Acre still held out, but it was believed at Alexandria that it would soon be taken.

IVORY SURFACE GLOBES.—An admirable globe of this description has just been produced, for facilitating the teaching of astronomy and geography by delineation with the pencil. A handsome sphere, set in a neat frame, which is so contrived as to allow the poles to be elevated and depressed at pleasure, and with the great lines, &c. marked upon its polished surface, is presented to youthful students for the exercise of their skill and ingenuity in tracing either terrestrial or celestial figures. We can hardly imagine a more pleasing occupation, or one so likely to make a lasting impression on the memory; and we warmly recommend this invention to parents and schoolmasters.—[Literary Gazette.]

SALES AT HAVRE. May 9.—500 bales Georgia Cotton, at 90¢; 92½ 50; 700 bags St. Domingo Coffee, at 75¢; 600 do deliverable in July, at 75¢; 150 do Rio, at 74¢; 8½, 50 bales Orleans Cotton, at 94½; 430 do Georgia, at 90¢; 300 bags Havana Coffee, at 80¢; 30 do St. Domingo, at 75¢; 78 bales American potash, at 35½; 50; 600 do 34½; 5th; 1000 bags Rio Coffee, at 74½; 600 St. Domingo, at 75; 30 bales Pearl-ash, at 41½; 600 bales Philadelphia Flour, at 35½.

HOME AFFAIRS.

EXTRACT OF A LETTER FROM

West Point, Thursday, 7th June.

Notwithstanding wintry winds, and sunbeams that for their warmth might almost be extracted from cucumbers—the annual examination of the cadets has brought together here a good many Visitors, besides those who are appointed by the Government to superintend the examination.

That board met on Monday, and was organized by the choice of Major General Macomb as President. General Harrison was here, but only remained one day. The names of the other Visitors present are: Maj. Eaton, of Ten. H. L. Ellsworth, Esq. of Con. Col. Jesse Wharton, do. Rev. W. Fisk, do. Dr. J. Moorman, of Va. Capt. P. Fritz, of Penn. Col. G. C. Dromgoole, do. E. Shober, Esq. of N. C. Gen. F. Preston, do. Gen. Robt. M'Afee, of Ky. J. Camac, Esq. of Geo. Maj. H. Whiting, U. S. A. Dr. S. P. Smith, do.

The examination proceeds with the accustomed regularity and assiduity, from 8 to 1 o'clock, and from 3 to 7—nine hours per day—so that the duty of Visitor, if faithfully discharged, is not a light one. It is impossible to be present in the section room and observe the thoroughness of the preparation on the part of the cadets, and the searching but impartial questioning of the Academic Staff, and occasionally of some members of the Board, without being made sensible of the excellent system of instruction pursued here. So remarkable indeed are the readiness and skill with which these questions are for the most part demonstrated, or answered, that it happens not unfrequently, as we believe it happened this year—that this very proficiency gives

rise to an impression of preconcerted preparation—and accordingly the Visitors themselves have designated, from a statement of the whole course of studies furnished them, the particular matters they wish discussed. The result is always the same—and whether Professor or Visitor select the question, the answer is alike intelligent, clear, and explicit.

From the progress making, and the zealous attention of all to the work, it is probable this examination will be gone through with in a fortnight, which is less than the usual time, after which the corps goes into camp for the months of July and August. The new recruits, just now coming in in numbers, are there broken in to military duties, and the whole perfect themselves in that important part of the instruction to which this school is dedicated.

Though the weather is yet black without, a steady North East wind blowing, there is a very good climate within doors at Cozzens's hotel—and is peradventure those intent upon visiting this place should miss the North America, they will find in the Novelty a very fast and convenient boat, and in Captain Peck one of the most obliging of commanders.

TWENTY-SECOND CONGRESS—1st SESSION.

Wednesday, June 6.

Bank of the United States.

The bill to modify and continue the charter of the Bank of the United States, was taken up as the unfinished business—the question being on the motion of Mr. Sprague, to strike out \$150,000.

The question was, after some debate, taken by Yeas and Nays, on striking out \$150,000, and decided in the affirmative, by an unanimous vote.

After several sums had been suggested and successively lost, the question was taken on the motion to fill the blank with the sum of \$200,000, and decided in the affirmative; Yeas 43, Nays 4.

Mr. Marcy then moved to amend the bill by adding a proviso that nothing contained in the charter shall be construed to inhibit the several States from taxing real and personal property belonging to the Bank, as well as all debts due to it, including bill, bonds, mortgages, &c.

The question being taken on this motion, it was rejected, by yeas and nays—yeas 22, nays 25.

The amendment was then concurred in.

The question being then on the amendment giving Congress the power, at any time, to prevent the Bank from issuing any bill of less denomination than 20 dollars.

Mr. King moved to amend the clause so as to make it a positive inhibition, which was rejected.

A slight amendment was adopted, on motion of Mr. Tazewell, and the amendment, as amended, was agreed to.

The question being on inserting the 9th section, providing that the sum required and received by the Bank, as a bonus, shall be distributed among the several States according to their representative population, and decided in the negative—yeas 16, nays 31.

The question being then on inserting the 10th Section, providing for the publication of the names of the Stockholders, annually, it was taken, and decided in the affirmative.

Mr. Webster moved an amendment to the second motion prohibiting the Bank from putting into circulation any check, bill or draft.

After some conversation as to the phraseology of the amendment, it was amended and adopted.

Mr. Forsyth moved to amend the bill by adding a 11th section, providing that the Bank shall not receive more than five per cent. interest on its loans and specie.

The question being taken on the motion it was rejected, yeas 21, nays 26.

Mr. Tazewell moved to amend the bill by adding a section providing that the Directors of said Bank shall, on or before the commencement of next session of Congress, signify their acceptance of the charter, or it shall, on and after that day, be null and void.

After some debate, the motion was agreed to—yeas 41, nays 6.

Mr. White moved to amend the bill by inserting a section, providing that when the average amount of the Government deposits in the Bank, during any one year, shall amount to or exceed one million of dollars, the amount shall be ascertained and the Bank shall pay three per cent. on such amount.

He asked the yeas and nays, which were ordered.

The question being then taken on the motion, it was decided in the negative; yeas 23, nays 24.

Mr. Benton rose, he said, not to offer an amendment, but to make a motion. He moved that the charter, as amended, be referred to the Secretary of the Treasury, with directions to report his opinions thereon to the Senate, particularly as to the capital necessary for the Bank. The motion was lost.

The question being on the engrossment of the bill,—

Mr. White rose to address the Senate, but gave way to a motion to adjourn, and

The Senate then adjourned.

In the House of Representatives, Mr. Adams, from the Committee on Manufactures, reported without amendment, the bill from the Senate to reduce the duties on iron imported for the use of Railroads.

Mr. Cambreleng presented to the House certain documents relating to the custom house at New York, which he had received from the Secretary of the Treasury.—He stated a bill had passed the House last year, making an appropriation for building a new custom house in that city, which was not acted on in the Senate.—Since then the collector had been actually obliged to hire buildings for the use of the customs—and that too, at a Port where twenty millions of dollars would be collected in the present year.—A bill was some time since reported by the Committee of Commerce, to which he should ask the attention of the House. He had received an urgent letter from the Secretary of the Treasury, and one also from the collector—with other documents, which he moved to have printed for the information of the House.

The Tariff.

Mr. Adams moved the House go into Committee upon the Tariff, which was agreed to.—Mr. Speight is the Chair.

The question before the Committee was the amendment moved by Mr. Stewart, as a substitute for the bill reported by the Committee of Manufactures.

Mr. Adams explained the grounds of difference between the bill reported by the Committee, and that proposed by Mr. Stewart, at length. The essential difference in the principle of the two bills, related to the subject of the duty on wool and woollens.—The Committee on Manufactures had co-incided in opinion with the Secretary of the Treasury, that the whole system of minimums as applied to woollen cloth should be abandoned. And that a general system of *ad valorem* duties be substituted.—But the bill proposed by the gentleman from Pennsylvania, (Mr. Stewart), which was substantially the same which had been reported by the committee of Manufactures in the Senate, not only retained, but reinforced the system of minimums. By the present rate of duty, woollen cloth that cost 33 1/3 cts. per square yard abroad, pays 14 cents duty. If it costs more than that sum, and up to 50 cents, it pays a duty of 45 per cent. upon 50 cents. All costing between that sum and one dollar, pays duty upon a dollar. All between a dollar and \$2 50, pays duty on \$2 50. All between \$2 50 and \$4, pays duty on \$4. If a square yard of cloth cost one dollar and one cent per square yard, it was deemed by the present law, to have cost \$2 50, and was charged with a duty of 45 per cent. upon that valuation—and so of the other points of minimum. This system was regarded as the greatest grievance of the present Tariff, and was not only supported by the amendment proposed, but greatly aggravated. By the amendment it was proposed to strike out the dollar minimum—so that all cloths costing 51 cents per square yard, were to be valued as costing \$2 50 cents, which would make a duty of 225 per cent. and adding the items contemplated by law, which amount to 25 per cent. more, and increasing the value of the pound sterling to \$4 80 cents, would impose a duty upon such an article, of 270 per cent. Between the value of 51 cents, and \$2 50 cents, there was imported during the year ending 30th September, 1830, woollen cloths to the amount of more than six millions, upon which the duties now ranged from 45 to 112 per cent., but which would be increased by striking out the dollar minimum, from 45 to 260 or 70 per centum.—This increase did not look much like concession or compromise. The reasons of the Secretary of the Treasury in favor of the abandonment of the minimum system were stated in his report—those which influenced the Committee to accede to them may be seen in the report of the Committee. It was to this system of minimums that the great and principal ob-

jection to the present tariff was founded. In other respects, the bill proposed by the gentleman from Pennsylvania, proposed a greater general reduction of duty than the bill reported by the Committee of Manufactures. That Committee had reduced the duty on coarse wool and woollens, in which the South were supposed to be peculiarly interested. In other respects the rate of duty was reduced by the Committee about 10 or 12 per cent., while the bill proposed by the gentleman from Pennsylvania reduced the general rate of duties 20 per cent. It was for the Committee of the Whole to decide which of the propositions should be adopted.

After several amendments were offered and lost, Mr. J. Davis addressed the House upon the general question, and in reply to the arguments heretofore urged by Mr. McDuffie, which he continued about two hours without concluding, when he gave way to a motion by Mr. Wilde that the committee rise—which was carried.

Mr. Archer wished to call attention to the French Treaty, in which many citizens are interested. It would probably take but a few minutes to pass the bill through the committee. He accordingly moved the suspension of the rules to enable him to move the House go into committee upon that bill.

Mr. Mercer moved an amendment to the motion, by adding another bill.

Before the question was taken, the House, on motion of Mr. Vance, adjourned.

Thursday, June 7th.—IN SENATE.

The bills ordered to a third reading yesterday were read a third time and passed.

Bank of the United States.

The bill to modify and continue the act incorporating the Subscribers to the United States Bank, was taken up—the question being on the engrossment of the bill,—

Mr. White rose and addressed the Senate in opposition to the bill. After speaking two hours, without concluding, he gave way to a motion to adjourn, and the Senate adjourned.

HOUSE OF REPRESENTATIVES.

The Speaker laid before the House a communication from the Postmaster General, containing an account of the revenue of the Post Office Department, which was laid on the table, and on motion of Mr. Pearce, 2000 extra copies ordered to be printed.

The bill to extend the benefit of half pay pensions to the widows and children of certain officers, seamen and marines, was considered in committee of the Whole, reported without amendment, and ordered to be engrossed for a third reading.

Mr. Letcher rose and said he had intended to have before inquired of the chair whether the documents relative to the manner in which the members of the House had been paid, had been furnished?

The Speaker said if it was the pleasure of the House he would explain the transaction. He accordingly went on and stated that he had issued four requisitions upon the Secretary of the Treasury, requesting that officer to place in Bank sums amounting to \$350,000, towards the pay due members of the House. He then stated the mode in which money had been drawn from the Bank from time to time upon his checks, and paid to members towards the pay then due them.

Mr. Letcher said, after the clear and full explanation from the chair, it was impossible to misunderstand the statement appended to the report of the minority of the Bank committee. He moved a resolution directing the statement and copies of the requisitions to be printed and appended to the report.

After a very warm debate, in which many members took an active part,

Mr. Letcher again moved the previous question, which was sustained, and the resolution was adopted without a division.

The Tariff.

Mr. Adams moved the House go into committee upon the Tariff—which was agreed to.—Mr. Speight is the chair.

Mr. J. Davis resumed his speech, which he finished after speaking nearly three hours. He concluded by moving an amendment to the bill from the committee of Manufactures, changing the minimum value of woollen cloths, upon which an *ad valorem* duty of five per cent. only was to be charged, to 33 1/3 cents per square yard, and fixing the duty on other woollen cloths at 50 per cent. *ad valorem*, to be charged on the wholesale value at the place of importation, as settled by the appraisers of the port.

Mr. T. R. Mitchell then addressed the House upon the general question, about two hours—when

Mr. Bell moved the Committee rise, which was carried.

Mr. Adams moved that the amendment, moved by Mr. J. Davis, be printed, which was agreed to. The House then adjourned.

Friday, June 8.—IN SENATE.

The bills ordered to a third reading yesterday were read a third time and passed.

Mr. Wilkins gave notice that on Tuesday next he should move to take up the bill to indemnify certain citizens of the United States for the losses by French spoliation prior to the year 1800.

Bank of the United States.

The bill to modify and continue the act incorporating the subscribers to the United States Bank was taken up—the question being on the third reading of the bill.

After Mr. White, who was followed by several others, had concluded his remarks,

Mr. Benton resumed his remarks in opposition to the bill, and, after speaking till 20 minutes after five o'clock, he gave way to a motion to adjourn, and, on motion of Mr. Dickerson, the Senate adjourned.

HOUSE OF REPRESENTATIVES.

Mr. Archer moved the House go into Committee of the Whole on the state of the Union, upon the French treaty, which was agreed to.

The House, accordingly, went into Committee, Mr. Wickliffe in the Chair.

The Bill carrying into effect the treaty with the King of the French, was read.

Mr. Edward Everett moved to amend the bill by striking out 3 years as the period during which the commission under the treaty should exist, which was carried—Ayes 77, Nays 56.

Mr. Jewett moved an amendment fixing the compensation of the Commissioners at \$8 per day during the time actually employed, not to exceed, including travel, at the rate of \$8 for every 20 miles, \$3,000 per annum, which was adopted.

Mr. Pearce moved an amendment providing that out of all sums allowed individuals under the Treaty, such sums as may be due from them to the Government shall be deducted; which was agreed to.

Mr. Archer moved to strike out June as the commencement of the sitting of the commission, and insert August; which was agreed to.

The committee then rose and reported the bill and amendments to the House.

The question was taken on the amendments, which, after debate, were respectively agreed to.

Mr. Vance moved to strike out the tenth section, which regulated the duties upon French wines, according to the Treaty, from the bill. He was opposed to giving the power of regulating duties by treaty.

Mr. Barringer said this section was inserted in the bill for the very reason that it was not intended to admit that the President and Senate possessed that power under treaty regulation.

After a brief explanation from Mr. Archer the previous question was moved and sustained.

Mr. Vance asked for the yeas and nays upon the previous question which were ordered—

The motion was carried—ayes 119—nays 48.

The question of engrossment of the bill as amended was carried without division—to-morrow was named for the third reading.

Mr. Adams moved the printing of several statements furnished by the Secretary of the Treasury relative to the tariff in answer to calls made by the Committee of Manufactures—which was agreed to.

Mr. Drayton moved to suspend the rule devoting Fridays to private bills, in order to proceed to the consideration of the Tariff, which was carried, Yeas 110—Nays 51.

The Tariff.

Mr. Wickliffe offered a resolution prescribing that the House, after disposing of the morning business upon each day, would then proceed to take up and dispose of bills on the Speaker's table until 12 o'clock, when the House would each day take up the subject of the Tariff until otherwise ordered; which was agreed to.

The House then, on motion of Mr. Drayton, went into committee upon the Tariff, Mr. Speight in the chair.

Mr. Bell addressed the committee upon the general subject about two hours and a half, when, without concluding his speech, he gave way for a motion by Mr. G. Evans, that the committee rise, which was carried.

Several bills from the Senate were read the first and second time and referred.

The act further to extend the pensions of certain widows and orphans of persons who have died in the Naval service of the United States, was read a third time and passed.

The House then adjourned.

Saturday, June 9.

In the Senate, Mr. Tipton introduced on leave, a bill authorizing the President of the United States to raise five companies of Rangers for the protection of the North western frontier of the United States.

The bill having been twice read, was referred to the Committee on Military Affairs.

The bill to modify and continue the act to incorporate the subscribers of the Bank of the U. States, was taken up, and after a motion of Mr. Grundy's, for its indefinite postponement, had been lost.

The question was then taken on ordering the bill to be engrossed for a third reading, and decided in the affirmative, as follows:

Yeas.—Messrs. Bell, Buckner, Chambers, Clay, Clayton, Dallas, Ewing, Foot, Freylinghuysen, Hendricks, Holmes, Johnson, Knight, Naudain, Prentiss, Robins, Robinson, Silsbee, Smith, Sprague, Tipton, Tomlinson, Waggaman, Webster, Wilkins—25.

Nays.—Messrs. Benton, Bibb, Brown, Dickerson, Dudley, Ellis, Foreyth, Grundy, Hayne, Hill, Kane, King, Mangum, Marcy, Miller, Moore, Tazewell, Troup, Tyler, White—20.

The Senate then adjourned.

In the House of Representatives, Mr. Duncan moved that the rules be suspended to enable the House to take up the bill from the Senate for mounting and equipping a part of the army of the U. States; when the House by an unanimous consent went into Committee upon the bill.

Mr. Duncan moved an amendment, striking out all the bill after the enacting clause, and providing that the President be authorized to take into the service of the United States not exceeding eight hundred volunteers to be organized into a regiment, and to serve from April to November in each year, unless otherwise ordered—providing their own horses—to be paid and equipped according to the provisions of the act of Congress of 1795.

A long discussion then ensued; after which the question was taken on Mr. Duncan's amendment, which was carried,—ayes 79, noes 31.

The bill as amended, was then passed without a division; with the title changed thus, on motion of Mr. Duncan, "a bill authorizing the President to raise 1000 mounted volunteers."

The Tariff.

The House then went into Committee upon the Tariff, and after much time consumed in speeches, and the transaction of some miscellaneous business, the House adjourned.

IN SENATE—Monday, June 11.

On motion of Mr. Chambers, the Senate proceeded to consider the joint resolution submitted by Mr. Wilkins, transferring the duties imposed upon the Secretary of the Treasury by the Pension Act to the Secretary of War.

Mr. Chambers offered an amendment providing that the Pension Act should be so construed as to embrace within its provisions all officers of the medical staff. This amendment was necessary, he said, to secure such a construction of the Pension Act, on the part of the Department, as would carry into effect the intention of the act.

The bill was reported, and the question on concurring in the amendment was taken by ayes and noes, and carried in the affirmative.

The bill from the House, further to extend the continuance of the Pensions to the widows of persons killed in the naval service of the United States, was twice read and referred.

The Tariff.

Mr. Dickerson moved the Senate take up the bill to repeal, in part, the duties on imports, for the purpose of offering an amendment to the bill. The motion prevailed, and Mr. Dickerson moved to strike out all after the word coffee, in the first section, and insert a long list of unprotected articles, as a substitute for those enumerated in the bill.

Mr. Tazewell rose and said that he had voted against taking up this bill, for the reason that when it did come up again, he wished to offer an amendment to it, which, for some time he had been engaged in preparing. His scheme, which he intended to propose as a substitute for that reported from the Committee on Manufactures, was not yet so far perfected as to be ready for presentation to public view. He was still engaged in preparing the details of the measure and they would, when completed, be laid before the Senate. He now offers his bill as an amendment, in order that it should be printed with the amendment just offered.

[We could not, says the Globe, procure a copy of this bill, for this day's paper, but, in substance, it provides that from and after the 3d day of March, 1833, the articles enumerated in schedule A, which

now pay more than fifty per cent. shall pay fifty per cent.; and, in the same manner, articles enumerated in the schedules shall hereafter pay forty, thirty, twenty, ten and five per cent. There are several other provisions, one of which regulates the duties on wines, leaving the sums in blank.]

Mr. Clay said he was extremely happy to see that the gentleman from Virginia was engaged in this interesting subject. He hoped he would, however, persevere in his useful undertaking. He would be glad to see all the schedules to which the bill referred. He would be glad also to see, in some responsible form, the views of every Senator, and of every member of the other House, on this question, in order that we may extract the good from each.

Mr. Webster hoped, he said, it would be understood that the schedules referred to by the Senator from Virginia would be printed, as presented, without further order.

The amendments offered by Mr. Tazewell and Mr. Dickerson, were then ordered to be printed.

Bank of the United States.

The bill to modify and continue the act to incorporate the subscribers to the Bank of the United States was read a third time.

The question being on the passage of the bill, and the yeas and nays having been ordered,

Mr. Mangum rose and explained, at some length, the reasons which would induce him to vote against the passage of the bill.

The question being then taken on the passage of the bill it was decided in the affirmative as follows:

Yeas.—Messrs. Bell, Buckner, Chambers, Clay, Clayton, Dallas, Ewing, Foot, Freylinghuysen, Hendricks, Holmes, Johnston, Knight, Naudain, Poin-dexter, Prentiss, Robbins, Robinson, Ruggles, Seymour, Silsbee, Smith, Sprague, Tipton, Tomlinson, Waggaman, Webster, Wilkins—28.

Nays.—Messrs. Benton, Bibb, Brown, Dickerson, Dudley, Ellis, Foreyth, Grundy, Hayne, Hill, Kane, King, Mangum, Marcy, Miller, Moore, Tazewell, Troup, Tyler, White—20.

In the House of Representatives Mr. Foster replied at length to the argument of Mr. Pendleton upon the Monday previous, in favor of the instructions he had moved for a Select Committee to be charged with reporting a bill for more effectually enforcing the decisions of the Supreme Court, and for enquiring into the expediency of repealing that portion of the Judiciary act which restricts the operation of the writ of habeas corpus.

Mr. J. Bates moved to lay the whole subject on the table.

Mr. Pendleton called for the yeas and nays on the question—which were ordered.

The question to lay on the table was carried, ayes 106, noes 57.

Mr. Boon moved the suspension of the rules to enable him to offer a resolution that Congress adjourn on the 25th instant—upon which he asked the yeas and noes, which were ordered.

The motion was lost, ayes 81, noes 90.

The Tariff.

Mr. Adams moved the House go into committee upon the tariff; which was agreed to.

Mr. Dewart suggested whether the most advisable course of procedure would not be to act upon the amendments proposed, and ascertain the shape in which the subject will probably be most acceptable to the committee—when the general course of argument could be resumed by gentlemen who thought proper. He thought much time would be saved by this course.

Mr. G. Evans, who was entitled to the floor, proceeded to address the committee upon the general subject, in a speech which lasted about four hours—when he had concluded, Mr. Clay, of Alabama, moved the committee rise, which was carried.

IN SENATE—Tuesday, June 12.

Mr. Dudley presented the proceedings and resolutions of the meeting lately held by the citizens of New York, relative to an adjustment of the Tariff, which were read.

Mr. Webster said he hoped that the papers would be printed. They were, in every respect, entitled to our consideration. The meeting at which these resolutions were adopted, was attended by a large number of highly respectable citizens of New York, and they were introduced to the consideration of the meeting by a gentleman of high character and standing in that community. But, he feared, they were too general in their scope and character, to be guides to us in the discharge of the arduous duties which lie before us. They recommend to us consideration, compromise, concession. That is the spirit which we all profess to entertain in relation to this subject. But the subject is complicated, and involves details and difficulties. If this most

respectable meeting or any other will point out what can be conceded without ruin to the interest concerned they will do infinite service. But what are these "plain and obvious principles," which ought, according to those gentlemen, to direct us? What is to be conceded? Is it the interest of the wool grower or wool manufacturer, or cotton manufacturer, or hatter or workers in leather? If something should be yielded by each, what amount can be yielded without sacrificing the interest? On the other hand, what are exorbitant duties? As to the complaints, how far are they real, and what are they? Are they founded in theory, or in facts, essentially connected with important interests, public and private? Mr. W. liked very much the spirit of the resolutions, their views relative to the union of the States, &c.; but he would not allow that there was any want of the same conciliatory disposition on the part of Congress. No greater difficulty as to the adjustment existed in Congress than elsewhere. Many were of opinion that a moderate but firm adherence to what had been settled, was the best course to be pursued. These were topics, in the consideration of which we should derive much benefit from the advice of our friends in every part of the country. He hoped that the resolutions would receive all the consideration due to them. What he had chiefly risen to say was, that there was nobody in Congress who did not entertain the sentiments of these resolutions—but after adopting them, we were left just where we were before.

The papers were ordered to be printed.

Mr. Wilkins moved that the Senate proceed to the consideration of the bill providing indemnity for the spoliation committed by the French prior to September 1800.

Mr. Tazewell was opposed to taking up the bill at this time, as it could not be disposed of without much debate.

Mr. Wilkins said, he must, under the circumstances, persist in his motion, and upon it he desired the yeas and nays—which were ordered.

The question being taken, by yeas and nays, the motion was rejected.—Yeas 19, Nays 22.

On motion of Mr. Tazewell, the Senate then proceeded to the consideration of Executive business, and when the doors were opened,

The Senate adjourned.

In the House of Representatives, Mr. Verplanck presented sundry resolutions, adopted by a large and respectable meeting of the citizens of New York, of which Chancellor Kent was Chairman, in favor of a modification of the Tariff during the present session, which were committed to the Committee of the Whole on the state of the Union, to which that subject had been referred, and ordered to be printed.

Adjournment of Congress.

Mr. Boon presented the following resolution—Resolved, That the President of the Senate, and the Speaker of the House of Representatives, close the present session of Congress by an adjournment of their respective Houses, on the 25th of June, inst.

Mr. Wilkin laid on the table the following resolution which he shall move to take up when the resolution of Mr. Boon should be considered.

Resolved, That this House will hereafter set for the despatch of business, until 3 o'clock, P. M., that it will then take a recess to meet again at 5 o'clock P. M.

Mr. Slade offered the following resolution, which lies one day for consideration:

Resolved, That the Secretary of the Treasury be directed to communicate to this House a transcript of the account for salary and contingencies which has been allowed to John Randolph, late Minister to Russia, and John Randolph Clay, Secretary of Legation to that Mission.

Bank of the United States.

The bill from the Senate to modify and continue the act to incorporate the subscribers to the Bank of the United States was read twice by its title.

Mr. McDuffie moved to refer the bill to the committee of the whole on the state of the Union.

Mr. Speight, with a view, he said, of testing the wish of the House to go into a debate at this time, moved to lay the bill on the table.

Mr. McDuffie said, he felt bound to give notice that if this motion was lost, he should immediately move the third reading of the bill.

Mr. Sutherland called for the yeas and noes on the motion, which were ordered.

The suspension of the call was carried—ayes 115, noes 75.

The question of laying the bill on the table was taken, and decided as follows:

Yeas.—Messrs. Adair, Alexander, Anderson, Angel, Archer, Barnwell, James Bates, Beardsley, Bell, Bergen, Betts, James Blair, John Blair, Bouch,

Bouldin, Jno. Brodhead, Jno. C. Brodhead, Cambreleng, Carr, Chandler, Chinn, Claiborne, Clay, Clayton, Coke, Connor, Davenport, Dayan, Doubleday, Felder, Fitzgerald, Foster, Gordon, Griffin, Th. H. Hall, Wm. Hall, Hammon, Harper, Hawes, Hawkins, Hoffman, Hogan, Holland, Howard, Hubbard, Isaacs, Jarvis, Jewett, R. M. Johnson, C. Johnson, C. C. Johnston, Kavanaugh, Kennon, A. King, J. King, Lamar, Lansing, Leavitt, Lecompte, Lewis, Lyon, Mann, Mardis, Mason, W. McCoy, McIntire, McKay, T. R. Mitchell, Newnan, Nuckolls, Patton, Pierson, Polk, E. C. Reed, Roane, Soule, Speight, Standifer, F. Thomas, W. Thompson, J. Thompson, Ward, Wardwell, Wayne, Weeks, C. P. White, Worthington.—88.

Nays—Adams, R. Allen, Allison, Appleton, Armstrong, Arnold, Ashley, Babcock, Banks, N. Barber, J. S. Barbour, Barringer, Barstow, I. C. Bates, Boon, Branch, Briggs, Buchler, Bullard, Burd, Burgess, Cahoon, Carson, Choate, Collier, L. Condit, E. Cooke, B. Cooke, Cooper, Corwin, Coulter, Craig, Crane, Crawford, Creighton, Daniel, J. Davis, W. R. Davis, Dearborn, Denny, Dewart, Dickson, Drayton, Duncan, Ellsworth, G. Evans, J. Evans, E. Everett, H. Everett, Ford, Gilmore, Grennell, Hodges, Heister, Hughes, Huntington, Ingersoll, Irvin, Jenifer, Kendall, H. King, Lent, Letcher, Marshall, Maxwell, R. McCoy, McDuffie, McKennan, Mercer, Miligan, Muhlenberg, Newton, Pearce, Pendleton, Pitcher, Plummer, Potts, Randolph, J. Reed, Root, Russel, Semmes, W. B. Shepard, A. H. Shepperd, Slade, Smith, Southard, Spence, Stanberry, Stephens, Stewart, Storrs, Sutherland, Taylor, P. Thomas, Tompkins, Tracy, Vance, Verplanck, Vinton, Washington, Watmough, Wilkin, Wheeler, E. Whittlesey, F. Whittlesey, E. D. White, Wiskliffe, Wilde, Williams, Young.—111.

Mr. McDuffie rose and said, when this motion to lay the bill on the table was made, under the excitement of the moment, he had stated that he should move the bill be read a third time if the motion should be lost. But after the strong majority in favor of the bill, which the result of that motion had indicated, he felt no inclination to press the advantage which the friends of the bill might lap upon the Speaker's table to be taken up at the pleasure of the House, he should request its reference to the Committee of the Whole on the state of the Union.

Mr. McDuffie said the hour of 12 having arrived he moved the House go into Committee upon the Tariff—which was agreed to.

The Tariff.

The House then went into a Committee of the Whole on the state of the Union, upon the Tariff.

Mr. Root addressed the Committee nearly an hour upon the necessity of regulating the currency in order to produce an equal operation of the revenue laws. He stated that the import duties by the present Tariff upon the broad cloths of France and Holland were much greater than upon those of similar quality of England, from the differences of the standard of value adopted by law in their calculation. Mr. R. illustrated his views at length, and concluded with moving to amend the bill by changing the value of the pound sterling to \$4 86, which was, he said, its true value.

The Chair decided that the amendment was not now in order.

And the discussion was continued by other Members till the House adjourned.

THE BANK BILL.—The bill, as it passed the Senate, on Saturday, contains in substance, the following provisions, which we find in the National Intelligencer of Monday:

1. The Bank charter to be continued for fifteen years, from and after the 3d day of March, 1836; that being the day on which the present charter expires.

2. The Directors may appoint two or more officers to sign notes less than one hundred dollars, which shall be binding on the corporation, in the same manner as if signed by the President and Cashier.

3. The Bank is not to issue or put in circulation any notes, or any checks or drafts, of a less denomination than fifty dollars, which shall not, on the face thereof, be payable at the Bank where issued.

4. The Bank, and all its officers, shall be bound to receive, in payment of balances due them from other banks, notes or bills of the Bank of the United States, wherever made payable on their faces.

5. The Bank is to hold no real estate (except bank buildings and land mortgages, &c.) for a longer period than five years.

6. The Bank shall not establish or continue more than two offices in any one State.

7. The Bank is to pay two hundred thousand dollars a year to the United States for the benefits of the charter, during the whole period of fifteen years.

8. It shall be lawful for Congress to provide by law, that the Bank shall be restrained, at any time after March 3, 1836, from issuing or keeping in circulation, bills of a less denomination than twenty dollars.

9. The cashier shall report annually to the Secretary of the Treasury the names of the Stockholders; and the Treasurer of any State, on request, shall be furnished with a list of stockholders who may be citizens of such State.

It will be perceived by our readers, that with the exception of the section continuing the charter, and that authorizing the signature of small bills by other officers besides the President and Cashiers, all the provisions and enactments of the bill are limitations and restraints on the Bank, or increasing its burdens. First, as to the bonus. For the present charter, and for the whole twenty years, the Bank paid ONE MILLION AND A HALF OF DOLLARS; for the new charter, and for the shorter period of fifteen years, the Bank is to pay two hundred thousand dollars a year: that is to say THREE MILLIONS IN ALL.

2. The circulation of small checks and orders is prohibited.

3. All notes issued at any office shall be payable at that office.

4. All the officers are bound to receive the notes of other offices, when offered in payment of balances due from State banks.

5. The very important power is reserved of restraining the circulation of all bills under twenty dollars. This provision was inserted for the alleged purpose of giving up a large portion of the circulation of the bank to the State Institutions; if the States shall be of opinion that the public good requires a withdrawal from circulation of all notes under five dollars, with a view to the introduction of a greater portion of specie into the general circulation.

6. The number of branches is limited to two in any one state.

In Committee of the Whole a section was introduced for distributing the bonus among the several States, according to numbers; but this section was subsequently rejected, and the money is to be paid, like other public monies, into the National Treasury.

[From the Cincinnati Republican of June 5.]

From the Seat of War.—From an intelligent gentleman who arrived yesterday (6 days) from Galena, we learn that the Indians, principally the Sacs, Foxes and Winnebagoes, continued in hostile bands to rove the country, and alarm the Illinois frontier.—They were estimated by him to be in force from two to three thousand men. Gen. Atkinson and Governor Reynolds had not at their disposal a sufficient force to pursue them. Martial law had been proclaimed at Galena. Gen. Atkinson was fortifying his position at Dixon's Ferry. The Indians had sent their women to Turkey village. Every appearance seemed to indicate continued and prolonged hostilities. It is the opinion of our informant, that the marauding Indians cannot be driven back or dispersed for some months. On the 24th of May, the Indian Agent, St. Vrain, accompanied by six or eight others, fell among a band of hostile Indians and were fired upon; St. Vrain was killed—his companions made their escape. The inhabitants of the mineral country have generally broken up their settlements, and have sent their families to the interior of Illinois. The alarm is great, and much injury to the settlements is apprehended.

Black Hawk is represented by our informant as being a warrior of undoubted bravery and great influence in his tribe. He is not, however, a regularly constituted chief—but a Brave, who, by his deeds, courage, and talents, has acquired an unbounded ascendancy over a large portion of his nation. He is ferocious, cruel and revengeful. The Sacs and Foxes are at war at present not only with the whites, but the Menominites of the north, and with other tribes to the westward.

The Illinois Patriot of May 24 contains a letter from M. McConnell, Esq. who accompanied the expedition to the scene of the late battle on Sycamore Creek, in order to bury the dead, and provide for the wounded if any survived. It is dated Dixon's Ferry, May 17th. The following is an extract:—

"We moved on with all possible speed towards the spot where the affray took place: meeting, occasionally, the wounded and others who had lost their horses, and had spent the night in endeavoring to get back to the main army. About five o'clock in the afternoon we arrived at Sycamore Creek, the

place of action; and here language is inadequate to describe the scene. Dead horses were the first object which met our view; then the mutilated remains of the men, scattered in all directions, many with their heads taken off and scalped; others were ripped open, their hearts and bowels torn out, their arms, feet, and hands taken off, and scattered over the prairie; their bodies torn and mangled in a shocking manner:—many of the parts of different bodies were taken away which have not yet been found. All this presented a scene, from which our citizens turned with horror, as being too shocking for humanity to behold.

We proceeded immediately to collect and bury the various parts of those mangled bodies, and then to search for the enemy. We spent that night and the greater part of next day with our arms in our hands scouring the country, but the Indians had escaped. It appeared that they had left their village in haste leaving their dead and part of their effects behind them. It was impossible for the army to follow them immediately, for want of provisions; we accordingly returned to this place last evening, where our stores have just arrived, and the troops again here with to satisfy their hunger."

DISTRESSING SHIPWRECK.—The morning papers give a melancholy account of the loss of a vessel on her voyage from Charleston hither. The brig Edwina, Captain Sturges, a regular packet, sailed from Charleston on Saturday, the 2d inst., having on board a cargo of cotton and rice, and a deck load of moss, and thirty-four persons, including passengers, officers and crew. The next (Sunday) afternoon, being in lat. 30, 64, long. 75, 31, off Cape Hatteras, was struck by a very violent squall, accompanied with rain and hail, and thunder and lightning, which threw the Edwina on her beam ends and filled—the captain ordered the rigging, &c. to be cut, which being done, the masts gave way, and the vessel partly righted—the deck load was lost, and the round house carried away. About an hour thereafter, being sun-down, the wreck was discovered by the packet ship Amelia, Capt. Berry, bound to this port, who sailed in company with the Edwina.—Capt. B. with great alacrity, immediately bore down to the wreck, and with a coolness, promptness, and kindness, worthy of all praise, succeeded in taking from the wreck twenty-nine persons.

We regret to state, (says the Mercantile Advertiser, from which these particulars are taken,) that five lives were lost, namely, Mrs. Jacob Cohen and two children, of Santee; Mrs. Champlin, of Mason, who were drowned in the cabin, and Johannes Brash, a seaman, who was washed overboard while letting go the fore sheet, and was not seen afterwards. Many of the passengers at the time of the accident were washed overboard, but regained the wreck with great difficulty. By the breaking away of the round house a passenger had his shoulder dislocated, and another had his hand severely cut, in breaking through the sky-light from the cabin.

It was a most providential circumstance, that the Edwina was so very soon discovered by the Amelia, for when she came up, those persons who clung to the wreck were in a most perilous situation, many of them being, at every swell of the sea, covered with water up to the breast, and much exhausted with cold and exertion. Every thing on board of the Edwina, save one chest and one portmanteau, was lost. The passengers on getting on board the Amelia, were as wet as water, and had only their sea dresses on. Capt. Berry and his passengers took every pains and care to administer to the wants and comfort of those saved, by giving them dry clothes and necessary food and drink.

The bodies of those lost, being in the cabin, were not recovered; and it is the opinion both of captains Berry and Sturges, that the Edwina would soon sink, at least as soon as the rice swelled, by the action of the water.

Margaret Agnew and George Graham, found guilty at the last Session, of a conspiracy to extort money from the Rev. Dr. Phillips, were yesterday brought up to receive sentence. The latter was condemned to three month's imprisonment at hard labor in the Penitentiary; but the sentence of the former was postponed in consideration of her ill health.

MISCELLANY.

A late number of Blackwood's Edinburgh Magazine contains an article upon Mrs. Trollope's book, which from internal evidence it is easy to discover is written by the author of Cyril Thornton, who last year passed through this country. Col. Hamilton, if it really be he, is very facetious in his comments upon the capital texts which Mrs. T's book offers for the display of his cleverness; of which we offer the following specimen:

On the offensive and brutal custom of spitting, Mrs. Trollope is very eloquent. There can be no distinction of ranks in a country where a habit so filthy is even tolerated. Spitting is your true leveler; it reduces high and low, rich and poor, educated and uneducated, to the same equality of degradation. No traveler can be expected to smother his disgust and abhorrence at the practice, which, from the moment of his arrival in the United States to that of his departure, is continually obtruded on his observation.

This is a severe rebuke; but is it not merited? It must be allowed that it is justly given: let it be gravely taken. The force of the lesson is, however, much diminished by the humorous extravagance of what follows:

An American may be philosophically distinguished as a spitting biped. He spits from the cradle to the grave; at all times, in all places, in all circumstances, in youth and in age, in health and in sickness, in joy and in sorrow, in prosperity and adversity, at sea and on land, in storm and in calm, on foot and on horseback, in town and in country, in the house of his father, at the board of his friend, in the drawing-room of his President, at the feet of his mistress, at the altar of his God. The discharge is as necessary to him as the air he breathes; he salivates for some threescore years, and when the glands of his palate can secrete no longer, he spits forth his spirit, and is gathered to his fathers, to spit no more.

This is very good, and reminds us strongly of some of the best dashes of humor in Cyril Thornton: it wants one requisite of merit, however, and that is originality. The accomplished writer in the course of his extensive reading, cannot but have met with the little treatise upon English manners by that singular person Servin, of whom Sully gives so interesting an account in his memoirs, "An Englishman." If our memory serves us aright it so runs, "An Englishman may by naturalists be distinguished as a grumbling biped. Unlike the offspring of the French and other continentals, these Islanders come grumbling instead of weeping into the world; and the very cries of their infancy have a querulous peevishness wholly unlike the sudden petulance of other children. The first words they learn to utter, are said to be those of fault-finding; and their incessant grumbling while in the arms of the nurse, is believed to be the reason why the unnatural custom obtains in England of mothers leaving their infants to be fostered by hirelings. They grumble at all times, and in all places, and under every circumstance; at home they grumble against their own government, and abroad against the government of other people; they grumble against English lackeys in London, and French valets in Paris; at a London tavern over their porter, or a French coffee-house over their claret, do they grumble; beneath the sullen sky of Britain, or the smiling heavens of the Levant, on the sunny plains of Italy, in the cool forests of Germany—over their macarons at Naples, or their sherbet at Constantinople, do they grumble.—They have grumbled at everything in Europe, Asia and Africa; and should those strange lands beyond the west, which men begin to talk so much of, ever be better known than now, they will probably colonize them for the mere purpose of having something new to grumble at. In the meantime these heretics leave the souls of their friends in purgatory, because they could not, for want of cause of complaint, be happy in heaven! They grumble at all times and in all places—in motion or at rest—on a

trotting dromedary in the desert, a bed of eider at Whitehall, or in a silken palanquin at Ispahan—in rivers or in seas, a Thames wherry or a caique of the Egean—in storm or in calm—in a Dutch dogger in the Bay of Biscay, or a Venetian gondola upon the Adriatic—do they grumble! and should the air ever be navigated, or the bottom of the sea explored, (this was written, the reader is aware, long before the invention of balloons or diving bells,) they would traverse the skies to find fault, or go grumbling into the caverns of the ocean!"

This was written so long ago, that few, probably, will recognize the national trait here ascribed to our forefathers of two or three centuries back; and we quote the passage rather to show how nearly the Blackwood Reviewer has approached the crime of plagiarism, than from any appositeness in the observations themselves.

A WALK THROUGH A CHOLERA HOSPITAL.—The travelling editor of the New York Mirror gives the following intetesting account of a morning's occupation:—

I have just returned from the *Hôtel Dieu*,—the hospital for the cholera. Impelled by a powerful motive, which it is not necessary to explain, I had previously made several attempts to gain admission in vain; but yesterday I fell in fortunately with an English physician, who told me I could pass with a doctor's diploma, which he offered to borrow for me of some medical friend. He called by appointment at seven this morning, to accompany me on my visit.

It was like one of our loveliest mornings in June—an inspiring, sunny, balmy day, all softness and beauty—and we crossed the Tuileries by one of its superb avenues, and kept down the bank of the river to the island. With the errand on which we were bound in our minds, it was impossible not to be struck very forcibly with our own exquisite enjoyments of life. I am sure I never felt my veins fuller of the pleasure of health and motion; and I never saw a day when every thing about me seemed better worth living for. The splendid palace of the Louvre, with its long *façade* of nearly half a mile, lay in the mellowest sunshine on our left; the lively river, covered with boats, and spanned with its magnificent and crowded bridges on our right; the view of the island, with its massive old structures below, and the fine gray towers of the church of *Notre Dame*, rising, dark and gloomy, in the distance, rendered it difficult to realize any thing but life and pleasure. That under those very towers, which added so much to the beauty of the scene, there a thousand and more of poor wretches dying of a plague, was a thought my mind would not retain a moment.

Half an hour's walk brought us to the *Place Notre Dame*, on one side of which, next this celebrated church, stands the hospital. My friend entered, leaving me to wait till he had found an acquaintance of whom he might borrow a diploma. A hearse was standing at the door of the church, and I went in for a moment. A few mourners, with the appearance of extreme poverty, were kneeling round a coffin, at one of the side altars: and a solitary priest with an attendant boy, was mumbling the prayers for the dead. As I came out another hearse drove up, with a rough coffin, scantily covered with a pall, and followed by one poor old man. They hurried in, and I strolled around the square. Fifteen or twenty water carriers were filling their buckets at the fountain opposite, singing and laughing; and at the same moment four different litters crossed towards the hospital, each with its two or three followers, women and children, friends or relatives of the sick, accompanying them to the door, where they parted from them, most probably forever. The litters were set down for a moment before ascending the steps; the crowd pressed around and lifted the coarse curtains; farewells were exchanged, and the sick alone passed in. I did not see any great demonstration of feeling in the particular cases that were before me; but I can conceive in the almost deadly certainty of this disease, that these hasty partings at the door of the hospital might often be scenes of unsurpassed suffering and distress.

I waited perhaps ten minutes more. In the whole time that I had been there, twelve litters, bearing the sick, had entered the *Hôtel Dieu*. As I exhibited the borrowed diploma the thirteenth arrived, and with it a young man, whose violent and uncontrolled grief worked so far on the soldier at the door, that

he allowed him to pass. I followed the bearers to the ward, interested exceedingly to observe the first treatment and manner of reception. They wound slowly up the stone staircase to the upper story, and entered the female department—a long low room containing nearly a hundred beds, placed in alleys scarce two feet from each other. Nearly all were occupied, and those which were empty my friend told me were vacated by deaths yesterday. They set down the litter by the side of a narrow cot, with coarse but clean sheets, and a *Sœur de Charité*, with a white cap, and a cross at her girdle, came and took off the canopy. A young woman, of apparently twenty-five, was beneath absolutely convulsed with agony. Her eyes were started from the sockets, her mouth foamed, and her face was of a frightful livid purple. I never saw so horrible a sight. She had been taken in perfect health only three hours before, but her features looked to me marked with a year of pain. The first attempt to lift her produced violent vomiting, and I thought she must die instantly. They covered her up in bed, and leaving the man who came with her hanging over her with the moan of one deprived of his senses, they went to receive others, who were entering in the same manner. I inquired of my companion how soon she would be attended to? He said "possibly in an hour, as the physician was just commencing his rounds." An hour after this I passed the bed of this poor woman, and she had not yet been visited! Her husband answered my question with a choking voice and a flood of tears.

I passed down the ward, and found nineteen or twenty in the last agonies of death. They lay perfectly still, and seemed benumbed. I felt the limbs of several, and found them quite cold. The stomach only had a little warmth. Now and then half a groan escaped those who seemed the strongest; but with the exception of the universally open mouth and upturned ghastly eye, there were no signs of much suffering. I found two who must have been dead half an hour, undiscovered by the attendants. One of them was an old woman, nearly gray, with a very bad expression of face, who was perfectly cold—lips, limbs, body and all. The other was younger, and looked as if she had died in pain. Her eyes appeared as if they had been forced half out of the sockets, and her skin was of the most livid and deathly purple. The woman in the next bed told me she had died since the *Sœur de Charité* had been there. It is horrible to think how these poor creatures may suffer in the very midst of the provisions that are made professedly for their relief. I asked why a simple prescription might not be drawn up by the physicians, and administered by the numerous medical students, who were in Paris, that as few as possible might suffer from delay. "Because," said my companion, "the chief physicians must do every thing personally, to study the complaint." And so, I verily believe, more human lives are sacrificed in waiting for experiments, than ever will be saved by the results. My blood boiled from the beginning to the end of this melancholy visit.

I wandered about alone among the beds till my heart was sick, and I could bear it no longer; and then rejoined my friend, who was in the train of one of the physicians, making the rounds. One would think that a dying person should be treated with kindness. I never saw a rougher or more heartless manner than that of the celebrated Dr. —, at the bedsides of these poor creatures. A harsh question, a rude pulling open of the mouth to look at the tongue, a sentence or two of unexpressed commands to the students on the progress of the disease, and the train passed on. If discouragement and despair are not medicines, I should think the visits of such physicians were of little avail. The wretched sufferers turned away their heads after he had gone, in every instance that I saw, with an expression of visibly increased distress. Several of them refused to answer his questions altogether.

On reaching the bottom of the *Salle St. Monique*, one of the male wards, I heard loud voices and laughter. I had noticed much more groaning and complaining in passing among the men, and the horrible discordance struck me as something infernal. It proceeded from one of the sides to which the patients had been removed who were recovering. The most successful treatment had been found to be *punch*, very strong, with but little acid; and being permitted to drink as much as they would, they had become partially intoxicated. It was a fiendish sight, positively. They were sitting up, and reaching from one bed to the other, and with their still pallid faces and blue lips, and the hospital dress of white, they looked like so many carousing corpses. I turned away from them in horror.

I was stopped in the doorway by a litter entering with a sick woman. They set her down in the main passage between the beds, and left her a moment to find a place for her. She seemed to have an interval of pain, and rose up on one hand, and looked about her very earnestly. I followed the direction of her eyes, and could easily imagine her sensations. Twenty or thirty death-like faces were turned towards her from the different beds, and the groans of the dying and the distressed came from every side. She was without a friend whom she knew, sick of a mortal disease, and abandoned to the mercy of those whose kindness is mercenary and habitual, and of course without sympathy or feeling. Was it not enough alone, if she had been far less ill, to embitter the very fountain of life, and kill her with mere fright and horror? She sank down upon the litter again, and drew her shawl over her head. I had seen enough of suffering, and I left the place.

On reaching the lower staircase, my friend proposed to me to look into the dead room. We descended to a large dark apartment, below the street level, lighted by a lamp fixed to the wall. Sixty or seventy bodies lay on the floor, some of them quite uncovered, and some wrapt in mats. I could not see distinctly enough by the dim light, to judge of their discoloration. They appeared mostly old and emaciated.

I cannot describe the sensation of relief with which I breathed the free air once more. I had no fear of the cholera, but the suffering and misers I had seen oppressed and half smothered me. Every one who has walked through a hospital, will remember how natural it is to subdue the breath and close the nostrils to the smells of medicine and the close air. The fact too, that the question of contagion is still disputed, though I fully believe the cholera not to be contagious, might have had some effect. My breast heaved, however, as if a weight had arisen from my lungs, and I walked home, blessing God for health with undissembled gratitude.

[From the Fredonia (N. Y.) Censor.]

NORTH WESTERN EXPEDITION.—Doct. Houghton, of this place, who last season accompanied an expedition through Lake Superior, and to the sources of the Mississippi river, in the capacity of U. S. surgeon and naturalist, again left here on Monday last to join a second expedition, under the immediate direction of O. H. Schoelcraft, U. S. Indian Agent, at the Sault Ste. Marie. The expedition this year will, we understand, far exceed that of the last. It is contemplated to visit the sources of Nelson's and McKenzie's river, and the Rainy Lakes; the Lake of the Woods, and Lake Winnipeg will probably be visited in the outward route; after which the expedition will visit Red River, Red Lake and Otter Tail Lake; and by the river de Corbeau the Mississippi will be entered and descended as far as the Falls of St. Anthony.

The primary object of fitting out this expedition, upon the part of our government, is to check if possible the state of open hostility now existing among the N. W. tribes of Indians. We understand that the expedition of last year effected that object in a considerable degree among those bands which were visited, and we trust that of this year may not effect less.

Hudson River.—As the season of travel up this noble river has commenced, a table of the distances of the several places between this city and Albany may not be uninteresting to that portion of our readers for whose benefit our journal is more especially designed. From New York to Hoboken, N. J. west side, 2 miles; to Manhattanville, east side, 6; to Fort Lee, west, 2; to Fort Washington, 1, (the Palisades commence at Hoboken on the west side of the river, and extend 20 miles, to Tappan;) to Fort Independence, Spyten Duyval Creek, east, 2; to Tarrytown, east, 14; to Sing Sing, state prison, east, 5; to Stony Point, light house, west, 8; to Fort Fayette, Vorplanck's Point, east, 1; to Chollwell's Dunderburgh mountain, west—and Poekskill, east—entrance of the Highlands, 2; to Anthony's Nose, east, and Forts Montgomery and Clinton, west, 3; to Buttermilk Falls, west, 4; to West Point, U. S. Academy, Fort Putnam, west, 2; to Crows West Mountain west, and Cold Spring, east, 4; to Bull hill, west, 1; to Newburg, west, 4; to Hamburg, Wappinger's Creek, east, 7; to Poughkeepsie, east, (half way,) 4; to Hyde Park, east, 9; to Gon. Lewis's Landing, east, and Esopus Meadows, west, 5; to Kingston Landing, mouth of the Rondout Creek, entrance of the Delaware and Hudson canal, west, and Rhinebeck Landing, 4; to Upper Red Hook Landing, east, Ulster, west, 11—Catskill mountains, west side, from 8 to 10 miles distant from the river, elevation 3304; to Catskill Landing, west,

9; to Hudson, east, Athens, west, 6; to Coxsackie Landing, west, 8; to Stuyversant, Kinderhook Landing, east, 3; to Coemans, W. 5; to the Overslaugh, (Shoals and sand bars) 9; to Albany, the capital of the State—population, 24,238, W.; Erie Canal enters the Hudson at the head of the Albany basin.—Whole distance, 144 miles.—[Traveller.]

According to the meteorological journal published in the Newport Mercury, it appears that the past month has been the coldest May of which we have any record, or that is remembered by our oldest citizens. Even the cold May of 1817, was more than 2 deg. warmer than this month; which has not only been uncommonly cold, but wet and stormy, ten days of the thirty one being fair, the other twenty one days being cloudy, foggy or rainy. The mean average of the month is above 6 deg. colder than May of last year, and more than 9 deg. colder than May 1822, the warmest in the last 12 years; the mean average of May for same period, is nearly 6 deg. warmer than this month; and the average of the three spring months this year, has been even lower by a 1.4 deg. than the very cold spring of 1817.—The mean average of three spring months last year, is nearly 6 deg. warmer than this year, as is also that of 1822.

[From the Richmond Enquirer.]

Gentlemen:—In an account of a Voyage to the East Indies and China, made by Sonnerat, between the years 1774 and 1781, under the orders of the French Government, I have found an Eastern Apologue, in the manner of Aesop, which strikes me as applicable to the present excitement growing out of the Tariff. In the faint hope that it may suggest, if not teach, moderation to the two parties in the unhappy controversy, I translate the fable for popular circulation in the columns of your paper.

FRANKLIN.

"There was once an eagle with two heads, which agreed but indifferently. One of them, which may be called the Northern head, found an excellent supply of food, and from time to time, ate of it, without giving any part to its companion. The Southern head complained of this selfishness. 'Of what importance is it,' said the Northern head, 'whether the food be eaten by you or by me, since it goes to the support of the same, or united body?' 'This I might concede,' replied the companion; but I observe the savour of this food affects your palate deliciously, and I should not be sorry to enjoy an equal relish.' The remonstrance, however, did not correct the gluttonous head; but it was soon punished; for the other swallowed poison, and both perished."

POETRY.

[FOR THE NEW YORK AMERICAN.]

THE BARD'S LAST SONG.

"My task is done—my song has ceased."—Byron.

I feel no more the glow of thought,
Within my bosom rise;
The inspiration—that had caught,
Its lustre from the skies;
The harp that I have loved is hushed—
Its song has died away;
The chords this withered hand hath brushed
Are slumbering in decay.
And I that woke upon its strings
The deathless voice of song,
I—to whose fate there darkly clings
The iron grasp of wrong—
Am doomed to feel the mists of death,
Steal o'er my throbbing brain;
Without the power to wake one breath
Of its accustomed strain.

An icy chain is on my soul—
My spirit bowed to earth,
Hath not the power to control
The thoughts it shadows forth;
For on my vision there doth press,
The dark and starless gloom
The cold—the bitter loneliness
That gathers round the tomb.
God! can it be that there must sleep
The energy—the fire—
The fond aspirations strong and deep—
The eagle-winged desire?
The bright and quenchless thought that burned,
To soar from earth away—
The high, immortal mind that spurned
The shackles of its clay?

Shall not the spirit, when the bars
Of this cold earth are burst,
Find that bright home among the stars,
Its purest dreams have nursed?
Shall not the high soul wake again,
Within a brighter clime;
And live a life, and sing a strain,
Eternal and sublime?
Rest then, my harp! where thou art hung,
Upon the cypress tree;
Sleep then, its chords, that oft have rung
With sweetest melody;
What though this hand shall wake no more
The glory of thy song;
Thy silent sleep shall soon be o'er—
Thou shalt not slumber long.

J. W. B.

MARRIAGES.

MARRIED.—On Monday evening, June 4th, by the Rev. Dr. Brodhead, Anthony W. Jones, to Antoinette, daughter of John H. Douglass, M. D.

On Monday evening, by the Rev. Dr. Berrian, Mr. Japhet Bishop, to Harriet Matilda, daughter of David Wolf, Esq.

On Tuesday evening, by the Rev. Dr. Mathews, Mr. Sanford Cobb, Jr. to Miss Sophia Lewis, daughter of John Nichie, Esq. all of this city.

On Wednesday evening, 23d ult. at Zion's Church, Little Neck, Long Island, by the Rev. Mr. Wheeler, Timothy W. Smith, to Grace C. daughter of John Sands, Esq. of Cow Neck.

On Saturday last, in the Methodist Episcopal Church, John street, by the Rev. J. Clark, Mr. Wm. P. Disceaway, to Ann Eliza, daughter of Mr. T. W. Burris.

On Thursday morning, 7th inst. by the Rev. Mr. Eastburn, William H. Field, to Margaretta, daughter of the late Benjamin L. Day.

On Thursday, 7th June, by the Rev. F. Schroeder, James McVicker, Esq. to Catharine, daughter of the late W. Buckner, Esq. of this city.

On Thursday last, at the Cathedral, by the Rt. Rev. Bishop Dubois, John Mel to Margaret C. daughter of Lewis Willcocks, Esq. all of this city.

In St. John's Church, Canandaigua, by the Rev. Ravard Kearny, on Tuesday, 15th of May, George W. Clinton, Esq. (son of the late De Witt Clinton,) to Laura Catharine, daughter of the Hon. John C. Spencer.

In Norwich, (Conn.) on Wednesday evening last, by the Rev. Mr. Dickenson, Edward B. Huntington, (of the firm of Folger, Lamb & Co. of this city,) to Sarah Ann, daughter of the late Rev. Joshua Huntington, of Boston.

On Thursday, 31st ultimo, at St. John's Church, Bridgeport, Conn., by the Rev. Mr. Judah, Charles T. Cromwell, Esq. of this city, to Henrietta Amella, daughter of Benjamin Brooks, Esq. of the former place.

At the same time and place, William K. Thorn, Esq. of this city, to Harriet, daughter of Joseph Cook, Esq. of Bridgeport.

At Alexandria, D. C. on Tuesday evening, 20th ult. by the Rev. Mr. Mann, Robert Hull, of this city, to Hannah Ann, eldest daughter of Joseph Janney, Esq. of the former place.

PASSENGERS:

In the Bremen ship Isabella, from Bremen—Caspar Meier, lady and daughter, Bernh Honemann, lady and child, Charles Depmeyer, all from Osnabenbruck; Mrs. Komyn and son, from Heidelberg; Henry Koehenthal, three sons and three daughters from do; Charles Schulze, A. Meyer, E. Noltehus, F. W. Faber, Charles Ferdinand Plate, J. Janzen, all from Bremen; A. Schulz, F. Schulz, and Charles Meyer, from Cassel, and 2 in the steerage.

In the ship Jubilee, from Liverpool—G. Miller, S. Low and daughter, W. Tellard and family, W. Herchell and family, J. Roe, J. Morrison, T. Dickinson and lady, J. A. H. Dickinson, and 142 in the steerage.

In the ship Hannibal, from London—Captain Drew, of the Royal Navy, and lady, Mr. Stephenson and lady, Mr. Albaster and lady, Mrs. Myers and 2 children, of New-York; Mr. Lawrence Myers, of do; Dr. Sales De Lattierien of Canada; Mr. Hughes, Mr. A. Inatt, Mr. Forrest, Mr. W. Drane, Mr. Penberton, Mrs. Phillips and children, and 151 in the steerage.

In the ship James Cropper, from Liverpool—Wm. Alexander and lady, Miss Jane Alexander, Mr. Wm. Boog, and 194 in the steerage.

In the ship Great Britain, from Liverpool—Mr. John Reed and lady, Miss Reed, Mrs. Cameron, Messrs. J. Blair, G. Harrison, J. Wrigley, Wm. Hunt, James Swanzy, and 271 in the steerage.

In ship Gen. Grant, from Bermuda—Mrs. and Miss Darling and servant, of New-York; Mr. Cox and daughter, Mr. H. Frith, Jr., Mr. F. J. Gilbert, Mr. W. Duncomb, Mr. C. Williams, all of Bermuda; Dr. H. Dohidge, of Demerara; Mr. T. H. Trowbridge, of New-Haven.

In ship New London, from Marseilles—Messrs. St. C. & R. E. Anthon, of Boston.

In brig Caledonia, from London—Mrs. Slade, Dr. Pick, and 115 in the steerage.

In ship Tally Ho, from Liverpool—Mr. Dixon, Mr. Noble, the Countess de la Rouchefoucault, and 69 in the steerage.

Per Schr Habersham, in Charleston—H. Mason and lady, R. Frisbie, W. B. Doston, F. Lawrence, E. Clodwin, J. D. Lusher, and G. Bronson.

RAILROAD IRON.

The Subscribers having executed large orders for Iron for the Canal Commissioners of Pennsylvania, as well as for several incorporated companies, have made such arrangements in England, where one of them will shortly be, as will enable them to import it on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Pins and Wedges in use, both in this country and Great Britain, will be exhibited. Apply to

Philadelphia, May 26, 1832.

J. S. 3m*

TOWNSEND & DUFFEE, Rope manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Rope, the public are referred to J. B. Jervia, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County Pennsylvania.

Palmyra, Wayne County, New-York,
1st mo. 23d, 1832.

J30 tf

TO RAILROAD CONTRACTORS.

THE Ithaca division of the Ithaca and Owego Railroad (from Ithaca, at the head of the Cayuga Lake, to Owego, on the Susquehanna River) is now under contract, and large forces of men and teams are at work upon the several sections thereof.

PROPOSALS FOR GRADING the Middle and Owego divisions of this Railroad, (amounting to about 26 miles) will be received at the office of the Company, at Ithaca, Tompkins Co. N. Y. until the 16th day of July next.

The Maps and Profiles of this part of the road may be seen at the office of the Engineer in Chief on and after the 2d day of July. The ground will be divided into sections of suitable length, and prepared for the examination of Contractors by the 10th day of July next.

JOHN RANDEL, Jr.,
Engineer in Chief.

Engineer Department of the Ithaca and
Owego Railroad, April 22, 1832.

m108w

THE CHOLERA IN MONTREAL AND QUEBEC.—It is even so, and this dread disease has at length obtained a footing on this continent. "We regret to say," writes the correspondent of the Albany Argus at Montreal "that the unknown disease alluded to, as having swept off forty-two of the emigrant passengers on board the Carricks, from Dublin, proves to be CHOLERA, and the disease is now officially ascertained as existing in Quobec, where fifteen cases were reported on the 9th inst. and several deaths.—And we further regret to say, that there is little doubt but two or three deaths in this place, yesterday and to-day, were decided cases of Cholera."

THE EXCITEMENT IN ENGLAND.

The present Ministerial interregnum, if it may be so called, continues a prolific source of reports and increasing excitement. The absence of all tumults, riots, and excesses, and the simultaneous, deliberate, systematic progress of agitation—the almost universal cry of "Stop the supplies,"—"Pay no taxes," and the like brief and pithy exhortations, so grateful to the ear of the people, are fearful signs of the times. Every mail, every coach, brings some alarming intelligence from the country; truth is mixed up with falsehood, and rumors exaggerate the reality. Correct reports of public and spontaneous meetings in the manufacturing towns are succeeded by accounts of the pretended carnage and slaughter of magistrates, sacrificed to loyal reformers, said to have been officially received at the Home office, and, before the imposture is found out, other stories equally unfounded are propagated.

The country is in a perfect ferment. At no period since 1642, has there been any demonstration of feeling at all approaching to that which now prevails. It may truly be said that the whole population are ready for any resolves, any sacrifices, which the emergency may demand.

To show the excited state of the public mind, and the full intention of many persons to put their threat of resisting taxation into practice, a meeting of brokers and appraisers took place in the city on Thursday when it was unanimously agreed that no one of the trade should put in any demand on account of King's taxes, until the Reform Bill be passed.

It is said that his Majesty, on taking leave of a favorite Minister, actually shed tears. Are then the feelings of both the King and Country to be thus outraged by a back-stairs intrigue?

It is now a notorious fact, and in truth a most curious one, that at the audience of leave which the ministers had of their sovereign on Wednesday last, the latter pressed the Duke of Richmond to desert his colleagues, and continue in his service; which that high-minded nobleman at once refused. "Nay, a greater far" than even the duke was subjected to the like blandishments and entreaties, and urged, too, with a force and pertinacity, which, coming from a monarch, are difficult to be refused. The Chancellor was pressed again and again to continue in his high office, who at once and peremptorily (though most respectfully) refused.—[Times.]

We have heard a report that a royal duke has been put upon his parole by his Majesty, in consequence of having sent a challenge to a noble and learned lord. The challenged party was waited upon by a magistrate, by whom the restrictions usual in such cases were imposed.—[Morn. Paper.]

In the House of Commons, on the 10th Lord Ebury moved the following resolutions:—

"That an humble address be presented to his Majesty, humbly to represent to his Majesty the deep regret felt by this House at the change that has been announced in his Majesty's Councils by the retirement of those Ministers in whom this House continues to repose unabated confidence. That this House, with the recommendation contained in his Majesty's most gracious speech from the throne, has framed, and sent up to the House of Lords, a Bill for the reform of the representation of the people, by which they are convinced that the prerogative of the Crown, the authority of both Houses of Parliament, and the rights and liberties of the people, are duly secured."

"That in the progress of this measure the House of Commons considers itself bound in duty to state to his Majesty that his subjects are looking with the most intense interest and anxiety, and they cannot disguise from his Majesty that the taking of any step which should mutilate or tend to impair its efficiency would be productive of the greatest disappointment and dismay. That this House is therefore impelled by the warmest attachment to his Majesty's Person and Throne humbly but most earnest-

ly to implore his Majesty to call to his Councils such persons only as will carry into effect, unimpaired in all its essential provisions, that Bill for the reform of the representation of the people which has recently passed this House."

His Lordship's motion was carried in a House which numbered 496, by a majority of 80, the numbers being, for the motion 288, against it 208.

Court of Common Council.

Mr. Galloway submitted a series of resolutions, including one proposing to withhold the supplies; but he observed, respecting this, that the withholding the supplies would probably have been better than refusing the supplies.

The resolutions, with the exception of the third, petitioning the House of Commons to withhold the supplies, were carried almost unanimously: against the third resolution only about 20 hands were held up; it was therefore carried by a large majority.

It was settled that the whole Court should attend the Lord Mayor and Sheriffs to the House of Commons, in order that the petition might be presented with proper solemnity; and arrangements having been made for that purpose, the Court adjourned.

The following address to Sir Henry Bunbury, Bart., and Charles Tyrrell, Esq., M. P. for Suffolk, has been this day signed by nearly all the freeholders in the town of Bungay, and forwarded to those gentlemen:—

"Gentlemen,

"We the undersigned freeholders of the county of Suffolk, inhabitants of Bungay, having at the last election, tendered you our votes on the express pledge of your active support of the Reform Bill, brought into Parliament by Lord Grey's Administration, beg earnestly to request that you will, by the refusal of supplies, and by every other constitutional means in your power, oppose your most strenuous exertions to any Ministry which may not offer 'The Bill, the whole Bill, and nothing but the Bill.'

"Bungay, May 10, 1832."

On receiving intelligence of the resignation of Earl Grey and his colleagues, the Manchester Reform Committee immediately summoned a meeting at the Town-hall, which was crowded by the merchants of the town. The annexed resolution was unanimously passed:—That a petition be addressed to the house of Commons, praying them to stop all supplies of public money until the reform bill be passed without mutilation." The petition, in three hours, received 21,000 signatures, and at five o'clock this afternoon, the deputation proceeded with it by express to London, for presentation to the house.—[Manchester Chronicle.]

Serious Run on the Manchester Savings Bank.—Six hundred and twenty depositors, possessing 16,000l., have given notice to withdraw, chiefly on Friday and Saturday. The largest previous panic was after the Bristol riots, when 214 gave notice to withdraw 4,593l. The latter drain so alarmed the Directors last year, that they thought it right to communicate to Government. The letter says, "I know not what the Tory Directors will say on Monday when they will be summoned to give notice to Government for 20,000l."—[The Sun.]

[From Bell's Weekly Messenger.]

The news of the resignation of Ministers in the city on Wednesday, and which was barely believed when rumored in the earlier part of the day, had the effect of stopping, in many instances, the usual and various sales of property that take place at noon. Auctioneers withdrew the sales entrusted to them; and it is feared that the auctioneering business, so productive to the revenue, will experience a stagnation that will be most severely felt.

The walls of all the public thoroughfares were placarded with large bills, of which the following is a copy:—

"Englishmen!!! if you wish to have for Prime Ministers an individual of known talent, patriotism, and true constitutional principles, let meetings be held, without delay, in every part of the country, to consider the propriety of petitioning his Majesty to call to his councils his Royal Highness the Duke of Sussex. Under the guidance of so illustrious a character, and so eminent a Statesman, will the tranquillity, prosperity, and regeneration of the country, be assured; and in the gratitude of the nation, and an imperishable name, will his Royal Highness find a glorious reward."

In the Commons the scene was on Wednesday night most animated. As soon as the Speaker took the chair there was a full attendance of members, and by five o'clock there were at least 300 members present. At that hour the Chancellor of the Exche-

quer arrived, and he was greeted with loud, long continued, and most enthusiastic and friendly cheering; and the gallery, which was tolerably crowded, joined in the applause, by stamping the feet and clapping hands—an irregularity that no efforts on the part of the messenger could repress.

ATTACK ON THE KING AND QUEEN.—When the royal carriage, in which were the King and Queen, arrived at Hounslow on Saturday, 13th instant, it was guarded by an escort of the 9th Lancers, and the postillions drove rapidly by. On entering Brentford, some groaning and hissing took place, but the escort surrounded the carriage, keeping close to the windows. It is said some ruffians threw dirt at the carriage. The same disposition was manifested along the road to London. When the carriage entered the Park, the yells and hisses were tremendous, but the moment the carriage entered the Palace-yard, the gates were closed.

Attack on the Bishop of Litchfield and Coventry.—After preaching his annual sermon before the Lord Mayor, at St. Bride's Church, by appointment, he was attacked by the mob, in consequence of his remarks in the House of Lords, and it is supposed his life was saved by the presence and exertions of the Lord Mayor and Mayoress. His escape was amidst the yells and imprecations of the crowd.

[Express from Birmingham.]

THE TIMES OFFICE, half past 6 o'clock A.M.
Sudden and spontaneous meeting of the reformers of Birmingham and its vicinity.

BIRMINGHAM, May 10.—It is scarcely possible to describe—scarcely possible to imagine—the spirit of excitement into which the town of Birmingham has been thrown by the rejection of the Reform Bill by the Lords and the resignation to his Majesty's Ministers. The anti-reformers in London may affect to treat this with contempt, but if they had been present in Birmingham this day, we doubt not that another and a very different feeling would have prevailed on their minds. In this town there is but one feeling,—one firm, fixed, determined feeling,—which it is impossible to suppress. We are morally certain, that if the Bill be not passed, the people will not pay taxes. This they have determined. Indeed, as early as 11 o'clock yesterday, the windows exhibited a printed placard, of which the following is a copy:—

"NOTICE!
"NO TAXES PAID HERE

UNTIL
THE REFORM BILL IS PASSED!

"May 9"

In other windows, and we observed on the lawn of a gentleman's house in the vicinity of the town, there was exhibited the following:—"No taxes paid here in money, and no goods bought distrained for taxes." But perhaps the best evidence of the state of opinion in this town, is the fact of hundreds of the most respectable inhabitants of the professional and mercantile classes having joined the Political Union yesterday morning.

The number of people assembled yesterday afternoon at Newhall-hill certainly exceeded 100,000. The space, which occupies 6 acres, was densely filled, and, as on Monday, the tops of the surrounding hills and houses were covered with people. It is really astonishing how such a number of human beings could have been got together so suddenly and spontaneously in four hours.

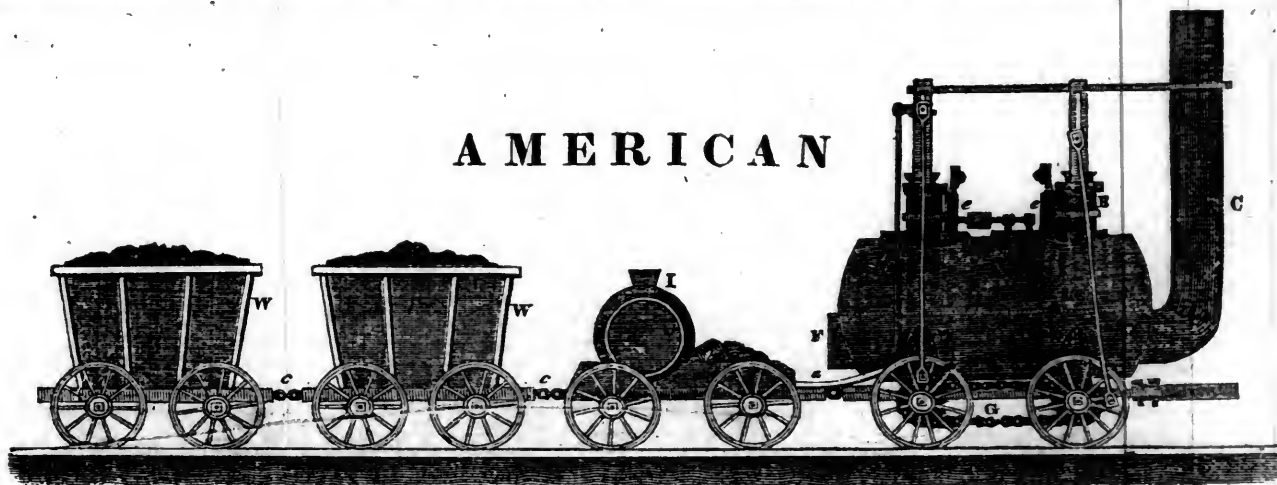
[A petition to the House of Commons was agreed to by the above meeting, which, after stating the alarm and surprise occasioned, and the jeopardy of life and property, concluded thus:—

"5. That your petitioners find it declared in the Bill of Rights, that the people of England 'may have arms for their defence (tremendous cheering, which lasted for some minutes,) suitable to their condition, and as allowed by law;' and your petitioners apprehend, that this great right will be put in force generally, and that the whole of the people of England will think it necessary to have arms for their defence, in order that they may be prepared for any circumstances which may arise. (Renewed cheers.)

"6. Your petitioners do therefore most earnestly pray, that your Hon. House will forthwith present an address to His Majesty, beseeching His Majesty not to allow the resignation of his Ministers, but instantly to create a sufficient number of new Peers to ensure the carrying of the Bill of Reform unimpaired into a law. And that your Hon. House will instantly withhold all supplies (here the further proceedings of the meeting were interrupted for some minutes by the loud cheering,) and adopt any other measures whatever which may be necessary to carry the Bill of Reform, and to ensure the safety and the liberty of the country.

"And your petitioners will ever pray."

AMERICAN



RAILROAD JOURNAL.

OFFICE, 35 WALL-STREET.

NEW-YORK, JUNE 23, 1832.

VOLUME I....NO. 26.

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AMERICAN RAILROAD JOURNAL.

NEW-YORK, JUNE 23, 1832.

A TRIP TO PATERSON on the Railroad.—Seeing a communication a day or two since in the New York American from which we learned that a portion of the Paterson and Hudson River Railroad was completed, and that elegant Cars were provided for the accommodation of passengers, we determined at once to avail ourselves of the first leisure day to have a ride on the Railroad, and visit the thriving village of Paterson.

We left Wall street at half past seven, and crossed to Hoboken at eight o'clock A. M., where we took a seat in an excellent coach with good horses, belonging to the line of Messrs. Kinney, Rodgers & Roy, whose coaches leave regularly four times, viz: 8 & 10 A. M., and 2 & 4 P. M., each day, for Aquackanok, where the line of the Railroad is intersected, and the passengers are relieved from the inconvenience of small coaches and dusty roads, by taking seats in splendid and convenient cars—which will with ease accommodate twenty persons inside, and from six to twelve on the top—to each of which is attached a fleet horse, managed by a careful driver. The distance from Aquackanok to the termination of the road, near the brick meeting house at Paterson, is 4 3/4 miles, and consists of one level and two inclined planes. From Aquackanok the ascent is gradual about three miles, passing over one or two embankments, and through a cutting of rock from ten to twenty feet deep, and about one hundred and fifty yards in length. On passing the summit level, which is about one fourth of a mile in length, the descent is at an average of about twenty-one feet to the mile, until we reach the depot near Paterson.

The time required to perform this distance of 4 3/4 miles varies from twenty to twenty-five minutes, according to circumstances. We were, in going out,

twenty-three, and in returning, twenty minutes, and it is scarcely possible for those who have not had an opportunity of participating in the pleasure of an excursion upon a Railroad, to imagine the delightful sensations which it produces.

The passenger is scarcely aware of the movement except by the rapidity with which he passes objects. He feels in perfect safety, although at times his elevation above the surrounding fields may be 15 or 20 feet. There is not the least danger to be apprehended from a deviation from the rails, as the depth of the flange on the wheel and the weight of the cars render it impossible for one or two horses to move it sideways, whilst the *guard*—an apparatus for removing obstructions—prevents any thing over half an inch in diameter from interfering with the wheels. For persons fond of inhaling the cool breezes, or of enjoying the green fields and beautiful flowers of the country, we cannot imagine a more delightful excursion at so little cost, both of time and money, as a trip to Paterson; which may be performed out and home again in one day, with ample time to visit the curiosities of that interesting and growing town, which are but imperfectly known to most of our citizens, or they would be visited by hundreds where they are now visited only by individuals. The Falls of the Passaic have long been celebrated as among the most interesting places of resort for those who are fond of the wild beauties of nature. There are also numerous flourishing manufacturing establishments, in which may be heard the buzz of the spindle, the click of the shuttle, and the sound of the trip hammer,—music to many, and novelty to others. There are also good hotels for the accommodation of visitors; and among others, that of our old neighbor, VAN ANTWERP, of Hoboken and turtle-soup memory, at which may be found what has more charms for many than either the roar of the Falls, or the bustle of business. With such inducements we have no doubt that a trip to Paterson, and a ride on the Railroad will become a common occurrence with those of our citizens who have not already enjoyed the pleasure. By a reference to their advertisement in the Journal, the hours of starting from each end of the road may be learned.

In our next, we shall endeavor to give an account of the mode of constructing this Road, which is in some measure different from any other that we have an account of, and which was proof against the frost of the late severe winter. We acknowledge, with pleasure, the politeness of the President of the Company, who accompanied us over the line of the Road, and gave us such information as we were desirous to obtain.

STEAM CARRIAGES ON COMMON ROADS.—We have taken an interesting extract upon steam carriages on common roads, from a report made by a select committee of the British House of Commons. It is a subject but little known in this country, and therefore cannot, we think, be without interest to many of our readers. We have before published extracts from Mr. Gurney's examination, and shall soon refer to it again.

We have omitted, this week, our extracts upon the relative value of Railroads and Canals from Mr. Smith's book, to give place to an able communication, which will be found well worth the attention of our readers. The writer, whose real signature, if we are not mistaken in the man, would have greater influence upon the subject in question than even his assumed one, takes strong ground in favor of Canals for most purposes. Such communications, although the doctrines they inculcate do not fully accord with our long cherished opinions, will always find a place in the Journal, as it is from scientific and practical men, such as we believe Fulton to be, that we look for, and from whom we expect to derive, together with experiments upon those roads now in use, the necessary information, to enable us to decide between the rival interests of the two systems of internal improvements.

To the Editor of the American Railroad Journal:

As the subject of Railroads has received a large share of public attention for some time past, as monied men are vesting a large amount in this comparatively new business, and as but few of the inhabitants of this city have been enabled to test their advantages by personal observation, it may be well to inform your readers that an opportunity is now afforded at but little labor or expense. Five miles of the Paterson and Hudson River Railroad is now in full operation, and is traversed in elegant cars drawn by fleet horses. Stages leave Hoboken at 8 and 10 o'clock in the morning, and 2 and 4 in the afternoon for Aquackanok on the Passaic, 10 miles from Hoboken, and return at the same hours. The Railroad cars run from Aquackanok to Paterson, six or eight times each day. The writer of this has just performed the journey with much satisfaction. The town of Paterson presents inducements sufficient of themselves, independent of the Railroad, to compensate those for a visit, who are fond of excursions of this kind. Yours, A SUBSCRIBER

Mr. Rawle, of Penn. has been employed by the Central and the Cape Fear and Yadkin Railroad Companies of North Carolina, as their Engineer, to execute the necessary surveys upon those routes.—(Charleston Gazette.)

Railroad.—We understand that it is the determination of the engineer, Lieut. Young, to have the cars running on the route between Schenectady and this place, by the 1st day of July ensuing.—[Balston Spa Gaz.]

[FOR THE AMERICAN RAILROAD JOURNAL.]

MR. EDITOR: In most of the articles published in your journal, as well as in many of those published in different parts of the Union, I have discovered a spirit that is exercising a baneful influence over the minds of our fellow citizens, by inducing them to embark in speculations, whose ends being altogether unjustifiable by the means requisite to attain them, must, in many instances, eventuate in heavy pecuniary sacrifices. A few individuals are alone benefited by these precocious undertakings. These, having disposed of their respective interests at a handsome per centage, under the effects of the excitement, bequeath the consequences, as a legacy to the majority, who discover, when too late, that they have been acted on, and stripped of every thing but the consoling reflection of having been the dupes of a few designing persons. I am no enemy, Mr. Editor, to the system of internal improvements, so far as it is exercised as a means to the prosperity and advancement of our country: on the contrary, a sincere desire to promote that end, as far as in me lay, now induces me, through the medium of your valuable journal, to solicit the indulgence of yourself and readers, to make a few brief observations on the relative and particular advantages of the different modes of internal communication, and endeavor to show wherein they are severally applicable to the ends for which they are designed.

That each commercial and manufacturing town is vitally interested in the success of every project that has for its ultimate object any improvement in the means of transportation; that it is the interest of every agricultural district to encourage the surest and cheapest mode of conveyance for its produce to some near seaport town; and that there exists an intimate connection, and a mutual dependence between the producer and consumer, are truths that need no demonstration. But that these several interests are equally interested, as to the particular mode in which their object is obtained, is not quite so self-evident. If they were, a remedy to the evil would be found in its consequences; means of intercourse would be created to meet the necessities of the country; and not, as heretofore, by anticipating them, absorb in visionary projects resources that might be more directly and beneficially applied to the wants of the community. That this is too frequently the case, many works, both in England and this country, will bear testimony to. The human mind is naturally averse to changes, and predisposed to tread the unbeaten path of innovation with a cautious step; yet experience teaches us, that when the ice is once broken, and a way fairly laid open, its progress becomes as rapid and heedless of obstacles as the unrestrained course of a mountain torrent. An exemplification of this is to be seen in our own country, in the existing mania that pervades all classes of our fellow-citizens in favor of Railroads, and which, unless soon checked by the hand of sound judgment and intelligence, will be attended by consequences as disastrous as those of its precursor, Canal. The proximate cause of this gullibility in capitalists is to be found in the unparalleled prosperity of our happy country. A large floating capital is to be disposed of, and the means of investment being incommensurate with the anxiety to invest, induces them to plunge headlong into every current of speculation that offers any prospect of profit, and, without reflecting on the chances of shipwreck, pursue their mad career until by a dearly bought experience they are made sensible of its futility. This is no exaggeration; it has already been exemplified in Pennsylvania by their canals, and promises fair to be so in Maryland, New York, and other States, by their innumerable projects for Railroads, by rendering unproductive the immense amount of capital absorbed in their constructions. To guard against this menacing evil is the object of the present paper; and to this effect it will be necessary to expose the sophistry of the leading arguments of what is unwisely termed the Railroad party. They are briefly as follows, viz. that the expenditure first involved is less than that on canals; that the annual expense of repairs is materially less; and that, where the business is equal, less attendance is requisite in order to keep them in operation. That experience does not justify these assertions,

I appeal to facts. In this country, where the land is, generally, a gift from its proprietor to the constructors of the work, in consideration of the beneficial results promised from it to the residue of his property, a mile of canal, of sufficient capacity for boats of 25 tons burthen, can be made under favorable circumstances for not exceeding \$3000 per mile;—it has been done for less. A mile of Railroad, under similarly favorable circumstances, cannot be constructed for less than \$15,000, that is, for masonry and graduation, \$8000, and for the iron rails, \$7000. This, of course, presumes a Road built of durable materials, and calculated for the permanent benefit of the country. That the estimate for such a road is not extravagant, I appeal to the Reports, made by the Presidents of different works to their stockholders. That of the Baltimore and Ohio Railroad gives an average of \$30,000 per mile. The Camden & Amboy Railroad gives one of \$18,550 per mile. The Philadelphia, Germantown, and Norristown one of \$40,000 per mile, and the Hudson and Mohawk one of \$42,000 per mile; and these, all exclusive of land, wagons and engines. The last mentioned work has but two inclined planes on the whole route, the residue being level, or nearly so; the rails are composed of yellow pine, six inches square, and shod on the upper side with flat wrought iron, 9-16ths of an inch by 2-1-2, and secured on granite blocks of two cubic feet in content, placed three feet apart from centre to centre. This difference, however, may in many instances be considerably modified by physical causes. A Railroad not being restricted to level lines, can avail of a grad of 40 feet in the mile to reduce such cuttings and embankments as may be opposed to its route; this, however being the maximum of acclivity wherever economy in power is a consideration, (and this of necessity is always the case,) can obtain but to a very limited extent. The next assertion, that the annual expense of repairs is less, argues a greater degree of durability in the one than in the other. Although this point is constantly harped on, I feel persuaded that ocular demonstration to the contrary may be had by every unprejudiced person, who will take that trouble to satisfy himself. The canal proper being composed of imperishable materials, like good wine, improves with its years; its liability to accidents and interruptions diminishes in the inverse proportion as it is used. The Railroad, on the contrary, is constantly deteriorating in value, and becoming more and more liable to accidents and interruptions, by the wear and tear of the engines and carriages, the oxidation of the iron, or decay of the wooden rails, as the case may be, and the loosening of the foundation stones. As to their respective contingent works, the lock-gates of the Canal require renewal once, say in ten years; whilst the engines, both locomotive and stationary, involve a heavy annual expenditure to preserve them in a proper working condition. Canals are subject to breaches, Railroads to cuttings, which frequently require the overhauling of miles of road, in order either to restore the continuity and parallelism of the rails, or regulate the curves and levels thereby disturbed. These last, however, may be regarded as equal, as they generally cease in either case after the third or fourth year after they are in operation. The third and last point, relative to the proportionate rate of attendance, depending entirely on adventitious causes, must, of necessity, vary to suit different cases. The number of locomotive engines and inclined planes on the one, and the number of locks or levels on the other, are the principal data by which it is to be determined.—A Railroad requires at each inclined plane, where stationary power is used, two men; at every station of five miles one man to keep the road free from obstructions,—and two men to each locomotive carriage that may be in use. A Canal requires one man to each lock, provided they are separate—if they are contiguous, one man with the assistance of a boy, may superintend five or six—and each lock-tender being held responsible for the good condition of the level above his lock or locks, no additional attendance is requisite. As to the general police it must be the same in both cases, varying only with the extent of the work, and the business done upon it.

Although this comparison shows a considerable balance in favor of canals, and will, it is hoped, have its effect in restoring them to their proper equilibrium, still it is not to be inferred that they are to be adopted in preference to Railroads, indiscriminately, in all cases. In order to decide on the most eligible mode of communication between any two places, the characteristic peculiarities of the locality, the nature of the resources to be developed, and the interest to be advanced, should be subjects of calm deli-

beration. If the communication has for its object the connection of a manufacturing with a commercial town, no question can arise as to the superiority of the Railroad over the Canal as a means to effect it, and for this reason: the manufacturer can afford to pay a higher rate of toll on his goods, than would be demanded on them if carried by canal, in consideration of the gain in time. This is a point of vital importance as it enables him to avail of the fluctuations of the home and foreign markets, and facilitates him in carrying on a competition with foreign nations, to obtain that pre-eminence which constitutes his main spring of action. The same will obtain where a greater degree of facility in the conveyance of passengers is of primary importance, or wherever the articles to be transported are in a manufactured state, and pay a high rate of toll and freight in comparison of their bulk. But should the communication be intended to connect an extensive coal or iron district with either a seaport or manufacturing town, the case assumes a different aspect, and a canal becomes the medium of intercourse: first, because these articles being of little value in comparison of their bulk are restricted to a very low rate of toll and freight; and in the second place, because the miners knowing very nearly the extent of the consumption throughout the country, can make the necessary provision for it during the whole year, and transport it at leisure to its destination during the spring, summer and autumn months. Again, should the interest to be consulted be purely agricultural, the Canal, of all others, is the means best calculated to effect it. The farmer wants a cheap mode of conveyance for his produce to a market; whether it goes there at the rate of twenty or at the rate of four miles per hour, is to him a matter of little consequence; all he requires is an assurance that no unnecessary delay need be apprehended; and that a calculation may be made with a tolerable degree of certainty, as to the precise time of its arrival at the point of destination. If these are practicable his end is obtained.

It now behoves me, in order to the clearer elucidation of my position, to speak of the relative physical advantages of these two formidable rivals, if so they must be considered. At a velocity not exceeding two and a half miles per hour, experiment gives a proportion of useful effect of nearly one to three in favor of canals; at a velocity of five miles per hour the useful effect becomes nearly equal, and at a velocity not exceeding ten miles per hour the proportion is about one to three in favor of Railroads. These results, however, are based on the presumption that the road is perfectly level and free from dust, desiderata not often attainable in our mountainous country. The resistance from the first arises from the gravitating influence of the engine, cars and burthen, and is determined by dividing the sine of the angle of inclination into their weight; the other cannot be so accurately obtained, but some idea of it may be formed from the result of an experiment made by Mr. Palmer on the Cheltenham tramroad, from which it appeared that it required 19 1-2 per cent. more power to draw the carriages when the rails are slightly covered with dust, than when swept clean. As to the relative rate of transportation I refer to the following statement drawn from facts:—A boat of 25 tons burthen can be built for \$120; two horses, to tow it at the rate of four miles per hour, will cost \$80 each—equal to \$160—making the first investment equal to \$280. To keep this capital in action for the space of eight months, it will require the assistance of a man and boy. The wages of the man at \$20 per month will amount to \$160; those of the boy to \$50; add to which \$120 for subsistence of horses, and you have an aggregate of \$330 for the annual expense. A locomotive engine to draw the same number of tons, at the rate of ten miles per hour, will cost, according to the Liverpool and Manchester Railroad Report, \$3,200, or, according to that of the South Carolina Road, \$5,000: it will require two men to tend it, and, according to first mentioned Report, where labor is far cheaper than in this country, the annual expense to keep it in operation will amount to \$1,630. Cars carrying two and a half tons will cost \$126 each, or \$1,260 in addition to the \$3,200, or \$5,000 will be required for a train of ten to carry twenty-five tons. But it is useless to pursue this head farther, because every fact that can be adduced will but corroborate the assertion already made, that where speed is a primary object, or where the conveyance of passengers and manufactured goods are the principal articles of transportation, a Railroad is to be preferred, and other things being equal where a low rate of toll and freight is of primary importance, a canal takes precedence. It may perhaps be said, in reply to my arguments,

that the comparisons here drawn are unjust, inasmuch as some Rail-roads have been constructed for between five and six thousand dollars per mile in this country. Admitted; but how has this very low rate per mile been obtained? By crossing ravines and valleys by flimsy structures of wood, instead of embankments and substantial viaducts; not only violating thereby the first principles of the art, but also prejudicing the safety of all such persons as may be quixotic enough to venture their lives upon them: for what so soon promotes decay in wood as the alternate action of heat and moisture? and, I beg leave to ask, how long it is to be expected that timber exposed to the burning solar rays and heavy rains of a Southern climate can possibly endure? But admitting, for a moment only, such structures to be consistent with safety and durability; do not the same apply to canals? Suppose that in place of the magnificent aqueduct, with its graceful arch, a wooden trunk be substituted, supported high in the air by a complicated frame structure—for the substantial lock of stone, a chamber of wood—and then you have a canal on a par with such a Railroad—and one which might be constructed for an average, with few exceptions, of not exceeding \$4000 per mile. Speculators may reap rich harvests from such undertakings, but it will be at the expense of permanent stockholders.

The cause of error is to be ascribed to our want of experience. Conclusions are consequently drawn from effects produced in other countries, which are altogether inapplicable to our own. We have no two places comparable with Manchester and Liverpool—and yet the wondrous effects resulting from that road are spoken of as so many arguments in favor of similar projects here. Do they know that that work cost near \$80,000 per mile. When they read accounts of the astonishing rise in the Railroad stocks of England, it would be well if before drawing their inferences, they made some inquiry as to the relative rate of canal stocks in the same country. I have a list now before me of twenty-four canal stocks, drawing their revenues from the transportation of coal. This list shows an advance of over 100 per cent. on the par value of the different stocks, and as I do not recollect ever having seen it published, shall beg leave to subjoin from it a few of the principal ones. The original cost of the Birmingham canal stock was £140, and is now selling at £2,240; of the Loughborough £100, and now selling at £1,800; of the Coventry £100, and now £840; of Erewash £100, and now £700. The Forth and Clyde, Mersey and Irwell, Oxford, Stafford and Worcester, Trent and Mersey, &c. all selling at an advance of 500 per cent. on the par value of the stocks, and the remainder at advances exceeding 100 per cent.

This subject might be prolonged to a much greater extent; but I have already exceeded my bounds, as well, it is feared, as your patience; and now consign the management of it to able hands, in the full confidence that, under disinterested treatment, it cannot fail to exercise a wholesome influence in the early development of the rich mineral and agricultural resources in which our country is so prolific.

New York, June 13, 1832.

FULTON.

At an election held on Wednesday for Directors of the Mohawk and Hudson Railroad Company, the following persons were chosen:—David S. Jones, Lynde Catlin, Ramsay Crooks, *George Griswold, *Samuel Glover, of the city of New York; *Wm. James, *Jacob Townsend, *James Stevenson, *Tunis Van Vleeten, of Albany.

Stephen Van Rensselaer, Herman Le Roy, Niel Fish, John J. Degraff, and James Renwick, who were former Directors, declined a re-election, Mr Cambreleng having previously resigned.

* New Directors.

The following gentlemen were on Wednesday elected Directors of the Saratoga and Schenectady Railroad Company:—C. C. Cambreleng, Wm. G. Bucknor, James Munroe, Jr., Henry H. Lawrence, *John Ferguson, of the city of New York; John Townsend, *Erastus Corning, of Albany; John J. Degraff, of Schenectady; Thomas Palmer, of Ballston Spa.

* New Directors in place of Wm. B. Astor and Henry Hone, who declined a re-election.

CAPE-FEAR NAVIGATION COMPANY.—At the annual meeting of the Stockholders of this Company at Fayetteville, on the 1st instant, James Mebane, Esq. was elected President, and Messrs. John H. Hall, Edward L. Winslow, Nathan Mendenhall, and Charles J. Williams, Directors for the ensuing year. George McNeill, Esq. Agent.—[Raleigh Register.]

Steam Carriages.—A bill for regulating the tolls to be levied on steam carriages has just been printed. It proceeds in the preamble, that by some local acts excessive tolls have been imposed, while in others no toll whatever has been contemplated; to repeal the former, and to enact that in all places in the United Kingdom where tolls are at present leviable on carriages drawn by horses, the following rate of tolls shall be levied, after noon of the first July next, on all steam or other mechanical carriages:—When the passengers are not more than six, the same toll as a four wheeled carriage drawn by two horses; when more than six, the same toll as a four wheeled carriage with four horses; double tolls to be levied when the wheels are less than 3 1/2 inches in width, or have a greater convexity than half an inch. Carriages for goods to be charged the same as a cart with one horse for each ton, or part of a ton, of which the load consists: the engine carriages, if separate, is not to be charged, and each carriage in the train, after the first, is to be charged half of the single toll. The exceptions from toll are, carriages belonging to, or in the employment of his Majesty or the Royal family—carriages conveying mails, king's stores, officers or men in the army, yeomanry, or volunteers, or the navy, on service—agricultural produce to or from market for sale, or carrying persons to or from church, or a funeral, or a county election—in conveying the surveyor of the road, or in the transmission of vagrants. A penalty of £5. is attached to the toll-taker demanding a larger toll than allowed in the act.—[Liverpool Times.]

IMPROVED CONVEYANCE OF THE MAILS.—It is, we understand, in the contemplation of the Post Office to transmit all the Mails of the Kingdom by light two-horse vehicles instead of the four-horse post-coaches at present in use. Since the improvement in road making, and the correspondent improvement in the quality of the ordinary stage coaches, and the speed of traveling, the mails are no longer the fastest or the best coaches on their respective roads; and the contractors, who calculated on a preference at all times from the traveler, with whom speed and accommodation were the only objects, now find that their gains from this source are most ruinously diminished, and that they cannot continue to carry the mails by four horse coaches without a more liberal allowance from Government. Taking this into consideration, and having ascertained that by the use of two horse machines, carrying two passengers, as in France, the speed of the conveyance of the Mails can be increased by full two miles in an hour, it is proposed by the Post Office, at the end of the present contracts, to adopt the new system throughout the kingdom.—[London Observer.]

Extracts from a Report on Steam Carriages of a Committee of the House of Commons—printed for the House of Representatives of the United States.

Mr. Walter Hancock's Examination.

Are you the proprietor of a steam carriage running on a turnpike road? Yes.

How long have you been running that steam carriage? I dare say about a twelvemonth this present coach, but I have been working for hire on the road only a month.

Are you the inventor of that particular description of engines that you make use of? Yes.

Will you state the progress which you have made in the improvement of your steam carriage? The principal improvement I consider is in the boiler; that of constructing the boiler much lighter than any that are now in use.

Will you be kind enough to give a general outline of your plan? There are flat chambers being about two inches thick, and there is a space between each two inches; there are ten chambers, and there are ten flues, and under the flues there is six square feet of fire, which is the dimension of the boiler top and bottom. The chambers are filled from half full to two thirds with water, and the other third is left for steam: there is a communication quite through the series of chambers top and bottom; this communication is formed by means of two large bolts, which screw all the chambers together; the bottom bolts the bottom part of the chambers, and the top bolts the top part of the chambers; and by releasing those bolts at any time at all the chambers fall apart, and by screwing them they are all made tight again. We have braces to fasten them; the steam is driven out from the centre of one of the flues, and the water is ejected from the pump at the bottom communication for the supply of water.

Does the fire pass between the boxes, or does it pass through them? It passes only between them.

There is no line of communication for the fire made between the boxes? Nothing more than the

flue through which the fire passes; the sides of the boilers from the chimneys.

Have you ascertained what pressure such boilers are equal to? I have never gone beyond 400 lbs. on an inch. I have worked it on a road at 400; the average pressure on an inch is from 60 to 100.

At what pressure do you set your safety valve? Taking the average of roads, I work at about 70 lbs. upon the square inch.

You have calculated how many square feet of boiler? At the present carriage, I have 100 square feet of boiler exposed to the fire.

What distance do you run from stage to stage? What I consider the stage I have run is four miles; but every eight miles I take in water; I go there and back.

You consider your stage eight miles? Yes.

Do you take in both water and fuel at the end of a stage? Yes, at the end of eight miles.

What quantity of water and what quantity of fuel do you use for each stage? About 7 cwt. of water, and sometimes eight; it depends upon the roads; we consume more steam when the roads run heavy.

How much coal or coke do you use for each stage? About two bushels of coke.

Do you mean that you take two bushels at the commencement of each stage? I take more with me, but I always consume a quarter of a bushel per mile.

You do not in that include your first charge of coke when you set off? No, that would vary according to circumstances. If I were in a hurry, I could get the steam up in five minutes; but the average time is about twenty minutes in getting up our steam, and we do not consume more than a bushel.

That is at first starting? That is at first starting.

Do you apply a second carriage to your engine for passengers, or do you carry them in the same carriage? The boiler is placed behind the carriage; there is an engine house between the boiler and the carriage; the engines are placed perpendicular between the passengers and the boiler, and the fore part of the vehicle is for the passengers, so that all the machinery is quite behind the carriage, and the fore part of the carriage entirely for the convenience of passengers.

Where does the guide sit? In the front, the same exactly as a coachman in a common stage.

How many passengers have you carried? We carry ten; but I am making provision to carry 14.

What is the weight of your vehicle? I should imagine about three tons and a half.

Have you ever weighed it? Not this carriage, but the carriage I had before, the vehicle itself with the engines and boilers, weighed three tons. I consider the present carriage to weigh from three tons to three and a half tons, with fuel and water.

Have you found the rate of tolls that have been charged at the turnpike gates very high? On the city road toll, I have paid a shilling. I do not know whether it is according to proportion, for it was a thing that did not embrace my attention at that time; but the highest toll that I have paid is a shilling; but on the road that I run from Stratford to London they told me they would not take it; they would take it another day.

What effect do you think your carriage has upon the road, in proportion with a carriage equally loaded with four horses? I think, myself, we should rather improve the roads by the operation of our engines, because a steam coach requires broad wheels, perfectly upright and flat on the outside of the tire.

What is the breadth of the tire? The tires of the present wheels are about three inches and a half.

What is the diameter of the hind wheels? Four feet. That is not a proportion that I consider to be working as a profitable diameter; I consider that the diameter that should be used for a steam coach is at least five feet.

How wide could you make that tire without losing power? It depends on the weight; but taking the common coaches, I should say from six to eight inches.

Without injuring the power? I have no doubt it would be no drawback on the power.

Do you consider that such breadth would be as good as any other, the best you could make? Yes; because a broad wheel on gravel is considered to be a great advantage; it is a great disadvantage on a road which is between wet and dry; but in those cases we have always an overplus of power blowing off at the safety valve, and, from that circumstance, I am rather pleased at having rather a dead road to run upon, because we are obliged to construct the vehicle so as to overcome all obstacles in the road, such as dead gravel, &c.

To how many of your wheels do you apply your power? To two; occasionally one.

Do you apply it to a crank? The axle-tree of the present carriage is made precisely the same as the common axles now in use, straight and merely bent at the end, and I have a chain which I put on the nave of the wheel, and that communicates with a corresponding chain wheel on the crank shaft of the engine.

What is the size of the circle on the wheel to which you apply your chain? About ten inches.

How wide is the corresponding circle on the crank shaft? The corresponding pulley of the shaft is just the same; so that the power of the engine is the same exactly as though it were applied to the wheel itself.

You have two wheels; how do you move the first wheel? There are two engines working on two cranks, exactly on the same principle as used in common steam coaches. I take the chains; I place the engine four feet from the axle-tree of the hind wheels, and the communication of the chain is to allow me to put my work on the springs; and the play of the carriage up and down is accommodated by the chain.

Is your cylinder on springs? Yes, every thing on springs.

Do you make use of one or two cylinders?—Two.

What size? Twelve inches in the stroke and nine inches in the bore.

Has your engine met with accidents? No, except once I broke my chain; but in the course of five minutes we could replace that chain by taking an extra chain with us.

Are your boilers easily cleaned? In all the experience I have had with the working of boilers, I have found that they never require cleaning. I consider that the ebullition is so rapid, and the action of water so violent, that it will not allow any dirt to fix.

How long do you calculate one of your boilers would last? It depends upon the thickness of metal. The boiler we use I consider will last, in locomotive engines, from a twelvemonth to two years.

What is the thickness of the iron that you use? I should suppose about the eighth of an inch thick.

Of what material are they composed? Of the best charcoal iron.

What is the appearance of your carriage; has it an unsightly appearance? I think my present carriage is any way from being handsome, because it has been built entirely for experiments.

Does the chimney rise above the carriage? No, you cannot see the chimney.

When steam is let off, where is it let off? You can see nothing of it.

Then there can arise no annoyance either from smoke or from waste steam? Not at all.

Do you find that horses are frightened by your carriage? I think I may say safely, that not one horse in a thousand will take the least notice of it; occasionally a horse may shy at it. I have seen five blood-horses come along and shy at a wheelbarrow lying in the road, and not shy at my engine. There is one very curious instance which I had once occurred, and I was obliged to the gentleman for the pains he had taken. He had a fine horse on the road and this horse shied: he was determined to get over the difficulty, if it were possible; and to make him acquainted with it, he came with the engine to town; and at last, when we got to London, the horse got quite tranquil, so that he put his head in the engine-house, which is very uncommon, and which is a thing I never saw a horse do before.

Then you anticipate that if such engines become more common, there will be less difficulty in this respect? I have no doubt of it.

Does it produce any very extraordinary noise in its motion? We have worked so quietly latterly, that I have almost run over people on the road, and they have not heard me. I have had to halt very often: they have not been aware of the coach coming.

Under any circumstances, the noise that is anticipated would take place from the defect of the machinery, and not from the machinery itself?—Yes; we make one third of the noise of a common stage.

When you let off steam, does it produce any violent noise in stopping? I can give an instance to the contrary which occurred in London, which is the best place to put the thing to a test. About a fortnight or three weeks ago, Mr. Wilks was kind enough to mention my running on the Stamford road, and I wished him to present a petition from me to the House of Commons, and at the same time requested that he would take a ride with me in my engine on the Stamford road. I waited three quarters of an hour for him, and the machinery was working the

whole of the time; there were hundreds of people walking round it, and I suppose they did not know it was working at all; there was no noise at all in the machinery; and you could not, unless you had gone to the back, have known that it was working.

Does spare steam pass off without noise? Not any.

Supposing that you were going at full work, and that you had occasion to stop for a passenger, you would be obliged to let off steam? Yes; but knowing from experience how to obviate a disadvantage of this kind, which of course practice alone has brought to bear, it is probable that a stranger would hardly know it, it is so quiet.

In what part would it be thrown off? It is divided and thrown off from the fire in every direction, and it is instantly consumed; the force is spent.

Is not that rather a dangerous experiment to throw a great body of steam upon a confined fire? No, we have never found any disadvantage from it.

In no circumstances in which the engine may be at work, have you to let off steam in a way to create a noise? No, the boiler will not hold any quantity of steam; we let off the steam from the safety valve as fast as we make it; there is no capacity for accumulation; the fault of many boilers is, that if any accident happens there is a complete explosion.

Then, of course, the danger is lessened? Yes, to construct a boiler of that kind has been my object, so that the steam may be let off.

Supposing if one of your boilers were to burst, what would happen? I will give the committee an instance. I was traveling about nine miles an hour at the time the boiler was the twenty-fourth part of an inch thick. I was working then at 100 lbs. on the square inch, with 13 persons on the present vehicle that I have now in use; and all of a sudden the carriage stopped, and for what reason I was at a loss to know. I got from my stage seat and went to the engineer to ask him what was the reason he had stopped the steam; he told me he had not stopped the carriage, and he immediately applied his hand to the gauge cocks. I found there was neither steam nor water in the boiler. I immediately knew the boiler was burst; they said they did not know it, as they heard no noise, and I told them that I did not mean they should know it. I said I would show them that it was so, and I took the boiler from the carriage and unscrewed it, and there were four large holes that I could put my hand into. This occurred from the chambers being too thin, and they drove all the water out of the boiler, and yet there was no injury to any person; there was not one person that heard any report; there was no steam, and there were no symptoms in any way that the machine itself had burst.

Do your boilers extend under the place where passengers sit? No, quite at the back.

What is the length of the carriage? About 16 feet, and the room the boilers occupy is about three feet.

Are the chambers of the boiler placed upright side by side? They are placed sideways.

In what circle could you turn your carriage?—The circle of the inner wheels would be four feet, and the outer wheel would exceed that by the breadth between the wheels: taking the average it would be ten feet.

Supposing you wanted to turn round, what should you do? If I got into any difficulty, and wished to go back, by applying my hand to the lever I should reverse the motions and run the reverse way.

Supposing that you are traveling in a street of ten feet wide, and that there was another street of ten feet wide branching off at right angles with the first street, would there be any difficulty in turning into it? Not any; but I could not turn round in that street. In that case I should back the engine.

Would you check your speed? That would depend upon the speed I was going at. If I was going at six miles an hour, it is probable that I should not check the speed; but if I were going ten miles, it is probable that I should before I turned round into the street.

Are your fore-wheels and hind-wheels the same diameter? The fore-wheels are three feet three, and the hind-wheels are four feet.

Can you reverse the action of your carriage with great ease? Yes; by simply pulling a lever: it is done momentarily. In my present carriage I could not; but I have an arrangement of that kind in the other carriage which I am making.

Supposing that you were going at the rate of eight miles an hour, and that you wished to stop suddenly, in what number of feet could you stop your carriage? I will say twelve feet.

Of course there is equal facility, in avoiding any particular object on the road? Yes.

In stopping so suddenly, would there not be a danger of your being thrown off? No, I think not.

Have you ever done it? Yes, I think I have.

Supposing you wanted to stop in the quickest possible way, at what distance could you stop at that rate of speed? About four feet, I should think, by backing the engines, because it is like putting a block to the wheel.

Would there be no danger in that? No, I think not; it would throw a strain on the engines; the rate of eight miles an hour is not so great; it is only in extreme cases that that would be done. I am very frequently obliged to put up very short, from children running in the road.

Of what materials are your wheels made? Like common dish wheels, they ought to be perfectly cylindrical. I merely took them to avoid expense; they were wheels which I had by me.

Are you proprietor of any other coaches? No.

Have you any means of ascertaining the proportion of friction that there is on your wheels, and those drawn by horses? No; I have never gone into experiments to any extent upon that point.

Are your wheels shod frequently? No, I have never had occasion to have the wheels shod; they were not worn out.

For what number of miles could you run without being obliged to shoe your wheels? I do not know.

Do you find any difference of wear between your propelling wheels and your drawing wheels? No, except in relation to the weight on the hind wheels. We throw more weight in order to produce friction, to get adhesion to the ground.

Have you any scheme of tolls to produce to the committee, which you think would be equitable to lay on steam carriages for the use of the road? I have considered the thing a great deal, and after taking every thing into consideration, the weight of the engine and the weight of the boiler, and so on, on the one hand, I think it is much upon a par with the weight of the horses, and the weight of the coach, and the weight of the passengers on the other.

What would you consider the most equitable mode of charging steam carriages? I think there can be no better mode than charging them as other coaches are charged.

Supposing that a common coach at present takes eighteen persons, and you, by improvement of your coaches, could take thirty-six persons, how would you apportion the rate of tolls that you ought to pay? In that case, I think the fairest way would be to have it in proportion to the number of persons that are carried.

Do you think it should be charged by weight?—That, perhaps, would be as fair a way as any of charging the toll.

Charging the weight of your engine as compared with the weight of common coaches? Yes.

Have you turned your attention to the improvement of your machine, by affixing a carriage to it, and making your engine independent of the carriage? Yes, I have considered the thing well in every point, and I think it is much better to construct the carriage both for passengers and machinery on one arrangement, not to have the thing divided; my reason for considering it an improvement is this; for instance, if a new road is made, the object of the proprietors of that road is to get as heavy a roller as they can, even if it requires eight horses to draw the roller. They do that in order to embed the gravel to make it solid; and the nearer that a steam coach approaches that roller, the better it is for the propelling wheels.

With respect to the tolls, are you satisfied with the present tolls you pay? I think they are exorbitant; from Islington to the City Road they charge me a shilling.

Are you aware what four-horse coaches, with eighteen passengers, pay on the same road? I am not aware.

From what cause do you judge it excessive? From the short distance which I come. I do not know what length of road I should have had to run before I should have been subject to another toll.

Have you considered the subject whether it would be more equitable to charge the steam carriages by horse-power or by weight, or by the number of passengers? I think the fairest way would be in proportion to the number of persons they carried, or in proportion to the weight.

What would you give as the basis of your calculation, considering that the number of persons which the different coaches carry varies from eight to eighteen? I see no other way, excepting that of the number of passengers, or according to the weight. Have you made any calculation as to the number

of horses that the extension of these carriages will displace with respect to each stage; what horse power is equivalent to the carriage that you run? I take a stage to run 100 miles a day, and I reckon upon the average it would take from 48 to 50 horses for the whole distance; the common average is a horse a mile: but from the information I have endeavored to get, from what I have gathered, I find it about 48 or 50. I believe it is to be taken backwards and forwards at a horse a mile.

Would your carriage displace along the road four horses on each stage? Two ten-horse engines would displace the whole number of horses along the stage.

Have you made experiments which enable you to answer these questions? I was not at all prepared; my principal object has been to ascertain what power I have to do a certain work. I have paid very little attention to horse power.

Do you think that your carriage is equivalent to a four-horse carriage on the road, in the number of persons it would draw? It is more than equivalent to it, from the circumstance of its being able to do more work.

Supposing you have to run seven miles, how many passengers could you carry at your speed? Fourteen.

Supposing that a coach of four horses were to run that seven miles, how many passengers would it take? It would carry the same number.

What weight, upon a dead level, will set your carriage in motion on the road if you were to attach a rope to the pole, and suspend that rope over a pulley, and attach a weight to it, what weight will set your carriage in motion? It is an experiment I never tried, and I am not prepared to answer.

Do you know what, if you were to set your carriage on an inclined plane, is the inclination that will set it moving? No, that is not a thing which I have tried.

Do all the wheels follow in the same track? Yes, they do.

Have you ever tried your carriage up hill on an inclination? Yes, I have, repeatedly.

Do you find an increased difficulty in proportion to the length of the inclination? No, we go much slower; but we never find any difficulty.

Have you ever found your wheels slip? No, excepting once on the City Road, at the time when the frost was on the road: it was quite slippery; and then, for an experiment, I tried to see if I could run up the Pentonville Hill with one wheel only; and I did, but it was with some difficulty towards the top. If I had propelled by the two wheels, there would have been none.

Have you found at what inclination in a frost the wheels will begin to turn? I never witnessed such a thing.

Are you aware that such a thing will occur?—Yes; but I think there are no hills which are to be found, upon which horses travel, but what a coach would propel itself up.

Have you ever seen your carriage get into a deep rut? Yes.

In such a case what generally happens? If it is a single wheel, it may go round two or three times; if I have two wheels, it is improbable I should get into such a situation.

Do you find peculiar states of the roads upon which you travel more disadvantageous than others, to the progress of your carriage? Yes.

Which do you find the most disadvantageous? When the roads are between wet and dry.

In going down a hill, are you obliged to lock your wheel in any way? Yes, if it is much down hill; it depends upon its inclination.

What is the nature of the provision for locking the wheel? A metallic band, bearing upon the outer part of the wheel.

What are the fares that you take, higher or lower than ordinary stages? They are the same fares as the stages' fares; eight-pence from Bow, and nine-pence from Stratford.

How much is that a mile? Barely two-pence a mile.

In what proportion to what is charged by stage coaches do you think you should be able to charge your fares? I think the fares would be reduced to two-thirds, after a short time, if supported, and not overburdened by tolls.

Should you be able to continue running if the fares were reduced to two-thirds? Yes.

In your present state of knowledge upon this subject, in what proportion do you think the rate of traveling would be diminished? In the proportion I have stated of two-thirds.

Is it your opinion, that, generally speaking, it would be reduced two-thirds? Not in the outset, but after the thing has had full play.

Have you made any calculation of the expense of running a coach drawn by four horses, carrying a certain number of passengers, and that of running with one of your carriages at the same velocity? I have endeavored several times, but I have never been able to get an accurate account of the power and other expenses incurred in driving a long stage; but I reckon my own expenses will cost from three to four pounds a day, including all expenses attached to the coach, wages for engineer, steersman, fuel, oil, &c.

What expense is it a mile upon your coach? I have taken the one hundred miles, and included the day's expenses.

Were you ever a stage proprietor yourself? No. Then from your own knowledge you can state nothing as to the cost of carrying passengers by a stage coach? No.

Could you if you were to travel one hundred miles in ten hours, keep up that rate without damage to the machinery? Yes, I reckon the work would be done in eight hours, but the stoppages and one thing and another will take up two hours.

Extract from Mr. Telford's Report on the state of the Holyhead and Liverpool Roads.

Being authorized by the commissioners to have the machine invented by my assistant, Mr. Macneill, (for measuring the force of traction, or the labor of horses in drawing carriages,) completed, and also to have the several districts of the Holyhead road in England tried by it, Mr. Macneill has done so, and prepared a statement showing the results of the trials between London and Shrewsbury, a distance of 153 1-4 miles.

The general results of these experiments* on different sorts of roads are as follows:—

| | |
|---|--------|
| 1. On well made pavement, the draught is | 33 lbs |
| 2. On a broken stone surface on old flint road | 65 |
| 3. On a gravel road | 147 |
| 4. On a broken stone road upon a rough pavement foundation | 46 |
| 5. On a broken stone surface upon a rough bottoming of concrete, formed of Parker's cement and gravel | 46 |

The general results of experiments made with a stage coach,† on the same piece of road, on different inclinations, and at different rates of velocity, are given, from which the following statement has been calculated:—

| Rates of inclination. | Rates of traveling. | Force required. |
|-----------------------|---------------------|-----------------|
| 1 in 20 | 6 miles per hour. | 268 lbs. |
| 1 in 26 | 6 do | 213 |
| 1 in 30 | 6 do | 165 |
| 1 in 40 | 6 do | 160 |
| 1 in 600 | 6 do | 111 |
| 1 in 20 | 8 do | 296 |
| 1 in 26 | 8 do | 219 |
| 1 in 30 | 8 do | 196 |
| 1 in 40 | 8 do | 166 |
| 1 in 600 | 8 do | 120 |
| 1 in 20 | 10 do | 318 |
| 1 in 26 | 10 do | 225 |
| 1 in 30 | 10 do | 200 |
| 1 in 40 | 10 do | 172 |
| 1 in 600 | 10 do | 128 |

Having the results of these accurate trials to refer to, leaves it no longer a matter of conjecture in what manner a road should be made to accomplish, most effectually, the main object, that is, diminishing, to the greatest possible degree, the labor of horses in draught.

Although the observations of scientific persons have led to nearly similar conclusions, others have been in the habit of laying down rules for road making at variance with all the established laws of motion; it is satisfactory to be able to produce a positive proof by actual experiment, of their opinions being wholly erroneous.

In this view, I consider Mr. Macneill's invention, for practical purposes on a large scale, one of the most valuable that has been lately given to the public.

* In making these experiments, a wagon, weighing about 21 cwt. was used,

† Weight of coach exclusive of seven passengers, 18 cwt.

ERIE AND OHIO RAILROAD.—We are gratified to be able to give the result of an application to the War Department, so favorable to the wishes of those interested in the above contemplated work. This road it will be recollected is designed to open an

easy and direct communication between Lake Erie at Ashtabula, and the Ohio River, at Wellsville, being the shortest, and therefore a very important route, between the Lake and the Ohio.

Washington City, May 30, 1832.

DEAR SIR—Immediately on the receipt of your communication on the subject of the contemplated Railroad from Lake Erie to the Ohio river, the signatures of all the members of Congress from Ohio in the city at that time, were procured to an application to the War Department for an Engineer to make the necessary surveys the present season.

This application thus signed and presented to the secretary of war has, upon due deliberation at that department, produced the enclosed result, which I trust will be acceptable, and satisfactory to all concerned in that very important improvement.

In relation to the annual appropriation mentioned in the enclosed report from the department, I have only to say, that a bill appropriating 30,000 dollars for surveys, passed our house some time ago, and went to the Senate, where I entertain no doubt it will likewise pass. I have the honor to be your very obedient servant,

JOHN THOMPSON.

E. POTTER, Esq. Chairman.

Department of War, May 29, 1832.

SIR—In regard to the application which has been made to this department for an officer to survey a route for a Railroad from Lake Erie to the Ohio river, I have the honor to transmit to you a copy of a report thereon by Colonel Albert favorable to the measure, in which I concur. I have the honor to be very respectfully your obedient servant.

LEW. CASS.

Hon. JOHN THOMPSON, H. of R.

Topographical Bureau, May 30, 1832.

Hon. LEWIS CASS, Secretary of War:

SIR—In relation to an application from the Ohio delegation, submitted by the Honorable Mr. Thompson and referred by your order to this Bureau, I have to report:

The application is for an engineer to survey a route for a Railroad from Lake Erie, within the limits of the counties of Genaga and Ashtabula, to the Ohio river, within the limits of the county of Columbiana. This route will effect the shortest connection between the river and the Lake, and from previous surveys made in that direction for other objects, it may be supposed that it will not encounter unusual difficulties; on these accounts the general route for the connection may be considered as judiciously chosen. And when we take into view the waters which will be joined by it, it possesses also a highly national and interesting character. It is therefore respectfully recommended by this Bureau, in case the usual appropriation for surveys should pass, that an engineer should be detailed to make the survey applied for. I have the honor to be, Very respectfully, Your obedient servant,

I. I. ABERT, Lt. Col. T. E.

The Springs.—During the last week quite a number of strangers arrived at the different houses.—Present appearances indicate a greater influx of strangers, than in any former season. The principal travel to the springs is now through this place.—[Balston Spa Gazette.]

TRANSPORTATION ON THE BALTIMORE AND OHIO RAILROAD.—From 11th to 16th June inclusive.

Arrived 203 cars and wagons containing, viz:—

| | |
|-------------------|---------------|
| Flour, | 1490 barrels. |
| Grain, | 453 do. |
| Horse Feed, | 16 tons. |
| Paving Stone, | 48 do. |
| Granite, | 86 do. |
| Soap Stone, | 2 do. |
| Paints, | 6 do. |
| Iron, | 30 do. |
| Lime, | 22 do. |
| Dry Goods, | 7 do. |
| Tobacco, | 22 hids. |
| Back, | 7 do. |
| Iron Hollow-ware, | 8 do. |

Departed, 213 cars and wagons, with 198 tons.

Passengers from 11th to 17th June inclusive—Arrived, 1014. Departed, 1232.

List of Vessels cleared from Rondout, with Lackawana Coal, during the week ending on the 16th inst.:

For New-York—barge Lackawana, schr Ann Howard, sloops Neptune, Mountaineer, James Russell, Gold Leaf, stranger, and Judge Swift.
For New-Haven—sloop Aeronaut.
For East Greenwich—sloop Mary Nichols.
For Providence—schr Norfolk Packet, Joseph & Mary, and Columbus, sloops Harmony, Providence, and Lafayette.
For Fall River—schr. New York, and sloop Volant.
For Poughkeepsie—sloop Athens.
For Hudson—sloop Superior.
For New Bedford—schr. Gen. Mallon.
For Boston—brig Gen. Jackson, schts. Hunter and Louisa.
For Plymouth—schooner Industry.
For New-port—schooner Mary.

NEW-YORK AMERICAN.

JUNE 16, 18, 19, 20, 21, 22—1832

LITERARY NOTICES.

THE AMERICAN QUARTERLY REVIEW, No. XXII. Philadelphia, Carey & Lea.—This is a good number. Those who think it indispensable that an American Review should only or mainly treat of American topics, will consider it a very good number,—for of the nine articles it contains, all but two are domestic subjects. Art. I, on "the public domain," discusses in a brief and popular manner the title of the federal government in this domain, and examines and rejects the proposition of the Secretary of the Treasury, for the division, after the payment of the debt, of the public lands among the several states. It is a sound article, right in its reasonings and right in its conclusions. Art. II is devoted to "Flint's history and geography of the Mississippi Valley," and deservedly extols that work, not the least among the valuable products of the teeming West. It has reached a second edition, and it will, we may hope, become better known on our Atlantic border by the discriminating notice taken of it in this Review. To those unacquainted with Mr. Flint's style we offer the following extract as a favorable specimen, and as presenting at the same time a bright and cheering picture of the future prospects of the great country he is describing—the Mississippi Valley:

From the general fertility of the soil, and the abundance with which it yields all the supplies of life; from the comparative rareness and small proportion of sterile, mountainous and marshy lands, that cannot be easily brought into cultivation; no thinking mind can have failed to foresee, that this country must and will ultimately sustain a great and dense population of farmers. Taking into view soil, climate, and the means of easy communication, the most material and natural elements upon which to calculate, in regard to future increase of population, and no country can be found which invites increase more strongly than ours. In half a century, the settled parts of it will, probably, have become as healthy as any other country. In that lapse of time, it can hardly be sanguine to calculate, that by improving the navigation of the existing rivers, by the numerous canals which will be made, in aid of what nature has already done, in a region where there are no mountains and few high hills, and no intermixture of refractory granite; where the rivers, which rise almost in the same level, interlock, and then wind away in opposite directions; where from these circumstances, and the absence of granite hills, canals can be made with comparative ease; that the country will be permeated in every direction, either by steamboats or sea vessels towed by them, or by transport conducted by Railroad power. No country, it is generally supposed here, can be found, which contains so great a proportion of cultivable and habitable land, compared with the whole extent of its surface. Humboldt, so well qualified to judge by comparison, has pronounced it the largest valley in the world. It has a less proportion of swamps, sterile plains, and uncultivable mountains, than any other region of the same extent. When it shall have been inhabited as long as Massachusetts and Virginia, what limit can imagination assign to its population and improvement?

No one can fail to have foreseen, at this time of the day, that the period is not far distant, when the greater mass of the population of our country will be on this side the mountains. We would not deare, in anticipation, to vex the question, where the centre of our national government will then be? We are connected already with the Atlantic country by noble roads. We shall shortly be connected with the Hudson, Delaware, and Chesapeake bays, by navigable canals. A Railroad between Baltimore and the Ohio is in rapid progress, and thousands have traveled on the first completed section. Our different physical conformation of country, and the moral circumstances of our condition, have assigned to us, as we think, agriculture as our chief pursuit. Suppose manufactures to flourish among us to the utmost extent, which our most honest and earnest patriots could desire, and we should still, as we think, find ourselves bound by the ties of a thousand wants, to the country north and east of the mountains. The very difference of our physical and moral character contributes to form a chain

of mutual wants, holding us to that region by the indissoluble tie of mutual interest. At present, the passage of the mountains, formerly estimated by the Atlantic people something like an India voyage, and not without its dangers, as well as its difficulties, is no more than a trip of pleasure of two or three days. We shall soon be able to sail, at the writing desk, or asleep, from New Orleans, Fort Mandan, or Prairie du Chien, through the interior forests to the beautiful bay of New York. The time is not distant, when the traveled citizen of the other side the mountains will not be willing to admit, that he has not taken an autumnal or vernal trip of pleasure, or observation, from Pittsburg to New Orleans. The landscape painter and the poet will come among us to study and admire our forest, river and prairie scenery, and to imbibe new ideas from contemplating the grandeur and the freshness of our nature.

For us, as a people, we look over the mountains, and connect our affections with the parent country beyond, by the strong ties of natal attachment; for there, to the passing generation at least, was the place of their birth. There still live our fathers and our brethren. There are the graves of our ancestors; and there are all the delightful and never forgotten remembrances of our infancy and our boyhood. We have hitherto been connected to that country by looking to it exclusively for fashions, models and literature. The connexion will remain, not as we hope, a slavish one; for duty, interest, and self-respect imperiously call upon us to set up for ourselves, in these respects, as fast as possible. But as younger members of the family, thrust into the woods, to give place to those who had the rights of primogeniture, and obliged to find our subsistence by cutting down the trees, we have as yet had but little leisure to think of anything beyond the calls of necessity, and the calculation of immediate interest and utility. As soon as we have the leisure for higher purposes, we shall be unworthy of our family alliance, if we do not immediately institute a friendly rivalry in these respects, which will be equally honorable and useful for each of the parties. We know our rights, and we are able to maintain them. It is only the little minded and puny, that allow themselves to indulge in a causeless and fretful jealousy. There must be a real, palpable and continued purpose to undermine us, and curtail our rights, and arrest our advancement and prosperity, before we would allow ourselves to remember our great chain of mountains, and our world by itself. Our patriotism has been tampered with, more than once, even in our infancy. We came forth with honor from every trial. Every link of the golden, and we hope, perpetual chain of the Union, will be grasped as firmly by the citizens of the West, as of the Atlantic. We flatter ourselves, that we have had uncommon chances to note the scale of the western thermometer, in this respect. We have every where seen and felt a spirit, which has given us the assurance of conviction, that the popularity of that demagogue would be blasted, and would wither forever, who should for a moment manifest the remotest incipient wish to touch the chain of this Union with an unhallowed hand. The interests and affections of the western people hold to that, as strongly, and as proudly, to say no more, as those of the East. From time to time, demagogues will spring up, and atrocious and unprincipled editors will be found, to meditate any thing,—and to dare to inculcate, and write, and publish what they meditate. But the strength and virtue of the community will never bear them out.

Wherever attempts may be made to disaffect, alienate, and sever one section of this great Union from the rest, may God avert the omen! that attempt will not commence with us. They may reproach us with being rough, untrained, and backwoods men. But as a people we are strong for the Union, and the whole Union. Every true son of the West will join in the holiest aspirations, "*esto perpetua*." May it last as long as the sun and moon shall endure.

Art. III, on Lord Dover's life of Frederick the Second, is well written and interesting, and without discriminating in its praise and its censure of the biographer and his hero, though, perhaps—and we say even that with hesitation—a little too excessive in its admiration of the abilities and achievements of Frederick. He was undoubtedly the great spirit of the Eighteenth Century, and as a statesman, a scholar, a warrior, and a king, he had then no equals, and possibly has had no superior. His career, however, is familiar to most readers; we pass on, therefore,

after making a single extract, which enhances at once the abhorrence all must feel at the insane barbarity of Frederick's father, and our opinion of the warm and generous attachments of Frederick himself. Katt, referred to in the extract, was the friend and confidant of Frederick, of great promise and accomplishments, and not more than 22 years of age. Detected in having co-operated with Frederick in the attempt of the latter to escape from his father's brutal tyranny, by flight to England, he was condemned to death as Frederick himself had previously been. The life of the Prince was saved by the intercession of Austria, but he was imprisoned at Custrin, and that fortress was, with fiendlike malignity, selected for the scene of Katt's execution, which, by his father's positive command, Frederick was to be compelled to witness.

The story is thus told by Lord Dover:

Katt arrived at Custrin on the evening of the 5th of November, and early the next morning he was led to the scaffold. On the preceding day, Frederick, having been first dressed in a coarse prison dress, similar to that which had been given to Katt, was transferred by the General Lepel, the governor of Custrin, and the president Munchow, who had the charge of him, from the apartment he had previously occupied, to one on a lower floor, looking into the court of the fortress, where he found his bed prepared. At his first entrance the curtains of the windows were let down, so as to prevent his seeing into the court: but at a signal given they were drawn up, and discovered to the astonished and agitated Frederic, a scaffold hung with black, and on a level with the window, which had been enlarged and its bars removed. Upon beholding this preparation, Frederic became convinced that his own death was determined upon, and passed the night under this delusion in no very agreeable manner.—Nor were his feelings much relieved, when early in the morning, Lepel and Munchow returned to him, and undecieved him with regard to himself, but informed him that, according to the peremptory and express orders of his barbarous father, he was to witness the execution of his friend.

In the meanwhile Schenk had also informed Katt of the trial that awaited him. 'Try,' said he, 'to preserve your firmness, my dear Katt. A dreadful trial awaits you; you are now at Custrin, and you are about to see the prince royal.' 'Say rather,' replied Katt, 'that I am going to have the greatest consolation that could be given to me.' So saying, he mounted the scaffold, while four grenadiers were employed in holding the unhappy Frederic with his face towards the window. He wished to cast himself out of it, but was kept back by those about him. 'I conjure you,' said he, 'in God's name, to retard the execution. I will write to the king that I am ready to renounce all my rights to the crown, if he will pardon Katt.' He would have said more upon this subject, but Munchow stopped his mouth with his handkerchief. When he was again permitted to speak, he cried out, 'It makes me most miserable, my dear Katt, to think that I am the cause of your death. Would to God that I were in your place?'—'Ah sir,' replied Katt, 'if I had a thousand lives I would willingly sacrifice them for you.' The executioner now attempted to put a bandage over the eyes of Katt, which the latter resisted; then lifting up his eyes to heaven, he cried out, 'My God, I render up my soul into thy hands.' At the same instant his head, which was cut off at a single blow, rolled upon the scaffold, while his arms mechanically stretched themselves towards the window where the prince royal had been stationed; but he was there no longer, having fallen in a deep swoon into the arms of his attendants. Upon recovering from this after some hours, he found himself still at the window, and in full view of the gory corpse of his friend! Such had been the express orders of a father, who was so but in name. A second swoon was the consequence of the sight.

Art. IV on the Tariff Question, is an able exposition of the Free Trade argument. Art. V, treats of high literature; and in reviewing the *Oxford Prize Essays*, discourses, in scholarly terms, of the unfading attractions and advantages of classical literature. Art. VI, taking Colonel Bouchette's topographical and statistical work on the British North American Colonies, and the papers officially communicated by the President to Congress, on the subject of the disputed territory in Maine, as its

basis, proceeds to give a distinct and separate account of each of the British possessions, and enters largely and intelligently into the question of the Maine boundary. This article may be advantageously consulted, both by those desiring accurate information as to the Canadas, Nova-Scotia, &c., and by those who seek to understand the dispute in Maine. *Art. VII.* on *Spurke's Life of Governor Morris*, applauds that sterling work, and extracts from it the materials of a very clever and well connected article. *Art. VIII.* *The Doctrine of Probabilities*, to which this paper is devoted, is yet connected, in popular estimation, only with the hazards of the gambler; and it is therefore a useful undertaking to set forth its claims to be considered a useful and exact science, by a proficiency in which, men may be guided aright in many of the most important pursuits of life. We think this is successfully done in the article before us, which, though scientific in itself, is yet not obscured for general readers, by a parade of scientific terms, or any unnecessary introduction of technical formulas. As bearing upon life insurances too, the endowments of children, and the purchase or sale of annuities,—all objects with which, in this city, and others, provident minds are becoming daily more familiar, the doctrine of probabilities addresses itself to the interest of a large class of persons. *Art. IX.* devoted to the *United States Military Academy* at West Point, is good as far as it goes, but it is, upon the whole, a rather meagre article. It speaks of it, however, as all at all acquainted with the course of education and discipline pursued at that school, and with their results must do, in terms of unqualified praise.

The general value of this number is enhanced to those who preserve their periodicals, by containing as an appendix, the three Reports made by the different members of the Committee of the House of Representatives to investigate the affairs of the *Bank of the United States*.

DR. LARDNER'S CABINET CYCLOPEDIA. Vol 16, Philadelphia. The number before us of *Curey & Lea's* edition of this admirable publication, in which history, philosophy, the useful, and the fine arts, are in turn discussed, is devoted to a treatise on the origin, progress, and present state of the manufacture of glass and porcelain. The philosopher, who by the aid of the telescope reads the Heavens, and the conscious beauty, who gathers sweet incense from the faithful reflection of her *Psyche*—to say nothing of those countless millions who prefer comfort to both philosophy and self-admiration, owe a great debt of gratitude to the inventor of glass.—True it is, that in this as in other cases, *Chance*, that blind Operative, is said to have led to the discovery, but the confidence of man in his own, all but boundless powers, rejects this inglorious origin, and claims what has been called the "fortuitous liquefaction" of sand and ashes, as the preconceived result of combination and careful deduction.

We had marked for insertion, but are obliged to omit, the history of the invention of *Glass*.

Extract from Washington Irving's new novel, entitled "*The Alhambra*":

LEGEND OF THE ROSE OF THE ALHAMBRA.

"Among those who attended in the train of the monarchs was a favorite page of the queen, named Ruyz de Alarcon. To say that he was a favorite page of the queen was at once to speak his eulogium; for every one in the suite of the stately Elizabetha was chosen for grace, and beauty, and accomplishments. He was just turned of eighteen, light and lithe of form, and graceful as a young Antinous. To the queen he was all deference and respect; yet he was at heart a roguish stripling, potted and spoiled by the ladies about the court, and experienced in the ways of women far beyond his years. This loitering page was one morning rambling about the groves of the Generalife, which overlook the grounds of the Alhambra. He had taken with him for his amusement a favorite gerfalcon of the queen. In the course of his rambles,

seeing a bird rising from a thicket, he unhooded the hawk and let him fly. The falcon towered high in the air, made a sweep at his quarry, but missing it, soared away, regardless of the calls of the page. The latter followed the truant bird with his eye in its capricious flight, until he saw it alight upon the battlements of a remote and lonely tower in the outer wall of the Alhambra, built on the edge of a ravine that separated the royal fortress from the grounds of the Generalife. It was, in fact, the 'Tower of the Princesses.' The page descended into the ravine and approached the tower, but it had no entrance from the glen, and its lofty height rendered any attempt to scale it fruitless. Seeking one of the gates of the fortress, therefore, he made a wide circuit to that side of the tower facing within the walls. A small garden, enclosed by a trellis-work of reeds overhung with myrtle, lay before the tower. Opening a wicket, the page passed between beds of flowers and thickets of roses to the door. It was closed and bolted. A crevice in the door gave him a peep into the interior. There was a small Moorish hall with fretted walls, light marble columns, and an alabaster fountain surrounded with flowers. In the centre hung a gilt cage containing a single bird; beneath it, on a chair, lay a tortoiseshell cat, among reels of silk and other articles of female labor: and a guitar, decorated with ribands, leaned against the fountain. Ruyz de Alarcon was struck with these traces of female taste and elegance in a lonely and, apparently deserted, tower. They reminded him of the tales of enchanted halls current in the Alhambra; and the tortoiseshell cat might be some spell-bound princess. He knocked gently at the door; a beautiful face peeped out from a little window above, but was instantly withdrawn. He waited, expecting that the door would be opened, but he waited in vain; no footstep was to be heard within—all was silent. Had his senses deceived him, or was this beautiful apparition the fairy of the tower? He knocked again, and more loudly. After a little while the beaming face once more peeped forth: it was that of a blooming damsel of fifteen. The page immediately doffed his plumed bonnet, and entreated in the most courteous accents to be permitted to ascend the tower in pursuit of his falcon. 'I dare not open the door, señor,' replied the little damsel, blushing; 'my aunt has forbidden it.' 'I do beseech you fair maid; it is the favorite falcon of the queen: I dare not return to the palace without it.' 'Are you, then, one of the cavaliers of the court?' 'I am, fair maid; but I shall lose the queen's favor and my place, if I lose this hawk.' 'Santa Maria! it is against you cavaliers of the court my aunt has charged me especially to bar the door.' 'Against wicked cavaliers, doubtless; but I am none of these, but a simple harmless page, who will be ruined and undone if you deny me this small request.' The heart of the little damsel was touched by the distress of the page. It was a thousand pities he should be ruined for the want of so trifling a boon. Surely, too, he could not be one of those dangerous beings whom her aunt had described as a species of cannibal, ever on the prowl to make prey of thoughtless damsels—he was gentle and modest, and stood so entreatingly with cap in hand, and looked so charming. The sly page saw that the garison began to waver, and redoubled his entreaties in such moving terms, that it was not in the nature of mortal maiden to deny him; so the blushing little warden of the tower descended and opened the door with a trembling hand, and if the page had been charmed by a mere glimpse of her countenance from the window, he was ravished by the full length portrait now revealed to him. Her Andalusian bodice and trim basquina set off the round but delicate symmetry of her form, which was as yet scarce verging into womanhood. Her glossy hair was parted on her forehead with scrupulous exactness, and decorated with a fresh plucked rose, according to the universal custom of the country. It is true her complexion was tinged by the ardour of a southern sun, but it served to give richness to the mantling bloom of her cheek, and to heighten the lustre of her melting eyes. Ruyz de Alarcon beheld all this with a single glance, for it became him not to tarry; he merely murmured his acknowledgments, and then bounded lightly up the spiral staircase in quest of his falcon. He soon returned with the truant bird upon his fist. The damsel, in the mean time, had seated herself by the fountain in the hall, and was winding silk; but in her agitation she let fall the reel upon the pavement. The page sprang and picked it up, then dropping gracefully on one knee, presented it to her; but, seizing the hand extended to receive it, imprinted on it a kiss more fervent and devout than he had ever imprinted on the fair hand of his sovereign. 'Ave Maria, señor!' exclaimed the damsel,

blushing still deeper with confusion and surprise, for never before had she received such a salutation. The modest page made a thousand apologies, assuring her it was the way at court of expressing the most profound homage and respect. Her anger, if anger she felt, was easily pacified, but her agitation and embarrassment continued; and she sat blushing deeper and deeper, with her eyes cast down upon her work, entangling the silk which she attempted to wind. The cunning page saw the confusion in the opposite camp, and would fain have profited by it; but the fine speeches he would have uttered died upon his lips, his attempts at gallantry were awkward and ineffectual; and, to his surprise, the adroit page, who had figured with such grace and effrontery among the most knowing and experienced ladies of the court, found himself awed and abashed in the presence of a simple damsel of fifteen. In fact, the artless maiden, in her own modesty and innocence had guardians more effectual than the bolts and bars prescribed by her vigilant aunt. Still, where is the female bosom proof against the first whiff of perings of love? The little damsel, with all her artlessness, instinctively comprehended all that the faltering tongue of the page failed to express; and her heart was flattered at beholding, for the first time, a lover at her feet—and such a lover! The diffidence of the page though genuine, was short lived, and he was recovering his usual ease and confidence, when a shrill voice was heard at a distance. 'My aunt is returning from mass!' cried the damsel in affright; 'I pray you, señor, depart.' 'Not until you grant me that rose from your hair as a remembrance.' She hastily untwisted the rose from her raven locks: 'Take it,' cried she, agitated and blushing; 'but pray begone.' The page took the rose, and at the same time covered with kisses the fair hand that gave it. Then, placing the flower in his bonnet, and taking the falcon upon his fist, he bounded off through the garden, bearing away with him the heart of the gentle Jacinta. When the vigilant aunt arrived at the tower, she remarked the agitation of her niece, and an air of confusion in the hall; but a word of explanation sufficed—'A ger-falcon had pursued his prey into the hall'—'Mercy on us! to think of a falcon flying into the tower! Did ever one hear of so saucy a hawk? Why, the very bird in the cage is not safe!' The vigilant Fredegunda was one of the most wary of ancient spinsters. She had a becoming terror and distrust of what she denominated 'the opposite sex,' which had gradually increased through a long life of celibacy. Not that the good lady had ever suffered from their wiles, nature having set up a safeguard in her face that forbade all trespass upon her premises: but ladies who have least cause to fear for themselves, are most ready to keep a watch over their more tempting neighbors. The niece was the orphan of an officer who had fallen in the wars. She had been educated in a convent, and had recently been transferred from her sacred asylum to the immediate guardianship of her aunt, under whose overshadowing care she vegetated in obscurity, like an opening rose blooming beneath a briar. Nor indeed is this comparison entirely accidental; for, to tell the truth, her fresh and dawning beauty had caught the public eye, even in her seclusion, and, with that poetical turn common to the people of Andalusia, the peasantry of the neighborhood had given her the appellation of 'the Rose of the Alhambra.' The weary aunt continued to keep a faithful watch over her tempting little niece as long as the court continued at Granada, and flattered herself that her vigilance had been successful. It is true, the good lady was now and then discomposed by the tinkling of guitars and chanting of low ditties from the moonlit groves beneath the tower; but she would exhort her niece to shut her ears against such idle minstrelsy, assuring her that it was one of the arts of the opposite sex, by which simple maids were often lured to their undoing. Alas! what chance with a simple maid has a dry lecture against a moonlight serenade? At length King Philip cut short his sojourn at Granada, and suddenly departed with all his train. The vigilant Fredegunda watched the royal pageant as it issued forth from the gate of justice, and descended the great avenue leading to the city. When the last banner disappeared from her sight, she returned exulting to her tower, for all her cares were over. To her surprise, a light Arabian steed pawed the ground at the wicket gate of the garden:—to her horror, she saw through the thickets of roses a youth, in gaily embroidered dress, at the feet of her niece. At the sound of her footsteps he gave a tender adieu, bounded lightly over the barrier of reeds and myrtles, sprang upon his horse, and was out of sight in an instant. The tender Jacinta, in the

agony of her grief, lost all thought of her aunt's displeasure. Throwing herself into her arms, she broke forth in sobs and tears. 'Ay di mi!' cried she; 'he's gone!—he's gone!—he's gone! and I shall see him no more!' 'Gone!—who is gone?'—what youth is that I saw at your feet?' 'A Queen's page, aunt, who came to bid me farewell.' 'A queen's page, child!' echoed the vigilant Fredoganda faintly: 'and when did you become acquainted with a queen's page?' 'The morning that the ger-falcon came into the tower. It was the queen's ger-falcon, and he came in pursuit of it.' 'Ah silly, silly girl! know that there are no ger-falcons half so dangerous as these young pranking pages, and it is precisely such simple birds as these that they pounce upon.' The aunt was at first indignant at learning that, in despite of her boasted vigilance, a tender intercourse had been carried on by the youthful lovers, almost beneath her eye; but when she found that her simple-hearted niece, though thus exposed, without the protection of bolt or bar, to all the machinations of the opposite sex, had come forth unscathed from the fiery ordeal, she consoled herself with the persuasion that it was owing to the chaste and cautious maxims in which she had, as it were, steeped her to the very lips. While the aunt laid this soothing unction to her pride, the niece treasured up the oft-repeated vows of fidelity of the page. But what is the love of restless, roving man? A yagrat stream that dallies for a time with each flower upon its bank, then passes on and leaves them all in tears. Days, weeks, months elapsed, and nothing more was heard of the page. The pomegranate ripened, the vine yielded up its fruit, the autumnal rains descended in torrents from the mountains; the Sierra Nevada became covered with a snowy mantle, and wintry blasts howled through the halls of the Alhambra—still he came not. The winter passed away. Again the genial spring burst forth with song and blossom and balmy zephyr; the snows melted from the mountains, until none remained but on the lofty summit of Nevada, glistening through the summer air. Still nothing was heard of the forgetful page."

Poor Jacinta sits and weeps her time away beside a fountain in the hall.

"As the bell in the distant watch-tower of the Alhambra struck the midnight hour, the fountain was again agitated; and bubble—bubble—bubble—it tossed about the waters, until the Moorish female again rose to view. She was young and beautiful; her dress was rich with jewels, and in her hand she held a silver lute. Jacinta trembled and was faint, but was reassured by the soft and plaintive voice of the apparition, and sweet expression of her pale, melancholy countenance. 'Daughter of mortality,' said she, 'what aileth thee? Why do thy tears trouble my fountain, and thy sighs and plaints disturb the quiet watches of the night?' 'I weep because of the faithlessness of man, and I bemoan my solitary and forsaken state.' 'Take comfort; thy sorrows may yet have an end. Thou beholdest a Moorish princess, who like thee, was unhappy in her love. A Christian knight, thy ancestor, won my heart, and would have borne me to his native land and to the bosom of his church. I was a convert in my heart, but I lacked courage equal to my faith, and lingered till too late. For this the evil geni are permitted to have power over me, and I remain enchanted in this tower until some pure Christian will deign to break the magic spell. Will thou undertake the task?' 'I will,' replied the damsel trembling. Come hither then, and fear not dip thy hand in the fountain, sprinkle the water over me, and baptize me after the manner of thy faith; so that the enchantment be dispelled, and my troubled spirit have repose.' The damsel advanced with faltering steps, dipped her hand in the fountain, collected water in the palm, and sprinkled it over the pale face of the phantom. The latter smiled with ineffable benignity. She dropped her silver lute at the feet of Jacinta, crossed her white arms upon her bosom, and melted from sight, so that it seemed merely as if a shower of dew-drops had fallen into the fountain. Jacinta retired from the hall filled with awe and wonder. She scarcely closed her eyes that night; but when she awoke at daybreak out of a troubled slumber, the whole appeared to her like a distempered dream. On descending into the hall, however, the truth of the vision was established; for, beside the fountain, she beheld the silver lute glittering in the morning sunshine."

The music of this lute fairly enchants all the hearers, till at length its mistress is sent for to court, to try its influence over the hypochondriac monarch.

"At the moment we treat of, however, a break had come over the mind of this ancient and illustrious Bourbon that surpassed

all former vagaries. After a long spell of imaginary illness, which set all the strains of Faranelli, and the consultations of a whole orchestra of court sitters at defiance, the monarch fairly, in idea, gave up the ghost, and considered himself absolutely dead. This would have been harmless enough, and even convenient both to his queen and courtiers, had he been content to remain in the quietude befitting a dead man; but to their annoyance he insisted upon having the funeral ceremonies performed over him, and, to their inexplicable perplexity, began to grow impatient and to revile bitterly at them for negligence and disrespect, in leaving him unburied. What was to be done? To disobey the king's positive commands was monstrous in the eyes of the obsequious courtiers of a punctilious court—but to obey him, and bury him alive, would be downright regicide! In the midst of this fearful dilemma a rumor reached the court, of the female minstrel who was turning the brains of all Andalusia. The queen despatched missions in all haste to summon her to St. Ildefonso, where the court at that time resided. Within a few days, as the queen with her maids of honor was walking in those stately gardens, intended, with their avenues, and terraces, and fountains, to eclipse the glories of Versailles, the far-famed minstrel was conducted into her presence. The imperial Elizabeth gazed with surprise at the youthful and unpretending appearance of the little being that had set the world raving. She was in her picturesque Andalusian dress; her silver lute was in her hand, and she stood with modest and downcast eyes, but with a simplicity and freshness of beauty that still bespoke her 'the Rose of the Alhambra.' As usual she was accompanied by the ever-vigilant Fredoganda, who gave the whole history of her parentage and descent to the inquiring queen. If the stately Elizabeth had been interested by the appearance of Jacinta, she was still more pleased when she learnt that she was of a meritorious though impoverished line, and that her father had bravely fallen in the service of the crown. 'If thy powers equal their renown,' said she, 'and thou canst cast forth his evil spirit that possesses thy sovereign, thy fortunes shall henceforth be my care, and honors and wealth attend thee.'—Impatient to make trial of her skill, she led the way at once to the apartment of the moody monarch. Jacinta followed, with downcast eyes, through files of guards and crowds of courtiers. They arrived at length at a great chamber hung in black. The windows were closed to exclude the light of day: a number of yellow wax tapers in silver sconces diffused a lugubrious light, and dimly revealed the figures of nudes in mourning dresses, and courtiers who glided about with noiseless step and wo-begone visage. On the midst of a funeral bed or bier, his hands folded on his breast, and the tip of his nose just visible, lay extended this would-be monarch. The queen entered the chamber in silence, and pointing to a footstool in an obscure corner, beckoned Jacinta to sit down and commence. At first she touched her lute with a faltering hand, but gathering confidence and animation as she proceeded, drew forth such soft ariel harmony, that all present could scarce believe it mortal. As to the monarch, who had already considered himself in the world of spirits, he set it down for some angelic melody, or the music of the spheres. By degrees the theme was varied, and the voice of the minstrel accompanied the instrument. She poured forth one of the legendary ballads, treating of the ancient glories of the Alhambra, and the achievements of the Moors. Her whole soul entered into the theme, for with the recollections of the Alhambra was associated the story of her love. The funeral chamber resounded with the animating strain. It entered the gloomy heart of the monarch. He raised his head and gazed around: he sat up in his couch; his eye began to kindle; at length, leaping upon the floor, he called for sword and buckler. The triumph of music, or rather of the enchanted lute, was complete; the demon of melancholy was cast forth, and as it were, a dead man brought to life. The windows of the apartment were thrown open; the glorious effulgence of Spanish sunshine burst into the late lugubrious chamber; all eyes sought the lovely enchantress; but the lute had fallen from her hand, she had sunk upon the earth, and the next moment was clasped to the bosom of Ruyz de Alarcón. The nuptials of the happy couple were shortly after celebrated with great splendor; but hold—I hear the reader ask, how did Ruyz de Alarcón account for his long neglect? Oh! that was all owing to the opposition of a proud, pragmatical, old father; besides, young people who really like one another soon come to an amicable understanding, and bury all past grievances when once they meet. But how was the proud pragmatical old father reconciled to the match? Oh! his scruples were easily overcome by a word or two from the queen, especially as dignities and rewards were showered upon the blooming favorite of royalty. Besides, the lute of Jacinta, you know, possessed a magic power, and could control the most stubborn head and hardest breast. And what came of the enchanted lute? Oh! that is the most curious matter of all, and plainly proves the truth of all this story. That lute remained for some time in the family, but was purloined and carried off, as was supposed by the great singer Faranelli, in pure jealousy. At his death it passed into other hands in Italy, who were ignorant of its mystic powers, and melting down the silver, transferred the strings to an old Cremona fiddle. The strings still retain something of their magic virtues. A word in the reader's ear, but let it go no further—that fiddle is now bewitching the whole world—it is the fiddle of Paganini!"

Since we nudged the elbow of the public the other day, about the Battery, it has become quite a gay resort, and we hold the town much indebted to us for thus jogging its memory about a spot that seemed nearly forgotten, except by those who have a discerning eye in the selection of their walks. Among other worthies whom we have noticed as now beginning to take a regular stroll there about sunset, is a queer little old gentleman, in a dingy green coat, with brass buttons; his gray locks shining from under a foxy drab beaver, and his nether extremities paddling along in a pair of faded yellow nankoons. As for his face, "the tartness of it," as rare Will says, "would sour ripe grapes;" but there is a look of intelligence in his keen grey eye, and if you indulge his garrulity—for he talks to every one—you may find that he now and then drops an idea worth remembering. Though somewhat bored at first, we were in the end a little amused by his prating, when loitering on the flagged walk, no later than last evening: and as our readers, if

not already frightened to death, are nearly wearied out of life, by the awful cry of Cholera, we must try and remember some of his prating, if it is only to effect a diversion of one's spirits from the gloomy to the dull.

"Mark," said the little green man, "what a contrast is there presented between yonder group, devouring a Cholera 'Extra,' with eager eye, and look aghast, and that gay crew which is at this moment launching out in their pleasure barge from under the walls of the Castle. Hear but the querulous tone of inquiry of the first, and contrast it with the cheery voices of the last. The one is exhausting in nervous fears their best resources against a coming evil, and the other is laying in a stock of health and spirits to carry them bravely through it. "Now," he pursued, heedless of the little attention we accorded him, "if you like to speculate upon character, you may jump to a dozen conclusions by a single glance at that boat: for so readily are the dispositions of men betrayed by their amusements, that you may even judge of one's character by the manner in which he handles an oar. Where, for instance, you see a rower who nicely feathers and lines his oar, and describes the same ellipsis at every pull, you may take it for granted that that man, if a merchant, writes a good hand, calculates interest well, and has strict ideas upon the grand rule of proportion, let A do to B as he would have B do to him. If he is a lawyer, you may depend upon his briefs being well made out, with the marginal annotations neatly as well as justly cited. If a poet, though he may lack fire, you will find a strict regard to metre in all his writings. And if of a more respectable occupation, he is much esteemed as a useful member of society. Observe that man next to him, in whose hurried and irregular strokes you may discover the workings of an ill regulated mind, as easily as did Sallust the presence of evil passions in the agitated gait of Cataline. At one moment he pulls as if his whole soul were in the amusement, and at the next relaxes his efforts as if it only awakened disgust. If you listen a while, you will probably hear that his jests are generally the loudest, and his mirth the most reckless of any among his companions. Look at his compressed lip, however, and the deep indentation between the mouth and chin, and you will see the unflinching marks of strong passions curbed with difficulty, or overpowering feelings repressed with pain. Now carry your eye further down, and you will see by the nervous grip of the handle, the careless grasp of the loom, and the unfinished motions of the blade of his oar, that his character is as easily there betrayed as in the lineaments of his countenance. Trust not that man: his heart may not originally have been bad, but he is evidently one at war with himself, and too great intimacy may involve you in the quarrel. He in the bow who pulls so industriously, entirely out of line, now pointing his oar to the sky, now plunging it to the bottom of the river, and yet never rowing out of time, you may be certain is one of those persons who never attend to time anywhere else. He may be generous, intelligent, and true-hearted, but he never kept an engagement to dinner in his life: put not, therefore, your "chateau" into cool for him, nor send to Del Monico's for an extra paté; he will inevitably disappoint you. He probably has many excellent points of character, however, and you can see a clear, determined disposition in the full, bold splash with which, at the order "let fall," his oar, without touching the gunwale, strikes the water. Observe the rower next to him, how carefully at the order "toss," he lays in his oar midships with the blade flat upon the thwarts. There is a consideration in his manner that betokens a reflecting disposition and even some tenderness of heart. Indeed, from where we stand, you may observe as he lifts his canvas hat, the organ of benevolence fully

developed. There is something visionary in his eye, however, and he is probably one whose castles in the air all assume the shape of dispensaries and cholera hospitals whence the universe might be prescribed for, or the sick of ages to come nursed and attended. As for those intermediate rowers, the first and third, from their so steadily watching the stroke oar, and the alertness with which they obey the orders of the cockswain, it may be easily seen that there is both stamina and readiness of character in them. They are men to be trusted, well to do in the world, and not easily put down.—The second, you may see by his pausing every moment to fidget and look around, is one of those who rarely get started in life, and when they are engaged in some eligible pursuit, are too feeble to follow it up with success. The fourth and fifth, who row with such an air of affected carelessness and real clumsiness, you may set down at once as wholly unfit for any useful purpose. They are of the number of those who do not believe with Lord Chesterfield that "whatever is worth doing, is worth doing well." They are above their business, and, from a desire to carry off matters with an "air," will through life be bunglers in every thing they attempt. Even now you observe the one on the starboard has omitted to take in his fender, and the larboard oarsman is trailing to recover from a false stroke. Just so in the grand rowing match of life, the first in his indolence will drag many an unseen incumbent after him, and the last exhaust his resources in recovering from difficulties which caution might have avoided."

At this moment a newsboy thrust a "Cholera extra" between us, and much to our delight cut short the pratings of the little old man in green. *

On returning to our post, after a fortnight's absence, we find the city talk and city press—and this one with the rest—occupied almost exclusively in discussing Cholera and Chlorides; though, upon the whole, we do not perceive as much cleanliness in the streets thus far, as so much talk, and the fear which it implies, would lead one to anticipate. We have before us at this moment complaints from the Eighth and the Fifteenth Wards, of negligence, or inefficient execution of the street cleaning ordinances; and elsewhere we have been made abundantly sensible that much remains to do. But then there was a heavy *arrears*—vast accumulations; and therefore one cannot expect that a few days should suffice for getting rid of it. We rely, however, upon the zeal of the Common Council and its agents; and these may be usefully aided and excited by individual co-operation, and the supervision of the press.

We see with pleasure the report made in the Board of Assistants by the Committee on the celebration of the Fourth of July, recommending that the ordinary parades and processions and other ceremonials of the day be omitted, on account of the crowds which are thereby assembled. We hope this recommendation will also extend to the booths around the Park and elsewhere, which, as tempting to intemperance, would be more prejudicial even than the collections of persons attracted by the military or civic parades.

With these, and other ordinary and reasonable precautions, we may in the present remarkably healthy state of our city, trust without rashness, that the pestilence—if it should come, (which, since in its progress it follows no known laws, is not a necessary consequence of its being within the borders of the State,)—will be mitigated in its form, and of short duration.

It is well remarked by the Philadelphia National Gazette, in reference to the opinion, that because the Cholera is in Canada it must come here, that—

"Liverpool was in at least as much danger from Ireland, as New York can be from Canada, yet the

great English commercial city has escaped so far;—the great manufacturing cities were scarcely touched. It is not at all surprising or unexpected that a great mortality should prevail among the very many thousand emigrants who arrived at Quebec and Montreal in the space of a week or two; coming from infected parts of Ireland, and in a condition of itself pestilential. They brought, too, hundreds of cases of small pox to Quebec."

HEALTH OF THE CITY.—We are authorized and requested by the Mayor to state, that the reports made last evening to the Board of Health, from all the wards established the universal existence of a state of health unprecedented at this season.

These reports were the result of personal examination by the Alderman of each ward, and included details of the most conclusive as well as most consoling and satisfactory character.

We need scarcely add that we make this announcement with unfeigned satisfaction.

An adjourned session of the Legislature commenced 21st inst. at Albany. The main object being to district the state for members of Congress under the census of 1830, it will probably not last long.

FOREIGN INTELLIGENCE.

FROM ENGLAND.—The ship John and Elizabeth, Captain Mason, arrived last evening, bringing London papers to the evening of the 15th May, being some hours later than previous intelligence. The surmises as to Lord Grey's return to the Ministry are all but confirmed in the London papers. One journal says that the King has written to Lord Grey to inform him that he has taken into consideration the state and prospects of the Reform Bill, and is fully prepared to acquiesce in the advice of his Ministers to create such a number of peers as may be necessary to insure the safety of the Bill in the House of Lords; and a postscript to the Courier, dated at half past 3 P. M. on the 15th, has the following paragraph:—

Reports have been current for the last hour that Earl Grey has been sent for by the King, and requested to continue in office. Up to this time, however, we have no authority to confirm these reports. The Duke of Wellington was for two hours with the King this morning; but nothing has transpired as to the nature of the interview. It is said, but we know not how truly, that Mr. Croker, Mr. Wynn, Mr. Goulbourn, Mr. Baring, and Mr. Manners Sutton, have refused office.

This postscript is followed by another, ten minutes later, in these words:

"Earl Grey has not been sent for by the King, but it is confidently asserted that the Duke of Wellington will not be able to form an Administration."

An endorsement on the paper, by the London correspondent of the Gazette says:

"It has been announced in the House of Commons this evening by Lord Althorp that Earl Grey will resume office. Mr. Baring also stated that the Duke of Wellington was out of office."

[Private Correspondence of the Commercial Advertiser.]

North and South American Coffee-house, }
London, May 15, 1832, 7 o'clock, P. M.

Messrs. F. Hall & Co.—Gentlemen: I have to inform you that the Lord Mayor has announced publicly on 'Change, that the whole of the late Administration have been reinstated in their respective offices; this intelligence is also confirmed by Sir H. Parnell. I have this moment seen a gentleman who met him about ten minutes since, to whom he communicated the fact. Should a second edition be published by any of the newspapers previous to the coach leaving for Portsmouth, I will send you a copy. I am, gentlemen, yours very truly,

JAMES DAVIES.

LONDON, MAY 15 (Evening).—Considerable sensation has been excited by the reported refusal of the King to receive the address of the Birmingham Political Union. The following are the circumstances under which that refusal took place. The address signed by Mr. Attwood and other members of the Council of the Birmingham Political Union,

was forwarded, in the first instance, to Lord Melbourne, for presentation to the King. By Lord Melbourne it was sent to Sir H. Taylor, his Majesty's Private Secretary, who, in his reply, stated, by command of the King, that his Majesty could not recognize the parties who had signed that address, or those whom they represented. The purport of this answer was, we believe, communicated to the Birmingham Deputation in a handsome letter from Lord Melbourne, who, on obtaining it, abstained from forwarding a similar address from another Political Union, lest it should meet with a similar reception.

The Earl of Harewood has, we understand, made a strong representation as to the state of Yorkshire, and, generally, of the manufacturing districts in the North. His Lordship has, we hear, declared it impossible to answer for the consequences, if a Government be attempted upon any other principle than that of a large and efficient Reform.

It is currently reported that the Duke of Wellington has actually retired, and the Bank has just issued the following notice relative to the advance of money, but which has generally been published in the month of June:—

'The Governor and Company of the Bank of England do hereby give notice that on and after this day they will be ready to receive applications for Loans, upon the deposit of Bills of Exchange, Exchequer Bills, and East India Bonds, or other approved Securities; such Loans to be repaid on or before the 15th of June next, with interest up to that date of 4½ per cent. per annum, and to be for sums of not less than 2000*l.* each.

'Bank of England, May 15th.'

Exchequer Bills are quoted at 56 p.m.

Cholera extinct in London.

Council Office, Whitehall, May 15.—It is not intended to publish any further reports for the Metropolitan Districts, in consequence of the Medical Inspectors, employed under the orders of the Central Board of Health, having declared the cessation of Cholera in London as an epidemic.

In the country—New cases, 91; deaths, 33; recovered, 44; remaining, 123. W. MACLEAN, Sec.

In the French papers of the 14th, which arrived this morning, there is a protocol of the Conference, dated the 4th instant, in which the representatives of the Five Powers, whilst they recommend to Holland and Belgium to negotiate, bind themselves to prevent the renewal of hostilities on either side. M. Casimir Perier is rather better. The Cholera is decreasing. The *Moniteur* announces that all is quiet in the south.—Our private letters state, that great sensation was created by the news of a Wellington Administration having been formed here.

M. Van de Weyer, Minister Plenipotentiary from the King of the Belgians, set out at one o'clock this morning for Brussels.

It is believed that the only object of his journey is to give to his Government some verbal explanations relative to the last acts of the Conference of London, and to other circumstances which have for their object definitively to consolidate the independence and the interests of Belgium.

We have this morning received Hamburg and other German Papers. The only fact of interest which they contain is an announcement that the Poles who remain in Prussia, to the number of five thousand, are shortly to set out for France, in which an honorable asylum has been secured to them.

Sir Orlando Bridgman, ancestor of the present Earl of Bradford, refused, in 1672, to put the seals to the toleration act, and lost his office in consequence. His descendant votes against reform, true to the family principles.—[London paper.]

At a meeting of the inhabitants of Lambeth parish, attended by about 50,000 persons, a Mr. Grady said the time had arrived to prove to the King that he lives by the people, and not by the Lords, and that he must live for the people and not for the Lords; that the people will and can fight, or not fight; and that the time is come for the King to learn he is but the reflective power of the people, and without their support he is worse than any Lord." The same person then proposed that an address be presented, "praying his Majesty, if he have not resolution to check a proud and selfish aristocracy, to abdicate his throne;" which resolution, after being carried by a large majority, was followed up by several of a similar character—among which were the following:

That a petition be presented to the House of Com-

mons, praying that they will grant no more supplies until the Reform Bill of the late Administration be passed into a law, without any alteration in its essential parts, as the only means by which the just rights of the people are likely to be obtained without bloodshed; and Mr. — be requested to present and support the same.

That in order to obtain our just rights, derived from God, and confirmed by the laws of man, our deprivation of which have been admitted by Commons, Kings and Lords, we will neither pay taxes in money to State or Church, until an act for the restitution of those rights has been passed.

The London Sun, in referring to these meetings, says—"The language of the Lambeth meeting, and still more, the formidable announcements of civil war given at the end of the Marylebone meeting, are subjects which will be heard from one end of England to the other. Defiance in every shape seems to be organizing itself. At the Marylebone meeting upwards of one hundred thousand persons were in attendance, when Mr. Hume, M. P. took the chair.

Colonel Jones rose to propose the first resolution. He asked, and he asked triumphantly, was there reaction? Aye: he looked at that meeting, and he asked, did it look like reaction? He wished the military chieftain who was to rule England could see that meeting now, though it was from the window of some adjoining cottage, even whilst amusing himself with some favorite female: at all events, he wished the great Captain witnessed that meeting, and he should again talk of reaction. (Cheers.)

He had inquired of the Secretary of War this morning whether he had ordered troops to be put in motion. He told him that he had not. If, therefore, the rumored movement of the troops had taken place, and if it were from orders by the Duke of Wellington or Lord Hill, they ought to be impeached. This was a declaration of war upon the people, and the people must prepare for war. If a few of them were to determine to die they would have very few soldiers against them. If the whole brigade of household troops were to enter this field, and the people were to stand quiet with arms crossed, they would not be interfered with. If they were to plant artillery, he (Col. Jones) at their head, would be bound to take every gun.—[Great cheering.] The Duke of Wellington had said that with 10,000 men he would put an end to Reform in eight days. He, [Col. J.] however, would give him 80,000 men, and the age of Mithras, and he could never put down Reform.—[Great cheering.] He had led troops in situations of danger, and he would again, if necessary, to preserve the rights of his countrymen.—[Great cheering.] The men in the North were ready to rise, and the men in the South must be ready to receive them. He wished to God that it might never be necessary; but if it were, he hoped they would be ready.—[Cries of "We will."] All the present Government wanted was to have an opportunity of butchering them, but he hoped they would not have it. He would continue to use his pen: he would never turn it into a sword till he was obliged to do it. When, however, that time should arrive, and he was obliged to throw aside the pen, to repel the sword which would be drawn upon him by another, he would never lay it aside till he ceased to exist, or had accomplished those changes which Englishmen were entitled to. He would never pay another tax till the Reform Bill passed. He would tell them more—he was a commissioner of assessed land taxes, and by the living God, he would never sign another paper for their collection till the Reform Bill passed.—[Enthusiastic cheering.] The gallant speaker then alluded to the Queen and all the expected members of the Cabinet. The allusion to each was received with deafening yells and hisses.

Mr. Potter seconded the resolution, and observed that if the soldiers were treated as men and brothers, they need not be feared.

Mr. Parkes, and the gentlemen composing the Manchester and Birmingham deputations, arrived, and were received with most enthusiastic cheering.

Mr. Savage then addressed the meeting. He was glad that the Bill had been thrown out, as they should now have something more.—[Loud cheers.] He then referred to the period at which Earl Grey took office, and took a review of his conduct, and said, that he believed he would have carried it most certainly could he have done so.—[Great cheering.] The Duke of Wellington has declared that Reform is necessary. He might think so, for he never had the education which would enable him to judge. He might arrange the physical force, but he (Mr. S.) would

undertake to beat 10,000 such men as him with the usual combined force of the metropolis.—[Great cheering.] Could it be thought that the popular meeting he now saw could govern their own affairs better than that corrupted mass of matter composing the aristocracy.—[Great cheers and laughter.] He believed they might look to the House of Commons as their protectors against anarchy, and also the danger of military despotism, whether from the Duke of Wellington or any body else. If the House of Commons did not act decidedly, the people would be fully prepared to elect from among themselves those who would fully attend to their interest.—[Great cheering.]

The resolution was then put and carried unanimously.

PARIS, 25th April, 1832.

Several Americans, countrymen of Mr. Welles, now at Paris, wishing to contribute to the relief of those orphans, who have lost their parents by the cholera, a subscription has been opened at our office to receive their donations, which already amount, including that of our Prior, as per list annexed, to six thousand two hundred francs, which sum we had enclosed.

We regret that many other Americans having left the capital, has prevented us from collecting a much larger amount. WELLES & Co.

To the Editor of the Journal des Debats.

W. C. Rivas, Minister from the United States, 500 francs; S. Welles 1000; J. Fenimore Cooper 500; L. Rogers 500; Gen. Devereux 200; D. Low 200; B. G. Wainwright 200; B. Curtis 200; F. Carnes 150; W. B. Draper 150; N. Niles 100; G. M. Gibbs 100; J. P. Smith 100; J. P. Hutchinson 100; T. W. Stonow 100; H. McCracken 100; J. J. Dorr 100; N. Berry 100; W. C. Moore 100; W. L. Graves 100; G. Douglass 100; W. Douglass 100; Miss H. Douglass 100; J. J. Ridgway 100; C. F. Weyman 100; E. Lanaque 100; H. W. Field 100; C. Lyman 100; H. Edwards 100; C. E. Anderson 100; T. H. Hutchinson 100; F. Todd 120; C. W. Fennock 80; J. S. Levering 50; Stoddard 50; J. Jackson 50; H. Brooks 50; Girod 50; Mrs. Pingle 50—6200 francs.

HOME AFFAIRS.

PUBLIC MEETINGS.

GREAT UNION MEETING.—A public meeting was held at the Sessions Hall on the evening of the 8th instant, in pursuance of a call upon those citizens, without distinction of party or pursuits, who feel that an arrangement of the Tariff Question during the present session of Congress, on principles of mutual concession, and embracing such modifications as may allay discontent, and restore harmony to the different sections of the country, is absolutely necessary for the preservation of Peace and Union.

Preserved Fish, Esq., called the meeting to order, and nominated Chancellor Kent, for Chairman, which was carried unanimously. Daniel Jackson, Esq., then nominated Stephen Allen, for 1st Vice President, and Chancellor Kent nominated Gideon Lee, Esq., for 2d Vice President—both nominations were adopted unanimously. On motion of Daniel Jackson, Esq., Cornelius W. Lawrence and John A. Stevens, Esqs., were unanimously appointed Secretaries. The following resolutions were adopted:

1. Resolved, That the preservation of the Union of these States "in which are involved our prosperity, felicity, safety, perhaps our nation's existence," is an object of paramount importance never to be endangered for particular interests, nor sacrificed to abstract opinions.

2. Resolved, That in order to a satisfactory and equitable settlement of many of those important questions, which at times most variously affect States "differing in situation, climate, habits and particular interests," it is necessary that each should relax on some points; and always to recollect that our happy constitution itself was declared by its august Framers to be "the result of a spirit of amity, and mutual deference and concession which the peculiarity of our political situation renders indispensable."

3. Resolved, That an arrangement of the Tariff question during the present Session of Congress on such principles as may allay discontent and restore harmony to the different sections of the country is essential to the preservation of peace and union.

4. Resolved, That this important object cannot be effected otherwise than by sincere mutual dofe-

rence and concession, evinced by great sacrifices of opinion and of interest on both sides; by acquiescence in special protection to certain branches of industry on the one hand, and on the other by an abandonment of exorbitant protecting duties, and of the most obnoxious and oppressive provisions, of the system.

5. Resolved, Without pretending to decide what amount of revenue is adequate to defray the expenses and to meet the exigencies of government, that a reduction of the existing duties to that extent is essential, under any modification of the Tariff, to preserve the undivided confidence of the people in the general Government.

6. Resolved, That the proceedings of this meeting, certified by the President, Vice Presidents, and Secretaries, with a copy of the notification calling it together, be transmitted by them to the Senators of this State, and Representatives of this city in Congress, with a request that the same may be laid before both Houses, and that they will themselves endeavor to effect a settlement in the spirit and upon the principles before recommended.

Whereupon the meeting was adjourned.

JAMES KENT, President.

STEPHEN ALLEN, { Vice Presidents.

GIDEON LEE, {

Cornelius W. Lawrence, { Secretaries.

John A. Stevens, {

ANOTHER UNION MEETING.—A large assemblage of people, called together in the first instance by "the Friends of the American System," met in the Park yesterday afternoon.

Isaac Pierson, Esq. was appointed President, Ichabod Price and Benjamin Demilt, Vice Presidents, and Ralph Lockwood and Joseph P. Simpson, Secretaries.

The following resolutions, presented by R. Fisher, Esq. seconded by Gen. Robert Swartwout, after having been severally read, were, one and all, unanimously adopted, viz:

Resolved, That we solemnly pledge ourselves to be the steadfast and unwavering friends of the Union.

Resolved, That we fully acknowledge the rights of minorities, and that they ought to be respected. That we are prepared to yield any concession to our fellow citizens of the South, that can be done consistently with due protection to our merchants, agriculturists, mechanics, manufacturers and artisans, while we give cannot up to theory the solid interests of the majority of our citizens.

Resolved, That no alteration of the present Tariff, that shall sacrifice the interests of a majority to a doubtful policy, will have any tendency "to allay discontent and restore harmony to the different sections of our country," inasmuch, as such change would work greater injustice than it would profess to remedy.

Resolved, That we have looked in vain, and with great solicitude, for some fair proposition of compromise from our Southern brethren, which would be compatible with what is due to our own just rights and essential interest.

Resolved, That such reduction of the duties on imports as may be necessary to meet the present prosperous state of the country, should take place upon articles neither produced nor manufactured in the United States.

Voted, unanimously, That copies of the foregoing resolutions, signed by the officers of this meeting, be transmitted to the President of the United States Senate, and the Speaker of the House of Representatives, with a request that the same be laid before the respective bodies over which they preside—and that the same be also published in the respective papers.

On motion, the meeting then adjourned.

ISAAC PIERSON, President.

ICHABOD PRICE, { Vice Presidents.

BENJ. DEMILT, {

RALPH LOCKWOOD, { Secretaries.

JOE. P. SIMPSON, {

GREAT UNION MEETING IN BROOKLYN.—We forgot in making up yesterday's paper to invite attention to a call of their fellow citizens upon the part of some of the most respectable inhabitants of Brooklyn, to a public meeting of the friends of the Union in that flourishing place. The meeting is said to have been an overwhelming one. We annex the proceedings: Henry Waring Esq., was chosen President, Conk-

lin Brush, Vice President, Joseph Sprague and Abm. Vanderveer, Esq., were appointed Secretaries. The object of the meeting having been stated by Edward Copeland in connection with some preparatory remarks, the meeting was then ably and eloquently addressed by Henry W. Warner, Esq., when the following resolutions, offered by John Greenwood, were seconded and adopted:

Resolved, As the sense of this meeting, that the preservation of the Union is an object which ought to be held sacred, and that no measures of sectional interest ought to be allowed to hazard our national existence.

Resolved, That in order to arrive at an amicable arrangement of the great question which agitates the nation, it is indispensably requisite, that the diversified individual interests, varying with the climate, soil, productions, population and habits, of different States, should yield to each other in all points essential to the common benefit of the whole, laying aside sectional prejudices, and taking for an example the illustrious precedent to which our Constitution owes its existence.

Resolved, That the proceedings of this meeting be published,

HENRY WARING, President,
CONKLIN BRUSH, Vice President.

J. Sprague,
Abm. Vanderveer, } Secretaries.

The frigate United States, lying at anchor off the Battery, has been fitted out for the Mediterranean. She will bear the broad pennant of Commodore Daniel S. Patterson, appointed to the command on that station. The following is a list of her officers:

Captain—John B. Nicholson; Lieutenants—William E. McKenney, John L. Saunders, John S. Chauncey, Edward Byrnes, Henry J. Auchmuty, and Lieut. Allen, passenger, to join the squadron; Marine Guard—Captain J. C. Hall, Lieut. William Lang; Surgeon—Bailey Washington; Purser—John N. Todd; Sailingmaster—George M. Bache; Assistant Surgeons—J. V. Smith, Robert M. Baltzer; Commodore's Secretary—Henry J. Handy; Passed Midshipmen—James F. Schenck, Robert Fitzhugh, Simeon Bissell; Midshipmen—David D. Porter, Robert Cassin, Nathaniel G. Bay, John C. Graham, Clarence Watkins, John J. Thurston, Francis E. Barry, Franklin Clinton, William S. Ringgold, Allen McLane, James H. North, Robert B. Pegram, Charles J. Auze, Joseph H. Adams, William B. Renshaw, William Craney, James C. Williamson, Geo. Colrocresses, Thomas W. Cumming, Robert Tillotson; Gunner—Samuel City; Boatswain—George Blanchard; Carpenter—Patrick Dee; Sailmaker—John B. Peed.

Extract of a letter from a highly intelligent gentleman, dated May 26th, (Camp Rock River) to his friend in this city.

I am sorry to say, that your anticipations of an amicable termination of our Indian disputes in this quarter are not realized. The Sanks (whole strength differently reported, from 500 to 900 warriors,) have refused absolutely to surrender the Menominee murderers, and have also, in violation of the treaty of last year, again crossed the Mississippi, and ascended this river. Gen. Atkinson has orders to drive them from the country, and Gov. Reynolds has also ordered out 2000 militia for the same purpose. The Indians steadily persisted that they should not commence a war; but if others began, that they would fight; and they have been as good as their word. They steadily ascended Rock River, without molesting a white person, and, although pinched by hunger, and tempted by well-stocked farms, committed not the slightest depredation. The militia, mounted, had preceded the regular force, (the whole having been placed under Gen. Atkinson's orders) to their place; and before the troops (four companies of the 1st and 6th Companies of the 6th Regiment) could reach this point, Gov. Reynolds detached 275 men, under a Gen. Stillman, who, coming up with the Indians, only about 100 in number, about 35 miles above here, attacked and killed two of the Sanks, who were unresisting, on which the remainder of the 100 attacked the militia, who instantly fled in the most cowardly manner, and never halted until they reached this place. The Sanks pursued them 8 or 10 miles, killing and scalping eleven, and wounding several more. The Indians lost but three; two before, and one after the fight.

Thus the war was begun. The Indians have since commenced devastating the frontiers; they have burned and plundered the Ottoway settlement, thirty miles from this on the head waters of the Illinois river, and destroyed 15 persons. They have also committed murders in other parts; so that we know of at least thirty who have been killed already in this disgraceful affair. The Indians are now supposed to be (their main body) in a forest on the Fox River, of the Illinois, some 35 miles hence, and we shall probably move against them, so soon as Gen. A. hears from Gov. Reynolds, or Gen. Whiteside, the militia commanders who are now in that direction, but will not fight until "the regulars" come up. The Indians will make a desperate resistance, and unless they are speedily subdued, there is great reason to fear that the Winnebagoes and Pottawatomes will join them, when a general Indian war, with all its horrors, may be anticipated along the whole Indian frontier."

Gold and Silver Coins.—We doubt whether it was stated with sufficient distinctness in our report at the time, that, last month, the following resolution passed the House of Representatives:—

Resolved, That the committee on coins be instructed to inquire into the expediency of authorizing prompt payment in coin for bullion delivered at the mint, requiring a seigniorage not exceeding the expense of coining, and making gold a tender in large, and silver a legal tender in small payments only, or the reverse; and that the said committee do further inquire, and report whether any, and what, evils or inconveniences result from the currency of bank notes of small denomination, and what are the appropriate remedies; whether it is practicable and expedient to restrain their circulation by providing that the bills of such banks as issue them shall not be received in payments to, or deposits on account of, the United States, or by any other, and what means, within the legitimate powers of Congress; and generally to inquire and report what further measures are requisite for the purpose of preserving an adequate supply of gold and silver coins in use, and increasing the specie circulation of the country.

[And also to inquire into the expediency of making silver the only legal tender, and of coining and issuing gold coins of a fixed weight and fineness which shall be received in payment of all debts to the United States at such rates as may be fixed from time to time, but shall not be otherwise a legal tender.]

TWENTY-SECOND CONGRESS—1st SESSION.

Wednesday, June 13.

In the Senate, on motion of Mr. Chambers, the bill providing indemnity for spoliation committed by the French, prior to the year 1800, was taken up—yeas 22, nays 19. A debate then ensued on the question of postponement, and a motion of Mr. Clay to lay it on the table finally prevailed without a division; after which it was ordered to a third reading, yeas 22. On motion of Mr. Tazewell, the Senate went into the consideration of Executive business, and when the doors were opened, adjourned.

In the House of Representatives, the bill from the Senate for continuing and amending the charter of the Bank of the United States was taken up.

Mr. McDuffie moved the postponement of the bill to Monday next, and that it be made the special order for that day.

The motion to postpone and make the bill the special order for Monday was agreed to without a division—the bill was ordered to be printed.

Adjournment of Congress.

The resolution heretofore submitted by Mr. Boon fixing the 25th inst. as the day of the adjournment of Congress was taken up.

Mr. Speight called for the yeas and nays which were ordered and were as follows:—Yeas 104, Nays 75.

The resolution heretofore offered by Mr. Slade, relative to the expense of the mission to Russia, was taken up.

Mr. Slade said he had addressed a letter about three weeks ago, to the Secretary of the Treasury on this subject, who declined giving the information unless called for by the House. Mr. S. offered a modification of the original resolution.

Mr. Carson moved to lay the resolution on the table—which was carried, yeas 95, nays 91.

The Tariff.

The hour of 12 having arrived,—The House, on motion of Mr. Adams, went into committee upon the Tariff, and the discussion continued till the House adjourned.

Thursday, June 14.

In the Senate, Mr. Tipton rose to inquire of the Hon. Chairman of the Committee on Military Affairs [Mr. Benton] if he had received the information expected from the War Department relative to the force contemplated to be raised for the protection of the frontiers; and on being answered in the negative, Mr. T. earnestly pressed the immediate consideration of the bill on the subject which had a few days before been laid on the table. After some conversation the bill was taken up, and Mr. T. having withdrawn the amendment submitted when the bill was last under discussion, offered another as a substitute for the amendment of the House authorizing the President to accept of the services of mounted gun men or rangers not exceeding ——— to serve for twelve months unless sooner discharged; each man to provide his own horse and equipments, and to receive a per diem compensation of ——— dollars; and the officers to be appointed by the President by and with the advice and consent of the Senate, to receive the same pay and rations as officers of the regular army; the whole to be under the command of a Major. The amendment was agreed to; the blanks, on motion of Mr. Hendricks, having been previously filled with 600 for the number of men to compose the corps, and with one dollar for the per diem allowance of the men.

In the House of Representatives, Mr. Jewett moved the consideration of the resolution heretofore submitted by Mr. Boon, fixing a day for the adjournment of Congress.

Mr. Conner asked the yeas and nays upon the question, which were ordered and were as follows: Yeas 68, Nays 98.

The Speaker laid before the House a communication from the Secretary of State relative to the final adjustment of certain Spanish land claims which were referred to the Committee of Private Land Claims.

The Tariff.

Mr. Adams moved the House go into committee upon the Tariff, which was agreed to, M. Speight in the Chair.

Mr. Bates, of Massachusetts, addressed the Committee upon the general question about one hour and a half—when Mr. Clayton followed upon the general subject about four hours. Mr. Sutherland then obtained the floor, and after speaking about an hour and a half—on motion the Committee rose, and the House adjourned.

Friday, June 15.

In the Senate, Mr. Dickinson, pursuant to notice, moved that the orders preceding the bill reported from the committee on Manufactures, appropriating, for a limited time, the proceeds of the sale of the public lands among the several States, for the purpose of taking up that bill, be postponed. After some conversation the motion was agreed to, and the bill was taken up, and made the special order of the day for Tuesday next.

Mr. Benton made an unsuccessful effort to take up the bill to grant a township of land to the French College in St. Louis.

Mr. Wilkins moved a reconsideration of the vote ordering to a third reading the bill for the relief of certain insolvent debtors of the United States. His object, he stated to be, to move an amendment, which he read. Some discussion ensued, in which Messrs. Wilkins, Webster, Marcy, Frelinghuysen, Hayne, and Smith took part, and the motion to reconsider was agreed to, and the bill was amended, and ordered to a third reading.

On motion of Mr. Holmes, the Senate, at fifteen minutes past one, proceeded to the consideration of Executive business, in which they were engaged till a late hour.

In the House of Representatives, Mr. Duncan requested the House, by general consent, to take up the bill for mounting and equipping a part of the Army of the United States, as amended by the Senate.

The amendment of the House provides for raising 1000 mounted gun men, and the amendment thereto made in the Senate, modifies the bill so as to raise 600 mounted rangers to be organized into a battalion under the command of a major—the privates providing their own arms and horses, and receiving one dollar per day as compensation—the officers to receive the same pay and emoluments as officers in the regular service.

The question was then taken upon the bill as amended by the Senate, and was agreed to without a division.

The Tariff.

The House then went into Committee upon the Tariff—Mr. Speight in the Chair—and the discussion continued till the House adjourned.

Saturday, June 16th.

[REPORTED FOR THE NEW-YORK AMERICAN.]

In the Senate, Mr. Benton moved that the Bill granting certain public lands to the state of Missouri for the purpose of internal improvements, should be taken up, and several amendments made in committee, to include Louisiana and Mississippi in the provisions of the bill, were concurred in; and after some discussion on the principle, the bill was ordered to be engrossed for a third reading.

The bill entitled, An Act for the Relief of Insolvent Debtors of the United States, was read a third time and passed. Also a number of private bills. The bill making appropriations for the improvement of the Tennessee, Coosa, Cahawba, and Black Warrior Rivers was, on motion of Mr. Clay, after some debate, postponed till next Monday, and after some routine business, the Senate proceeded to the consideration of Executive business.

In the House of Representatives, the Speaker presented some communications from the Secretary of the Treasury respecting manufactures; which were referred to the Committee on Manufactures; also a communication respecting the fees to District Attorneys, which was referred to the Judiciary Committee, and a letter from the Secretary of the Navy, with a statement of the number of Lieutenants in the United States Navy, and their length of service therein respectively, which was referred to the Committee on Naval Affairs.

Sundry memorials were presented from Pennsylvania and Vermont, remonstrating against a modification of the Tariff.

Mr. Horn of Pennsylvania obtained leave to present a memorial from Mr. Whitney, the Director of the United States Bank, (of infamous notoriety as Mr. Cambrelong's informer) and which Mr. H. stated was presented to vindicate the character of Mr. W. from the aspersions cast on it. A division of a motion made to lay the memorial on the table and to have it printed having been demanded, the House agreed to lay it on the table. But on the question of printing an animated debate arose; in which on the one side it was contended that the printing was an act of justice, whilst on the other it was said that his evidence having been given on oath, he could not complain, if he testified truly, but should take the consequences resulting from it, and the facts in the memorial were not verified upon oath. A motion to lay the motion for printing on the table along with the memorial itself, finally prevailed—yeas 74, nays 69.

The House went into committee of the whole on the Tariff, and Mr. Burgess of Rhode Island addressed it at length, strongly urging the importance of the ultra-protective system, in the course of his remarks replying with severity to the arguments advanced by the advocates of nullification. After a number of amendments had been made to the bill,

Mr. Davis' amendment having been withdrawn, he subsequently renewed it with a modification, as follows, viz:

"Strike out the 2d section, and insert the following, viz:

On all milled and full-dressed cloths, made wholly of wool, and known by the name of plains, or kerseys, the value whereof shall not exceed 35 cents the square yard, and on blankets the value of which shall not exceed one dollar each, 5 per cent. ad val.

On worsted stuff goods, 10 per cent. ad valorem.

On worsted and woollen yarn, 4 cents per lb., and 50 per cent. ad valorem.

On hosiery, mits, gloves, and bindings, 35 per cent. ad valorem.

On Brussels, Turkey, three fly, Ingrain and Wilton carpeting, 70 cents the square yard.

On Venetian forty-five cents the square yard, and on all others 25 per cent. ad valorem, and on all manufactures of wool, or of which wool is a component part, and on ready-made clothing, 50 per cent. ad valorem.

Provided, however, that the duty on flannel and baizes shall not be less than 20 per cent. the square yard: and Provided, that the duties levied as afore-said, on manufactures of wool, or of which wool is a component part, shall be assessed on the current wholesale market value thereof in the principal markets of the United States, to be ascertained by

the appraisers. And it shall be the duty of each and every collector, where any such goods shall be entered and appraised, to cause the time and place of entry, the value when made by the appraisers, and the number of yards, to be permanently marked on each piece of goods, in such manner as the Secretary of the Treasury shall direct."

Which gave rise to a lengthened discussion until past nine o'clock, and the committee rose principally to have the views of Mr. Adams on the subject.

Monday, June 18.

In the Senate, this day, the Chair communicated a remonstrance from sundry citizens of Brookville, New York, against any reduction of protective duties. Mr. Holmes presented resolutions adopted at meetings held in several towns in Maine and New Hampshire, in favor of the continuance of the protective system. Mr. Dudley presented the memorial of the dry goods dealers of the city of New York, praying that the tariff prepared by the Secretary of Treasury, be not adopted. Mr. Marcy presented the petition of sundry hatters, citizens of Albany, praying the duties on hats be not reduced. Mr. Dallas presented the proceedings of a meeting held at Easton, (Penn.) by the friends of the protective system.

The bill granting lands to the States of Mississippi, Missouri, and Louisiana, for the purposes of Internal Improvement, was taken up—the question being on ordering the bill to a third reading. After a debate the bill was laid on the table.

Mr. Benton, agreeably to notice, asked and obtained leave to introduce a bill to carry into effect the treaty of limits between the United States of America and the United Mexican States. Read twice and referred to the committee on Finance.

In the House of Representatives, Mr. Drayton requested the House to take up, by unanimous consent, the bill from the Senate for increasing the number of Surgeons in the Army of the United States.

The House then went into committee upon the Tariff.

The question before the committee was upon the amendment offered on Saturday by Mr. J. Davis instead of the second section of the bill from the committee of Manufactures.

Mr. Ward addressed the committee in favor of a conciliatory course.

Mr. J. Davis went into a general explanation of the principles and operation of the section of the bill proposed to be struck out as compared with the amendment. He concluded by modifying the amendment by striking out 50 per cent. as the general rate of duty on woollen manufactures, and inserting 40 per cent. instead.

He was followed by Mr. Huntington.

After a few remarks from Mr. Branch upon a part of Mr. Davis's speech—

Mr. Drayton went into a general statement of the principles raised by the amendment, and a detailed explanation of its operations.

Mr. Hoffman replied to the arguments urged by Messrs. Davis and Huntington in favor of the amendment.

Mr. Ingersoll then made an animated appeal in favor of the woollens interest.

Mr. H. Everett proposed an amendment to the amendment of Mr. Davis, providing that on all wool exceeding in value 8 cents per lb., a duty of 4 cents per lb. and a duty of — per cent—the value to be calculated as proposed in the amendment.

The question was taken on the amendment to the amendment, and was lost, Ayes 53, Noes 63.

The question then recurred on the amendment proposed by Mr. J. Davis, which was rejected, Ayes 57, Noes 72.

Mr. Crawford offered an amendment, going into details, with the view, he said, of keeping the duties upon iron and manufactures of iron, &c. at their present rates; which amendment was lost.

Mr. Adams moved an amendment to the first section of the bill, providing that so much only of the act of 1828, as is herein otherwise provided for, should be repealed:

Mr. A. explained that several articles were not intended to be affected by the bill—which rendered this change of its phraseology necessary.

The amendment was agreed to.

Mr. McKennan moved an amendment to guard against frauds in the valuation of wool—providing that fine wool mixed with dirt, which costs less than 8 cents per pound, shall be appraised at its probable cost abroad, free from such adulteration—which was agreed to.

Mr. McK. also moved to increase the duty upon wool from 35 per cent. ad valorem to 40 per cent. Mr. Stewart proposed to amend this amendment

by increasing this. ad valorem duty to 50 per cent. This motion was lost.

The question was then taken on Mr. McKennan's amendment, which was carried, ayes 61, noes 51.

Mr. Nuckolls moved an amendment, striking out the specific duty of 4 cents per pound on wool, on which an animated debate arose, which was not concluded when our paper was made up.

Tuesday, June 19.

In the Senate, Tuesday, a message was received from the House of Representatives, announcing the decease of the Hon. Charles C. Johnson, a Representative in Congress from the state of Virginia, and that his funeral would take place at 4 o'clock in the afternoon.

On motion of Mr. Tyler, it was resolved unanimously, That the members of the Senate attend the funeral of the deceased, and wear crape around the left arm, for thirty days, in testimony of respect for his memory.

On motion of Mr. Tazewell, it was ordered, that when the Senate adjourns, it adjourns to meet at half past three o'clock.

On motion of Mr. Tazewell, the Senate adjourned.

In the House of Representatives, after the Journal of the preceding day was read, Mr. Bouldin announced to the House the decease of his colleague, Mr. C. C. Johnston—and after paying a feeling tribute to his memory, Mr. B. moved resolutions that the House attend the funeral at 4 P. M.—that a Committee be appointed to superintend the funeral rites, and that the members of the House wear a crape on the left arm during the remainder of the session—which resolutions were unanimously adopted. The House, after ordering a message to be sent to the Senate, giving the information to that body—adjourned.

WEST POINT.—The annual examination at this institution closed on Saturday last, and we may doubtless soon expect the report of the Board of Visitors. That it will be favorable, highly favorable, in its views, both of the general utility of that school, and of the present remarkable proficiency of the Cadets in all the branches taught there, cannot be doubted by any one whose fortune it may have been to witness the recent examination. We know that it surpassed the expectation of several who were prepared to expect a great deal. The knowledge acquired by such application and thoroughness of learning, as can alone carry a young man through the ordeals of these examinations, must, in after-life, whatever be his career, prove a public benefit. The rolls of general merit having been arranged, we lay before our readers the names of the five Cadets in each class most distinguished at the General Examination in June 1832:

- 1st CLASS....1. George W. Ward, Massachusetts.
2. Robert V. Smith, Mississippi.
3. Benjamin S. Ewell, Virginia.
4. George W. Cass, Ohio.
5. Jacob W. Bailey, Rhode Island.
- 2d CLASS....1. Jonathan G. Burnard, Massachusetts.
2. Frederick A. Smith, Massachusetts.
3. William H. Sidell, New York.
4. George W. Cullum, Pennsylvania.
5. Rufus King, New York.
- 3d CLASS....1. William Smith, New York.
2. Harrison Loughborough, Kentucky.
3. John Saunders, Florida.
4. John F. Lee, Virginia.
5. James Duncan, New York.
- 4th CLASS....1. George M. Legate, New York.
2. Thomas T. Gantt, Virginia.
3. Cha's H. Bigelow, Massachusetts.
4. Cha's J. Whiting, Maine.
5. Montgomery Blair, Kentucky.

THE INDIAN WAR.—Annexed is the order of the Adjutant General, detailing the force which is to constitute the basis of General Scott's army of operation against the Indians. Some of the troops from other posts have already arrived here, and many of the companies we understand will be on their way to Albany on Friday.

The first class of cadets, just graduated at West-point, was relieved from duty on Saturday. On reaching this city on Monday, and hearing of the Indian campaign, they asked as we learn for permission to form part of the expedition—though entitled according to usage to a furlough till next November. Gen. Scott, it is understood, will avail himself of the services of as many of these high spirited and intelligent young soldiers, as he can find employment for.

The rumor that five officers of the army of the U. States had fallen by the hands of the Indians, is not traceable to any authentic source.

ADJUTANT GENERAL'S OFFICE.
Washington, June 16th, 1832.
(Order No. 51.)

1. The Commanding Officer of Fort Monroe will detach five companies from the Artillery School of Practice, prepared and equipped for active service as Infantry, with orders to proceed forthwith to Fort Dearborn, (Chicago,) via New-York and the Lakes. The battalion will be commanded by Lieut. Col. Crane, of the 4th reg't of Artillery.

2. Brevet Major Payne, with his company, will proceed forthwith to Fort Columbus; and on being there joined by companies F. and H. of the 4th Artillery, now stationed in the harbor of New York, will, without loss of time, resume the line of march for Chicago.

3. The garrisons of Fort Niagara and Gratiot to be conducted by their respective commandants, Lieut. Col. Cummings and Brevet Major Thompson, of the 2nd regiment of Infantry, will proceed forthwith to Chicago; and one company of the 5th regiment from each of the garrisons of Fort Brady and Mackinac, will be detached, and be ordered by their respective commandants to proceed forthwith to the same point of rendezvous.

4. The commanding officer of Baton Rouge will order all the companies of the garrison except one to proceed forthwith to the scene of Indian hostilities in Illinois, with orders to the commander of the battalion to report to the officer then in command of the troops. Should the commander of the troops from Baton Rouge, on arriving at St. Louis, learn that Indian hostilities had ceased, he will, in such event, return to Baton Rouge with his command.

5. Lieut. Colonel Twiggs, of the 4th regiment of Infantry, will collect all the disposable recruits, organize and assume command of the detachment, arm and equip such portion thereof as he may judge to be expedient, and forthwith proceed to Chicago.

6. Surgeon Everett is assigned to duty with the battalion of Artillery ordered from Fort Monroe, and Assistant Surgeon Macomb to the detachment from Fort McHenry and the harbor of New-York; Surgeon Harney will accompany the troops ordered from Baton Rouge; Assistant Surgeons Stevenson and Sternbeck will accompany the commands from Forts Niagara and Gratiot; Assistant Surgeon Kerr will forthwith proceed to join the command of Brevet Brigadier General Atkinson, via Chicago; and Assistant Surgeons Finley and James, now on furlough, will forthwith repair to their respective stations and report in person for duty.

7. The Quarter Master General, Commissary General of Subsistence, Surgeon General, and Colonel of Ordnance, will take measures to furnish the means and supplies requisite for the prompt and efficient execution of the provisions and object of this order.

8. All absent Captains and Subalterns attached to companies ordered to Chicago, or elsewhere on the North-western Frontier, will forthwith join their respective companies for active duty, unless exempted by special authority, communicated through the Adjutant General's Office.

9. Brevet Major Pierce, of the 4th Artillery, will forthwith proceed from New Castle to the harbor of New-York with his entire command, and the companies A. and D. of that regiment will garrison Fort Columbus and Hamilton, in place of companies E. and H. which companies are not to await the arrival of the relief garrison from Delaware.

10. Brevet Major General Scott is charged with the execution of this order and the prompt movement of the several detachments herein ordered from the seaboard and upper lakes.

General Scott will repair to Chicago, assume command of the forces, and direct the operations against the hostile Indians.
By order,
R. JONES,
Adjutant General U. S. Army.

THE BORDER WAR.—The following extract, says the National Intelligencer, is made from a letter to an officer of this place, dated Fort Crawford, Prairie du Chien, 3d June, 1832:—

"It was rumored here at one time that the Winnebago Indians had joined the Sacs and Foxes, but they have since joined Gen. Dodge's party, to fight against them. There are two expresses now here, one from Gen. Dodge, for two hundred horses; the other from Gen. Atkinson, (Col. Hamilton and Aid,) for the Sioux and Menomonees, who are daily expected here, and will be speedily despatched. All Prairie des Chiens are under arms; some families from the mining country have taken shelter in this fort. The dead bodies of the two young ladies supposed to be taken prisoners, have been found, with every appearance of having been brutally ravished, &c. A blacksmith and his party, employed in burning coal near the portage of the Wisconsin river, have been killed."

TRIBUTE TO LAFAYETTE.—We have just seen a gold medal which the regiment of National Guards of this city, commanded by Col. Stevens, are about sending to Lafayette. The design of some such compliment was conceived in the tent of Washington on the 22d of February last, when some of that regiment were doing duty around it. It is designed to commemorate that anniversary. It is a large solid medal of fine American gold, weighing 157 dwt. richly chased and embossed. The centre presents two medallion likenesses of Washington and Lafayette—very striking—surrounded by a wreath of oak and olive, the emblems of force and peace: the victor's axe unites the two ends of this wreath. On either side, the standard of the United States and that of the National Guard of France are displayed, supported by the various implements of war. On a raised

shield beneath the medallions, are quartered the arms of France, of the United States and of the State of New York, with the initials of the N. Y. National Guard. A scroll below bears the motto of the National Guard—"Pro patria et gloria." On the reverse, very neatly engraved, are these words:—

"The National Guard (27th Regt. N. Y. S. A.) to LAFAYETTE. Centennial Anniversary of the birthday of WASHINGTON. New York, 22d Feb., 1832."

We are requested to say that this medal will be exhibited to the members of the corps and their friends at Stoneall's, on Friday and Saturday from eleven to three o'clock.

In Congress, on Tuesday, owing to the death of Mr. Johnson, of Va. nothing was done. The circumstances of that death are thus related in the National Intelligencer of yesterday.

He had gone to Alexandria to visit a friend on Sunday; he passed the evening at his friend's house, and left it, in the midst of the storm then raging, to go to the wharf, with a view to take passage on board the mail boat Sydney, which leaves Alexandria at about 9 o'clock, P. M. for the city. He was attended by a servant, who left him when he had alighted him within sight of the wharf. This was the last seen or heard of him until his body was found on Monday afternoon. It is beyond a doubt that he walked into the slip, and struck his head in falling, or he would have saved himself, being an expert swimmer.

Some misapprehension having existed as to the tenor of Bishop Onderdonk's letter to the Corporation, we publish the letter itself—which strikes us as a proper and reasonable one.

New-York, June 18th, 1832.

Sir:—I hope it will not appear intrusive for me to address you a line on a subject connected with our present exposure to cholera, and peculiarly interesting to a large and respectable portion of the community. I refer to the public observance of a day of fasting, humiliation and prayer. And my object is, respectfully to communicate to you, that such an appointment would be observed by none more cordially, or with a more devout sense of its propriety, than by the communion which I have the honor officially to represent. That communion has been accustomed to look to the civil authorities for a recommendation in the premises; and I am confident that I do its members no more than justice when I say, that it would afford them great satisfaction to unite with their fellow citizens in the devout observance of any day which the Honorable Common Council may think fit to appoint. Nor would anything be more gratifying to myself than an opportunity of officially contributing to the proper solemnizing, by the church to which I belong, of such an occasion.

With sentiments of high consideration and respect, I have the honor to be, sir, your ob'dt servant,

BENJ. T. ONDERDONK,
Bishop of the Protestant Episcopal Church,
in the State of New-York.
The Honorable Walter Bowne,
Mayor of New York.

The annexed form of prayer has been prescribed by Bishop Onderdonk, to be used in the congregations of the Diocese of New York during the continuance of danger from the Cholera Morbus, immediately before the General Thanksgiving, at Morning and Evening Prayer. In the accompanying Circular, the Bishop holds the following language to his brethren of the Episcopal Church:

Besides inviting you to the use of these prayers, in a truly devout and Christian frame of mind, with deep repentance for your sins, with humble and sincere resolutions of amendment of heart and life, and in the exercise of the true and living faith of the Gospel, I would also most earnestly and affectionately urge you to think seriously of the impending judgment of God, to consider the things which belong to your everlasting peace, before they be forever hidden from you, and in the daily exercises of religion, and in the constant manifestation of its pure and holy influence on your character and conduct, to pray and strive through the merits of God in Christ, and by the blessed influences of the Holy Spirit, the hand of your Heavenly Father may be upon you for good and not for evil.

My Rev. Brethren, the Clergy of the Diocese, I would especially and affectionately call to diligence

and earnestness in urging upon their people that improvement which Christians should make of the impending judgment of God, as seriously impressing upon them their exposure to death, and their responsibility at the great judgment to which death will be the summons.

FORM OF PRAYER:

Most Gracious Father and God, who hast promised forgiveness of sins to all those who with hearty repentance and true faith turn to thee, look down upon us thy unworthy servants, who, under an awful apprehension of thy judgment, and a deep conviction of our sinfulness, prostrate ourselves before thee. We acknowledge it to be of thy goodness alone, that whilst thou hast visited other nations with pestilence, thou hast so long spared us. Have pity, O Lord, have pity upon us. Withdraw thy heavy hand from those who are suffering under thy judgments, and arrest the grievous calamity with which other people have been scourged, and against which our only security is in thy compassion.—We confess, with shame and contrition, that in pride and hardness of our hearts, we have shown ourselves unthankful for thy mercies, and have followed our own inclinations instead of thy holy laws; yet, O merciful Father, suffer not thy destroying angel to lift up his hand against us, but keep us in health and safety; and grant, that, being warned by the sufferings of others to repent of our sins, we may be preserved from all evil by thy mighty protection, and enjoy the continuance of thy mercy and grace, through the merits of our only Mediator and Advocate, Jesus Christ. Amen.

O, Almighty God, who by the many instances of mortality which encompass us on every side, and by the warning, now especially urged upon us, of our exposure to the sudden stroke of death, dost call us seriously to consider the shortness of our time here upon earth, and remindest us that in the midst of life we are in death, so teach us to number our days, that we may apply our hearts unto wisdom.—Give us grace to turn unto thee with timely repentance, and thus to obtain, through the merits of our Saviour, that pardon to-day, for which, to-morrow it may be too late to seek; that in being strengthened by thy good Spirit against the terrors of death, and daily advancing in godliness, we may at all times be ready to give up our souls into thy hands, O gracious Father, in the hope of a blessed immortality, through the mediation and for the merits of Jesus Christ our Lord. Amen.

COMMERCIAL.—The following circular and decree, respecting the repeal of Spanish tonnage duty on American shipping, are important:

GIBRALTAR, 16th MAY, 1832.

It is with great satisfaction that we are now enabled to acquaint you, that the King of Spain, by his royal order (a literal copy of which we hereto annex), has abolished the charge hitherto made in the ports of Spain of one dollar per ton on American vessels. By this order you will perceive that they are now placed upon the footing of the most favored nations, and that henceforth American vessels will be enabled to enter the ports of the peninsula and transact any business without incurring any other charges whatever than merely the incidental ones of pilotage in and out, &c. &c. which will not amount in all to more than thirty or forty dollars. While the exaction of this tonnage money had a tendency to drive the American commerce from the ports of Spain, the abolition of it will invite a renewal and increase of it. Having a branch of our house established in Cadiz, under the same firm as here (Hill & Blodget), we avail of this occasion to tender you their services, as well as our own here; and remain, very respectfully, your obedient servants,

HILL & BLODGET.

(Copy.)

Our Lord the King has been pleased to approve of the abolition of the duty of rials vellon (20) per ton hitherto exacted from all Anglo-American vessels in Spanish ports, ordering it to be reduced to the same as is paid by other nations, in consequence of the United States having annulled it, although conditionally, with the Powers that may establish a reciprocity,—it being now the same as was paid, as a friendly Power, previous to the Royal order of the 20th of October, 1817,—under the supposition, that the duty of rials vellon (25) per ton levied on Spanish vessels in the ports of the United States is effectually suppressed.

By command of His Majesty, I communicate this to your Excellency for the corresponding effects and purposes.

God preserve your Excellency many years, &c.
The Director Gen. of the Customs, Madrid.

SUMMARY.

SHIP LAUNCH.—A splendid ship of 600 tons burthen, was launched on Tuesday last, 19th inst from the shipyard of Messrs. Smith, Denian & Comstock. She is named the *VIRGINIAN*, will be commanded by Capt. Isaac Harris, now of the packet ship *Birmingham*, and is intended to take the place of the ship *Silvanus Jenkins* in the line of Liverpool packets belonging to Messrs. Wood & Trimble, and Samuel Hicks & Sons.

SUBSTANTIAL COMPLIMENT.—We have been shown a silver pitcher, of very handsome workmanship, with the following inscription upon it: "Presented to Captain R. J. Macy, of ship *North America*, by the gentlemen passengers who sailed with him from Liverpool, May 1, 1832, and landed at New York on the 27th of the same month, as a mark of respect and esteem they entertain for him as a gentleman and commander."

ANOTHER.—The passengers who came out in the ship *Napoleon*, Captain Smith, have presented him with a costly silver vase as a merited testimonial to his professional conduct during their passage from Liverpool, and a mark of personal regard for him as an individual.

ELIZABETHTOWN, (N. J.) June 5.—*Episcopal Convention.*—The General Convention of the Protestant Episcopal Church of this diocese, was held at Morristown last week. A proposition was made to go into the election of an Assistant Bishop—the infirmities of Bishop Croes preventing him from discharging the functions of his office. After discussing the matter, it was determined to defer the election for the present. There will be a special meeting of the Convention in August next, when the election will be made, should circumstances require it.

Bishop of Vermont.—At a meeting of the clerical and lay Deputies of the Eastern Diocese held last year, it was resolved to divide the States into Dioceses in the following manner. The State of Massachusetts to form one, and to retain Bishop Griswold; New Hampshire and Maine, one; Rhode Island one; Vermont one. At a meeting of the convention of Vermont, on the 31st of May, the Rev. Mr. Hopkins of Trinity Church, Boston, was elected Bishop.

Boatmen's Church and Reading Room at Albany.—A room has been fitted up for the use of Canal Boatmen, Watermen, &c. in Albany, on pier No. 121, as a place of worship on Sundays, and a reading room for the rest of the week. The Rev. Moses Jewel has been appointed preacher. Considerable expense must be incurred—for the population for whom this effort is made is extensive.

There are two thousand and thirty-six canal boats that come to that city, save the Albany Daily Advertiser, averaging five souls each boat 10,080

Eleven steamboats, averaging 30 each 330

Five hundred and thirty-eight sloops, schooners, and other craft, averaging four each 2,152

Making a total of souls 12,602

"The committee of the Albany Bethel Union, would therefore solicit the assistance of all watermen, citizens and others, friendly to the object, in carrying forward this good work. They would solicit of the publishers of periodicals throughout the country, who feel disposed, to forward a copy of their publication for the use of the reading room.

Donations in books, for the purpose of establishing a library for the watermen, will be gratefully accepted.

Donations in money, forwarded to Mr. John Van Schaack, Treasurer, No. 28 State-street—Periodicals and books to Rev. Moses Jewel, 121 Pier.

By order of the Committee of the Albany Bethel Union. Lewis C. Beck, Secretary."

Death of a Foundling!—Some days since a gentle looking female, accompanied by a gentleman, called at the house of an elderly woman in Church-street, with an infant, which they desired her to take care of. They declined giving their names, but told the woman she would find a letter in the Post Office containing \$100, and that a similar sum would be remitted in the same way, at proper intervals, as long as the child remained with her. The woman took the child, called the next day at the Post Office, and received the letter with the \$100 enclosure. The child lingered along in feeble health, till last night, when it died. The child was about two months old. Every thing in relation to its parents remains a mystery.—[Alb. Even. Jour.]

BENNINGTON, (VERMONT) June 5.—*A Shower of Chalk!!—Extraordinary.*—On the 30th of May, as Mrs F. Blackmer was returning from the South part of the town, near sunset, she was overtaken by what she supposed a hail storm—on arriving at home she mentioned the circumstance to her husband, Mr. F. Blackmer, who was a little incredulous of the fact, as he had not seen any at home. In taking off Mrs Blackmer's cloak some of the supposed hail had lodged in the folds of the lining, and on examination it was found to be apparently small globules of Chalk. In the evening the circumstance was named to the narrator—who was a little incredulous of the fact, notwithstanding the high credibility of Mr. Blackmer, who to put the matter past dispute, took his lantern and went to his Dearborn wagon and brought a number of small globules that had lodged in the wagon—on examination they had the appearance of very pure chalk—were of the size of mustard seed shot, and very white. According to Mrs. Blackmer there was a very considerable fall of it, so much so that the wind being N. W. and in their faces made it uncomfortable proceeding. The cause we must leave to able heads, but there is no doubt of the fact.—[Gazette.]

[From the *Camden Journal*, S. C. June 2.]

DEATH OF GEN. SUMTER.—A few hours after the Journal went to press, we received intelligence of the death of this venerable relic of Revolutionary glory—at once the patriot and the patriarch of his country's history. He died at his residence at South Mount, yesterday at 12 o'clock, full of years and full of honors. The indisposition which closed the days of Sumter was sudden and unlooked for. We have no time to say more. Full justice will be done hereafter to the character of the gallant soldier, and the unspotted patriot.

MACON, (Geo.) May 26.—On the night of the 15th inst. the house of Mr. Robert Young, on Cedar Creek in the upper part of Jones county, was destroyed by fire, together with his four children. Mr. and Mrs. Young had gone over to a neighbor's to spend the evening, when the house took fire and every thing in it was consumed. The calamity was accidental. The oldest child was eleven years old, and the youngest four.—[Telegraph.]

RICHMOND, (Va.) June 2nd inst.—A destructive fire occurred in Manchester last night. It originated in the kitchen of Mr. McDonald, between 12 and 1 o'clock, and swept fire or quite thirty buildings, before its progress was arrested. Six of the buildings destroyed were on the Main Street, in the centre of the Town; the others on a cross street, without houses connected with the principal buildings. The principal sufferers were John Turpin, the Estate of Wm. Bottom, Mr. McDonald, Archibald Butt, Zachariah Hall, Henry A. Bridgewater, Beverly Sizemore, and Wm. W. Weisiger. No satisfactory account of the origin of the fire can be obtained.

Conviction of Murder.—A Halifax, N. S. on the 25th ult. a man by the name of Crane was convicted of murder and sentenced to death. His victim was Capt. Luke Richard, of sch. Margery. The act was committed on board his own vessel, by shooting, in the month of July last. Crane was a passenger.

[From the *Lexington Observer* of May 26.]

HORRIBLE MURDER.—Mr. Andrew Young, of Montgomery county, and his wife, were both murdered in a shocking and brutal manner on Sunday last by one of his own negro men. The circumstances so far as we have been able to learn them, are as follows:

On the evening before the murder, the negro was about leaving home,—and was told by his master that he must return early the next (Sunday) morning, to catch the horses for his (Mr. Y.'s) daughters to ride to a Methodist Camp-meeting, and perhaps to go with them, and take care of the horses at the meeting. He did not return, however, until 10 or 11 o'clock, when he went into the garden where Mrs. Young was picking strawberries, and on being scolded by her and threatened with chastisement, he took up an axe, struck her to the ground, and continued his blows until he severed her head from her body. He then went in a direction to meet Mr. Young, who had been some distance from his house, and was returning, and told him that he had killed his mistress and would kill him, which fell purpose he too fatally executed by beating him with an axe (the same used upon his mistress) until his brains were knocked out and his body most horribly mangled. There was no other white person about the place at the time of the murder. The negro had been raised about the house of Mr. Young, and was much indulged. He says himself, (as stated our informant) that his master had not struck him for upwards of five years. He is now safely lodged in the jail of Montgomery county. The annals of crime do not furnish a more cold blooded and deliberate case of murder, save, perhaps, the one in Clarke county, on the body of Capt. James Pace, in August last. The perpetrators of that horrid deed had not even the courage and the plea the negro appears to have had.

Spontaneous Combustion.—The large Balloon, which Mr. Durant has been constructing for an aerial experiment, was destroyed by spontaneous combustion, at Jersey City, between the hours of 8 P. M. on Saturday, and 5 A. M. on Sunday. On Saturday, 9 A. M. it was dipped in varnish, and suspended in the air to dry till 8 P. M., when it was removed to a room, where it lay on four chairs, covering a surface of 14 or 15 square feet. The following morning it was almost entirely reduced to a cinder.

Fire.—About 8 o'clock on Saturday evening a fire broke out in the distillery in Brooklyn occupied by Messrs. Birdsall & Schenck. Before any efficient aid could be rendered, the building, with a large quantity of spirits which it contained, was entirely destroyed. The property was insured for \$7,000, of which \$5,000 was in the Equitable Insurance Company, and \$2,000 in the Brooklyn Insurance Company. The whole loss is supposed to be nearly \$15,000.

To the Editor of the *N. Y. American*:

I observe in your paper of the 22d ult., "A scrap of natural history," respecting the habits of the black snake returning and laying by the side of its dead companion, which reminds me of a circumstance which took place some fifteen or twenty years ago, of which I was an eye witness. Traveling several miles in the country with two or three friends, we met with a very large black snake, which was soon slain; and to make "assurance doubly sure," I took a flat stone as large as I could conveniently manage, and threw it on its middle and left it lying in the road. Returning about four or five hours afterwards, to my utter astonishment I found two snakes instead of one, both exactly of the same length, lying as close together as possible. My first impression was, that some one in our absence had killed the second one and had taken the pains to place it by the side of its mate under the stone, which remained exactly as I had left it. But on approaching their heads, I soon discovered my mistake: a sparkling eye told me that the last one had taken its present position from choice rather than compulsion, and a hissing tongue served to warn me not to disturb the repose of the dead. For my own part, though an enemy to snakes, I could not muster resolution enough to kill it, since it appeared to possess so much attachment and affection for its mate; but my companions, a little more resolute, declared that no serpent should ever escape from them when it was in their power to prevent it. It made no attempt to escape, and was killed without moving an inch from its dead companion. I. S.

[From the *Philadelphia National Gazette*.]

A long list of names, highly respectable, was obtained within a day or two, last week, for a public dinner in this city to Washington Irving, Esq. A letter requesting his assent was addressed to him, with the signatures of several gentlemen selected for the purpose. We are sorry to add that he has declined the dinner, but his motives are unfeigned, and such as we are all bound to respect. This tribute of esteem from Philadelphia was especially due, and would have proved highly expressive. The number of subscribers to the dinner was likely to be as great; and the company altogether as distinguished, as on any previous similar occasion. In our community there is a deep and pervading sense of the merits of Mr. Irving: the pleasure which he has provided for the reading world, and the lustre which his works have shed on his country, are known to nearly all classes. He is an object of patriotic as well as literary honor and gratitude.

The following is the reply of Washington Irving to the above invitation:

WASHINGTON, June 9th, 1832.

Gentlemen:—I cannot feel otherwise than deeply sensible of the distinguished honor you propose to confer on me, in giving me a public dinner, on my return to Philadelphia. Associated as your city is with some of the most agreeable recollections of my early life, and endeared as it is to me by many cherished friendships, I know of no city but that of my birth, where the proffered testimonial of esteem and kindness would be more acceptable. I have, however, so strong and unfeigned a repugnance to being the object of public distinction of the kind, that, with the exception of the first welcome to my native place, I have made up my mind to decline all invitations but those of a private nature.

Trusting that you will properly appreciate these reasons, and will feel assured of my heartfelt gratitude and perfect respect, I have the honor to be, Gentlemen, Your very obliged friend and servant, WASHINGTON IRVING.

POETRY.

THE RELAPSE.

From an old Newspaper.

Sunday Morning.

And may I after all I've known—
All that in my brain I bear—
To make me believe that love is nought
But doubt, delusion, and despair:
To make me deem I am the slave
Of mocking fantasy—or thou
Not all that once I thought thou wert—
All that I fondly think thee now.
May I throw by the icy shield
Despair unto my heart has lent,
And banish all the reckless thoughts
Which there with gentler ones are blent.
May I, indeed, surrender up
My inmost soul to thee again,
Nor know one chilling fear the while
I pour its feelings forth in vain.
Oh! if I may, take here the love—
The tried affection of long years,
The constancy which nought could move,
The passion purified in tears—
And seek thy heart, while I reveal
The thoughts which in my bosom burn,
If all I've felt and all I feel
May not from it claim some return.

Sunday Night.

Like one who starts from some wild dream
Which sense and soul have both enthralled,
Confused I wake, and trembling stand
At my own fancy's work appalled:
To have so bowed beneath a spell
Which one light word, at random spoken,
A word that cost thee thought to speak—
Could thus have in one moment broken
Well, be it so: 'tis but a pang
Added to many a pang before;
And, what worse madness to believe,
'Twere worse than folly to deplore.
For me there's this consoling thought
Amid the wreck of all that's past—
My heart must still in time grow cold,
And Love be wearied out at last.

Friday morning, June 8th, Grace Apthorp, aged three years, daughter of Dr. Jer. Van Rensselaer.

Wednesday morning, Edward, son of Thomas W. Pearsall, aged two years and three months.

On Monday evening, June 11th, Peter Hattrick, Esq. aged 77, a native of Scotland, and an old and respectable merchant of this city.

On the 9th inst. at his residence in Hyde Park, Dutches County, Edward Roosevelt, son of James Roosevelt, Esq. in the thirty-fifth year of his age.

This morning, in the 43rd year of his age, Mr. Robt Cahoon. Drowned, on Tuesday morning, 12th instant, while bathing, Archibald W. Hunt, aged 14 years 6 months and 5 days, son of Mr. Josiah Hunt.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 98 persons during the week ending on Saturday last, 16th inst., viz:—24 men, 19 women, 36 boys, and 19 girls.—Of whom 30 were of the age of 1 year and under; 1 and 2, 9 between 2 and 5, 7 between 5 and 10, 5 between 10 and 20, 8 between 20 and 30, 15 between 30 and 40, 8 between 40 and 50, 3 between 50 and 60, 1 between 60 and 70, 4 between 70 and 80, and 1 between 80 and 90. Diseases: Apoplexy 2, bilious dysentery 1, burned or scalded 1, consumption 19, convulsions 8, contusion 1, cramp in the stomach 1, dropsy 1, dropsy in the chest 1, dropsy in the head 8, drowned 1, dysentery 2, fever 1, fever, bilious 1, fever, remittent 1, fever scarlet 4, fever typhus 2, inflammation of the bowels 7, inflammation of the brain 3, inflammation of the chest 2, inflammation of the stomach 1, intemperance 1, measles 6, old age 2, palsy 2, peripneumony 2, rupture 1, schirrhous of the liver 1, sore throat 2, stillborn 9, tabes mesenterica 1, unknown 1, whooping cough 1.

ABM. D. STEPHENS, City Inspector.

PASSENGERS:

Per ship Pacific, sailed on Saturday morning, 16th inst. for Liverpool—Mr J Anderson and lady, Master Jas Mangoon, and Mr Adam Rankin, of England; Capt. H Jenner, 60th reg. Brit. Army; Major Paik, 82d reg. do.; Edward Bell, Dublin; Alexander Ainslie, Mexico; Anthony Rasch, New Orleans; J. S. Tucker, New York; Miss McGowan, Kingston, Jam.; A. G. Digman, do.; Joseph Bouch, Jamaica; Miss Eliza Miller, do.; W. G. Hodgkinson, Boston; R. T. Walker, Nashville, Ten.

In the ship Florion, from Savannah—Dr Jones, lady and two children; Rev G White, lady and children; Mrs W H McAllister, 4 children and 2 servants; Mrs Newville and servant; Mrs Ann M Bourke; Mrs J G Seymour, child and servant; Mrs E Whitlock; Mrs S J Jones; Mr E Van Antwerp, lady and child; Mr B F Cooper, lady and child; Mrs Cameron; J Pawly, lady and child; Misses K Brantly, C Leslie, E Telfair, M Telfair, M Ritchie, L Bullock, J Bourke, L Stone, E Lyon, and Menard; Messrs L Fitch, J V F Walker, C R Thayer, Master Menard.

Per schr Excelsior, from Savannah—Mrs Rogers, Mr Fich, J Longworth, WH Thompson, N Gilbert, CF Surr, CP Fick, G Steeples, H Moore, J Lee, J Haight, CS Hamilton, J Bell, J Reid, S Jennings, B Lee, & L Smith C Churchill.

In the ship Albany, from Havre—M Paignon, C Andrieu, G L Bergerat, Baron De Collins, of France; R Diederich, T Griswold, J Lay, of New York; J L Laverio, of Boston; C Moeckle, of Germany; AB Hart, of Montreal; JP Sardet, of Switzerland; A Scheitlin, do; WT Donance, of Providence; E Mathieu, of France, and 170 in the steerage.

In the ship Elisia Denton, from Mobile—Mr. D. C. Sampson, lady, child and servant; George Davis, Jr, lady and child; Mrs. Ross and 3 children; Mr. Isaac Meeker, child and nurse; Mrs. E. Webb; Mrs. E. P. Hodges; Mrs. S. Southworth; Misses A. E. Ross, S. E. Bragg, C. B. Webb, E. Roberts; Messrs. A. Williams, J. J. Deahon, J. M. Marden; Master E. Dunning, and 3 in the steerage.

In the British ship Asia, from Londonderry—Mr. Edward Edgar; Douglass Smith, and 193 in the steerage.

In the ship Haover, from New-Orleans—Messrs. Dunn, Trowbridge, and 15 in the steerage.

In the British brig Crystal, from New Castle—Mrs. Batstone, S. Bishop, lady and child, and 40 in the steerage.

In the big New-York, from Rio Grande—Augustus Duclou. Per ship Britannia, from Liverpool—Mrs Marshall and two daughters; Mr & Mrs Terrance, of Montreal; Mr & Mrs Hoel, of Cologne; J G Boker & Wm Nelson, of New York; H A Holden, of England.

Per ship Atticus, from New Orleans—Messrs Atherton, Bogart, Hewitt, Spital, Cole, Romeo, Webber, and Smith.

Per Brigue Robert Peele, from Hull—John Bradley, Andrew Munson.

Per schr Louisiana, from Mobile—A R Beel, S Beel, lady and daughter, J B Setchel, F P Miner, D Watkins, A R Beebe. In the French ship Edward, from Havre—Messrs. J. P. Chevalier, J. Urech, and 121 in the steerage.

In the ship Exlio, from Mobile—Captain Hayden, lady, child and servant, Mrs. Rush, Miss Clark, Dr. Woodruff, Messrs Stebbins, Stanberry, Dogan, Blackwell, Jewett, Gale, Holt, and Clark.

In the ship Anson, from Charleston—C. Crocker, Esq. and lady, J Kettell, Esq. and lady, Peter Diegel, Esq. and lady, F. A. Colburn, Esq. and lady, Mrs. C. Blodgett, Miss Legare, Miss Swords, H. S. Legare, Charge d'Affaires to Belgium; J. E. Holmes, Charleston; Wm. Osilly, Esq. H. B. M. Consul at Charleston; Horace Smith, Charleston; Arthur Middleton, Jr. S. C.; J. R. Cunningham, Columbia, S. C.; E. Britton, do. do.; James McCauland, New-York; H. Hoddard, Charleston; E. H. Agry, Boston; E. F. Wood, Savannah; J. S. Rich, S. C.; W. G. Dana, do. do.; Geo. N. Miller, Esq. Charleston; B. F. Smith, do.; L. M. Force, Newark, N. J.

Per ship Lafayette from Charleston—Mrs Collins and 4 children; Mr Wrigley and lady, Mr Bissell, lady and child, Mrs Holbrook J Chapman, JG Ward, Lieut. Riddell of Br Navy, TH Plant, E Miller, W Oakes, A Bulsford, Master Parks, and four in the steerage.

In the ship Talma, from New-Orleans—T. Parmele, lady, 2 children and servant, L. C-metock, W. T. Tilly, J. Green, A. H Jordan, W. Salt-natal, and 3 in the steerage.

In the brig Exchange, from New-Orleans—Messrs. W Agnew, C Carpenter, A Smith, J. W. Carey, J. Hoey, J. M. Gallagher, B. Morris, C. Vining, and 5 in the steerage.

In the schooner Railway, from Curacao—Joshua Naar, lady and child, and Captain J. Parsons, late of the schr Juno.

In the brig William, from Maracaibo—Mr. Hall and lady.

RAILROAD IRON.

The Subscribers having executed large orders for Iron for the Canal Commissioners of Pennsylvania, as well as for several incorporated companies, have made such arrangements in England, where one of them will shortly be, as will enable them to import it on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Pins and Wedges in use, both in a country and Great Britain, will be exhibited. Apply to A. & G. RALSTON.

Philadelphia, May 26, 1832.

J2 3m*

PROCLAMATION.

By Walter Bowne, Mayor of the City of New York.

WHEREAS, information has been received at this Office that the disease known by the name of Asiatic Cholera now exists in or at the cities of Montreal and Quebec in Canada; and whereas it is at all times proper to guard with peculiar solicitude every avenue by which disease might by possibility affect this city: Therefore, by virtue of the powers in me by law vested, I, WALTER BOWNE, Mayor of the City of New-York, do order and direct, that from and after the publication of this proclamation, no boat, steamer, or vessel of any description, having on board any person sick with fever, or the disease called Cholera, or any disease resembling it, shall approach any part of the City of New-York nearer than three hundred yards, nor shall any person belonging to such vessel, except the master, or some person deputed by him, (who shall immediately repair to this Office,) be permitted to land from any such vessel, without permission first obtained from this Office.

And I do further order and direct that no carriage, wagon, or vehicle of any kind, which may convey any sick person, affected with fever, or the disease called the cholera, or any disease resembling it, into the City of New York from abroad, or approach nearer to the City Hall than five miles, without permission obtained as aforesaid, under the pains and penalties prescribed by the health laws of this state.

In testimony whereof I have hereunto subscribed my name, and have caused the Seal of Mayrality of said city L. S. to be hereto affixed, this sixteenth day of June, in the year of our Lord one thousand eight hundred and thirty-two.

WALTER BOWNE,

Mayor of the City of New York

NEW-YORK AMERICAN, TRI-WEEKLY.

The NEW-YORK AMERICAN is now published THREE TIMES A WEEK, in addition to the Daily and Semi-weekly, as usual. This arrangement is made to accommodate a large class of business-men in the country, who are desirous of seeing the advertisements of the day, yet are unwilling to encounter the expense of subscription and postage of a daily paper. By this arrangement, it will easily be perceived, their wishes may be gratified, at one half the expense of a daily paper, as most of the advertisements, both of the Daily and Semi-weekly papers, will appear in the Tri-Weekly American; and the reading matter as published in the Daily paper. It will be issued on Tuesdays, Thursdays, and Saturdays, at FIVE dollars per annum in advance, to subscribers out of the city of New-York, and forwarded, according to their order, and for any length of time.

All letters relating to the TRI-WEEKLY AMERICAN may be addressed to the Publisher and part Proprietor.

D. K. MINOR, No. 35 Wall-st. N.Y.

The New-York American is published DAILY at \$10 per annum, and SEMI-WEEKLY, at \$4 per annum, in advance, as heretofore, at No. 35 Wallstreet New-York.

TO RAILROAD CONTRACTORS.

THE Ithaca division of the Ithaca and Owego Railroad (from Ithaca, at the head of the Cayuga Lake, to Owego, on the Susquehanna River) is now under contract, and large forces of men and teams are at work upon the several sections thereof.

PROPOSALS FOR GRADING the Middle and Owego divisions of this Railroad, (amounting to about 20 miles) will be received at the office of the Company, at Ithaca, Tompkins Co. N. Y. until the 16th day of July next.

The Maps and Profiles of this part of the road may be seen at the office of the Engineer in Chief on and after the 2d day of July.

The ground will be divided into sections of suitable length, and prepared for the examination of Contractors by the 10th day of July next.

JOHN RANDEL, Jr.

Engineer in Chief.

Engineer Department of the Ithaca and Owego Railroad, April 22 1832.

m108w

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Rope, the public are referred to J. B. Jervis, Eng. M. & H. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. Co., Carbondale, Luzerne County Pennsylvania.

Palmyra, Wayne County, New-York.

1st mo. 22d, 1832.

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PATENT, RAIL-ROAD, SHIP AND BOAT SPIKES.

THE TROY IRON & NAIL FACTORY keep constantly for sale a very extensive assortment of Wrought Spikes & Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years successful operation and now almost universal use in the United States (as well as England, where the subscriber obtained a Patent,) are found superior to any ever offered in market.

RAIL-ROAD COMPANIES MAY BE SUPPLIED WITH SPIKES having countersink heads suitable to the holes in the iron rails, to any amount and on short notice. Almost all the Rail-roads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. Y., will be punctually attended to. HENRY BURDEN, Agent.

Troy, N. Y., July, 1831.

Spikes are kept for sale, at factory prices, by I. & J. Townsend, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Brower, 222 Water street, New-York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

P. S. Rail-road Companies would do well to forward their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand for his Spikes.

J23 1am if

H. BURDEN.

| METEOROLOGICAL RECORD—JUNE, 1832. | | | | | | | | | | | |
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| [Communicated for the New-York American.] | | | | | | | | | | | |
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It was announced in the last No. of the Journal, that the Cholera had made its appearance at Quebec and Montreal. The last report received of the Board of Health of the former city states that there been 30 deaths in the hospitals, and that the disease was rapidly extending. No accounts have reached us within the last two or three days, owing to the usual communication having been suspended. We have the following, however, from

MONTREAL.—The following extract of a letter, dated Whitehall, June 18, is from a highly respectable source, and the facts stated may be relied on.

"A letter has just been received from Messrs. Gates & Co. which states that on the 14th there were one hundred and four deaths in Montreal. On the 15th there were not near as many cases. It is an alarming time here. There has been one case on board the steamboat Phoenix; one just out of the village; one came on board of the Franklin, on Saturday, but was not permitted to land here, but went down to Cold Spring, where all the passengers were landed. There was one death soon after landing, and another is no doubt dead before this time. There have been several cases in Plattsburgh, also in Champlain."

ALBANY, MONDAY, JUNE 18.—The Marshal reported last evening that emigrants from the North were coming into the city constantly. This very naturally produced alarm. In the course of the evening several military companies and many citizens, with praiseworthy alacrity, volunteered to remain on guard, to prevent the approach of suspected persons during the night. Capt. Iggott's company, which was on duty all night, was dismissed about five o'clock this morning. The whole population of the city is ready to obey every order and suggestion of the Board of Health.

Board of Health, 12 o'clock, M.—The Board announce that there is no additional authenticated information to communicate to the citizens relating to the progress of the Cholera.

The report of the Physicians to the Board this morning, shows the city to be entirely healthy. By order of the Board: JOHN TOWNSEND, Mayor.

Report of Cholera at Plattsburgh and Burlington.—A letter from Capt. Lathrop, dated on board Steamboat Phoenix, at Whitehall, Sunday evening, June 17th, says, it has been deemed imprudent to go to St. John's.

So great was the alarm that he could not hire any one to take the mail to Canada. He sent it and three passengers by a small boat with some Canadians who wished to join their families.

The Phoenix was to leave on Monday for Champlain. The inhabitants of Whitehall would not allow them to land, until the Board of Health had pronounced them all well.

They would not allow the Franklin to land their emigrants at Whitehall; they carried them back several miles, and landed them in an obscure place. The Phoenix had no emigrant passengers, and but few other passengers.

We yesterday took some passengers from a sloop that left St. John's at 11 A. M.

The Cholera is still raging at Montreal, and they count the deaths by hundreds daily—two or three cases have been at St. John's, and about three at Plattsburgh—one has died. My men are complaining a little to-night—however, nothing in the least like the fatal complaint.

Burlington—I fear for her, but dare not tell all I think.

One person, that the Franklin landed below this yesterday, has died. They would not allow the Franklin to go to the dock at Burlington; she will take no more emigrants.

Thursday.—From the north, the news is calculated to allay the alarm respecting Cholera. The Albany Board of Health reported yesterday at mid-day as follows:

Board of Health,
ALBANY, 20th June, 12 M.

The city continues healthy. No additional information of importance has been received from the north, with the exception, that the person alluded to yesterday, sick at Mechanicsville, is dead. The physician there is of opinion, the man died with the Asiatic Cholera. By order of the Board,

JOHN TOWNSEND, Mayor.

A Mr. Amos T. Walker of Ga., who arrived in Albany from New York on Tuesday evening, died yesterday morning from the effect of a spasm in the

windpipe and violent paroxysms of coughing. The physicians in attendance, Dr. McNaughton and Dr. C. D. Townsend, certify that "there was no circumstance or symptom to lead to an opinion that the disease was Asiatic cholera,"—as indeed is obvious from the nature of the attack. The only motive for alluding to the death at all is, that in the excited state of the public mind any sudden death is deemed cause of alarm.

The Albany Evening Journal of last evening furnishes the following calm, sensible and encouraging reports from the North. They shew, if evidence indeed were not too abundant around us, how greatly fear and credulity, and the love of the marvellous, magnify danger. One case certain and one doubtful only have occurred at Whitehall; and the emigrants stopped on the banks of the Canal are, instead of being in a state of pestilence, spoken of as healthy, cleanly and orderly, though subject (especially if kept in exposed situations, and deprived of the ordinary comforts and conveniences of life) to the common mortality of the country.

We trust that all proper aid and indulgence will be extended to these Emigrants.

A letter dated Whitehall, Monday night, from the Trustees of that Village, to the Albany Board of Health:—At this eventful moment, when a disease unknown in the annals of this country, has progressed in its fatal march through Asia and Europe, until it has reached the fireside of our neighbors of Lower Canada, the Trustees of the village of Whitehall, feel it to be their duty, situated as it is, upon the great thoroughfare between the north and south, to report to you every fact connected with this interesting subject, within their knowledge. They, therefore, proceed to inform you that on Friday morning last, the steamer Phoenix arrived at this landing with a case on board, which was supposed to be Cholera: a Mr. Larned, said to be connected with the Boston Shoe Store, Troy, was its subject. He was attended by our physicians, and died in about eight hours after the commencement of the attack. No communication in this case was had with the inhabitants of our village, and no other cases, except one, and that of a doubtful type, has occurred to the present time. No indication of disease is perceptible among us; a few late emigrants are here, and but few; they are cleanly in the appearance, and in perfect health.

We are assured that the steamboats will bring no more emigrants from Canada during the continuance of the Cholera at Montreal.

A letter from John Patterson, to the Recorder of Troy, dated Fort Miller, June 18th.

This will be handed you by D. Gibbs John, one of the Welch emigrants, detained here by the sickness and death of one of his countrymen, and I think by the Cholera of our own country, and not Asiatic, so thinks Dr. Fitch, who I understand gives Gibbs John a certificate or statement to that effect. These men are about 80 in all. About 80 persons were left on the canal bank at this place, including sick persons, by the boat Hannibal. Those remaining are all in good health, and want to join their companions, but, from the proclamation of your Honor, no boatman will take them on board.

The undersigned have also the pleasure of stating that, from the efficient measures taken to stop the tide of emigration, and from the determination and zeal manifested by the citizens of Troy, West Troy, Lansingburgh and Waterford, to carry those measures into successful operation, no immediate cause of an alarm exists, as emigrants are invariably stopped and subjected to a rigid examination and quarantine; there are now but few on the canal above Waterford and the Captains of boats wholly refuse (as we were informed at Waterford,) to admit any person with the appearance of an emigrant on board the boats.

Mr. Taylor, of West Troy, deserves the thanks of this whole community, for his active and untiring exertions, in keeping back from the city, all suspected persons.

A. GALLUP,
P. V. SHANKLAND.

Tuesday evening, 9 o'clock.

[From the Bulletin of the Journal of Commerce.]

TROY, (N. Y.) JUNE 20.—One o'clock, P. M.—Letters from Whitehall and Bennington, bring the intelligence that the Cholera had not made its appearance in either place. The case of Mr. Larned and a

death after a brief sickness, were all the suspected cases that had occurred at Whitehall.

The Burlington Board of Health, under date of Sunday evening, 9 o'clock, report that no case of unusual type has appeared there, but two deaths have taken place recently, one a child three years of age, the other a man of 33 years of age who was excessively intemperate.

A case of sudden death occurred in this city this morning, which has caused an unprecedented excitement. Mr. John C. Prescott, of the firm of Prescott & Holcomb, some time yesterday afternoon feeling unwell, sent to "a steam doctor," and is supposed to have died from his prescriptions.

In the opinion of the Physician who made the post mortem examination, no marks of Cholera were discernable.

We understand that Dr. Depeyre accompanied the physicians, Doctors De Kay and Rhinelander, appointed by the Corporation, and, we believe, the Medical College, to visit Montreal and Quebec, for the purpose of making personal observations upon the nature, causes and extent of the epidemic disease now existing in those cities. Dr. Depeyre is well known as one of the most skillful anatomists in this country, and his practice in lithotomy, in particular, has been attended with signal success.

P. S. The following has just come to hand:—

The annexed report of the Board of Health is taken from the Montreal Herald, dated June 16th:

BOARD OF HEALTH,

Montreal, 2 P. M., 15th June, 1832.

The Board of Health have been at great pains to ascertain the progress of the Cholera among emigrants and natives, or residents in the city banlieu of Montreal, from the uncertain period of its commencement; but they regret to state, that they are still unable to give an exact report of the number of cases and their results.

As far as has been ascertained, the number of cases of Cholera, spasmodic or severe, as well as of milder attacks previously known in this country, amount to 1204; the number of deaths, 234; recovered or remaining, 974.

A more full and special report from the Board will be published to-morrow (Saturday), in the afternoon. By order of the Board:

J. GUTHRIE SCOTT, Sec'y.

Seven cases (four deaths) are reported by the last accounts to have occurred at Plattsburgh. The disease is said to prevail also at Ogdensburg and Prescott, on the St. Lawrence, whither it has been carried by the emigrants. There had been three deaths at the latter place. Albany, Troy, Burlington, and the other intermediate towns between this and Canada, continue unusually healthy.

LABARRAQUE'S DISINFECTING SOLUTION OF CHLORIDE OF SODA—the most effectual agent known for neutralizing pestilential exhalations and destroying contagion. Besides these important properties, the Chloride of Soda will be found invaluable to families, and large establishments for preserving animal provision in warm weather. To ship-masters its use is particularly recommended for preserving a healthy condition of vessels. The Chloride of Soda manufactured by the subscriber has been found by careful experiment to exceed in strength any other now in the market, and is prepared strictly after the formula of A. G. Labarraque, of Paris.

For sale, wholesale and retail, 7 and 12 Wall-st. J. BOSTON.

THE PATERSON AND HUDSON RIVER RAILROAD

Is now in actual and successful operation from the town of Paterson to the village of Aquackanok, a distance of four and three-quarter miles, and three splendid Cars have been placed upon it by the Company.

With a view to suit the convenience of those persons who may wish to avail themselves of this rapid and delightful mode of traveling, the following hours have been fixed for leaving those places.

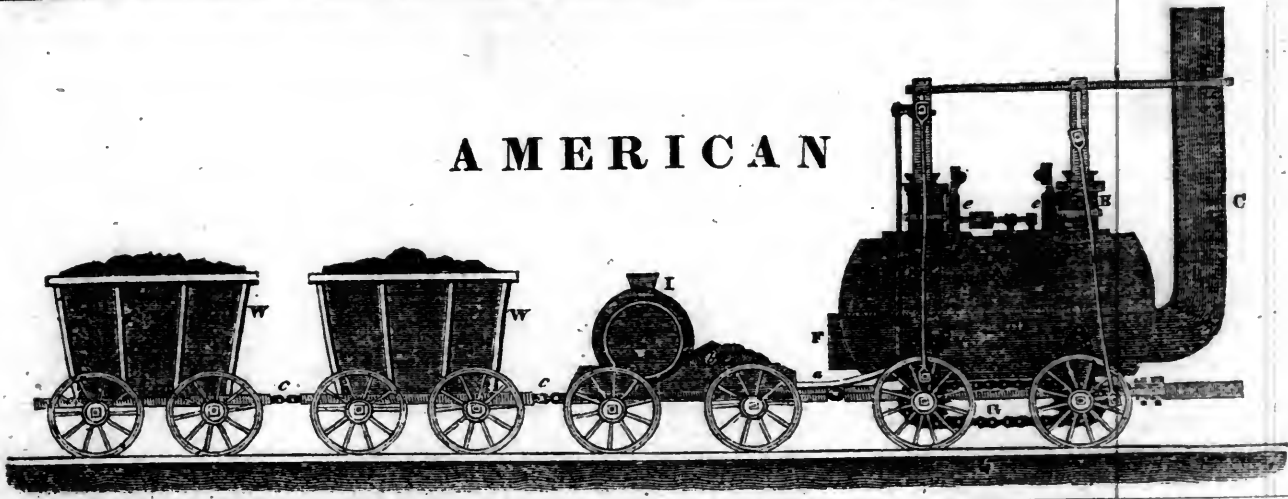
| PATERSON. | | AQUACKANOK. | |
|------------------------------|----------------------|------------------------|------------------------|
| At half past 7 o'clock, A.M. | At 6 o'clock, A.M. | At half past 10 do do | At 8 o'clock, A.M. |
| 10 do do | 10 do do | 1 do before 1 do P.M. | 1 do before 1 do P.M. |
| 12 do do | 12 do do | 1 do half past 3 do do | 1 do half past 3 do do |
| 4 do P.M. | 4 do P.M. | 5 do do | 5 do do |
| half past 4 do do | half past 4 do do | half past 6 do do | half past 6 do do |
| 1 before 6 do do | 1 before 6 do do | 7 do do | 7 do do |
| ON SUNDAYS. | | ON SUNDAYS. | |
| At 6 o'clock, A.M. | At 7 o'clock, A.M. | At half past 3 do do | At half past 3 do do |
| half past 7 do do | half past 7 do do | half past 9 do do | half past 9 do do |
| 8 do do | 8 do do | half past 1 do P.M. | half past 1 do P.M. |
| half past 12 do P.M. | half past 12 do P.M. | 6 do do | 6 do do |
| 5 do do | 5 do do | half past 7 do do | half past 7 do do |
| half past 6 do do | half past 6 do do | | |

Parties of 2 or more persons can be accommodated at either of the above hours with a private Car. It is the wish of the Company that the cars should leave the respective places at the hours aforesaid, and the proprietors of Stages are requested to co-operate with them in this respect.

FARE, reduced to 1s 6d.—Children under 12 years of age half price.—Paterson, June 20th, 1832.

E. E. D. OGDEN, Secretary.

A M E R I C A N



RAILROAD JOURNAL.

OFFICE, 35 WALL-STREET.

NEW-YORK, JUNE 30, 1832.

VOLUME I...NO. 27.

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The AMERICAN RAILROAD JOURNAL is pub-
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AMERICAN RAILROAD JOURNAL.

NEW-YORK, JUNE 30, 1832.

THE PATERSON RAILROAD, to which we referred in our last, is, perhaps, less known to this community than any other of equal importance in the country. This arises probably from the circumstance that the stock is principally owned by those who projected the enterprise, and who choose to retain the control of the road; hence the stock has been less in market, and of course less interest has been excited upon the subject. There cannot be a doubt, however, we think, but that it will ere long be duly appreciated. It will open an easy communication between this city and one of the first, if not the very first manufacturing village in its vicinity, and greatly facilitate its business. It will, when completed, enable thousands of our citizens—who have not weeks of leisure upon their hands, to spend in the country—to pass a leisure day occasionally, at a very small expense, in the enjoyment of as pure air and as enchanting scenery as can be found either at Saratoga Springs, at Trenton or Niagara Falls.

Another attraction will be found in the crossing of navigable rivers, (the Hackensack and Passaic both crossing its line,) a circumstance of which, by any other Railroad we have seen no account. There must of course be draw-bridges—usually constructed, we believe, so as to form two inclined planes—which would greatly interfere with Railroad traveling; but this difficulty has been entirely, and, as we have been informed, very ingeniously obviated by a draw-bridge upon an entirely new principle, invented by ROSS WINANS, Esq., already favorably known as the inventor of the improved car, spoken highly of by the Chief Engineer of the Baltimore and Ohio Railroad and others who have used it. We are not familiar with the plan adopted, but believe that instead of being raised, it is lowered, still retaining its horizontal position, by means of an

apparatus which acts as a wedge or inclined plane, with a horizontal movement, under the rails.—When the draw is to be opened, the apparatus is with drawn from its position until those parts of the rails which fill its space fall below the other parts of the rails, then they also partake of the horizontal movement until the space designed for the passage of the vessel is clear. After the vessel has passed, and the draw is to be closed, a counter movement of the rails and apparatus takes place until the moveable rails have regained a position directly under that which they are to occupy, their horizontal motion then ceases and a perpendicular one follows,—caused by the continued horizontal movement of the inclined plane beneath it—until the rail has regained the level of the road, where it is firmly supported by the frame on which it rests, and the cars will pass over it with as little difficulty as over any other part of the road.

After passing the Bergen ridge, the marshes, and the Hackensack river, there will be a high embankment, of considerable extent, formed from the excavation, to the depth of 25 or 30 feet, of the summit of Berry's hill. There will also be a corresponding embankment on the west side of Berry's hill to the Passaic river. These rivers must be passed by draw bridges, in order to permit vessels to navigate them as usual; and here it is that Mr. Winans' newly invented draw bridge is to be tested. The work on these heavy embankments and deep excavation is progressing rapidly, yet they will somewhat retard the completion of the work, as a large force cannot be brought to bear upon them. After crossing the Passaic, the ascent is gradual until the point is attained to which the road is already completed, near Aquackanonk.

The plan of laying the rails on this road varies in some measure from any other within our knowledge. After the road is prepared for receiving the rails, parallel rows of square pits or holes, of 18 inches in diameter, and 2 1/2 or 3 feet in depth, and 3 feet from centre to centre, are dug and filled with broken stone, of an inch or inch and a half in diameter, closely rammed, which forms a compact mass, across which sleepers of cedar or locust are laid, upon which, at right angles, rest the pine rails, 6 by 8 inches, with a plate of wrought iron. 5-8ths by 2 1/2 inches on the surface. This mode of preparing the foundation is new, and we were informed that it was proof against the severity of the past winter, as scarcely any injury was sustained from frost. It is deemed superior to the block of stone for the support of the rails. It however should

be thoroughly tested before it is adopted to any considerable extent.

HAERLEM RAILROAD.—In taking a short walk this morning up town, we passed the scene of operations upon this work; and we were gratified to find that the rails, or rather the stone sills for the reception of the iron rails, are laid between 14th and 12th streets, and that they will, in a very short time, be completed as far down as Prince street; when our citizens will have an opportunity of witnessing the manner of laying rails along paved streets, as well as the greater safety of using carriages on a Railroad in cities, than in any other way, as they move directly forward, and are entirely under the control of the driver, who can check his horse with one hand, and move his lever, which stops the carriage, with the other. There will be no racing, and, in truth, no danger to be apprehended. Those who are desirous to see the manner of laying the rails, as well as the ease with which they are crossed by carriages and carts, may do so by a visit to the corner of the Bowery and 12th street.

The work on the line of the road, we understand, goes bravely on; and we hope it will not be many months before the thousands who are impatiently waiting, may have an opportunity to enjoy the pleasure of a trip to Haerlem on a Railroad.

STEAM CARRIAGES UPON COMMON ROADS.—We have in previous numbers given extracts from the examinations taken before a Committee of the House of Commons, and we now give in part, and shall complete in our next number, the report of that committee upon the above subject. We find it has become in England a subject of much interest, and we shall, therefore, hereafter make farther extracts from the examination of other gentlemen who have been engaged in similar experiments. It would be a little singular if steam carriages on common roads should treat Railroads with as little ceremony as Railroads are treating Canals.

We are authorized to state, that the Philadelphia, Germantown and Norristown Railroad Company, have received for tolls during the short period since the opening of their Road, a sum considerably exceeding three thousand dollars. We have further authentic information that the company are in daily expectation of receiving a first rate locomotive engine from England, which will immediately be put in operation on the road, arrangements having been made for the employment of a first rate steam engineer. We learn, also, that the road in a very short time will be completed to the Germantown main street, and that the located line to the Wissahickon will forthwith be put under contract, the company having on hand all the materials for the extent of the route.—[Ohio Gazette, 26th inst.]

[From the Oswego Gazette.]

RAILROAD MEETING.—At a meeting of the Corporation of, and citizens friendly to the New York and Erie Railroad Company, held at L. Manning's, in the village of Oswego, Tioga county, on the 4th day of June, 1832, pursuant to notice given, the Hon. Philip Church, of Allegany county, was chosen chairman, and J. R. Drake, of Tioga county, Secretary.

Resolved, That a committee of three be appointed to correspond with the proper officers of the General Government in relation to the Survey of a Railroad route from New York to Lake Erie, and that J. R. Drake, J. H. Avery, and S. B. Leonard, be said committee.

Resolved, That the above named gentlemen be a committee for devising and recommending the necessary measures for effecting a survey or exploration of the said Railroad route.

Resolved, That a committee be appointed for the purpose of applying to the Holland Land Company and to the Poultaey and Hornby Estates, and others, for a subscription to aid in the above survey and exploration; and also for the purpose of creating a fund to be offered as premiums for useful information respecting the construction and use of Railroads and Railroad machinery; and that Philip Church be said committee; said premiums to be awarded as the company shall hereafter designate.

Resolved, That this meeting adjourn to meet in the city of New York, on the first Tuesday in July next, at 4 o'clock P. M., at the Exchange,—and at Erwin's Hotel at Painted Post, Steuben county, on the third Tuesday of July next, at four o'clock P. M.

Gentlemen interested in, and friendly to the said Railroad, are invited to attend the above meeting.

PHILIP CHURCH, Chairman.

JOHN R. DRAKE, Secretary.

[From the Philadelphia edition of Wood's Treatise on Railroads.]

We commence this week Mr. Smith's account of the different Railroads in Europe, by giving that of the Stockton and Darlington Railroad.

Stockton and Darlington Railroad.

This road extends from Stockton, on the river Tees, to the coal mines, which are 12 miles distant from Darlington. The length of the main line is about 25 miles; and there are several branches which extend in the aggregate 15 miles. The line traverses an undulating and hilly country, and the amount of excavation and embankment was enormous. Some of the cuttings and embankments are 30 and even 40 feet from the surface. The curves on this road are abrupt, and causing much friction, the repairs of the rails and wagons require unusual expense. The profile of that part of the road, where stationary power is not employed, is undulating—varying from a level to an inclination of 1 in 104 nearly, or 51 feet in a mile; the average is 1 in 246. There are two summits, the Etherley and Brusselton, which are passed by means of a stationary engine on each, which works the two inclined planes on each side of the summit. The Etherley north plane is one half of a mile in length, and the ascent is 180 feet. The engine is estimated a 30 horse power. The Etherley south plane is rather more than 1760 yards in length, and the descent is 312 feet. From the foot of the latter plane to the foot of the west Brusselton plane is four fifths of a mile. This plane is one mile long, and the ascent is 150 feet; the steam engine on this summit is estimated at 60 horse power. The east Brusselton plane is one half of a mile in length, and descends 90 feet. Thirty-two tons (including the weight of the wagons) are drawn up these planes, in one train, at the rate of 8 or 10 miles per hour.—This Railroad is a single line, with four turn outs, each of 100 yards in length, in a mile; width between the tracks 4 feet 6 inches. The rails are chiefly of malleable iron, 15 feet long, 2 1/4 inches wide on the top, and weigh 28 lbs. per yard, (the form of Birkenshaw's patent.) The cost of the iron was more than twice the present price of that article.—The expense attending their charter was £12,000, and the land cost more than this sum. Without including these items, the cost of the main line was nearly £5,100 per mile, being a much larger sum than any single Railroad in Europe had cost. The locomotive engines on this road weighed twelve tons, and this enormous and improper load material injured the rails, which were of the lightest pattern. The cost of traction, with these imperfect and antiquated engines, was one-fourth of a penny per ton for goods per mile; the cost and repairs of the engines were one-eighth of a penny additional. Horses were formerly employed on this road; their

load was 16 tons gross each, at the rate of three miles per hour. On this line there is a suspension bridge, supported by iron chairs.

Many writers have stated that this was the first Railroad intended for the purpose of general trade; this is a mistake. Several Railroads of considerable extent were made in Great Britain many years previously. The Surrey, the Sirhoway, the Cardiff and Merthyr Tydvil, and several other Railroads, were intended to accommodate a general trade, and the tolls on them specified accordingly in the several acts of Parliament; although the articles conveyed on them, as well as on the Stockton and Darlington Railroad, are chiefly minerals and other heavy goods.

* This includes the profit of the contractors, oil, &c.; they also draw back the empty wagons without any charge. The prime cost of the wagons was defrayed by the Company.

[CONTINUATION OF CHAP. X.]

In resuming the subject, which has been interrupted by this digression, the cost of wooden Railroads, resting on wooden sleepers, provided with iron rails, will next be given.* One of these Railways has cost about \$3062 per mile for a single line composed of the best materials, and the dimensions, strength, and arrangement being adapted to locomotive engines. The timber rails being imported from Carolina (the size 5 by 9, the iron 2 by 4-10 inch) and conveyed nearly 560 miles, to their place of destination, on the line of the Schuylkill Railroad. The cost of the Railway alone, is here alluded to, as the Road Formation, &c. is not at present the subject of investigation.

The cost of no single line of this species of Railway in Pennsylvania has been as great as the sum mentioned, (with one exception;) but this work has been selected in consequence of its superior character. The cost of the Railroad, including every item for a double line, is estimated at \$11,751 per mile: the cost, therefore, of the whole work, which extends 22 1/2 miles, is not as much as the cost of a single bridge (the Sankey Viaduct) on the Manchester and Liverpool Railroad! (See the description in the Appendix.)

The great South Carolina Railroad (which is the longest in the New World, and has but one rival in this respect in the Old) is founded on piles, and the wooden string-pieces and accompanying iron rails are adapted to locomotive engines, which have for some time been in use on it. The cost has been about \$4000 per mile: the line is single, (with occasional double tracks for side lines,) and extends 135 miles.

The road formation of this work required only a small sum for its execution. The embankments, which are usually adopted elsewhere, are superseded by the great elevation of the piles which sustain the rails. If the customary plan had been adopted for Road Formation, the expense of these piles, and of the superstructure, or Railway, would have been less than the sum just mentioned. The total cost of the Railroad, including every item, has been \$4500 per mile. (For a description of this road, see the Appendix.)

The next cost of Railways, composed of iron rails, resting on wooden string-pieces, which are supported by stone piers or blocks, is, of course usually greater. The cost on the Baltimore and Ohio Railroad for such Railways has been about \$10,500 per mile for a double set of tracks, including every expense of construction and purchase of materials. On the Newcastle and Frenchtown Railroad the cost of a single line of Railway, resting on stone blocks, has been nearly \$6,000 per mile. On the high embankments of each of these roads, wooden sleepers, &c. are, of course, adopted. The cost, where wooden sleepers are used, has been a small fraction less than the preceding sums.

The total cost of the latter Railroad, which is even superior in profile, and equal in plan to the Manchester and Liverpool line, was \$22,810 per mile. It is now in operation, and is admirably adapted to rapid travelling and transportation. It is graded for a double track.

* The first Railroad, of any description, executed in the Union, was in Pennsylvania. It was made entirely of wood. Several others, of small extent, were subsequently established. The Editor suggested to the proprietor of one of these Roads, to cover it with wrought iron rails. This was effected. It has often been erroneously stated that the Quincy Railroad, made in the year 1826-7, was the first in the United States.

The total cost of the Baltimore and Ohio Railroad is stated in the last annual report at \$27,128 per mile from the city to the Point of Rocks, (being 73 miles, including the branch of 3 1/2 miles to Frederick,) although the Editor has reasons for believing that the ultimate cost will be, at least, \$30,000. The main road is composed of a double line of tracks. It is well known that much unnecessary expenditure has been bestowed on this work—particularly on the first division of 13 miles. Great extravagance has been displayed in the construction of the bridges on every part of the line. With one exception, they are constructed, at an enormous expense, of masonry. Moreover, the physical difficulties encountered on the route are unusual, and, for the first 13 miles are unparalleled in the Union. When the Editor proposed the execution of a Railroad from Baltimore to the Ohio, in the year 1824, he was well aware that the line would necessarily traverse a country abounding in unusual difficulties, which would increase the cost to a sum greater than would be required for the Railroad from Philadelphia to Pittsburg, which he at that time urged on the public attention. In several of his pamphlets on Railroads, published in the year 1825, he stated that the greater cost of the Baltimore road would render it less beneficial than the proposed rival road in Pennsylvania. Subsequent investigation and experience have confirmed these views. Nevertheless, the cost of the former road will, in its farther progress to the west, be much less than that already incurred, which has already been stated at \$27,128 per mile. The graduation and masonry, alone, of the first 13 miles, has cost \$46,334 56 cents per mile; whilst on the remainder of the line, extending 54 5/8 miles, it has been only \$8,532 16 cents per mile! (This also includes the bridge across the Monocacy river.) The cost, therefore, has been in the proportion of about 5 1/2 to 1 for the road formation, including bridges, &c. The total cost of the latter 54 5/8 miles of this Railroad, including every item, has been \$20,168, (including the cost for finishing the second track, which is yet to be added on part of the line.) The directors have stated their conviction, that the average expense on the remainder of the line will not exceed this sum.

The Pennsylvania Railroad has unfortunately, and most injudiciously, been adopted only from Philadelphia to the Susquehanna, a distance of 81 6/10 miles; thence to Hagerstown, the line is continued by a Canal extending 172 58/100 miles: the road is then resumed, and passes over the Alleghany mountain, by means of nine inclined planes, to Johnstown, a distance of 30 09/100 miles, the rise and fall being 2570.29 feet on the Alleghany portage; and thence to Pittsburg, a distance of 105 miles, the remainder of the line is a Canal: from Pittsburg to the town of Beaver, the Ohio river continues the line: from the latter town, the canal is continued in a direction to Lake Erie and the Ohio Canal, 243.4 miles, to the town of Newcastle. Its farther progress depends, if the phrase may be used, on the wisdom of the Legislature.

The Railroad portions of this extensive line—the longest in the world—have been confined to the most difficult parts of the route. The nature of these difficulties will be apparent from an examination of the description of the Railroad which is given in the Appendix. The undulating surface of the route, which, moreover, passes over three mountains, required enormous embankments and excavations, whilst a tunnel through solid rock increased the unusual cost: the numerous streams, the impetuous torrents, and several broad rivers, rendered the cost for bridges and other works enormous. Nevertheless, the cost of the whole road, with the exception of the machinery, and the superstructure or Railway, will be only \$12,000 per mile for the 81 6/10 miles, and \$16,860 per mile for the remaining 36 69/100 miles. The greater portion of this work is already finished, and the present year will witness the completion of the whole road formation, and of a large portion of the Railway. The cost of the latter will, in future, depend on the decision of the Legislature, respecting the materials and dimensions to be adopted.—But, even if the most durable, efficient, and expensive mode be adopted—a mode far more costly and substantial than that of the hitherto unrivalled Manchester and Liverpool Railway—if the superstructure be continued in the same manner as the portion now in progress, the cost will be \$16,000 per mile; or, the total cost of the whole Railroad will be less than \$30,000 per mile—a sum less than would be requisite for the construction of the locks and tunnel, alone, on the Canal—if it were even possible to construct a Canal on this route.

The plan and profile of this line, located in a

rugged country, could not be expected to equal these features of the Manchester and Liverpool road; but, in these respects, the line is far superior to any other important Railroad in the British dominions. The far-famed Stockton and Darlington, or Cromford and High Peak Railroads, are decidedly inferior to it in every respect.

It will be absolutely necessary in a few years to extend this Railroad so as to form a continuous line from the Ohio to Philadelphia. The mere transportation of passengers and light merchandize, and the winter trade, will justify the expense. The importance of reaching the waters of the west, when they are high in the latter part of the winter, when the canals will be closed by ice, is an additional argument in favor of the proposed measure.

The Railroad from Camden to Amboy, 61 miles in length, is composed of a double set of tracks; the edge rails of wrought iron possess unusual strength; they weigh 36 1/3 lbs. to the yard, and rest on blocks of stone two feet square; the plan and profile admit of the passage of locomotive engines at the most rapid velocity. The total cost will be only \$18,550 per mile, (exclusive of land, wagons and steamboats:) the line is almost mathematically straight. The road formation of the division, in the valley of the Delaware, extends 27 miles, and will cost only two-thirds of the remainder of the line which crosses the ridges which separate the waters of the Delaware from those of the Raritan. On the latter division, the embankments and excavations have been, as in all similar cases, proportionally more expensive. It is partly finished, and the remainder will be in operation during the present year. (See the description in the Appendix.)

The Railroad from Baltimore to the Susquehanna has cost about \$6800 for the graduation and masonry per mile. 21 1/10 miles are finished and prepared for a double track: the Railway has cost \$4000 per mile for a single track—the rails are of wood, plated with iron, and rest on wooden sleepers. (See the description in the Appendix.)

From an examination of the list of Railroads and Canals which has been presented to the reader, it is manifest that the cost of construction, of even the most expensive and difficult of the former, (which are comparatively few in number,) has been greatly exceeded by many of the latter; and that the usual, or average cost of the latter, has, in almost every instance, been greater. The simultaneous courses of Canals greatly increases their aggregate cost, even when the cost per mile is equal to the cost per mile of Railroads.

The repairs and maintenance of Railroads and Canals are next to be considered. The cost of keeping Canals in repair is well known to be enormous, even in Great Britain, where the utmost expenditure has been lavished on them, and where the most durable materials and modes of construction are adopted, the expense of repairs has been stated, by every engineer who has written, or been consulted on the subject, as greater than the sum requisite to maintain Railways in repair; and especially when horse power, or moderate velocities, are employed. If the velocity on them be increased to twice or even ten times the rate which is customary on Canals, of course, some additional expense will be incurred; the beneficial result may, however, in such case justify the increased expenditure; and even in an extreme case, as such velocity is not practicable on Canals, it would be idle to compare the relative expenditure for repairs. Canals would be speedily destroyed if the boats were permitted to be drawn at the rate of six, or even four miles per hour.

Some of the opponents of Railroads have asserted that every year they deteriorate, whilst Canals become more permanent; that the only parts of the latter which are exposed to decay, are the gates of the locks. All experience, as well as the least reflection, evince the fallacy of the latter statement: The wooden aqueducts, the road and other bridges, the waste weirs, dams, and planking, when the latter is used, and other works of which wood is a component part in this country, are peculiarly subject to decay, from the combined action of moisture and the air. The locks, culverts, &c. are constantly exposed to the filtration of water, to the shock of boats, &c. The slope wall, which is sometimes used to line the interior of the banks, is exposed to some injury from the passage of every boat; and the banks are constantly slipping in, and lessening the depth of the Canals. The streams bring in their deposit of mud and sand: the action of ice and freshets, on the exposed portions of the banks, is always injurious, and sometimes very destructive. Leaks and breaches are constantly occurring, even on the oldest Canals, where time has effected the ut-

most consolidation of the banks. Canals, recently constructed, are, of course, more subject to these accidents; but all are liable to them: even the European works are not exempt. The burrowing of vermin, the growth of some plants, &c. occasion sometimes serious injury. A muskrat, a few years since, notwithstanding the laws in such cases made and provided, set at defiance the State of New York, and for several days put an effectual stop to the navigation of her great Canal. The leaks and breaches, and destruction of dams, on some of our American canals, have occasioned (as every person is aware) the most serious embarrassment, and stoppage of the trade sometimes for several weeks, and even months. In some soils the former cannot be foreseen; and no effectual remedy has been, or sometimes even can be, provided. These repairs are expensive, and require much time, during which the navigation is suspended, and great loss of tolls, and extensive injury to merchants and others, are experienced. Several millions of dollars have already been expended on the mere repairs of the Canals in Pennsylvania, New York, Ohio, Maryland and Virginia:—a very large sum will be for ever required for this purpose annually, although improvements, which time and skill have effected in them, will render the cost, probably, less onerous in future. Some of the materials, however, have been in use but a short time, and, consequently, have been hitherto less affected by decay than they will be in a few years.

The embankment of Railroads are also consolidated by age, and to a greater extent than the embankments on canals: leaks and breaches are not to be dreaded; and the passage of vehicles, in lieu of injuring them, actually renders them more firm. Their ruins are not liable to be carried away by a breach, and to be strewn over the surface of the adjoining fields, and thereby reduce to sterility valuable land.

When Railways are made with durable materials the iron rails are, indeed, subject to wear; and the various excavations, embankments, bridges, and other works, are, like all the works of man, tending to decay: nevertheless, experience proves that they require less expenditure for repairs than the most durable canal: and, of course, less than the flimsy canals in this country. It is important to observe, that the recent improvements, in almost every detail of Railways and of their carriages, render them more durable, and that every year additional improvements continue to be discovered.

When Railways are constructed with less durable materials, (which may be frequently expedient,) the annual cost for repairs may be considerable; but, in such cases, these will be balanced by the diminished capital which will be required for their construction. The cheapest species of single Railway, made even entirely of wood, would, in some cases, cost less (even if it would require a total renewal every few years) than the mere average repairs on the canals of Pennsylvania and New York.

The repairs on canals frequently occasion a total stoppage of the trade on them—sometimes for long periods—and the time when such stoppage may occur, or the duration of it, cannot often be foreseen or provided for. On Railways little embarrassment, and no delay of any moment, occurs when repairs are required. If there be two sets of tracks, both will not be cut of order at the same place; consequently, one of them can be used when the other is injured. If only one track exists, a few planks, &c. will form a temporary Railway at the injured place; or the wagons may be drawn separately for a short distance, even on the natural surface of the ground: this, in fact, is sometimes done.

The salaries of lock-keepers (if locks be in the usual proportion) is much greater than the salaries of the few attendants at the inclined planes of Railroads: and many Railroads do not require inclined planes, and in this respect require no expenditure.—The supply of water which is required for the use of canals is, strictly speaking, as much a part of their cost for repairs, as the supply of iron to repair the wear of the rails of Railways. The expense of constructing feeders, dams, or pumping apparatus, for this purpose, has already been discussed. The annual cost of maintaining such apparatus will be sometimes enormous, and it always will be attended with some expense.

Extract from a Report to the House of Commons—printed for the House of Representatives U. S.

The Select Committee appointed to inquire into, and to report upon, the proportion of tolls which ought to be imposed upon coaches and other vehicles propelled by steam or gas, upon turnpike roads; and also, to inquire into, and report upon,

the rate of toll actually levied upon such coaches or other vehicles under any acts of Parliament now in force; and who were instructed to inquire generally into the present state and future prospects of land carriage by means of wheeled vehicles propelled by steam or gas on common roads; and to report upon the probable utility which the public may derive therefrom; and who were empowered to report the minutes of the evidence taken before them, to the House; have examined the matters referred to them, and agreed to the following report;

The committee proceeded, in the first instance, to inquire how far the science of propelling carriages on common roads by means of steam or mechanical power, had been carried into practical operation; and whether the result of the experiments already made had been sufficiently favorable to justify their recommending to the House that protection should be extended to this mode of conveyance, should the tolls imposed on steam carriages, by local acts of Parliament, be found prohibitory or excessive.

In the progress of their inquiry, they have extended their examination to the following points, on which the chief objections to this application of steam have been founded, viz. the insecurity of carriages so propelled, from the chance of explosion of the boiler, and the annoyance caused to travellers, on public roads by the peculiar noise of the machinery, and by the escape of smoke and waste steam, which were supposed to be inseparable accompaniments.

It being also in charge to the committee "to report upon the proportion of tolls which should be imposed upon steam carriages," they have examined several proprietors of those already in use, as to the effect produced on the surface of the roads by the action of the propelling wheels.

As this was too important a branch of their inquiry to rest entirely on the evidence of individuals, whose personal interest might have biased their opinions, the committee also examined several very scientific engineers, by whose observations, on the causes of the ordinary wear of roads, they have been greatly assisted.

The committee were directed also to report "on the probable utility which the public may derive from steam carriages." On this point they have examined a member of the committee, well known for his intelligence and research on subjects connected with the interests of society, and they feel that they cannot fulfil this part of their instructions better than by referring the House to the evidence of Col. Torrens.

These inquiries have led the committee to believe that the substitution of inanimate for animal power, in draught on common roads, is one of the most important improvements in the means of internal communication ever introduced. Its practicability they consider fully established; its general adoption will take place more or less rapidly, in proportion as the attention of scientific men shall be drawn, by public encouragement, to further improvement.

Many circumstances, however, must retard the general introduction of steam as a substitute for horse power on roads. One very formidable obstacle will arise from the prejudices which always beset a new invention, especially one which will at first appear detrimental to the interests of so many individuals. This difficulty can only be surmounted by a long course of successful, though probably unprofitable, experiment. The great expense of the engines must retard the progress of such experiments. The projectors will, for a long period, work with caution, fearing not only the expense incurred by failure, but also that too sudden an exposure of their success would attract the attention of rivals. It is difficult to exemplify to the House how small and apparently unimportant an adaptation of the parts of the machinery, or of the mode of generating or applying the steam, may be the cause of the most rapid success: yet he who, by a long course of experiment, shall have first reached this point, may be unable to conceal the improvement, and otherwise will at once reap the benefit of it.

The committee are convinced, that the real merits of this invention are such, that it may be safely left to contend with these and similar difficulties; there are others, however, from which the legislature can alone relieve it. Toll, to an amount which would utterly prohibit the introduction of steam carriages, have been imposed on some roads; on others, the trustees have adopted modes of apportioning the charge which would be found, if not absolutely prohibitory, at least to place such carriages in a very unfair position as compared with ordinary coaches.

Two causes may be assigned for the imposition of such excessive tolls upon steam carriages. The first, a determination on the part of the trustees, to obstruct, as much as possible, the use of steam as a propelling power; the second, and probably the more frequent, has been a misapprehension of their weight and effect on roads. Either cause appears to the committee a sufficient justification for their recommending to the House, that legislative protection should be extended to steam carriages with the least possible delay.

It appears from the evidence, that the first extensive trial of steam as an agent in draught on common roads, was that by Mr. Gurney, in 1829, who travelled from London to Bath and back in his steam carriage. He states, that although a part of the machinery which brings both the propelling wheels into action when the full power of the engine is required, was broken, at the onset, yet that, on his return, he performed the last eighty-four miles, from Melksham to Cranford bridge, in ten hours, including stoppages. Mr. Gurney has given to the committee very full details of the form and power of his engine, which will be found in the evidence.

The committee have also examined Messrs. Summers & Ogle, Mr. Hancock, and Mr. Stone, whose steam carriages have been in daily use, for some months past on common roads. It is very satisfactory to find that, although the boilers of the several engines described, vary most materially in form, yet that each has been found fully to answer the expectation of its inventor. So well, in fact, have their experiments succeeded, that in each case where the proprietors have ceased to use them, it has only been for the purpose of constructing more perfect carriages, in order to engage more extensively in the business.

When we consider that these trials have been made under the most unfavorable circumstances—at great expense—in total uncertainty—without any of those guides which experience has given to other branches of engineering;—that those engaged in making them are persons looking solely to their own interest, and not theorists attempting the perfection of ingenious models;—when we find them convinced, after long experience, that they are introducing such a mode of conveyance as shall tempt the public, by its superior advantages, from the use of the admirable lines of coaches which have been generally established—it surely cannot be contended that the introduction of steam carriages on common roads is, as yet, an uncertain experiment, unworthy of legislative attention.

Besides the carriages already described, Mr. Gurney has been informed, that from "twenty to forty others are being built by different persons, all of which have been occasioned by his decided journey in 1829."

The committee have great pleasure in drawing the attention of the House to the evidence of Mr. Farey. His opinions are the more valuable from his uniting, in so great a degree, scientific knowledge to a practical acquaintance with the subject under consideration. He states that he has "no doubt whatever but that a steady perseverance in such trials will lead to the general adoption of steam carriages;" and again, "that what has been done proves to his satisfaction the practicability of impelling stage coaches (by steam) on good common roads, in tolerably level parts of the country, without horses, at a speed of eight to ten miles per hour."

Much of course, must remain to be done in improving their efficiency; yet Mr. Gurney states that he has kept up steadily the rate of twelve miles per hour; that "the extreme rate at which he has run is between twenty and thirty miles per hour."

Mr. Hancock "reckons that, with his carriage, he could keep up a speed of ten miles per hour, without injury to the machine."

Mr. Ogle states "that his experimental carriage went from London to Southampton, in some places, at a velocity of from thirty two to thirty five miles per hour."

"That they have ascended a hill rising one in six, at sixteen and a half miles per hour, and four miles of the London road at the rate of twenty four miles and a half per hour, loaded with people."

"That his engine is capable of carrying three tons weight, in addition to its own."

Mr. Summers adds, "that they have travelled in the carriage at the rate of fifteen miles per hour, with nineteen persons on the carriage, up a hill one in twelve."

"That he has continued, for four hours and a half, to travel at the rate of thirty miles per hour."

"That he has found no difficulty of traveling over the worst and most hilly roads,"

Mr. James Stone states that "thirty six persons have been carried on one steam carriage."

"That the engine drew five times its own weight nearly at the rate of from five to six miles per hour, partly up an inclination."

The several witnesses have estimated the probable saving of expense to the public, from the substitution of steam power for that of horses, at from one half to two thirds. Mr. Farey gives, as his opinion, "that steam coaches will, very soon after their first establishment, be run for one third of the cost of the present stage coaches."

Perhaps one of the principal advantages resulting from the use of steam, will be, that it may be employed as cheaply at a quick as at a slow rate; "this is one of the advantages over horse labor, which becomes more and more expensive as the speed is increased. There is every reason to expect that, in the end, the rate of traveling by steam will be much quicker than the utmost speed of traveling by horses; in short, the safety of travelers will become the limit to speed." In horse draught the opposite result takes place; "in all cases horses lose power of draught in a much greater proportion than they gain speed, and hence the work they do becomes more expensive as they go quicker." On this, and other points referred to in the report, the committee have great pleasure in drawing the attention of the House to the valuable evidences of Mr. Davies Gilbert.

Without increase of cost, then, we shall obtain a power which will insure a rapidity of internal communication far beyond the utmost speed of horses in draught; and although the performance of these carriages may not have hitherto attained this point, when once it has been established, that at equal speed we can use steam more cheaply in draught than horses, we may fairly anticipate that every day's increased experience in the management of the engines, will induce greater skill, greater confidence, and greater speed.

The cheapness of the conveyance will probably be for some time a secondary consideration. If at present it can be used as cheaply as horse power, the competition with the former modes of conveyance will first take place as to speed. When once the superiority of steam carriages shall have been fully established, competition will induce economy in the cost of working them. The evidence, however, of Mr. Macneil, showing the greater efficiency, with diminished expenditure of fuel, by locomotive engines on Railways, convinces the committee that experience will soon teach a better construction of the engines, and a less costly mode of generating the requisite supply of steam.

Nor are the advantages of steam power confined to the greater velocity attained, or to its greater cheapness than horse draught. In the latter, danger is increased, in as large a proportion as expense by greater speed. In steam power, on the contrary, "there is no danger of being run away with, and that of being overturned is greatly diminished. It is difficult to control four such horses as can draw a heavy carriage ten miles per hour, in case they are frightened or choose to run away; and for quick traveling they must be kept in that state of courage, that they are always inclined for running away, particularly down hills and at sharp turns of the road. In steam, however, there is little corresponding danger, being perfectly controllable, and capable of exerting its power in reverse in going down hills." Every witness examined has given the fullest and most satisfactory evidence of the perfect control which the conductor has over the movement of the carriage. With the slightest exertion it can be stopped or turned, under circumstances where horses would be totally unmanageable.

The committee have, throughout their examinations, been most anxious to ascertain whether the apprehension very commonly entertained, that an extensive use of these carriages on roads would be the cause of frequent accidents and continued annoyance to the public, were well founded.

The danger arising from the use of steam carriages, was stated to be two fold; that to which passengers are exposed from explosion of the boiler, and the breaking of the machinery, and the effect produced on horses by the noise and appearance of the engine.

Steam has been applied as a power in draught in two ways: in the one, both passengers and engine are placed on the same carriage; in the other, the engine carriage is merely used to draw the carriage in which the load is conveyed. In either case, the probability of danger from explosion has been rendered infinitely small, from the judicious construction of boiler which has been adopted.

These boilers expose a very considerable surface to the fire, and steam is generated with the greatest rapidity. From their peculiar form, the requisite supply of steam depends on its continued and rapid formation; no large and dangerous quantity can at any time be collected. Should the safety valve be stopped, and the supply of steam be kept up in a greater abundance than the engines require, explosion may take place, but the danger would be comparatively trifling, from the small quantity of steam which could act on any one portion of the boilers. As an engine, invented by Mr. Trevithick, has not been as yet applied to carriages, the committee can do no more than draw the attention of the House to the ingenuity of its contrivance. Should it in practice be found to answer his expectation, it will remove entirely all danger from explosion. In each of the carriages described to the committee, the boilers have been proved to a considerable greater pressure than they can ever have to sustain.

Mr. Farey considers that "the danger of explosion is less than the danger attendant on the use of horses in draught; that the danger in these boilers is less than in those employed on the railway, although there even, the instances of explosion have been very rare." The danger arising to passengers from breaking of machinery, need scarcely be taken into consideration. It is a mere question of delay, and can scarcely exceed in frequency the casualties which may occur with horses.

It has been frequently urged against these carriages, that wherever they shall be introduced, they must effectually prevent all other traveling on the road, as no horse will bear quietly the noise and smoke of the engine.

The committee believe that these statements are unfounded. Whatever noise may be complained of arises from the present defective construction of the machinery, and will be corrected as the makers of such carriages gain greater experience. Admitting even that the present engines do work with some noise, the effect on horses has been greatly exaggerated. All the witnesses accustomed to travel in these carriages, even on the crowded roads adjacent to the Metropolis, have stated that horses are very seldom frightened in passing. Mr. Farey and Mr. Macneil have given even more favorable evidence in respect to the little annoyance they create. No smoke need arise from such engines. Coke is usually burned in locomotive engines on railways to obviate this annoyance; and those steam carriages which have been hitherto established also burn it. Their liability to be indicted as nuisances will sufficiently check their using any offensive fuel.

There is no reason to fear that waste steam will cause much annoyance. In Mr. Hancock's engine it passes into the fire, and in other locomotive engines it is used in aid of the power, by creating a quicker draught and more rapid combustion of the fuel. In Mr. Trevithick's engine it will be returned into the boiler.

The committee not having received evidence that gas has been practically employed in propelling carriages on common roads, have not considered it expedient to inquire as to the progress made by several very scientific persons who are engaged in making experiments on gases, with the view of procuring a still cheaper and more efficient power than steam.

The committee having satisfied themselves that steam has been successfully adopted as a substitute for horse power on roads, proceeded to examine whether tolls have been imposed on carriages thus propelled, so excessive as to require legislative interference, and also to consider the rate of tolls by which steam carriages should be brought to contribute, in fair proportion with other carriages, to the maintenance of the roads on which they may be used.

They have annexed a list of those local acts in which tolls have been placed on steam, or mechanically propelled carriages.

Mr. Gurney has given the following specimens of the oppressive rates of tolls adopted in several of these acts: On the Liverpool and Precoat road, Mr. Gurney's carriage would be charged £2 8s. while a loaded stage coach would pay only 4s. On the Bathgate road the same carriage would be charged £1 7s. 1d., while a coach drawn by four horses would pay 5s. On the Ashburnham and Totness road Mr. Gurney would have to pay £2, while a coach drawn by four horses would be charged only 3s. On the Teignmouth and Dawlish roads the proportion is 12s. to 2s.

Such exorbitant tolls on steam carriages can only be justified on the following grounds:

First, because the number of passengers conveyed on, or by, a steam carriage will be so great as to di-

minish (at least the extent of the difference of the rate of toll) the total number of carriages used on the road; or, secondly, because steam carriages, induce additional expense in the repairs of the road.

The committee see no reason to suppose that, for the present, the substitution of steam carriages, conveying a greater number of persons than common coaches, will take place to any very material extent; and, as to the second cause of increased charge, the trustees, in framing their tolls, have probably not minutely calculated the amount of injury to roads likely to arise from them.

The committee are of opinion that the only ground on which a fair claim to toll can be made on any public road, is to raise a fund which, with the strictest economy, shall be just sufficient, first, to repay the expense of its original formation; secondly, to maintain it in good and sufficient repair.

Although the committee anticipate that the time is not far distant when, in framing a scheme of toll for steam carriages, their general adoption, and the great number of passengers which will be conveyed on a small number of vehicles, will render it necessary not only to consider the amount of injury actually done to the road, but also the amount of debt which may have been incurred for its formation or maintenance; yet at present they feel justified by the limited number of such carriages, and by the great difficulties they will have to encounter, in recommending to the House, that, in adopting a system of toll, the proportion of "wear and tear" of roads by steam, as compared with other carriages, should alone be taken into consideration.

Unless an experiment were instituted on two roads the one reserved solely for the use of steam coaches, the other for carriages drawn by horses, for the purpose of ascertaining accurately the relative wear of each, it would be quite impossible to fix with certainty the proportion of tolls to which, on the same road, each class of vehicles should be liable. To approximate, however, as nearly as possible to the standard of relative wear, the committee have compared the weights of steam carriages with those of loaded van and stage coaches. They have tried to ascertain the causes of the wear of roads; also the proportion of injury done by the feet of horses and the wheels of coaches; how far that injury is increased by increased velocity, and also in what degree the wear of roads by loaded carriages may be decreased by any particular form of wheel.

The committee would direct the attention of the House especially to the evidence of Mr. Macneil, whose observations on this branch of the subject, being founded on a long course of very accurate experiment, are peculiarly interesting and useful. He estimates that the feet of horses drawing a fast coach, are more injurious to the road than the wheels in the proportion of three to one, nearly; that this proportion will increase with the velocity; that by increasing the breadth of the tires of the wheels, the injury done to roads by great weights may be counteracted. He considers that, on a good road, one ton may be safely carried on each inch of width of tire of the wheels.

Mr. M'Adam and Mr. Telford have given corroborating evidence as to the greater wear caused by horses' feet than by wheels of carriages.

Each of the above witnesses agrees, that, adding the weight of the horses to that of the coach, and comparing to the injury done to a road by a steam carriage of a weight equal to that of the coach and horses (the wheels being of a proper width of tire), the deterioration of the road will be much less by the steam carriage than by the coach and horses.

As to the injury to roads which is anticipated from the "slipping" of the wheels, it may safely be left to the proprietors to correct: the action of the wheel slipping involves a waste of power and an useless expenditure of fuel, which, for their own sakes, they will avoid.

Apprehension has also been entertained that, although the peculiar action of the wheels may not be injurious, yet that, from the great power which may be applied if the steam were worked at very high pressure, or if the size of the engine were increased greater weight might be carried than the strength of the road could bear.

Undoubtedly, in proportion to the advance of the science, will be the increase of weight drawn by an engine with a given expenditure of fuel; but there are many practical difficulties to be surmounted before the weight so drawn can reach the point when it could be destructive of roads. There are no theoretical reasons against the extension of the size of the engines. The difficulties, according to Mr. Gurney, are of a practical nature, and only in the "difficulty of management of a large engine." In proportion

as we augment the power of the engines, we must increase their strength, and consequently their weight; the greater weight will be a material diminution of their efficiency. To a certain extent the power may be increased in a greater ratio than the weight, but, with our limited knowledge of the application of steam, and with the present formation of the public roads, the point will be very soon attained, when the advantage of increased power will be counterbalanced by the difficulties attendant on the increased weight of engines.

[To be Continued.]

By the following notice, it will be seen that the first and only "Railroad" newspaper, except our own, published in this country, is to be discontinued. We are sorry that it is so, as it has been uniformly an able and decided advocate of that system of internal communication, which we have, upon mature reflection, deemed peculiarly adapted to this country. The "Railroad Advocate" was established by an association of gentlemen for the purpose of disseminating correct information upon a subject then very little understood in this country; and they now say that they consider the main objects of its establishment "so far accomplished as to authorize its discontinuance." Upon this point we must disagree with them, as the cause has yet much to contend with, although we admit that, within the last year, much has been gained—not enough, however, to warrant its friends in the abandonment of it. It still requires all the aid that its friends can render that it may advance as its importance demands. The conductors of the "Advocate" will, however, on retiring from the field in which they have so diligently labored, have the satisfaction to know that they have done much to advance a cause which, although serious obstacles have impeded its progress, will afford to this community greater facilities for business than even the application of steam to the propelling of boats, and we sincerely wish them prosperity and happiness in whatever other calling they may be engaged, as much as we are obliged to them for their good opinion of our exertions for the advancement of the same object for which they have labored.

[From the Railroad Advocate, published at Rogersville, Tennessee, June 14, 1829.]

TO OUR PATRONS.—The present number completes the first volume of the Railroad Advocate, and it becomes our duty to inform our subscribers that it will be published no longer. In taking leave of their patrons, the conductors of this paper avail themselves of this method of returning their sincere acknowledgments to those individuals who have contributed to its pages, encouraged its circulation, or in any way promoted the objects for which it was established. To our correspondents we are indebted for many valuable communications which we have transferred to our pages, and which, we doubt not, have been read with much interest and advantage. We have spared no pains to collect and disseminate all the useful information, within our reach, on the subject of Railroads, which has been the leading object to which our paper has been devoted. We have endeavored to demonstrate the immense utility of Railroads—their superiority over all other means of transportation—their growing popularity wherever their advantages have been witnessed—their peculiar adaptation to the exigencies of East Tennessee—and the unquestionable practicability of such a mode of communication between us and the great markets both of the South and the East. We trust we have collected and thrown together much valuable information on this important subject, that has been new and interesting to most of our readers, and that we have been instrumental, in some degree, in giving an impulse to public sentiment and feeling which, we humbly hope, may lead to high practical benefits to our country. Nor have we been unmindful of the farming interest. In our pages will be found many valuable agricultural articles, conveying much useful information to the farmer, which alone would more than compensate him for the pittance at which our paper has been furnished to subscribers. The leading objects we had in view in establishing this paper, we consider to be so far accomplished, as to authorize its discontinuance. Having finished the task which we had assigned to ourselves, we now

retire from the position we have occupied before the public, for the last twelve months. How far we have redeemed our pledges—and satisfied public expectation, it belongs not to us, but is the province of others, to decide. If our efforts shall be attended with any great and lasting benefits to the land in which we dwell, our labors will be more than rewarded, and we shall ever rejoice that we embarked in the enterprise. But whatever may be the result of our efforts we shall always have the consolation of reflecting that, with the best intentions, we have labored in a good cause—and that we have honestly endeavored to subserve the interests of our country.

THE RAILROAD ADVOCATE.—The Publisher has on hand a large number of the first volume complete of the Railroad Advocate, which can be had at the low price of one dollar the volume, and forwarded by mail to any part of the United States; application through the Post Office, *post paid*, addressed to the publisher at Rogersville, Tennessee, will be thankfully received and promptly attended to.

Those Editors with whom we have exchanged are requested to give the above a few insertions in their papers.

AMERICAN RAILROAD JOURNAL.—This paper we have received in exchange since its origin; from its columns we have made frequent, copious and valuable extracts, and we now avail ourselves of the last opportunity that we perhaps may have to recommend it earnestly to the patronage of all those who feel interested upon the important subject of "Railroads." It is the only paper in the Union after the discontinuance of the "Advocate" whose columns are devoted principally to the subject of Railroads and internal improvements, and as a testimony to merit laboring in a good cause, we cheerfully tender this humble recommendation. Its local situation gives it many and peculiar advantages:—Located in the midst of the most populous and flourishing city in the Union, surrounded by a numerous, industrious, enterprising and energetic population, who feel and see and know the advantages resulting from internal improvements, possessing every avenue possible for obtaining information upon these subjects, having a direct communication with Liverpool, the fountain head of Railroad improvements, and Europe generally, where rapid advances are continually making, both with regard to locomotive engines, and the construction of Railroads, it must be obvious to every person, that it possesses advantages in point of locality of a peculiar character.

Portsmouth and Roanoke Railroad.—At the first meeting of the Stockholders of this Company, held in the Masonic Hall in Portsmouth, on Wednesday last, the following gentlemen were elected President and Directors of the Company, for the ensuing twelve months: Arthur Emmerson, President.—Edmund Townes, Mills Riddick, Francis Grice, Beverly Bayton, Carey Weston, Directors.—[Raleigh Register of June 22.]

Central Railroad.—We are glad to learn that Books of Subscription for stock in this Road, have been opened in Craven and Jones counties. Upwards of fourteen thousand dollars were subscribed on the first day at Newbern; and about the same amount was promptly subscribed at Trenton. From Lenoir, we have no certain information; it is understood, however, that the subscription there will be large. We are assured that Onslow, Greene, Wayne and Johnston, will act nobly in this great enterprise; and we shall be disappointed if good old Carteret does not furnish her full quota, during the ensuing Court week. With proper exertions, the work can and will be accomplished. But it is important that the public mind should be enlightened on the subject, and that the people at large should unite in effecting this great work. We have, as yet, no information from the western part of the State. We trust the citizens in that section who are so deeply interested in the success of this work, will not fail to unite with their brethren of the Eastern and Middle Counties, in effecting this great object.—[Ib.]

The Williamsport and Elmira Railroad bill has finally passed the Legislature of this State, and received the signature of the Governor. We have been informed that measures will be immediately adopted to dispose of the stock, and organize the company.—[Lycoming Gaz.]

We have been informed that the Locomotive Engines for the Railroad have arrived in town, and that they will be put into operation with the least possible delay.—[N. O. Mer. Adv.]

NEW-YORK AMERICAN.

JUNE 23, 25, 26, 27, 28, 29—1832

LITERARY NOTICES.

MEMOIRS OF THE DUCHESS OF ANJOUT—Mlle. Ju not: complete in 1 vol. 8vo. pp. 450. N. Y., J. & J. HARPER.—We had occasion in noticing a former number of the American Quarterly, to speak of these Memoirs therein reviewed; and we are now enabled to commend this edition of them as well printed, and embodying in a single volume, what, in the European edition, is scattered through several. These Memoirs will be found more interesting, and on some points, possibly more authentic, than any relating to the same inexhaustible period, the life and times of Napoleon; and they are written with a vivacity, a skill in narrative, an acuteness of observation, and with so much of amusing vanity and egotism, as to render them very attractive.

YOUTH'S BOOK OF NATURAL THEOLOGY, by the Rev. THOS. H. GALLAUDET: Hartford, Cook & Co.—All who know the enthusiastic and able author of this little volume, know also that he has long devoted the powers of a fine mind to the subject, practically and theoretically, of education. As Principal for many years of the Asylum for Deaf and Dumb at Hartford, he was necessarily led to analyze, with great care, the processes by which knowledge may be most readily and satisfactorily imparted, as well as acquired; and no one, therefore, is more likely to prepare satisfactory elementary books of instruction. In that now before us, he seems to have succeeded to his utmost wish. It is an argument addressed to children of from 8 to 10 years of age, establishing, from the wise and provident contrivance exhibited in their own frames, in the habits and peculiarities of the animals, the birds, the reptiles, and the plants, which they daily see, the necessary existence of a great First Cause—a God, all-wise and all-powerful. Mr. Gallaudet sets out upon the position, that it is not well to take for granted with children, what may be satisfactorily proved to them; and we feel sure that this little volume, while it will fix indelibly upon youthful minds the great Truth it is designed to vindicate, will, from its simple and appropriate illustrations, and the mass of useful information it brings together in a small compass, be as acceptable to them as any more story book. We commend highly the design and the execution.

THE AMERICAN ELEMENTARY SINGING BOOK; by E. LEON, JR., Principal of the Philadelphia Musical Seminary: Hartford, F. I. HUNTINGTON.—This little volume proceeds upon the assumption that music is better acquired as a science by the voice than by any instrument, inasmuch as the inflexions of the voice and its management are less mechanical than playing on a piano. The book is divided into twenty-eight lessons, each of which is arranged with questions and answers, and examples are annexed.

INSECT MISCELLANEA, constitute part 1 of volume XII of the Library of Entertaining Knowledge, republishing by Lilley and Wait, Boston, and for sale here by P. Hill, Broadway.

THE LIFE OF WICKLIFF, by C. W. LE BAS, A. M.: 1 vol., with a portrait; Harper's Theological Library, No. 1.—Never was strength of character more manifest in the face, than in the masculine and determined features of the noble portrait which fronts the title page of this volume. The life of this extraordinary man, when the influence of his character on the times in which he lived is considered, is perhaps one of the most interesting in ecclesiastical Biography. He was one of those persons, says a distinguished writer, who reflect the greatest lustre upon the the country which was so fortunate as to produce him. His mind, in the words of Godwin, was scarcely less original than that of Bacon or Shakespeare, and he procured for England the envia-

ble distinction of having been the first to break the chains which superstition and a hypocritical policy had imposed upon the powers of investigation, reason, and the discovery of truth. His contemporaries did full justice to his transcendent abilities, and even the monks who heaped every calumny upon his name, speak of him as a man who excelled in every department of learning known in his time. The character of the great reformer, therefore, is one of the finest subjects for the pen of the biographer within his province of writing, and consequently very happily selected here for the first number of a Theological Library. Mr. Le Bas has treated the life of Wicklif like a scholar, a moralist and a divine. The ecclesiastical and political history interwoven with the essential part of the work is particularly valuable, and offers an excellent compendium of knowledge upon the early struggles between the crown of England and the tiara of Rome for the supremacy; the gradual subjection of the first to the will of the chair of St. Peter, and the ultimate disenthralment of the British sceptre from the same. Our extracts must be brief. The following description of a scene in St. Paul's—the trial of the Reformer, in which John of Gaunt, "Time honored Lancaster," figures—would require but a few more touches to fit it for a scene in a Waverly novel. Even as it stands it is highly dramatic:

On the day appointed for his appearance, Wicklif was attended to St. Paul's by the Duke of Lancaster, and by Lord Henry Percy, the Earl Marshall. The scene which ensued was exceedingly tumultuous. An immense concourse was collected in the church to witness the proceedings; and it was not without the greatest difficulty, that a passage could be made through the crowd, for Wicklif and his distinguished companions to approach the spot where the prelates were assembled. The Bishop of London, on observing the impatience with which the Earl Marshall was forcing his way, and not, perhaps, highly gratified by seeing the delinquent so powerfully attended, told the Earl, peremptorily, that "if he had known what *maistries* he would have kept in the church, he would have stopped him out from coming there." This unceremonious address was instantly resented by "the fiery Duke," who (possibly conscious that nothing more had been done than was necessary to make their way through the press) replied to the bishop, that "he would keep such *maistries* there, though he said nay." The parties, at last, struggled through, to our lady's chapel, behind the high altar, where the archbishop (Sudbury,) the Bishop of London, and other prelates, were assembled, together with several noblemen who had resorted thither to witness the proceedings. When Wicklif came into the presence of his judges, and stood before them to make answer as to the charges which might be produced against him, the Earl Marshall desired him to be seated; an indulgence which the fatigues of the day would render reasonable, and even necessary, "as he had many things to answer for, and therefore would have need of a soft seat." "This interference," says old Fox, "afternoon cast the Bishop of London into a furious chafe." He declared that Wicklif "should not sit there. It was not according to law or reason, that he, which was cited to appear before his ordinary, should sit down during the time of his answer, but should stand." Upon these words much angry and indecent altercation ensued; in the course of which the duke began to assail the bishop with violent menaces, and told him that "he would bring down the pride not only of him, but of all the prelates of England;" and added, "thou bearest thyself so brag upon thy parents, which shall not be able to help thee: they shall have enough to do to help themselves." The parents of the bishop were the Earl and countess of Devonshire; and yet it would seem, he was able to keep the noble blood in his veins from hotly rebelling at this imperious threat; for his reply was singularly moderate and wise: he declared that in truth, "his confidence was not in his parents, nor in any man else, but only in God—in whom he trusted." The soft answer failed, in this case, to turn away wrath. The passion of the duke overcame both his prudence and his sense of propriety, (a circumstance not very unusual even in those days of chivalrous courtesy) and he vented his indignation by saying, in a low voice, to his next neighbor, that "he would rather pluck the bishop

by the hair of his head out of the church, than he would take this at his hand." The words were not so gently uttered, but they reached the ears of some of the Londoners near him. The Duke was at that time far from popular with the citizens. He was not free from suspicion of some design upon their liberties. They had, moreover, been thrown into a state of some excitement by the display of angry feelings which they had witnessed. Hence, the vindictive language of the duke set them instantly in a flame; and they cried out vehemently, that they would lose their lives rather than see their bishop so contemptuously and brutally treated. On this, the uproar became general: the assembly was broken up in furious disorder; and the process against Wicklif was for a time, suspended. The tumult of the day, however, did not end here: all London was speedily in confusion. A band of rioters proceeded, the next day, to the Savoy, the Duke of Lancaster's palace, one of the most princely structures in the kingdom, reversed his arms as those of a traitor, and massacred a clergyman, whom they mistook for the Earl Marshall. The mob was at last dispersed by the exertions of the Bishop of London; the Mayor and Aldermen were removed from their offices; and their places are said to have been filled by the duke with dependents of his own.

THE SACRED HISTORY OF THE WORLD, AS DISPLAYED IN THE CREATION AND SUBSEQUENT EVENTS, TO THE DELUGE: By Sharon Turner. Harper's Family Library, No. XXXII.—The great objection to some of the best works of Natural History, is the Atheistical tendency of the speculations introduced into them. Philosophers, by excluding the Divinity from their speculations upon the material world, have sometimes confounded the wisdom of the wise, and confirmed the folly of the foolish; and too frequently have they given to skepticism the most efficient weapons with which it defends its cold and dreary domain. The object of the work before us is to exhibit the Divine Mind in connexion with the production and preservation, and with the laws of, visible nature. The planning of such a work, the writer states, has for many years been a favorite scheme with him. The result, it must be admitted, is every way satisfactory; and these letters will be allowed by those who have perused them to realize the praiseworthy intention of the author, when he aimed at leading the mind of the youthful inquirer to perceive the clear and the universal distinction which prevails between the material and immaterial substances in our world. The excerpts which we give below afford a specimen of the instructive and entertaining matter scattered through his pages:

It was a great oversight in the theologians of the papal church to resist the admission of the Copernican system, that the earth moved round its axis, and to prefer to cling to the Ptolemaic theory, of the sun actually circling round us, as it appears to do. This old theory is incompatible with the Mosaic account, of a day beginning before the sun, because upon that, the sun is essentially necessary to make the period of time which constitutes a day. But on the Copernican system, the earth does this without the sun, as its revolving motion round its own centre, which forms our day, does not require the solar luminary.

It is an opinion which phenomena of nature are continuing to strengthen in the observing mind, that light and heat have such analogies and intimate relations with the effects and laws of the electric, magnetic, and galvanic fluids, as to induce a belief that they are all modifications of the same ethereal substance. If this be a just conclusion, the rise and action of light included the operation of all these fluids in the geological formations.

That Moses was correct in representing the earth as first covered by the waters, before they were drawn off into the sea, is manifest from the admission of those philosophers who are least disposed to favor his authority. La Place mentions, "There cannot be the least doubt but that the sea covered a great part of our continents, on which it has left incontestable proofs of its existence. The successive subsidence of isles, and of a part of the continents, followed by extended subsidence of the waters of the sea, which have uncovered parts previously submerged, appear to be indicated by the different phenomena which the surface and strata of the existing continent present us."

La Place gives an astounding idea of the distance of our system from the great host of the heavens; for he says, "Those stars which, from their great brilliancy, appear to be nearest to us, are at least 200,000 times farther from us than the sun"—*Système* vol. 1, p. 172. Dr. Wollaston reckoned Sirius, the beautiful star near the bottom of Orion, to be 525,481 times more distant from us than the sun. Dr. Bradley reasoned that γ Draco was 400,000 times the same distance.

The substance of the moon is more known to us than that of the brighter luminary. Its volume is forty-nine times greater than that of the whole earth. There is ground for supposing that all is solid at its surface, for it appears, in powerful telescopes, as an arid mass, on which some have thought they could perceive the effects, and even the explosions, of volcanoes. There are mountains on the surface of the moon which rise to the height of nearly two miles: and it has been inferred that it has deep cavities, like the basins of our seas.

Men on board a ship, while lying in the moonlight with their faces exposed to the beams, often have their muscles spasmodically distorted, and their mouths drawn awry; others have been so injured in their sight as to lose it for several months. "Fish hung up all night in the light of the moon, when eaten next day, has occasioned violent sickness and excruciating pains." *Montgom. Travels of Tyerm and Bonnet*. The Baptist missionaries mention that he who has slept in the moonlight is heavy when he awakes, and as if deprived of his senses.—This corresponds with what Plutarch notices:—"Every body knows that those who sleep abroad under the influence of the moon are not easily waked, but seem stupid and senseless."

Plutarch's notices are:—"The moon has some influence on flesh; meat corrupts sooner in the moonlight than in the sun—nurses are cautious of exposing their infants to the moonbeams—women brought to bed at full moon have easy labors—hence Diana, or the moon, was made the goddess of child-birth; and Timotheus says, 'And by the moon, which lessens the pains of woman'—the carpenters refuse trees cut in full of the moon, as softer—farmers usually thrash their wheat in the wine: it is then drier, and bears the flail better; in the full, it is moist and bruised—dough leavens sooner in the full—at this time most dew falls. Hence the poet Aleman calls the dew the daughter of the air and of the moon."—*Plutarch's Sympos. lib. iii. quest. 6*. I observe that Mr. Edmonstone who had lived thirty years in the forests of Demerara, remarks that trees cut in full moon split, and the wood soon rots.

Of three gneiss pebbles taken out of a cow's stomach, on one a plant of the fungus *conferoides*, of a deep green, was found growing in active vegetation, and nearly two feet long; on the other, a plant two-thirds shorter than the former was growing; and another was attached to it about three inches long. The stones adhered strongly to the substance of the stomach, and were cut out from it.

The aerolites, or great stones that fall occasionally from the air, are either consolidated in the atmosphere, or come to us from the moon, which many philosophers think probable. Mr. Harte calculates, that a body projected from the surface of the moon with the velocity of 6000 feet in a second, would be carried beyond the attraction of its mass as now ascertained; that is, a force capable of projecting a body a little more than a mile and a half in a second. But cannon balls have been propelled half a mile in a second. Therefore a projectile force three times greater than that of cannon would move a body from the moon beyond the point of equal attraction, and cause it to reach the earth. But a force equal to this is often exerted by our earthly volcanoes and subterranean steam. *Notes to La Place, vol. ii. p. 429*. Hence, there is no impossibility of their coming from the moon; but yet I think the aerial consolidation more probable.

Dr. Walker mentioned to Sir J. Smith, that an ash tree which grew from a seed on a wall stopped its growth for a while, having exhausted the nutriment there; but sent a root down the wall until it reached the ground, and as soon as this was established in the soil, the tree resumed its vegetation and became of large size.

It is not merely in their principles and analogies of construction, nutrition, and growth that plants resemble animals; but the creative Hand has linked and established the affinity between them by causing some vegetables to produce animal products, and to be, as it were, the animals whose peculiar properties they imitate. Thus their living principle, in peculiar and adapted organizations, can imitate the bee, the cow, and the sheep; for the myrica pennsylvanica

yields an annual supply of vegetable wax; the palo de vaca, in South America, gives a copious emission of actual milk; and another tree, in Guayaquil, produces a fine wool: while one in China secretes a tallow, like animal fat. The tillandria, of Buenos Ayres, resembles another element, in becoming a kind of vegetable fountain, for it yields on incision a copious quantity of pure water. They have even some relations, yet unexplored, with the mineral kingdom; for they not only form the carbon they contain, but some have been found to have copper particles, and several to secrete flint, and likewise sulphur, as in our common corn. We may add iron and gold also, for both of these metals have been found in vegetables, and more especially the former. Thus all the departments of nature have been made with mutual associations; the material causes and references of which we have not yet explored.

A few little and how simple a diet would have supported human life in comfort and activity we see from this passage: "A Laplander will go thirty miles through swamps and rocks; take a draught of milk, sleep in his wet clothes, and rise the next morning as fresh as when he began his journey."—*Everest's Journ. through Norway*. Mr. E speaks warmly of the Laplanders' high state of health and spirits; which he ascribes to their total absence of mental anxiety, to their few and simple wants, and to their hardy habits.

Mr. Everest says of the bleak Norway, "I have often felt that I could live and die contented among its rocks and woods and dales, in the midst of its quiet and virtuous people. No one ever left Norway without regret. It is a country in many parts of which a child might walk about with a bag of gold, and no one would molest him: where the stranger, by day or by night, may knock at any door he comes to, and be welcome." Yet he describes them as "destitute of every comfort." With one large bed, like a deal box, into which they all creep, some straw is spread at the bottom, and sheep-skins serve for covering. Their wainscots are composed of trees, with moss stuffed in the chinks; and in some houses the whole stock of utensils were, one large pot, an axe, one knife, and half a dozen wooden bowls and spoons. Still they were very happy. "We usually found two or three religious books in every house."

TALES OF THE ALHAMBRA. *By the Author of the Sketch-Book*.—We have allowed so much time to elapse since those sketches appeared, that the book is already in the hands of every one, and our notice here is almost a work of supererogation. We shall therefore sum up in a few words what we have to say upon it. Sketches of the Alhambra will hardly add to their distinguished author's reputation, but they will be eagerly read now, and always treasured up hereafter, as among the most characteristic things he has ever written—characteristic of his own qualities, we mean; for it is they which are here displayed equally with those of the picturesque people whom he professedly describes. His quiet humor, his gentle melancholy, his refined imagination, and his bonhomie of disposition, are all so evident in the complexion of these sketches, that one can almost imagine himself talking with their author as they flow from his pen. There's a sort of morning-gown-and-slippers ease about them, that domesticates you at once with the writer; and you sit down with him in the posada, canter your mule along the Vega, or ramble with him about the Alhambra, as unceremoniously as if you were an old chum or ancient playfellow of the traveller, and had a prescriptive right to share all his privileges of kitchen, hall, and lady's bower. To these unambitious sketches, of all his works, will posterity revert with the most satisfaction and delight, when they wish to study the disposition, and contemplate the personal character, of the Author of "The Life of Columbus." They were probably written during the intervals of relaxation in the composition of that great work, and, though perhaps more carefully afterward prepared for the press, bear every mark of being sketches thrown off for the amusement of the author, rather than the edification of the public. One of the best stories we have already extracted; the rest abound in exquisite points

and happy touches, rather than finished beauties; and have rather the freedom and ease of "a study" about them, than the elaborate attractions of a painting. Still there are innumerable passages which are every way complete in themselves, and unite the charms of both in cabinet pictures, like the following:—

Picture of Spain.—Many are apt to picture Spain to their imaginations as a soft Southern region, decked out with all the luxuriant charms of voluptuous Italy. On the contrary, though there are exceptions in some of the maritime provinces, yet, for the greater part, it is a stern, melancholy country, with rugged mountains, and long sweeping plains, destitute of trees, and indescribably silent and lonesome, partaking of the savage and solitary character of Africa. What adds to this silence and loneliness, is the absence of singing birds, a natural consequence of the want of groves and hedges. The vulture and the eagle are seen wheeling about the mountain cliffs, and soaring over the plains, and groups of shy bustards stalk about the heaths; but the myriads of smaller birds, which animate the whole face of other countries, are met with in but few provinces in Spain, and in those chiefly among the orchards and gardens which surround the habitations of man.

In the interior provinces the traveller occasionally traverses great tracts cultivated with grain as far as the eye can reach, waving at times with verdure, at other times naked and sunburnt, but he looks round in vain for the hand that has tilled the soil.—At length, he perceives some village on a steep hill, or rugged crag, with mouldering battlements and ruined watch-tower; a strong hold, in old times, against civil war or Moorish inroad; for the custom among the peasantry of congregating together for mutual protection, is still kept up in most parts of Spain, in consequence of the maraudings of roving freebooters.

But though a great part of Spain is deficient in the garniture of groves and forests, and the softer charms of ornamental cultivation, yet its scenery has something of a high and lofty character to compensate the want. It partakes something of the attributes of its people; and I think that I better understand the proud, hardy, frugal, and abstemious Spaniard, his manly defiance of hardships, and contempt of effeminate indulgences, since I have seen the country he inhabits.

There is something, too, in the sternly simple features of the Spanish landscape, that impresses on the soul a feeling of sublimity. The immense plains of the Castiles and of La Mancha, extending as far as the eye can reach, derive an interest from their very nakedness and immensity, and have something of the solemn grandeur of the ocean. In ranging over these boundless wastes, the eye catches sight here and there of a straggling herd of cattle attended by a lonely herdsman, motionless as a statue, with his long slender pipe tapering up like a lance into the air; or beholds a long train of mules slowly moving along the waste like a train of camels in the desert; or a single herdsman, armed with blunderbuss and stiletto, and prowling over the plain. Thus the country, the habits, the very looks of the people, have something of the Arabian character. The general insecurity of the country is evinced in the universal use of weapons. The herdsman in the field, the shepherd in the plain, has his musket and his knife. The wealthy villager rarely ventures to the market town without his trabuco, and perhaps, a servant on foot with a blunderbuss on his shoulder; and the most petty journey is undertaken with the preparation of a warlike enterprise.

Muleteer of Spain.—The muleteer is the general medium of traffic, and the legitimate traverser of the land, crossing the Peninsula from the Pyrenees and the Asturias to the Alpujarras, the Serania de Ronda, and even to the gates of Gibraltar. He lives frugally and hardily; his alforjas of coarse cloth hold his scanty stock of provisions; a leathern bottle hanging at his saddle bow, contains wine or water, for a supply across barren mountains and thirsty plains. A mule-cloth spread upon the ground, is his bed at night, and his pack-saddle is his pillow. His low, but clean-limbed and sinewy form betokens strength; his complexion is dark and sunburnt; his eye resolute, but quiet in its expression, except when kindled by sudden emotion; his demeanor is frank, manly and courteous, and he never passes you without a grave salutation—"Dios guarde a usted!" "Va usted con Dios, Caballero!" "God guard you! God be with you, Cavalier!"

The Truant.—Since noting the foregoing pages,

we have had a scene of petty tribulation in the Alhambra, which has thrown a cloud over the sunny countenance of Dolores. This little dame has a female passion for pets of all kinds; and from the superabundant kindness of her disposition, one of the ruined courts of the Alhambra is thronged with her favorites. A stately peacock and his hen seem to hold regal sway here, over pompous turkeys, que- rulous guinea-fowls, and a rabble rout of common cocks and hens. The great delight of Dolores, how- ever, has for some time past been centered in a youth- ful pair of pigeons, who have lately entered into the holy state of wedlock, and who have even supplanted a tortoise shell cat and kittens in her affections.

As a tenement for them wherein to commence housekeeping, she had fitted up a small chamber ad- jacent to the kitchen, the window of which looked into one of the quiet Moorish courts. Here they lived in happy ignorance of any world beyond the court and its sunny roofs: Never had they aspired to soar above the battlements, or to mount to the summit of the towers. Their virtuous union was at length crowned by two spotless and milk-white eggs, to the great joy of their cherishing little mistress. Nothing could be more praiseworthy than the conduct of the young married folks on this interesting occasion. They took turns to sit upon the nest un- til the eggs were hatched, and while their callow progeny required warmth and shelter; while one thus stayed at home, the other foraged abroad for food, and brought abundant supplies.

This scene of conjugal felicity has suddenly met with a reverse. Early this morning, as Dolores was feeding the male pigeon, she took a fancy to give him a peep at the great world. Opening a window, therefore, which looks down upon the valley of the Dero, she launched him at once beyond the walls of the Alhambra. For the first time in his life the unfinished bird had to try the full vigor of his wings. He swept down into the valley, and then raising up- wards with a surge, soared almost to the clouds. Never before had he raised to such a height, or ex- perience such delight in flying; and, like a young spendthrift just come to his estate, he seemed giddy with excess of liberty, and with the boundless field of action suddenly opened to him. For the whole day he has been circling about in capricious flights, from tower to tower, and tree to tree. Every at- tempt has been vain to lure him back by scattering grain upon the roofs; he seems to have lost all thought of home, of his tender helpmate and his cal- low young. To add to the anxiety of Dolores, he has been joined by two *pulomis ladrones*, or robber pigeons, whose instinct it is to entice wandering pigeons to their own decoy. The fugitive, like many other thoughtless youths on the first launch- ing upon the world, seems quite fascinated with these knowing, but graceless companions, who have undertaken to show him life, and introduce him to society. He has been soaring with them over all the roofs and steeples of Granada. A thunderstorm has passed over the city, but he has not sought his home; evening closes in, still he comes not. To deepen the pathos of the affair, the female pigeon, after remaining several hours on the nest, without being relieved, at length went forth to seek her re- creant mate; but stayed away so long that the young ones perished for want of the warmth and shelter of the parent bosom. At a late hour in the evening, word was brought to Dolores, that the truant bird had been seen upon the towers of the Generalife. Now it happens that the *Administrador* of that ancient palace has likewise a dove-cote, among the inmates of which are said to be two or three of these in- veighing birds, the terror of all neighboring pigeon fanciers. Dolores immediately concluded, that the two feathered sharpers who had been seen with her fugitive, were these bloods of the Generalife. A council of war was forthwith held in the chamber of *Tia Antonia*. The Generalife is a distinct juris- diction from the Alhambra, and of course some punctilio, if not jealousy, exists between their cus- tomers. It was determined, therefore, to send *Pépe*, the stuttering lad of the gardens, as ambas- sador to the *Administrador*, requesting, that if such fugitive should be found in his dominions, he might be given up as a subject of the Alhambra. *Pépe* de- parted accordingly, on his diplomatic expedition, through the moonlight groves and avenues, but re- turned in an hour with the afflicting intelligence that no such bird was to be found in the dove-cote of the Generalife. The *Administrador*, however, pledged his sovereign word, that if such vagrant should appear there, even at midnight, he should instantly be arrested, and sent back prisoner to his little black-eyed mistress.

There stands the melancholy affair, which has

occasioned much distress throughout the palace, and has sent the inconsolable Dolores to a sleepless pillow.

"Sorrow endureth for a night," says the proverb, "but joy cometh in the morning." The first object that met my eyes, on leaving my room this morn- ing, was Dolores, with the truant pigeon in her hands, and her eyes sparkling with joy. He had appeared at an early hour on the battlements, hover- ing shyly about from roof to roof, but at length en- tered the window, and surrendered himself prisoner. He gained little credit, however, by his return; for the ravenous manner in which he devoured the food set before him, showed that, like the prodigal son, he had been driven home by sheer famine. Dolo- res upbraided him for his faithless conduct, calling him all manner of vagrant names,—though, woman- like, she fondled him at the same time to her bosom, and covered him with kisses. I observed, however, that she had taken care to clip his wings to prevent all future soarings; a precaution which I mention, for the benefit of all those who have truant lovers or wandering husbands. More than one valuable moral might be drawn from the story of Dolores and her pigeon.

The two Classes of Spaniards.—Here are two classes of people to whom life seems one long holy- day,—the very rich, and the very poor; one be- cause they need do nothing, the other because they have nothing to do; but there are none who under- stand the art of doing nothing, and living upon no- thing, better than the poor classes of Spain. Cli- mate does one half, and temperament the rest. Give a Spaniard the shade in summer, and the sun in winter; a little bread, garlick, oil, and garbances, an old brown cloak and a guitar, and let the world roll on as it pleases. Talk of poverty! with him it has no disgrace. It sits upon him with a grandiose style, like his ragged cloak. He is a *hidalgo*, even when in rags.

The "sons of the Alhambra" are an eminent il- lustration of this practical philosophy. As the Moors imagined that the celestial paradise hung over this favored spot, so I am inclined at times to fancy, that a gleam of the golden age still lingers about the ragged community. They possess nothing, they do nothing, they care for nothing. Yet, though apparently idle all the week, they are as observant of all holidays and saints' days as the most laborious artisan. They attend all fetes and dances in Granada and its vicinity, light bonfires on the hills on St. John's eve, and have lately danced away the moonlight nights on the harvest home of a small field within the precincts of the fortress, which yielded a few bushels of wheat.

Moonlight in Andalusia.—Sometimes I have in- scribed forth at midnight, when everything was quiet, and have wandered over the whole building. Who can do justice to a moonlight night in such a climate and in such a place! The temperature of an An- dalusian midnight in summer is perfectly ethereal. We seem lifted up into a purer atmosphere; there is a serenity of soul, a buoyancy of spirits, an elasticity of frame, that render mere existence enjoyment. The effect of moonlight, too, on the Alhambra, has something like enchantment. Every rent and chasm of time, every mouldering tint and weather- stain disappears: the marble resumes its original whiteness; the long colonnades brighten in the moonbeams; the halls are illuminated with a soft- ened radiance until the whole edifice reminds one of the enchanted palace of an Arabian tale.

At such a time I have ascended to the little pavil- ion called the Queen's Toilette, to enjoy its varied and extensive prospect. To the right, the snowy summits of the Sierra Nevada would gleam like sil- ver clouds against the darker firmament, and all the outlines of the mountain would be softened, yet delicately defined. My delight, however, would be to lean over the parapet of the tower, and gaze down upon Granada, spread out like a map below me; all buried in deep repose, and its white palaces and con- vents sleeping, as it were, in the moonshine.

HINTS TO THE PEOPLE ON CHOLERA, by C. R. Gil- man, M. D., is the title of a sensible pamphlet which has just appeared, and is likely to be of some use at this moment. We had intended to give an extract or two, but have mislaid our copy, and must there- fore content ourselves with saying that the au- thor appears to take a very judicious view of a sub- ject upon which scarcely two people are of the same opinion. His publisher should be ashamed of himself for allowing a book so full of typographical errors to come from a respectable printing office.

LEMPIRIERE'S CLASSICAL DICTIONARY, for Schools and Academies. Pendleton & Hill.—This is the third edition of Lempriere which has come under our notice within a few months. It is a handsomely printed abridgment of the great work, and purports to contain all that is either important or useful in the original. Its size will be a recommendation to those who prefer such a portable form, and the omission of indelicate passages may introduce it to the favor of many.

THE SHIRAZ, No 1, is the name of a new periodi- cal lately commenced at Amherst College, to be con- ducted by a number of the under graduates. The articles in this specimen are generally creditable to their writers. Their principal defect is a want of the humor and spirit which ought always more or less to be infused into collections of essays like these.

THE NATURALIST.—Several numbers of a new pe- riodical under this title have been lying upon our table for some time. It is a Journal devoted to Natural History, Chemistry, Domestic and Rural Economy, Manufactures and the Arts; in each of which departments of knowledge, much useful and agreeable information is given within a small com- pass. The work is published by Carter and Hendee, Boston, and, like everything published at that place, is of course neatly and well got up. It is for sale, we observe, by P. Hill, 94 Broadway, where we presume subscriptions also are received. Dr. J. Browne, assisted by several literary and scientific men, have the conduct of the work.

MUSIC.—Hewitt 137 Broadway has just published *The Pirates deserted Wife* by H. S. Van Dyke,—"I stood amid the glittering throng" a ballad F. W. N. Bailly, Esq. and sung with great applause by Miss Hughes; and "Napoleon's Grave," by W. Ball, Esq.. These songs are embellished with elegant and appropriate vignettes.

FOREIGN INTELLIGENCE.

From England we have to-day, by the brig Sarah, intelligence a little later, and which makes it certain that Lord Wellington had failed in making up a Cabinet, and all but certain that Lord Grey would resume his place, though nothing had yet been de- finitely arranged.

Greece seems to be in new troubles, and the mo- diators, with their respective fleets, in hardly less perplexity about each others movements.

Civil War in the Morea.—A letter dated Toulon, May 7, gives the following intelligence,—

"The corvette *La Dilligente*, Halle, commander, arrived in our roads yesterday evening, after a so- vere voyage from Navarino, from which she sailed on the 19th April. In consequence of the pressing orders to depart given by Admiral Hugon, who com- mands our naval force in the Levant, this vessel was not able to carry many passengers. Events of the most important character are said to have given rise to her precipitate departure.

It results from the reports made by Halle, the commander and the officers on board, that the Greek Constitutionalists, after several combats with the troops of Colocotroni, had obliged Capo d'Istrias and his partisans to save themselves on board the Russian vessel *Azoff*.

"In this state, the three Admirals commanding in the station, French, English, and Russian, not wish- ing to favor openly either of the two parties, with- out ulterior instructions from their respective Gov- ernments, agreed with one accord to take posses- sion of the fortress, as well as the citadel of Napoli, which had been rendered impregnable by art and na- ture. The *Iphigenie* frigate accordingly landed a chosen portion of its crew for that purpose.

Colocotroni, who has taken the field to support the re-establishment of Capo d'Istrias on the throne of Greece, seized upon Argos, upon the plains before which he has drawn up a force of from 3000 to 4000 men, and thus cut off all communication by land with Napoli.

A considerable part of the Russian forces is sta-

tioned at Argos, who have shown a great inclination, and even made some efforts, to come to the assistance of Colocotroni, in order to render his party more predominant, in order to discourage the Greek Constitutionalists; but, being closely watched by the two other powers, the Russian commander has not yet ventured to declare himself, through fear of provoking a more effective interference from the French and English forces, which appear to be upon terms of the best understanding with each other.

Some fear, however, is entertained that so many attempts may after all succeed; and it is thought in the Levant that it would be advisable to increase the French and English forces in those seas. There are those who still think that the Diligente corvette was sent to France only for the purpose of reporting the real state of things in the Levant, and to solicit further reinforcements to our small land army. As to the squadron, it is too small in number to be capable of watching all points, or to make head against the very considerable force which Russia can at a moment's warning bring into the Levant.

Another letter from Napoli, of the 11th of April, contains as follows:—

"Augustin has been wholly discomfited, and the Senate have formally decreed his overthrow. A commission, composed of seven members, John Colletti, Mataxa, Colliopoulo, and Ziani, Zographos, Ipsilanti and Conduriotis is charged to govern Greece till the arrival of the Prince or Regent whom Bavaria shall send out.

The partisans of the Russian system showed a disposition yesterday evening to raise disturbances, and pillage the city. This faction, led on by Redius and Nikitis, has however, been disabled from doing any substantial mischief by the nice precautions adopted by the residents in landing the crews of the ships. Ismaides is still President of the Senate. Capo d'Istria is embarked, and Peter Mavromichalis and his brother had been released from prison.

[Correspondence of the London Morning Herald, May 16.]

PARIS, May 13.—Except that which we have received from London, we have little news to day. Indeed so intense is the feeling here on the subject of your ministerial doings, that even had we other news it would not attract any attention.

The report of disturbances having broken out in Rhenish Bavaria, which was circulated yesterday with industry, proved to have been unfounded. The only revolutionary movement observed in that country was the planting of a tree of liberty at Answiller, which was rooted up by the troops sent from Landau for that purpose. Of the revolution that took place at Greece on the 12th and 13th of April you will find some details in the Toulon Journals, which proves that Russian influence in the Morea is at an end for ever.

Our domestic affairs look better to day. The late conflicts in Grenoble are singularly enough declared by the official government journal to have been unconnected with politics, while it is admitted that the contest had been between the town people and the soldiers of the 38th regiment, who had bayoneted them two months since, while engaged in an attempt to caricature, by *tableaux vivans*, the king and his ministers. The article which contains this measuring statement concludes in the usual terms:—"The most perfect tranquillity reigned in Grenoble at 10 o'clock on the night of the 10th inst."

Reform Bill.—The announcement last evening of the return of Lord Grey and his Colleagues to office, was received by the public with the liveliest demonstrations of joy. The little political coteries in the street testified their satisfaction in every possible way, cheering, singing and dancing, and in all parts of the metropolis the welkin rung with John Bull's boisterous hilarity. This was, indeed, a reaction. Almost all the banking houses that are connected with the country banks forwarded the news to the country by express. We have to notice one pleasing result of this new and gratifying state of things. Before 9 o'clock in the evening many of the offensive allusions to the Royal Family which have been so conspicuous during the last three or four days, has disappeared.

Cholera.—EDINBURGH, MAY 12.—New cases 6; died 2, recovered 2.

MAY 13.—New cases 4; died 3; recovered 3; remaining 24. Total cases 302; deaths 227; recoveries 141.

General Daily Report of Cholera.—The Board of Health for the city of Dublin congratulate their fellow-citizens on a great diminution of new cases of cholera in Dublin this day, as well as the continued increase of recoveries. The new cases reported are 10—the deaths, 9—Recoveries, 58.

Within the last seven days 254 have been discharged cured, from the large hospitals alone, each patient provided with comfortable clothing, and soup tickets for a fortnight.—And the Beard anxiously hopes that the warning they have so frequently given, with respect to the necessity of temperance may, be attended to.

Extract of a letter, communicated for the New York Daily Advertiser.

VERA CRUZ, May 19, 1832.

We have now the pleasure to inform you, that on the 14th inst. the Government troops raised the siege, and have retired to the interior, after having for eight days kept up a brisk cannonade on the city, from which we are happy to say, but little damage has been sustained.

Gen. Santa Anna left here yesterday, with the troops for the interior; and we entertain hopes that our communication with the capital will soon be reopened.

At present but little is doing in the way of business. The commercial houses have re-opened, and the shopkeepers are returning to the city; but until the political dissensions are settled in this quarter, the transactions will be limited."

HOME AFFAIRS.

The bill to divide this State into congressional districts was accompanied by the following schedule, which designates the proposed congressional districts, and the population in each. The whole number of inhabitants in the State is 1,919,403, which, divided by 40, the number of representatives to which this state is entitled, gives a quotient within a very small fraction of 48,000, as the number entitled to a member.

| Districts. | Counties. | Total population. |
|---------------|---------------|-------------------|
| 1st | Suffolk, | 25,780 |
| | Queens, | 22,378—49,058 |
| 2d | Kings, | 21,537 |
| | Rockland, | 9,358 |
| 3d | Richmond, | 7,084—37,609 |
| 4th | New York, | 203,007—203,007 |
| | Westchester, | 36,459 |
| | Putnam, | 12,701—49,160 |
| 5th | Dutchess, | 50,929—50,929 |
| 6th | Orange, | 45,372—45,372 |
| 7th | Ulster, | 36,559 |
| | Sullivan, | 12,372—48,931 |
| 8th (double) | Columbia, | 39,959 |
| | Greene, | 29,525 |
| | Schoharie, | 27,910—97,387 |
| 9th | Rensselaer, | 49,422—49,422 |
| 10th | Albany, | 53,560—53,560 |
| 11th | Saratoga, | 38,616 |
| | Schenectady, | 12,334—50,200 |
| 12th | Washington, | 42,615—42,615 |
| 13th | Warren, | 11,795 |
| | Essex, | 19,387 |
| | Clinton, | 19,344—50,516 |
| 14th | St. Lawrence, | 36,351 |
| | Franklin, | 11,312—47,663 |
| 15th | Montgomery, | 44,918—44,918 |
| | Hamilton, | 44,918 |
| 16th | Herkimer, | 25,869 |
| | Lewis, | 14,958—50,827 |
| 17th (double) | Oneida, | 71,323 |
| | Oswego, | 27,104—98,430 |
| 18th | Jefferson, | 49,515—48,515 |
| 19th | Oswego, | 51,372—51,372 |
| 20th (double) | Delaware, | 52,933 |
| | Chenango, | 37,404 |
| | Broomes, | 17,582—57,917 |
| 21st (double) | Cortland, | 23,693 |
| | Tompkins, | 36,545 |
| 22d (double) | Tioga, | 27,704—87,942 |
| | Onondaga, | 58,974 |
| 23d | Madison, | 39,037—98,011 |
| 24th | Cayuga, | 47,947—47,947 |
| | Wayne, | 33,515 |
| 25th | Seneca, | 21,031—54,546 |
| 26th | Ontario, | 40,167—40,167 |
| | Steuben, | 33,975 |
| | Yates, | 19,019—62,994 |
| 27th | Monroe, | 49,922—49,922 |
| 28th | Genesee, | 51,392—51,392 |
| 29th | Allegany, | 25,218 |
| | Livingston, | 27,719—63,937 |
| 30th | Cattaraugus, | 14,723 |
| | Chautauque, | 34,657—51,383 |
| 31st | Eric, | 35,710—35,710 |
| 32d | Niagara, | 19,485 |
| | Orleans, | 19,873—37,258 |

The following is a copy of the law, respecting foreign emigrants, as it passed the Senate:

An act to regulate the introduction of foreign emigrants into the city of New York.

Sec. 1. All foreign emigrants, arriving in the city of New York coastwise, or by any of the ferries, or by any water craft, or by land, and who shall not have resided in some part of the United States for the term of six months previous to their arrival in said city, shall be subject to the payment of one dol-

lar on demand, to the health commissioner, towards the support of the Marine Hospital: and in case of neglect or refusal to pay, the health commissioner shall sue for and recover the same, in his name of office, any law to the contrary notwithstanding.

Sec. 2. The master or person having charge of any vessel, ferry-boat, or water craft, bringing foreign emigrants to the city of New York, shall, in default of the aforesaid payment by such foreign emigrant be liable for the sum above designated, for every such emigrant he may bring to the said city, and the health commissioner may sue for and recover the same in the manner above provided.

An Act for the preservation of the Public Health.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

§ 1. All vessels, boats, rafts and other craft, and all persons, hereafter arriving in any port or place within this state, from any part of Upper or Lower Canada, or from any other place out of this state, in which the Asiatic or malignant cholera, or any other malignant disease shall be known to exist, shall be subject to quarantine in the manner hereinafter provided.

§ 2. It shall be the duty of the Governor, forthwith, by proclamation, to make known that such quarantine exists; and to call upon all the magistrates and citizens of this state, to aid in enforcing the same: and more especially, to join on the officers of the cities, villages and towns hereinafter mentioned, the prompt and faithful discharge of the duties prescribed by this act.

§ 3. It shall be the duty of the common council of every city, and the trustees of every incorporated village in the several counties of this state, bounded by Lakes Erie, Ontario and Champlain, or on the rivers St. Lawrence or Hudson, or bounded on, or intersected by, any of the canals of this state, in which city or village there is not now a board of health and health officer duly organized or appointed, forthwith to appoint a board of health, to consist of not less than three nor more than seven persons, for such village, and a competent physician, to be the health officer thereof.

§ 4. The supervisors, overseers of the poor, and justices of the peace, or the major part of them, of each town in the aforesaid counties, shall be a board of health for such town; and they shall forthwith appoint some competent physician to be the health officer for such town.

§ 5. The several boards of health now organized in any city or village in this state, and the several boards of health to be constituted under this act, shall have power, and it shall be their duty,

1. Forthwith to meet in their respective cities, villages and towns, and to fix and determine the period of quarantine to which vessels or persons arriving in such city, village or town, from places as mentioned in the first section of this act, shall be subject: which period shall in no case be less than fifteen days. But the said Board shall have power, after an examination of any vessel or person subjected to quarantine, to reduce the period of the quarantine of such vessel or person, if they shall deem it safe to do so.

2. To meet from time to time and as often as they shall think expedient for the performance of their duties under this act.

3. To prescribe the duties and powers of the health officer; to direct him from time to time in the performance thereof; and to fix the compensation he shall receive.

4. To make regulations, in their discretion, concerning the place and mode of quarantine, the examination and purification of vessels, boats and other craft not under quarantine; the treatment of vessels, articles and persons under quarantine; the discharge of such vessels, articles or persons therefrom; the regulation of intercourse with infected places; the apprehension, separation and treatment of emigrants and other persons who shall have no fixed and permanent residence in this state, the suppression and removal of nuisances; and all such other regulations as they shall think necessary and proper for the preservation of the public health.

5. To procure suitable places for the reception of persons under quarantine and persons sick of the Asiatic or Malignant Cholera, or any other malignant disease, and in all cases where sick persons cannot otherwise be provided for, to procure for them proper medical and other attendance and provision.

6. To publish from time to time all such regulations as they shall have made, in such manner as to secure early and full publicity thereto.

7. To issue warrants to any constable of their re-

spective cities, villages or towns, to apprehend and to remove such persons as cannot otherwise be subjected to the regulations by them adopted; and whenever it shall be necessary so to do, to issue their warrant to the sheriff of their respective counties to bring to their aid the power of the county; all which warrants shall be forthwith executed by the officers to whom they shall be directed, who shall possess the like powers and be subject to the like duties in the execution thereof, as if the same had been duly issued out of any court of record in this state.

8. To employ all such persons as shall be necessary to enable them to carry into effect the regulations they shall have adopted and published, and the powers vested in them by this act.

§ 6 Every person who shall wilfully violate any regulation so to be made and published by any such board of health, shall be deemed guilty of a misdemeanor, and on conviction thereof, shall be subject to fine and imprisonment, or both, at the discretion of the court; such fine not to exceed one thousand dollars, nor such imprisonment, two years.

§ 7. Whenever the trustees of any incorporated village, or the supervisors, overseers of the poor, and justices of the peace or the major part of them, of any town within this state, not situated within any of the counties above mentioned, shall determine that it is expedient to constitute a board of health, and to appoint a health officer under the provisions of this act, they shall have the power to do so—and from and after the publication of such their determination, and the appointment of such board of health and health officer, all the provisions of this act shall extend to such village or town.

§ 8. The Governor shall have power to employ suitable agents to proceed to any part of this state, or to Upper or Lower Canada, for the purpose of procuring information in relation to the progress of the said disease and the prevention or treatment thereof, or for any other purpose he may deem conducive to the public health; and it shall be his duty to communicate, by proclamation, any information so to be obtained, or which shall otherwise come to his knowledge, and which he shall deem useful; and in general to take all necessary measures for the purpose of causing this act to be faithfully executed.

§ 9. All expenses now incurred or to be incurred by the several boards of health in the execution of this act, shall be a charge on their respective counties, and shall be levied, collected and paid, under the direction of the said board of supervisors of the respective counties, in the same manner as other county charges are levied, collected and paid. All expenses to be incurred in the execution of the powers hereby vested in the governor, shall be paid out of the treasury of the state, on the warrant of the comptroller, after being first audited by him.

§ 10. This act shall take effect immediately on the passage thereof, and shall continue in force until the first day of February, one thousand eight hundred and thirty-three, unless the Governor shall sooner declare, by proclamation, that there exists no sufficient reason for the continuance thereof; in which case all the provisions of this act, except the ninth section, shall, from the time of the receipt of such proclamation, cease and expire in the respective villages and towns in which the same shall have been in force.

§ 11. The Secretary of State shall cause copies of this act to be printed, and transmitted, in such manner as he shall think expedient, to the Mayor of every city and the Trustees of every incorporated village, and to the Supervisors of every town in this State. The expense incurred under this section shall be audited by the Comptroller, and on his warrant shall be paid out of the Treasury of this State.

§ 12. Whenever any pestilence or contagious disease shall break out in any county poorhouse in this state, or in the vicinity of any such county poorhouse, and the physician to such county poorhouse shall certify that such pestilence or disease is likely to endanger the health of the persons supported at such poorhouse, the superintendents of such county poorhouse shall have power to cause the persons reported at such poorhouse or any of them, to be removed to some other suitable place in the same county, there to be maintained and provided for at the expense of the county, with all necessary medical care and attendance, until they can be safely returned to the county poorhouse from which they were taken, or otherwise discharged.

§ 13. It shall be the duty of the inspectors of the county prisons to meet from time to time as they shall think proper at the prisons and poorhouses in their respective counties during the continuance of

this act, to establish rules and regulations as they may deem proper for the ventilation and purification of the prisons and poorhouses, in their respective counties, and the preservation of the health of the persons kept in said prisons and poorhouses, and to cause such rules and regulations to be put in force.

TWENTY-SECOND CONGRESS—1st SESSION.

Wednesday, June 20.

In the Senate, Mr. Foot presented resolutions adopted by the Legislature of Connecticut, in favor of the continuance of the protective system.

Mr. Tyler presented the petition of sundry citizens of Richmond, praying an appropriation for the removal of obstructions to the navigation of the James river. Referred to the committee on commerce. (Mr. Tyler, on presenting this petition, took occasion to state his constitutional objections to the appropriation of money, by the General Government, in aid of internal improvements.)

Mr. Smith, from the committee on finance, reported the bill to carry into effect the treaty of limits between the United States and the United Mexican States, with amendments, providing that the salary of the persons employed shall not commence till they shall be ordered into service; and that the salary of the clerk shall be twelve instead of fifteen hundred dollars. The bill was read twice, ordered to a third reading, and subsequently read a third time and passed.

Mr. Forsyth moved that the Senate proceed to the consideration of Executive business.

Mr. Clay regarded his motion, he said, as unkind to the committee on manufactures, as they expected to be heard to-day in explanation of the bill reported by them, and set for this day, in relation to the disposition of the public lands. The Executive business did not require immediate attention. It could be as well attended to at any other time.

Mr. Tazewell said, he would not say one word as to the importance of the subject which claimed the attention of the Senate in Executive session; but he believed the Senate would concur with him in the opinion that it was as important as the bill in favor of which the Senator from Kentucky wished it to be postponed.

Mr. Clay viewed this motion, he said, not merely with surprise, but with other emotions, which respect for the Senate would not suffer him to express. On Monday, when a much smaller subject was under consideration, the Senator from Virginia sat by, content and silent. Why did he not then make the motion to go into Executive session? The Committee on Manufactures had a right, he thought, to complain of the course of the Senate in regard to this subject. This subject was forced upon that committee against their wishes, and after they had reported a bill, by a procedure unparalleled in this or any other legislative body, which had the assent of the gentleman from Virginia, that bill was, without discussion or examination, referred to another committee now asked to be heard in explanation of their bill, and this day had been set apart for that purpose, but it was unexpectedly attempted to deprive the committee of the opportunity by a motion to go into Executive business. No measure of greater consequence had been brought before the Senate this session. The other subject was under the control of the Senate, and could at any time be taken up. It was already substantially disposed of, for it was well known what would be the action of the Senate upon it.

Mr. Tazewell, in reply, said, the honorable gentleman was pleased to say that he had listened to the motion, not only with surprise, but with other emotions, which his respect for the Senate would not suffer him to express. He knew not what those unexpressed emotions were; but as far as they might concern himself, he felt perfectly indifferent to them.

Mr. Tazewell continued his remarks in reply to Mr. Clay, and in the favor of the motion to go into Executive business.

Mr. Clay rejoined, and the motion was debated for some time.

The question being taken by yeas and nays, the motion was rejected by the following vote:

Yeas.—Messrs. Benton, Bibb, Brown, Buckner, Dallas, Dudley, Ellis, Forsyth, Grundy, Hayne, Hill, Kane, King, Mangum, Marcy, Robinson, Smith, Sprague, Tazewell, Troup, White.—21.

Nays.—Messrs. Bell, Chambers, Clay, Clayton, Dickerson, Ewing, Foot, Frelinghuysen, Hendricks, Holmes, Johnston, Knight, Miller, Moore, Naudain, Poindexter, Prentiss, Robbins, Seymour, Silabes, Tipton, Tomlinson, Tyler, Waggaman, Webster, Wilkins.—26.

The bill to appropriate, for a limited time, the proceeds of the public lands, was taken up, as the next special order.

Mr. Poindexter submitted two amendments, which were received informally, and ordered to be printed.

Mr. Clay then rose, and addressed the Senate at great length in support of the bill.

In the House of Representatives, Mr. Howard, from the Committee of Commerce, offered a joint resolution placing \$50,000 at the discretion of the President of the United States, to be expended in precautionary measures against the ravages of the Asiatic Cholera—which by the rules lies one day on the table.

Mr. Howard moved the suspension of the rules to enable the House to act upon this resolution, which was lost, Yeas 59, Nays 62.

Mr. Connor moved the question of consideration of the resolution, for adjourning Congress on the 25th.

Upon the question the votes were, yeas 86, nays 86, the Chair voting in the negative, the consideration of the resolution was refused.

The Tariff.

The House then went into Committee upon the Tariff.

Mr. Adams moved an increase of the duty on oil cloths, other than floor cloths, from 12 1/2 to 15 cents per yard, which, after a discussion which principally turned upon the grounds upon which alterations should be introduced into the bill, in which Messrs. Clay, Adams, Pendleton, Watmough, Wayne, Cambreling, Denny, Burges, L. Condict, Hoffman and Howard, took part, was rejected, Yeas 16, Nays 80.

The fifth item of the second section paying a duty on bar and bolt iron, having been read, Mr. Stewart moved to amend it by fixing the duty at one cent per lb., lost without a division.

Mr. Root proposed to calculate the duty upon neat hundreds, instead of long hundreds, lost.

Mr. Connor moved to reduce the rate of duty from 90 to 70 cents per cwt. lost.

Mr. Denny moved to increase the duty on rolled bar iron, from 30 to \$37 per ton, lost.

Mr. C. P. White moved to change the rate of duty on rolled iron from 30 to \$22 50 per ton, lost.

The 8th item, fixing the duty on iron or steel wire, under No. 14 and over No. 20, at 5 cents per lb., and that between 14 and 20, 9 cents per lb., having been read—

Mr. Ellsworth moved that all wire under No. 14, pay 5 cents, and over 14 pay 9 cents per lb. agreed to. Mr. Denny moved to amend the item by fixing the duty on wire under No. 14, at 6 cents per lb., and over 14 at 10, lost.

Mr. Ellsworth moved to add to the item "on all plated or silvered wire 5 per cent, ad valorem," in order to reduce the duty on that article. Agreed to.

Mr. Adams moved to add "on cap or bonnet wire covered with cotton, thread, silk, &c., 12 cents per lb." Carried.

Mr. Ellsworth proposed to add to the clause imposing a duty of 12 per cent. on square wire used for umbrella stretchers, the words "cut into pieces of lengths suited for that purpose," to prevent the introduction of this wire for other purposes. Agreed to.

The 10th item, imposing a duty of 30 per cent. on sundry articles of edge tools, bridle bits, &c., having been read—

Mr. Stewart moved to strike out the item and leave the duty at the present rates. Lost without a division.

Mr. Stewart said, as compromise was the order of the day, he would move to fix the duty on these articles at 34 per cent., lost.

Mr. J. Davis moved to insert "penknives" among the articles in this item, lost.

Mr. Horn moved to strike out the term "bridle bits," and insert an amendment prescribing a discrimination between the duty imposed on certain descriptions of saddlery ware made in this country and others not made here—agreed to.

The 12th item, imposing a duty of 25 per cent. upon certain manufactures of metal not otherwise specified, was read.

Mr. Stewart moved to amend the item by increasing the rate of duty to 30 per cent., lost.

The 13th item, imposing a duty of \$12 50 per ton upon old iron, having been read—

Mr. Stewart moved to increase the duty to 14 dollars.

The 14th item "on manufactured hemp, \$35 per ton—on sail duck 10 cents per yard, and on cotton bagging 3 1/2 cents per square yard."

Mr. Dearborn moved to add to this item, "on

tarréd cordage 4 cents per pound, and on untarréd cordage 5 cents per pound."

Mr. D. supported this motion by explaining at length the propriety of this amendment.—*Lost.*

Mr. Adams moved an amendment, increasing the duty on cotton bagging to 5 cents per yard, and providing a drawback on exportation of 3 cents per yard.—*Lost.*

Mr. Barringer moved to strike out the duty on cotton bagging and to pay a bounty of five cents per yard on all cotton bagging manufactured in the United States, *lost.*

The 15th paragraph, imposing a duty of 30 per cent. on all silk imported from beyond the Cape of Good Hope and 18 per cent. on all other silk, except sewing silk, on which a duty of 40 per cent. is proposed, was read.

Mr. J. Davis moved to strike out the whole, and insert a duty of 10 per cent. on all silk without discrimination, excepting sewing silk.—*lost.*

M. Adams moved to strike out the discrimination between the duties on silk imported from beyond the Cape of Good Hope and other silk, carried ayes 75, noes 52.

Mr. J. Reed moved to strike out 18 per cent. and insert 15 per cent.—the vote on this motion was yeas 62, nays 62—the Chair voted in the negative. The committee were going on with the bill when our paper was made up.—[Globe.]

Thursday, June 21,

In the Senate the day was spent in Executive business on motion of Mr. Tipton, with a view, as he intimated, of acting on the nominations of officers for the newly created Regiment of mounted gunmen.

In the House of Representatives, on motion of Mr. Branch, the House agreed to take up the several Navy bills which had been lying on the table some time; and

The bill authorizing the construction of Naval hospitals at the Navy Yard at Charlestown, Massachusetts, Brooklyn, New York, and Pensacola;

The bill to provide for completing the naval hospital at Norfolk, and the naval asylum at Philadelphia, and to furnish them in part;

The bill to provide for the re-building the frigate Java and sloop Cyane;

The bill for re-building the frigate Macedonian; And the bill for the regulation of the navy and privateer pension and navy hospital fund, were severally ordered to be engrossed for a third reading this day.

The amendments reported from the committee of the whole to the bill to carry into effect the act to provide for a survey of the coast of the United States; and to the bill to provide iron tanks, were read and severally concurred in by the House, and ordered to be engrossed for a third reading.

The amendment from the committee of the whole to the bill for constructing two steam batteries (provides \$111,704,) being next taken up—

Mr. Hogan said as the amendment made an appropriation for so large an amount, he wished to have some explanation in respect to it.

Mr. Branch replied, that the construction of these steam batteries had received the sanction and recommendation of the Secretary of the Navy; and on the face of the amendment, its object was set forth, which was to make an experiment whether steam power might not be successfully introduced as a means of naval defence. It was admitted on all hands, that, sooner or later, this newly discovered power would be introduced, if not into offensive, certainly into defensive warfare; and he certainly thought the experiment now contemplated worth making.

After some further discussion the amendment was carried, as was another, proposed by C. P. White, for separating the duty of Navy Agent from that of Commandant at the Navy Yard in Washington.

Afterwards the House resumed the consideration of the bill to regulate

The Tariff,

With which the committee were occupied until six o'clock; when having gone through the various sections, and having disposed of the numerous amendments offered to the bill.—

Mr. Hawkins proposed to strike out all after the enacting clause, and insert, in lieu thereof, the bill from the Secretary of the Treasury.

This motion was rejected—ayes 50, noes 61;

Whereupon the committee finally rose, and reported the bill as amended to the House.

The bill was then ordered to be printed, with the various amendments thereto. After which The House adjourned.

Friday, June 22.—In the Senate, the resolution from the House transferring the duties imposed by the Pension Law from the Secretary of the Treasury to the Secretary of War, was carried by yeas 28—nays 13. The bill from the House for the improvement of certain Harbors, Rivers, &c. was then discussed; and after various sideway attempts to delay and defeat it, was ordered to a third reading by ayes 26—nays 13.

On Saturday, this bill was read a third time and passed by the following vote:

YEAS.—Messrs. Bell, Benton, Chambers, Clay, Clayton, Dallas, Dickerson, Dudley, Ewing, Foot, Frelinghuysen, Hendricks, Holmes, Johnston, Kane, Knight, Naudain, Prentiss, Robbins, Robinson, Ruggles, Seymour, Silsbee, Smith, Tipton, Tomlinson, Webster, Wilkins.—28.

NAYS.—Messrs. Bibb, Ellis, Grundy, Hayne, Hill, King, Mangum, Marcy, Miller, Moore, Poindexter, Tazewell, Tyler, White.—14.

Mr. Frelinghuysen reported a resolution authorizing the Secretary of the Senate to purchase of Rembrandt Peale, his original portrait of George Washington, &c. The resolution was read and ordered to a second reading.

The Senate then went into executive business.

Friday, June 22.

The House of Representatives was occupied all day with the tariff, the question being on concurring with the amendments made in committee to Mr. Adams's bill. After all these had been gone through with,

Mr. McDuffie proposed to amend the bill in the section relating to cottons, by adding a proviso, that on all cottons not exceeding in value 15 cents the square yard, there should be levied a duty of 12 1/2 per cent. *ad valorem.*

Mr. McD. said he offered this amendment, to ascertain whether the friends of the protecting system were themselves satisfied with the grounds on which they claimed the protection of Government. The opponents of that system had been so often told that the effect of it had been to reduce coarse cottons to a price below that at which they could be imported, that he now called upon them, either to consent that such cottons should be covered only by a revenue duty, or to forswear all the facts and arguments they had laid before the House.

Mr. Adams demanded the yeas and nays on this amendment, but before any vote was taken, the House adjourned.

Saturday, June 23.

Mr. Heman Allen was qualified and took his seat as one of the Representatives from the State of Vermont.

Mr. Mercer, from the committee on internal improvements, made a report recommending, with a view to their future improvement, the survey of various places, among which were the following:

For the improvement of the harbor at Portland, on Lake Erie, in the State of New York, eleven thousand five hundred dollars.

For the improvement of the harbor of Silver Creek on Lake Erie, in the said state, eleven thousand three hundred and thirty two dollars twenty-five cents.

For the improvement of the harbor at the mouth of Big Sandy Creek, in the county of Jefferson, in said state, on Lake Ontario, nine thousand two hundred dollars; and

For the improvement of the harbor at the mouth of Salmon river, on Lake Ontario, five thousand dollars, according to the several plans of the said harbors, submitted through the Department of War.

For the improvement of the harbor at the mouth of Oak Orchard Creek, on Lake Ontario, according to the plan thereof made by Joseph G. Swift, Civil Engineer, twelve thousand dollars.

For the improvement of the navigation of the Hudson river, seventy thousand dollars; to be expended according to the plan submitted through the Department of War.

For the construction of a breakwater at the entrance of Sag harbor, on the north side of Long Island, in the State of New York, according to the plan and estimate transmitted through the department of War, sixteen thousand six hundred and thirty-nine dollars.

The House proceeded to the re-consideration of the vote on the bill authorizing a subscription for the Documentary History of the American Revolution. The question was taken on engrossing the bill for a third reading, and it was finally rejected—yeas 88, nays 93.

The bill to provide for carrying into effect the treaty of limits between the United States, and the United Mexican States, was read twice and referred to the Committee of the Whole on the State of the Union.

The amendment of the Senate to the bill to extend the provisions of the pension fund heretofore granted to the widows of persons killed or who died in the naval service, were read and concurred in by the House.

The House then took up the consideration of the bill to regulate the Tariff. The question recurring on the motion of Mr. McDuffie, namely, that on all manufactures of cotton, not dyed, colored, printed or stained, which shall at the place of exportation not exceed 15 cents per square yard, there shall be levied &c., 12 1/2 per cent. *ad valorem* and no more.

Mr. Appleton, of Mass. explained that the effect of this amendment if adopted, would be, not only to admit coarse cottons, but almost every description of the finest kinds that was manufactured; and as Mr. McDuffie had said that his object in introducing this amendment, was that as he (Mr. A.) had said, that America could compete with the foreign manufacturer, and that he (Mr. McD.) wanted this, as a test, that if it was refused he would consider that declaration falsified. Mr. A. maintained that this would not be so, for the manufacturers demanded protection, to use the language of Mr. Calhoun, made when the Tariff of 1816 was under discussion, if they did not want protection actually, it was necessary for them to have it to guard against Contingencies. Mr. A. read a variety of letters, which went to show that the American cottons were in higher repute than the English, in South America, Smyrna, Calcutta, and various other places. After a lengthened debate, the motion of Mr. McDuffie was rejected, ayes 73, noes 115.

Mr. McDuffie then proposed to do away with the discriminating duty made upon English and Swedish iron, and with that view moved to strike out the words in the bill to that effect, leaving the duty on unmanufactured iron, in bars or bolts, 90 cents per 112 lbs. On this motion a protracted debate arose. The amendment was finally rejected, ayes 67, noes 114.

Mr. Davis next proposed his amendment on wools, after he had modified it at the suggestion of Mr. Jenifer, increasing the value of the cloth, as subject to duty, from 35 to 38 cents the square yard.

After Mr. D. had briefly explained the details of the amendment, and it was opposed by Messrs. Wickliffe, Drayton and others, Mr. Cambreleng said he considered the modification made in it of no avail. The principle upon which the amendment was founded, was of much more importance than the duty; for let it be rated at any sum, however small, it must multiply to an extent that in a little time it would amount to a prohibition. By the amendment the duty was to be estimated upon the market value; so that every successive importation, with the duty added thereto, would inevitably have the effect of a progressive increase of the duty, so long as it could be imported. He therefore, in order to have at least a solemn and full decision upon what, if adopted, in its results would involve the country in the horrors of a civil war, felt it his duty to have a call of the house. But it was then past six o'clock, and as no good could result from debating the subject after the time that must necessarily elapse in proceeding with the call, the House adjourned before any decision was had on the call.

IN SENATE—Monday, June 25.

In the Senate, after disposing of some morning business, and passing, 30 to 10, the resolution appropriating 5,000 dollars for a full length pedestrian statue of Washington, the Senate proceeded to the consideration of Executive business, and so continued the remainder of the sitting.

In the House of Representatives, the first hour's sitting was occupied by an animated debate on a proposition for an adjournment of Congress on Monday next. It would be difficult, in the brief space within our control, to give a correct idea of this debate. It must suffice for the present to say, that the early adjournment was advocated by several Southern members, on the ground that no hope now remained of an adjustment of the Tariff question, and that a crisis was at hand, &c. To which argument, Mr. Adams rejoined with great force and spirit, expressing a firm hope of the passage of such a bill as that now before the House, (which he considered as proposing a repeal of ten millions of dollars of duties,) and conjuring the majority not to be deterred from doing what was right, because in so doing they did not meet the views of those who would be satisfied with nothing less than the total destruction of Manufactures. In the end, the question was put aside by a motion of Mr. McDuffie to proceed to the Orders of the day. After which the House passed several bills heretofore ordered to a third reading.

One of the bills on its third reading was rejected by a large majority, viz: the bill to provide for ascertaining the losses of the people of Detroit and its vicinity, by the non-performance by the British of the articles of capitulation at Hull's surrender.

The House then proceeded to the Tariff subject—the question pending being on Mr. Davis's amendment, which he now further modified—reducing his proposed duty on carpets from 45 to 40 per cent., wool from 50 to 40 per cent., &c.

Mr. Adams moved to amend the amendment, by striking out the proviso, that the duty on wool and woollens should be estimated at the home market value, and inserting, that the importer should declare the value thereof, subject to forfeiture, and a penalty of 500 dollars, in case of fraudulent entry, or, if entered, at lesser rates than in the opinion of the appraisers the goods ought to be, then, they might be taken on behalf of the United States, on payment of such valuation, with ten per cent. in addition. The amendment was negatived—Yeas 68, nays 111.

Mr. Everett moved to amend the amendment, by reducing the duty on woollens, and on ready made clothing from 40 to 35 per cent. ad valorem. Also, the duty on baizes and flannels from 20 to 16 cents the square yard.

Mr. Davis having accepted this as a modification, the question on his amendment, as modified, was taken, and negatived—Yeas 70, nays 118.

Mr. Reed, of New York, then proposed to reduce the duty on silk from 18 per cent to 10.

Mr. Foster moved to insert 15—but the amendment of Mr. Reed prevailed—Yeas 101, nays 87.

Mr. Adams moved to reduce the ad valorem value upon which the duty on plains and kerseys should be estimated from 40 cents the square yard to 33 1/3.

Mr. Doubleday proposed to increase it to 50 per cent., which was negatived. A further amendment of Mr. Adams to reduce it to 35, prevailed—Yeas 101, nays 87. The House then adjourned.

Tuesday, 26th June.

In the Senate several private bills were ordered to a third reading; and after transacting some minor business, the Senate proceeded to the consideration of Executive business, and continued until the adjournment.

In the House of Representatives, the following letter was presented by the Speaker to the House, and read:

To the Speaker of the House of Representatives:

Sir,—I beg leave through you to tender to the House of Representatives the resignation of my office as their sergeant at arms. A long course of kindness, first shown to my father, and then extended to me from my earliest years, demands an expression of gratitude which I feel at this moment very inadequate suitably to make. I have fallen into unexpected misfortunes, which, I am but too sensible, have led me into error.

The books and papers committed to my charge are herewith surrendered to the committee of accounts for settlement. J. O. DUNN.

Washington, June 25, 1832.

This Letter was referred to the committee of Ac-

counts and it was ordered, that the Doorkeeper of the House (Overton Carr,) do discharge the duties of Sergeant-at-Arms until the next Session of Congress.

The House proceeded to the consideration of the bill to regulate

The Tariff.

The amendment of Mr. Alexander to strike out the 10th section, (which proposes to allow a tonnage drawback on shipping,) being the question before the House—

Mr. C. P. White moved to amend the amendment by striking out all after the word "enacted," and insert that there shall be a tonnage drawback in proportion to the duty paid on iron, hemp, duck, &c. used in the equipment of ships. The amendment gave rise to a protracted debate; and the question being taken by yeas and nays, it was negatived.—Yeas 65, Nays 111.

The amendment of Mr. Alexander was also negatived.—Yeas 86, Nays 88.

Mr. Crawford moved to strike out of the bill, the provisions in relation to iron in bars, bolts, in pigs, and castings, and on various manufactured articles, enumerated in the 9th and 10th items; also on steel, so as to leave the duty thereon as at present.

The motion was negatived.—Yeas 57, Nays 110.

Mr. Reed, of N. Y. moved a reconsideration of the vote on the amendment proposed by Mr. Alexander.

A motion for a call of the House having been sustained, the roll was gone through, and 186 members having answered to their names, the farther proceeding were suspended, and the vote on the motion having stood—Yeas 94, Nays 94, the Speaker gave his casting vote in the affirmative; and

Mr. Adams then moved a reconsideration of the vote on the amendment proposed by Mr. White, of New York, which was negatived—Yeas 82, nays 100. The question being taken on the motion of Mr. Alexander, to strike out the 10th section, it was a second time negatived—Yeas 93, nays 97.

Mr. Thompson, of Georgia, then moved a ludicrous amendment, to strike out that part of the 10th section, and insert a provision for a drawback to be given to farmers for all iron used by them in ploughs and other implements of husbandry! On this motion he demanded the Yeas and Nays, which were ordered, and the amendment negatived: Yeas 42, Nays 134.

Mr. Bates, of Mass., then moved to strike out of the section as to woollen, mits, gloves, bindings, blankets, hosiery, carpets, carpeting, so as to leave the duty on these articles as it now is per the present rate; which was negatived. Yeas 85, Nays 102.

Mr. Root moved to regulate the ton weight at 2,000 lbs. Negatived.

Mr. Carson moved a lengthy amendment, similar to that of Mr. Thompson, of Georgia.

The amendment was negatived.

The House then adjourned.

Mr. Cambreleng, (whose name was accidentally omitted in our summary of yesterday,) was among those who strenuously opposed Mr. Davis's amendment touching the woollens duty, and the protecting system generally.—[Globe.]

LEGISLATURE OF NEW-YORK—Extra Session.

Thursday, June 21—IN SENATE.

N. P. Tallmadge, president pro tem., took the chair, and a quorum of members appeared.

The ordinary business was transacted, and they adjourned till 11 to-morrow.

IN ASSEMBLY.

At 12 o'clock the Speaker took the chair and called the House to order; when, after the proclamation of the Governor, calling the Legislature, was read by the Clerk, the names of the members was called, and 93 answered.

On motion of Mr. Seymour, Oliver Scoville was appointed assistant doorkeeper, in place of Mr. Coulter, who cannot attend at this session.

On motion of Mr. Stilwell, committees were appointed to wait on the Governor and Senate, and inform them that the House had met and were ready to proceed to business. The committees soon reported, and stated that they had performed that duty.

A message was received from the Senate, informing that they had organized.

On motion of Mr. Spencer, the Clerk was directed to furnish each of the members with such papers as they may designate of the value of two daily papers.

The following message was received from the Governor. That part of the message which relates to apportionment was referred to a committee of

eight, one from each Senate district; and that which relates to the Cholera was referred to the medical committee and the judiciary committee.

Fellow Citizens of the Senate,

and of the Assembly:

At the opening of your last Session, it was expected that the National Legislature would apportion among the states the representation in Congress, at a day so early as to enable you, before your adjournment to divide the state into suitable election districts. Our hopes, in this respect, were not realized, and after a very laborious Session, you adjourned, at the usual time, having previously provided by law for a contingent postponement of the next election, in case an apportionment should not be made.—Since your adjournment, Congress has acted upon this subject, and fixed a ratio of representation in the popular branch of that body, by which our state is entitled to forty members, whereby the law postponing the election, is annulled.

On the occurrence of this event, I have in obedience to my constitutional duty as well as in compliance with your expressed wishes, convened you at this time, that you might provide for the exercise by this state of its full voice in the councils of the nation. As this was my motive for calling you together at this unusual and uncomfortable season of the year, so it is the only business pertaining to your duties, within my knowledge, now so urgent as to justify me in the exercise of this power. I am happy to be enabled to say this, and to express the belief that the public wants will not require of you to sacrifice your personal comforts and private interests to the duties of ordinary legislation thro' a protracted session.

There is one other subject, however, which I feel bound to present to your consideration, and which may be disposed of, without materially interfering with your special business, or prolonging your session. I allude to the supposed approach, at a time of unusual health, within our state, of the Asiatic cholera; a direful disease which having spread desolation over a great part of Asia, has advanced with rapid strides through Europe, and is now supposed to have crossed the Atlantic, and to be frightfully busied in the work of death among our Canadian neighbors.

It is certain that a very malignant disease, in its type resembling the much dreaded cholera, is ravaging the hordes of squalid emigrants which have been recently disgorged from transport ships, near our borders, and has been communicated from them to a portion of the population of the cities of Quebec and Montreal.

It has not been satisfactorily ascertained that the disease has been communicated within our state, although a few cases of sudden death have occurred which would not have attracted particular notice in ordinary times. Whether the disease which has proved so fatal in Canada is the Cholera, or has been produced by the unfavorable circumstances under which an unusual number of the most destitute class of emigrants have been landed during warm weather, in a strange climate, cannot be known without a more minute and scientific examination of facts. But so far as facts have been ascertained there is reason to believe that the two disorders, if of a different character in other respects, resemble each other in these particulars, that they are caused by inattention to cleanliness and by enfeebling dissipation and excesses, and may be communicated from one person to another in a tainted atmosphere. Cleanliness in and about houses and neighborhoods, is believed to be the most effectual barrier against the spreading of this, and other similar diseases.

Most of the emigrants who land in Canada direct their course to the United States, with a view of settling there, and thus expose our fellow citizens to the contagion of diseases which they may bring with them. Heretofore it has not been deemed necessary to guard any avenue for the approach of infectious diseases, except the city of New York, and our quarantine and health regulations relate chiefly to that city. No power now exists in any public officers, or municipal authorities elsewhere to interfere to prevent the introduction of disease into other parts of the state.

We shall be annually exposed to similar incursions and I respectfully recommend to you to pass such laws as may be necessary to enforce Sanative quarantine, at or near the other ordinary points of ingress to our state, and to invest the proper officers with sufficient power to act promptly and efficiently, in times of alarm and emergency.

An infinitely wise and just God has seen fit to employ pestilence as one means of scourging the human race for their sins, and it seems to be an appropi-

ate one for the sins of uncleanness and intemperance; and where we can trace its existence and propagation under any circumstances to certain causes, it is our duty to employ suitable means to remove those causes, and to arrest its progress.

Having thus discharged our duty, we may repose with confidence upon a power, wisdom and mercy, beyond our control or comprehension, to bless our exertions and prayers, by removing from us in due time, existing calamities, or by averting those which may threaten.

E. T. THROOP

Albany, June 21, 1832.

Adjourned till to-morrow at eleven.

The committee on apportionment in the Senate, consists of Messrs. Maynard, Sherman, Westcott, Edmonds, McLane, Beardsley, Armstrong, and Birdsall.

Friday Morning, 11 o'clock.—IN SENATE.

visors would be called on to act before the next session of the Legislature.

The ayes and noes were taken on laying the petition presented by Mr. Dodge upon the table, and the motion was carried—Ayes 25, Noes 1.

By this vote the question is settled as to taking up ordinary business at the present session.

Mr. Talmadge moved that the resolution from Poughkeepsie, presented by him this morning, be referred to the committee of the whole having charge of the Bill reported by Mr. Allen for the preservation of public health—carried.

The Senate then, in committee of the whole, Mr. Westcott in the chair, took up that bill.

IN ASSEMBLY.

Petitions presented.—Mr. Andrews presented a petition from the Trustees of Rochester, praying for the passage of a law to protect the citizens of that place from pestilential diseases, which was referred to the Medical and Judiciary Committees.

Mr. Maxwell presented a petition on the same subject, which had a similar direction.

Reports of Committees.—Mr. Milledoler, from the Medical Committee, made a report in relation to the Cholera, recommending the passage of a law increasing the powers of Boards of Health, which was ordered to be printed.

Mr. Keon remarked, that having understood that the bill on this subject was introduced in the Senate, the Judiciary Committee on the part of the House, had deemed it inexpedient to act.

Monday, June 25.—IN SENATE.

Mr. Maynard, from the select committee, reported a bill to divide the State into Congressional Districts, which was ordered to be printed.

Mr. Beardsley, from the committee on the Judiciary, reported a bill concerning proceedings on negotiable securities during the existence of infectious diseases, and for other purposes. Ordered to be printed. [Authorizes the removal of any bank from an infected city or village, and requires the presentation, for acceptance or payment, of any bills, drafts, notes, &c. at the place of removal—requires the Board of Health to designate some place, in the vicinity of an infected place, where all drafts, notes, &c. not made payable at banks, shall be presented—and legalizes all notices of non-acceptance or non-payment of drafts, bills, or notes, if directed to the post-office where the person to whom they are directed usually receives his letters.]

The bill to regulate the introduction of foreign emigrants into the city of New York, was read a third time and passed.

The Senate adjourned until to-morrow, 11 A. M.

IN ASSEMBLY.

The bill from the Senate, to regulate the introduction of foreign emigrants into the city of New York, was read twice and referred to the committee of the whole.

Mr. Arnold laid on the table the following:

Resolved, (if the Senate concur,) That the Senators in Congress from this State be instructed, and the Representatives of the people of this State be requested, to use their exertions to procure such an alteration of the act of Congress, passed in the year 1792, organizing the militia of the United States as shall exempt from the performance of military duty, all such citizens as shall not have attained the age of twenty-one years, or shall have passed the age of forty years.

Resolved, That the Secretary of State be and he is hereby required to transmit a copy of the foregoing resolution to each of the Senators and Representatives in Congress from this state.

The vote to lay on the table the petition from Livingston county, relative to a bridge over the Genesee river, was reconsidered, (56 to 8) and referred to the standing committee on roads and bridges.

Mr. Milledoler moved that the House now go into committee of the whole on a bill for the relief of the State Vaccine Institution of the State Medical Society. [This bill was part of the unfinished business of the last session, having come to the House from the Senate, and postponed to a day beyond the adjournment of the legislature.]

The Speaker decided that the motion was not in order; the indefinite adjournment of the legislature being in his opinion, tantamount to an indefinite postponement of all the unfinished business of that session.

Mr. Milledoler appealed from the decision of the chair. The House adjourned before taking the question.

Tuesday, June 26.—IN SENATE.
Congressional Districts.

The Senate then went into a committee of the whole on the bill to divide the State into Congressional Districts.

The several districts as reported, were agreed to, until the committee reached the 19th district (composed of Delaware, Chenango and Broome.)

Mr. Rexford moved that the county of Delaware, with the towns of Windsor, Sanford and Coleville in Broome county, be a separate district, leaving Chenango and the residue of Broome also a separate district. Mr. R. stated that the population of the three towns was about 5500, and with the population of Delaware (about 33,000) would form a very convenient single district, the towns in Broome lying chiefly on the east side of the Delaware, and being connected with that county by business and association.

Mr. Maynard said that the proposition presented the question, whether they would divide counties in the formation of Congressional districts? He conceded, if the proposition were to be adopted at all, as little objection could be made to it in this as in any case. But for the last twenty years a contrary principle had prevailed. It had been occasionally adopted, but the instances were rare. At the last division, in 1822, the principle was repudiated, and the division was made on the basis that counties should not be divided in the formation of Congressional districts. It was conceived to be better to submit to occasional inequalities, rather than divide counties. The inconveniences of a division were not so great that they might not be overcome; but the popular sentiment was generally adverse to any such division; a sentiment so strongly felt in relation to the formation of the Senate districts, that it had been made a constitutional provision. For these reasons he was opposed to the amendment.

The motion was lost.

Mr. Rexford then moved to unite Delaware and Otsego in a double district.

On motion, and after debate, Delaware and Broome were arranged into a single district, and Chenango as a district by itself.

Mr. Euler then moved to remodel the several counties comprising the proposed six western districts, thus: Monroe, Livingston and Orleans one double district, Genesee one, Cattaraugus and Allegany one, and Chautauque, Erie and Niagara a double district. On this motion a debate of some length ensued. The amendment was lost.

The bill was then passed in committee of the whole, and reported to the Senate; when Mr. Fuller renewed his motion to alter the six western districts:—

Ayes—Messrs. Birdsall, Fuller, Lynde, Mather, Maynard—5.

Noes—Messrs. Allen, Armstrong, Beardsley, Bronson, Cary, Conklin, Cropsey, Deitz, Dodge, Edmonds, Fisk, Foster, Gere, Halsey, Hubbard, Lansing, Macdonald, McDowell, McLean, Quack boss, Rexford, Seward, Sherman, Talmadge, Westcott—25.

The committee of the whole, took up the bill concerning negotiable securities, during the existence of contagious disease; and, after its provisions were explained it was ordered to a third reading.

Adjourned until to-morrow, 11 A. M.

IN ASSEMBLY.

Mr. Arnold called for the consideration of the concurrent resolution laid on the table by him yesterday, instructing our senators and representatives in congress, relative to such an alteration of the militia law, as to exempt all under 21 and over 40 years of age from the performance of military duty. The resolution was debated till the adjournment of the House, without any decision.

IN SENATE—Wednesday, June 27.

The bill to divide the State into Congressional districts, was read a third time and passed, and sent to the Assembly for concurrence.

Mr. Macdonald, from the committee on State prisons, reported a bill to prevent the introduction of sickness into the State prisons; which was committed to a committee of the whole.

The committee of the whole, Mr. Foster in the chair, resumed the consideration of the bill concerning proceedings on negotiable securities and the adjournment of Courts during the existence of infectious diseases; which was amended, and ordered to a third reading. [This bill was subsequently read a third time and passed.]

The committee of the whole, Mr. Hubbard in the chair, took up the bill farther to provide for the preservation of the public health. The first section was rejected, 18 to 9; when the committee rose and reported, and the report was agreed to. So the bill was rejected.

Mr. Talmadge offered the following resolution, which was unanimously adopted:

Resolved, That this legislature will adjourn the present session, on Friday, 29th instant. Adj.

IN ASSEMBLY.

Mr. Van Schaick presented the petition of the Mayor, &c. of the city of New York, for a law preventing the depositing of rubbish and the firing of squibs in that city.

Mr. Hammond, from the select committee appointed at the last session, on the matter Jacob Trumbour, submitted a long report. The reading of it occupied the remainder of the morning.

APPOINTMENTS made on Saturday by the Senate, on the nomination of the Governor:

New York.—Wm. Wood and Henry Hutchinson, commissioners of deeds, in place of N. B. Graham and S. M. Fitch, deceased. Thomas Slidell, Franklin S. Kinney, public notaries. Isaac Brinckerhoff and John Ketchum, measurers of grain. Bernard R. Koster, branch pilot by the way of Sandy Hook.

A great Union Meeting was held in Charleston, South Carolina, on the evening of the 12th instant. The Hon. Henry Middleton presided, and addressed the meeting in a short speech, in the course of which he expressed his firm conviction that the unhappy differences now existing between the National and State Governments "can only be brought to a termination by a recurrence, on all sides, to the spirit of compromise and concession in which our whole frame of government originated."

THE INDIAN WAR.—Major General Scott and his staff, left here on 22d inst. for Albany, on his way to Chicago. The 5 Artillery Companies from Fortress Monroe, arrived last evening, and with four other companies of Artillery, and a body of 150 Infantry recruits, will leave here to-day for Albany.

Galena was fortified, as well as circumstances would permit, and the inhabitants hoped to be able to resist any attack which might be made.

We learn by a letter from a gentleman at Green Bay, under date of 4th June, that Brigadier General Brady had left Fort Winnebago, a week before, with two companies of troops to join General Atkinson. Nearly all the troops at Fort Howard have marched to reinforce Fort Winnebago. The former post is now garrisoned by only 18 men, besides the sick in hospital. Apprehending danger, Col. Irwin has ordered out the militia, and the whole settlement is under arms.

We further learn that the Menominee have become troublesome, in that quarter, in consequence of the delay which has attended the settlement of the difficulties between that tribe and the Sacs and Foxes. It has been necessary for the Agent of Indian Affairs, Col. Stambaugh, to use the utmost skill and assiduity to prevent them from uniting with the hostile tribes in a war against the whites. A party had even started for the seat of war, but through the influence of Col. Stambaugh, who took occasion to assemble all the chiefs in open council, they were constrained to delay their purpose for the term of three months. As the danger approaches that neighborhood, their patience is more and more inflamed, and it is thought that any influence short of actual force cannot much longer prevent them from obtaining, by open hostilities, a satisfaction for the injury they have sustained. [Buffalo Journal.]

The U. S. ship Vincennes, E. R. Shubrick, Esq. commander, left Pensacola on the 7th inst. for Guatemala. James Shannon, Esq., Chargé of the U. States at Guatemala, and family, were passengers on board the Vincennes. [Mercantile.]

MISCELLANY.

Extract from "Practical Observations on Cholera Asphyxia, communicated in a report to the Greenock Board of Health, as the result of a mission to the infected districts. By James B. Kirk, M. D."

Addressing laymen, as I have the honor to do, it will be difficult to speak of the various stages of this disease with that plainness of language, yet accuracy of description, which may be necessary to give a full and precise account of the distemper. But when I consider those to whom I address these observations, and know that every one here is an educated man, I shall not be afraid to attempt the description. From the very extensive opportunity of induction which I enjoyed, I proved, before I was long in Newcastle, that Diarrhœa in this country, (Britain,) always precedes Cholera Asphyxia; that this Diarrhœa is always a curable complaint, and consequently that this formidable disease, the ways of which were wrapped in mystery, and inspired us with no feelings but gloom and despair, may now be calmly viewed by the eye of philosophy and common sense, as a mielady, the secrets of which are open to us, and the control of which we have in our hands.

Let me now give you as short a description as I can of the premonitory disease. The patient complains of lassitude. He has frequently partial uneasiness in the region of the stomach; but this is not to such a degree as to alarm him. He has frequent evacuations from the bowels—from two to a dozen times a day—not attended with much griping. His countenance is sharp and dark. He knows not of this symptom, and it is only recognizable to the eye of experience. Occasional nausea may oppress him. But this is not a very common symptom. These symptoms may continue, varying in severity, from one to ten days, before the second stage of the disorder supervenes. The evacuations at the first are generally of a dark brown or blackish hue. As the looseness continues they gradually become less and less of a natural appearance, until they assume the consistence and aspect of dirty water. Some head-ach, cramp of the fingers, toes, and abdomen, and almost always slight giddiness and ringing of the ears, accompany these symptoms. Sometimes an intervening two or three days of costiveness supervenes, which is followed again by the Diarrhœa, and in a few hours collapse supervenes, and in general nausea and vomiting. The skillful practitioner will now give pills composed of aloes and calomel, or a pill composed of scammony, calomel, and aloes. The bowels then in general act briskly. Continue this course for three days—keep the patient warm in bed—give him mild and gentle nourishment; and, after an immense quantity of horribly offensive dejections, the patient is completely recovered, and snatched from the jaws of the dreadful fate which awaited him. Some practitioners prescribe the mustard emetic in this state, small doses of calomel and ginger, and bleeding freely; but I prefer decidedly, and on experience, the purgative system.

This is the stage to which I wish to reduce all our cases of Cholera. If we get them in this stage, we can cure them with as much certainty as I have indicated. The natural secretions can be speedily restored, and health to a certainty induced. In the hospital at Gateshead every attendant had the premonitory symptoms; but the skill of their scientific attendants was at hand. Medicines were duly and regularly prescribed, and not one of them took the extreme symptoms. This has been the case too with almost all the medical strangers who have visited the disease, and almost all the practitioners of the district of Newcastle have had premonitory symptoms. If after this warning, Cholera should break forth, in any district, I hesitate not to say to the municipal authorities of that place, the blood of the sufferers will rise in judgment against the cruel apathy of those who ought to have been their guardians, natural protectors, and fathers.

If your patient in this stage is very robust, you must take blood to subdue irritation and high action; but this will be very seldom necessary, and must always be taken with the finger on the pulse, so as never to induce faintness. The disease now advances to another stage if it has been left unassisted. The cramps become stronger, and the sickness frequent and considerable. There is pain in the region of the stomach, and restlessness, and much thirst. The countenance is anxious, and the features sharper than natural. The evacuations become like barley gruel. Still however the pulse is not depressed, and in general the patient can keep on foot. He is often harassed with fits of vo-

miting. In this stage, too, the patient begins to experience excessive coldness of the extremities, and even partial coldness of the trunk. In all stages of the disease, except the consecutive fever, the tongue is moist, and slightly, but not deeply furred. The practitioner in this stage must step in with calomel and opium, till the healthy secretions are restored—say two grains of the former and the fifth of a grain of the latter, continued according to circumstances. If the discharges are very violent, the quantity of opium may be increased to the fourth, the third, and the half of a grain. Keep the patient warm in blankets—keep his arms and legs in strong worsted stockings. Apply heat to all parts of his body, by tins and bricks, and sand bags; and in eight cases out of ten, the disease will not run into the stage of collapse. If the pulse will bear it, do not hesitate to take a moderate bleeding, but not so free as in the last stage. I am aware that the common practice in this stage is to give, in the first place, a mustard emetic; but I decidedly disapprove of it; for I have seen, in this stage, collapse most certainly produced by the emetic. I am well aware of the partiality of many to this emetic, and of their reasons; but I must say that I disapprove of producing vomiting, in all stages of the disease, except the bilious stage of consecutive fever. I think it is apt to depress the energy of the system still farther. You will be told it gives an impulse to the system, and that it produces bilious evacuations. This forced impulse is too often the precursor of the indirect debility it produces, and hastens collapse. I entertain, however, the highest respect for the opinions of those who still practice the mustard emetic; but I am bound to declare my opinion: and I trust in stating my opinion, they will charitably give me that liberty they would take to themselves.

The horrible symptom Collapse, comes next in order. It is characterized, as I have described the Musselburgh cases at the commencement of this Memoir, by pulselessness, coldness, loss of voice, terrible purging and frequent vomiting, and a total cessation of the secretion of urine. Bleeding, and large opiates by the mouth, and stimulation by brandy, have been the practice in this stage; but I have no hesitation in saying that large opiates are wrong, and that general bleeding, in general impracticable, is often hurtful and seldom useful. I dare not detain you in giving my reasons for this opinion; but I have studied the subject with intense anxiety, and watched the practice in various hands, and I am bound to declare my conviction.

The best practice is to give a large enema, of from three to four pounds, of as hot water as the hand can bear, with six ounces of brandy and two drachms of laudanum. After one hour this enema should be withdrawn, by a tube introduced into the rectum. The enema is generally returned very cold, and another hot injection should then be thrown in.

All the ordinary means of restoring heat should be studiously attended to: warm diluents frequently given, with small portions of brandy. An insatiable thirst prevails, and the patient should be occasionally indulged in his anxiety for cold water. He is generally denied it, but this is as cruel as it is unnecessary. I would certainly be careful of the quantity. I would withdraw this injection at the end of another hour, and then introduce an enema of a pound and a half of warm water in which two drachms of common tobacco is infused. In nineteen cases which I have witnessed, pulsation and reaction have followed the use of the tobacco, and bilious evacuations and increased temperature. The action of vomiting has nothing to do with the result; for in three cases which I witnessed, there was no vomiting after the exhibition of the medicine. We are indebted for this practice to an ingenious and most amiable gentleman, Mr. Baird of Newcastle. If there is much pain of the bowels, particularly about the stomach, you can raise an instantaneous blister by applying to the stomach a cloth lifted out of boiling water, with great and immediate advantage. I consider the vapor bath and the air bath as very inefficient and trivial remedies; but the hot tin mattress which is used in the Hospitals of Edinburgh, will be found the greatest improvement possible; because it will heat the back, which was never effected by any other process before. Next to this, I prefer sand-bags to all other modes of giving heat. During the whole stage of collapse, I would recommend that from two to three grains of calomel be given every two hours; and if the cramps, pains, and sickness are severe, I would add to the calomel a quarter of a grain of opium. I would satisfy the raging thirst; and, from its saline qualities, perhaps contribute to the amelioration of the state of the blood, by giving

every hour, or after every fit of vomiting, an effervescent draught, composed as follows:—Three drachms of super-carbonate of soda, dissolved in eight ounces of water; a dram-glassful mixed with one table-spoonful of lemon-juice, and a glass of water. This is an invaluable remedy, and should never be omitted. If you are fortunate enough to begin to see that the evacuations become feculent, then step in with full doses of calomel, with the addition of jalap or rhubarb. If vomiting is a harassing symptom, cup the epigastrium, and add a few drops of laudanum to your effervescent draught.—If the collapse is very complete, the actual cautery is sometimes practised over the course of the spine; from the accounts of my friends, and the three cases which I witnessed, I would think often with advantage. In the appendix I have described an instrument for the purpose, which lessens the alarm at so horrible a remedy, and indeed conceals altogether its nature. I cannot take leave of this stage without again most earnestly recommending the large hot injections.

Blueiness has been said generally to characterize this stage; but in this country that is not the fact. The skin of the hands and face is brownish, not blue. If death is to ensue, there is a dreadful low wail of voice, which no man who has heard can ever forget. The lowest moan of the most wretched mendicant goes not to the heart so poignantly. A cold clammy sweat breaks forth on all the surface; the temperature rises, and the pulse even becomes more perceptible; the dejections become frequent and severe; and vomiting sometimes, though not always, is excessive; in a very short time the patient is a corpse. Sometimes indeed the vomiting and purging, and even the cramps, cease, in collapse, altogether; and when the spasms cease, I have observed that the cases are always the most incurable. But if nature is to rally, the dejections become less frequent and feculent; the vomiting diminishes or ceases; the pulse gradually and steadily improves in fulness and in tone; the voice becomes more powerful; the strength improves, and the unfortunate is snatched from the dreadful fate that seemed to await him. But the horrors of this dreadful disease do not stop here. The system, by the peculiar poison producing this distemper, has been sunk into the lowest state of human existence. Those vessels which had ceased to beat, and all those muscular fibrils which have been for days convulsed and sealed up in spasm, cannot at once resume their healthy action. The *vis medicatrix nature*, in resuming her play, seems over-solicitous for the restoration of the functions; and consequently she institutes an increased, and dangerous action in every artery of the system.

The tenderest and most important organs of the system, the brain, the lungs and the liver, are now in imminent danger; and the skill of the physician is called into play, not to be executed in stages and degrees, but at once, promptly, and decidedly. Does congestive action manifest itself in the head, the cupping-glass or leeches should instantly be applied, and vesication produced over the whole scalp in twenty minutes, by the application of a strong infusion of cantharides in the strongest acetic acid. The lancet must not now be spared, and drastic purgatives are to be freely administered. If the lungs are the seat of high action, indicated by oppression of breathing, sense of suffocation, full, large, and bounding pulse, and often spasm in the chest, bleed freely, and do not spare purgation; and give thirty drops of wine of antimony every three hours. In bad cases place the patient in a half-sitting posture. This practice is most important. I am indebted for this hint to John Fyfe, Esq., of Newcastle, an excellent and eminent surgeon, and I think, from positive experience, that it is a practice highly worthy of attention. A greenish matter is now often largely discharged from the stomach, for which one or two emetics of common salt may be given with advantage. You must now attend carefully to the state of the bladder, as now the urine is secreted largely, and dangerous retention frequently takes place. The eminent Mr. Fyfe thinks that the duration of the consecutive fever is commensurate with the duration and severity of the collapse; and not much dependent upon the kind of remedies employed. This conclusion is doubtless generally correct. But sometimes a very mild case precedes a dangerous fever; and sometimes after the severest collapse there is no fever at all. This fever, unless strictly watched, is more frequently fatal than collapse itself. After the purgatives I have recommended, three grains of calomel every four hours till the mouth is touched, is the best practice; but it is difficult to touch the mouth. At the end of two days, the calomel should be suc-

ceeded with mild aperients, castor oil and laxative enemata. When the pulse rises under depletion, do not hesitate to repeat the bleeding boldly. Even three or four days after reaction, dreadful oppression of the brain frequently supervenes. This state should be treated exactly as we do Hydrocephalus Acutus. I ought to remark that the consecutive fever always assumes the shape of Hydrocephalus Acutus in infants, and should be treated accordingly. If recovery is effected from this consecutive fever, it is not uncommon that relapses more or less severe take place. These relapses take place as often after the mild as after the severest form of the disease; and may be generally traced to some imprudence in diet, or exposure to cold. We must treat them in the same mode as the original disease, diminishing the quantity of our doses.

To return to the premonitory symptoms. I am assured from many circumstances which I shall lay before the public in detail, that the effluvia from the excretions of an individual having Diarrhoea Cholera may communicate to another predisposed person the most developed form of the disease: and, when we consider how long men will follow their ordinary occupations, or travel with Diarrhoea Cholera immense distances, the gradual march of this dreadful malady is at once accounted for. This should constitute to you, Gentlemen, a powerful argument for your immediately instituting a careful system of prevention of the spread of this Diarrhoea Cholera.

POETRY.

[For the New York American.]

THE CHOLERA SHIP.

The glittering breast of the sea
Shall be bright in the beams of the sun,
And winds, like the breath of the sea,
Kiss the waves as they sparkle on.
Anon, 'mid the blue of the sky
Are gushing the splendors of even;
But the emigrant's desolate eye
Looketh through them in sorrow to heaven.
Though his bark so triumphantly glides
O'er the buoyant breast of the deep,
And the tones of the tremulous tide
Greet with music the prow they steep—
His bosom the sunbeam and wave
Are vain to beguile of its doom;
For his bark breathes the breath of the grave,
And his home on the deep is a tomb.
They rock not, who spy her bright wings
Spread forth to the summer winds' sigh,
The pang every bosom that wrings
Shut up in that prison to die.
O'er the Christian at home amid friends;
Who expires on the pillow of love,
Some angel in tenderness bends,
And prayer wings his spirit above.
But when, in the Cholera ship,
The emigrant lies down to die,
Winds only their watch round him keep,
And the dying re-echo his sigh.

N. W.

[For the New-York American.]

THE FARRICIDE.—A Fragment.

None love me, and I love not one,
The child of guilt, the heir of hate,
My gloomy path is marked, to shun;
I walk alone and desolate,—
Scorn's finger pointed at my birth,
A parent's shame, I met the light!
Cursing and cursed, I cumber earth,
A withered, withering, thing of light.—
My mother loathed me in her womb!
Her hatred fed me at the breast,
I drained the poison, felt my doom,
And learned while infant to detest,—
I lived, and grew thro' dreamlike years,
A plague spot in her sight to be;
To vent in hot unspilt tears,
My heart's deep springs of agony;
To vent in midnight mutterings,
The thoughts that then would darkly rise,
Like vultures on their bloody wings,
Or murderers from a sacrifice!
More withering years, and I became
In all save human heart, a man:
But there—thro' each wild pulse, a flame
Of smothered gloom, vengeance ran,—
I roamed a scorned and homeless wretch,
An outcast from a parent's gate;
Spurned, while I vainly strove to catch
One ray of pity 'mid her hate:
I burned, 'twas hell! the poisoned flame,
Burst from the heart's volcano free;
I call'd in phrenzy on her name,
And cursed her—wildly, fearfully!
'Twas midnight, and the joyous song
Pealed thro' her gay halls merrily;
And she, the lightest of the throng,
Laughed in her heartless revelry:
I gazed unseen, the feast went on,
I saw her pledge in sparkling wine;
Big scalding drops I drank alone,
But oh, a fearful pledge was mine!

The mirth had ceased, the lights had fled;
A famished, fiendish thing I stood;
With thought as dark, and heart as dead,
As vampire prowling for his food!
I gazed! a lonely star and bright
My mother's casement smiled upon;
'Twas all that seemed to live of light—
I cursed it—and no more it shone!
And then a dark and sudden thought,
Shot thro' my brain and pulses cold;
I laughed with glee, and dreamed I sought,
And grasped, her stores of yellow gold.—
I gazed again! the starless sky
Was hung with one black shadowy pall;
And dreary guests rose diabolically,
Like wailing at a funeral.—
One startling peal! a sound more felt
N'er came from demons round their prey;
A flash!—'twas like a glare from Hell,
To light me on my desperate way.

It was a chamber, richly hung
With deep and costly drapery,
And pictured forms, whose eyes were flung
Upon me dark and frowningly;
One face, 'twas here! the dreary light
Fell pale and fitfully upon:
I quenched the flame and stood in night,
So thrillingly the feature shone.
Aye, there I stood, 'ere where I drew
The breaths of doom-dim infancy;
'Twas there through boyish years I grew,
In deep yet guiltless misery;
And now, a guilty, trembling thing,
I moved a tenant of the dark;
With fiends within me whispering,
And Heaven alone my steps to mark.
I paused—from out a chamber nigh,
There came a feeble, flickering ray,
Like some detecting watcher's eye;
I paused—'twas there my mother lay!

The storm grew wild! the frequent flash
Show'd jewels rare, and tempting gold;
And hoard of soul-ensnaring trash—
I clutch'd it in my trembling hold.
Crine branded! burning with his seal,
In guilty haste I would have fled;
But could not: oh! there came a peal,
That might have raised the slumbering dead—
And then a wild and piercing scream,
'Twas spell-like terror bound me fast;
The lightning flash'd! and 'mid its beam
A blasting figure darted past;
I paused—'twas she!—and knew me well;
She grasped me as I strove to fly;
She shrieked my name—it was her knell!
I stabbed her! saw her fall and die!
Away I fled, nor dared look back,
Blindly I took my desperate path;
Hell's mockery followed me in track,
And Heaven before me flashed in wrath.
Onward, still on I madly rushed,
I felt a shock—'twas strange and dread,
As though my very brain was crushed;
I fell! oh why not with the dead?

I lived again; a burning thirst
My lips and parched throat consumed;
'Twas like the fire of the accursed,
The quenchless longing of the doomed!
I lived and breathed, yet felt no sense
Of mental pang or misery;
It seemed a trance of deep, intense,
And pulseless, outward agony:
As though I were a clay-cold thing,
And Glue's with all their ghastly train,
In sport refrained from banqueting,
To torture me to life again!
Sense dimly came; with glazed eye,
I viewed the scene—'twas wild and drear,
But water! water! glistened nigh,
And mad with thirst I staggered there.
Eager within the chrysalis I fled
I plunged my hands, and would have quaffed;
God! they were reddened deep with blood!
And crimson, crimson, grew the draught!
With blood! and whose? the boarded pangs
Of all the murderers since Cain
Seemed loosed from hell, to dart their fangs,
In that wild moment, on my brain.
Thought slept no more—'twas all revealed—
Ten thousand voices in the air,
In dismal, fearful concert, pealed
Unto my soul—despair—despair!
A reeking, bloodstained Paricide,
The undying flame within my breast;
A palsied wretch—I could have died—
Have changed with Demons and been blessed.—
I could not drink, altho' it seemed
As if one drop had power to save;
In glassy mockery it streamed,
I knelt my burning brow to lave.
Knelt—but recoiled with sudden start,
Gasping and horror-struck I stood:
The pulse was frozen in my heart—
I saw my mother in the flood!

'Twas she! her face! with terror wild,
I turned, and looked in mad despair:
'Twas there too! bitterly it smiled,
That face, that ghastly face, was there.
Away! away! o'er rock and gulph,
Thro' voiceless solitudes I sped;
Outstripp'd the gaunt pursuing wolf—
But oh, I could not 'scape the dead!
'Twas there—'twas there—and smiling still!
'Twas by me in God's holy place!
I knelt—prayer died beneath the chill
Of that pale, taunting, spectre face.—

I stand upon a sea girl peak,
Beneath the waves that booming spread
A dreary welcome seem to speak—
The midnight moon's o'er my head—
I stand—those deadly eyes alone
To chain my desperate feet the while;
Hell's magic in their glare is thrown—
Heaven's curse is in their taunting smile.

MARRIAGES.

MARRIED—On Monday evening, June 18th by the Rev. Dr. Snodgrass, Joseph Shepard James, Esq. of Richmond, Virginia, to Miss Catharine C. daughter of Nathaniel Richards, Esq. of this city.

At Newburgh, on Wednesday, June 20th, by the Rev. John Johnson, Alexander C. Mulliner, Esq. Attorney at Law, in that village, to June, daughter of Selah Reese, Esq. of the same place.

On the 19th June, at Greenwich, (Conn.) by the Rev. Joel Mann, Mr. George Webb, of this city, to Miss Elizabeth R. Mead, daughter of the late Richard Mead, of the former place.

In Boston, on the 13th inst., by the Rev. Mr. Hagen, Mr. Thomas J. Whittemore, of the firm of William Whittemore & Co., to Miss Susanah Frances, daughter of Darius Boardman, Esq.—all of that city.

At Sackett's Harbor, on the 12th inst. by the Rev. J. R. Boyd, Lieut. Jess H. Leavenworth, of the U. S. Army, only son of Gen. H. Leavenworth to Miss Elvira C. Clark, only daughter of Festus Clark, Esq. of said place.

DEATHS.

DIED—Saturday morning, 8th June, John, son of James Finley, aged 1 year and 9 months.

Yesterday, June 18, John Rutherford, only son of the late Dr. Watts, in the 5th year of his age.

Yesterday afternoon, of consumption, Miss Eliza Brown, in the 23d year of her age.

At Greenwich, yesterday, 24th June, Mary, aged 16 months, daughter of Dr. J. Van Rensselaer of this city.

On Wednesday, 20th July, in the 94th year of his age, Wm. Cupples, at his late residence, Westchester, N. Y.

On the 23d June, at the residence of her brother Colonel Samuel Ward, Miss Mary Ward, born in Westerly, in the State of Rhode Island, in December 1754. A sincere and exemplary Christian of the Baptist Society.

At Litchfield, Connecticut, Truman Smith, Esq. to Miss Maria Cooke.

On the 14th inst. at Mount Vernon, John A. Washington, Esq. proprietor of that estate.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 99 persons during the week ending on Saturday last, 23d inst., viz:—30 men, 28 women, 23 boys, and 13 girls.—Of whom 22 were of the age of 1 year and under; 5 between 1 and 2, 8 between 2 and 5, 4 between 5 and 10, 4 between 10 and 20, 16 between 20 and 30, 10 between 30 and 40, 15 between 40 and 50, 7 between 50 and 60, 2 between 60 and 70, 4 between 70 and 80, 0 between 80 and 90, and 2 between 90 and 100.—Diseases: Abscess 1, aneurism 1, apoplexy 1, casualty 5, childhood 2, consumption 24, convulsions 8, diarrhoea 1, dropsy 3, dropsy in the chest 2, dropsy in the head 5, drowned 4, dyspepsia 1, fever scarlat 2, fever typhus 2, hives or croup 4, inflammation of the bowels 4, inflammation of the brain 2, inflammation of the stomach 5, intemperance 1, measles 1, mortification 1, old age 1, palsy 2, peripneumony 2, scirrhus of the liver 3, spina bifida 1, stillborn 3, suicide 3, vomiting blood 1, unknown 1.

ABM. D. STEPHENS, City Inspector.

PASSENGERS:

In the ship John Jay, sailed 24th June, for Liverpool:—Donald McIntosh, Esq. and lady, B. Adams, Mr. H. West, of London, Misses Elizabeth and Jane Dents, and Hannah Wood, of England, McArthur, of Liverpool, E. Potter of Manchester, Counts Vitaliano and Charles Dal Verme of Milan, Italy, John Paul, of Carthage, Mrs. E. Holdredge, Miss C. M. Kane, John N. Gossler, Edward Heckscher, L. Coerver, of New-York, E. Menlove, Charleston, Joe. Shepherd James and lady, of Richmond, Va.

In the packet ship Havre, sailed 29th, for Havre—Mr. Le Ray de Chaumont, of Le Raye Vil e, Jefferson Co., N. Y.; Mr. Prieste and lady, of Spain; Mr. John Jacob Astor and servant, N. York; Miss Depeyster, of do; Messrs F. P. Chauviteau, Chatard, and A. Berli, of France; Mr. Berryer and son, and Dr. E. Bureau, of do; Pedro de la Cuesta Domingo Vasquez: A. H. de la Serna, and J. de la Mora, of Spain; Mr. Smith and Mr. Allen, York, U. C.

In ship Francis, sailed 29th, for Greenock—Mr. Williams and lady, Mrs. Allan, Miss Allan, of New York, Mr. Forsyth, of Newburgh, and Dr. Black, of Greenock.

In the ship St. George, from Liverpool—J. Halkyard, Rich'd Haslack, J. Charles, Jr., O. Lovett, C. J. Waddington, and 150 in the steerage.

In the brig Sarah, from Liverpool—J. Wellby, W. Patterson, and 121 in the steerage.

In ship Empress, from Gibraltar—Rev. Samuel Green, of Boston, and Mr. Eli Smith, Missionary of Connecticut.

In the British barque Charlotte, from Bristol, Eng.—W. Maynard, lady and family, and 104 in the steerage.

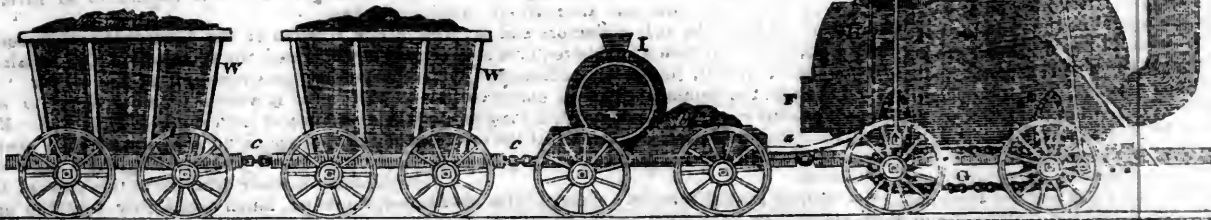
Per Br. brig Emerald, from London—W. Collins, F. W. Berry and lady, and 110 in the steerage.

Per Brazilian brig Don Pedro I, from Para—M. J. Baptista.

In the brig Autumn from Leghorn.—E. Potter and servant, Dr. J. S. Schermerhorn, R. B. Morris, W. H. Morris.

In the ship Creole, which sailed from New-Orleans for this port on the 9th inst.—H. C. Conmack, lady and child, T. Ferris and lady, Judge Fry, lady, child, and servant, Mr. Jackson, lady and servant, Miss Jennison, Mrs. Page, Judge Butler, Messrs. Butler G. Wheelwright, J. Furst, J. Musgrave, Hutchinson, J. H. Kraft, J. Vance, D. G. Seizer, W. Williams, and Chase.

AMERICAN



RAILROAD JOURNAL.

OFFICE, 35 WALL-STREET.

NEW-YORK, JULY 7, 1832.

VOLUME I. NO. 28.

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AMERICAN RAILROAD JOURNAL.

NEW-YORK, JULY 7, 1832.

Under the head of a *Railroad from Boston to Long Island Sound*, we publish a communication to-day which puts forth the claims of a new route through New London and Norwich, in Connecticut, to Boston. The charter incorporating the company for this purpose is ample and liberal in its provisions; and so anxiously is its success desired, that a bank was also incorporated on the condition of lending substantial aid to the Railroad enterprise. We recommend this communication to the attention of those (and they are many) who are occupied with the general notion of a Railroad between the Sound and Boston. That such an enterprise will be undertaken, and will, if wisely undertaken, be successful, we have little doubt. It is therefore of importance to begin well, and, in order, thereto, to examine all the routes on which it is proposed to execute this important link in the national chain.

[FOR THE RAILROAD JOURNAL.]

Railroad from Boston to Long Island Sound.—The Legislature of Connecticut, at its session in May last, granted a charter creating a company under the name of the "Boston, Norwich and New London Railroad Company," to construct a Railroad "in the city of Norwich; thence through the State on such route towards the city of Boston, in the State of Massachusetts, and in such manner and form as they shall deem to be most expedient; and from said city of Norwich to Long Island Sound."

The provisions of this charter are extremely liberal; quite as much so, probably, as any to be found among the many Railroad charters granted in this country. In addition to this, the Legislature, considering the object to be one of great importance, and of peculiar benefit to Connecticut, granted a charter for a bank called the "Quinebaug Bank," with a capital of \$500,000, which is required to subscribe to the stock of the Railroad Company \$100,000, and, if required by that company, an ad-

ditional \$100,000, and cannot go into operation until the Railroad Company shall have expended \$150,000 on the road; and in consideration of this subscription the stock of the bank is to be free from taxation until the united capital of the Bank and Railroad shall pay a dividend of six per cent. per annum.

As the charter authorizes the location and construction of the road on any route towards Boston, the Company are at liberty to make the selection; and may, if they choose, run their road so as to unite either with the Boston and Worcester or the Boston and Providence road. A charter has been obtained from the Rhode Island Legislature incorporating a company to construct a road from Providence, to unite with the road from Norwich. The route from Providence to Norwich has not, however, been surveyed, nor so thoroughly examined as it deserves. Both routes are soon to be surveyed by suitable engineers under the direction of the Secretary of War, with reference to the feasibility of the country for the construction of a Railroad.

A more full examination has been had of the route from Worcester to Norwich, and surveys for a canal have already been made for a greater part of the route, which show it to be not only practicable but very favorable for the construction of a Railroad. The route is by the valley of the Quinebaug and French rivers to or near Oxford, Mass., and from Oxford, or a point lower down, to unite with the Boston and Worcester road at Ancester or Millburg.

Nature seems to have pointed out the valley of these rivers as the proper outlet of an immense section of country, abounding in manufactures, with a soil unusually fertile and highly cultivated. The attempt has been repeatedly made by the citizens of Boston to find some route across the mountains to Connecticut river and thence to the Hudson. The physical difficulties which they would necessarily encounter have been such as to satisfy most reflecting men that the route, if not impracticable, is too expensive and difficult ever to authorize its construction. No difficulties of this kind are to be encountered on the proposed route. The valley of the Quinebaug is in general broad, of an even surface, and the face of the country throughout well fitted for the construction of a road.

From facts already ascertained, it is believed that there is no section of country in the United States which would afford an equal amount of local travel and transportation, with the route from Worcester to Norwich; and there cannot be a doubt that no small amount of travel and transportation from the northern part of Massachusetts, and from a part of New Hampshire and Vermont, would seek this line of communication. In addition to this, an examination of the map and of the general face of the country will render it highly probable, we think, to every intelligent mind, that this will be the great thoroughfare through New England, and the main line of communication between Boston and New York. The importance, too, as a national object of opening an internal communication between the capital of New England and the great commercial capital of the country, is perfectly understood by our Government, and cannot fail to be appreciated. A.

[From the Long Island Farmer.]

RAILROADS.—Few subjects have engrossed more of the public attention, for a few years past, than that of Railroads and steam carriages, and they deserve all the attention that they receive. It is pleasant to observe, while so many districts of country are reaping the profits of these useful discoveries, that the inhabitants of this county are also awaking to seek for themselves, a participation in the advantages of internal improvement. They have been backward, and allowed others to lead them in the field, but it is to be hoped that they will now exert that diligence and enterprise, which will secure to them a rich harvest.

Who will say that anything tends more rapidly to the advancement of a country in wealth and useful improvements, than a good system of internal communication. By its means, social and commercial intercourse is encouraged, and intelligence, produce and manufactures, are more rapidly disseminated. Time is money to those who are engaged in active business, and by adopting the late improved modes of travelling, the time employed in passing from this place to the city, would be reduced to minutes. Every district possesses certain capabilities, which are only prevented from being brought into exercise by the distance of the district from the more populous portions of the country. This distance must be overcome by invention and ingenuity.

The tide of commerce, which is the parent of wealth, flows in certain channels, like the tide of the ocean, both alike independent of human agency; and it is only by putting ourselves in the way of their power, that we can derive an advantage from either. This is only done by opening easy and quick modes of communication with those places which feel the most of their quickening agency.

An inland town can only be useful as a place of commerce, manufactures or agriculture, for the laboring classes, or of residence for those who are independent of business. The first two cannot be pursued in this place, to any extent at present, but for the two remaining objects, no place can afford advantages of a more inviting character. For the Farmer and Gardener we have the best of soil in every variety. The loam of the hills, the rich alluvial of the level country, and the sandy border of the ocean, for early products. No land could surpass it for gardening purposes, and if it can be brought within half an hour's ride of the city, it will stand in competition with any place in the vicinity. To the man of leisure it presents a great variety of the enticing sports of flood and field—a beautiful country for the morning tramp or the evening ride—and a location, from its vicinity to New York, exceedingly accessible to all the interesting news of the day, and convenient for the frequent intercourse of friends, however numerous or distant.

It is plain that there is much in Queens co. that encourages and demands improvement and enterprise. Its inhabitants should be awake on this subject, and appropriate to their own benefit, those important discoveries that are even now producing a change over the civilized world.

Extract from a Report to the House of Commons—
printed for the House of Representatives U. S.
[Continued from page 422.]

The weight of the steam carriages at present in use, varies from 53 to 80 cwt.; but it must be recollected that they are more models; they were made with attention to strength only, to bear the uncertain strain to which they would be exposed in the course of experiments, and a very considerable diminution of weight may be anticipated.

The weight drawn, at the rate of ten miles per hour, by Mr. Gurney's engine, has not, on any extent of road, exceeded the weight of the drawing carriage; nor is it likely, with all the difficulties to be encountered on the present lines of road, from their quality and the numerous ascents, that the weight drawn will be in excess of the strength of the roads. The immense quantity of spare power required to surmount the different degrees of resistance likely to occur, would render the engine too unmanageable. This will appear evident from the force of traction required to draw a wagon over the Holyhead and Shrewsbury road, which varied from 40 to upwards of 500 lbs.

In considering the effect on roads, we must not overlook one peculiarity in which they have a great advantage over other carriages. In coaches drawn by horses, the power being without the machine to be removed, it becomes an object of the greatest importance to give as much effect as possible to the power, by diminishing the resistance arising from the friction of the wheels upon the surface of the road. For this purpose, the proprietors of coaches and wagons have adopted every possible contrivance, so to reduce the tires of their wheels, that a very small portion of them may press on the road; in some coaches they are made circular in their cross section, so that the entire weight of the carriage presses on a mere point; should the materials be soft, such wheels cut their way into the road like a sharp instrument. The owners of wagons too have adopted a similar plan. Mr. Macneil states that the actual bearing part of the tire of apparently broad-wheel wagons, is reduced to three inches by the contrivance of one band of the tire projecting beyond the others.

With steam, on the contrary, a certain amount of adhesion to the roads is required to give effect to the action of the machinery, or the wheels would slip round and make no progress. It appears of little importance, therefore, so far as relates to the engine, whether the requisite amount of friction be spread over a broad surface of tire, or be concentrated to a small point; but as the wheels, by being too narrow, would have a tendency to bury themselves in every soft or newly made road, and thus raise a perpetual resistance to their own progress, it actually becomes an advantage to adopt that form which is least injurious to the road. The proprietors, who have been examined on this point, seem to be quite indifferent as to the breadth of tire they may be required to use.

These considerations have convinced the committee, that the tolls enforced on steam carriages have, in general, far exceeded the rate which their injuriousness to roads, in comparison with other carriages, would warrant; they have found, however, considerable difficulty in framing a scale of tolls applicable to all roads, in lieu of those authorized by several local acts.

With this view, they have carefully examined the various modes of imposing toll, either suggested by the witnesses, or already adopted.

They are as follows:

1. To place a toll proportioned to the weight of the carriage and load;
2. On the number of passengers;
3. On the horse-power of the engine;
4. On the number of wheels;
5. An unvarying toll.

Each of these plans seems liable to serious objections, which the committee beg to submit to the House.

No plan of toll has been more frequently recommended than that of a charge in proportion to the weight of the engine and load. As this is the most plausible, and (if it could be levied without other disadvantages) would probably be the fairest standard, the committee have considered it right to state, at some length, their reasons for not recommending its adoption.

If weight be taken as the standard, the toll must be a fixed charge, either upon the weight of the engine and carriage, without reference to the load; or upon an estimated average of the load carried; or a fluctuating charge, according to the weight, at the several periods of a journey.

The first would be at least free from the uncertainty of the other two, and therefore would be preferable; but what scale of charge per cwt. could the committee recommend as applicable to all roads?—Their toll should vary according to every different rate of charge on carriages; besides, it would appear to the trustees very unjust to exclude the consideration of that which would be deemed the most material cause of the wear of their roads, viz: the load.

A fluctuating charge on weight would be most injurious to a carriage, which will mainly depend for success on its speed; constant alterations would take place between the toll collectors and proprietors; a minute calculation would be required at every turnpike gate; in fact, unless an accountant were placed at each, the committee cannot conceive how the proportions could be satisfactorily arranged, nor would there be any desire, on the part of the toll collector, to shorten the delay occasioned by these interruptions.

Mr. Gurney has delivered in a scale of tolls, graduated according to weight and width of tire of the wheel. As this has been drawn up by a person interested in the success of steam carriages, it might have been expected to be more favorable to them.—The committee, however, have not adopted it, because of the difficulties and interruptions which a fluctuating rate of toll would induce; besides, this scale purports to be intended for a road, where 3d. is charged for a horse drawing, and 1d. for a horse not drawing; the scale would be inapplicable therefore when the charge was 2d. and 1d., 3d. and 1 1-2d., 4d. and 1d., 4d. and 1 1-2d., 8d. and so on. Again, what standard of weight, in relation to horse coaches, could be adopted? The average weight of loaded coaches differs very much on different roads. It has been suggested, that a loaded coach, including the weight of four horses, would weigh on an average four tons; and that if 6d. per horse were chargeable to the coach, 6d. per ton should be placed on a steam carriage; this would be unjust, as vans, which frequently weigh upwards of six tons, would only pay 2s., and a steam carriage would pay 3s. Even if the injury done to the road by each were equal, this would be an unfair toll; but it will appear more evidently unjust if the greater proportionate injury done by the feet of horses drawing, than by the propelling wheels, be taken into consideration.

The object of every steam coach proprietor will be to attain the greatest possible lightness of machinery and engine; because thereby he renders his power more efficient for the draught of the remunerating load. To place the toll on the weight of the engine would tend to induce him to decrease the strength of his boiler and machinery to an extent which might be dangerous to the passengers, and very detrimental to the success of steam travelling, as the public will easily be led to believe, that the accidents really occurring from injudicious legislation, were inseparable from the adoption of this power as an agent in propelling carriages.

The only fair plea for charging such carriages, in proportion to their weight, is to prevent a load being propelled or carried which would permanently injure the road; within this limit it would be as injudicious to interfere with their progressive efficiency, (which can only result from improvements of the machinery and the system of generating and applying steam) as it would be to tax carriages drawn by large and well-bred horses, more heavily than such as were drawn by horses in worse condition and of smaller size and power.

The roads at present have to sustain wagons, weighing, at times, with their horses, nearly ten tons; it is in evidence, that the breadth of wheels required by various acts of Parliament, is so easily evaded, that it affords no protection to the road.—There appears to the committee no fair reason to suppose that steam carriages, approaching even to this weight, will be used on any turnpike road, at least for a very considerable period, during which the increase of weight will be gradual, and will give warning to the legislature when it should interfere.

To charge a toll according to the number of passengers conveyed, is scarcely less objectionable. If a fluctuating toll be intended, it would be as inadmissible as to propose a similar mode of charging for fast coaches, and would be open to all the evils and interruptions to which a fluctuating toll on weight would be liable. If the toll were fixed according to the number of passengers the carriage were capable of conveying, it would imply the necessity of a license limiting the number of passengers, and cramping the progress of improvement of a machine, the capabilities of which can only be ascertained slowly and by continued experiment.

It must be also recollected that these carriages

will probably have to travel for a long period without passengers, until by their punctuality and safety they shall have induced the public to venture in them. Nor is this probability weakened by the immense number of passengers who commenced using the locomotive carriages on the Manchester and Liverpool Railway immediately after their introduction: these engines were established among a population accustomed to machinery and steam, and therefore not entertaining the same apprehensions of its danger which will require to be surmounted elsewhere.

The trustees of the Liverpool and Prescott road already obtained the sanction of the legislature to charge the monstrous toll of 1s. 6d. per "horse-power," as if it were a national object to prevent the possibility of such engines being used. Besides, they have supplied no standard of their own conception of horse power. Engineers have differed very much in their estimate of this power; there is not, therefore, much probability that the opposite interests of a steam coach proprietor and toll collector would lead to any agreement as to the meaning of the term. But suppose the Legislature were to settle this point, and to arrange that a certain length of stroke and diameter of cylinder should represent a certain power, we still fail to ascertain that which alone it is essential to know, viz., the actual efficiency of the engine. Can we regulate the density of steam at which an engine of a given size should be worked? To be effectual, it would be also necessary to ascertain the quantity of water consumed, and even this check would be inadequate with an engine on Mr. Trevithick's principle. If the toll be left as at present on "horse power," it would be the obvious interest of the proprietor to work with the smallest nominal power, but to increase as much as possible the force of his steam, thereby increasing the probability of explosion.

Some trustees have placed the toll upon the number of wheels. The committee would object to this mode of charge, if only because it interferes between the rival modes of steam travelling, and gives a bounty in favor of that in which the engine is placed on the same carriage with the passengers. The opposite plan of separating the engine from the carriage is that which probably the public will prefer, until the safety of the mode of conveyance shall have been fully ascertained.

There is still a more serious objection to this mode of charge: it tends to discourage the use of separate carriages; although it must be evident that, if a certain weight be carried, it will be much less injurious to the road when divided over eight wheels than when carried on four only. On this point, the committee must again refer to Mr. Macneil's evidence. They cannot, therefore, recommend the House to adopt a scale of toll which shall increase in inverse proportion to the injury done to the road. It will be seen in Mr. M'Adam's evidence, that the toll on steam coaches imposed by the metropolitan roads act, is liable to this objection.

Some of the local acts have placed an unvarying toll on steam carriages. This, if moderate, would be unobjectionable; but the committee could not propose any sum which would adapt itself to the necessary varieties of expense in keeping up different roads, by which the tolls on common carriages have been regulated. A fixed toll has, too, this disadvantage: that light experimental carriages, or such as are built solely for speed, would be liable to the same toll as steam carriages heavily laden.

The committee feel that, however strong their conviction may be of the comparatively small injury which properly constructed steam carriages will do to the roads, yet the conviction is founded more on theory, and perhaps what may be considered as interested evidence, than practical experience; they would therefore recommend that the House should not make, at present, any permanent regulations in favor of steam. The experience which will be gained in a very few years, will enable the legislature to form a more correct judgment of the effect of steam carriages on roads, than can be now made.—They therefore recommend that the tolls imposed on steam carriages by local acts, where they shall be unfavorable to steam, shall be suspended during three years; and that, in lieu thereof, the trustees shall be permitted to charge toll according to the rate to which the committee have agreed.

The House will have perceived, in the former part of this report, that there are two modes of applying steam in lieu of horses in draught: one, where the engine and passengers are on the same carriage; the other, where the engine is placed on separate wheels, and is merely used to propel or draw the carriage. Although the difference of weight may

be in favor of the former mode, yet, as on the latter, divided over eight wheels instead of four, its small excess cannot justify a larger toll being imposed, as it will be found much less injurious to the roads.—The committee therefore recommend that, in charging toll, the engine carriage and carriage drawn shall be considered but as one.

As it is the opinion of all the engineers examined, that the use of narrow wheels has been the great cause of the wear of roads, and that cylindrical wheels, of a certain width of tire, are not only the least injurious, but that, in some states of the road, they may be even beneficial, the committee recommend that the wheels of the engine carriage should be required to be cylindrical, and of not less than 3 1/2 inches width of tire. No proprietor of steam carriages has expressed the slightest fear of any inconvenience or loss from the use of such wheels. Beyond this, the committee would not recommend interference with the breadth of tire, or form of wheels: it should be left to the proprietors freely to select the breadth of tire they shall find most convenient in proportion to the weight carried.

The committee have divided steam carriages (intended for passengers) into two classes, to be subject to different rates of toll. The first, where the carriage is not plying for hire, or where, if plying for hire, it shall not be calculated for, or carry at any time, more than six passengers. The original cost of such machines, and the expense of working them, will sufficiently protect the roads from any great number of merely experimental carriages; and for the same reason they will not be of a weight or size likely to be injurious. A steam carriage only calculated to convey six passengers, will be solely used where great speed is required, and will be so light as to cause very little wear of the road, probably much less than many carriages drawn by the number of horses which the committee recommend as the standard of charge for this class. The toll, therefore, proposed to be placed on this class of steam carriages is that, which (on the several roads where they may be used) is charged on a carriage drawn by two horses.

In the second class, they have placed all other steam carriages, except those traveling at slow rates, for goods only: carriages of this class should pay the same tolls as may be charged on a coach drawn by four horses. This may at first appear unjust from the supposed power of steam to draw almost unlimited weight. The committee have already enumerated the difficulties hitherto encountered in attempting to propel very heavy loads on turnpike roads. They are such as to discourage the expectation, that, within any short period of time, the system will have been so perfected as to give rise to inconvenience from this source: should any hereafter be found, it will then be sufficient to remedy the defect. Until a due proportion of the parts of the machinery shall have been ascertained, the makers of these carriages will vary but cautiously from the models at present in use: their object will be for some time, the perfecting of them, rather than the uncertain experiment of increasing their size.

The committee do not anticipate that, for a considerable period, steam will be used as a propelling power on common roads for heavy wagons. It appears to have been the general opinion of the witnesses, that, in proportion as the velocity of traveling by steam on common roads is diminished, the advantages of steam over horse power are lost.—The efficiency of horses in draught is rapidly diminished as their speed is increased: while, on the contrary, the weight which could be carried or propelled at any great velocity, by steam, could not be more cheaply conveyed were the speed decreased to that of the slowest wagon.

As speed, therefore, is the cause of greatly increased expense where horses are used, while with steam it is comparatively unimportant, it is probable that the latter will be chiefly resorted to when rapidity of conveyance is required. Mr. Gurney considers, that, under four miles per hour, horses can be used in draught more economically than steam. Should it, however, be deemed profitable to convey heavy goods by steam carriages, the committee recommend that there should be as little interference as possible with the number of carts employed; as the effect on the surface of roads would be infinitely more injurious if heavy loads were placed on a single cart, than if the same weight were divided over several. The committee recommend, that where carriages, containing heavy goods alone, are propelled by steam, the weight of the load should be charged, without reference to the number of carts on which it may be carried.

As a horse is able to draw from 20 to 40 cwt. on common roads, they propose that each 20 cwt of load conveyed in, or drawn by, a steam carriage, shall be chargeable at the same rate of toll as one horse drawing a cart.

A charge on weight is not so objectionable where goods are conveyed at a slow rate, as when speed is alone required.

In conclusion, the committee submit the following summary of the evidence, given by the several witnesses, as to the progress made in the application of steam to the purposes of draught on common roads.

Sufficient evidence has been adduced to convince your committee—

1. That carriages can be propelled by steam on common roads at an average rate of ten miles per hour.
2. That at this rate they have conveyed upwards of fourteen passengers.
3. That their weight, including engine, fuel, water and attendants, may be under three tons.
4. That they can ascend and descend hills of considerable inclination with facility and safety.
5. That they are perfectly safe for passengers.
6. That they are not, (or need not be, if properly constructed) nuisances to the public.
7. That they will become a speedier and cheaper mode of conveyance, than carriages drawn by horses.
8. That as they admit of greater breadth of tire than other carriages, and as the roads are not acted on so injuriously as by the feet of horses in common draught, such carriages will cause less wear of roads than coaches drawn by horses.
9. That rates of toll have been imposed on steam carriages, which would prohibit their being used on several lines of road, were such charges permitted to remain unaltered.

[From the Knoxville Register, June 20.]

The gentlemen composing the East Tennessee Board of Internal Improvement, reached this place on Monday evening last, having left the company of Engineers at Dallas, in Hamilton county, about 25 miles above the Suck, ascending the river to this place, in the prosecution of their labors.

In another column will be seen the proposition of our active and enterprising Board, to receive proposals for the improvement of the Suck, the Engineers having completed the survey of that part of the river.

In a conversation, since his return, with a member of the Board, we were much pleased to learn his opinion as to the smallness of the sum which it is believed will be necessary to remove the obstructions in the Suck so as to render it navigable in any stage of the water; that they are determined to make the utmost exertion, and hope to succeed in having the improvement at that point completed during the present summer and fall.

Of the obstructions between the Suck and this place, we shall be better enabled to speak when the Engineers shall have completed the survey.

PUBLIC NOTICE.—The subscribers having been appointed two of the Commissioners, to receive subscriptions to the capital stock in the Milford & Chillicothe Turnpike Road Company, take the liberty of inviting their fellow citizens of this town and its vicinity, to a public meeting to be held at the Court House in Chillicothe, on Saturday next at 3 o'clock, P.M. to consider and adopt such measures as will have a tendency to promote the object of this notice.

DAVID COLLINS
JOHN MADEIRA.

Chillicothe, June 13.

[In giving place to the foregoing notice, we cannot withhold the expression of our wish that the meeting may be fully attended, and that its spirited purpose may be liberally patronized. The road to which the notice refers, will, when finished, extend from Chillicothe to Milford, on the Little Miami river—a distance of about seventy five miles; and will penetrate one of the finest wheat districts in Ohio—and, moreover, open to this market most of the trade of the counties of Clermont, Brown, and Highland, whose aggregate population amounts, at this time, to sixty thousand inhabitants. We have understood, that in each of the counties of Clermont and Highland, large subscriptions to the capital stock of the road, have already been made: and that there are daily subscriptions added to the list. It is therefore to be hoped, that our own citizens, who are so deeply interested in the successful prosecution of this work, will cheerfully and promptly come forward and subscribe every dollar, which

they can conveniently spare for such a purpose—and thus insure its speedy commencement. Let its friends reflect, that every share which is subscribed to this road, is a sum of money prudently laid out at interest, besides affording aid to open commercial facilities between Chillicothe and a rich and flourishing interior section of Country—the trade of which is not only at present valuable, but which must annually increase in the ratio of its population.—[Ohio paper.]

NEW ORLEANS, JUNE 15.—The ship Olbers, whose arrival we mentioned at this port, from Bremen, as being the largest vessel ever entered here, was cleared to-day, and will probably sail to-morrow, on her way home. The following is a statement of her cargo—868 hhds. of tobacco, 503 bales do, 504 bales of cotton, 400 bags of coffee, and 9 bales deer skins.

We understand the steam tow boat Post Boy bound down on Wednesday night, burst one of her boilers near Bradish and Osgood's plantation, and killed a man. Particulars not known.—[Courier.]

Supreme Court.—We understand that the judges of the Supreme Court, at the request of several gentlemen of the bar, and with a view of accommodating those members of the profession who are unwilling to leave their homes at this time, have resolved that they suffer no default to be taken at the ensuing term, to be held in Ulica this week; and that those causes only in which counsel shall be present on both sides, and desirous to argue, shall be heard during the term. This arrangement will doubtless be very satisfactory to the profession, especially in the northern and western parts of the state; and we have been requested to announce it thus early, in order to save such gentlemen as may desire to take advantage of it, a journey which they may be glad to avoid.

We are authorized to add, that the examination of Attorneys and Counsellors will take place on Thursday of the first week of the term, when candidates for admission will please attend.—[Albany Argus.]

[From the Philadelphia edition of Wood's Treatise on Railroads.—CONTINUATION OF CHAP. X.]

1st. *Relative Cost of Transportation on Railroads and Canals.*—This will depend—

- 1st. On the Tolls;
- 2d. On the Cost of Traction and of Attendance; and,
- 3d. On the Cost of the Vehicles.

1st. The tolls, of course, depend on the cost of constructing, maintaining and repairing the respective works, and on the amount of trade. The cost attending the three first elements has been shown to be greater on Canals than on Railroads; and, therefore, the tolls must necessarily be greater on the former than on the latter, unless a greater relative amount of trade be transported on them: but, if Railroads possess all the advantages of Canals for the cheap transportation of every article of merchandize; if, moreover, they be superior in this respect—and if they be less circuitous—admit of much greater speed—be less liable to accidents—be available at all seasons—be neither interrupted by the frosts of winter or the droughts of summer—be susceptible of extension, to places inaccessible by Canals—be adapted to the rapid transportation of passengers and merchandize, (for which Canals are unavailable)—and, finally, if they be peculiarly suited to the wants and convenience of the community, then the amount of trade on them will be necessarily greater than on Canals, and the tolls may, therefore, be much less per ton. That Railroads possess the properties which have just been mentioned, will hereafter be proved.

It is, therefore, manifest, first, that the expense of transportation (so far as it depends on the tolls) will, in general, be less on Railroads than on Canals. The remaining expenses will next be considered in the order prescribed in page 411.

2d. The cost of freight, or of transportation, independent of the tolls; namely, the traction, attendants, and the vehicles, &c. That horses can draw a greater load on Canals, at the rate of 2 1/2 miles per hour, than on level or ascending Railroads, is well known; and, therefore, some persons have stated that the cost of transportation is greater on the latter. The cost for horses is, however, so small on Canals, compared with the other expenses, that it might even be left out in the calculation without materially affecting the result. If the motive power were to be provided by magic, or gratuitously, the expense of tolls and attendants, &c., is so great, in fact, that the total cost would be but slightly diminished. For instance, the cost of horses being as

ing assumed at forty cents each per day, and the boy who rides them at fifty cents, the two men who manage a boat of 25 tons, at one dollar each; the total cost for these items will be \$2.90, of which but 40 cents, or less than one seventh of the whole, is for the horse! Even if boats of 50 tons be used, the proportion will be less than one-fourth of the whole. The cost for traction and attendance for 25 tons will be 11 3/4 cents per ton for the day's work of 20 miles.

On level Railroads, a horse exerting a force of 125 lbs. can draw about 13 tons 8 cwt., (the friction being 1-240th of the load, and the earriages 1-4th of the gross weight,) the useful load is therefore about 10 tons. One man can attend to six horses, (and in some cases even a greater number are managed by one man; at Mauch Chunk one man drives eight mules.) The expense for traction and attendance will therefore be 40 by 6, equal to \$2.40, for the horses, and one dollar for the man: total, \$3.40 for 60 tons of merchandise, or 5 2/3 cents per ton for 20 miles, (the day's work when the horses are constantly employed.) If, however, occasional days of rest be permitted, horses can draw a greater load on either a Railroad or a Canal than the weight above mentioned. On descending Railroads the load will be greater, and in some cases even 25 tons net weight can be drawn down the inclination, and the empty wagons drawn up with equal ease by a horse. In such cases the cost, even for horse power, is equal on Railroads and Canals; and if the usual circuitous course of the latter be considered, the expense of traction on them will be greater.

On undulating Railroads, when the ascents and descents nearly balance each other, and when the grade does not exceed 26 feet to the mile, the effective work of a horse will be three-fourths of the performance on a level. But, if a Railroad be thus undulating, the disadvantage will be compensated, in many cases, by its less distance between two points, when it is compared with a Canal. When the grade is materially greater than 26 feet to the mile, it will generally be expedient to resort to auxiliary power on these ascents. The additional cost will, however, be less than the expense which would be necessary to overcome an equal elevation on a Canal by means of locks and their attendants. The expense of construction and management, and also of the time consumed in overcoming the difference of level, being all estimated. In the great majority of cases, particularly in the United States, the amount of the descending tonnage will be much greater in weight than the ascending or return tonnage; hence, horses, or other power, will draw greater loads than if the Railroads were level. The level profiles of Canals present no such advantage.

Hitherto, in this chapter, the comparison of the cost of transportation on Railroads and Canals has been made with undue partiality to the latter. The speed has been supposed to be equal, and the rate of this speed the most favorable to Canals: namely, that at which a horse can draw the greatest load on the latter. If, however, a rate exceeding about four miles per hour be attempted—and this will frequently be desirable—a horse cannot draw as great a load on a Canal as on a Railway; if the speed be still farther increased, the disproportion will be enormously increased. Hence, Canals will not permit rapid transportation. This subject will be resumed in a subsequent portion of this chapter.

The cost of traction and attendance on Railroads, in the cases which have been mentioned, is less than the cost on Canals, even when horses are employed. But, if the great invention of the nineteenth century be resorted to—an invention for which the world is indebted to a native citizen of Pennsylvania—the locomotive steam engine—the cost of traction and attendance will be much less on Railroads than on Canals. The great improvements which have been recently made, and those which are daily in progress, would render any statement of the present cost of little value, and of only temporary utility. A great reduction in this expense has already been effected—a farther reduction is confidently anticipated. At present, the best engines consume only one-third of a pound of coke per mile for each ton drawn by them. Coke is well known to be inferior for the purpose of raising steam to coal; but, on the Manchester and Liverpool Railroad, parliamentary regulations prohibit the use of every other fuel. In the United States, bituminous or anthracite coal, or pine wood, (which is admirably adapted to this purpose, and very abundant,) may be employed; all have been tried, and great success has attended the experiments. Steam power will not cost 37 100ths of the amount which will be required for horses, even when the speed of the latter is that at which they can perform the greatest amount of work, namely, 2 1/2 miles per

hour. If a higher velocity be requisite, the superiority of the locomotive engine becomes more and more manifest; and if the velocity be greater than 10 or 12 miles per hour, the locomotive engine alone can be employed. The muscular force of a horse decreases in a very rapid ratio when the speed exceeds 2 1/2 miles per hour, and cannot therefore be as advantageously employed on Railroads as locomotive engines.

The great economy which results from the use of steam power, renders the cost of traction and attendance not only less on descending or on level Railroads than on Canals, but even on Railroads when the ascent is as great as 60, or even more than 60 feet in every mile, throughout the whole distance of the road. Such grades, however, will rarely occur, and are mentioned only to exhibit the great additional value which Railroads have received from the application of this powerful and economical agent.

The use of steam power is impracticable on Canals. It has repeatedly been attempted by the most ingenious and persevering efforts. Numerous plans have been tried in Europe and in America. Large sums of money have been expended, and the result has been, and ever will be, a failure. Fallacious statements, the product of ignorance or sanguine expectations, have often been published which predicted a successful issue. Experience has demonstrated the impracticability of the object of their desires. The laws of nature cannot be altered in accordance with our wishes: these laws are opposed to the experiment. The agitation of the water in a Canal, produced by the action of a paddle-wheel, or any other contrivance acting on the water for the purpose of propelling a boat, would speedily destroy the banks of a Canal, even if the velocity of the boat were moderate. If the velocity should be increased, the wave produced by the mere passage of the boat would produce this effect with greater rapidity. These effects have never been obviated, or even materially diminished, notwithstanding all the flattering statements which from time to time have been published. If the Canal should be provided with a substantial and adequate lining of stone, to prevent the abrasion of its banks, the expense would be enormous. If these difficulties did not exist, others would remain. The resistance opposed to the motion of boats is, at least, under the most favorable circumstances, as the squares of their velocities; and in Canals it is well known to be greater. Hence, a rapid motion would be enormously expensive; and beyond a very moderate limit would be impossible—the boat could not contain an engine possessing the requisite power. If the motion, on the contrary, be slow, then horses could draw the boat with less expense than the maintenance of the engine and engineer would require. The engine would, moreover, occupy space, which could be more profitably devoted to the cargo. The employment of a steam tug, or towboat, for the purpose of drawing a number of boats in a line after it, has been suggested. On broad, deep, and walled Canals, where long levels exist, this may be sometimes attended with advantage; but if locks must be passed, the whole train will be detained at each lock until the last boat of the train can be passed; the delay and expense which would be the consequence, render this plan impracticable.

The splendid triumphs of steam are displayed on a wider and a nobler theatre. On the Delaware, (where the first steam vessel commenced its triumphant march,) and on the great rivers of the world, as well as on the stormy billows of the ocean, it moves with resistless force, and almost magic rapidity, the most stupendous fabrics—but disdains to "drag the slow barge" on the sluggish puddle in a Canal. Its "unconquered arm" exhibits all its unrivalled energies, and all its almost miraculous activity, only when it "drives the rapid car."

In stating the cost of traction and attendance on Railroads and Canals, in all the preceding calculations, it has been supposed that transportation could be constantly effected without any delay, or any interruption for accidents, or from the changes of seasons. But this is impracticable on Canals: few of them are navigable during more than 260 days in the year, in consequence of the frost, and if the drought of summer and the repairs be considered, even this limited number must often be reduced. The horses, or other motive power, and the attendants, must be maintained during the interval; and as they cannot be always employed in other occupations with equal profit, the expense during the limited period when they are actually employed will be greater on Canals than the estimates which have been given in the preceding pages. On Railroads they can be employed

throughout the year. If locomotive engines be used, no expense will be required for their maintenance (at least of any importance) when they are not actually in operation. Moreover, trade is not equally active during every season, and at some periods is almost stagnant, time is also consumed in waiting for cargoes; hence, the economy of locomotive engines is greater.

3rd. The next element to be considered in the cost of transportation, is the expense of vehicles, including the capital requisite to purchase and keep them in repair. This, however, forms but a small portion of the total expense, on either Railroads or Canals, compared with the items which have been previously mentioned. Canals have, in this respect, a trifling advantage over Railroads. Boats are less expensive in their repair and maintenance than wagons, notwithstanding the fact, that the actual cost in the first instance of the latter may be even less, when used to convey a given tonnage at a velocity of six or eight miles per hour—the annual expense of repairs will more than balance this advantage. A boat of 25 tons will cost on an average about \$350, and will last eight years. The expense of Railroad wagons, to convey the same number of tons at the same rate, (2 1/2 miles per hour,) and for the same distance, will be (if the wagons cost sixty dollars each, and carry about three tons each) \$500: their duration will be nine or ten years. If the velocity be increased, a smaller number of wagons will be sufficient, and the prime cost will be less: consequently, there will be a saving in the interest of capital. The wear of the wagons will be rather greater than in a direct ratio to the velocity. In England the cost of wagons (including their purchase, repairs, and maintenance) was, prior to the year 1825, about one twelfth of a penny per ton per mile. The wagons were used for the conveyance of coal and other minerals; of course, they were peculiarly subject to concussion and rough usage. The axles, &c. were also injured by the coal dust. Since that period great improvements have been made in wagons, particularly in those which are used for the conveyance of passengers and merchandise. Springs have been added with great advantage, and the size and manufacture of the wheels have been improved: the oiling apparatus has been perfected in the United States. Formerly it was difficult to supply the axle with oil constantly; and the waste of this fluid occasioned some expense, (although it was of little magnitude compared with other expenses.) With the new oil box a wagon in the United States was drawn 1600 miles, and the axles uniformly and perfectly lubricated by an expenditure of only one pint of oil. (A description of two improved plans for oiling is given in Chapter XI.) Again, the modern improvements in Railways render the wagons more durable. Hence, the expense will be less than formerly, and, although the iron work of wagons is more expensive in the United States than in England, the cost will not, in general, exceed one fifth of a cent per ton per mile. If this be added to the sum of 17-60ths of a cent per ton per mile for the cost of traction and attendance, the aggregate 29-60ths of a cent will be the total cost per ton on a level Railroad, when six horses are managed by one man, (the wages of the latter being one dollar per day; the charges attending the use of horses being forty cents per day; the journey 20 miles, at the rate of 2 1/2 miles per hour.)—The cost of traction will be much less if locomotive engines be used, and the speed may be greatly increased. Railroads, however, which are adapted to the use of these engines require more expense for their construction than those which are calculated solely for horse power; the grade, or profile, and the curves must be more gentle, and the superstructure, or Railway, more substantial. Although the cost of traction and attendance, as well as the wear of the vehicles and of the Railway, is greater when the speed is at the rate of 10 miles per hour than at a less rate, still the total cost is, in general, less when locomotive engines travel even at this speed than when horses are used, even at a rate of only 2 1/2 miles per hour. It has already been proved, that under those circumstances the cost of traction and attendance is less on Railroads where horses are used than on Canals, and a fortiori when locomotive engines are adopted. If, therefore, all the remaining expenses be added, the result clearly proves that the tolls and the cost of transportation on Railroads are, in the great majority of cases, less than on Canals.

* On many extensive Railroads the receipts from passengers and light merchandise, alone, will yield a sum sufficient to remunerate their proprietors.

NEW-YORK AMERICAN.

JUNE 30, JULY 2, 3, 5, 6—1832.

LITERARY NOTICES.

THE OFFICES OF THE HOLY SPIRIT, in a series of four Sermons, preached before the University of Cambridge, (Eng.) in November, 1831: by the Reverend Charles Simeon: New York: Swords, Stanford & Co.: 1 vol. 12o. pp. 103.—These are the discourses of a pure-minded, learned, and zealous divine, preached before ripe scholars, and therefore most carefully composed, and full of the unction of that Holy Spirit whose blessed offices they aim to set forth.

The little volume which contains them is printed on very pretty type and paper.

ARCHDEACON STRAHAN'S LETTER ON THE LIFE AND CHARACTER OF THE RT. REV. BISHOP HOBART, N. Y. Swords, Stanford & Co. This letter addressed to Dr. Chalmers, of Edinburgh, will be eagerly read by the friends of our late Bishop. It records the leading incidents of his career as a clergyman of the Episcopal Church, and their results; it examines with frankness and vindicates with ability his course on several points wherein some of his own communion dissented from him, such as his opposition to the Bible Society for instance: and it criticises with kindly freedom the sermon preached and published by him, on his return from Europe, especially that part relating to the condition of the established Church in England; the greater part of this criticism was made verbally to the Bishop himself by Dr. Strahan, shortly after the appearance of the sermon. Altogether this letter will renew in many minds the admiration and the regrets of which Bishop Hobart is so warmly the object.

AN ADDRESS delivered before the Association of the ALUMNI of Columbia College, at their anniversary, May 2, 1832, by OGDEN HOFFMAN: New York, G. & C. & H. Carvill.—Well has the orator of the Alumni, in this address, sustained his own reputation,—and that was not a light task,—and the character and objects of his *Alma Mater*. Mr. Hoffman's glowing periods, from which we make large extracts, will serve as another example to prove the value of those classic studies he so gratefully, so opportunely, and so eloquently vindicates.

Brought by the course of his remarks, which were designed to commemorate the labors and character of the Professors who adorned the College when he himself was an alumnus, to speak of the classics, Mr. H., after paying a deserved tribute of praise to the early patriotism, as well as tried abilities, of Dr. Wilson, Professor of the Greek and Latin, thus continues:—

Of the department over which Dr. Wilson presided, would that I could say that she too needed no defenders. But in our age, innovation may have sometimes assumed the garb of reform, and when the inutility of the study of the classics has been openly enforced with a talent and learning which have flowed from the very sources that have been thus contemned, and when amongst the "wild speculations of learned men"—I speak it with deference—and in the very establishments of universities destined for the improvement of youth, the question has been gravely proposed, and to propose the question, implies a doubt as to the answer—whether the time that is spent by youth in the attainment of classical knowledge, might not be more usefully employed—I have thought that it might be well to attract attention to the dangers that await us, that each may contribute, if it be but a feeble effort, to preserve our academic halls from the contagion of the time.

In believing and asserting the importance of classical studies to youth, I mean, of course to speak of their importance as part of a liberal education. If the object be only to devote that time which may be absolutely necessary to enable the student to commence the trade for which he may be destined, if all he is to know in after life is to be acquired in a limited period of study, I would concede all that the most bigoted utilitarian can demand, I will admit

that the study of the ancient classics may not make him a more useful or prosperous artisan, or prepare him better to discharge the mechanical avocations of life. But in admitting this, I would also say, that the same argument, according to the particular destination of the individual, would, in its turn, sweep away every department of science or of learning; and even this admission I would still further encumber with the observation, that—in this country, where the highest honors are open to all who may deserve them, where he, who commences as the humble tradesman to-day, may become the legislator to-morrow—even with the mechanic—that time may not be mispent that opens to him the stores of ancient learning and wisdom; and that, even upon the calculating principle of utility, the Greek and Latin languages are so identified with the terms of those sciences, which the utilitarian approves, that some, if but a partial knowledge, is necessary for the professional learning of the divine, the lawyer, and the physician. The system of utility, if pursued to its consequences, would tear every generous sentiment from the breast of youth, crush every aspiration of genius, and destroy that love of our kind which is founded upon a fervent admiration of all that is beautiful in nature or lovely in conduct. And its dogmas would teach us that our noblest thoughts which hover around Athens in all her former pride and glory, surrounded by the monuments of the arts which even her turbulent people respected and preserved, that our fondest veneration for that land of poetry, of eloquence and of science—of all that was excellent in statuary, in sculpture, in music, and in painting—for that land, which, notwithstanding the humiliation of the slave and the oppression of the despot, is fresh and green in the adoration of every scholar; that all these must be forgotten and sacrificed to the selfish philosophy of practical utility. But the objects of education I assume to be of a nobler and more generous character. I assume that it must be our desire to raise us individually, and as a nation, not only in the scale of wealth and power, but as a cultivated and an intellectual people; and assuming this, I assert that the study of the classics is a necessary part of that education whose object is to elevate the moral feelings, to excite a generous and an honorable ambition, and to raise the aspiration of the student to objects worthy of his immortal faculties.

If it be true that the acquisition of every new language opens to us a new region of ideas and thoughts, how emphatically is it so in the study of the Greek and Latin. It is commenced at a period of life when the youthful mind requires stimulants to urge it on its progress—when it is necessary that its advances in knowledge should be perceptible to itself, when the labor of acquisition should be at once attended by the rewards of attainment. The perfect formation of these languages then develops to the young student the principles of universal grammar. It is then that he is thrown upon his own resources, and when after much labor and much thought, he is able to master a passage which at first was obscure or unintelligible—he begins to feel and to estimate the powers of his own mind, and with exultation and pride to taste the fruits of his own exertions. His advances are not measured solely by the praises of his preceptors, which sometimes he might consider unequal or partial, but his progress is marked by mounds which proclaim to himself and to his friends the industry of the toil, and the diligence with which he is pressing to his mark, as he journeys on from book to book with the excitement of curiosity, and the untiring gratification of satisfied ambition. The history of other times, and the opinions and actions of the great of other ages, are then indelibly stamped upon his memory by the very labor of acquisition, and when all that in after life he may have received without labor, without consciousness, has been effaced, the principles of action, as exemplified in the Great of Greece and Rome, their lessons of experience, their models of eloquence and taste, will remain unforgetten and indelible. The virtuous youth of Cyrus, the ingenuous and lovely character of his mind, the wise precepts and affectionate counsels of the disciple of Socrates, the Bee of Greece, will then sink deep in his mind, and unconsciously pervade his own thoughts and character. But it is in the later period of his studies, when the mind has been expanded by the knowledge it has acquired, that he finds it fertilized and enriched by the atmosphere of genius in which he has breathed and moved. He then begins to arm himself with the weapons of ancient learning, and is ready manfully to contend for the honors and the praises of the world. He then begins to

The purposes and thoughts of man, whose eyes
Were closed in distant years—"

to study the diversity of human character, and from the lessons of experience to estimate the principles of human action. He then too finds that the intellect, before which he bowed, was unable to penetrate or comprehend that scheme which is now understood by the unlettered Christian: and, contrasting the glimmerings of a Socrates or a Cicero with the light of revelation, his humility becomes the throne of his desert, and his faith is strengthened and confirmed.

The studies of youth are the mere training of the mind for the contests in which it is afterwards to mingle. It is not the race itself, but the preparation for it; it is the calling into exercise every faculty, in order that vigor and elasticity, and strength may be given to the mind against the day of trial. It is the imparting and confirming a vigorous and healthy constitution to the childhood of intellect, that it may sustain its manhood of exposure and conflict with purity and with power. Where then can living waters that may refresh and invigorate, be drawn from richer fountains than from the mountain springs of classic literature?

Where can poetry, at once the cause and indication of a nation's feelings, gaze with more inspired adoration than at that wonderful monument of human genius, the poems of Homer? that monument, which, erected in an age almost unknown, has withstood the assaults of time, and still towers above all modern efforts, the first and most exalted of its kind! Who can dwell upon his glowing pages, and not find his own soul enlarged by every splendid achievement—by every lofty sentiment—by the wisdom of the old and the daring of the young—the filial piety and devoted friendship that breathe, live, and move in this wonderful work?—Where can the patriot find purer principles of freedom than those which journey through the pages of ancient literature as its companions and its guides? Where did the accents of liberty roll upon the tongue with a more commanding and pervading influence, than in the vehement, yet chastened philippics of Demosthenes? the flowing, the polished, yet terrible denunciations of Cicero? Who can behold the one in the midst of the fierce democracy of Athens,—and yet not more fierce in their passions, than tyrannous in their critical judgment, raised by his eloquence from capitulating fears, and with a withering sneer led against the man of Macedonia; or dwell upon the powerful invectives of the other against a Cataline, a Verres, or a Clodius, and not bow before the majesty of their genius, and find his own powers exalted by the very homage he is paying? Where can more beautiful treatises, of all that can assuage the evils of life, or purer rules of conduct, apart from Revelation, be found, than those which, composed in hours stolen from the cares and tumults of life, were devoted to "friendship" and to "old age"? The glowing songs of Pindar, "who harnessed for the Conqueror the chariot of the Muses," the gaiety of Horace, the history of Livy, and the annals of Tacitus are all living springs at which the mind of youth may be strengthened and refreshed. Translations, it is true, may correctly tell us what they said or what they did—the lineaments may be preserved and the features of the mind be coldly commended to us—but the soul that animated, and the spirit that shone through them, is dead and extinguished—

"Tis Greece—but living Greece, no more."

I care not that in after life these early studies may be forgotten—I care not though even the characters in which they were written become as a dead letter to us—and their noblest works as a sealed book—the deep and noble feelings which their fervent study once excited, have purified the heart which was even their temporary habitation, and left an impress upon our thoughts which no forgetfulness can efface; whatever labor, whatever care, may be thrown into Alpheus, although they may vanish from the sight, will, in after life, and in other times, reappear in Arethusa, with all their fullness and with all their freshness.—Our first studies, like the first vegetation of our own forests, may have been suffered to decay and sink again into the soil whence they spring, but their richness and their power, when goodly seed shall afterwards be sown, will be attested by the fruit of a hundred and a thousand fold which that soil will yield.

The duties and the pleasures of rural life to which he devoted himself could not extinguish, in John Hampden, those principles which his early education at Oxford had instilled into his mind; they were called forth against the acts of a weak, a vacillating, and a tyrannical King, until he, "who

durst at his own charge support the liberty and the prosperity of the kingdom, became the argument of all tongues," and the disinterestedness of whose patriotism, and rectitude of whose purpose, have given him that memory, which, in the language of the time, "was such that in no age to come, but it will more and more be had in honor and esteem."

The mercantile life for which he was destined, and in which he had entered, could not destroy in young Hancock that desire for liberty which his early studies at Harvard had excited; they were roused into action at Lexington, sustained his reputation through proscription and calumny, until he became for a time the sole, and for ever the first, signer of the first instrument the world has ever known.

In devoting this, perhaps here unnecessary, time to the vindication of the study of the ancient classics, I do not wish to be misunderstood; I do not intend to place them higher in the scale of intellectual improvement than the other branches of knowledge; I believe them all to be necessary links in that chain of a liberal education which is to connect the mind to the duties of life.

We must make room for one extract more, which, regard being had to the place, the circumstances of the times, and those of the Speaker, is a testimony alike just and manly, to the jurisdiction of that Court—which for paltry purposes of party, it is too much the fashion to assail:

Our laws, founded upon the ancient common law of our ancestors, have been wisely framed for the protection of right and the punishment of wrong, and our pride may be indulged in boasting, that that splendid monument which the master mind of the age, the present Lord Chancellor of England, has erected to his fame in the proposed melioration of the laws of England, might have contained an inscription to record the fact, that nearly every improvement that he has suggested has long been in use, in this land but of yesterday. The rights of our College, humble as she may be, will be protected by the learning and integrity of a wise and an able judiciary; and to the decision of the Supreme Court of the United States, in the case of Dartmouth College, may every institution of learning look for safety and protection. A case, where, upon one side was arrayed a sovereign State, and on the other the powerless creature of individual bounty, and yet against that State and in favor of the vested rights of her weaker antagonist was that case adjudged, and by that State was that judgment obeyed; an obedience that was a proud homage to the purity of that Court, that rendered a moral triumph to the Constitution of which she is a living member, and the glory, which that obedience gave, was reflected back upon that State as a member of a confederacy which could boast of such a judiciary. "Before that fortress of our Constitution," in the language of one of the most gifted of our Alumni, the memorials of whose talents have been recently held up to the admiration of his country by the labor of his biographer, "before it I would not only throw the shield of honest Ajax, but I would build round it a wall of brass, and, if too weak to defend the rampart against the host of assailants, I would call to my assistance the good sense, the patriotism, and the virtue of the land."

THE TRAVELLER'S POCKET MAP OF OHIO has just been published by Edmund M. Blunt, of this city. It is a colored Map, of a convenient size, and is accompanied with a little Guide book, in which the roads, canals, and distances are accurately described and laid down; also with a list of stages and steamboats.

NARRATIVE OF A VOYAGE TO THE PACIFIC, TO CO-OPERATE WITH THE POLAR EXPEDITIONS. By Capt. F. W. Beechey, R. N. Carey & Lea, Philada.—Travels and voyages, of all kinds of writings, seem to be the only ones which never go out of fashion. They are among the first books which give an appetite for reading in childhood, and the last which keep alive the love of reading in old age. The philosopher examines them for the study of nature; the statesman for that of man; the poet for material for his muse; and the merchant for a market for his goods: while such disinterested people as the reader and ourselves, seek only to amuse a vacant hour in their perusal. The expedition of Captain Beechey

to Bering's Strait, it will be recollected, was instituted for the purpose of co-operating with Captain Franklin, in his land expedition to the Arctic for the purpose of discovering a north-west passage to the Pacific. The two exploring parties were at one time within fifty leagues of each other; and it is painful to think, that had either party pushed their progress for three days longer, the grand problem of a north-west passage would have been completely solved. They did, however, all that could be expected of men, and the liberality and enterprize of the British Government were well bestowed upon expeditions conducted by men of such energy of character as Franklin and his coadjutors. The final result of their operations may be summed up in the following extracts from the work before us:

The enterprising voyage of Captain Franklin down the Mackenzie, and along the northern shores of the continent of America, is now familiar to us all; and, considering that the distance between the extremities of our discoveries was less than fifty leagues, and that, giving him ten days to perform it in, he would have arrived at Point Barrow at the precise period with our boat, we must ever regret that he could not have been made acquainted with our advanced situation, as in that case he would have been justified in incurring a risk which would have been unwarrantable under any other circumstances.

The extent of land thus left unexplored between Point Turnagain and Icy Cape, is comparatively so insignificant that, as regards the question of the north west passage, it may be considered to be known; and in this point of view both expeditious, though they did not meet, may be said to have been fully successful. From the nature and similarity of the coast at Return Reef and Point Barrow, it is very probable that the land from Franklin Extreme tends gradually to the eastward to Return Reef, leaving Point Barrow in latitude 71 deg. 23 min. 30 sec. N. the northern limit of the continent of America.

The determination of this great geographical question is undoubtedly important; but though it sets a boundary to the new continent, and so far diminishes the difficulties attending an attempt to effect a passage from the Pacific to the Atlantic, yet it leaves the practicability of the North west Passage nearly as doubtful as ever; and it is evident that it cannot be otherwise, until the obstructions set forth in Captain Perry's voyage are removed, as it would avail little to be able to reach Hecla and Fury Strait, provided that channel were always impassable.

From what has been set forth, in the foregoing narrative of our proceedings, it is nerly certain that, by watching the opportunity, a vessel may reach Point Barrow, and in all probability proceed beyond it. Had we been permitted to make this attempt, we should no doubt be able to speak more positively upon the subject; and, as I have always been of opinion that a navigation may be performed along any coast of the Polar Sea that is continuous, I can see no insurmountable obstacle to the exploit. In this attempt, however, it is evident that a vessel must be prepared to encounter very heavy pressure from the ice, and must expect, on the ice closing the coast to the westward of Point Barrow, which it unquestionably would with every strong westerly wind, to be driven on shore in the manner in which our boat was in 1826.

As regards the question whether it be advisable to attempt the passage from the Atlantic to the Pacific by an eastern or a western route, Capt. Beechey seems in favor of the latter, and gives an opinion that could steam vessels, properly fitted and adapted to the service, arrive in good condition in Kotzebue Sound by the beginning of one summer, they might succeed in reaching the western shore of Melville Peninsula in the next. There, however, he thinks they would be stopped, and have to encounter difficulties which have repulsed three of the most persevering attempts ever made toward the accomplishment of a similar object.

Not the least interesting part of Capt. Beechey's Narrative, is his account of a visit to California and a cruise among the islands of the Pacific. A few pages are devoted to Pitcairn's Island, and the description, like all others of that nook of the world and its singular little community, has a tinge of po-

etry in it. We extract the following sketch of a "true-love" story. It is whimsical enough to find the subject-matter for a fashionable novel in a state of society so inartificial:

The idea of passing all their days upon an island only two miles long, without seeing any thing of the world, or, what was a stronger argument, without doing any good in it, had with several of them been deeply considered. But family ties, and an ardent affection for each other, and for their native soil, had always interposed to prevent their going away singly. George Adams, however, having no wife to detain him, but, on the contrary, reasons for wishing to employ his thoughts on subjects foreign to his home, was very anxious to embark in the *Blossum*; and I would have acceded to his wishes, had not his mother wept bitterly at the idea of parting from him, and imposed terms touching his return to the island to which I could not accede. It was a sore disappointment to poor George, whose case forms a striking instance of the rigid manner in which these islanders observe their word.

Wives upon Pitcairn Island, it may be imagined, are very scarce, as the same restrictions with regard to relationship exist as in England. George, in his early days had fallen in love with Polly Young, a girl a little older than himself; but Polly, probably at that time liking some one else, and being at the age when young ladies' expectations are at the highest, had incautiously said, she never would give her hand to George Adams. He, nevertheless, indulged a hope that she would one day relent; and to this end was unremitting in his endeavors to please her. In this expectation he was not mistaken; his constancy and attentions, and, as he grew into manhood, his handsome form, which George took every opportunity of throwing into the most becoming attitudes before her, softened Polly's heart into a regard for him, and, had nothing passed before, she would willingly have given him her hand. But the vow of her youth was not to be got over, and the love-sick couple languished on from day to day, victims to the folly of early resolution.

The weighty case was referred for our consideration; and the fears of the party were, in some measure relieved by the result, which was, that it would be much better to marry than to continue unhappy, in consequence of a hasty determination made before the judgment was matured; they could not, however, be prevailed on to yield to our decision, and we left them unmarried.

So, however, contrary to all the laws of romance in such case made and provided, the island lovers did not remain; for, alas for human fallibility! the fastidious Polly subsequently relented, and we are afterwards told in a note to the volume, that "they have since been united, and have two children."

CELEBRATED FEMALE SOVEREIGNS. By Mrs. Jameson. Harpers' Family Library, No. XXXIV.—The authoress of this work is already known to many as the writer of "The Diary of an Ennuyée," a narrative which, while it displayed an exquisite taste in the Fine Arts, and an elevated religious feeling, was throughout so affectingly written, that it was long regarded as a posthumous production, and the true memoir of a broken-hearted woman of genius. Having given this earnest of her powers, few could be better qualified for the task she has here undertaken, than Mrs. Jameson: and we know not how a female could more worthily occupy her talents than by thus illustrating the character of her own sex. Mrs. Hemans has already commemorated its gentler virtues, its fondness and its faith, its fortitude and its capability of noble sacrifice, with a pen whose original force, fervor and delicacy, is not to be the less prized, because from frequent use it has run into mannerism that nearly amounts to monotony. Miss Edgeworth had before in her admirable novels portrayed the domestic qualities and varied excellencies of the female character; and Joanna Baillie has long since, in her nervous delineations of the passions, given in herself an example of the loftier features her pen has illustrated. To this assemblage of names, that of Mrs. Jameson will hereafter be added, if the favorable reception which the present work has met with abroad should

induce her to follow it up with some additional volumes upon the same, or a similar subject. The first of the volumes before us contains the Lives of Semiramis, Cleopatra, Queen of Egypt, Zenobia, Queen of Palmyra, Joanna I, Queen of Naples, Joanna II, Queen of Naples, Isabella, of Castile, Mary, Queen of Scots, and Queen Elizabeth. The second volume contains the Lives of Christina, Queen of Sweden, Anne, Queen of Great Britain, Maria Theresa, Empress of Germany, and Catherine II, of Russia. Our limits will not allow of our touching upon all, or of dwelling upon any of these characters, and a few extracts will show sufficiently the style of the work. Those we have selected relate to the two most interesting women in the collection.—Mary of Scotland, and Joanna of Sicily. The story of the young, the accomplished, and ill-fated Chatelard, rash and extravagant as was his conduct, is one of the most melancholy that is told of the unhappy court of Mary Stuart.

"When the queen arrived from France, there came in the train of Monsieur D'Anville,* one Chatelard, a gentleman by birth, a soldier by profession, a scholar from education, and a poet by choice.† He returned with D'Anville to France, after enjoying from the rank of his protector, the various amusements of Mary's court. In November, 1562, he again visited Scotland, bringing letters from D'Anville and others to the queen. It is supposed that the duke employed him as the interpreter of his passion for Mary, but that Chatelard was mad enough to entertain hopes for himself, upon what grounds we cannot now judge." He proceeded the full length, on the 12th of February, 1563, of concealing himself in the queen's bed-chamber, with his sword and dagger beside him. He was discovered, but the fact was concealed from the queen by her female attendants, from prudential motives, till the morning; on being made acquainted with this piece of temerity, the queen commanded Chatelard out of her sight, and banished him from the court. The queen, with a part of her train, left Edinburgh on the 13th, and slept at Dunfermling; on the 14th she proceeded to Burnt Island, where she slept. Having retired to her chamber, Chatelard followed her thither, and suddenly presented himself before her, to clear himself, he said, from the former imputation. She ordered him to be gone; he refused; and, astonished at his audacity, the queen herself was fain to cry out for help. "The Earl of Murray was sent for, when the queen in her agitation and terror called out to him to defend her, and strike his dagger into the intruder; but Murray thought proper to send him to ward, reserving this daring or infatuated miscreant to the due course of the law, which would lay open the whole transaction." He was tried at St. Andrew's, condemned to death, and executed on the 22d of February. He refused to avail himself of any minister or confessor, but having read aloud Ronsard's hymn on Death, he turned towards the palace, and exclaimed, "Adieu! la plus belle et la plus cruelle princesse du monde!" he then quietly submitted to the stroke of the executioner. As his crimes arose from a heated imagination, and a too daring admiration of the queen, we may wish that Mary had extended her mercy to him, or could have done so without drawing suspicion on herself.

JOANNA OF SICILY.—One of the women about the court, who was mistress of Louis, had endeavored to palliate her own misconduct by calumniating the queen. Louis either believed, or pretended to believe, this slander; he burst into the most violent reproaches against his wife; and it is even said that in the height of his fury he struck her. Joanna sent for the woman, confronted her with her husband, and easily proved the falsehood of both; but instead of punishing her rival and accuser, she merely dismissed her from the court, saying with dignity, "Thank your God that your onemy is your Queen." If we consider the passionate attachment which Joanna entertained for her husband, and the wrongs she had just received, as a woman, a wife, and a sovereign, a nobler, a more beautiful instance of female magnanimity can hardly be imagined.

* The Duc d'Anville was second son of the famous constable Anne Montmorency, and one of Mary's most ardent admirers.

† According to Brantome, Chatelard was the grand-nephew of the Chevalier Bayard, and resembled him in person.

Joanna had chosen as her partner in the dance Prince Galeazzo of Mantua, who, in his rapture for such courteous condescension, made a vow that he would requite the honor she had done him, by bringing to the foot of her throne two captive knights, to be disposed of as she thought fit. At the end of a year, he appeared before her with two knights of noble blood and approved valor, whom he had vanquished in single combat, and presented them to her as her slaves by all the laws of chivalry. Galeazzo having thus acquitted himself of his vow, the queen equally fulfilled her duty as a lady and a princess; she gave the knights their freedom, and sent them back to their country loaded with presents.

Her assassin, Charles of Durazzo, met with a doom which should seem to have been contrived by the avenging furies. After a turbulent unhappy reign of three short years, he deemed himself securely fixed on the throne of Naples, and proceeded to Hungary, to wrest that crown from Maria, the daughter and heiress of Louis of Hungary, the old enemy of Queen Joanna. The young Queen of Hungary, who was then about fifteen, was of a generous, frank, and noble nature; but her mother, the Regent Elizabeth, was more than a match for Durazzo in artifice and cruelty. By her machinations he was decoyed into the apartment of Maria, and while he stood reading a paper, a gigantic Hungarian, secretly stationed for that purpose, felled him to the earth with his sabre. His death, however, was not instantaneous: he lingered for two days in agonies, neglected and abandoned; at length his enemies, becoming impatient of his prolonged existence and fearful of his recovery, caused him to be suffocated or strangled.

"Voilà," says Brantome, after relating the death of Joanna and the fate of her murderer,—"Voilà un juste jugement ne Dieu, et une noble et brave priucessesse, vengereuse de son sang innocent."

"Voilà aussi la fin de cette brave reyne qu'on a colomniée bien légèrement."

HISTORY AND TOPOGRAPHY OF THE UNITED STATES, dedicated to Washington Irving, Illustrated with a series of views.—London. The thirty-seventh No. of this fine work which is now before us, contains with an excellent Portrait of Washington, much well prepared matter, written in a very liberal style, of which we subjoin a specimen.

A Just Rebuke.—The principal annual works which issue from the American press are the American Almanac, a most admirable publication, and the Annual Register, which improves every year, both as to matter and arrangement. The pictorial annuals certainly exhibit no advanced state of the arts either of painting or engraving; and, indeed, are more discreditable in the former point than in latter: for most of the designs are taken from English prints, and this (unless the taste of the American people is founded upon the principles that a painter is to have "no honor in his own country") most unnecessarily, as the scenery of the Hudson, the Potomac, and the Ohio, not to mention a thousand other streams, and the pencils of Cole and other American artists, would produce as interesting an annual, as borrowed prints, which, as invasions of copyright, render the works not only unpalatable, but unsaleable in Great Britain.

FOREIGN INTELLIGENCE.

LATEST FROM EUROPE.—From the Courier and Enquirer we have copied some late intelligence received by the Silas Richards. The chief items as to reform in England, are,—the formal statement to the House of Lords, by Earl Grey, that he had resumed his office as Minister; and the assurance accompanying that statement, that he had only done so on conditions that would enable him to redeem his original pledge in favor of reform. That a creation of peers will not of necessity be resorted to, may, we think, be inferred from the declaration of Lord Harwood—that, for fear of worse, "he would withdraw his opposition to the bill." Others will follow his example.

The cholera was abating in Ireland, and in Liverpool a few cases only had occurred.

Casimir Perier is at last dead. No successor to him is yet named.

PARIS, May 10.—M. Casimir Ferrier's mortal ca-

reer has closed. He died this morning, a little before 8 o'clock. During the previous 48 hours he had been sinking so fast that his physicians saw that no human skill could keep him alive. His mental faculties returned at the commencement of this crisis, and only left him with the extinction of life.

Prince Borghese, widower of Napoleon's beautiful sister Eliza, died at Florence on the 9th inst. of apoplexy.

CHOLERA MORBUS.—Report of yesterday, Liverpool, May 23, 1832.

New cases 4; dead 3; recovered 0; cases remaining 7. From the commencement of the disease, on 12th May, 1832:—number of cases 22; deaths 11; recovered 4.

Board of Health for the City of Dublin.—Lower Castle Yard, from 19th to 20th May, 1832.

The Board of Health feel extreme satisfaction in announcing that there has been a gradual and material diminution in Cholera for several days, and that, out of a total of 329 cases, whereof 319 are in the hospital, there have been but two deaths, whilst the recoveries have been 43; and the number of convalescents have greatly increased.

BRITISH HOUSE OF LORDS—MAY 18.

After some parliamentary business,

The Duke of Wellington, on presenting a petition from Cambridge, (as we understood his grace,) observed that he felt it his duty to address their Lordships, in order that he might explain the share he had had in some transactions which had recently occurred, and respecting which he had been subject to extreme misrepresentation, and greatly vilified by persons high in station and by others of great respectability. Their Lordships would remember, that in the course of last week his Majesty's ministers had informed them, that in consequence of the advice which they had given his Majesty on an important subject, and of his Majesty not having felt inclined to accede to that advice, they conceived it to be their duty to tender their resignation. His Majesty was pleased on that day on which he was left alone by his ministers (cheers) to send for a noble friend of his, who had been in high confidence, and to ask him whether there did not exist any means of enabling his Majesty to form a government to carry into execution an extensive reform, without any extraordinary exercise of prerogative. He was prepared for such a communication, and therefore inquired of others who, however, were not willing to serve his Majesty under existing circumstances. He, in consequence, attended his Majesty and gave him his advice, which was not to appoint him, (the Duke of Wellington) his minister. (Cheers.) He did not look forward to objects of ambition. He recommended his Majesty to seek for assistance in other quarters, and declared himself ready to give his Majesty every assistance in his power, whether in or out of office, in order to enable his Majesty to resist the advice given him by his ministers. This much he felt himself bound to declare, that if ever there was a case in which the King had acted fairly, and with perfect good faith towards his ministers, and in which there was a total absence of intrigue, it was this individual instance. Here his grace proceeded to consider the advance given by ministers and to characterize it in severe terms of censure. If, said his Grace, the independence of Parliament were to depend upon any body of men being bold enough to advise the Sovereign so to overwhelm the opinions of their Lordships, there would be at once an end to their existence as a deliberative assembly, and feeling so, it was his duty to give his Majesty the advice he had already stated. But supposing that Peers were not actually created, would not the threat to create them, for the purpose of inducing Noble Lords to absent themselves from the House, be just as much an act of violence as the creation itself?—The other branch of the question was as to the nature of the communication which he had received from his Majesty. The express words, as well as he could recollect, were, that an administration should be formed upon the principle of carrying an extensive and efficient measure of reform. He was free to confess that he had always opposed reform. He was still so. He considered reform not only unnecessary but injurious. He had stated in his place in that house, on a former occasion, when the question was under discussion, that he was ready to lend his assistance to amend that bill in committee. He stated honestly and fairly, but declared at the same time that, amend the bill as they might, it was a measure under which the government of this country could not be conducted. This was his sincere opinion at that time. The same conviction was still upon his mind. He could not think that they ever

could amend that bill in such a way as to place it in a state which would overcome the dangers which were likely to result from its becoming a law. The object of his communication with his Majesty was not, then, to forward such a measure as that, but he was called on to aid his Majesty in resisting an advance which went to overturn one branch of the constitution. He never could have consented to pass that measure unmodified through their Lordships' House.

Under these circumstances he did not consent to assist his Majesty in attempting to form an administration. He knew that there were some persons, for whom he had high respect, who thought that he ought to have looked to anterior circumstances—to those pledges which he had already given against Reform. If he had taken a different course, and if, when his Majesty had called upon him for his aid in the position in which he was placed, and if he could have brought himself to have said to his Majesty upon that occasion, "I cannot assist your Majesty, because I have expressed strong opinions contrary to reform," if he had done so, he declared that he could not have shown his face in the streets. He could not, however, feel any regret for his own conduct in having answered to the call which his Majesty had made upon him. He would not detain their Lordships any longer upon the details of this transaction. He called upon their Lordships to look to the real circumstances of the case—If they would look back to the speech which was delivered from the throne in June, 1831, to both Houses of Parliament, they would recollect that his Majesty then stated, in strong terms, that the question should have their most serious consideration, and that, in forming any measure of reform they should adhere to the acknowledged principles of the constitution. Now, he would put it to their Lordships whether they could have contemplated at that time that any effort would be made, or that those proceedings could lead, by any possible means, to the destruction of that House.

If any man at that time foretold what was afterwards to occur, and would have revealed the facts of the case, as they now stood, he would have been thought to have given expression to something which had passed in a dream. For his own part, when he first heard that there was an intention to create Peers, he could not believe it—he thought it impracticable. He did not think it possible that any minister could even be brought to devise such a means. He hoped their Lordships would see, in the circumstance in which he was placed, that he could not refuse his aid to his Majesty; but when he found by the discussion which took place on the Monday in the other House of Parliament, that a majority of that house had expressed an opinion in favor of the conduct of Ministers, and found from the declaration made in that House, that he could not find members in that House to form part of an administration which would have the confidence of the country, he felt bound to advise his Majesty that he could not form an administration with those obstacles before him, and recommended to his Majesty to open communications with his former ministers.

Lord Lyndhurst then rose, and said, that having been sent for by his Majesty on the day that he received the resignation of his ministers, he proceeded to Windsor, when his Majesty informed him that he was totally unprepared for the situation in which he had been placed; that he sent for him as his former Chancellor, to require his advice, and desired him to point out to him the state of political parties, and of the country. His Majesty then gave him permission to communicate with other persons on those points. In consequence of this permission, he communicated with the Noble Duke, who declared there was no sacrifice which he was not prepared to make—no obloquy which he was not ready to undergo, and no misrepresentation which he was not ready to endure, in order to rescue his Majesty from the position in which he was placed. He communicated with some other persons, six in number, and on Saturday the Duke called at St. James's. This was all that he had to do with the transaction, and here is (Lord Lyndhurst's) interference ceased. His Lordship then entered into a long defence against the personal imputations which had been cast upon him, both by the press and by Members of the other House, alluding to observations reported to have been used by Sir Francis Bouverie.

Earl Grey afterwards addressed the House, after which their Lordships adjourned.

MAY 19.

After the presentation of some petitions, the Archbishop of York entered into an explanation of his conduct on, and his opinions of, the Ro-

form Bill, and, at the same time, alluded to information that he had just received of attacks that had been made on the archiepiscopal residence near York.

The Duke of Rutland then warmly eulogized the resistance to the creation of Peers, by the Duke of Wellington in recent communications with the King.

The Earl of Harewood begged leave to ask the Noble Earl opposite if he could communicate to their Lordships whether any final arrangements had been come to with respect to the Ministry?—[Hear, hear.]

Earl Grey—My Lords, I am always happy to afford any information which lies in my power, but especially after the courteous manner in which the question has been put by the Noble Earl opposite. (The Noble Earl spoke in so low a tone of voice as occasionally to be almost inaudible. We understood his Lordship to say, my Lords, I should have been prepared before perhaps to have given your Lordships a statement of the result of certain communications which I have had with his Majesty, but the time has now arrived my Lords, when I am in a situation to state to you that result.)

Your Lordships are already aware that when I and my colleagues felt ourselves called upon by a proceeding in your Lordships' House to resign to his Majesty those offices to which by the gracious kindness of the King we had been appointed, that a Noble Duke, who is now absent from this House, was commissioned by his Majesty to form another Administration. Your Lordships are also aware that in consequence of that Noble and Gallant Duke having given up that commission with which he had been entrusted by his Majesty, fresh communications took place between the King and myself, and I have now the satisfaction to inform your Lordships that those communications have been brought to a favorable termination. [Hear, hear.] I have now, my Lords, to inform you that, in consequence of his Majesty's desire most graciously expressed to me, and in consequence of the feeling of confidence that I am in such a position as will enable me, as well as my colleagues, to redeem that pledge which I gave to your Lordships on my first accepting office—that pledge being that unless I felt myself armed with a sufficient security to pass the Reform Bill which is now on your Lordships' table unmodified and unimpaired in any one of its great principles—I say, my Lords, that in consequence of now finding myself in such a situation, by the gracious kindness of his Majesty, as to be able to state to your Lordships that such is my confidence, from the assurances which I have received from his Majesty as to my being in full power to effect that much desired object, that the present Ministers will continue in office. [This announcement was hailed with loud cheers.] He added that he felt most anxious for the speedy adjustment of this great measure; and, to effect that object, all his energies should be directed, feeling assured that the result would be such as to restore to the country happiness and tranquillity. He concluded with moving that the Reform Bill be further considered on Monday next. [This proposition was also hailed with great cheering.]

The Earl of Harewood said that if power to carry the Bill were given, they all knew what that power meant; if adopted, the deliberative character of the House was gone, the crown was endangered, as well as the liberty of the subject; and therefore, acting on compulsion, to avert greater evils, he should withdraw all opposition to the Bill.

The Earl of Winchester, the Duke of Newcastle and Lord Wharcliffe complained that the independence of the House of Lords was now destroyed. The Earl of Radnor replied to the preceding speakers. The Noble Earl's speech brought Lord Wharcliffe again on his legs, who spoke at some length. The Earl of Caernarvon again denounced the Bill and its authors. The House adjourned at eight o'clock.

HOUSE OF COMMONS—MAY 19.

Immediately on the call of the House being disposed of, which call Mr. Hume enforced to ensure a full attendance of members,

The Chancellor of the Exchequer stated, in reply to Mr. Hume's inquiry, that he considered the ministerial arrangements to be settled; and that as there was now every reasonable probability of carrying the reform bill, the Ministers would continue to hold their offices. (This communication was greeted with immense cheering.)

Lord Milton stated, that in consequence of such communication he should not move resolutions which he had intended to propose, and which intention he had communicated to most of the ministers. [These resolutions were, it was generally understood about the house, expressive of strong opinions on the fact of the King having returned no answer to the Commons address. (Lord Ebrington's of Monday last.)

A good deal of conversation, discussion, and expla-

nation ensued. Sir Robert Peel's statement was the only one possessing any interest.

Sir Robert Peel, stated, that on Wednesday, (the 16th inst.) a communication was made to him by a noble Friend, for whom amidst all the calumnies heaped upon him, (Hear, hear!) he was bound to avow his sincerest admiration and love, he meant Lord Lyndhurst—(Murmurs and cheers.) He considered himself perfectly justified in making such an avowal, from his knowledge of the character and public opinions of the Noble Lord. (Hear, hear.) On Wednesday the Noble Lord waited on him, and informed him, that he had not received a commission to form a Government, but, from the official situation, which he held as Lord Chancellor, he had been selected by his Majesty as a vortex for collecting persons of power and influence to confer together on the present state of affairs. That Noble Lord inquired of him, if under the difficulties in which his Majesty is involved by the resignation of his Ministers, in consequence of what had taken place in the Lords, he should have any objections to take a part in forming an administration? He, at the same time notified, that his Grace the Duke of Wellington was willing to lend his assistance in forming a ministry, for the purpose of facilitating an arrangement, and would either take some office or decline taking office at all, to bring things to a satisfactory issue.—[Hear!]—It was also notified to him, in the clearest terms, on the part of his Majesty, that, if he would accept office, and the highest political office in the House, it was to be on the condition of supporting an extensive system of reform. He replied from the impulse of his feeling, and from his regard to character, no authority exercised by any man, or any number of men, could make him swerve from his purpose and that it would be utterly impossible for him to accept office on condition of carrying the Reform Bill. He also said, that in the present state of public feeling, and, on the review of his whole conduct throughout the discussion of the bill, it would be quite impossible to take office, even for the purpose of removing the difficulties and embarrassments into which his Majesty had been thrown. It would be impossible for him to take office, because in order to render his services of any use, he knew well, that, if he took office at all, he must do it with a light heart, firm step, and erect attitude.—(Loud cheers from both sides of the House.) He came to that resolution because he was fully convinced, that he was not a fit man, under such circumstances, to become a minister of the crown. In short it would have placed him in a situation such as no man was ever placed in, namely, that of coming round on the moment, and supporting a bill against those very men whom he had voted with, in almost every shape of it.—(Cheers.) The Right Hon. Baronet proceeded, at some length to eulogize and defend the Duke of Wellington, whose conduct, he said, had raised his Grace higher in his esteem, as it must raise him higher in the esteem of all good men, than before the recent transaction.

The London Courier of 22d May says:

The Reformers have been agreeably disappointed at the mild turn which the debate took last night in the House of Lords, and it is believed that the secessions will be sufficiently numerous to secure the passing of the Reform Bill without a new creation of Peers. Earl Grey, however, must be on his guard; he has to deal with old politicians, who never slumber, and who are ready to take advantage of any defect of strategy.

From the same paper we take this paragraph respecting Spain and Portugal:

We have received positive information that the Spanish Government is about to send two frigates to Madeira, under the pretence of protecting Spanish interests; but, in reality, to assist Don Miguel by introducing provisions, &c., for the garrison. As Spain has no trade or intercourse with Madeira, the real object of this expedition must be evident to our Government, and we have no doubt that Lord Palmerston will adopt measures to defeat it.

It is the determination of Ministers to allow no assistance to be given to Don Miguel by the Spanish Government. A squadron is now fitting out for the Tagus, with troops on board, for the purpose of protecting British interests in Portugal; but we are assured, that if a single Spanish soldier should be sent in support of the Usurper, the Commander of the British squadron will have authority to co-operate with the Patriots against the Usurper. This is the honorable and proper course; and whether Spain should be so rash as to provoke our interference or not, it will reflect great credit upon the Noble Lord at the head of the Foreign Department.

The Paris papers of 20th May are nearly filled with the funeral orations pronounced over the grave of M. CASIMIR PERIER. The oration of M. Dupin was perhaps the best. He said—

"France has now lost one of her best citizens, one of the oldest and most constant defenders of her liberties; the man of our times the most remarkable for the firmness of his character and the energy of his opinions. He sought the public good with that warmth of sentiment which inspired him, and that intrepidity which secures the success of great resolves. He himself told us, with an accent of sensibility united to greatness—'Entering into public business a man of sincerity, I aspire to nothing but to quit it as a man of honor.' He kept his word. He commenced with courage and sacrificed his life. Peace maintained without, order kept up within, credit sustained at a great height, the law common to all, and no laws of exception—such were the services which he rendered to his country. The public voice proclaims it; that public voice which is just towards illustrious men—at least when they are no more! The spontaneous concourse of all the citizens, the universal mourning of the great city, of the city of July, are, with regard to him, the finest funeral oration. The manifestation of opinion of so many Frenchmen who crowded the way by which his coffin passed, was a new service rendered to the country. Again, Perrier, thou hast obtained a splendid majority."

"Sincere man, brave man, illustrious citizen, repose in peace: thy name will live amongst us; it will be pronounced with respect by contemporaries—by posterity, with admiration!"

The number of deaths in Paris from the Cholera on the 19th inst. was 19; on the preceding day it was 30.

The celebrated Naturalist and Philosopher Cuvier died at Paris on the 15th May of a paralysis. He was one of the most remarkable men of the age. The King granted to his widow, immediately on the decease of Mr. C., a pension of 6,000 francs.

We observe among the new publications in London, an octavo of about 200 pp. by Mr. Ousely, long attached to the British Embassy at Washington, and who married an American lady there. It is entitled, "*Remarks on the Statistics and Political Institutions of the United States, with some observations on the Ecclesiastical System of America, her sources of Revenue,*" &c.

It is stated, and we believe correctly, that although there have been indications of displeasure in the mind of the King towards some of the members of his family for the direct part which they took in support of the Administration, at a time when his Majesty was left without responsible advisers, he has already taken an opportunity of assuring one of his oldest and best friends, who is a member of the Cabinet, and connected with the King by the marriage of his son with one of his Majesty's daughters, that there is no feeling of irritation towards any member of his family. We hope, therefore, to be shortly able to announce that the intercourse between the King and the Duke of Sussex has been resumed.

The Paris Papers of 19th, contain no information as to who is to be the future President of the Council; but it appears certain that M. Sebastiani, whose retirement was spoken of, is to remain. This, says the London Courier, is a strong indication of the intention of the King, and indeed the prevailing party, to maintain the peace policy; and it is asserted by the friends of Marshal Soult that he is as much inclined to peace as M. Sebastiani and the other personal friends of the late President can be. M. Dupin is again spoken of as the probable successor of M. Perrier; but M. Dupin insists, says one of our Correspondents, as a condition of his accepting office, that the King shall give up presiding over the Council, and so place the Ministry more in accordance with the spirit of the Charter, and with the wishes of the nation. The news of the restoration of Earl Grey to office excited great interest in Paris, and confirmed the King in his determination to maintain the pacific views of M. Casimir Perrier.

The French funds are steady: on Saturday 9th the Five per Cents closed at 96 90, and the Three per Cents at 70 20.

LATER FROM ENGLAND.—The packet ship New York, of 1st June, furnishes the following:

The Reform Bill was passing rapidly through the

House of Lords—no creation of peers had taken place. The Cholera had increased in Liverpool, and had reached Manchester. Cotton after advancing an 1-8d., had on the 1st ult. receded.

A postscript to a letter of 1st June says, in reference to cotton,—"We have more buyers here this morning; but yet there is a great quantity offering."

Sir James Macintosh died on the 30th May.

There have been further insurrectionary movements of the Carlists in *La Vendée*.

No successor to Casimir Perrier had been made.

The Kings of France and Belgium were about to have an interview at Compiègne—the object supposed to be to arrange a marriage between Leopold and the Princess Mary, daughter of Louis Philip.

LIVERPOOL COTTON MARKET.—Thursday May 31.—The sales of the week are 16,000 bags: the market is heavy; but without much alteration in prices. The arrivals are 25 vessels from the United States, 4 from Brazil, and 1 from Egypt. The total import of cotton into Great Britain since January 1, has been 410,000 bales.

We received our papers too late to admit of any extracts.

Passengers—Martin Van Buren, J. L. Van Buren, of New York; Mrs. W. E. Hoxie, Mrs. Fanny Archibald, family and two servants, Robt. Fitzgerald, of New York; J. Steel, of England; Anthony Melly, of Leipzig; Albert Dufour, of do; John Skippie, of England; James Smoaden, of Scotland; L. Allen, of New York; J. Johnston, of England; J. D. Bryce, of Scotland; Dr. S. Howe, of Boston; P. Frenchin, of France.

FROM MADEIRA.—Letters from Madeira to the 26th May, are received by way of Alexandria. We are favored with the following extract.

"The blockade of the Island has not been respected by the U. S. frigate Constellation, Capt. Reed.—American vessels therefore, have met with no obstruction in entering this port. On the 23d, the whole of the blockading vessels disappeared from the coast, and it is supposed they have been recalled to head quarters to join Don Pedro's squadron, and proceed to Portugal. The greatest tranquility prevails here."—[Mercantile.]

SUMMARY.

HONOR TO COMMODORE PATTERSON.—On Monday, the Common Council received Com. Patterson, accompanied by the officers of the frigate U. States in the Governor's room, and there presented him with the freedom of the city in a gold box. The ceremony was in progress when we left there.

Thomas Bloodgood, Esq., was yesterday elected President of the City Bank by a unanimous vote of the Board. Mr. Wright, the former President, declined a re-election.

In the case of the United States, (says the National Intelligencer of Friday,) against Samuel Houston, indicted in our Circuit Court for an assault on William Stanberry, (not "with intent to kill," which case was submitted without trial to the Court by both parties upon the evidence taken before the House of Representatives, the Court yesterday pronounced sentence, imposing on the accused a fine of Five Hundred Dollars, and costs of suit.

The case of the United States vs. M. A. Heard has not yet been tried.

FIRE.—Last night, about 12 o'clock, the alarm of fire was given, and was soon found to proceed from the shop of David Gray, painter, 164 Elm-street. The shop was in the rear of the house, and had not been opened during the day. Some freshly painted cloths were, it is said, lying out to dry; and to these, it is conjectured, fire was communicated by the innumerable crackers, rockets, little and big, and fire balls, which were so liberally dispensed through our streets yesterday and last night. Before the flames

could be got under, they destroyed the shop, the two story brick front house of Mr. Gray, a similar house adjoining below, and materially injured on one or two others.

SUMMER SKIERS.—The passengers in the brig *Cerule*, arrived lately from St. John, (Newfoundland,) walked on the ice to the brig in St. John's harbor, on the 4th ult.

The frigate United States got under way on Tuesday morning at 6 o'clock, and was towed to sea by steamers *Rufus King* and *Hercules*. She was left at 11 o'clock, going off at a rapid rate, with a fine W.N.W. breeze. Com. Patterson, it is understood, has sealed orders, to be opened at sea. It is supposed the frigate is ordered to reconnoitre the ports of Lisbon, Madeira, &c. and thence to the Mediterranean.—[Gaz.]

Major General Scott and staff, arrived at Buffalo on Tuesday evening, 26th ult., and was to proceed in steamboat Wm. Penn for Detroit on Thursday.

[From the Globe of Friday.]

Information has been received at the War Department from St. Louis, of the 18th inst., stating that the Militia of Illinois, amounting to nearly 3000 men, had assembled at the rapids of Illinois; where General Atkinson was attending to their organization, and expected to move upon the hostile Indians on the 19th or 20th; that the spies sent to examine the position of Black Hawk's force, report that they were twenty miles above Teshcananong, on Rock river, having taken a strong position which, it is understood, they intend to maintain; that to prevent their crossing the river to elude the army, strong parties of troops were in motion between Rock river and the Ouisconsin—that Gen. Atkinson had with him about 100 Pottowattamies, identified in the war, whom he uses as guides—and that two or three hundred Menominees and Sioux, had passed Galena, on their way to join the Army, and that the body of Felix St. Kane, late Indian Agent, had been found, and buried by General Dodge.

Extract of a letter from an officer of the Army, dated "St. Louis, June 18, 1832."

"I am informed by a letter from Gen. Atkinson, dated Ottoway, 15th inst., that the militia had arrived, as many at least, if not more, than he wanted, and that he would march in three or four days for the Indian frontier, with the hope of speedily finishing the present war. I endeavored to obtain a drawing of the Indian position, but failed; it is reported, however, to be situated on what is called the four lakes, on the waters of Rock river, surrounded by marshes and of very difficult access, and is called by the Indians Cough-co-nang, or the fort.

"The troops, about 3000 mounted volunteers, will leave Ottoway (Illinois river), in three days, to march upon the Indians. General Atkinson commands the whole volunteers and regulars. Gov. Reynolds will accompany the Army in all its movements. It is thought that the troops will come upon them in about seven days. The number of the Indians is estimated at from one to two thousand."

Encounter with Thieves at Manhattanville.—During the week before last some thieves succeeded in carrying off from a gentleman's house, on the river side, a few articles of provisions left within their reach; and encouraged by their success, they made a second attempt during the night from Saturday to Sunday last. Upon this occasion four men broke into the barn, but unluckily for them the Gardener sleeps there, and being aroused, fired a gun at them charged with buck shot. One of the rascals was severely wounded and carried off by his companions leaving a track of blood behind, which bears ample witness of his punishment; he bawled out, I am a dead man. It is supposed that he was wounded in the head and breast. They made off for the river, where they had a boat, and thus effected their escape. It is hoped that the circumstance may lead to their discovery.—[Mercantile.]

Explosion.—The powder works of Mr. Spencer Cooper of this city, situated about a mile and a half from town, exploded on Wednesday morning, destroying two buildings, and from 3 to 400 pounds of powder. Two houses belonging to the works were much injured. Provisionally no persons were in the house at the time, and no lives were lost. There were two explosions, the first communicating from the building where the first occurred, to another situated near it. The loss is estimated at about \$500.—[Lexington (Ky.) June 23.]

HOME AFFAIRS.

TWENTY-SECOND CONGRESS—1st SESSION.

Wednesday, June 27—IN SENATE.

We have room for a very brief notice of the proceedings of the Senate of Wednesday. The following were the principal matters before it:—

The resolution of Mr. Holmes, to proceed to the election of a Sergeant-at-Arms, was for the present laid on the table.

Mr. Poindexter moved to take up the bill for the relief of Mrs. Randolph, daughter of Thomas Jefferson; but the motion was negatived—yeas 15, nays 23.

The bill to appoint a Recorder of the General Land Office, (to sign land patents, instead of the President of the United States,) was amended and ordered to a third reading.

Mr. Clay laid on the table a resolution, in effect, that a joint committee of the two houses of Congress wait on the President of the United States, and request of him to appoint a day of general humiliation and prayer to Almighty God, that he may, in His mercy, avert from our country the Asiatic Scourge, which is now traversing and devastating other countries; and that should it be among the dispensations of His Providence to inflict this scourge upon our land, that it may please Him, in His mercy, so to meliorate the infliction, so as to render its effects less disastrous among us, than they have proved among the nations which it has heretofore visited.

The bill making provision for disposing of the proceeds of the public lands, was taken up and debated until the adjournment.

IN THE HOUSE OF REPRESENTATIVES.

Mr. Verplanck reported from the committee of Ways and Means a bill supplementary to the several acts making appropriations for the civil and military service of 1832; which was read twice and committed.

The resolution submitted by Mr. Boon, for an adjournment of Congress, modified by him to be on the 5th July, was taken up, and after several motions for the previous question, and after a call of the House, was rejected—Yeas 90, Nays 96.

The House then, on motion of Mr. Branch, suspended the rule, in order to take up Navy bills lying on the table for a third reading. They have been hitherto stated in our paper, and were all passed, with the exception of the bill making an appropriation for the construction of two steam batteries, which was rejected—yeas 74, nays 99.

The St. Francis Road Company bill was, also, on its third reading, rejected—yeas 73, nays 87.

The House then took up the consideration of the bill to regulate

The Tariff.

Mr. Adams, in order to assimilate the duty on woollen manufactures to the increased duty given to the grower of wool, moved to amend the bill by inserting 30 per cent. in lieu of 25; as the duty on suits, gloves, bindings, blankets, hosiery, carpets and carpeting, which was negatived—yeas 90, nays 94.

Mr. Cambreleng then rose to move a reconsideration of the vote, by which the motion of Mr. Alexander, to strike out the 10th section, which provides a drawback on tonnage, was negatived.

Mr. Adams objected on the point of order, upon which a desultory discussion arose, and

The Chair having decided that the motion was in order,

Mr. Adams appealed from that decision, submitting whether, by the rule of the House, as there had been already one motion for reconsideration of this vote made, and decided, there could be a second motion put.

The question on the appeal was then put, and the House sustained the decision of the Chair—yeas 98, nays 83.

The question for reconsideration was then taken, and it prevailed—Yeas 97, Nays 91.

Mr. White, of New York, then moved to strike out the provisions of the 10th section, and insert that a drawback be paid in amount equal to three-fourths of the duty on the imported hemp, sail duck, and iron, used in the construction and fitting out of vessels. The amendment was rejected—Yeas 66, Nays 118.

The House then suspended the rule, to enable Mr. Taylor, of New York, to make a motion, that the House take a recess until 4 o'clock, which prevailed, and the House took a recess accordingly.

Evening Session.

At 4 o'clock the House resumed its sitting, and the question being put on the motion to strike out the 10th section, it was carried—Yeas 99, Nays 97.

Mr. Verplanck remarked that, as that boon intended for the shipping interest was stricken out of the bill, he would move to reduce the duty on sail duck to what it was before the present Tariff. With that view he moved to strike out "ten cents per yard," and insert "15 per cent. ad valorem." The motion prevailed—Yeas 98, Nays 94.

Mr. Connor moved to strike out the section regulating the value of the pound sterling at \$4 86—negatived.

Mr. Boon, in order to cut off all further amendment, now moved the previous question, which was not seconded.

Mr. Marshall moved to increase the duty on unmanufactured hemp from 35 to 40 dollars per ton; also on cotton bagging from three and a half cents the square yard, to 4 cents, and to add to the section the words "without regard to weight or width."

A division of the question being called for, the question was put on that part relating to hemp, which was carried—yeas 98, nays 93.

The other was negatived.

The House was in Session when we went to press.

We are fortunately enabled, by a Washington correspondent, to complete the report of this important sitting—as follows:

Mr. Adams moved to increase the duty on Brussels carpeting from fifty cents to sixty-three cents the square yard. After some remarks from Mr. Cambreleng, in opposition to the amendment,

Mr. Barringer said there seemed to be no end to the amendments; he moved the previous question. Rejected, 71 to 93.

The amendment of Mr. Adams then prevailed, yeas 98, nays 92.

Mr. A. then proposed to reduce the duty on ingrain carpeting from forty-five cents to forty cents the square yard, and to include in the same Venetian carpeting, which was rated at 22 1/2 cents the square yard.

Mr. Cambreleng again opposed this amendment, as the proposition went to leave the duty as it was by the Tariff of 1828. He complained that whilst the duty on raw wool had been taken off to the amount of 100 or 120 per cent. that such a high rate of duty was deemed necessary; he asked if the wool which was allowed to come in duty free was not used in the ingrain carpeting?

Mr. Adams—It is not.

Mr. Cambreleng—Will the gentleman state that he knows this?

Mr. Adams—I take for granted there is none of the coarser sort of wools, of eight cents value, subject to five cents, used.

Mr. Cambreleng—I take nothing for granted.

After cries of order, order. Mr. C. continued—I am in order; I ask for information.

Mr. Adams—I have several letters to show that there is none of the duty free wool used in the manufacture; would this satisfy the gentleman?

Mr. Ellsworth—What is the duty reported in the bill of the Secretary of the Treasury?

Mr. Cambreleng—I can tell him, twenty-five per cent.

Mr. Carson—Then I move to amend it, by inserting that —

The Chair said this was not in order; and

Mr. C. P. White requested a division of the question.

Mr. Wickliffe desired to know to what use the common wool was put?

Mr. Sutherland said, he knew from positive information, that several carpeting establishments would be broken up if the protection was withheld.

Mr. Davis replied to Mr. Wickliffe, that he did not believe that any wool came in of the low description to be duty free.

After a turbulent scene in which various motions for adjournment were made and rejected,

The question on including "Venetian" carpeting in the amendment was then put and rejected—yeas 94, nays 96. Upon which

Mr. A. withdrew the other portion of the amendment, and then proposed to increase the duty in the bill on flannels, and baizes sixteen cents, in addition to 35 per cent. ad valorem.

Mr. Cambreleng rose to order. He could not think the gentleman was at liberty to withdraw any one part of his amendment, after the question was taken on the other.

The Speaker having come in and relieved Mr.

Polk, who had been Speaker pro tem., said the gentleman could withdraw it.

The question on the amendment being put, Mr. Craig moved the previous question, which was negatived, 83 to 95.

Mr. H. Everett moved an adjournment of the House, on which the numbers were, yeas 84, nays 83.

The Speaker claimed his privilege to vote; and did so, in the negative, and there not being a majority it failed.

Mr. Craig moved a call of the House—lost.

Mr. Sutherland renewed the notice to adjourn—net in order.

After some brief remarks by Mr. Appleton of Mass. in support of the amendment, and in which he declared, that as far as he was concerned, he deemed this question so important, that if it failed he could not vote for the bill as it now stood—

Mr. Cambreleng inquired what would be the amount of protection by the amendment?

Mr. Appleton said, upon all descriptions probably 70 per cent.

The question on the amendment was put, and carried, yeas 94, nays 91.

Mr. C. P. White now moved the previous question, (to cut off further amendments.)

Mr. E. Everett moved an adjournment of the House, and, tellers having been appointed, the motion was rejected, yeas 61.

The previous question was then put and succeeded, yeas 99, nays not counted.

The question then being "shall the main question be put?" the House decided, by yeas and nays, in the affirmative, yeas 98 nays 83, and, after some ineffectual motions to adjourn,

The bill was ordered to be engrossed for a third reading, yeas 121, nays 65; and the bill was ordered to be printed. Adjourned.

Thursday, June 28.

In the Senate, the resolution offered by Mr. Smith calling on the Secretary of the Treasury to report, during the first week of the next session of Congress, a bill to the Senate to fix and establish the salaries of officers of the customs throughout the Union, was taken up, considered, and agreed to.

Day of Humiliation.

The following resolution, offered by Mr. Clay, was taken up for consideration:

Resolved, By the Senate and House of Representatives of the United States of America, in Congress assembled, That a joint committee of both Houses wait on the President of the United, and request that he recommend a day, to be designated by him, of public humiliation, prayer, and fasting, to be observed by the people of the United State, with religious solemnity, and with fervent supplications to Almighty God; that He will be graciously pleased to continue His blessings upon our country; and that he will avert from it the Asiatic scourge which has reached our borders—or if, in the dispensations of His Providence, we are not to be exempted from the calamity, that, through His bountiful mercy, its severity may be mitigated, and its duration shortened.

Mr. Tazewell asked for the yeas and nays on the resolution, which were ordered.

After Mr. T. had called for the yeas and nays, and had remarked that he would not say one word,

Mr. Clay rose and observed that he had only one word to express. The resolution had not been submitted without consultation with the members of the Senate, whose opinion was entitled to more respect than his own. It was indeed first suggested to him by a reverend member of the Clergy, and, after deliberate consideration, he, (Mr. C.) thought the occasion fit for the recommendation of the religious ceremony which the resolution contemplated. It was the practice of all Christian nations, in seasons of general and great calamity, to implore Divine Mercy. Of all the pestilential scourges which had afflicted our race, the Asiatic Cholera, in some of its characteristics, was the most remarkable. Its range of operation had been more extensive than perhaps any other known or recorded, the small pox excepted.

Should the resolution be adopted, said Mr. C. the act of the President, in conformity to its request, will be merely recommendatory. Voluntary as to all, it would be obligatory upon none. There seems to be a peculiar propriety, on the ground of uniformity, in the proposed measure.

I should have hesitated to present this resolution, said Mr. C. if it had been unsanctioned by precedent. But, during the late war, a similar resolution was adopted by Congress at the instance of a member of

the House of Representatives from Virginia, and President Madison issued his recommendation accordingly.

It is far from my purpose to excite unnecessary alarm. All dangers appear most formidable at a distance. Even the greatest of all terrors, when the awful moment arrives, with a mind fortified by philosophical reflection, and still more if it be strengthened by religious hope and belief, is less appalling than it seemed when far off.

A single word, Mr. President, as to myself. I am a member of no religious sect. I am not a professor of religion. I regret that I am not. I wish that I was, and I trust I shall be. But I have, and always have had, a profound respect for christianity, the religion of my fathers, and for its rites, its usages, and its observances. Among these, that which is proposed in the resolution before you, has always commanded the respect of the good and devout. And I hope it will obtain the concurrence of the Senate.

Mr. Frelinghuysen said he inferred from the call for the yeas and nays, that this resolution would be opposed, and he therefore desired again to refer the Senate to the precedent of 1814. The resolution at that time was induced by the state of war into which the country had been plunged with Great Britain, and was offered by Mr. Clopton, of Virginia. The preamble, which he read, laid it down as the duty of Congress to adopt measures of this character in times of "calamity and of war." The proposition had passed the Senate without any opposition.

Mr. Tazewell said he had but a single word to state, in explanation of his vote for withholding his assent to the resolution. In his opinion, Congress had no more power to recommend by joint resolution than to enact by law, any matter or thing concerning any religious matter or right whatsoever. He could not, let the pressure of the case be what it might, in conformity to the oath which bound him here, give his vote to sustain this principle.

He had another argument to support his opposition. He did not concur in the opinion that a majority of the people apprehend such an extent of mischief, as seemed to be apprehended by gentlemen here.

Entertaining these opinions, he had no desire to sanction any act the tendency of which would be to add to the existing excitement on the subject, interrupting the ordinary course of business, and throwing every thing into a state of confusion.

The question was then taken, and decided as follows:—

Yeas—Messrs. Bell, Chambers, Clay, Clayton, Dallas, Dickerson, Dudley, Ewing, Foot, Frelinghuysen, Grundy, Hendricks, Holmes, Johnston, Kane, Knight, Marcy, Naudain, Prentiss, Robbins, Robinson, Ruggles, Seymour, Silsbee, Sprague, Tipton, Tomlinson, Waggaman, Webster, Wilkins.—30.

Nays—Messrs. Benton, Brown, Ellis, Hayne, Hill, King, Mangum, Miller, Smith, Tazewell, Troup, Tyler, White.—13.

Public Lands.

The Senate then proceeded to the special order, being the bill to appropriate, for a limited time, the proceeds of the public lands.

The question being on the motion for indefinite postponement—

Mr. Ewing then spoke for about an hour and a half in reply to Mr. King, and in support of the report of the Committee on Manufactures; and the bill of that committee.

Mr. Benton then spoke on the other side for about an hour, when he gave way to a motion to adjourn.

IN THE HOUSE OF REPRESENTATIVES.

Mr. R. M. Johnson submitted the following resolution:

Resolved, That the Committee of accounts be instructed to order to be paid out of the contingent fund of this House to the members and delegates thereof, the amount of their per diem allowance and mileage, which J. O. Dunn, late Sergeant-at-Arms, received on checks drawn in their behalf has failed to pay over to them, upon the certificate of the members or delegates.

The resolution was adopted—yeas 103, nays 49.

The House adopted a resolution to adjourn on the 9th July, which was sent to the Senate for concurrence.

The bill to regulate the Tariff coming up for its third reading.

Mr. McDuffie addressed the House at considerable length in opposition thereto, and in reply to the arguments adduced by the Friends of the American System.

After he had concluded, many southern gentlemen endeavored to get the floor; but

Mr. Heister having succeeded, observed that it was perfectly obvious, that after the vote of the morning, to fix a day for the adjournment of Congress, further discussion on this subject would be injurious, and could not long be tolerated by the House; he would therefore move the previous question.

The previous question was ordered—yeas 132, nays 60.

The question then being "Shall the bill pass?" it was decided in the affirmative, as follows:

Yeas—Messrs. Adams, Chilton, Allan, Anderson, Appleton, Archer, Armstrong, Arnold, Ashley, Babcock, Barringer, Barstow, James Bates, Bell, Bethune, James Blair, John Blair, Boun, Bouck, John C. Bredhead, Bucher, Cambreleng, Carr, Chandler, Chinn, Claiborne, Clay, Collier, Silas Condict, Connor, Elutheros Cooke, Bates Cooke, Corwin, Coulter, Craig, Crane, Creighton, Dayan, Dearborn, Dewart, Doddridge, Doubleday, Drayton, Duncan, George Evans, J. Evans, Findlay, Fitzgerald, Ford, Gaither, Gilmore, Thomas H. Hall, William Hall, Hammons, Harper, Hawes, Hawkins, Heister, Hoffman, Hogan, Holland, Horn, Howard, Ihrie, Ingersoll, Irvin, Isaacs, Jennifer, Richard M. Johnson, Cave Johnson, Kavanagh, Adam King, Kerr, Lansing, Leavitt, Lecompte, Lent, Letcher, Lyon, Mann, Mardis, Mason, Marshall, Maxwell, McCarty, McIntire, Mercer, T. R. Mitchell, Muhlenburg, Newton, Pierson, Plummer, Polk, Randolph, J. Reed, Edward C. Reed, Roane, Root, Russell, Semmes, Wm. B. Shepard, Aug. H. Shepperd, Smith, Soule, Southard, Speight, Spence, Stanbery, Standifer, Stephens Taylor, Francis Thomas, Philemon Thomas, J. Thomson, Tompkins, Tracy, Vinton, Ward, Wardwell, Washington, Wayne, Weeks, Wilkin, Wheeler, Elisha Whittlesey, Frederick Whittlesey, C. P. White, Worthington, Young.—132.

Nays—Messrs. Allair, Alexander, Robert Allen, Heman Allen, Allison, Banks, John S. Barbour, Barnwell, Isaac C. Bates, Bouldin, Branch, Briggs, Bullard, Burd, Burges, Carson, Chuate, Clayton, Coke, Lewis Condict, Cooper, Crawford, Daniel, Davenport, John Davis, Warren R. Davis, Denny, Ellsworth, Edward Everett, Horace Everett, Feller, Foeter, Gordon, Grennell, Griffin, Hodges, Hughes, Huntington, Jarvis, Kendall, Henry King, Lamar, Lewis, Robert McCoy, McDuffie, McKay, McKennan, Milligan, Newman, Nuckolls, Patten, Pearce, Pendleton, Pitcher, Potts, Rencher, Slade, Stewart, Storrs, Sutherland, Wiley Thompson, Watnough, Edward D. White, Wickliffe, Wilde.—65.

So the bill was passed.

Mr. Adams then moved to amend the title of the bill, and to insert in lieu

"An act to reduce the revenue collected by duties on imports."

Mr. Davis moved to amend that amendment, by adding "and protecting Manufactures."

Mr. Adams accepted the amendment as a modification. After a few brief remarks from Mr. Davis and Mr. Hall, of North Carolina,

Mr. E. Everett rose and moved the previous question, which was seconded—yeas 86, nays 68.

The main question was then put, and the title, viz: an act to regulate the duties on imports, was agreed to.

The bill to carry into effect the convention with the King of the French, was read a third time and passed; and

The House adjourned.

Friday, June 29.—IN SENATE.

The resolution from the House of Representatives, fixing on Monday the 9th of July, for the adjournment of the two Houses of Congress, was taken up, Mr. Grundy moved to postpone till Thursday, and to make it the special order. The motion was agreed to.

The bill from the House, to alter and amend the several acts imposing duties on imports, was read twice, referred to the Committee on Manufactures, and ordered to be printed.

Mr. Poindexter moved to print an additional number of copies.

The motion was negatived, as also a motion by Mr. Tracy, to print 300 extra copies.

Mr. Grundy then offered a resolution requiring the Secretary of the Senate to prepare a statement of the duties imposed by existing laws, and by the bill which had now passed the House of Representatives.

Mr. Clay moved to amend the resolution by calling for a statement also of the rates of duties imposed by the two bills reported by the Committee of manufactures of the Senate.

The amendment was accepted, and the resolution, as modified, was agreed to.

The bill from the House to carry into effect the convention between the United States and the King of the French, concluded at Paris on the 24th of July, 1831, was read twice, and referred to the committee on finance.

Mr. Hayne, from the Committee on Naval Affairs, reported the various bills from the House relative to Naval Affairs, without amendment.

A bill concerning patents for useful inventions, was read a third time and passed.

The bill for the establishment of a Military Board for the administration of the Ordinance Department, was laid on the table.

A message was received from the House of Representatives, announcing the death of Geo. E. Mitchell, Representative from the State of Maryland, and that his funeral would take place at 5 o'clock, P. M.

IN THE HOUSE OF REPRESENTATIVES.

Mr. Howard, of Maryland mentioned the death of G. E. Mitchell, one of the Representatives for the State of Maryland.

After an eulogium on the deceased, he moved an adjournment, that the members should attend the funeral and wear crape, and that a committee should be appointed to make arrangements.

It was then ordered that a Message be sent to the Senate to notify to them of the death of Mr. M. and the hour that his funeral would take place.

Mr. Howard, Mr. Thompson, of Georgia, Mr. Blair, of S. C., Mr. Alexander, Mr. Carson, Mr. Dearborn and Mr. Ward, were named as the Committee. After which the House adjourned.

Saturday, June 30.—IN SENATE.

The Chair laid before the Senate a report from the Secretary of the Senate, enclosing a comparative tabular statement of the rates of duties imposed by the existing laws, and those imposed by the bill which has passed the House of Representatives; and those embraced by the bills from the Committee on Manufactures of the Senate.

Mr. Frelinghuysen moved to postpone the orders to take up the resolution for the purchase of the original portrait of George Washington, by Rembrandt Peale, of New York.

Mr. Frelinghuysen moved to fill the blank with 2,000 dollars.

The words 'of New York' were stricken out, on motion of Mr. Marcy, who stated that Mr. Peale was not of New York.

The resolution was then ordered to be engrossed and read a third time.

Harbor Bill.

The Senate then proceeded to consider the amendment made by the House to the Harbor Bill, disagreeing to an amendment of the Senate relative to the bridge over the Wabash river; and the Senate receded from their amendment.

Public Lands.

The Senate then resumed the consideration of the bill to appropriate for a limited time the proceeds of the Public Lands.

The question pending being on the motion of Mr. Moore, indefinitely to postpone the bill,

Mr. Benton resumed the observations which he commenced on Thursday, in opposition to the report and bill of the Committee on Manufactures, and continued his remarks and spoke for about an hour and a quarter.

The question was, after debate, taken on the motion for indefinite postponement, and decided as follows:

Yeas—Benton, Bibb, Brown, Ellis, Grundy, Hill, Kane, King, Mangum, Marcy, Miller, Moore, Robinson, Smith, Tazewell, Tipton, White.—17.

Nays—Messrs. Bell, Chambers, Clay, Clayton, Dallas, Dickerson, Dudley, Ewing, Foot, Frelinghuysen, Hendricks, Holmes, Johnston, Knight, Naudain, Poindexter, Prentiss, Robbins, Ruggles, Seymour, Silsbee, Tomlinson, Waggaman, Webster, Wilkins.—25.

So the motion was negatived.

On motion of Mr. Smith,

The Senate adjourned—yeas 22, nays 17.

HOUSE OF REPRESENTATIVES.

Mr. Carson and Mr. Lent severally obtained leave of absence for the remainder of the session.

The House, on motion of Mr. Verplanck, went into Committee of the whole on the state of the Union, Mr. Lewis Condict in the chair.

The amendments of the Senate to the bill making appropriations for certain internal improvements, with the exception of an amendment providing for the improvement of the Wabash river (to which the committee disagreed) were concurred in.

The bill making appropriations for internal improvements for 1832;

The bill making appropriations for the civil and military service of the United States;

The bill to provide for the appointment of a Commissioner of Indian Affairs;

The bill authorizing the payment of the Seneca tribe of Indians of the annuity of \$6000, and the bill to provide for the relief of distressed American seamen in foreign countries.

The bill appropriating \$200,000 for the erection of a custom-house in New York; were severally ordered to be engrossed for a third reading this day.

The bill for carrying into effect the treaty of limits between the United States of America and the United Mexican States, was read a third time and passed.

A joint resolution from the Senate, proposing that a committee of both houses wait upon the President of the United States, and request him to appoint a day of fasting and prayer for the aversion of the Asiatic Cholera, was read a 1st and 2d time.

Mr. Archer moved to lay the resolution on the table, on the ground that neither the General or State Government had any thing at all to do on the subject of religion, it having been taken out of their cognisance by the constitution.

Mr. Whittlesey demanded the Yeas and Nays thereon; which, being ordered, stood as follows: yeas 63, nays 104.

The question then being on the third reading.

Mr. Adams moved to strike out the word "Asiatic," and insert "pestilential," on the ground that the designation of such a disease by local origin was offensive, and would be so esteemed by us, had the present disease originated in this country!

Mr. Adams's amendment was negatived.

Mr. Carson thought the resolution unnecessary, inasmuch as the President had already expressed his determination not to appoint such a day; and he read a letter of the President on that subject, addressed to the Synod of the Dutch Church.

Mr. Kerr now moved for the previous question, which being seconded, the main question was put, and the resolution adopted by yeas and nays, as follows—yeas 98, nays 52.

The House then took up the bill from the Senate for re-chartering the

Bank of the United States.

Mr. Wickliffe moved an amendment, to strike out the 6th section of the bill, and insert that it may not be lawful to establish any additional branch Bank in any State, unless where an application should be made to that effect from the Legislatures of the several States.

The propriety of this amendment was debated by Mr. Wayne, and Mr. Irvin, and being then modified by Mr. Wickliffe, to read "and unless the Secretary of the Treasury should certify that the establishment of the Branch was necessary for the fiscal operation of Government."

Mr. Irvin demanded the yeas and nays.

Mr. Clayton said he had not any intention to discuss at that time either the amendment or the bill; but deeming it a measure of such importance, that it should be fully discussed, he would move that the bill be committed to the Committee of the Whole on the state of the Union.

Mr. Wickliffe thereupon withdrew his amendment.

Mr. Clayton modified his motion to commit, and make it the special order of the day for this day.

Thereupon an animated debate arose.

Mr. Speight moved to postpone the further consideration of the bill to the first Monday in December next.

After some brief remarks from Mr. Davis, of South Carolina, Mr. Craig, and Mr. Allen, Mr. Watmough moved a call of the House; which having been ordered, and the roll having been gone through, 180 members answered to their names, the further proceeding on the call was then suspended, and the question on postponing the bill until December next, being taken, the motion was negatived—Yeas 75, Nays 109.

The question on committing the bill to the committee of the whole on the state of the Union was then taken and negatived—Yeas 72, Nays 112.

Mr. McDuffie moved an amendment to the sixth section, providing, in substance, that the existing Branch banks shall not be interfered with.

Mr. Wayne moved as an amendment to this amendment: "If the Legislatures of the several States shall signify their consent on or before 10th April, 1836, that these branches shall be retained therein."

The question on this amendment was, after a protracted debate, put and negatived.

Mr. Beardsley then moved an amendment to the amendment in substance: "If the Secretary of the Treasury shall certify that there is a necessity for such branches to transact the business of the Government."

Mr. B. advocated his amendment at length; after which,

Mr. Hoffman said he did not desire to make any speech, but would demand the yeas and nays, which being ordered, and the question on the amendment of Mr. Beardsley put, it was negatived—Yeas 67, Nays 112.

Mr. Wardwell, of New-York, then moved an amendment, in substance, providing that the several States should have the power to tax the branches therein. But before any question was taken thereon, the House adjourned.

Monday, July 2.—IN SENATE.

Mr. Smith, from the Committee on Finance, reported the bill from the House to carry into effect the Treaty concluded between the United States and the King of the French, with an amendment; and gave notice that he should ask the Senate to take up this bill next day.

The Tariff.

Mr. Dickerson, from the Committee on Manufactures, reported the bill in addition to the acts imposing duties on imports, with a variety of amendments, which were ordered to be printed. He also gave notice that he should move the Senate Tuesday to take up the bill.

Public Lands.

The Senate then proceeded to consider the bill to appropriate for a limited time the proceeds of the sales of the Public Lands.

The question pending being on the amendment proposed by the Committee on Public Lands, to strike out "ten," and insert "fifteen" per cent. to be appropriated to the new States,

Mr. Clay explained the operation of the amendment. Mr. Grundy said, if it was the intention of gentlemen to carry this measure through at the present session, he would, altho' reluctantly, go with them.

Mr. Benton said, that if this bill was to be pushed through at the present session, the amendment directed by the Committee on Public Lands to the Tariff bill would be moved to this bill, to test the sense of the Senate as to the reduction of this heavy tax on the new States of the West. It should be determined by a direct vote, whether the new States, besides the support of the General Government, were to be saddled with the support of the twenty-four States, and to be the spoil of the rest.

Mr. Clay said he was very glad to hear that the Senator from Missouri was determined to bring on the whole subject. "Come on, Macduff." He had been desirous to have the whole subject disposed of, and if there was time for this general action, during this session, he was anxious that it should take place.

Mr. Poindexter made some remarks in opposition to the Senator from Missouri, on the point that the new States were the spoils and the oppressed of the other States.

Mr. King asserted that although the dividend now given to the new states out of the sales of public lands professed to be 5 per cent. it was in fact but 3 per cent. as the additional 2 per cent. was to be directed to the making of roads to and from the lands. He stated that he would not vote for this bill, even if the dividend were to be raised to 25 per cent. to the new states. He would not be bribed to give his support to this bill.

Mr. Poindexter asked if the gentleman from Alabama was bribed when he obtained 400,000 acres for his state. He repelled the idea that either he himself, or other Senators, were to be laid under the imputation of being bribed.

Mr. Benton insisted on the probability of the passage of a bill to reduce the price of the Public Lands, should this bill fail.

The question was then taken on the amendment, and decided as follows:

YEAS—Messrs. Benton, Bibb, Buckner, Hendricks, Kane, Moore, Poindexter, Robinson, Ruggles, Tipton—10.

NAYS—Messrs. Bell, Brown, Chambers, Clay, Clayton, Dallas, Dickerson, Dudley, Ellis, Ewing, Foot, Frelinghuysen, Grundy, Hayne, Hill, Holmes, Johnston, King, Knight, Mangum, Marcy, Miller, Naudain, Prentiss, Robbins, Seymour, Silsbee, Smith, Sprague, Tazewell, Tomlinson, Troup, Tyler, Waggaman, White, Wilkins—36.

Mr. Hayne moved to strike out the words which provide for the distribution of the proceeds among the states.

Mr. Clay said he rejoiced that the question of the principle of distribution was now to be tested in a simple and a solemn manner. He met the opinion of the Senator from South Carolina, that the division of the proceeds of the Public Lands would lead to the practice of distributing the proceeds of the taxes among the states, by an opposite one; and declared his own firm and strenuous opposition to the principle of such distribution. He stated that the revenue

from the public lands was distinguished from all other revenue by the language of the constitution, and of the deeds of cession, which gave exclusive and unlimited power to Congress over the public lands, and which was not given over any other revenue.

Mr. Hayne briefly replied on the subject of the discrimination between the revenue from public lands and from other sources, and contended that if the construction of the gentleman from Kentucky was correct, there was no limitation to the powers of the General Government; and they might be exercised under a wild discretion, the extent of which could not be anticipated or controlled.

The debate was further continued, when the question was taken, and decided as follows:

YEAS—Messrs. Benton, Bibb, Brown, Buckner, Ellis, Grundy, Hayne, Hill, Kane, King, Mangum, Marcy, Miller, Moore, Robinson, Smith, Tazewell, Troup, Tyler, White—20.

NAYS—Messrs. Bell, Chambers, Clay, Clayton, Dickerson, Dudley, Ewing, Foot, Frelinghuysen, Hendricks, Holmes, Johnston, Knight, Naudain, Poindexter, Prentiss, Robbins, Ruggles, Seymour, Silsbee, Sprague, Tipton, Tomlinson, Waggaman, Webster, Wilkins—26.

Mr. Smith moved that the Senate now adjourn. Decided in the negative—yeas 15, nays 32.

The question pending being on the proposition of the Committee on Public Lands, to strike out all the sections which authorize the distribution among the states, and the rest of the bill,

The question was taken by yeas and nays, and decided as above.

Mr. Benton then moved to introduce an additional section, to reduce the price of public lands to one dollar per acre, and of all which have been above five years in market, allowing them to be entered at fifty cents per acre.

The question was taken, and decided as follows:

YEAS—Messrs. Benton, Bibb, Buckner, Ellis, Forsyth, Grundy, Hayne, Hendricks, Hill, Kane, King, Mangum, Moore, Poindexter, Robinson, Smith, Tazewell, Tipton, Troup, White—20.

NAYS—Messrs. Bell, Brown, Chambers, Clay, Clayton, Dallas, Dickerson, Dudley, Ewing, Foot, Frelinghuysen, Holmes, Johnson, Knight, Marcy, Miller, Naudain, Prentiss, Robbins, Ruggles, Seymour, Silsbee, Sprague, Tomlinson, Tyler, Waggaman, Webster, Wilkins—28.

Mr. Poindexter moved to amend the bill in the first section, by striking out 10. and inserting 12 1/2 per cent.

Mr. Clay and Mr. Holmes expressed their intention to vote for the amendment.

It was decided by yeas and nays, as follows:

YEAS—Messrs. Bell, Benton, Buckner, Clay, Clayton, Dickerson, Ewing, Foot, Frelinghuysen, Hendricks, Holmes, Johnston, Kane, King, Knight, Moore, Naudain, Poindexter, Prentiss, Robbins, Robinson, Ruggles, Silsbee, Tipton, Tomlinson, Waggaman, Webster—27.

NAYS—Messrs. Bibb, Brown, Chambers, Dallas, Dudley, Ellis, Forsyth, Grundy, Hayne, Hill, Marcy, Miller, Seymour, Smith, Sprague, Tazewell, Troup, Tyler, White, Wilkins—20.

Mr. Poindexter then moved to amend the bill by adding a fifth section, granting to Mississippi, Louisiana, and Missouri, 600,000 acres each, for purposes specified; and the yeas and noes were ordered.

Mr. Hendricks moved to amend the amendment, by adding so many acres to the grant to Indiana, Alabama, and Illinois, as would make the aggregate given to those states equal to the grants now asked for the other states.

The amendment to the amendment was then agreed to; and the question was taken on the amendment as amended, and decided as follows:

YEAS—Messrs. Bell, Benton, Buckner, Clay, Clayton, Dickerson, Ewing, Foot, Frelinghuysen, Hendricks, Holmes, Johnston, Kane, Knight, Moore, Naudain, Poindexter, Prentiss, Robbins, Robinson, Ruggles, Seymour, Silsbee, Sprague, Tipton, Tomlinson, Waggaman, Webster—28.

NAYS—Messrs. Brown, Chambers, Dallas, Dudley, Ellis, Forsyth, Grundy, Hayne, Hill, King, Marcy, Miller, Tazewell, Tyler, White, Wilkins—16.

After various other motions, the bill was (at 8 o'clock) ordered to a third reading by a handsome majority.

In the House of Representatives, the bill to renew and modify the charter of the Bank of the United States, coming up for a third reading—

The question recurring, being on the amendment proposed by Mr. Wardwell, of New-York, to give to the several States the power of taxing the capital employed therein.

Mr. Muhlenburg, having asked and obtained leave

to be excused from voting, in consequence of his having recently acquired some of the stock of the Bank.

The question on the amendment of Mr. W. was put and negatived: Yeas 89, Nays 93.

Mr. Wayne then moved an amendment in substance, viz.: that the Bank shall pay to the several States for the privilege of having branches therein, an annuity of one per cent on the capital stock, which may be assigned to such branch, but which he withdrew in favor of.

Mr. W. R. Davis, who proposed another amendment in substance, viz.: to provide that nothing in this act, or the original act, should be construed to exempt or deprive the several States of their power of taxation.

The propriety of this amendment was debated at length, and

Mr. Adams having remarked that it was in effect to nullify the decisions made on this subject by the Supreme Court,

The question on the amendment of Mr. Davis was put and negatived—yeas 81, nays 103.

Mr. Wayne then renewed the amendment he had just withdrawn; thereupon,

Mr. Howard suggested as a modification, to insert, "And no bonus shall be paid by the Bank;" and said, if this was added, he would vote for the amendment.

Mr. Wayne accepted the suggestion, and modified his amendment accordingly.

After a protracted debate thereon, in which Mess. Patton, Doddridge, Ingersoll, Wayne, Coulter and Irvin, took part,

The question on the amendment of Mr. Wayne, as modified, was then put, and negatived—yeas 68, nays 108.

Mr. Hubbard then proposed an amendment, that the States may have the power to tax the Bank branches at a rate not exceeding one-half per cent.

Mr. Bell then proposed an amendment, in substance, viz., that there should be a tax on the profits of the branches in each State, not exceeding the tax paid by the local banks. Negatived—Yeas 87, Nays 94.

Mr. Mann then proposed an amendment, "on so much of the capital stock held by foreigners or their agents, there shall be paid by the President, out of their respective dividends on stock, one per cent."

Mr. Adams remarked that this was, in effect, saying, that foreigners should not hold any stock.

Mr. Wayne said he could not vote for this amendment, as he was willing to make the bank as good as he could, but not as bad as he could. Negatived—Yeas 77, Nays 110.

Mr. Clayton then proposed an amendment, in substance, viz., that it shall not be lawful for any foreigner to hold any stock in the bank, under penalty of forfeiture, and he hoped the House would indulge him with the yeas and nays on this motion.

The House refused to order the yeas and nays; The amendment of Mr. Clayton was then negatived.

Mr. Dixon-Lewis then proposed as a proviso, namely, that it shall not be lawful to take a higher rate of interest than five per cent. on loans or discounts.

Mr. Thompson, of Georgia, now moved an adjournment of the House. Negatived.

Mr. Doddridge briefly reminded gentlemen to consider what the effect of this amendment would be, if adopted, upon the State banks. Negatived—Yeas 63, Nays 102.

After many other attempts, looking to us very much like little tricks, to delay the third reading of the bill, the previous question was called for and refused; when the House adjourned at 8 o'clock.

Tuesday, July 3.—In the Senate, the Harbor bill was discussed till 12 o'clock, when the bill for distributing the proceeds of the public land among the states, was read a third time and passed. The Tariff Bill was then taken up, and various amendments made to it, all tending to increase the degree of protection afforded by the bill as it went from the House. This subject occupied the whole day, except when interrupted for a short time by the motion of Mr. Dallas, which prevailed, that the Senate concur in the amendment of the House on the United States Bank Bill. Mr. Hayne moved an adjournment till Thursday, (this day) but the Senate refused to do so—yeas 18, nays 24.

In the House of Representatives, the Bank Bill was discussed, read a third time, and passed. The Land Bill from the Senate was then taken up, and, on motion of Mr. Wild, and after debate, was postponed till the first Monday in December next, yeas 92, noes 88.

The bill to renew the Charter of the BANK OF THE UNITED STATES has finally passed both Houses. It was brought to a decision in the House of Representatives on Tuesday by the Previous Question, and passed that body by a handsome majority—107 to 85. The yeas and noes shall be given in our next. The slight amendment to the bill made by the House, importing that the restriction in the Bill, that not more than two Branches should be established in any one State, shall not affect existing Branches, though there be more than two, was concurred in by the Senate immediately; and the bill now only needs the signature of the President to become a law.

In the Senate on Tuesday the bill relative to the Public Lands was passed—26 to 18—and sent to the House of Representatives, whereupon the National Intelligencer of yesterday thus remarks:

"Deeply impressed with the great and enduring importance of the LAND BILL, which has been matured and recently passed by the Senate, we observe with unfeigned regret the decision of the House of Representatives yesterday to postpone it to the next session, which is tantamount to a rejection of the bill. No measure has, in our judgment, engaged the deliberations of Congress since the adoption of the Constitution, more deeply affecting the public weal, whether we view its capacity for producing immediate and lasting good, or for averting possible evil. We had entertained strong hopes to see its consummation added to the honorable results of the present laborious session."

The Legislature adjourned on Monday. No business, except that for which it assembled, and two or three laws for the preservation of the public health, was transacted. The Report of the Committee on the Memorial of Jacob Trumppour, was referred, by resolution, to the special consideration of the next Legislature.

An Act to divide the State into Congressional Districts.

The people of the State of New York, represented in Senate and Assembly, do enact as follows:

Sec. 1. That for the election of Representatives in the Congress of the United States, this State shall be divided into the following districts, namely: The counties of Suffolk and Queens shall compose the first district, and shall be entitled to elect one member; the counties of Rockland, Richmond and Kings shall compose the second district, and shall be entitled to elect one member; the city and county of New York shall compose the third district, and shall be entitled to elect four members; the counties of Westchester and Putnam shall compose the fourth district, and shall be entitled to elect one member; the county of Dutchess shall compose the fifth district, and shall be entitled to elect one member; the county of Orange shall compose the sixth district, and shall be entitled to elect one member; the counties of Ulster and Sullivan shall compose the seventh district, and shall be entitled to elect one member; the counties of Columbia, Greene and Schoharie shall compose the eighth district, and shall be entitled to elect two members; the county of Rensselaer shall compose the ninth district, and shall be entitled to elect one member; the city and county of Albany shall compose the tenth district, and shall be entitled to elect one member; the counties of Saratoga and Schenectady shall compose the eleventh district, and shall be entitled to elect one member; the county of Washington shall compose the twelfth district, and shall be entitled to elect one member; the counties of Warren, Essex, and Clinton shall compose the thirteenth district, and shall be entitled to elect one member; the counties of St. Lawrence and Franklin shall compose the fourteenth district, and shall be entitled to elect one member; the counties of Montgomery and Hamilton shall compose the fifteenth district, and shall be entitled to elect one member; the counties of Lewis and Herkimer shall compose the sixteenth district, and shall be entitled to elect one member; the counties of Oneida and Oswego shall compose

the seventeenth district, and shall be entitled to elect two members; the county of Jefferson shall compose the eighteenth district, and shall be entitled to elect one member; the county of Otsego shall compose the nineteenth district, and shall be entitled to elect one member; the counties of Delaware and Broome shall compose the twentieth district, and shall be entitled to elect one member; the county of Chenango shall compose the twenty-first district, and shall be entitled to elect one member; the counties of Cortland, Tompkins, and Tioga shall compose the twenty-second district, and shall be entitled to elect two members; the counties of Onondaga and Madison shall compose the twenty-third district, and shall be entitled to elect two members; the county of Cayuga shall compose the twenty-fourth district, and shall be entitled to elect one member; the counties of Wayne and Seneca shall compose the twenty-fifth district, and shall be entitled to elect one member; the county of Ontario shall compose the twenty-sixth district, and shall be entitled to elect one member; the counties of Steuben and Yates shall compose the twenty-seventh district, and shall be entitled to elect one member; the county of Monroe shall compose the twenty-eighth district, and shall be entitled to elect one member; the county of Geneva shall compose the twenty-ninth district, and shall be entitled to elect one member; the counties of Allegany and Livingston shall compose the thirtieth district, and shall be entitled to elect one member; the counties of Cattaraugus and Chautauque shall compose the thirty-first district, and shall be entitled to elect one member; the county of Erie shall compose the thirty-second district, and shall be entitled to elect one member; the counties of Niagara and Orleans shall compose the thirty-third district, and shall be entitled to elect one member.

State of New York, } This bill having been approved and signed by the Governor of this State, on the 29th day of June, 1832, I do hereby certify that the same became a law on that day.

A. C. FLAGG, Secretary.

HENRY DODGE, of Michigan, has, according to the Globe, been appointed by the President and Senate, Major of the Corps of Mounted Volunteers, lately authorized to be raised.

THE UNITED STATES' FRIGATE POTOMAC, Captain Downs, despatched to the coast of Sumatra, in order to obtain satisfaction for the piracy and murder committed upon the American ship Friendship and her crew by the Malays, has, it seems, had a fight with these sea robbers. The ship was disguised as a merchantman, approached their forts unsuspected, and at night landed a body of two hundred and fifty sailors and marines under the command of the first Lieutenant Shubrick, who captured and destroyed their forts, killed some one hundred and fifty of them, with the loss on our side of two killed and fourteen wounded.

We shall doubtless have the official accounts in a day or two.

THE ANNIVERSARY OF THE FOURTH passed off quietly. A procession of civic societies, the parading of one regiment to fire the accustomed salute, and of another which returned from a visit to New Haven, constituted the whole public display. The Episcopal churches were generally open for service early in the morning. The shops, we observed, were mostly closed, and a great many well dressed and contented looking citizens were promenading the streets. There were no booths around any of the public grounds or churches, and consequently little or no drunkenness and quarrelling. There was a fine northerly breeze during the day, a clear sky, and, notwithstanding the abdication of Alderman Dr. Rhinelander of his functions as one of the Board of Health, there was no gloom over the city. In the evening the public places were well filled, and Niblo's particularly, at which we do not wonder, for it is an attractive place; and where, moreover, if there be any disinfecting virtues in villainous saltpetre, sulphur and charcoal, enough of each is nightly burnt in fireworks to purify the whole vicinity.

MISCELLANY.

It is not one of the least striking peculiarities or honorable privileges of our national condition and political systems, that those whom oppression or civil discord mark for their prey in other lands, are always sure to find safety, welcome, and protection here. Many are the foreigners of all nations and ranks, from the king to the peasant, who have found, and are still experiencing, the reality and the value of such an asylum. Many are they, who, by the exercise of their talents and acquirements, obtain honorable independence for themselves, and advantageously requite at the same time, the benefits they receive. To this distinguished list is recently added a new name, that of Señor Miguel Cabrera de Nevarre, heretofore the Governor of Provinces in Old Spain, now a fugitive and an exile, for the sole crime of loving freedom better than power, and of having hazarded all, life, liberty and property, in its cause. M. Cabrera has recently arrived here from Paris, bringing, as was to be expected from the character and career of both, the warmest letters from Lafayette. One of his first acts on arriving and finding an alarm of Cholera prevailing, was to transmit to the Board of Health, with a very appropriate letter, the latest instructions relied on in Paris for its treatment. The following is the reply from the Mayor to that communication:

NEW YORK, JUNE 22d, 1832.

Sir: I have it in direction from the Board of Health of this city, to present you their thanks for the regulations published by the Prefect of the Department of Seine, in France, which have been transmitted to them by you. Those papers, containing directions in relation to the prevention and cure of the Cholera, are extremely useful at this interesting period.

Your past life having been honorably devoted to the political freedom and happiness of your own native land, it is pleasing to observe the same philanthropic feelings of regard to the happiness of others actuating your conduct in this your adopted country. I have the honor to be respectfully your obedient servant,

WALTER BOWNE, Mayor.

The Hon. Michael Cabrera,

Ex-Governor of several Provinces in Spain.

M. Cabrera now stands among us safe indeed, but stripped of every thing but honor and his good name. His purpose now is to make his education available to his support, and by teaching his native language, the pure Castilian, the French, which he well understands, and the guitar, on which he is a proficient to earn an honorable livelihood. We cordially recommend him to those who may be seeking instruction in either of these branches. His address is No. 133 Greenwich street, or at this office, to the care of the Editor.

GEN. SANTANDER.—The following letter from the President of Colombia, on leaving this city, for Cartagena, is published in the Daily Advertiser, to whose editors it was addressed:

Gentlemen—On leaving the United States, it is incumbent on me publicly to declare, that I feel deeply impressed with gratitude for the kind reception I have experienced in the cities I have visited, and particularly in New York, where I have resided for a considerable time. I shall never forget this kindness; and nothing would afford me more satisfaction than to have it my power to return, by personal services the attention I have received.

I trust that the American people, whose prosperity and happiness I view with admiration, will preserve a close sympathy for the cause of Liberty in Colombia; and for all of us who belong to her, in the whole continent of America.

I trust also that the enlightened writers of this country will give us sincere and useful advice, to point out to us the path which we ought to pursue to obtain the happiness of the people. I trust they will defend us from the invectives and calumnies of our enemies, remembering that in periods when party spirit prevails, passions are over excited and irritated; and that they will excuse any new errors which may be committed, recollecting that no nation more than the new States of America, are surround-

ed by obstacles and vast difficulties to impede the improvement of their condition, and the enjoyment of their liberty and peace.

Above all, I hope, that sensible men will know how to extend their care over us, in our peculiar situations, and discriminate between ingenuous and reasonable censure, and the expression of resentment and revenge, for the liberal system which now governs Colombia, has for its enemies all those who fought against liberty, whether from error or from self interest. I remain, with sentiments of great respect, Your obedient humble servant,

F. P. SANTANDER.

[From the Boston Daily Advertiser of Tuesday.]

FROM THE EAST COAST OF AFRICA.—We are indebted to Capt. Burnham, of the schr. Complex, who arrived at this port on Saturday evening, (says the Salem Register) in 98 days from Majunga, for the following information.

The Complex, on her passage from Lamoo to Zanzibar, stopped at Mowbas Feb. 9. His highness the Inaum of Muskat, with a 74, three frigates, 6 gun brigs, and many dows, were there, bombarding the town. On board the ship of the Inaum, the Liverpool 74, Capt. Burnham saw a man, who was the cabin boy and only survivor of the crew of the ship Essex, of this port, taken by the pirates in those seas about twenty five years ago. He spoke very little English—said he was born in Salem—that his name was John Orne, and he thought he might have some relations in Salem who would be pleased to hear from him;—he had embraced the Mahomedan religion and appeared to have lost all attachment to his native country—he, however, could speak and write English, but it was very imperfect. He appeared to be contented, and was a petty officer on board the ship, the commander of which was an Arab. During the engagement at Mowbas, he was wounded through the right thigh by a musket ball, but was doing well.

Capt. Burnham received a letter from his highness the Inaum, for the President of the U. States.

In July last, John Jones, seaman, and John Chapman, cook, both from New York, deserted the schooner, and purchased a boat, for the purpose of going to the island of Juan de Nova to procure shell; but were enticed on shore by the natives on the Madagascar side and massacred for the sake of plunder.

Two Englishmen, John Campbell and James Wilson, arrived at Lamoo in February last, in an Indian vessel from Magadoxa. The following is an extract from their narrative:

"We lost sight of our ship (the Sophia, Capt. Acock, of London,) on the 20th of Nov. 1831.—On the 9th, saw whales, lowered all the boats, four in number, and succeeded in killing four whales. At noon, the 10th, more whales in sight. The Captain ordered the chief and second mate's boats to be lowered. We killed one and whiffled it, by which time we could hardly see the vessel; struck the second one, who went dead to windward with us, till we lost sight of our ship altogether—the vessel making all lee-way; owing to the four whales alongside.—James Wilson, second bowman, observed before we killed the second whale, we had better cut loose and search for the ship, but no attention was paid to it. We made fast the tow line, and towed the whale to leeward, till 5 P. M. when the chief mate's boat left us to search for the ship, and if he found her, he was to let off a blue light. Our boat towed the whale till dark, when we stopped and lay by the whale, keeping good watch. About 1 A. M. a whistle resembling a boatwain's call was heard, when we let off our blue light, in hopes, if it was the boat, they would make towards us; but no return was made. On the 11th at day-light, whiffled the whale and sailed to leeward as far as we could discern the whale, but neither ship or boat could see. We returned to the fish, cut off some blubber, and killed a shark. We then consulted whether it was best to stop a day or two and look for the vessel or make for the land. All (six in number) agreed to make for the land at once (having neither bread nor water in the boat,) which, if it pleased God, we might reach in a week. Accordingly we steered a N by W course for the African coast. On the 17th, Mr. John Watson, 2d mate, and John Townsend, apprentice, died. The same night, experienced a severe gale of wind, sea running very high—lowered the sail, and put a dredge on the boat. At 4 the next morning, the gale abated, and we made sail again, and during that day, Mr. Williams, boat steerer, began to show some symptoms of derangement. On the morning of the 19th, we made the land, and ran heedless on the shore. Lifted Wil-

liams and carried him up to the beach, above high water mark. But for the very weak state of our bodies and minds, we should not have ran on shore at that place, but God knows what is best, for we found a well of water about a quarter of a mile from our landing. One of us returned with a bucket of water to Williams; the other two went a little further back and found a hut in which was a woman and some goats. She ran and took her spear, when we fell on our knees and begged for mercy. We made signs for something to eat, and she brought us some milk. By this time, several men, armed with spears, bows and arrows, came, and bid us begone. We went down to our boat; the natives followed us, and began to plunder. They soon stripped her of every thing. During the time of the plunder, Williams died, and we buried him in the sand. They then took us into the country. Thomas Leigh, apprentice, was taken a different direction from ourselves, and we saw him no more. Nov. 21; two natives brought us to Codishoo, and a few days before we left there, the Governor informed us that Leigh had died. Our treatment at that place was bad. We are on our way to the Inaum of Muskat, at Zanzibar. We have great doubts whether the other boat ever reached the ship.—We left her in lat 4 S. between the longitude of Aldabra and the Jeychelles, and ran by reckoning a distance of near 800 miles. The wind after we had left the ship 4 or 5 days, changed to the N."

They felt very grateful to Armain Sin Syde, an Arab at Lamoo, who speaks English, for his very kind treatment and hospitality towards them; and wished to have their narrative published in the American papers. On the arrival of Capt. Burnham at St. Helena, he learnt that the ship Sophia had been at the Cape and the Captain reported having lost two of his boats in the same latitude and in the same manner as described in Campbell and Wilson's narrative; that after searching for a number of days in vain to find them, he concluded they were lost, and proceeded to the Cape to recruit his crew. By this it appears probable that Campbell and Wilson were the only survivors out of both boats' crews.

Loss of Ships.—A correspondent of the Boston Gazette-furnishes the following remarkable facts:—

From an examination of Lloyd's Lists, from the year 1793 to the commencement of 1829, it has appeared that the number of British vessels alone, lost during that period, amounted, on an average, to no less than one and a half daily. We learn from Moreau's tables, that the number of merchant vessels employed at one time in the navigation of England and Scotland amounts to about 20,000, having, one with another, a burthen of 120 tons.

Out of 651 ships, of the royal navy of England, lost to the country during the period above mentioned, only 160 were taken or destroyed by the enemy; the rest having either stranded or foundered, or having been burnt by accident; a striking proof that the dangers of naval warfare, however great, may be far exceeded by the storm, the hurricane, the shoal, and all the other perils of the deep.

During the last great war in Europe, 32 British ships of the line went to the bottom in the space of twenty-two years, besides 7 fifty gun ships, 86 frigates, and a multitude of smaller vessels. The navies of the other European powers, France, Holland, Spain and Denmark, were almost annihilated during the same period, so that the aggregate of their losses must have many times exceeded that of Great Britain.

These numbers, we believe, far exceeded what most people would have supposed. To this immense loss of ships of war and of commerce, the imagination must be left to supply the incalculable amount of wealth swallowed up with them, and the thousands of human beings who thus found a watery grave.

East India Commerce.—The number of vessels which reported at A pier, passing the straits of Sundra in 1831, out and home were 238. Of these were Dutch 29 out 54 home; America 29 out 29 home; English, 18 out 57 home; French 2 out 1 home; Spanish 3 out 2 home; Hamburg 2 out, 1 home; Russia 1 out; Swedish do; Danish 1 home.

Cleopatra's Needle.—One of these remarkable pillars is at length, we believe we may say, on its way for England; the other is destined for France. The Pasha of Egypt, some time ago, presented them to the two European governments, and vessels have been sent out for their transport hither. Parliament has voted a sum of money, 10,000*l.*, to defray the expense on our part; but we think it probable that the cost will be greater.—[London Literary Gazette.]

The Duc de Luxembourg was named Bouteville; he was the son of the famous duellist, the Comte de Bouteville, who, when he was in exile at Brussels for having killed the Comte de Thorigny, had the temerity to return to Paris and fight Beauvion, the relation of Thorigny, whose second was Bussy D'Amboise, and who was killed in the rencontre.—Bouteville, with his second and cousin, Rosmadec, failed in making his escape; both were beheaded on the Place de Grève, in 1627. Bouteville was of the family of Montmorency. The young Bouteville was born six months after the catastrophe which befel his father. His name, his talents and his ambition triumphed over obstacles which to another would have been fatal; features of a very repulsive cast and a figure which a hump before, and a very pointed one behind, had not prepared him for a career of gallantry. Nevertheless the spirit of intrigue, the confidence acquired from his familiarity with the great world, together with the habit of gaiety and debauch then in fashion, enabled him successfully to overcome the deficiencies of his person. His countenance, moreover, when the eye had become accustomed to it, though it had that peculiar expression which distinguishes the deformed, won upon his friends, more especially when joined with the grace and brilliancy that seemed to mark his most trifling action.

The military career of Luxembourg was marked by alternations of idleness and victory; he seemed to have only to make an effort to triumph over his enemies. His *coup d'œil* was extremely accurate; in the face of the enemy he was calm, deliberate, prudent; and on the day of battle, full of confidence and boldness, and, at the same time, a coolness which enabled him to see and foresee everything in the midst of the hottest fire and the most imminent danger. It was then that he was really great; in all other matters he was indolence itself. Play, and gay conversation with his intimate friends, and every evening private suppers with select friends, were all he seemed to care for: at them everything was forgotten for gaiety, and if he was near a town, women were always added to the party. At such times he was inaccessible; he neither gave an order nor received a message, and however urgent, he was never interrupted. He lived to the age of sixty-seven, leading the same life, and acting as if he thought himself but twenty-five. At last, however, age, temperament, and conformation, combined to betray him, and he sunk in the midst of a most brilliant career.—[St. Simon's *Memoirs of the Court of Louis XIV.*]

[From the *London Figaro*.]

SEES AT A DISCOUNT.—Earl Grey has offered the Bishopric of Hereford to his brother the Rev. Dr. Grey, but if the latter accepts it, he must relinquish a great portion of his income. He would in fact sacrifice about 1000l. per annum.—[*Court Journal*.]

The above paragraph is one of the most singular which we ever had the pleasure of perusing. When we hear of a person being about to accept a bishopric, we generally find some account of his qualification for the high office; but here the thing is put quite in a novel light, and it is made a condescension on the part of the Rev. Dr. Grey, to have submitted to an elevation to the Bench of Bishops. This is really a refinement on an excuse for bestowing preferment on a near relation. How considerate of Earl Grey not to inflict a See upon some person indifferent to him, but to have sacrificed a brother on the occasion of his having a vacant bishopric to bestow on some resolute individual who might be worthy of the martyrdom.

Parliamentary Openings.—The members having met once more, will prevent the necessity of our discontinuing any longer the above highly popular department of *Figaro*.

Lord Worncliff said he was half inclined—

Lord Wynford had kept his seat so long—

The Duke of Wellington would take the liberty of dictating to the House—

The Lord Chancellor was not disposed to flatter—

Lord Eldon said he should no longer delay—

Sir Charles Wetherell said he spoke without meaning—

Lord Lyndhurst said that as to the bill he was at present unprepared—

Lord Plunket said he was always glad to receive—

The Bishop of Exeter said he was not prepared to go—

Mr. Percival said he had for many years taken—

PENNY TRASH.—Mr. Knight's Magazine, although it is a Penny, has neither head nor tale. We presume the only reason for its great circulation is, that people take it for a penny.

ON SIR R. PEEL'S LENGTHY HARANGUES.

Sir Robert Peel, your opposition's wrong,
And shows of common sense you've scarce a tittle,
For though your speeches all are very long,
The house you see regards them very little.

It is somewhat surprising that Sir Charles Wetherell should object to the Reform Bill on the ground of the changes it will occasion, for to look at the worthy Knight's dress one would imagine he required a new order of things.

'Tis said that walls have ears—if this be true,
St. Stephen's walls the gift must often rue.

MEN OF LETTERS.—The Tories by remaining mute, would be doing that which to the feelings of the people would be more consonant.

There's one fact which confounds me quite,

(Think not that I intend to scoff)

'Tis, that while Mahon's running on,

The Members all are running off.

EUCLID REPUTED.—(A part is not equal to the whole—AXIOM.)

This is a vulgar error, as I'll prove;

Or freely forfeit half a pipe of sherry;

'Tis plain one sixteenth part of Brougham's sense,

Equals the whole possessed by Londonderry.

A TRANSPORTABLE OFFENCE.—Lord Lyndhurst after declaring the bill would be productive of evil said, "That was his conviction." This is what all the enemies of the measure should be brought to.

INQUEST EXTRAORDINARY.

Found dead, the learned pig, (Oh, grievous ill!)

Verdict—Grew envious of Gloucester's skill.

POETRY.

[FOR THE NEW YORK AMERICAN.]

Sibyl.—My features ne'er shall try the limner's art!
Guy.—Wilt thou not have thy picture taken, lady?
Oh! believe me, already, it in one fond heart
Is laid in colors which can never fade.—*The False Artist.*

A PORTRAIT.

Not hers the charms which Laura's lover drew,
Or Titian's pencil on the canvass threw.
No soul enkindled beneath southern skies
Glowed on her cheek or sparkled in her eyes.
No prurient charms sat off her slender form
With swell voluptuous and with contour warm;
While each proportion was by Nature told
In maiden beauty's most bewitching mould.
High on her peerless brow—a radiant throne
Unmixed with aught of earth—pale genius sat alone.
And yet, at times, within her eye there dwelt
Softness that would the sternest bosom melt.
A depth of tenderness which showed when waked,
That woman there as well as angel spoke.
Yet well that eye could flash resentment's rays,
Or proudly scornful check the boldest gaze.
Chill burning passion with a calm disdain
Or with one glance rekindle it again.
Her mouth—oh! never fascination met
Near woman's lips half so alluring yet:
For round that mouth there played, at times, a smile
Such as did man from Paradise beguile.
Such—could it light him through this world of pain—
As he'd not barter Eden to regain.
What thought that smile might beam alike on all—
What thought that glance on each so kindly fall—
What thought you knew, while worshipping their power,
Your homage but the pastime of the hour.
Still they—however guarded were the heart—
Could every feeling from its fastness start.
Deceive one still—however deceived before—
And make him wish thus to be cheated more,
Till grown at last in such illusions grey
Faith followed Hope and stole with Love away.
Such was Bianca—such in her combined
Those charms which round our very nature wind;
Which, when together they in one conspire,
He who admires must love—who sees admire.
Variably perilous—upon the sight
Now beamed her beauty in resistless light,
And subtly now into the heart it stole
And ere it startled occupied the whole.
'Twas well for her—that Lovely Mischief—well
That she could not the pang it wakened tell.
That, like the Princess in the fairy tale,
No soft emotion could her soul assail.
For Nature,—that Bianca should not feel
For wounds her eyes might make, but never heal,—
In mercy, while she did each gift impart
Of rarest excellence, withheld a heart.

[From "Women as they are," a MS. Poem.]

DAWN.

There is much beauty in the quaint conceits of the following Sonnet, which the Albany Daily Advertiser quotes as "new to 99 100ths of its readers."

Wake from your misty nests—instinctive wake,
Ye fine, and numberless and sleeping things!

The Infant Saviour of all blossoms;
From Heaven's blue womb hath passed; and for the sake
Of Earth and her green family, doth make
In air redemption and soft glorying.
The world, as though inspired, erectly flings
Its shadowy caronels away, to slake
A holy thirst for light: and one by one
The enamoured hills—with many a startled dell,
Fountain and forest blush before the Sun!
Voices and wings are up, and waters swell;
And flowers, like clustered shepherds, have begun
To open their fragrant mouths, and heavenly tidings tell.

SALES OF REAL ESTATE AT AUCTION

By James Bleeker and Son.

| June 29.—1 Lot on 3d avenue, near 24th street, 248 by 97 feet. | | 9915 |
|--|-----|------|
| 1 do. on 23d street, between 21 and 2d avenues, do. | 670 | |
| 1 do. do. do. do. do. do. | 810 | |
| 1 do. do. do. do. do. do. | 600 | |
| 1 do. corner of 2d avenue. | 720 | |
| 1 do. on 24th street, between 5d and 3d avenues, do. | 510 | |
| 1 do. do. do. do. do. do. | 495 | |
| 1 do. do. do. do. do. do. | 480 | |
| 1 do. do. do. do. do. do. | 490 | |
| 1 do. do. do. do. do. do. | 475 | |
| 1 do. do. do. do. do. do. | 450 | |
| 1 do. do. do. do. do. do. | 430 | |

By W. P. Pell & Co.

| June 29.—2 Lots on the north side of 18th street, near the 2d avenue, at Harlem, 21 by 100 feet. | | \$150 |
|--|------|-------|
| 2 do. on the south side of 19th street, in the rear of the above, 25x100 feet. | 160 | |
| A two story House and two Lots, together 61 by 100 at the south east corner of 4th avenue and 84th street. | 1700 | |
| 3 Lots on the north side of 46th street, 250 feet east of 4th avenue, 25 by 100. | 70 | |
| 2 do. adjoining do. | 120 | |
| 6 do. on the south side of 56th street, between 3d and 4th avenues. | 90 | |
| 1 do. on 3d avenue, between 85th and 86th streets. | 185 | |
| 3 do. with buildings on, | 1700 | |

From the N. Orleans Price Current of 16th June.

The weather continues to be dry and dusty, particularly unpleasant in the city, and quite unfavorable to the planting interest. The Mississippi continues to recede, and was yesterday 2 feet 6 inches below high water mark.

A statement of the amount of cotton and tobacco on the 15th of June:—

| | Cotton | Tobacco |
|--|---------|---------|
| In presses and warehouses | 67,922 | 15,965 |
| On shipboard, not cleared | 16,630 | 2,305 |
| On board of steamboats, &c. and on the Levee | 2,424 | 874 |
| Cleared prior to taking stock | 14,540 | 1,745 |
| Arrived since taking stock | 1,155 | 106 |
| | 102,600 | 20,896 |
| Cleared since our last report | 16,256 | 1,641 |

Stock yesterday morning, 86,634 19,055

SUGAR has none other than local demand: it is offered, we are informed, at 6½ cents per pound on plantation. Cleared this week, 337 hhds. 35 bbls.

MOLASSES, in the city, continues to be sold by the small lot at 24 a 25 cents per gallon, casks included—it is scarce. Cleared this week, 349 hhds. 60 bbls.

TOBACCO—from two to three thousand hhds. have been sold this week, at 2, 3 and 4 cents per lb., principally low running lots, the average of which did not exceed 3 cents per lb.; high running and fine lots are not in demand. Cleared this week, for Havre, 416 hhds., Bremen 244, Gottenburg 305, New York 549, Boston 105, Philadelphia 12, Baltimore 40, Richmond 168, Norfolk 2—together 1841. Arrived this week, 1119. Stock on hand, 19055.

LIME—the demand has very much decreased—\$2.25 per cask were the last sales of Thomaston.

RICE is becoming very scarce—no change in price has yet taken place; \$3.25 a 3.57½ last sales.

BEEWAX is selling at 17 c. per lb for yellow, demand fair.

FREIGHTS.—No change has taken place in the rate per lb. for Cotton to Liverpool and Havre. Tobacco is shipping to Liverpool at 55 shillings per hhd. The demand for shipping continues fair.

PASSENGERS:

In the ship North America, sailed on 1st inst. for Liverpool—R J Wyckoff, of New York; Mrs Sarah Caniloury, Albany; Mr and Mrs Stansbury, Hudson; Isaac B Burrows, Pennsylvania; Jas Chapman and—Conner, Charleston SC; Wm Kerr, Virginia; Abram Stansfield, Savannah; Dr Luzenberg & lady, J E Morse, J Hampden, J Lockhart, lady, two children, and servant, Madame Carick, Jas Grimshaw, and Alex Sloan, New Orleans; N Wallop, St Johns NB; Jas Crooks, Upper Canada; John Ross, Berbee; Hugh McCannott, and Dr Currier, Demerara; Don Aleja Fortique, Venezuela, Col.; Count de Neyerlee, lady, and two servants, Mad. Emily de Chapotin le Meene and servant, Havana; John Robinson, Leeds; Jas Badger, London; J C Lester, Yorkshire; Col. Hewitt, Brit. Army, Rev Mr Hewitt, Chas Hewitt, Jas Haliday, Jos Grubbuck and lady, England; Dr McLean and Jos Schetch, Scotland; Gerard C Cozier and servant, and Gustavus Schmitz, Germany.

In the packet ship Silas Richards, from Liverpool—D. Smith and lady, Miss Tatem, of Philad. S. Gordon and lady, Miss Gordon, Miss S. Gordon, W. Gordon, J. Gordon, B. Gordon, S. Gordon, of Virginia; J. C. McFarlane, of Manchester; Fras. F. Derr, of N. York; J. W. Campion, N. Canada, James Mill, and J. Duxbury of England.

Per-brig Martha, from Ponce, P.R.—J Perkins, D A Graves and M Folv.

Per schr Three Sisters, from Eleuthera—Capt Blanchard and four of the crew of Brig Nestor, dismasted at sea in a gale) put into Nassau and was condemned.

In the British brig Hero, from Greenock—Messrs Cameron & Ruchie, ann 127 in the steerage.

In the brig Lunker Hill, from Port au Prince—Mr and Miss Janish, and Mona Cheicot.

In the British brig Rose Hill, from London—Joshua and Joseph Oliver, and 35 in the steerage.

In the brig Athenian, from Cartagena—Mr Bastaul and lady,

M Durand, lady and two children, Messrs Billings, Simpson,

Handy, and Carman, and 3 in the steerage.

In the schooner Eves T. Elliot, from Mayaguez, P.R. and

St. Thomas—W. Furness, of St. Thomas and servant, T.

Andrews, of New-York; Master Russell, and C. Maquial, of

Mayaguez and servant.

THE CHOLERA.

The Board of Health, on the evening of the 3d instant, named a medical committee, composed of well known practitioners, upon whom they have devolved the responsibility, which has been frankly and fearlessly accepted on their part, of reporting on the health of the city. The first report was accordingly made on the 4th, and it embraces seven cases of disease, more or less malignant, five of which terminated fatally. This in fact, however, is a report for forty-eight instead of twenty-four hours; for the first cases referred to in the proceedings of the 4th, were notified on the previous day to the Board of Health, and left by them for the examination of the Medical Committee. In this point of view, then, there is still room to doubt whether the pestilential cholera be among us; for here has this city now been ten days under the agitation and excitement of rumored cases confidently pronounced upon by this or that doctor, and yet, contrary, as we believe, to all that has been heretofore seen of the disease, it yet manifests itself only, if at all, in two or three detached cases daily. When it touched Sunderland, Gateshead, Paris or London, as at Quebec and Montreal, it blazed forth at once, and in a few days swept away its hundreds of victims. Nothing of that sort has appeared here.

Thursday, half past one.—The following cases have been reported by the Special Medical Council to the Board of Health since July 4, at twelve o'clock:—

| Cases. | Deaths. |
|--|---------|
| 3 cases in the Park Hospital. | 2 |
| 1 do at 122 Beekman-street. | 1 |
| 1 do Republican Alley. | 1 |
| 1 do corner of Duane and Washington sts. | 1 |
| 1 do corner Chapel and Beach-streets. | 1 |
| 1 do 266 Water street, | 1 |
| 1 do 173 Wooster street, | 1 |
| 1 do cor. Duane and Washington sts. | 1 |
| 2 do at Bellevue Hospital, | 1 |
| 1 do 118 Willet street, | 1 |
| 1 do cor. Monroe and Montgomery sts. | 1 |
| 1 do 171 Wooster street, | 1 |
| 1 do 187 Reed street, | 1 |
| 1 do cor. Washington & Chamber-sts. | 1 |
| 1 do 194 Duane street, | 1 |
| 1 do 158 Cherry street, | 1 |
| 1 do 739 Greenwich street. | 1 |

90
In behalf of the Special Medical Council,
A. H. STEVENS, Pres't.

The Commissioners of the Alms House having reported to the Court of Sessions the existence of malignant disease at the Alms House, the Court directed the discharge, upon their own recognizances, of all prisoners in confinement for minor offences. The court will proceed as usual with other trials. The motive for discharging the prisoners was, that the Penitentiary adjoins the Alms House.

Friday Morning.—It will be seen, that during the three days preceding 12 o'clock on Thursday, there were 27 cases and 16 deaths, and there had been 8 or 10 cases previously—amounting in all, since the appearance of the disease, ten or twelve days since, to less than 40 cases. There were perhaps half a dozen cases during yesterday afternoon and evening.

BOARD OF HEALTH,
Albany, July 4—12 M.

The Board of Health have the gratification to state, after a full report of the medical staff and attending physicians, made to-day, that there is not a single case of disease in the city resembling Asiatic Cholera, or infection of any sort; and that the city is healthy.

They deem it proper to add, in relation to the two cases reported yesterday, that they arose from habits and from peculiar exposure which could scarcely have failed to produce fatal results at any time.

[From the Albany Argus Extra, of 4th inst.]

LATEST FROM CANADA.—Montreal.—The Montreal Gazette and Courant of the 30th ult. represent the health of that city still improving. Few cases had

occurred in private practice, though the usual complaints of the season were very prevalent.

Chambly, there had been 30 interments since the commencement of the disease, chiefly among the residents.

At Lachine, up to the 24th ult., there had been 24 deaths.

At Cagnewaga, information had been received through Dr. Harlan, of Philadelphia, (then at Montreal,) that from the 18th to the 29th ult. there had been 123 cases, (chiefly among the Indians) 59 of which had proved fatal and 43 remained sick.

Quebec.—We have advices two days later from Quebec. Not only was the disease abating in that place, but it had not extended further into the country parts. The number of new cases, at the two hospitals on the 27th, were 10, convalescent 54, cured 11, dead 10, remaining 98. On the 27th, there were 7 admissions, 53 convalescent, 6 cured, 8 dead, remaining 91. Total admissions 729, total deaths 458.

| THERMOMETER. | | BAROMETER. | | WINDS. | WEATHER. |
|--------------|---------|------------|---------|-------------|----------|
| Highest. | Lowest. | Highest. | Lowest. | | |
| 79 | 63 | 30.25 | 29.75 | S.W. W.S.W. | Clear. |
| 78 | 62 | 30.20 | 29.70 | S.W. | Clear. |
| 77 | 61 | 30.15 | 29.65 | S.W. | Clear. |
| 76 | 60 | 30.10 | 29.60 | S.W. | Clear. |
| 75 | 59 | 30.05 | 29.55 | S.W. | Clear. |
| 74 | 58 | 30.00 | 29.50 | S.W. | Clear. |
| 73 | 57 | 29.95 | 29.45 | S.W. | Clear. |
| 72 | 56 | 29.90 | 29.40 | S.W. | Clear. |
| 71 | 55 | 29.85 | 29.35 | S.W. | Clear. |
| 70 | 54 | 29.80 | 29.30 | S.W. | Clear. |
| 69 | 53 | 29.75 | 29.25 | S.W. | Clear. |
| 68 | 52 | 29.70 | 29.20 | S.W. | Clear. |
| 67 | 51 | 29.65 | 29.15 | S.W. | Clear. |
| 66 | 50 | 29.60 | 29.10 | S.W. | Clear. |
| 65 | 49 | 29.55 | 29.05 | S.W. | Clear. |
| 64 | 48 | 29.50 | 29.00 | S.W. | Clear. |
| 63 | 47 | 29.45 | 28.95 | S.W. | Clear. |
| 62 | 46 | 29.40 | 28.90 | S.W. | Clear. |
| 61 | 45 | 29.35 | 28.85 | S.W. | Clear. |
| 60 | 44 | 29.30 | 28.80 | S.W. | Clear. |
| 59 | 43 | 29.25 | 28.75 | S.W. | Clear. |
| 58 | 42 | 29.20 | 28.70 | S.W. | Clear. |
| 57 | 41 | 29.15 | 28.65 | S.W. | Clear. |
| 56 | 40 | 29.10 | 28.60 | S.W. | Clear. |
| 55 | 39 | 29.05 | 28.55 | S.W. | Clear. |
| 54 | 38 | 29.00 | 28.50 | S.W. | Clear. |
| 53 | 37 | 28.95 | 28.45 | S.W. | Clear. |
| 52 | 36 | 28.90 | 28.40 | S.W. | Clear. |
| 51 | 35 | 28.85 | 28.35 | S.W. | Clear. |
| 50 | 34 | 28.80 | 28.30 | S.W. | Clear. |

MARRIAGES.

MARRIED.—On Monday evening, 25th June, by the Rev. Henry J. Morton, Robert S. Bullus, M. D., to Sophia, daughter of Gen. J. Morton.

On the 27th inst., by the Rev. Mr. Hillyer, of Orange, N. J., John P. Smith, Commander of the packet ship Napoleon, to Miss Julia, daughter of the late Mr. John Lawrence, both of this city.

On Tuesday last, at Harlem, by the Rev. Mr. Hinton, John W. Oakley, of New-York, to Mary R. Thompson, niece of Mr. Wm. Randall, of the former place.

At Paterson, Putnam Co., on Monday morning, 25th June, by the Rev. Mr. Benedict, James Paterson, of this city, to Sarah, eldest daughter of Mr. Samuel Cornwall, of the former place, deceased.

At Norfolk, Lieut. A. B. Pinkham, of the U. S. Navy, to Miss Lydia H. daughter of the late Capt. Samuel Davis.

At Washington City, on Tuesday evening, June 25th, Isaac Shelby Reed, Esq. of Mississippi, to Ann Laura, daughter of Gen. Duff Green.

DEATHS.

DIED.—Wednesday morning, 27th June, after a short but severe illness, in her 34th year, Mary, wife of Wm. D. Disbrow.

On Thursday morning, Mrs. Mary Ann Townsend, wife of Benjamin Townsend, in the 24th year of her age, after a long and painful illness, supported with Christian fortitude.

This morning, June 26th, of a painful illness, Jane, wife of Peter B. Roach, and daughter of the late William Throckmorton, Esq. in the 24th year of her age.

On Wednesday night, June 27th, in the 32d year of his age, Mr. John J. Rogers.

On Sunday morning, 2d inst., Mrs. Margaret Benton, in the 36th year of her age.

Yesterday morning, in the 40th year of his age, of consumption, Benjamin C. Parvin, a native of Philadelphia, for several years a resident of this city, and lately of Howell, N. Jersey.

This morning, 3d inst., George, infant son of Mr. Bloodgood.

This morning, 3d inst., after a short illness, Samuel Osgood, Esq. of the U. S. Custom House, aged 43.

Suddenly, this morning, in the 30th year of his age, Mr. Cornelius Garrison.

On Wednesday morning, July 4th, at Fishkill Landing, N.Y., Anna, daughter of the late James Eastburn, of this city.

In Southbridge, Mass., on the 26th of April last, Oliver Plimpton, Esq. aged 73 years, a soldier of the Revolution. In 1776, when 17 years old, he enlisted for six months, under Captain Jonas Carroll, and was stationed at Nanucket, in Boston harbor. While there, a large British provision ship was discovered by the "Yankees," with false colors; and he, with eight others, were sent to take possession of her. The enemy only learned the cheat when our heroes leaped on board, and told them they were prisoners to the Americans. In March 1777, he enlisted for three years under Captain Adam Martin, of

Stourbridge, in 15th Massachusetts Regiment, commanded by Colonel Timothy Bigelow of Worcester. Marched from there to Saratoga, remained there six months, was in that battle, and witnessed the surrender of Burgoyne. He had a distinct recollection of Colonel Arnold's bravery at Saratoga, and saw him leap the enemy's breast work on his charger. From there he was sent to Rutland to guard the prisoners taken at Saratoga. He was in several skirmishes in the "Jersey," previous to the battle of Monmouth, and was in the whole of that conflict. He was at the battle and bombardment of Newport, and also in the whole of the Shays' War.

In Swansey, N. H. Mr. Samuel Hill, aged 78, a Soldier of the Revolution, and one of the survivors of the ill-fated Canada campaign of 1775. He was taken prisoner on the retreat of the American army from Canada in the spring of 1776, and suffered every thing that human nature could endure in the dungeons of Montreal. In October of that year, he was liberated on parole by the humane of Sir Guy Carlton, then Governor of Canada, and sent to Crown Point, in an armed ship—from thence, being unable to walk, on account of long confinement and disease, he traversed the then wilderness of Vermont on crutches. The effect of these early sufferings in the sacred cause of freedom, he felt through life; but the only compensation he ever received from his country, was a few continental shillings. He was an intelligent, honest man, and his life was one of religion and virtue.—[Lowell Comp.]

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 117 persons during the week ending on Saturday last, 30th ult., viz:—25 men, 21 women, 33 boys, and 30 girls—Of whom 35 were of the age of 1 year and under; 15 between 1 and 2, 10 between 2 and 5, 7 between 5 and 10, 1 between 10 and 20, 17 between 20 and 30, 13 between 30 and 40, 9 between 40 and 50, 1 between 50 and 60, 2 between 60 and 70, 1 between 70 and 80, and 1 between 80 and 90.—Diseases: Apoplexy 1, bilious dysentery 4, cancer 1, colic 2, consumption 13, convulsions 9, cramp in the stomach 1, diarrhoea 1, dropsy in the head 10, drowned 4, fever, bilious 2, fever, intermittent, 1, fever, remittent, 1, typhus 1, flux infantile 2, liver or croup 4, jaundice 1, inflammation of the bladder 1, inflammation of the bowels 1, inflammation of the brain 2, inflammation of the chest 2, intemperance 3, marasmus 1, measles 3, mortification 1, old age 2, palsy 1, peripneumony 2, pneumonia 1, typhoid 1, scirrhus of the liver 4, small pox 1, sore throat 1, spina bifida 1, sprue 2, stillborn 7, teething 2, unknown 2, whooping cough 2, worms 1.

ABM. D. STEPHENS, City Inspector.

TO RAILROAD CONTRACTORS.

THE Ithaca division of the Ithaca and Owego Railroad (from Ithaca, at the head of the Cayuga Lake, to Owego, on the Susquehanna River) is now under contract, and large forces of men and teams are at work upon the several sections thereof.

PROPOSALS FOR GRADING the Middle and Owego divisions of this Railroad, (amounting to about 50 miles) will be received at the office of the Company, at Ithaca, Tompkins Co. N. Y. until the 16th day of July next.

The Maps and Profiles of this part of the road may be seen at the office of the Engineer in Chief on and after the 2d day of July. The ground will be divided into sections of suitable length, and prepared for the examination of Contractors by the 10th day of July next.

JOHN RANDEL, Jr.
Engineer in Chief.

Engineer Department of the Ithaca and
Owego Railroad, April 22 1832. m106w

RAILROAD IRON.

The Subscribers having executed large orders for Iron for the Canal Commissioners of Pennsylvania, as well as for several incorporated companies, have made such arrangements in England, where one of them will shortly be, as will enable them to import it on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Flues and Wedges in use, both in this country and Great Britain, will be exhibited. Apply to
A. & G. RALSTON.
Philadelphia, May 36, 1832. J23m*

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Rope, the public are referred to J. B. Jervis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County Pennsylvania.

Palmyra, Wayne County, New-York,
1st mo. 2d, 1832. J3015

A RAILROAD IN PRACTICAL OPERATION,

within ten miles of the City of New-York.
THE PATERSON AND HUDSON RIVER RAILROAD is formed from the town of Paterson to the village of Aquackanonk, a distance of 4½ miles, and is now in actual and successful operation between those places.—The Company have placed upon the road three splendid and commodious Cars, each of which will accommodate thirty Passengers, and have supplied themselves with fleet and gentle horses, and careful drivers.

With a view to suit the convenience of those persons who may wish to avail themselves of this rapid and delightful mode of traveling, the following hours have been fixed for leaving those places.

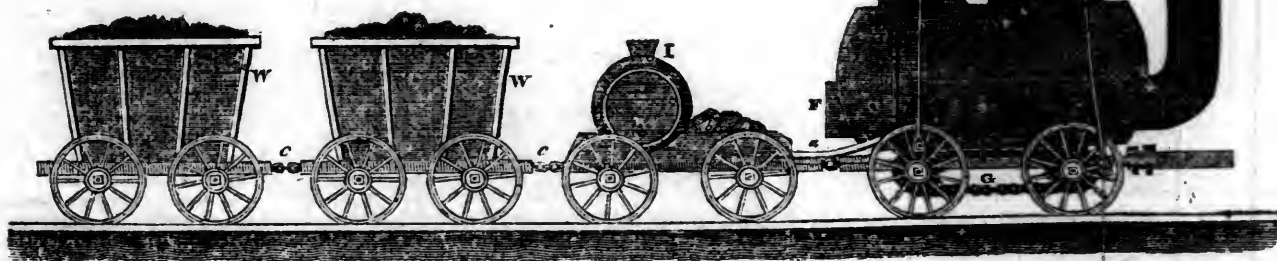
| PATERSON. | AQUACKANONK. |
|------------------------------|---------------------|
| At half past 7 o'clock, A.M. | At 8 o'clock, A.M. |
| 10 do do | half past 10 do do |
| 12 do do | 1 before 1 do P.M. |
| 3 do P.M. | half past 3 do do |
| 4 do do | 5 do do |
| half past 4 do do | half past 5 do do |
| 1 before 6 do do | 7 do do |
| ON SUNDAYS. | |
| At 6 o'clock, A.M. | At 7 o'clock, A.M. |
| half past 7 do do | half past 8 do do |
| 9 do do | half past 9 do do |
| half past 12 do P.M. | half past 1 do P.M. |
| 5 do do | 6 do do |
| half past 6 do do | half past 7 do do |

Parties of twenty or more persons can be accommodated at either of the above hours with a private Car.

FARE reduced to 15 cts.—Children under 12 years of age, half price.—Paterson, June 20th, 1832.

ELIAS B. D. OGDEN, Secretary
NB.—Persons leaving Hoboken by the 8 o'clock Stage, for Aquackanonk, will have ample time to view the Falls of the Passaic, and other objects of interest in the flourishing town of Paterson, and return to New-York the same day. Jc23

A M E R I C A N



RAILROAD JOURNAL.

OFFICE, 35 WALL-STREET.

NEW-YORK, JULY 14, 1832.

VOLUME I...NO. 29.

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The AMERICAN RAILROAD JOURNAL is published at 35 Wall-street, New-York, at \$3 a year, in advance.

AMERICAN RAILROAD JOURNAL.

NEW-YORK, JULY 14, 1832.

The extracts given in this number from the Philadelphia edition of Wood's Treatise upon Railroads, discuss the practicability and relative advantages of Railroads or Canals, and these should be attentively read and duly weighed. The conclusion in favor of Railroads rather than Canals, is certainly sustained by many strong reasons, derived as well from considerations of profit as of the public health. In our climate these latter are entitled to great weight, and the further you go South the more imperative they become. If, too, in what may be called the comparative infancy of Railroads—for it is hardly to be doubted that much improvement will yet be made in their construction, &c.—their advantages over Canals are so many, it is reasonable to argue that time and experience will constantly augment them, by adding to the facilities or diminishing the expense of Railroads.

There are, however, strong reasons, as it seems to us, for desiring that the construction of Railroads in this country should not yet be too rapidly pressed, and the chief of them may be gathered from what is said above, as to the infancy of the system, and the fair presumption that much remains to be discovered concerning it. Hence it is the part of prudence that the numerous associations authorized in different States, to construct Railroads, should proceed very leisurely, in order, that when they do begin, they may have all the benefit of previous experiments. The Baltimore and Ohio Railroad, the Mohawk and Hudson, and others, now in operation, will afford practical illustration of what there is of good, and what defective—particular regard being had to our climate and seasons—in the present modes of constructing such roads. Nothing, or next to nothing in time, will be lost by such delay; for the surveys may all proceed, and such other preparations, as will in any event be indispensable. Moreover, besides the possible and probable improvements in Railroads, it is yet a point to be settled,—and one

of which the settlement is of immense importance, as to the utility or necessity of Railroads at all,—whether, upon roads of common materials, made upon the best models, and especially, whether, upon McAdams roads, steam-carriages cannot be propelled.

If by any change of model, or new and ingenious application of power, such carriages can be introduced upon ordinary roads, they must, even though the rate of travelling be considerably slower, or the power requisite to propel an equal weight considerably greater, go far to supersede Railroads, because of the immense saving in the first cost of constructing common roads, even upon the most improved principles.

Hence we would counsel—not discouragement—not doubts as to persevering in the essential and profitable enterprises of opening new channels of communication through our country,—but such delay as will ensure eventually to each undertaking the benefit of all the experience and knowledge of those, who are already so far in that they must go on.

[For the Railroad Journal.]

PUBLIC SURVEY OF THE NEW YORK AND ERIE RAILROAD ROUTE.—We have the satisfaction to announce that the application sometime since made to the General Government, on behalf of the New York and Erie Railroad Company, met with a most favorable reception, and that an order has been issued from the Department of War for a complete survey and estimates of the proposed route hence to Lake Erie. It is further gratifying to state, that the execution of this highly important survey is committed to a distinguished member of the corps of Engineers, Col. Do Witt Clinton, who may be supposed to feel a very lively personal and hereditary interest in this great undertaking through his native state, intended to open what is deemed the shortest, most feasible, and most important avenue from the Atlantic to the Lakes, and from the Eastern to the Northern States. We congratulate the public on this early prospect of an able and impartial survey under such auspices.—We understand that a sufficient force is placed under the direction of Col. Clinton to constitute two parties, and that his survey will be of like extent with the reconnaissance performed by him last autumn, which terminated at a point on the Ohio Canal, near the portage summit. We doubt not he will be most cordially welcomed by the inhabitants of every portion of the route, and receive from them every possible aid.

[COMMUNICATED.]

To Steamboat Owners.—A Railroad communication being now completed from Albany to Saratoga

Springs, and the latter including a free use of the mineral waters, being considered one of the most safe places of retreat during the existence of the cholera, would it not be advisable for the owners of steamboats to land such passengers as might not wish to pass through Albany, at the dock of the Mohawk and Hudson Railroad Co., one mile south of the city? This would exempt passengers from any exposure whatever, and would enable them to proceed to the Springs in about three hours, without interruption and without the fatigue and annoyance from the dust heretofore encountered on the stage route. Trains of carriages from the Springs leave at half past six, at ten A. M., and at half past three P. M.

We have been favored with the following interesting and satisfactory account of some experiments made on the 3d and 4th instant, with a locomotive engine, on the New Castle and Frenchtown Railroad, and congratulate the stockholders and the public upon the result.—[Nat. Gaz.]

Railroad Experiments.—Extract from the Report of John Randel, Esq. Engineer in Chief of the New Castle and Frenchtown Railroad Company, to the Board of Directors, dated New Castle, July 4, 1832, relative to the performance of the locomotive "Delaware." This engine is one of the Stephenson's make, with Booth's patent boiler, and the performance detailed is the first effort made with her.

"Yesterday and to-day I made a trial of this engine between this place and Frenchtown, and have the satisfaction of being able to say that it works well. The large radii of our curves (the least being 10,000 feet) will enable us to pass through them without abating its velocity. In going yesterday to Frenchtown we passed through the 5th curve (radius 20,000 feet) with a velocity of 15 miles per hour, and in returning to New Castle we passed through it with a velocity of upwards of 20 miles per hour.

"Although every part of our road is in good repair, yet to insure safety the embankments were crossed with a reduced velocity, shutting off the steam a short distance before we arrived at each of them, notwithstanding which we averaged for the whole distance in going to Frenchtown a speed of about twelve miles per hour; and when returning to New Castle (twelve miles of the distance being performed after dark) we averaged upwards of ten miles per hour. The shortest period of time within which we passed from one mile post to another, was 100 minutes (or at the rate of thirty miles per hour): this was performed between the seventh and eighth mile from New Castle, where the road is straight and level. A part of this mile was run over with a velocity of upwards of forty miles per hour, and from the small portion of steam used to obtain that velocity, I have no doubt that the whole distance of sixteen miles and half from New Castle to Frenchtown, can be passed over with this engine and tender in the short space of twenty minutes, or at the extraordinary rate of fifty miles per hour, a speed far surpassing, and perhaps trebling the velocity which for some time to come will be available to the passengers crossing this peninsula. The fuel employed in making these experiments was pine wood."

[From the National Gazette.]

A Philadelphia friend who at the beginning of last week travelled the Baltimore and Ohio Rail Road, has handed to us the following communication:

The journey on the Railroad from Baltimore to the Point of Rocks, as far as which it has been completed, is one of the most exhilarating excursions both for the mind and body which can be imagined. While the velocity with which the cars are whirled, the ease of their motion, the exemption from dust, and the perfect safety of the conveyance, keep the animal spirits in a state of delightful excitement, the wondrous evidence afforded by the invention of the power of the human intellect, in almost annihilating the two greatest enemies to its advancement,—time and space,—gives food for reflection of the most animating and gratulatory kind. It is when taking the ride that one might especially be excused for vaunting modern superiority, and calling upon the Greeks and Romans to yield their claims to the palm; for surely no monument of ancient improvement and grandeur can be compared with it either as to utility or impressive effect. If I were writing an essay on the durability of the union of these states, I should point to the Railroad as presenting one of the surest means and guarantees of that all important object; and I cannot help regarding this invention, as well as the discovery of steam, by which the evils of so vast an extent of country are neutralized, and its different portions brought as near together in reality, as the eye is in appearance with the object which it beholds through a telescope, as proofs that we are destined to remain united in spite of every threatening subject of severance.

The distance from Baltimore to the Point of Rocks is about seventy miles, and is accomplished in six or seven hours. The country through which the road runs is generally interesting, the cars are comfortable, the horses fine, and the company always in good spirits—no less volens, we might almost say.

The benefits which must accrue from the Railroad to Baltimore I would not venture to predict—the sun-set of life has not given me that "mystical lore" by which

Coming events cast their shadows before;

but whatever good our sister city may derive, I have no hesitation in saying that it will not be greater than the industry, the activity, the intelligence and the hospitality of her citizens deserve. M.

[From the Philadelphia edition of Wood's Treatise on Railroads.—Continuation of Chap. X.]

2nd. Practicability of constructing Railroads and Canals.

1st. Railroads can be made in every situation where they may be required; physical obstacles may increase the expense of construction, or diminish the capability of the road when made, but no difficulties will ever be insurmountable when the wants of commerce demand a Railroad. Mountains can be scaled, the steepest precipices climbed, the deepest valleys and wildest streams, and most treacherous and fathomless morasses passed, by a Railroad. Want of water—great inequalities of surface, or change in the elevation, porous or cavernous soil, or marshes, and other difficulties—often would render Canals impracticable in situations where they might otherwise be useful.

Railroads can be constructed at a comparatively small expense in hilly countries; sometimes at a cost not greater than if the route were perfectly level; and, when the trade is chiefly in one direction and descending, (which is generally the case in the U. States,) such Railroads are superior to those which are level, inasmuch as greater loads can be drawn on them by a given power. The Railroads in Schuylkill county have cost much less than the locks, alone, would have cost on the Canals, which it was formerly proposed to adopt on several of their routes. Railroads can be made (either the main line or branches therefrom) to every town, mill, factory, furnace, mine, quarry, or other establishment which may require accommodation. Such branch lines may be constructed of cheaper materials, and with greater changes in their graduation and curvatures than the main Railroad, and still be very serviceable. Canals, on the contrary, will require almost the same expense for branch and for main lines; and, if the difference in elevation between the main line and the place to be accommodated be considerable, or if other difficulties, previously adverted to, exist—such branch lines will be very frequently utterly impracticable, and, when practicable, will be generally expensive. In such cases, Canals are often compelled to borrow the aid of their rivals; and, hence, branch Railroads are often used as auxilia-

ries to Canals. The expense, injury, and inconvenience of transhipment, (which attends their use in these cases,) render them less advantageous than when they form branches to a Railroad. Establishments may be advantageously supported by means of Railroads, which Canals would never have created. Mill sites which would have been unoccupied, mines whose treasures would have never seen the light of day, quarries whose masses would have remained unwrought, and minerals which would have been valueless, may acquire importance by the aid of Railroads, which Canals could never confer.

Certainty of Transportation on Railroads and Canals.

In this respect Railroads are unrivalled by any means which the ingenuity of man has contrived—they are serviceable at all seasons—the drought of summer, and the frost of winter, materially detract from the utility of Canals; whilst their constant liability to accidents, and the difficulty, tediousness and uncertainty attending their repairs, diminishes the limited period in which they would be employed. The greater exemption from injury, (at least of that species which interrupts transportation,) which characterize Railroads, has already been mentioned, and the causes of it explained. The observation may be made, that no interruption, even of a single day, has occurred on any of the double track Railroads since their first introduction into the United States. On the Mauch Chunk Railroad, (which is a single line, hastily constructed, and the materials and plan not calculated for duration,) interruption has occurred but five days, from its commencement in 1827 to the present time. Other roads have been even more fortunate. Of some Canals in the United States, the remark may be made, rather that they have been occasionally navigable, and not that they have been occasionally interrupted by accidents. The New York Canals are free from ice only two hundred and twenty days on an average in each year.—In Pennsylvania the streams of the country are free from ice about 240 or 250 days in each year. The canals are impeded by ice sooner than flowing streams. For several years, commencing with 1820, the winters were unusually mild; hence, the actual period when the Pennsylvania canals (the majority of which have been constructed since that year) have been free from ice, ought not to be taken as a fair average, although the advocates of canals have been pleased to rely on it. Some of our canals are situated among the mountains, and in districts much elevated above the level of the ocean; consequently they are frozen for a longer time than those near the tide water.

The above period of 250 days will be lessened by drought in summer, and by leaks, breaches, and other accidents. Great interruption is often occasioned by the frequent freshets of our rivers, which, rising in their might, shake off the trammels which the puny efforts of man have attempted to prescribe for their governance: vast masses of ice, huge trees, and the wrecks of bridges, dams, and other structures, are borne away by a resistless force, and hurled with tremendous force against the dams and banks of the Canals which they encounter in their progress. Some of the dams of the Pennsylvania Canal are injured, or prostrated, almost every year. During the last year, the navigation of the whole western division was suspended for the summer and autumn by accidents; and the State Canals have, from these causes, been navigable only for a few months in each year. During the present year, already have three great dams, which are essential to the supply of the leading Canals of Pennsylvania, been swept with the besom of destruction. This havoc will be of frequent occurrence, and the whole commerce of the interior will be suspended, sometimes for several months. Whilst the Editor is writing, the newspaper of the day informs him that a dam on the Schuylkill has just been swept away by the flood! This navigation is the *carotid artery* of the State. The rupture of the other vessels, which are more remote, is, therefore of minor importance—a consolation which is offered to the acceptance of the friends of the Canal System in this their time of tribulation.

The repairs of the damages on the Pennsylvania canals, which the recent freshets have occasioned, will require many months, and the expenditure of at least \$200,000.

The opponents of Railroads have alleged that they are peculiarly liable to injury—that the rails might easily be broken or displaced by persons maliciously disposed. If this should be done, the wagons could be drawn for a short distance on the natural surface of the ground to the part of the

Railway which might remain uninjured. The injury could be speedily repaired, and the travelling would be either uninterrupted or slightly impeded. No injury would be sustained by the embankments; for it would require as much labor and time to destroy them as was expended in their construction. Every work of man may be injured by violence.—Our dwellings, our bridges, our ships, may become the prey of the incendiary; all our property is at the mercy of the desperado and malignant. But does this contingent evil ever induce mankind to forego the certain benefit which results from the use of such prosperity? Such contingent evil is not, however, peculiar to Railroads—canals are much more liable to injury—to injury easily inflicted—susceptible of concealment, and most disastrous in its effects, requiring much time and expenditure to repair. An embankment may be perforated by a stick in a few seconds; the water, at first oozing out almost imperceptibly, would soon enlarge the aperture; and the rushing and uncontrollable torrent would sweep away the most stupendous embankments, and strew their ruins over the desolated fields below them. Many miles of the canal would thus be rendered unnavigable. The injury inflicted on a Railroad is confined to the spot where the outrage is perpetrated. Canals have been injured, in the manner just mentioned, in the United States; and the Editor has seen the damage which, on one or two occasions, has been sustained.

The use of Canals is, from all these various causes, not only limited, but also very uncertain: fleets of boats are frequently detained without a moment's warning; sometimes for weeks, and even months; sometimes, also, they are suddenly frozen up. The present winter has afforded a striking illustration of the defects of Canals. The transition from autumn to a most severe winter was effected in a few hours; hundreds of boats were suddenly frozen up, and thousands, and tens of thousands of tons of coal, produce and merchandize, could not be taken to their places of destination. The cities of Philadelphia and New York were destitute of their supply of fuel; the most serious inconvenience, and even intense suffering among the poor, was the result; several persons perished in consequence of the cold; whilst a raging epidemic spread misery and death in a greater proportion among the destitute.—The price of fuel rose 100, and even 200, per cent. The whole commerce of the country was paralyzed. If Railroads had been adopted in lieu of the existing Canals, transportation could have been effected without any interruption. The city of Baltimore was abundantly supplied, every day, by means of her Railroads: fuel was sold at the usual price. The saving in this single article has been sufficient to render the value of these roads more generally appreciated. During the previous winter a deep snow covered the country—the Canals, as usual, were sealed with ice, and even the great highways of the country were for some days impassable. The snow drifts were heaped up in the excavations of the Railroads to a height of many feet, but the application of the snow-plough removed every impediment from the rails, and the intercourse continued without interruption.

The great rivers of our country, by means of which most of the interior commerce of our citizens is conveyed, usually rise, and are in good condition for navigation very early in the spring, or in the early and latter part of the winter: they rise and fall rapidly at all seasons: the Canals which connect them are often necessarily of great length, and trameled by numerous locks. The cargo of a boat, if sent from Philadelphia to Pittsburg by the Pennsylvania Canal, (even if the latter were navigable as early in the season as the great rivers of the west—a circumstance scarcely ever to be expected,) could not reach its place of destination in less than ten days, even if it proceeded day and night—and the time would probably be longer. In the meantime the rivers might subside, and their navigation be impeded. The Susquehanna, at Middletown, is swarming with vessels which descend that river during the freshets, and are detained for days at the locks of the Union Canal before they can enter it in their regular turn. Again, at the opening of many canals, in the spring, the sudden deluge of trade creates a glut in the market—a depreciation in the price of produce, which is extremely injurious to the proprietors; at other seasons there is a scarcity equally injurious to the merchant and to the consumer. Both results are prejudicial; they derange all calculations, interfere with the regular course of industry, and render trade a lottery. Regularity, not less than certainty, constitutes the soul of commerce. In these de-

sirable and all important properties, Railroads are immeasurably superior to Canals, which cannot for a moment be compared to them in these respects.

3d. Rapidity of Transportation on Railroads and Canals.

In a previous part of this chapter reasons have been given for the purpose of proving that it is impracticable to draw boats on canals with a greater velocity than two or three miles per hour, even when no locks are to be encountered. By incurring a great expense, it is indeed possible to exceed this rate to a very limited extent only; but, with few unimportant exceptions, the rate just mentioned is the utmost which it is expedient to adopt. If the locks be numerous—particularly if they are near to each other, (and it is sometimes difficult, and even impossible, to avoid this contiguity,) or if narrow tunnels or aqueducts form part of the line, the time consumed in passing them will occasion a great retardation of the progress of the boats. Many hours have been wasted by boatmen, on the Schuylkill and other Canals, waiting for their turn to pass the locks; and, on some occasions, on the Union Canal, and on the Erie and Hudson Canals, whole days have been lost when the Canal was crowded. Last spring the Editor was detained two days at one lock on the Maryland Canal from this cause. On several of the Canals in the United States, double locks have been constructed, and others are in the progress, to diminish this evil. The expense of such additions has already been adverted to.

On Railroads, even when horses are used, and the rate of travelling is only two or three miles an hour, a much greater progress can be made in a given time.* No delay at the inclined planes takes place when they are judiciously located and provided with machinery of the requisite power. On all descents an acceleration in lieu of a retardation is the result. Moreover, when the change in the level is effected by an inclined plane, distance is passed over at the same time—on Canals the locks permit no additional progress. Locomotive engines, on Railways, now travel at a rate which almost realizes the lover's dream—the annihilation of space and time. Riding on the wings of the wind is a dilatory process, compared to the more than hurricane speed which has been already attained on several Railroads. The fleetest of the animal creation has been distanced by the iron limbs of a race horse, whose fiery spirit never flags, whose muscles never tire, who, in a single month, can travel over a space equal to the circumference of the great globe which we inhabit; a courier which, moreover, can draw, when required, 1000 persons in its train, with a speed which even the philosophers of the age but yesterday pronounced as the dream of the visionary.

On the Manchester and Liverpool Railroad a velocity of a mile per minute has been maintained for several miles. The whole distance has been traversed at the average rate of a mile in two minutes; and the usual average of the travelling exceeds 20 miles per hour. Moreover, the road is not level, and in one place ascends for 1.12 mile at the rate of 55 feet per mile. On a level, or on a descending line, the speed would be greater. The citizens of Liverpool and Manchester are now, in fact, nearer neighbors than the citizens of the east and west of London! The consequent saving of the most valuable of all earthly possessions—time—is equivalent to a new lease of life—a prolongation of the usual term of human existence. Mankind will no longer be stationary engines; hereafter an immense population will be constantly in a state of locomotion, enlarging their understandings, acquiring health, increasing their comforts, extending their intercourse, and improving their commerce; new desires will be created, new wants supplied, new sources of industry will be created, and new resources be developed. If time be money, a new El Dorado has at last been discovered—although the discoverer, to whose genius the world is indebted to the treasure, was scoffed

* If the application of a force of 100 lbs. be sufficient to draw a given load on a Railroad with a velocity of two miles per hour, the same force can draw it at the rate of four, eight, ten, or any other number of miles; for the friction offers the same resistance at all velocities. But the power requisite will always be in proportion to the velocity; twice the velocity will require twice the power, &c.; if the force be, for instance, a weight, descending vertically into a well, the force (or pressure of that weight) will be uniform, whether it descends at the rate of two or four miles per hour; but, at the latter rate, twice the power is expended in a given time.

at, while living, as a visionary, and sunk into the grave poor and broken hearted. The nineteenth century may yet render to the memory of the inventor of the locomotive engine—OLIVER EVANS of Pennsylvania—the tardy homage of their gratitude: to the man whose far sighted sagacity foresaw and predicted, and whose mechanical intellect effected, the triumph of the Railroad system.

The important consequences of rapid traveling, to those who are in pursuit of business or pleasure, have been already mentioned—the facility of a frequent and expeditious intercourse among friends and relatives, merchants, manufacturers and farmers—especially in cases of urgency—the conveyance of the mail, of troops and munitions of war, in case of invasion or insurrection, &c. Again, many articles will acquire a new value; provisions, which are incapable of long preservation—meat, poultry, fish, oysters, milk, butter, eggs, vegetables, &c., may be brought from an immense distance for consumption. Goods can be forwarded to suit the emergencies of commerce. The port which has access to the interior by a Railroad may take time by the forelock, and her merchants may avail themselves of the constant fluctuations, the rapid changes in the markets, foreign and domestic. They may hold intercourse with the immense regions of the interior at the most favorable moment, when the rivers and highways are in the best condition—when their snail-pace rivals, on Canals, cannot even creep in sight of the districts where the harvest may have been already reaped. Again, their capital can be more frequently circulated from the frequency of their receipts, and expenditures; consequently, a less amount of capital will be requisite.

4th. Safety of Transportation on Railroads and Canals.

The safety of persons travelling on Railroads has been supposed to be precarious, and lists of alleged accidents have been published by interested or uninformed alarmists; some of these lists have been compared by the editor, with official and other authentic reports, with a view of testing their accuracy. It is needless to mention that the grossest exaggeration, and most unfounded statements, have been industriously circulated respecting the number of deaths which have occurred on the Manchester and Liverpool Railroad. A careful inquiry has established the fact, that only three lives have been lost since the opening of this road in the year 1829. 1. Mr. Huskisson, who was lame, and bewildered by an attack of illness, was run over by the Rocket. 2. A laborer, who was intoxicated, thrust his legs between the wheels of the wagon on which he was riding, and suffered the penalty of amputation for his brutal stupidity. 3. A countryman, impatient to enter a house on the road side, leaped from a wagon when it was in rapid motion, and the result of his folly was death: these accidents might have equally happened on a common road. More than 600,000 passengers have been whirled along this road without a single fatal accident since the commencement.* On the Baltimore and Ohio Railroad no accident has occurred, although 140,000 persons have travelled on it.† An unfortunate cow (according to the inveterate habits of these animals) crossed the road when a train was passing, and perished in the attempt to arrest the progress of the car. The melancholy fate of this proto-martyr of the opposition, excited great commiseration among some of the Canal advocates, who bewailed her untimely end in many a newspaper article. On the South Carolina Railroad a negro placed himself on the top of the safety valve of a locomotive engine during the absence of the engineer; it proved no seat of safety to him, and, resenting the indignity, blew poor Sambo sky-high.

In a former chapter of this book, the danger on inclined planes, and the means of preventing accidents, were described: although these accidents are few in number, they may be rendered still less frequent. If, however, the danger were greater than experience has shown to exist, it would be an untenable argument against the use of Railroads, which in other respects are so beneficial. Steam en-

* Some persons have supposed that accidents on Railroads when the speed would be 30 or more miles per hour. They cannot be compared with canals, with justice, in this respect; inasmuch as a speed of speed it is not pretended by any person that Railroads are more dangerous. † Only one life has been lost, even in the construction of this work: a poor driver was run over and died in consequence of the injury.

gines are dangerous; steamboats are eminently dangerous; ships are dangerous; many kinds of machinery, manufactures, trades, and occupations, are dangerous; some of them occasion sudden death, or lingering and fatal diseases; but the danger attending them does not preclude their use. Canals are also fatal to human life; boatmen and others often find in them a watery grave; they are also crushed when passing the locks, or beneath the low bridges. From these causes, alone, more lives have been lost on the New York Canal in one month than on all the Railroads in the United States during six years. The Paddington Canal, London, has been called "the suicide's assistant."

The damp atmosphere, hovering over Canals and their vicinity, is eminently prejudicial to health; the deadly miasma which is also generated by them, affects the whole neighborhood; rheumatism, colds, remittent and intermittent fevers, are the almost invariable concomitants of their almost stagnant waters, and the lands which receive the water from their numerous leaks. In our climate, Canals are pestilential, and disease and death their never failing drawbacks. It is idle to defend Railroads against the charge of danger, when the history and theory of Canals exhibit such alarming facts.

Goods when conveyed on Railroads are not exposed to injury from leaks, nor from the moist air which injure some articles when carried on Canals. In France, the charcoal which is used by the furnaces is often injured by this cause. Lime is also deteriorated. When broad pools or rivers, form part of a chain of inland navigation, boats are sometimes exposed to danger from the roughness or occasional rapidity of the water; boats have been carried over the dams in the Susquehanna and Schuylkill navigations, and they are sometimes compelled to stop until a more favorable state of the water will permit an easy and safe progress.

5th. Relative convenience of Railroads and Canals.

This part of the subject has already been incidentally discussed in the previous pages. A few general references will conclude this chapter, which has been extended to a length which was not anticipated.

Railroads are, generally, preferable to canals for the following reasons:—

1. They are practicable in every situation where the wants of the community may require them.—Canals are frequently impracticable, either from a deficiency of water, or from physical obstacles which would render the expense enormous.
2. The cost of constructing, maintaining, and repairing Railroads is generally less than the cost of canals.
3. Railroads are (almost without exception) less circuitous than canals.
4. The cost of transportation is less on Railroads than on canals.
5. The transportation of goods and of passengers can be effected with a much greater speed on Railroads than on canals.
6. Railroads can be used during all seasons; they are not rendered useless by the frosts of winter or the droughts of summer.
7. Railroads are more easily kept in repair, and, when injured, do not necessarily stop the trade on the line: their repairs can be speedily and cheaply effected: within a certain period of time; consequently the transportation on them will be regular, and without unforeseen and vexatious embarrassments and loss, and the consumer and producer will not at any time be deprived of a market.
8. The tolls on Railroads may be less than on canals.
9. Railroads do not injure the health of the districts through which they pass; canals occasion wide-spread disease and mortality.
10. Railroads are susceptible of great improvements; a great augmentation of their value has already been produced by recent meliorations: new modifications and applications are almost daily discovered, and others may be anticipated, increasing their utility, diminishing their expense, rendering them more durable, safe, and convenient. Canals, on the contrary, have been almost stationary for nearly two centuries, and, from their nature, seem to be incapable of any material improvement.
11. Railroads do not injure land by leakage, nor do they divert water courses from their accustomed channels, and thereby interfere with mills, meadows, and land.
12. Railroads do not present inconvenient and impassable barriers, whereby farms and streets are separated.

Railroads are, therefore, more convenient and better adapted to the wants and means of the com-

munity than canals; although, in some few cases, (which may be considered as exceptions to the general rule,) the latter may be more eligible—particularly when the face of the country is nearly level, and when the supply of water is abundant—the climate mild and healthy—when speed is unnecessary in the conveyance of goods or passengers—or when interruption of the trade, during the frost of winter or the drought of summer, is productive of little injury—or when Canals, or slack water navigation, can be effected at a cheaper rate—or finally, when by means of a short Canal, connecting an extensive line of existing navigation, a transshipment can be prevented. Every case must depend on its peculiar circumstances; and the conclusion will not, therefore, be invariable. The remark may, however, be made, that there is not a Canal in Pennsylvania, New York, New England, or Ohio, (and other States might be mentioned,) which is not a clear misapplication of capital; in every instance Railroads would be far preferable. The canal system is superannuated and incapable of improvement: it is unable to withstand the assaults of its youthful, vigorous, and popular adversary—whose movements outstrip the speed of the wind—a giant who is daily increasing in strength, improving in skill, abounding in resources, and exhibiting a capacity in accordance with the spirit of the age. This adversary, engendered by the necessities, and nurtured by the civilization, of the nineteenth century, is about to terminate the supremacy of its once favored rival: a rival to which but yesterday it was a feeble auxiliary—an humble dependant. Commencing its career at our Atlantic cities, it may be traced by its tracks, in its progress, to the boundless regions of the far west—striding over valleys and rivers—scaling the loftiest mountains, or clinging to the sides of rugged precipices—resting in safety on the bosom of the most treacherous and bottomless marshes, or hewing its way through rocks and every opposing obstacle, with a triumph which might almost rouse the astonished spirit of Brindley from the grave—wending its ways into every spot where its presence is desirable, and extending its arms to embrace the commerce of a nation—it diffuses the productions of distant climes with a profusion previously unknown, and with a celerity almost realizing the dreams of the visionary. America, where the value of Railroads was first discovered, is destined to be the theatre of their greatest extension and triumph.

The preceding essay was originally written by the Editor in 1824, and has been repeatedly republished since. It has been revised, and condensed, and such additions made to it as the present state of the Railroad system required. Under these circumstances, it is presumed that no apology is necessary for again submitting it to the public. G. W. S.

THE CHOLERA.

Friday, July 6.—24 cases and 12 deaths at private residences; 13 cases, 7 deaths, at the Park Hospital.

Saturday, July 7.—New cases in the city 42; deaths 5; in the several hospitals, 17 cases; 5 deaths.

Sunday, July 8.—New cases in the city 29; deaths 8; in the several hospitals, 13 cases, 11 deaths.

Monday, July 9.—In the city at large the cases are very few, only 18, and 4 deaths.

In the Hospitals, excluding the Bellevue Almshouse, (wherein the Report is very unfavorable) the new cases are 30, the deaths 10—making all the new cases in the city 48, and the deaths 14.

The report from the Almshouse, presents 57 new cases, in addition to the 33 left at the previous reports—the deaths were 14. Every measure is taking to disperse the inmates of this great establishment; some hundreds of them, including children, have been sent to the farm on Long Island, and shanties are hastily putting up on Blackwell's Island. Why not encamp them? Tents are cleaner and more healthy than shanties.

The Special Medical Council repeat the opinion, that intemperance, exposure and filth are the great causes of the mortality of the malady, which is controllable if early taken. They particularly caution the citizens to guard against the change in the weather, by putting on flannel and avoiding wet and the

night air; also, suppers, green fruits and other crudities.

AMERICAN HOTEL.—A report being in circulation that this establishment is closed, we are requested to state that it is wholly unfounded—that the establishment, with its usual number of servants, is open—and that from its airy and healthful situation it offers every chance of immunity from the prevailing disease.

The President, steamboat, which arrived at Newport early on Saturday evening, not being permitted to land, proceeded immediately to Providence.

On this head the Providence American of Saturday remarks:

"The steamboat President, which arrived this morning from New York, had on board two hundred and thirty-five passengers—a larger number, it is believed, than ever brought before at one time.—Captain Bunker was strictly enjoined not to land a passenger at Newport, although there was a large number on board who wished to stop there for the purpose of passing the warm season.

"It appears to us that our Newport friends are a great deal more nice than wise. We thought it was universally conceded at the present time, that it is impossible to prevent the approach of the cholera by quarantines or armed forces. Business must necessarily be seriously affected during the present general excitement and agitation, without having recourse to such measures as have been adopted at Newport."

Tuesday, July 10.—After a cold rain for the season, the weather has cleared off pleasantly. The Cholera Report of yesterday was encouraging, as showing fewer deaths and many convalescents. We do not take into account, in estimating the health of the city, the cases at the Almshouse at Bellevue, distant some three miles from the City Hall, shut up within its own walls, and having no connection with the city; and we wish the Board of Health would make the report from the Almshouse entirely distinct, so that the number of cases there may not swell without reason the aggregate of those in the city.

ONE O'CLOCK.—The report to-day presents more cases and fewer deaths. The aggregate is,

In the city at large, 44 cases, 6 deaths.

In the Hospitals, 22 cases, 13 deaths.

In the Bellevue Hospital, 43 cases, 25 deaths.

New York, July, 10, 1832.

To Walter Bowne, Esq.,

President of the Board of Health.

The Special Medical Council report to the Board of Health that they visited yesterday afternoon the Bellevue Almshouse, and the Cholera Hospital there. They will make a communication this afternoon to the Commissioners of the Almshouse, on the subject on which their opinion has been asked.

The Special Medical Council assure the Board of Health that the disease in the city is confined to the imprudent, the intemperate, and those who injure themselves by taking improper medicines. So limited is the disease to particular descriptions of persons and to particular localities, that many physicians known to be most extensively engaged in private practice, have not reported or met with a single case.

The number of admissions into the Hospitals in the city, is found to be nearly one third less than that of yesterday.

In behalf of the Special Medical Council,
ALEX. H. STEVENS, M. D., Pres't.

[From the Albany Evening Journal of last evening.]
SUNDAY, July 8, 5 P. M.—The Medical Staff have reported eleven cases of epidemic cholera since the last report, many of them of a mild character.

[Several cases had been reported on each of the two or three previous days.]

Three deaths are reported: Henry Harris, a black man, (reported yesterday,) in Orange street, John McGee, (reported yesterday,) Central Hospital; and a black man, found dead on the pier, whom no physicians had seen.

The other cases reported yesterday are convalescent, and under treatment.

Dr. Green has also stated to the board the case of a Mr. White, who died yesterday in the town of

Guilfordland, 3 miles from the city. He had not been in town and is not known to have had any communication with persons from the city. He died of the prevailing epidemic. By order of the Board,
JOHN TOWNSEND, Mayor.

We understand that there has been three or four deaths, and several new cases, since the last Report.

Extract of a letter from Quebec of 4th July.

"The number of cases in this city has certainly very much diminished, but they are still sufficiently numerous to create a considerable degree of anxiety. We have lost, and are still losing, some very respectable members of society; and what is very extraordinary, although the death of nearly all of them may be attributed in a great measure to trifling previous indisposition of a few days, or perhaps a different feeling to what they generally had; and which in most cases they did not divulge until too late, still this does not appear to have proved a warning to others, as all those that are now convalescent (and we are happy to say that they are tolerably numerous) admit that they had not been well previous to the attack. We strongly recommend you and your friends not to treat so lightly, as you would in common times, any slight illness with which you may be attacked, and, without hesitation, call in medical assistance. This mode of proceeding has, as you may suppose, given rise to many false alarms, and created a good deal of ridicule at the expense of those fancying themselves ill—but it nevertheless appears to have been successful in every case, even where a very violent attack of the disease followed."

Wednesday, July 11.—The Report to-day, regard being had to the weather, and to the great probability of other cases than Cholera being included in the Reports, is certainly encouraging.

In the city generally, 45 cases, 10 deaths.

In the Hospitals, 31 cases, 15 deaths.

In the Bellevue Almshouse, 52 cases, 25 deaths.

The late hour at which we receive the Reports of the Board of Health, and the necessity of going to press by half past 1, in order to save the mails, and ensure an early distribution of the papers in the city, must plead an apology for some inadvertencies.

The aspect of the disease is decidedly more favorable. The cases are milder—the recoveries more numerous. We have not reported, and shall not report, the names of patients, because it gives, or may give, unnecessary pain, without equivalent public advantages; and we omit the names of physicians reporting, because notoriety may tempt to the reporting of cases, at least doubtful.

While writing these remarks, the following communication was put into our hands. It shows, most strikingly, how cases may be multiplied through hurry and want of care in making up the report.

To the Editor of the American:

Would it not be well for some of the neighbors of those reported as "cases" of cholera, where palpable mistakes are made, to inform the public thereof; and thereby neutralize a portion of the undue alarm which arises from the number reported?

I beg leave to refer through your columns to a few instances, to show how "cases" are got up.

By looking at the "Reports" of the 8th, 9th, and 10th inst. you will read as follows:

8th. "John Chambers, Washington, cor. Reed, Doct. M'Clay—epidemic cholera.

9th. "John Chambers, 187 Reed-stre. Doct. Wright."

10th. "John Chambers, Reed, cor. Washington, Doct. Knapp, cholera, convalescent."

So this man, who, it is to be hoped, is now in a condition to be reported "cured," has already been served up three times. He has been in every report since names were given, and probably in one before. Can anything exceed the care which his numerous medical attendants must have taken of him, or their anxiety that the public should know his "case?"

In the reports of the 9th and 10th, are read—

9th. "Mrs. Powel, Bank street; Dr. Stewart."

10th. "Mrs. Powel, Bank street; Dr. Stewart."

Again—

8th. "Mrs. Beyea, 433 Pearl street; Dr. Rockwell; malignant cholera."

10th. "Mrs. Beyea, 433 Pearl street; Dr. Rockwell; reported on Saturday"—making three times,

3d. "Mrs. Purdy, 3d street, near Avenue D—Dr. Rockwell."

10th. "Mrs. Purdy, 3d street, near Avenue D—Dr. Rockwell."

8th. "Abm. Potts, 51 Division-street—Dr. Comstock."

10th. "Abm. Potts, 51 Division-street—Dr. Comstock."

Other cases of this sort might be added. In some instances the reports say, that the cases have been reported before.

Probably most of those enumerated as being in the Hospitals have been previously reported from private dwellings.

Is it not possible for the Board of Health to prevent exaggerations of this sort? If not, should they not be exposed by the public prints?

I will notice one of the other methods by which appearances are kept up, viz. that of reporting cases by hearsay several days after recovery or death from some sort of illness; and I take leave in particular to inquire whether the physician who reported "Win. Hill, 51 Harrison street," on the 10th, as dead of cholera, ever saw that "case;"—whether he is aware that Mr. Hill was buried last week on Saturday; and if seen by him, either before or after his death, whether he will state the symptoms which determined that to be a case of cholera?

Respectfully yours,

A. B.

New-York, 11th July, 1832.

The Special Medical Council report to the Board of Health:

That they have reason to believe that the cases of malignant Cholera are less numerous than for several days past. Although bowel complaints, and ordinary cholera are rife in the city, they have not been able to ascertain a single case of malignant Cholera in a person of regular habits, and who has not committed some gross error in diet.

They recommend to the Board to publish in the Newspapers, the brief cautions heretofore printed in handbills, by the Executive Committee.

In behalf of the Special Medical Council.

ALEX. H. STEVENS, M. D. President.

BOARD OF HEALTH, ALBANY, }

Monday, July 9.

Daily report for Monday, July 9—Remaining 27. new cases 18—severe 10—mild 8—deaths 5—under treatment 14.

The following are the five deaths reported.

Samuel Mains, 49 Orange street.

Mrs. Peck, Quay street, near Maiden lane.

John McNamee, South Hospital.

Sarah Connaughty, Malcom street..

One person (name not known) at the North Hospital.

We do not believe that the health of the city is worse than it was yesterday. There have been several new cases of Cholera, and some sudden deaths since the last report.

We still entertain strong hopes that the disease will not rage to the extent that was feared.—[Alb. Eve. Jour. of last evening.]

Thursday, July 12.—Panic continues to be, as from the beginning it has been, the greater evil—and from the want of employment consequent upon the general breaking up of business, there will be there must be—an increase of the disease: for idleness, want, and fear, will then have full play. Great is the responsibility of those whose exclusive considerations for self may lead to such results.

In the city generally, to-day, the cases are 32, deaths 10; in the Hospitals, 39 cases, 16 deaths; in the Almshouse, at Bellevue, 48 cases, 25 deaths.

Errors innumerable are mentioned in the cholera reports. A case reported yesterday at 24 Water-st. turns out to be a death by fits. 137 Washington-st. also made the scene of a case yesterday, is a public store, without tonans, and which has not been opened even, for a week.

A note from C. Wright, M. D., says, in reference to the case of John Chambers, noticed in this paper yesterday, that he (Dr. W.) never reported, as is there stated, the case of Chambers.

In justice to the Clergy, concerning whose abandonment of their stations at this moment we see and hear so many reports, we take occasion to state, as the result of some inquiry, that with three or four

exceptions, all remain at their posts, and, God willing, mean to do so.

Yesterday, at 11 o'clock the receipts at the Jersey city Ferry, as the earnings of two Steam-ferry-boats, amounted to 12 1 2 cents. One boat was then withdrawn and at 12 o'clock the other had earned 37 1 2 cents, making 50 cents as the result of the forenoon's labor. Among the few who ventured into the infected city, was a Jersey wagoner with a load of notions, determined on hazarding everything, to deliver his load in conformity to orders.—[Journal of Commerce.]

BOARD OF HEALTH, JULY 12, 1832.

The Board of Health consider it proper to state, that the cases reported at Bellevue are confined exclusively to the persons within that establishment,—two and a half miles from the City Hall,—and that no patients whatever are sent from the city to that place.

ALBANY.—The report of the Albany Board of Health on Tuesday comprises 21 new cases of cholera, 12 of which were mild, and 9 severe. Deaths 8. Under treatment 7. Convalescent 6.

CHOLERA AMONG THE UNITED STATES TROOPS.—An Extra from the office of the Albany Argus, dated 3 P. M. yesterday, contains an official report of a committee of the Board of Health of Detroit, dated 5th July, stating the circumstance of 9 cases of cholera, one of which, the subject being a very intemperate man, had proved fatal, among the U. States troops on board the Henry Clay steamboat. The troops proceeded notwithstanding, to the number of four hundred, for Chicago. The second case was less violent, and the patient was expected to recover.

An endorsement, on the back of the slip from Detroit, containing the above account, says:—"Four other cases occurred after the publication of this. The Henry Clay proceeded on her way to Chicago."

Extract of a letter from Boston, July 10, 1832.

I have this morning visited the hospitals in this city prepared for the reception of the cholera patients, in case the disease should make its appearance here; and the contrast so manifest between the alertness, promptitude, and sagacity of the municipal authorities of this place, and the indifference, negligence, and folly of those of our own city, ought to be made public.

As soon as it was understood that the cholera was in Quebec, the Mayor of Boston convened the Board of Aldermen and the Common Council.—\$50,000 were at once appropriated to meet the expenses of the occasion. General powers to enforce sanitary regulation were vested in the Board of Health, and the Aldermen and 48 members of the Common Council formed themselves into an Assistant Board of Health. The city was thoroughly cleansed, and divided into four districts, in each of which a cholera hospital was established, with four physicians, nurses, and attendants, attached to each. And let it be remarked, before it was known that the cholera had broken out in New-York, and two days before our shiftless Board of Health was obliged to transform the City Hall into a temporary hospital, without even the means of preparing medicines and baths, without even nurses for the miserable sufferers that were brought for shelter and relief, to the place where the "fathers of the city" were assembled—two days before this occurrence, so disgraceful to the character of the city had taken place—hospitals here had been hired, and measures taken to mitigate the calamity which threatened the larger towns in the United States.

In the Hospital I have visited this morning, (which is on West Boston Hill, near the Mill Dam, and in the most fashionable and airy part of the city) the mattresses are new, and of the best curled hair; the bed clothing of good quality: the bed-rooms are provided with everything required for the

comfort of the sick: bags for heated sand; bathing tubs prepared; a room for medicines on one side of the medical room, and a store room on the other, and everything that the experience of other countries could suggest provided at the expense of the city in the most ample manner.

A hospital is also provided on Fort Hill; another at the north end, between Hanover and Ann-streets, and Dr. Parkman has offered his splendid mansion in Bowdoin Square, (near Mr. Lyman's) as a Hospital for that part of the city, together with such portion of his furniture as may be required for the use of the sick. A gentleman in Purchase-street has also offered his house for the same purpose whenever it shall be wanted. All comment upon the contrast between the conduct of the municipal authorities here and those of New-York is unnecessary.

The apprehensions of a large community or body of men are generally in proportion to their want of confidence in their leaders or officers; and while in New-York, I found the public mind deeply agitated even previous to the breaking out of the Cholera: I find here all calmly and collectedly anticipating its approach, with a resolution springing from religious feeling, combined with a full confidence in the municipal authorities of the city. Yours, &c.

BOARD OF HEALTH, ALBANY, }

Wednesday, July 11. }

The Board of Health report, that since the last report there have been 28 new cases of epidemic cholera, of which 5 are severe.

There have been 9 deaths.

Remarkable Escape.—Mr. David Caldwell, cabinet maker of this borough, who had been to Jersey Shore in Lycoming county in a two-horse wagon, while on his return in the early part of the present week, by the way of Pine Creek, met with a frightful accident; and though himself and a little girl who was with him in the wagon and the horses all escaped unhurt, it was only through the interposition of a most remarkable Providence that all were not instantaneously killed. Mr. Caldwell had arrived at the lower end of the Narrows, at a place called Nichols' Rocks, and while descending a short pitch in the road, his off horse, which was young and not well broke, became ungovernable, and crowded the near horse off the road, when the whole were precipitated headlong down an almost perpendicular steep, nearly 20 feet into the creek! Pine Creek has at this place a bold shore, and to this circumstance, in part at least, is to be attributed the preservation of the lives of the two persons as well as the horses. Mr. Caldwell was thrown into deep water, and on rising near the surface, found the wagon seat, a considerable part of the load, and as he supposed at the time, the wagon, on the top of him—in this last particular, however, he was mistaken. After considerable exertion, he succeeded in extricating himself from his perilous situation, rose to the surface, and made his way to the shore. To his great surprise he found the little girl in about two feet of water close to the shore and uninjured. He supposes she must have been thrown against the rump of one of the horses, and bounded off at one side. His attention was next directed to the horses; and on looking about he discovered them swimming across the creek, which is probably 50 or 60 yards wide at this place, with the wagon attached to them, but before reaching the other shore, they gradually wheeled around and swam back, near to the place where they went in.

The wagon it seems did not upset, but as it went down the bank, was poised in nearly a perpendicular position with the tongue downward, so that the whole load, which consisted of various articles of merchandize, &c. was emptied out forward. From an examination of the bank it appears that but one wheel of the wagon touched between the road and the water, and that only in one place; and only one or two prints of the horses' feet were discoverable in that distance.

That such an adventure could terminate with only the loss of a part of the loading seems a greater miracle than we are often called to witness, and yet such is the fact, as we have the particulars from the mouth of Mr. Caldwell himself.—[Wellsborough Phoenix.]

NEW-YORK AMERICAN.

JULY 7, 9, 10, 11, 12, 13—1832.

LITERARY NOTICES.

THE HISTORY OF SPAIN AND PORTUGAL, Vol. XVII. of Lardner's Cabinet Cyclopædia, Carey & Lea, Philada.—It is certainly remarkable that with all there is of romance, and heroism, and chivalry connected with the early history of the Peninsula, there should not before this have existed a good general history of it. Such, however, is the fact; and the author of that now before us, in his short preface says, that "if anything short of actual experience could have shown in their true magnitude the obstacles to such an enterprise, he, though having a long and intimate acquaintance, personal and literary, with Spain, would have recoiled from it. As it is, he has written a valuable book, though on that subject, which of all others was fitted to lend most attraction to his pages, the domination of the Moors and the Arabs, he has been brief, because a special work on it, is in preparation for the Cabinet Cyclopædia, by Southey, "whose pen none but no presumptuous would attempt to rival."

We make an extract: it refers in its conclusion to the celebrated battle of Roncevalles, which the poetry and prose of chivalry have vied with each other in celebrating. The author writes, we find, under a strong distrust of the accuracy of French histories.

The anonymous life of Charlemagne, the relation of his own secretary Eginhard, and other contemporary authorities, prove beyond doubt that (probably in 777) an embassy arrived at the court of Charles, requesting his aid for the Viceroy of Catalonia against the Mohammedans, and offering him in the event of success the feudal supremacy. By whom that embassy was sent is not very clear; but apparently it was dispatched by one Ben Alarabi of Saragossa. That this Ben Alarabi was not the wali or governor of that place is certain; for that officer was Abdelmelic, whose fidelity continued unshaken through life. Probably he was one of the wasirs who aimed at independence: or who at least preferred the distant nominal sway of a Christian to the onerous despotism of the Mussulman.—What is undoubted is, that the offer was accepted; and that a powerful army, in two columns, passed the Pyrenees. The glory of humbling the Mohammedan faith in Spain would doubtless have much weight with this Christian emperor; but, from his subsequent acts, we may be excused for suspecting that policy, and even ambition, had as much influence over him as the interests of religion. He himself headed the division which passed into Navarre through Gascony, and his first conquest was the Christian city of Pampeluna. Though the anonymous writer of the "Annales Metenses" asserts that he expelled the Saracens from that city, Sebastian of Salamanca, a more ancient writer, who must necessarily have known much more of the circumstances, expressly affirms that, previous to his days (A. D. 870), Moors had never been admitted either into it, or any other town of Navarre or Biscay.—The walls he levelled with the ground; and thence proceeded to Saragossa, to effect a junction with the other divisions of his army, which had marched by way of Roussillon. That city quickly owned his supremacy; and so also, we are told, did Gerona, Huesca, and Barcelona, the government of which he confided to the sheiks who had invited him into the Peninsula, and had aided him with their influence. If the testimony of Eginhard be admissible, the whole country from the Iberus to the Pyrenees, in like manner owned his authority. How far he might have carried his arms, had not the revolt of the Saxons summoned him to a more urgent scene, it would be useless to conjecture; but that he mediated the subjugation of the Peninsula,—of the portions held by the Christians, as well as those subject to the misbelievers,—may be reasonably inferred both from his immense preparations, and from the admission of the most ancient historian of that period. The inaction of Abderahman shows plainly enough that he was unable to cope with the imperial forces; for the result of this expedition must be acknowledged as inglorious to Charlemagne. The destruction of a Christian city, and the homage of a few feudatory governments in Catalonia, little accorded either with his religious or martial fame. His

return was destined to be still more dishonorable. While in the defiles of the Pyrenees, between Roncevalles and Valcarlos, his rear was furiously assailed by some thousands of Navarrese in ambush, who were justly indignant at the wanton destruction of their capital. That the injury inflicted on the Emperor was serious, is apparent from the words of his own secretary, who tells us that the whole rear-guard was cut to pieces, including many of his generals and chief nobles; and that not only the riches amassed in the expedition, but the whole baggage of the army fell into the hands of the victors.

With the want of candor so characteristic in all ages of the French historians, this action, so glorious to the Navarrese, has dwindled into an insignificant surprise, or it has been attributed to the French inhabitants of Gascony, or it has been concealed altogether. That it was not insignificant is apparent enough from the extracts below; that it was the deed of Charlemagne's own subjects, of Franks who had contrived to station themselves on the Spanish territory, for the purpose of waylaying their sovereign, is too absurd to need refutation. Probably the troops of the Asturian king Silo swelled the numbers of the patriotic victors; but both reason and history must reject the deeds, if not the existence, of Bernardo del Carpio, and other chiefs, whose names have been immortalized by poets and writers of romance.

IVAN VEJSEHEN, or Life in Russia; by Thaddeus Bulgaria: 2 vols. Carey & Lea, Philada.—This purports to be, and we presume is, a translation from a Russian novel which appeared in 1829, and was received in Russia with the greatest avidity, has been translated into several other languages, and has attained European celebrity.

It is, we presume, an accurate view of the interior of life in Russia; not such as a traveller, passing rapidly through the country sees it, or as it presents itself to a sojourner in the splendid capital of the Czar Peter, but such as can be seen and felt only by the man privileged or doomed to be a denizen of that half barbarous empire.

There is much knowledge of human nature, much shrewdness, and much information, such as it is, in these volumes, which are, as to life in Russia, though less attractive, what the volumes of the Persian Adventurer are to the more gorgeous nations and regions he describes and lives among; or what Trevelyan's book of the "Adventures of a Younger Son" are to the isles and continent of the Indian seas.

ENCYCLOPEDIA AMERICANA, Vol. X. Philadelphia, Carey & Lea.—This volume embraces from PEN to REU, and proceeds as it began, with care, with diligence, and with accuracy. There are many articles in this volume of common and immediate interest, independently of the value of the work for general reference. We may enumerate that on *Railways* as quite à propos; and that describing the origin and principles of the *Quakers*, written by one of the sect, as very orthodox. In the Appendix is an excellent biography of Napoleon, and a paper on philosophy, concluding with an explanation and vindication of German philosophy, that may be read with pleasure and instruction.

DOMESTIC MANNERS OF THE AMERICANS, by Mrs. Trollope. Reprinted by Messrs. Harper, N. Y. 1 vol. 8vo. pp. —We think, differing therein, we are aware from many whose opinions are entitled to consideration, that the American publisher of this work has done well to place before us, this caricature likeness—still like, though caricatured, which a sketchy, though unfriendly hand, has drawn of us. We have heard of persons who, on first viewing the Falls of Niagara, were disappointed; not because that it is not the most imposing and sublime of earthly scenes, but because, from some preconceived and indefinite notions they had entertained of it, it did not at once throw them into ecstasies. So, in some sense, it was with Mrs. Trollope: she came to this country, it would appear, with high though vague preconceived notions of it and

its inhabitants, and because they proved to be very like other people elsewhere, only a little less credulous, and not at all indifferent to their own interests, and because further, the city of Cincinnati could not be made to comprehend the advantages of a fashionable Bazaar, (which Mrs. T. and her chère moitié wasted their money in erecting there,) this clever but disappointed Tourist found nothing to admire, and everything to censure, in the manners, habits, morals, religion, and government of the Americans. All this we can look upon with complacency, and pardon, for the truth, the unquestionable truth, which, amidst much heaving manifestly practised upon this travelling Blue, she here and there tells of us.

We take no extract from the book, because so many have already been made in this paper and others; but we make it the occasion of bringing to the notice of our readers and of the Harpers, in the hope of inducing them to republish it, the volume referred to a day or two ago in this paper, from the pen of Mr. Ouseley. We cannot do this better than by the observations annexed, cut from the London Times of 29th May:

We have received a copy of a publication entitled *Remarks on the Statistics and Political Institutions of the United States of America*, by Mr. W. GORE OUSELEY, who has lately been attached to the British Legation at Washington. Mr. Ouseley's "remarks," which are professedly written with haste, and which are arranged without much regard to order or method, are chiefly valuable for the contradiction which his personal experience enables him to give of the misstatements lately published respecting the American people, or his candid explanation of peculiarities which cannot be denied. Mr. Ouseley admits that he went to America with strong prepossessions against its institutions, but now argues, that though a republican Government, like that of the United States, might be inapplicable to Europe, it is well adapted to that society, and to that state of circumstances, where it is established. Indeed, he declares his opinion that the political system of our Western brethren is better adapted "for the security, good government, and welfare of the American people, than any which, under their peculiar circumstances, could have been conceived."

This publication points out several errors and mistakes in Mrs. Trollope's recent book on American characters and manners, or rather shows that that clever traveller often generalizes local peculiarities, or exaggerates general facts.

We have not room for entering into the controversial part of this publication, but beg to recommend it as another evidence of the benefit which the public must derive from discussion even of national institutions in removing prejudices and establishing truth. The chief topics to which Mr. Ouseley adverts are the supposed defects of the American Government,—the merits of the Supreme Court of the United States,—the alleged misrepresentations of the domestic manners of the Americans,—the financial and general prosperity of the Union,—its system of taxation and the comparative weight of taxes on each individual,—the state and revenues of the clergy,—and the judicial system, and its expenditure. His remarks on each of these subjects are highly deserving of attention, though, from the object of his publication, they appear rather as corrections of previous statements, than as displays of spontaneous original information. In most cases he confirms, though in some he controverts, the clever and animated accounts of Captain Basil Hall, who can never be accused of perverting facts, whatever may be thought of the theories which he founds on his limited experience of American institutions.

We, as foreigners, may admire the results of republican freedom in a new situation—under most favorable circumstances—and with laws borrowed from our old English monarchy, without being subjected to any charge of illiberal prejudice, though we prefer our own tried form of monarchical government to that which exists at Washington.

At the same time we are disposed to admit that the persons who have recently given us accounts of American society, have grossly underrated the influence of the habits to which they have been accustomed in Europe in perverting their judgments, and have ascribed to political institutions many of those peculiarities of character which have originated in a

social organization, over which Government has had little control. After all, the great charge brought against our American brethren is, that, free from many of the vices of an ancient and luxurious community like our own, they are likewise deficient in its general taste and refinement,—that they are behind us in the elegant arts, though they excel us in the general comfort provided for the whole people,—that their men of wealth have less distinction in a society where wealth confers no privilege, than they would have among a people where it can purchase political pre-eminence—in short, that they have no rotten boroughs, and no pauper peasantry—no great capitalists, and no starving manufacturers—no princely aristocracy, and no slavish tenantry. Our American brethren may not have any particular class whose object it is to spend money rather than to acquire it; they may have few families with large revenues in a country where the equal division of inheritance makes no eldest son; they may not have so many picture-galleries, or so many extensive parks, where, at each generation, both may be brought to the hammer, and divided among children of the proprietor,—they may not have such well paid public officers, or so many fine pensions, where public economy is the order of the day,—they may not have troops so well equipped, or fortresses so well supplied, as in a quarter of the world where military vigilance and preparation is more necessary,—they may not have so much pomp or conformity of religion, where they pay nothing for a church establishment,—their cities may not be so magnificent, their houses so richly furnished, or their equipages so splendid; but, as a compensation, they have fewer poor-houses, and less political disaffection—less local oppression, and a greater consciousness of moral independence—less individual toil, and moral general abundance.

We can only find room for the following extract on this subject from Mr. Ouseley's book:—

"Americans may well be excused if their patience is somewhat taxed by the short-sighted and captious criticisms that are sometimes uttered by foreigners upon their country, their government, or their manners. I look at that immense tract of country west of the Alleghenies, that a very few years ago was comparatively a wild forest, where many millions of acres were thinly occupied by a few thousand inhabitants, and see a population already greater than that of several independent kingdoms, daily increasing in numbers, and adding to their comforts; where cities and towns spring up as if by magic from among the woods; its plains traversed by Railroads, and its gigantic rivers covered with steamboats. I see all this going on without tumult, bloodshed, or disorder; and when I exclaim, 'this is a noble, an extraordinary country!' I am answered in Abigail phrase—'but, shocking, the people eat with their knives!'"

To the exclusion of some other literary notices prepared, we insert from the Literary Gazette of 26th May, just received, the following biographical sketch of Baron Cuvier:—

Baron Cuvier, as we last week stated, died at Paris on Tuesday the 15th of May. This illustrious naturalist, during a long and laborious career, has surpassed all who have preceded him, from the days of Aristotle, in the reform which he has effected in the sciences of observation. His religion (being brought up in the Protestant faith) put early difficulties in the way of his education; and at a subsequent period his active mind gave him, in the German University of Heidelberg, such an unenviable polemical superiority, that he was led, by the persecutions which it entailed, to abandon the profession of the church, his original destination. The learned and eminent Geoffroy St. Hilaire was the first to discover in the pursuits of young George Cuvier the indications of that superior mind which was destined even to eclipse his master; and, happily for science, obtained his appointment to the school of natural history of the Garden of Plants. Remarkable it is, that the career of these two friends should have terminated in one of the most abstract discussions that is presented by the annals of natural science. Both proceeded in the same way to remodel the principles and to fix the classifications of naturalists on an unalterable basis, viz. the anatomy of function; and yet how different are the results obtained by two observers of such undoubted intellectual attainments? The intimate knowledge of animated nature, obtained by long and severe observation and reflection; the most curious experiments on the possibility of frustrating even nature in the generation of species; and a careful study of her own deviations from her ordinary or normal structures, have led Geof-

froy St. Hilaire to see in the whole of the animal creation a uniformity of structure and unity of composition, which only in the changes produced in the elective affinity of organs, by the necessity of performing new functions as the circumstances become changed, lead to that infinite variety of form and aspect, with which it has pleased Omniscience to people the sea, to crowd the air, and to adorn the earth, the patrimony of man.

The characteristic of Cuvier's mind was rather accurate observation than the grasping ideality of his contemporaries; and though all his researches exhibit a most comprehensive scope of thought, yet this was so well disciplined by his habits of actual investigation, that he cannot be said ever to have committed an extravagance in theoretical deduction; and the same admirable perfection of the contemplative faculties which makes genius merely the application of common sense to new ideas, prevented him from ever erring so far as to enter the domains of hypothesis. His lectures on Comparative Anatomy have been preserved by two of his pupils, and, in their earliest form, have been translated by Dr. Macartney. They exhibited an unequalled assiduity of research, and were the bases of the natural arrangement of the animal kingdom which he presented to the world in the *Règne Animal*. Having ascertained, by his own observation, the real situation which insects should occupy in the scale of creation, he left the arrangement of the orders and genera to Letreille, who at that time had already shewn himself to be one of the most scientific entomologists of the day, and who had never ceased from applying to that branch of natural history the improvements which remained to be effected by the new philosophy which was then drawn upon science. The dissections of the molluscous animals, which were undertaken to ascertain the natural affinities and real importance of that singular class of beings, are consigned to a separate tome, which was published under the Baron's immediate superintendence. The constancy of form and structure, which in the course of these researches this able naturalist had perceived to characterize those separate creations which nature appeared to mark out as distinct species, led him to conceive that the lost forms of the earth, the animals of former worlds, might be grouped, and their affinities to living tribes be established by an inspection of fragments, however small, which might be collected from its rocky strata. There was no occasion to travel to test the truth of this deduction: the basin of the French metropolis contained within itself all the materials necessary for the investigation, and, to assist him in the mineralogical part of the inquiry, he associated M. Brogniart with himself; and the establishment of a new order of formations in the geological series, was one of the first results. Thus, in prosecuting one branch of science, the giant mind of Cuvier was led to effect an improvement in another, as vast as it was unanticipated. The anatomical part of this inquiry, as it stands incorporated in the museum of the Garden of Plants, and in the great work on Fossil Remains, will ever be one of the most lasting monuments to the author's genius. As secretary to the Academy of Sciences, Cuvier was called upon by the Emperor Napoleon to write the history of the modern progress of the sciences of observation—a task which he accomplished with equal ability and modesty; and the annual report of a similar nature, which it was a part of his duty to present to the same learned body, brings down that history to the present time. The biographical memoirs of learned naturalists, foreigners or countrymen, written during the same period, are also so numerous as to fill several volumes. His last course at the College of France—and latterly he has not lectured much at the Garden of Plants—was on the ancient history of the natural sciences, and evidenced all that erudition and learning which had obtained for him, what, we believe, is without precedent, a seat in the three academies of the *Institut de France*. Cuvier had married the widow of the naturalist Duvaucel, and had by her three children, two sons and a daughter; none of them survive their parent. His daughter died only a few years ago, and was considered as the most accomplished and most lovely ornament of the society in which she moved. It was at this period that he discontinued his lectures on comparative anatomy, and he never totally recovered the shock which he experienced on that occasion. The *réunions* at Cuvier's house were held on the Saturday evenings, and were a centering point for naturalists of all nations, who, having been once admitted, required only to make their appearance, that their arrival in Paris should be generally known.

Cuvier founded the Museum of Comparative Anatomy, and was extremely liberal in giving strangers access to its treasures, until some gentleman of our sister isle thought proper to remove those parts which were preserved of the celebrated Hottentot Venus, and after that he became distrustful of students from this country. In visiting him, strangers were shown through a series of from six to seven small apartments, which were so many separate libraries, each having a chair and a table loaded with periodicals or prints. The last but one was the room for the preparations immediately wanted, or making under his eye, and was kept at a high temperature. The next room was his study, in which he walked about behind a desk that nearly traversed the room, and was covered with separate folios of paper; so that when examining one animal, he could put the results of the examination of the different systems down in their appropriate places; and the same method was applied to other subjects of inquiry or of composition. Cuvier, on account of the many ungrateful offices which he filled in turn, had many enemies; but the most inveterate of these could never cease to admire the simplicity and honesty which characterized his truly great mind. His political tergiversation has been alluded to in terms of reproach; but considering the opportunities which he had, and the ambition which he showed for scientific fame, by the immensity of his labors, we must almost say that his pride was entirely concentrated in the latter. Among other public situations which the baron filled, we find him a member of the council of public instruction, a councillor of state, a minister of foreign worship, a censor of public writings, and, after the revolution of 1830 a peer of France. His great work on Fishes, which has always been a favorite undertaking with him, and which has proceeded as far as the sixth volume, will no doubt be terminated by his coadjutor, M. Valenciennes. He was born at Monthellier, in 1769; and is said to have died of a paralytic affection of the esophagus. His body was examined by several of the most eminent pathologists of the present day; and his brain is said to have presented a mass of extraordinary volume, weighing 4 lbs. 13 1/2 ozs. Phrenologists will treasure up the evidences of his great intellectual capabilities; and an admiring posterity must ever appreciate the splendid achievements which he has effected in science, and the means of improvement which he has thus left to future generations.

FOREIGN INTELLIGENCE.

The late papers from England, which we received by the New-York, furnish little worth extracting. The success of the Reform Bill is insured by the withdrawal from the House of Lords of the Duke of Wellington and other distinguished opponents. *Bell's Messenger* of 27th treats this as a concerted plan, and says—

"The majority of the opposition Peers have kept their faith with the Crown, and have absented themselves in such numbers that the Bill meets with no serious obstruction. Lord Grey is thus saved the necessity of an extraordinary exercise of the prerogative."

In France, notwithstanding little Carlist commotions, every now and then, things are quiet. The rumor that Talleyrand was to take Casimir Perrier's place is contradicted.

Uncertainty hangs over the relations of Spain with regard both to England and France, as connected with the supposed desire of Ferdinand to aid Miguel.

The Miguelists on the Exchange, who are, however, but few in number, are sanguine enough to expect, should the expedition unfortunately fail, that Lord William Russell will in that case be found provided with credentials to Miguel. The sailing of the squadron, which must now be proceeding with a fair wind rapidly to the Tagus, is hailed generally as a good omen for the success of the constitutional cause.—[London Times, May 31.]

We believe Lord Grey has fully "made up his mind" to retire from office immediately after the great measure is carried, and to place Lord Durham at the head of affairs. We do not say that the latter resolve will be carried into effect;—but the former we have little doubt of.—[Court Journal.]

It is now fully ascertained that the lady taken on board the Carlo Alberto, was not the Duchess of Borri, but one of her attendants. The Duchess her-

self escaped from the vessel at Ciotat, and went to Nice. She thence proceeded to Massa, near Modena, where she is staying at present.

(From Private Correspondence of the London Times.)

PARIS, TUESDAY 29th May, 4 o'clock.—It is now generally believed, that at the interview which is about to take place at Compiègne, between the Kings of the French and of the Belgians, the preliminaries of a political as well as a matrimonial alliance are to be discussed and settled. This belief appears to be entirely founded on the late proceedings of the Chamber at Brussels, and the tone of M. de Meulebaere's note to the Conference of London. The departure of Marshal Gerard, too, at this moment, convinces many that politics have more to do with the object of this meeting than family matters, which might have been settled in the way which is usual among crowned heads. The movements of these two Sovereigns, whatever be their object, seem to be looked upon with a good deal of indifference here, and I doubt whether a war undertaken for the mere defence of the new King's throne in Belgium would have the least chance of becoming popular in France.

LATER FROM ENGLAND.—A private letter received in town on Monday last from Messrs. Gata & Co., written on 4th July, has an endorsement saying, "news of the 7th June from London is received via Quebec. The Reform bill had passed."

The SULLY, from Havre, brings us Paris and Havre papers of 1st ult. inclusive. Our columns are so pre-occupied that we have not much room for any translations—which, as there is nothing absolutely of news by her, is not very material.

Gen. LAMARQUE, after long illness, died on the night of the 31st May. The King of the Belgians arrived at Compiègne on the 29th May, and was there received by the King of the French, his family and his Court.

SALES AT HAVRE, 30th May.—Cotton—40 bales Pernambuco, 129, duty paid; 77 Bahia, 107.50; 33 Louisiana, 93.50; 66 do. 93; 46 do. 90; 100 do. 91; 209 Alabama, 87.50; 84 Georgia, 97; 150 do. 93; 57 do. 92.50. Potatoes—294 bbls American, of 1831, at 37.25, duty paid; 335 do. do. 37.50; 50 do. 1832, 30.

FROM ENGLAND.—The ship Carroll of Carrollton, Capt. Ingersell, arrived on Tuesday, having sailed from Liverpool on the 5th June. She brings London papers to the 3d, which is three days later than those received by the New York; but not as late as is reported by the way of Quebec, which by the way requires confirmation. The Reform Bill had not passed the House of Lords on the 3d, but there was no doubt of its passage.

The Cholera continued in Liverpool, but had extended altogether to only 74 cases, 38 of which had terminated fatally. Number of new cases on the 2nd June, 8; deaths 3.

There appears to be nothing of interest from Portugal.

The English Funds continue to rise; Consols are quoted at 85 to 86.

The Cotton Market was in a very quiet state; no change in prices for any kind of American produce.

[From the Times of the 1st of June.]

PORTUGAL.—Accounts of the descent of the Terceira expedition on the coast of Portugal may be expected towards the middle of the present month. It was to sail from the Azores on the 25th ultimo, and with a fair wind might reach the Tagus in a few days. Perhaps, notwithstanding all the disadvantages under which it has been formed, a finer army (to the same amount) was never collected under a Braganza banner. And we may add, that the English officers and English sailors who are engaged in the naval part of the enterprise, will neither disgrace their country, betray their allies, nor compromise the cause of regulated freedom.

We are not much given to hazard predictions, and east of all should we be disposed to prophesy in a case where the powers of a tempest, the accidents of a disembarkation, or the occurrence of a military nic, scarcely possible among good troops, may foil our foresight; but if we are not misinformed these contingencies not being against us, we may anticipate the almost immediate and final success of Don Pedro's expedition.

The troops of the usurper, who have been already

with difficulty preserved in their allegiance, and whom he has himself twice taught the dangerous lesson of shifting their master, are prepared to desert him as soon as they see the Quinas of Portugal waving over the head of their royal deliverer. That Don Miguel can expect no support from the people is evident, from the system of robbery, instead of taxation, to which he has been obliged to resort. Are men, whose property has been confiscated under the name of a forced loan, likely to support the cause or the throne of the plunderer? Let Baron Quintella, one of the richest, if not the richest, subject in Portugal, who was lately obliged to take refuge in an English packet that he might avoid death, for refusing to sign away his money and his estates, answer the question.

But, whatever may be the result, the course of English policy in the ensuing struggle is clearly marked out in the letter of treaties, in the solemn declarations of diplomacy, and authoritative precedents of history. We are and we remain neutral between the Braganza brothers as rivals for supreme power; but we can only remain neutral while either remains unassisted,—while no foreign power intervenes to turn the balance in favor of the usurper. Spain, therefore, must be warned off the field; she must not pass a soldier across the frontier, or she becomes our enemy as well as that of Don Pedro, and Cadiz should feel the blow which she thinks of aiming at Lisbon. We shall not allude to the mission of Lord William Russell, further than to say, that we trust the Portuguese territory will not be approached by Spanish force without his knowledge or violated without the employment of the squadron under his orders.

In making some observations yesterday on an article in the Constitutionnel relative to the policy of the Spanish Court in the ensuing contest between the candidates for the throne of Portugal, we expressed a doubt as to the authenticity of the intelligence which it conveyed. We are confirmed in our remarks by the Moniteur of Tuesday, which declares the pretended answer of the Spanish Court to the French ambassador at Madrid, described in the Constitutionnel, a fabrication.

LONDON, JUNE 3.—Never were the illuminations on the King's birthday more splendid, nor the drawing-rooms more filled with all that is noble and beautiful in the land. This is the rallying of the aristocracy about the throne. We are sorry that it was not more effectively done elsewhere—but we are glad to see it done at all.

The Reform Bill will be the law of the land in the course of the week. There is not a doubt of it now. Well, all we can say is, that we gave such advice as would have averted this pestilent measure; but, like Cassandra, we spoke in vain. We have now a new constitution—how it is to work remains to be seen.

LONDON, 1st June.—The French papers of Tuesday contain some further accounts of the disturbances in the west, to which we yesterday alluded.—Of the meeting of the opposition deputies at Lafitte's—of the state of the Southern departments—and of the journey of the Prince Royal to the south.

The King of the French had set out from St. Cloud for Compiègne, to meet the King of the Belgians. It would be needless to speculate about the object of this interview, in which probably the interests of a political as well as a family alliance may be discussed and arranged.

The letters from Glasgow announce the stoppage of a private bank there, under the firm of T. & R. Watson.

A Lisbon mail has arrived this morning, but it brings little news. Several of the Portuguese merchants and capitalists, threatened with punishment for having neglected to pay their subscriptions to the forced loan, have taken refuge on board the ships of war in the Tagus.

A horrible murder was committed at Leicester on the night of the 31st May. The victim was Mr. Paas, wholesale stationer, Holborn, London. He was murdered in the book-binding of a wretch by the name of Cook, against whom he had a small account. After committing the fatal act, Cook commenced burning the body in his bindery, which caused such a stench as led to the discovery of the murder. When the Police broke in, Cook had made his escape. The remains of the body presented a horrid spectacle. It was ascertained that he had proceeded towards Liverpool, with the intention, it was presumed, of "getting off to America."

At Lynn, a day or two previous, the Rev. Arthur Iveson was shot through the heart by his own son!

LIVERPOOL, June 4.—The Cholera.—The disorder,

since it first made its appearance in Liverpool and its vicinity, has not, we rejoice to say, made much progress among our crowded population.

There is too much reason to fear, that the cholera has broken out at Leeds and Manchester.

FRANCE.—Manifesto of the French Opposition.—A grave subject of uneasiness to the French government, is the manifesto of the Opposition Deputies to the nation, which appears in all the Paris papers of May 30th. A meeting was held at M. Lafitte's a few days previous, at which thirty-nine members of the Chamber were present, for the purpose of organizing a systematic opposition to the remains of the Casimir Perrier cabinet, and taking other measures for bringing back the cabinet of Louis Philip to those principles which he is said to have accepted as the conditions of his elevation to the throne during the revolutionary ferment of July. This *compte-rendu*, as it is called, is the joint production of some of the most distinguished members of the Chamber, having been written by M. Odillon Barrot, edited by M. Cormenin, and revised by M.M. Mauguin and Cormenin.

It is contained at length in the London Morning Post of June 2d, where it makes a column and a half. The signatures are forty-one, including the names above mentioned, and those of Gen. Lafayette, Gen. Lamarque, (written by proxy, he being on his death-bed,) De Tracy, Lafitte, &c. It commences thus—

"To our Constituents.—The undersigned Deputies, present at Paris, convinced of the perils of a system which removes the Government farther and farther from the Revolution which created it, regard it, in the present situation of France, the most imperious of their duties to render an account to their constituents of their principles and their votes. If it has not been in their power to bring back the Government to the conditions of its own preservation, it is at least in their power to point out the danger. Our Revolution of 1830 has been variously construed. Some have seen in it but an incident, a modification of the Restoration, and have thence concluded that the men and principles of the Restoration were to be the principles and men of the new Government. The influence of this opinion was exemplified in all the phases of the late, long, and barren Session. It was evident in the debates upon the Civil List, the Peerage, and the organization of the Army—it presided over the discussions of the Budget; it directs the administration of the Empire, and regulates our conduct towards Foreign Powers.

[They go on to specify various particulars in which they have witnessed, on the part of the Ministry, a position contrary to the spirit of the Revolution of July. They instance the large appropriations giving to the new Monarchy an air of opulence—the attempt of the Ministry to re-establish in France the old feudal word "subject" instead of citizen—the privilege conceded to the Peers of holding their titles for life, instead of holding them at the pleasure of the King—the inefficient organization of the National Guard—the unnecessary amount of taxation for purposes unconnected with the defence of the country, &c. &c. They then pass to the relations of France with Foreign Powers.]

It was with shame that, during the Session, we several times heard the agents of the Government speak of the fear of displeasing foreign Cabinets. We thought that France was forever delivered from such humiliating influence; we do not disavow our lively sympathy with the happiness of other nations, but we have never set up the pretension of subjecting them to our institutions. After the subversion of the dynasty imposed by the Holy Alliance, it was the duty of the government to watch closely the movements of foreign Monarchs, and especially to prevent them extending and augmenting their power. The Government itself acknowledged this duty when it announced to France its intention of succoring Italy against Austria, and of protecting the nationality of Poland against Russia. And yet, notwithstanding these positive promises, in spite of both the old and new interests of France, it has abandoned Italy to the dominion of Austria, and suffered Poland to perish—unfortunate Poland, which it was in our power to assist, whatever has been said to the contrary in the Chamber, and which it was our duty to save. Let it not be thought that measured and firm language would have led to war; we, on the contrary, believe that it was the only and surest means of preserving peace; in short, peace with the independence and dignity of France, order by liberty, unalterable fidelity to the principle of the Revolution of July—a principle of nationality, jus-

tice, order, glory and moderation, liberty and general civilization, a glorious and pure principle, which we wish to promote, which all our votes have faithfully expressed, and which our hearts have never betrayed, such has always been and always will be our political creed.

Far be it from us to imitate our adversaries in their violence and calumny. But let the men of the 13th of March tell us whether one of their promises has been fulfilled. They were to rally round the throne every opinion, but they have caused fatal divisions among generous men, united by the love of liberty, and a sense of their country in danger. They were to consolidate the revolution, but they have removed its natural supports by the dissolution of the National Guards of the most warlike and faithful towns. They were to favor the liberty of the press which saved France, but they have fettered it by their prosecutions, ruined it by imposts and fines, and corrupted it by *amortissements*. They know that the immense majority of the nation and the Chamber of Deputies wished to abolish the hereditary descent of the peerage, but they treated the wishes of the nation and the Chamber as visionary and absurd. They declared that they would cause legal order to prevail, and yet there is not a law the application of which they have not perverted or falsified; that they would derive their support from the Chambers, and yet they have stifled their proposition of laws; that they would discharge by hospitality the debt of France towards the Polish, Spanish and Italian refugees, and yet they have branded this hospitality by the shameful condition which they have attached to it. They pledged themselves to afford us internal security, and yet it has always been disturbed by commotions, violent conflicts between the people and the authorities, and by the audacious and daily increasing aggressions of the partisans of the fallen government. They announced to us a general disarmament, and yet they have led us into a labyrinth of diplomatic intrigues, so inextricable that it is impossible even for them to assign an end to this state of anxiety, which is neither one of peace nor war, and which annihilates our commerce.

Finally, in what situation does the system of quasi-legitimacy leave France after two years' experience? Abroad is not the coalition of Kings more menacing than ever? At home, is not civil war evident? Are not the troops which skirt our frontiers, those plots and disturbances constantly renewed in the west and in the south, sufficient to open the eyes of the Government? Before it decides, will it wait until our departments are in a flame, our provinces invaded, and France so compromised that she can only be saved by sacrificing both her sons and her treasures? We declare with painful and deep conviction that if this system be prolonged, the Revolution of July and France will become a prey to their enemies. The Restoration and the Revolution are commencing an old struggle, which we thought was at an end. Let the Government choose; the equivocal position in which it has placed itself is not tenable. It gives it neither the strength of the Restoration which is irritated and distrustful. France of 1830, like that of 1789, thought that hereditary Royalty with popular institutions had nothing incompatible with the principles of liberty; let the government of July, therefore, confidentially return to the conditions of its existence. The whole world knows what power the French Revolution affords to those to whom it is devoted; but its wishes that the latter should also be faithful to it without disguise or after thought. As for us, united by the same devotedness to the great and noble cause for which France has been fighting for the last forty years, we will forsake it neither in its successes nor its reverses; our lives are devoted to it, and we are confident that it will be finally triumphant.

"Paris May 28, 1832.

[From the Philadelphia Gazette.]

PHILADELPHIA, JULY 8.—The schr. Lady Bentley, Capt. Scott, at this port, sailed from Omoa 27th May—was at Omoa 15 days, during which time saw several men killed, among them Mr. A. P. Osman, American Consul. The castle is continually firing into town, and every house has more or less damage done to it. It puts one in mind of the Deserted Village. Peter Crusier the supercargo went to town every day, and in one instance came very near being killed; being in Mr. Osman's house, a twenty-four pound shot passed through within ten feet of him. The Don Miguel party on our arrival had four small vessels; but they have lost two, one shipwrecked and one dismantled at Balize; two remain, which is the support of the castle. Here they are arming three

American vessels—the Wasp, the Plandome and the William—to blockade the castle and cut off supplies; the only way by which it can be taken, as the town party has no artillery, and the castle has some 30, 18 and 22 pounders, and plenty of powder and shot. The castle is said to be short of provisions, and by a strict blockade it must surrender.

Truxilla market full of American produce, six cargoes having been landed, sufficient for three years' supplies, and no money nor produce to be had, the most ruinous business ever known. Prices of Flour nominal, 6 to 7. No sales have been made since our arrival.

Sundry times while the crew were getting off the mahogany the firing commenced, and musket balls flying about they had to leave off, and and we lost sometimes half days' work through it.

On Sunday, May 20th, a battle took place about 1 1/2 mile south of the Castle in sight of us, in which the Castle party were routed, and lost 21 killed and wounded, 4 prisoners, 35 missing, and 700 head of cattle, which was a good help to the town party as respects meat, and a great loss to the other.

The walls of the Castle are about 35 to 40 feet, which makes it impossible to scale them—the force within is about 200 men and about 300 women and children, and misery within is beyond description. There are also about 50 prisoners within, one of which is said to be an American. We were much indebted to an English schooner stationed there with troops, and a corvette to protect the English commerce, who offered us the same protection as the English, and gave notice to the commander of the Castle to that effect.

HOME AFFAIRS.

THE STUDENTS AT WESTPOINT.

Report of the Board of Visitors to the United States Military Academy.

United States Military Academy,
Westpoint, June 16th, 1832.

To the Secretary of War:

SIR: The undersigned, Visitors to the Military Academy, have endeavored to discharge with fidelity the trust confided to them. For two weeks, they have been assiduously engaged in attending to the examination of the Cadets, in the various branches of their studies. They do not consider it necessary to present any detailed statement of the course of studies pursued, or the manner of prosecuting it, inasmuch as these have been sufficiently explained by former Visitors, and particularly by those who attended in the two preceding years. They take great pleasure in saying, that, on the whole, they have found, during their stay, much to approve—nothing to condemn. Generally, the young gentlemen have given the most satisfactory evidence of unwearied assiduity in the performance of their duties, and flattering presages of the advantages which their country may expect to derive from their high qualifications. The benefits to be derived from this institution are gradually unfolding themselves; and time and accurate information only are wanted to satisfy the public, that for the general welfare, it should be cherished and sustained with a liberal hand. It is here that the science of Engineering, with all its auxiliary branches, is thoroughly taught; conferring, already, important benefits on different sections of our country, and promising still greater. The young men educated here, from year to year, constitute the main reliance the country has for the successful prosecution of those great internal improvements, which, in this enlightened age, the States are planning and executing. It is on this institution that dependence is to be placed, for the elements of the Military science necessary for the defence and security of the country and its institutions in future times of war and danger. Nor are these all its benefits. Strong attachments and lasting friendships among the young gentlemen are here formed, which, carried with them to the different sections of our extensive territory, afford a happy guarantee of the stability and permanency of our Union. A moral influence like this, may, in some future time of difficulty, and threatened danger, restore harmony, stay the influence of angry passions, and prevent conflicts among ourselves. The expenses incurred in cherishing and sustaining so valuable an institution, are, in the opinion of this Board, of immaterial import, compared with the advantages which have been already conferred on the country, and the more important and lasting ones which are in promise.

Are these opinions correct? And if they are, wherefore is it that intelligent men should be found

to disparage the institution? The answer is, because they have not the means, and the information in relation to its detailed operations, to enable them to judge correctly of the subject. Satisfied as to the impartiality of the opinions herein expressed, and as an evidence of our confidence in them, the propriety is respectfully suggested of selecting annually some persons as Visitors, who are known to be inimical to everything connected with the school. So soon as they shall learn the order, the intelligence, the moral deportment and the useful acquirements of the young men here; that enmity, we are fully persuaded, will cease to exist. As it is not practicable, however, for the whole community to use the test of personal inspection, we will take leave briefly to reply to some of the objections which have been urged upon the public against the establishment. In the first place, party politics and sectarian religion have no place here as between the professor and the student. None other than official intercourse takes place between them. It is an imperative duty to attend church each Sabbath, where a sermon is preached. The door is never closed against respectable Christian teachers of different persuasions, who may happen to be here, and who desire to preach. The minds of the cadets are not trammelled, or attempted to be trammelled by the principles of any sect. Moral and religious truths and principles, in general, are inculcated; but the inculcation of the special tenets of any particular sects is carefully excluded?

Prejudices and partialities entertained towards the cadets, are charged upon the professors, who are said to act often times under these influences. We do not hesitate to affirm that the allegation is gratuitous—that it is not supported by fact. The high character of the professors, and the absence of all motive to act thus, afford abundant refutation of the charge. But not content to rest our opinion on these circumstances alone, we have sought after information in other quarters, and feel ourselves by the result, fully warranted in the assertion that there is no just foundation for the charge.

Every institution where the young are to be disciplined, and trained to virtue, must necessarily be governed by fixed and certain rules, and these should be strictly conformed to, or it is idle to exact them. They are bad legislators who would seek to waive an exact fulfilment of their own laws; or, without adequate causes shown, to omit the enforcement of their penalties. The Academic Board, under the sanction of the Secretary of War, make known to each cadet confided to their care the rules and regulations of the school. These are plain and positive; and the penalties attached to any infraction of them are clearly defined. It is satisfactory to us to be able to state, that very seldom do offences occur which come under the character of acts of immoral tendency. The correct principles of the cadets, and their pride of character, have operated as powerful restraints, and have made it hitherto scarcely necessary to prescribe any written rules of government, except such as relate to a proper attention to the studies which are pursued, and to the military discipline that is prescribed. The laws in regard to these matters, and the penalties for any infraction of any of these laws, are in the hands of every cadet. The first and principal offences are, "mutinous conduct, absence from quarters after 10 o'clock at night, breach of arrest, forcing a sentinel's post, gross disrespect to officers, irreverence at church, neglect of duty on post, profanity and other immoralities, refusing to do duty when ordered, ungentelemanly conduct, and the use of spirituous liquors." For the commission of any one of these classes of offences, which, it gives us great pleasure to repeat, is of rare occurrence, the party is subjected to dismissal, or to receive on the rolls ten marks of demerit. The next grade of offences subjects the cadet to 8 marks, the next to 5, the next 4, and so on; and for an offence of the seventh and last class, which consists "of being in bed after reveille, or before tattoo; being out of order, or late at inspections; bad order of rooms; or absence from the Academy more than ten minutes without permission," the delinquent is subject to one mark on the demerit roll.

Thus it is shown that the rules impose no unreasonable restraints or burdens. A cadet who, in a year, subjects himself to 200 of these marks, as they are termed, and of which a regular register is kept, is liable to be dismissed from the institution. A list of offences charged in each week is regularly furnished on parade, that an opportunity may be afforded for such written defence and explanation as the delinquent may be able to offer. Upon this a decision is made, and the accusation is discharged or con-

firmed, agreeably to the circumstances of the case, and the proof of delinquency. The whole proceeding is equitable and just, and nothing of prejudice, or of unfairness, influences the decision. It is the merit and demerit roll, relative to the Cadet's studies, his military duties, and his delinquencies, which exclusively indicates his standing, his worth, and his claim to a continuance in the school. If prejudices exist, if partialities and dislikes influence the government and direction of the Academy, we frankly assure you that our vigilance has not enabled us to discover them.

It may be said that most of these delinquencies are of light and trivial import, tending in nothing to affect moral standing, and, therefore, not meriting punishment so severe. That, in a moral aspect, they are trivial, is true; but this is no argument in favor of the offending Cadet. The student who disregards the rules prescribed for his government, gives an evidence that he is so constituted as to promise to be of little future utility to the country. He can never make a valuable and safe officer, well qualified to command, who does not first prove that he knows how to obey. To retain those who, for their own rule of action, would set up their own opinions, and disregard the studies and course of duties prescribed to them, would be unjust to those who are disposed to act differently—a wrong done to postponed candidates, and eventually could not fail to impair, if not to destroy, the high value of the institution. Wherefore was it established? and why has it been so long fostered by the government? Certainly not that it might dispense favors and charity. But rather to disseminate throughout the states military science and knowledge, that when wars occur, and our institutions are threatened, the country may bring to her defence the arm she has thus strengthened. It ought not, and cannot be expected that those shall be retained and patronized who, being deficient in capacity, are unable to learn, or who, from habitual inattention, will not. From whichever cause arising, the consequence and injury are the same to the country, and should therefore be avoided.

A further objection which has been advanced against the academy is, that citizens are excluded from the army, because every vacancy that happens is to be supplied from the graduates of this institution. If this be a valid objection, it is the act of congress that makes it so. And although at first view, the objection may appear plausible, in reality it is not so. The industrious and regular habits, and the scientific qualifications which are acquired here, in prosecuting the prescribed course of study, so preeminently fit the graduate for military service, over others who have not had the same advantages, that it is difficult to believe that any citizen could be associated with them in inferior commands, without having such a feeling of inferiority as to make him dissatisfied with himself. The objection resolves itself into this, that it is a rule by which higher qualification claims, as it deserves, the ascendancy. And certainly that course of action cannot afford just cause of complaint which gives preference to a superior over an inferior claimant. In war, the best means of defence ought to be sought after, while in peace, no wiser course of policy can be pursued than to prepare and treasure up the best materials, moral and intellectual, against the time when important exigencies may arise to require the use of them.

We take occasion to remark that the several professorships of this institution should be placed upon a better foundation. By the existing regulations, assistants are assigned from the body of the army, to take upon themselves the important trust of instructing in their studies the young gentlemen of the Academy. Lieutenants are selected as Assistant Professors, and assigned to duty here. By the transfer they are not themselves benefited. Their condition is rendered nothing better than if they were to remain with their regiments. Their expenditures are, in some degree, increased, while their pay is not augmented. By remaining in the line an opportunity is offered of obtaining appointments in the staff, where an advance of pay is the consequence. Acting upon the universal rule of interest, it is reasonable to infer that, in peace, the preferences of junior officers will be for that service where substantial profit is more within their reach. A consequence of this is, that not unfrequently, assignments to the Military Academy are reluctantly accepted, and that reluctance produces a desire to be rid of the trust imposed as early as a favorable opportunity to do so can be found. Hence these appointments are frequently changed; and the mode of communicating instruction becomes variable and unsteady. Other

inconveniences are felt. The experience of the past shows that so soon as an officer, by dint of application, renders himself useful and respectable, he is taken away by a higher inducement, offered by some literary institution, which thus obtains his time and services. The only means by which to prevent this, is for the professors and assistants, at least as it regards their compensation, to be placed upon a better footing. From the Superintendent down, the pay and emoluments which are allowed by the government, are quite an inadequate return for the trusts which are so ably and faithfully discharged. The bare means of subsistence is but a poor and humble remuneration for a life usefully employed in the service of the country. Unquestionably parsimony, in such matters, is the very worst sort of economy.

We would also suggest the propriety of having an additional building erected for the accommodation of the Cadets. To put three or four young gentlemen in a small room, must, in some degree, deprive them of the ability of prosecuting their studies to advantage.

A house for divine service is also much wanted. The place at present used for that purpose is a room in one of the buildings, of insufficient size, and inconvenient construction. Adjoining this is another apartment used for chemical lectures and experiments. The hazard which necessarily attends some of the experiments in the lecture room admonishes us of the propriety of making it a detached and separate place, so constructed as to be fire proof. This being done, and a professorship authorized, this branch of useful science will be placed upon a respectable footing.

The buildings in which the Cadets are quartered are not as comfortable as they should be. They are badly ventilated. There is but a single window to each room, which occasions humidity and unpleasant scents to arise through the buildings. Windows placed opposite to the exterior ones, opening into the passage, would cost but little, and be highly serviceable. The plank partitions too, which separate the rooms, should be removed, and walls of brick or stone substituted. This would greatly protect the occupants against the noise of adjoining apartments, and conduce especially to health and comfort.

The age fixed for the admission of Cadets we consider objectionable, and request to draw your attention to the subject. At 14 years, the minimum age specified by law, the mind is not sufficiently matured and disciplined to undertake the complicated and difficult studies which are prescribed here. For the education gratuitously bestowed at this place by the government, it contemplates a fair equivalent through a return of service at some time, in some form. In making selections, then, for the Academy, the question should be, in what way this end can be best secured. If the candidate be too young, loss to the government follows, in money and time wasted on those who fail, and finally because the greater the number of dismissals (delinquents' places not being supplied except annually,) the more reduced will be the number who receive an education. Between the ages of 15 and 19, seems to be the more advisable period at which young gentlemen should enter the Academy. They will then complete their course at a time when the judgment will, in a good measure, be matured, and when it may not be entirely unsafe to entrust them with command. Besides, a better opportunity will be afforded to parents to prepare their children for admission. None should be appointed after they have passed the age of 19. After that age, their habits are perhaps too rigidly fixed, to be readily conformed to the course of discipline and instruction pursued here. Another advantage to be derived from the proposed change will be that the stimulus of emulation will act more equally upon all, where there is a nearer equality in the ages of the Cadets in the same class.

It is also respectfully submitted whether the Academic course of instruction should not be modified so as to embrace more effectually the whole of what is proscribed in the 34th Article of the published regulations. The time now allotted to that department is not sufficient for the whole course. Hence a portion of what is proscribed in the article referred to is omitted. To remedy this, there must be an increase of time allowed, or an increase of the prerequisites of admission into the Academy.

While a paternal care is taken of the moral department of the Cadets, their pecuniary interests are properly regarded. By an existing regulation their reasonable and necessary expenditures are registered and settled by an agent appointed for that purpose. From parents or friends they are required to make deposit of it to be expended only by permission of the Superintendent. Thus are they guarded against

every thing like useless expenditure, and formed to habits of economy. The poor and the wealthy are rendered, in a good degree, equal in their monied facilities, and every thing like mortified feeling which could arise from such inequality of condition, is avoided. In their apparel, and in the furniture of their rooms, all is neat, plain and uniform in quality. The store which furnishes them with goods, keeps in public view for the inspection of all, its articles of merchandize, with the prices attached, previously agreed to and authorized by the Board, by which means the regular rate of selling is known to every Cadet. Than this nothing could be fairer, or better arranged. If, as sometimes is the case, Cadets are found to be indebted beyond the amount of pay that is due to them, they are forbidden to purchase any article not absolutely necessary, that by a more rigid economy, the debt may be adjusted. They are thus early learned that debts are to be avoided, and instructed as to the best mode of discharging them, if imprudently contracted.

Such are the suggestions which, in compliance with the request contained in your letter of appointment, we have thought proper to make, concerning this Institution. They are offered in perfect candor, and are the result of our own observation of the conduct and management of the Academy, and of the best reflection we have been able to give the subject, while engaged in the discharge of the duty you did us the honor to confide to us. All of which is respectfully submitted.

Signed, ALEX. MACOMB, U. S. Army, President.

FRANCIS PRESTON, of Virginia.

JNO. H. EATON, of Tennessee.

J. WHARTON, do. do.

JAS. CAMACK, of Georgia.

ROBT. B. McAfee, of Kentucky.

E. SHOBER, of North Carolina.

GEO. C. DROMGOOLE, of Virginia.

J. J. MOORMAN, do. do.

SAMUEL B. SMITH, M. D., U. S. Army.

PETER FRITZ, of Pennsylvania.

H. PETRIKIN, do. do.

WILBUR FISK, of Connecticut.

W. I. HAYES, of Alabama.

ISAAC DAVIS, of Massachusetts.

W. L. ELLSWORTH, of Connecticut.

H. G. HARRISON, of Missouri.

HENRY WHITING, U. S. Army,
Secretary to the Board.

TWENTY-SECOND CONGRESS—1st SESSION. Wednesday, 4th July.

In the Senate, a message was received from the President of the United States that he had signed various bills, and amongst them the bill making an appropriation of nearly \$1,200,000 for the various public works, commonly called the internal improvement bill!

The bill respecting the tonnage on Spanish vessels was taken up and considered, and after an ineffectual motion to lay it on the table, it was ordered to be engrossed and read a third time.

The bill making appropriations for the improvement of certain harbors, &c. was next considered.

The question being on an amendment thereto, for the Breakwater at Lake Ponchartrain, \$20,000, and after debate thereon, it was carried, yeas 29, nays 14.

The amendment appropriating \$20,000 for the improvement of the Wabash river, was further amended by appropriations of \$500 for the survey of the St. Francis river, and was then agreed to.

An amendment proposing \$120,000 for the improvement of James River was, after a protracted debate, agreed to—yeas 23, nays 19.

An amendment for ice-piers at the mouth of the Delaware and Chesapeake Canal; also one for the improvement of the Delaware River, between Trenton and Bordentown, \$14,000.

For the survey of the Muskingum River, \$500.

For the survey of the Savannah River, \$1000.

For the survey of Sag Island, and for erecting a Light-house on Mound River, (state of Delaware,) \$9000, were severally agreed to.

Mr. Miller moved to strike out all after the enacting clause, and insert, that the sum of \$600,000 be appropriated and divided amongst the several States, at the discretion of the Legislatures thereof, for the purpose of making improvements. On which mo-

tion a lengthened debate arose, and it was finally rejected—ayes 8, noes 33.

Mr. Forsyth then wished to ascertain, whether the Senate sanctioned the principle that appropriations should be made for objects which had not been surveyed by order of the Executive; and with a view to have a test thereof, he moved to strike out of the bill an appropriation of \$10,000 for the improvement of the Connecticut river.

This motion was opposed by Messrs. Foot, Tomlinson and Clay; the latter of whom remarked that there could not be any difficulty or necessity for any test on the subject, as the message brought to the Senate that morning conveyed the assurance that there being no survey could not make the President hesitate to appropriate, for there was an appropriation of \$30,000 for the Cumberland river, in the bill he had approved, for which there was no survey.

Mr. Forsyth said he presumed that the approval by the Executive of the bill alluded to, must have given such satisfaction to Mr. C. that he supposed he might count on him in future as a supporter of the Administration.

Mr. Clay did not object to the approval of the bill, but to the evident want of steadiness of principle pursued by the Executive; for the principle that was now sanctioned was the very same which had been disregarded in the Maysville Road bill.

Mr. Forsyth said it ought to be matter of rejoicing, that the President could, however, make some discrimination between the two bills alluded to by the Senator from Kentucky; and he maintained that if there was not this difference, that the President could not take upon himself the refusal of appropriating money for many large works which were already in progress, and upon which public money to a large amount had been expended, merely because there were some objectionable appropriations tacked to the bill. After some other brief remarks, the amendment of Mr. F. was rejected, and the several amendments to the bill having been concurred in, it was then ordered to be engrossed and read a third time—ayes 25, noes 16. The amendments of the House of Representatives to the bill for liquidating certain claims of the State of Virginia were concurred in; and the bill now only wants the signature of the President to be a law. The Senate resolved to meet henceforth for despatch of business at ten o'clock, A. M.

In the House of Representatives, Mr. Condict, of New Jersey, rose and moved a re-consideration of the vote of yesterday, by which the bill from the Senate providing for the distribution of the Public Lands was postponed until the first Monday in December next.

Mr. Mardis thought it due to this subject to move a call of the House. Ordered.

Mr. Thompson, of Georgia—I rise to inquire as to a point of order: I ask the gentleman from New Jersey if he did not first vote in the minority, and then vote with the majority, merely for the purpose of making this motion?

Mr. Condict.—The gentleman may ask me the question, and I will ask him another. By what authority does he put such a question? (loud laughter.)

Mr. Thompson.—I appeal to the chair. If the gentleman acted so, it is an abuse of his privilege, and he is out of order.

The Speaker.—You may ask, whether he voted in the majority, but no further. Did you (to Mr. C.) vote so?

Mr. Condict.—I did.

Mr. Boon moved to lay the motion to re-consider on the table.

The proceedings, on the call of the House, then went on as usual: 180 members answered to their names, and after some ineffectual motions to suspend the call,

Mr. Condict moved that the Sergeant-at-Arms be directed to procure the attendance of the absentees: rejected—ayes 61, noes 85. The call was then suspended. Mr. Boon withdrew his motion to lay the motion of Mr. Condict on the table, and the question being taken on reconsidering the vote, the House refused to reconsider the vote, (by yeas and noes)—yeas 88, noes 100.

The House then went into committee of the whole on the state of the Union, to take up a bill, reported from the committee of the District of Columbia, to extend the provisions of the quarantine law, for the prevention of cholera in the District; which, after having been debated at length, and a blank therein filled up with \$20,000, to be appropriated to the purposes thereof, the committee agreed thereto, rose and reported the bill, which was ultimately ordered to be engrossed for a third reading.

Mr. Thomas, of Louisiana, remarked that as this

was the anniversary of our independence, the House could not spend the morning better than in passing some bills which would make glad the hearts of the widow and the orphan of some revolutionary soldiers who had achieved that independence; after which they might go home and enjoy themselves. He moved that the House should take up the bill to liquidate the claims of the State of Virginia for services rendered by her citizens; which motion, after several ineffectual motions to adjourn and for calls of the House, &c., prevailed, and the bill being considered, after some opposition from Mr. Root, who contended that it was a downright robbery upon the other States to pass such a bill,

The previous question was moved by Mr. Clay and seconded; and the bill was finally passed, and returned to the Senate. The House then, on motion of Mr. Burges, who urged the same logic that had been so successfully submitted by Mr. Thomas, went into committee and considered various private bills for the relief of invalid and wounded pensioners, which, after going through the customary steps, were severally ordered to be engrossed for a third reading. Adjourned.

Thursday, July 5.

The Senate was engaged nearly the whole of the sitting in discussing the details of the Tariff bill. We are obliged to omit the proceedings thereon, for want of room. There was no final decision on the bill.

In the House of Representatives, Mr. J. W. Taylor submitted the following resolution, viz:

Resolved, That in the execution of the act, supplementary to the act for the relief of certain surviving officers and soldiers of the revolution, the time of imprisonment of a prisoner of war, shall be taken and computed as a part of the period of service; which was read twice, and ordered to be engrossed and read a third time to-morrow.

Mr. Drayton, from a majority of the committee appointed to inquire whether an attempt was made by the late Secretary of War, John H. Eaton, fraudulently to give Samuel Houston, or any other person or persons concerned with said Houston, a contract for supplying rations to Emigrating Indians, made a report accompanied with the following resolutions:

Resolved, That John H. Eaton, the late Secretary of War, and Samuel Houston do stand entirely acquitted in the judgment of this House, from all imputation of fraud, either committed, or attempted to be committed by them, or by either of them, in any matter relating to or connected with the premises.

Resolved, That all the evidence which was submitted to the committee, together with the journal of their proceedings, be annexed to, and recorded with this report; which report was read, and the documents therewith, ordered to be printed.

Mr. Stanberry, on behalf of himself, and Mr. Isaac C. Bates, of the minority of the said committee, made a counter-report, setting forth, "that in their opinion, Samuel Houston did attempt, wrongfully, to obtain the contract referred to in the resolution of the House, for supplying rations to the Emigrating Indians; that the late Secretary of War, did attempt wrongfully to give said contract to said Houston, and that this was known to the President; and that, as an official transaction, they view it as extraordinary and unjustifiable throughout.

Mr. J. L. Kerr, of the said minority, submitted a paper containing his views thereof; which reports were read and severally ordered to be printed.

The House proceeded to the consideration of the bill considering Invalid Pensioners, which bill was ordered to be engrossed and read a third time.

The House then proceeded to the consideration of the bill for the appointment of three commissioners to treat with the Indians, and for other purposes.

The bill, after debate, was ordered to be engrossed for a third reading to-morrow—Yeas 114, Nays 36.

The bill making appropriations for the civil and military service of 1832;

To authorize the Secretary of War to pay annuities to the Seneca Tribe, &c.;

To provide for the relief of distressed American seamen in foreign countries;

To extend the provisions of an act to regulate the commercial intercourse with Martinique and Gaudaloupe, &c.,

With various bills, ordered to be engrossed for a third reading in the proceedings of Wednesday, were severally read a third time and passed.

The House went into committee of the whole on the state of the Union, and took up the bill making an appropriation for a custom-house in New York, &c., when several amendments having been made thereto, the committee reported the bill; the amend-

ments were concurred in by the House, and the bill was read a third time and passed.

After an ineffectual motion to recommit the bill to oblige vessels coming from foreign places, &c., into the District, to perform quarantine, the bill was read a third time and passed.

The resolution from the Senate respecting a day of Humiliation, Prayer, and Fasting, was read the third time.

The question being on its passage, a motion by Mr. Bates, of Maine, to lay it on the table having been negatived, a motion was subsequently made by Mr. Bell to recommit the resolution, with instructions to have it modified by adding the words "if he shall think proper." On which a debate arose of a character too interesting for us even to attempt to condense into the short space allowed by the present outline.

In the course of the debate, reference having been made to the letter of the President in reply to an application on the same subject from the Synod of the Dutch Church,

Mr. Williams objected, and made a point of order: which, having been decided by the Chair, (Mr. Polk occupying that seat in the Speaker's absence,) as being in order, Mr. Adams took an appeal, which was pending when the House adjourned.

Friday, July 6.

The Senate were engaged nearly all day in further discussing the details of the Tariff Bill. The Bill having been gone through was finally reported to the Senate as amended.

The Senate adjourned at 7 o'clock, the pending question being upon reducing the duties on Ravens' duck.

In the House of Representatives, Mr. Dickson, Mr. Batton, Mr. Silas Condit, and Mr. Spence, were severally excused from attendance the remainder of the session.

Mr. Irvin, from the Committee on the Public Lands, to which was referred a memorial of inhabitants of Michilimackinack, in the Territory of Michigan, reported a bill granting to the Borough of Michilimackinack, certain grounds for public uses; which was read twice and committed.

The bill from the Senate concerning tonnage duty on Spanish vessels was read twice, and committed to the Committee on Commerce.

The amendment of the Senate to the bill for the improvement of certain harbors, and the navigation of certain rivers, were read, and committed to the Committee of the Whole on the state of the Union.

The House then proceeded to the consideration of various private bills, with which they were occupied the remainder of the day.

Saturday, July 7.

The Senate were occupied till 3 o'clock, with the Tariff Bill, when it took a recess till 5 o'clock. In the evening session, the bill was resumed, and the amendments having been gone through with, were ordered to be engrossed, and the bill read a third time—yeas 31, nays 15. When, at near 8 o'clock, the Senate adjourned.

In the House of Representatives, Mr. Evans, of Maine, submitted the following resolution:

Resolved, That the Secretary of War be directed to lay before this House at the commencement of the next session, a statement of the number of fortifications and other military defences in the State of Maine; and also that he accompany it with a report of his opinion of the expediency of increasing the military defences of that State, as well upon the seaboard as upon the line of boundary between the United States and the British North American Possessions; and that he also communicate such information as he may be enabled to procure relative to the number and kind of military fortifications erected and maintained in said British Possessions, and the number of troops therein.

Mr. Leconte rose to contradict a statement which appeared in the New York Advocate, calculated to do Mr. R. M. Johnson some injury. It was stated in that paper that the late Sergeant at Arms had owed him 600 dollars, and which, it was alleged, had induced Mr. J. to make the motion that the House should repay the money. The statement was absolutely false, as there was no money due to Mr. J. who had been induced to submit the motion on the subject of the repayment of the members from pure and disinterested motives.

The bill for the relief of the representatives of Colonel Laurens, was, after a protracted discussion, read a third time and passed—yeas 81, nays 43.

The House went into committee on numerous private bills; with which they were occupied for the remainder of the day.

Monday, July 9.

The SENATE was this day called to order by the Secretary, when, on motion of Mr. Chambers, the Senate proceeded to the election of a President *pro tem*. On a fifth ballot, when it appeared that 47 members were present, of which 24 were necessary to a choice,

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|--------------|----|-------|---|
| Tazewell had | 24 | Hayne | 1 |
| Poindexter | 21 | Bibb | 1 |

Mr. Tazewell was therefore declared to be duly elected, and was conducted to the Chair by Mr. Smith.

On motion of Mr. Poindexter, the usual resolutions, to inform the President of the United States, and the House of Representatives, that the Senate had elected the Hon. Littleton W. Tazewell to be the President of this body, *pro tem*, were adopted.

The Tariff.

The bill to alter and amend the act imposing duties on imports was then read a third time, and the question being on its passage—

A discussion took place, in which Mr. Grundy, Mr. Webster, Mr. King, Mr. Clay, Mr. Hayne, participated.

The bill was then passed by the following vote: Yeas—Messrs. Bell, Benton, Buckner, Chambers, Clay, Clayton, Dallas, Dickerson, Dudley, Ewing, Foot, Frelinghuysen, Hendricks, Hill, Holmes, Johnston, Knight, Marcy, Naudain, Prentiss, Robbins, Robinson, Ruggles, Seymour, Silsbee, Smith, Sprague, Tipton, Tomlinson, Waggaman, Webster, Wilkins—32.

Nays—Messrs. Bibb, Brown, Ellis, Forsyth, Grundy, Hayne, Kane, King, Mangum, Miller, Moore, Poindexter, Tazewell, Troup, Tyler, White—16.

So the bill was passed.

Adjournment.

On motion of Mr. Clay, the Senate then proceeded to consider the resolution from the House appointing this day for the day of adjournment.

Mr. Clay moved to amend the resolution by striking out "9th" and inserting "16th."

Mr. Grundy suggested Thursday as the best day for adjournment, and proposed that the Senate should disagree to the resolution from the House, and that he would then lay a resolution on the table to adjourn on Thursday, which might lie on the table until to-morrow.

Mr. Webster stated that there was an important measure under the consideration of the Executive, which he was not compelled to return to this House in less than ten days (Sundays excluded.) He therefore suggested to insert Tuesday, the 17th.

Mr. Clay moved to strike out the word "ninth," and said he should then move to lay the resolution on the table until to-morrow.

Mr. Webster moved to lay the whole subject on the table.

The motion to lay on the table was then negatively—Ayes 19, Nays 27.

The question was then about to be taken, on striking out "ninth," and inserting "Monday the 16th," when

Mr. Grundy stated that the fixing of Tuesday was holding out the idea that Congress would not adjourn until the message expected from the President shall be received, and that he could not vote for it.

Mr. Clay said that the city was full of rumors, and although gentlemen who voted against the great measure to which he referred, might find no difficulty in making their peace with their constituents, gentlemen on the other side would be placed in an awkward situation.

Mr. Mangum said he had no fear that any attempt would be made in any quarter to evade proper responsibility. He thought that such evasion would be disreputable, and he would vote with those who desired the full ten days to be allowed to the President.

The motion to strike out the 9th, and insert the 16th, was then agreed to, and the resolution, as amended, was concurred in.

On motion of Mr. White, the Senate then considered the bill from the House making appropriations for the Indian service. No amendment being offered, the bill was read a third time.

The Senate then proceeded to consider the bill making appropriations for the extinguishment of Indian titles in Alabama and Illinois.

The bill was ordered to be read a third time.

The Senate then took up the bill making an appropriation for the payment of arrears due to the Seneca tribe of Indians, which was ordered to a third reading.

The Senate then proceeded to consider the bill supplementary to the act making appropriations for the civil and military service for the year 1892.

Some amendments were introduced into the bill. The bill was reported as amended, and the amendments were concurred in.

The bill was then ordered to a third reading.

The Senate then adjourned.

In the House of Representatives, Mr. Verplanck presented the memorial of a number of workers in marble of the State of New-York, praying that unwrought foreign marble may be admitted free of duty.

Mr. Cambreleng, from the Committee on Commerce, reported the bill concerning tonnage duty on Spanish vessels, without amendment; which was ordered to be read a third time to-morrow.

Mr. Wilde submitted the following resolution, namely:

Resolved, That the Secretary of the Treasury be directed to lay before this House, at the next and each successive session of Congress, copies of such statements or returns, showing the capital, circulation, discounts, specie, deposits, and condition of the different State Banks and Banking Companies as may have been communicated to the Legislatures, Governors, or other officers of the several States within the year, and made public; and where such statements cannot be obtained, such other authentic information as will best supply the deficiency.

The House resumed the consideration of the resolution from the Senate, respecting a day of humiliation, fasting and prayer—

The question pending being on an appeal, when the subject was last before the House, viz.:

Mr. Burges, a member of the House, having referred in debate to a letter from the President of the United States, which had been read in a previous debate, and which had been published in the newspapers, was called to order by Mr. Williams, of N. C.; and

The Speaker *pro tem*. (Mr. Polk) decided that this reference was in order.

Mr. Adams having appealed from that decision, he inquired of the Speaker, as he had not been in the chair when the decision he appealed from had been made, whether he was to understand that he meant to revoke or maintain it?

The Speaker explained the circumstances under which he felt it due, in candor, to state, that if he had been in the chair, he must have made the same decision.

Upon which a stormy and exciting debate arose, which we are for the present obliged to defer.

Mr. Adams withdrew his appeal.

The question then being on the motion made by Mr. Bell that the resolution should be committed to a committee of the Whole House, with instructions to amend the same, viz. to strike out the words "a joint committee of both Houses of Congress wait upon the President of the United States, and request that he recommend," and insert—that Wednesday, the 25th instant be recommended to the People of the United States, to be observed as a day of fasting—

The debate thereon was continued.

Mr. Condict of New-Jersey, in order to have a decision on the subject, moved the previous question, which was negatively—ayes 52, nays 82.

After further debate, a motion by Mr. Plummer to lay the resolution and amendment on the table was also negatively—ayes 59, nays 79.

A second motion by Mr. Reed, of Mass. for the previous question, was negatively 63 to 70; and the question on the amendment of Mr. Bell, having been modified by him, at the suggestion of several members, so as that the resolution should be referred to a select committee, and that the 2d August should be named as the day recommended by Congress—

The question thereon was decided by yeas and nays in the affirmative—yeas 86, nays 70.

Mr. Bell, Mr. Verplanck, and Mr. Reed, of Mass. were appointed the Select committee.

Mr. Foster, of Georgia, said as the subject had been disposed of, he rose to call the attention of the House to some remarks which had fallen from the member from Ohio, (Mr. Stanberry) during the debate, which the House owed to its own dignity not to pass over.

Mr. Mercer objected to any course being now taken on the subject—the rule requiring that any exception taken to words spoken in debate should be made at the time, and the words taken down.

A desultory conversation on the point of order then arose, after which

Mr. Foster moved to suspend the rule of the House to enable him to submit the following resolution:

Resolved, That the insinuation made in debate this morning by the Hon. William Stanberry, a

member of this House, from Ohio, charging the Speaker of this House with shaping his course as presiding officer of the House, with a view to the obtaining of office from the President of the United States, was an indignity to the Speaker and the House, and merits the decided censure of this House.

The resolution having been read—

Mr. Stanberry said he wished the honorable member from Georgia would insert in the resolution "that the charge against the Speaker was untrue," that he might have an opportunity given him to prove it.

Mr. McDuffie and Mr. Irvin expressed their hope that the question might be taken without debate, that they might proceed to the important business before the House.

The House then refused to suspend the rule to allow Mr. F. to submit the resolution—Yeas 95, Nays 63, (not two-thirds.)

The House then proceeded to the consideration of various bills, viz.

The amendments to the bill for the regulation of the Navy Pension and naval hospital funds, were read and concurred in.

The amendment to the bill for the relief of invalid pensioners of the United States, was read and disagreed to.

The amendment of the Senate to the bill to carry into effect the convention with the King of the French, was read and committed to the Committee of the Whole House on the state of the Union.

The amendments of the Senate to the resolution directing the distribution of a compilation of Congressional Documents, were read and concurred in.

The amendment of the Senate to the resolution, by which Monday next was fixed for the adjournment of the present session of Congress, was read and the further consideration thereof postponed until Wednesday next.

The amendments to the Tariff Bill were read and committed to the Committee of the Whole on the State of the Union.

The House then, took a recess until half-past 4 o'clock.

EVENING SESSION.

The House went into Committee and proceeded to the consideration of the amendments of the Senate to the bill to regulate

The Tariff.

The following were disagreed to, viz.:

On increasing the duty on manufactures of wool, from 50 to 57 per cent.

On inserting after Kendal cotton, the words "weighing not less than 16 ounces to the square yard."

To increase the duty on silver and plated wire, from 5 to 25 per cent.

To alter the rate of duty on sail duck, &c. from 15 per cent. to a specific duty of 8 cents on duck, and 4 cents on raven's duck, was now concurred in, without a count.

The amendment increasing the duty on cotton bagging from 3 1/2 to 4 cents per pound was not concurred—ayes 64, nays 81.

The amendment relative to the duty on silk goods was agreed to.

A discussion was going on relative to the amendment of the rate of duty on sugar when our paper was made up.

CONGRESS.—On Tuesday, in the Senate, the Veto of the President on the Bank Bill was received. The Message, announcing and justifying it, occupied an hour in reading; when, on motion of Mr. Webster, the matter was postponed until the next day. After ordering to a third reading the bill making an appropriation for a new Custom-house in this city, the Senate went into Executive business.

In the HOUSE OF REPRESENTATIVES—Mr. Dearborn submitted a resolution calling on the President for information as to the instructions under which Com. Downs made the attack upon the Malays. The House having refused to take up Mr. Foster's resolution respecting Mr. Stanberry's imputation against the Speaker, proceeded to consider anew the Tariff bill. The question pending at the termination of our last report was on the proposition of Mr. Drayton to reduce the Senate's amendment of the duty on sugar. Mr. Adams made a question of order on this motion; the Chair sustained Mr. Drayton; an appeal was taken by Mr. Adams, and the House reversed the Speaker's decision, 81 to 73—the House then considered the amendments.

To strike out the duty of 1.2 cent per lb. on coffee, agreed to.

To insert on old and scrap lead a duty of 2 cents per lb. agreed to.

To abolish all duties on teas, imported from places this side of the Cape of Good Hope, but when imported in vessels, other than those of the United States, to be subject to ten cents per pound, agreed to.

To increase the duty on slates from twenty five to thirty-five, disagreed to.

To except from the duty of 25 per cent. yarn and cordage, tarred and untarred, ticklenburghs, osenburghs, and burlaps, agreed to.

To include musical instruments, in the articles subject to the present rate of duties, agreed to.

To reduce the duty on French, and all other wines, after the 3d March, 1834, to one half the present amount now levied, agreed to.

To rate indigo, bleached and unbleached linens, at 15 per cent—agreed to.

To strike out palm leaf, or palmetto hats, from the list of articles subject to 15 per cent—agreed to.

To strike out the 25 clause of the second section, in relation to all articles not specified, which are subject to a duty of 15 per cent—disagreed to.

To strike out the list of articles which are exempted from duty, corks, hair cloth and seatings, sumach, bones, millstones, spy-glasses, telescopes, sextants, quadrants—agreed to.

To strike out 4 cents per bushel on crude and mineral salt, and insert 15 per cent. ad valorem—

To provide that no drawback shall be allowed on a less quantity of cordage than 5 tons—agreed to.

The amendments being disposed of, the bill was reported to the House, which then adjourned.

THE VETO.—A hasty letter of Tuesday night, written in pencil from Washington, inclosing to us a copy of the veto message, (which is also published in the Telegraph,) thus speaks:

"The Senate are in session on executive business very late. The question on the passage of the Bank Bill is expected to prevail by a constitutional majority in that body."

The Washington Telegraph of Friday says—"It is rumored that Mr. Forsyth, of Georgia, is to be appointed Secretary of State, it being contemplated to send Mr. Livingston to France."

DEATH OF GEN. WENDELL.—This estimable citizen, whose illness we mentioned yesterday, was gathered to his fathers about two o'clock this morning. After an earthly pilgrimage of eighty eight years, he finally gave back his spirit to Him whom he had long served, and in whom he confided.

Gen. Wendell's long life was most usefully and honorably devoted to the discharge of those duties which adorn the private, and elevate the public characters of men.

Upon the commencement of the Revolution, Gen. Wendell abandoned the practice of the law, upon which he had first entered in this city, and accepted a Captaincy in Col. Van Schaick's Regiment. He was warmly engaged throughout the sanguinary battle of Monmouth; and served under Gen. Gates until the surrender of Burgoyne.

Gen. Wendell died under the same roof where he was born, and where he has always resided.

We understand that the Pension bill which has been recently passed by Congress will give to the heirs of Gen. W. back pay amounting to \$1,900. —[Alb. Eve. Jour.]

WESTERN UNIVERSITY OF PENNSYLVANIA.—At a meeting of the Board of Trustees of the Western University of Pennsylvania, held on Thursday, the 21st June, the Rev. Wm. B. Lacey, D. D. of Albany, N. Y. was unanimously elected Professor of Rhetoric and Belles Lettres, and will enter on the duties of the office on the 1st of Sept. —[Pittsburgh Gazette of June 26.]

The Supreme Court of Alabama has decided that promissory notes payable to bearer, are not within the statute of assignment, and that consequently they are placed upon the same footing as bills of exchange by the law Merchant. In the hands of an innocent holder they are not subject to any equity the maker may have against the payee.

[From the Washington Globe.]

Information has reached the War Department from the head quarters of General Atkinson, foot of Illinois Rapids, the 23d June, stating that Gen. Atkinson was to march on that day with the Illi-

nois militia, and about 400 regular troops to attack the Indians who were stationed on Rock River, in the neighborhood of the Four Lakes; where they detach small parties of 12, 20, and 40 men to annoy the frontiers and commit depredations—that on the 16th, Capt. Snyder's company of volunteers had a rencontre on the head of Plain River, with a party of 40 or 50 Indians, and killed 5, with a loss of 3 on the part of the whites—that on the same day General Dodge, at the head of 21 men, fell in with a party of eleven Sac Indians, strongly posted under the bank of a lake on the Peketatica, and succeeded in killing the whole number, having three of his own party wounded—that about the same time one white man was killed on the Da Paye River, another on the Bureau, and 5 near the blue Mound diggings; that General Atkinson expected to be on the ground at that time occupied by the Indians on the 30th of June—and that by employing some of the principal men of the Winnebagoes and Pottawatomes, he had succeeded through the former, in rescuing the two females, captured by the hostile Indians, who had been restored to their friends.

THE INDIAN WAR.—In Saturday's paper, we copied from the Globe the latest accounts. We find in the St. Louis Republican of 26th ult. the following items:

After Dodge's men had killed the 11 Indians, the Menominees, under the command of Col. Hamilton, who had been in search of this same party, came up and commenced a most inhuman butchery of the dead bodies: they cut them to pieces, and tore out their hearts and ate them, raw and bleeding. It will be remembered that a party of Menominees were killed at Prairie du Chien, about a year ago by the Sacks and Foxes, which is in part the cause of the present war between the Indians and the whites, and which urges the Menominees to become our allies.

We understand that all the Sioux taken across the river by Col. Hamilton, after having received new guns, ammunition, &c. deserted him, without assigning any reason, and it is feared that they have joined the hostile tribes.

[From the Buffalo Republican, of July 4.]

ARMY MOVEMENTS.—The second detachment of troops destined for Chicago, under the immediate command of Col. Twiggs, left here yesterday in the steamboats Henry Clay and Sheldon Thompson. The following are the officers of this division:

Col. Eustis, Crane, Worth and Twiggs; Majors Payne and Kirby; Capts. Mackay, Fraser and Whiting; and Lieuts. Ward, Burnell, Maccomb, Brown, Bradley, Izard, Keyes, Urg, Norton, Marcy, Leavenworth, Sitgreaves, Dix, and Talcott.

The steamboat Wm. Penn has also been chartered to remove the troops from Sault de Ste. Marie to Chicago, and the steamboat Superior leaves here on Friday next, with troops, baggage and stores, for the same destination.

THE INDIAN WAR.—The following general order was issued by Gen. Scott, on taking command of the forces destined to act against the Indians. Gen. Scott was to leave Detroit on the 3d, with the first detachment of troops, and would probably reach Chicago by the 11th.

ORDERS, } Head Quarters, N. Western Army.
No. 1. } DETROIT, July 3. 1832.

1. Brevet Major General Scott has been ordered by the War Department to take command of all the forces in the service of the General Government, whether regulars or militia employed, or to be employed against the Indians in actual hostilities with the United States. He proceeds accordingly with the first detachment of troops ordered from the East to Chicago.

2. The following are the general staff officers and aids-de-camp, who will be obeyed or respected according to their respective designations:

3. Brevet Colonel Eustis, of the 4th Artillery, commandant-in-chief of artillery, which designation will not deprive him of the general command of the two battalions of artillery, armed as infantry, and the detachment which he will cause to be organized for the service of the six pounders and howitzer to be taken into the field.

4. Brevet Lieutenant Colonel Worth, of the ordnance, and Captain P. H. Galt of the 4th artillery, are appointed to act for the campaign, the former as Inspector General, and the second as Assistant Adjutant General.

5. Brevet Captain James Monroe of the 4th, and

First Lieutenant Wm. C. De Hart of the 2d artillery, are the aides de camp of the commanding general—the first named appointed to act in that capacity for the campaign.

6. Captain R. Bache of the ordnance, is directly charged with the care, preparation and delivery of ordnance and ordnance stores.

7. Captain Mackay and First Lieutenant Waite, Assistant Quarter Masters, and Paymaster Kirby, have been assigned for duty with the army in the field, besides others of these departments who are, at present, with that part of the forces under the immediate command of Brevet Brigadier General Atkinson.

8. Surgeon Everett, whilst senior of his department of the staff, will be the "medical director" of the army in the field.

9. The graduates of the Military Academy, and officers who were on furlough, who have so gallantly volunteered their services for the campaign, will be distributed among the several battalions on their arrival at Chicago. In the mean time they will continue on duty with the troops to which they have been provisionally attached.

10. All officers are invited immediately to refresh their memories by reading over again the several articles Nos. 43 and 62 inclusive, under the head of "Economy of an army in the field," in the *General Regulations for the Army*.

11. In like manner the commanders of battalions will take care that the rules and articles of war, or selected articles, be read on the passage to Chicago, at the heads of companies.

12. The General commanding, owes an apology to the brave men whom it will be his pride to conduct to battle, when he positively prohibits, under the highest penalties of the law, as he does, all mutilating and scalping of prisoners, or the bodies of the enemy who may be killed in action. But, as a few inconsiderate or worthless individuals might, if not warned and checked, bring odium on the whole army, those barbarian practices are denounced in advance.

By command, WINFIELD SCOTT.
P. H. GALT, Asst. Adj. Gen.

The detachment of troops that proceeded with Gen. Scott on the 4th, amounted to about four hundred men. The second detachment, of nearly equal force, would follow in three or four days. The whole would probably concentrate at Chicago about the 15th.

Black Hawk's camp is about ninety miles from that place, on the Coshquonong lake, near the head waters of the Rock river. The position, which abounds with fish and wild rice, is represented as very strong, and difficult of approach, on account of the extensive marshes which surround it. His force does not, it is thought, exceed seven hundred warriors; but these, from his having the character of Prophet as well as Warrior, he has inspired with most implicit confidence in him.

He is placed between the forces of Scott and Atkinson; and as the country from Chicago is level, and admits of wheel carriages, the field artillery will meet with no obstructions; and, what is scarcely less important, the supplies for the troops can be readily transported.

The Washington Globe of Saturday contains the following extracts of a letter to the Secretary of the Navy from Captain T. W. Downes, dated February 17th, 1832—Soo-soo, on the coast of Sumatra.

"While lying here a flag of truce has been sent off from Quallah Battoo." * * * The bearer begged that I would grant them peace. I stated to him that I had been sent here to demand restitution of the property taken from the Friendship, and to insist on the punishment of the persons who were concerned in the outrage committed on the individuals of that ship."

"I assured him, that if forbearance should not be exercised hereafter, from committing piracies and murders upon American citizens, other ships of war would be despatched to inflict upon them further punishment."

"Several Rajahs from towns in this vicinity, have visited my ship, and others who are distant, have sent deputations to me. All of them have declared their friendly disposition toward the Americans, and their desire to obtain our friendship. Corresponding assurances were given on my part, and they left the ship apparently well satisfied."

[From the National Gazette.]

Extracts from the Reports made by Lt. Shubrick, commanding the Expedition against the Malay Pirates, to Commodore Downes, commanding the Potomac Frigate lying in (Bantam Bay) Straits of Sunda, March 11th 1832, after the attack upon Quallah Battoo.

After stating the order observed in landing upon the Beach about 1 1/2 miles to the N. of the town, and arranging their several divisions under their respective officers, he goes on to detail that—"as soon as the day dawned, we proceeded along the beach toward the town, undiscovered by the enemy, until within a short distance of the northernmost Fort, when I immediately dispatched Lieut. Hoff and his division to surround it, and in the event of the enemy's firing upon him, to take it by storm. As soon as he approached the gateway, he was fired upon—when, after a close action, the American flag was hoisted, the enemy carrying off their wounded, and leaving behind their dead, twelve in number, and their women. Lieut. Hoff had to surmount great difficulties in the capture of his fort. He tore up the palisades which surrounded it, and forced a bridge over the jungle, upon which he entered and drove the enemy from their almost impregnable position; during the whole of which time an incessant firing was kept up upon him."

After leaving Lieut. Hoff, I proceeded with the remaining divisions, and at the northern end of the town, Lieutenants Pinkham and Edson with their respective divisions, filed off to the left to the attack of the two forts assigned them in the rear of the town. With the 3d division under Lieutenant Ingersoll, and the six pounder under Sailing Master Totten, I posted on to attack the principal and strongest fort, situated at the southern end of the town. At the distance of fifty yards from the fort, I directed the six pounder to be loaded with round and grape shot, and discharged, which threw them into confusion. The coolness and precision with which Sailing Master Totten worked the six pounder did great execution. Lieutenant Ingersoll, at this time, rushed on to the attack; at this juncture Lieutenant Pinkham, with the 1st division, rejoined me, Sailing Master Barry, the guide, from material alterations in and about the fort, having been unable to point out the fort assigned to Lieutenant Pinkham: the Pioneers with their crow's and axes having forced the gate, portions of the 1st and 3d divisions under the directions of their respective officers, pushed into the area and took possession with little resistance—few Malays appearing—two of which were shot dead upon the spot. A charge was then made at the inner gate, which communicated with a narrow passage leading to the strong hold of the pirates, which was a strong platform considerably elevated; upon which was mounted several cannon, protected by a thick wall, which being forced, it was discovered to the disappointment of the officers and men there engaged, that the platform leading to the platform had been drawn up, and in an ineffectual attempt to climb the parapet, I regret to say, that Wm. P. Smith, seaman, was killed, and Henry Dutcher, (O. S.) Levi McCabe, Quarter Gunner of the 3d division, and Mid. John W. Taylor, with Peter Walsh, (O. S.) of the 1st division, were wounded. I then directed the buildings to be fired, in the hope that it would communicate with the main body of the fort, in order to drive them from their position, but it did not take effect, and they continued their firing even during the explosion of two magazines which took place near them; and so tenaciously did they hold on to their position, that it was not until Lieutenant Hoff, with a portion of the 2d division, and Lieutenant Edson, with the marines came up, (after leaving detachments in the forts against which they had been sent) and formed between the water and the fort, keeping up a brisk fire, did they abandon it.

For some time previous to the surrender of this Fort a firing from a thicket had been kept upon Lt. Terrett and a detachment of marines left in a Fort in the rear of the Town; by which means another was accidentally discovered, which, being made known to the commanding officers, as soon as convenient he dispatched Lt's S. Pinkham and Edson to capture it, which was done after a short resistance, the pirates flying to the jungle. In the affair two of our marines were shot down, one killed and the other still lingers mortally wounded.

One of the principal *Rajahs* (Peona Mahomet), concerned in the capture and massacre of the ship Friendship's crew, was killed in the fort first attack, and among the several articles found belonging to her, was the medicine chest.

The reduction of the town and fort took up near-

ly three hours; it was owing, however, to the detached warfare kept upon us from their houses and jungles, where it was almost impossible to get at them. The cannon belonging to the several forts, were spiked, and thrown over the parapets. A number of muskets and blunderbusses were also taken and destroyed. One seaman and one marine were killed: two marines wounded, one mortally; nine seamen and ordinary seaman wounded, three of them severely, the rest slightly.

You cannot, of course, be unacquainted with the Malay character. Murder and Piracy still distinguishes them, and nothing but the severest chastisement can stop them, from a constant depredation upon every defenseless merchantman that comes within their grasp. They are generally independent tribes, acknowledging no head but those *Rajahs*, who from motives of interest and gain keep numbers in pay, and support them in their wanton conduct.

The Quallah Buttooras are particularly bad, and the Malays along the coast deem it a reproach if you tell them they were born there. Gambling to excess is carried on among the latter, as I assure you that I have been informed by a *Soo Soo priest*, who of course must have some few compunctious feelings.

SUMMARY.

Mr. Van Buren, who arrived here in the packet ship New-York, from Liverpool, on the 5th inst. proceeded to Washington on Saturday morning last.

The Bank of the United States has declared a dividend of three and a half per cent. for the last six months, which fact, we apprehend, will explain the fall in the stock sold 5th inst.—dividend off.

The accident to the Ohio steamboat, noticed in the annexed letter, is not accounted for.

STEAMBOAT OHIO, July 6, 1832.

To the Editor of the Standard:—

Sir: An accident has occurred on board of this boat, under my command, which is much to be deplored. When about two miles above Sing Sing, about half past 8 o'clock, P. M. a rent occurred in the steam chimney of the starboard boiler; the steam and water rushed out of the furnace, and a fireman by the name of Saml. McMullen, and a wood passer, by the name of Robert Stewart, of Albany, who were in the room at the time, jumped overboard, and were drowned before the boats could render them any assistance. It is presumed that they must have been very much injured, as one of them was a first rate swimmer.

There were also three passengers who were very much injured, not considered dangerous—their names are John Conner, of Albany, William Furman, of Greenbush, and Ely Bower, of Poughkeepsie—no others were lost or injured as far as I can learn.

We had about two hundred and sixty passengers on board at the time of the accident; about eighty proceeded as far as Newburgh in the steamboat Experiment, the remainder returned in the Ohio. She returned with one boiler after being detained about two hours. Your obedient servant,

M. BARTHOLOMEW.

We received this letter from Capt. Bartholomew, on board his boat, at half past five this morning.—While we were on board, Mr. Bower died. The other two passengers had died previously. July 7, 1832.—[Eds. Standard.]

We regret to hear that a fireman named Cornelius Garrison, attached to Engine 32, was killed by the fall of one of the brick chimneys at the fire on the 4th July, in Elm street.

Miniature Steamer.—The Hartford Review speaks of a beautiful little steamboat plying about the harbor, belonging to the enterprising firm of Messrs. E. & G. L. Hanks of that city. It measures from stem to stern only 18 feet, and about 5 or 6 feet beam. The engine is a splendid specimen of mechanical genius, of about one horse power, and was constructed by Mr. G. L. Hanks, "a young man only 18 years of age, but possessing as much real practical ingenuity as any man in the State." Her boiler is placed in the bow, and measures 5 feet in length, and 1 in diameter.

The printing office of the Stamford Centinel, together with a valuable stock of printing materials, and the bookstore connected therewith, were destroyed by fire on the 4th instant. The property was owned by Wm. W. Holly, editor of the Centi-

nel. Loss estimated at \$2000. The conflagration was occasioned by the firing of crackers.

Melancholy Accident.—On Friday last, Mr. Michael Swift was killed on the Erie Canal. In the morning, Swift left this city on board of a wood boat, and on meeting with a stone boat, heavily laden, about 6 miles below Black Rock, in attempting to pass each other, they struck, which caused the deceased to fall between them, when he was instantly crushed to death. Swift was 22 years of age, and had been married but a few days. This ought to admonish the captains of boats to use more care.—[Buffalo Patriot.]

On Friday, 6th inst. the Coroner of Brooklyn was called to view the body of an unknown man found at Red Hook Point. He appeared to have been a long time in the water—had on a blue black cloth coat and pantaloons, black silk vest, boots and over shoes, and woollen stockings; a watch in his pocket, with a safety chain round his neck. His head and hands were entirely gone, and nothing to be found whereby his name could be ascertained.—His watch is in possession of the Coroner, of whom information can be obtained.

RICHARD CORNWELL, Coroner.

ALEXANDRIA, D. C.—*Accident*.—An accident, of a serious nature, befel a black man on the fourth, who was engaged in firing a swivel on board a ship at one of the wharves. The swivel went off while he was in the act of loading it, and the poor fellow's hands and arm were dreadfully torn and shattered. The arm was amputated in the evening, and we hope he may recover.

We learn that the Rev. Wm. Jackson, Rector elect of St. Stephen's Church, of this city, and late of Alexandria, will enter upon the parochial duties of that Church in a week or two.

The recent commencement of the University of North Carolina, was of a character to inspire the best hopes of that institution. Mr. Gaston, the most distinguished citizen of the State, delivered the Anniversary Address of the Philanthropic Society.—Five thousand copies of this production were ordered to be printed. The able orator dwelt on the topic of the Union with particular interest and force.—[National Gazette.]

Sudden Death.—Abraham Bigelow, esq. of Cambridge, Mass., for thirty years or more clerk of the Supreme Court for the county of Middlesex, died Sunday morning, of an apoplectic fit, at the Atlantic Hotel in this city. He arrived from Boston on Thursday morning, and was in perfect health between 9 and 10 o'clock on Sunday forenoon. He was found dead in the yard at about 1 o'clock, P. M. Dr. Perkins was immediately called in, and a coroner's jury summoned to sit upon the body.—[Cour. & Enq.]

Accident.—On the 4th of July, Lieut. William Nutt, of Chester street Philadelphia, was most shockingly mutilated by the accidental discharge of a field-pieco. Very little hope of his recovery. He is the head of a large family.

CHARLESTON, July 2.—A violent thunder storm was experienced in this city on Friday afternoon and evening, during which Mrs. Ursula R. Nell, an aged widow lady, residing in Hampstead, was killed by lightning. We learn that Mrs. Nell had just returned from meeting, and was in a room by herself up-stairs, while her two daughters remained in the room below. After a tremendous flash of lightning, the house was filled with smoke, when the daughters ran up-stairs to their mother, and found her a lifeless corpse. Cold water was immediately thrown upon the body, and a physician sent for, who attempted to bleed her, but without success. A Negro Girl, named Phillis, about thirteen years of age, the property of Mrs. Catherine Mitchell, was also killed by lightning, as she was ascending a flight of stairs leading to the piazza of a house in Tradd st., along side of which stood a large tall tree, which the lightning struck about eight or nine feet above the platform, tore off about 2 feet of the bark, until it came to the head of a nail in the tree, where it branched, and struck her (then about half way up the stairs,) in the right temple.

The lightning also struck the hardware store of A. Y. Walton & Co., in King, near the corner of George street. The electric fluid passed down the side of the chimney, into the store on the ground floor, ranged along the shelves filled with articles of hardware, tearing off the papers in which many of them were enveloped, and passed off into the street. The fact was not discovered (as the store was closed at the time) until some hours after it had been open-

ed next morning. The effect of the lightning upon some bundles of spectacles, &c., is curious—each case seems to have been perforated, the frames molted or blackened, and the glasses broken.

Some trees, fences, &c., were blown down.

[From the American Turf Register and Sporting Magazine.]

A CHALLENGE.

ROXBOROUGH, July 3, 1832.

Mr. Editor—Will you be kind enough to state in the next Sporting Magazine, that I propose to run Bonnets o' Blue or Andrew, against any horse, four mile heats, for five thousand dollars aside, half forfeit. The race to be run over the Central Course at the next Fall Meeting. The acceptance of this challenge, with the name of the horse, together with the selection of one of my two named horses, to be sent to the Secretary of your Club or to yourself, on or before the 10th day of August next.

JOHN C. CRAIG.

J. S. SKINNER, Esq. Cor. Sec. Md. Jockey Club.

The following Stakes are now open to be run for over the Central Course:

1. BALTIMORE, June 1.—1. Chateau Margaux Stakes.—A post sweepstakes will be run for on the second day of the next fall meeting, two miles out. Entrance \$100, p. p. Each gentleman over twenty-one years of age to ride his own horse. Four or more to make a race. The winner to pay six dozen of Chateau Margaux wine to the club. To close the first day of August. To this there are already eight subscribers.

2. A sweepstakes, for colts and fillies, three years old, bred and owned in the state of Maryland and District of Columbia, two mile heats. Entrance \$100, h. f.; to run first day of fall meeting, 1832.—Four or more to make a race. To close and name 1st of October.

3. A post sweepstakes for next fall, free for all ages, four miles heats. Entrance \$500, p. p.—the proprietor to add \$1,000, four or more to make a race. To close 1st of October. Subscribers. Jno. C. Stevens, Wm. R. Johnson, J. M. Selden.

4. A sweepstakes for colts and fillies, three years old, to run next fall meeting, two mile heats. Entrance \$200, h. f.; four or more to make a race.—To close 1st of September.

5. A sweepstakes for colts and fillies, three years old, (that have never won a race), to run next fall meeting, two mile heats. Entrance \$200, h. f.; four or more to make a race. To close 1st of October.

MISCELLANY.

Parent and Child.—"It is thus," replied her father, "she pays me back for all I have endured. It is a sweet consciousness to know that we make even one creature happy. When I feel this little heart beat tranquilly against mine, when I see her lay her contented head thus upon my bosom, I feel I do not live in vain. She is a precious legacy bequeathed to me by an angel, that in life shed sunshine upon my path, and even in death did not desert me, since she left me the memory of her love; and this little flower, to be watered by my tears and pay me with its smiles." There were some drops upon the yellow hair of Alice: they had fallen from her father's eyes. She looked up on feeling them: and went caressingly to his face; and then the mouth, pure as yet as the unopened bud, was raised with the violet eyes, as if she brought a balm to sorrow, and thought he wanted but her kiss to make him happy.—[Woman's Love.]

The Model of a Private Tutor.—The tutor came to live in the house, and was thought every thing a tutor should be: Lord Arlington liked him, and he liked Lord Arlington; and there was the most perfectly good understanding between them. But it was unfortunately too good an understanding, and one which enabled each to pursue his own course, and to do as he liked without constraining and interfering with the other. So the tutor practised the flute, and botanized and sentimentalized, and mused and revered, and wrote verses on the first snow drop and the last oak leaf, and indulged the aspirations of his "fine mind" without bestowing a very lavish attention on the still finer mind of his pupil. The pupil meanwhile would be fishing and rabbit-catching, and coursing and shooting, and following the natural bent of lively, healthy, active boyhood, little checked by the tutor, who found more leisure for his own pursuits; and never checked, except for tearing his coat, or dirtying his hands, by the fond, and not very intelligent mother, who smiled at the

color on his cheek, when he came in warm with exercise, and only said it was "so good for him!"—[Arlington.]

Travelling in India.—It would, perhaps, be worth while to record, as well as I can remember, the material and personnel of my camp equipment; an humble captain and single man, travelling on the most economical principles. One double poled tent, one routee or small tent, a pal or servant's tent, two elephants, six camels, four horses, a pony, a buggy, and twenty four servants, besides mahouts, servants or camel drivers, and tent pitchers.—[Mundy's Pen and Pencil Sketches in India.]

Extraordinary Anecdote of a Dog.—An ill-fated cat fell into the hands of some juvenile ruffians, commencing the first stage of cruelty, which often leads to great crimes and an ignominious end. The little wretches had passed from cruelty to cruelty, alternately stoning their victim and dragging it through a dirty pool of water, then beating and menacing it with drowning. Bips passed by, unheeding the agonized animal's cries of distress, which were now nearly coming to a close with its life, when the feeling quadruped came forward to save it. The dog having contemplated for some time this scene of inhumanity, and barked his disapprobation thereof, rushed forward upon the young assassins, and driving them one by one furiously off the spot, sprang to the rescue of the fainting and bleeding animal, and withdrawing it from the deep ditch, bore it off in triumph to his quarters, there extending it upon straw, and licking it all over till he recalled the vital spark, and then laying himself down upon it, restored it to some degree of ease from the warmth imparted to it. After this, the kind and feeling dog fetched provisions to his sick charge, and the people in the house, inspired by the example of the minor animal, gave it warm milk. Day after day did the dog tend the sick object of his care, until it was perfectly recovered; and they are both to be seen at this day, after a long lapse of years, at the Talbot Inn, Liverpool.—[Sporting Magazine.]

The Ancient and the Modern Novel.—The flimsy, dull novel, full of fashion, etiquette, and politics, is superseding the fine old legend devoted to disclosing the heart and painting mind and manners. I like to have the light of fancy let in upon me through the stained glass of a gothic window, with its deep tints, its rich and mingled hues, instead of catching it through plate glass and paltry frames. I like to behold beauty in "purple and pall," with her high and proud consciousness of her own power, rather than your questionable dames flirting in tinsel and gossamer gauze, as light and as specious as their own character.—[Woman's Love.]

A German Prince.—Ay, it is of the kind that sounds magnificent, and used to petrify us islanders; an estate that takes ten days to drive through—ten chateaux, each one more vast and uncomfortable than the other—a thousand game keepers—ten thousand farming servants—half a million of tenants—a body guard—power to hang his own thieves—and a thousand times more sheep and oxen than Job had the second time. All this sounds grand enough to take moderate people's breath away; but give me compact, available English wealth. That is the wealth to be enjoyed. This feudal splendor is fit only to be stared at and talked about.—[Arlington.]

Sketch of a Spanish Guerilla.—The general appearance of the Guerillas is described by a British officer as "horribly grotesque; any thing of a jacket, any thing of a cap, any thing of a sword, pistol, or carbine, and any thing of a horse."—[Southey's Peninsular War.]

Indian Superstition.—On our return to camp, I found there a fine specimen of those holy mendicants called fakirs; although, by the by, I apply the epithet of mendicant undeservingly to him (as I also do most probably the term holy), as he would not take from me the money I offered. He was a pitiable object, although he had a handsome and—in spite of his downcast eyes—rather a roguish countenance. One arm was raised aloft, and having been in that position for twelve years, the power of lowering it was lost; it was withered to one-fourth of the size of its fellow, and the nails were nearly two inches long. He was about to undertake a further penance of standing on one leg for twelve more years; after which he had some thoughts of measuring his length to Cape Comorin! Poor misguided enthusiast!—"in hope to merit heaven by making earth a hell!"—[Mundy's Pen and Pencil Sketches in India.]

[To measure his length to any place, means to go

on all fours, and scrupulously placing at each move his toes where his head had been.]

Sagacity of Elephants.—The battering train going to the siege of Seringapatam had to cross the sandy bed of a river, that resembled other rivers of the Peninsula, which have during the dry season, but a small stream of water running through them, though their beds are mostly of a considerable breadth, very heavy for draught, and abounding in quick sands. It happened that an artillery man, who was seated on the limber of one of the guns, by some accident fell off, in such a situation that in a second or two, the hind wheel must have gone over him. The elephant, which was standing behind the gun, perceiving the predicament in which the man was, instantly, without any warning from its keeper, lifted up the wheel with its trunk, and kept it suspended till the carriage had passed clear of him.—[Military Adventures.]

Valuable Certificate of Character.—We were pestered by sellers of coins, who pretended to have dug them out of the ruins of Kanoge, but who had probably manufactured them for the occasion. One old fellow, to induce me to purchase, showed me some certificates of character which he had obtained from English travelers, but which, being written in English, he could not read himself. Almost the first which he put into my hand ran thus—"The bearer is a d—d old rascal; kick him out of camp."—[Mundy's Pen and Pencil Sketches in India.]

American Driving.—When the mail in which I was travelling arrived at the north branch of the Potomac, we found it so swollen by the late rains that a passage seemed not only dangerous but impracticable. The coachman, however, a cool and determined fellow, crossed over on horseback; he then returned, placed one of the passengers on the near leader, and resolutely drove his four horses into the torrent, which was sixty or seventy yards in width, running like a millrace, and so deep that it reached nearly up to the backs of the horses. I was with him on the box. The inside passengers pulled off their coats and prepared to swim. The water forced itself into the coach; but we reached the opposite bank without disaster. On the preceding evening the coachman had only prevented the mail from being entirely carried away by turning the horses' heads down the stream, so that the coach and horses were swimming for nearly thirty yards.—[Vigne's Six Months in America.]

Why is a lady while decorating her fingers in distress?—Because she's wringing her hands.

Why is P in the alphabet like the most cruel Roman?—Because it's Near-O.

Why are there only 46 weeks in this year?—Because the other six are Lent.

POETRY.

DEATH AND THE YOUTH.

'Not yet—the flowers are in my path,
The sun is in my sky;
Not yet—my heart is full of hope—
I cannot bear to die.
Not yet—I never knew till now
How precious life could be;
My heart is full of love—oh, Death,
I cannot come with thee!
But Love and Hope, enchanted twain,
Passed in their falsehood by;
Death came again, and then he said—
'I'm ready now to die!'

L. E. L.

[From the Montreal Gazette.]

SONG.

'Tis come, 'tis come, the twilight hour,
And I that promise claim of thee,
To stray beyond thy guardian bower,
Alone with me.
So dearest we will seek the glen,
So lovely in a night like this,
And let me breathe my passion then.
Say yes—say yes.
And I will whisper not a word,
To raise a blush upon thy cheek,
Nor breathe a wish if angels heard.
They might not speak.
But when I've told thee all my love,
Ah! dare I steal one parting kiss,
No witness but the stars above.
Say yes—say yes.

GOOD PLEASANTY.—CALVES' HEAD.

[From the London Globe.]

Said a Wellington Boot to an antient Grey Wig,
'Make way, Sir, directly for me!
I have often been leader to armies of slaves—
I would now take command of the free.'
Said the Wig to the Boot, 'Ay, but where are the brains
By which a wise tongue would be led?
'Ne tutor,' good Boot! you were made but for calves,
While I was just made for the head!'
Liverpool, May 26, 1832.

PRICES OF STOCKS.

Corrected for the New-York American—July 11.

| | offer. | ask. | | offer. | ask. |
|------------------------|--------|------|----------------------------|--------|------|
| U. S. Fives, 1835. | | | American | | 150 |
| U. S. 4½s, 1832. | 99 | 100½ | National, old. | 85 | 92 |
| Do. 1833. | | | Do. new. | | |
| U. S. Threes | | 112½ | Union | | |
| Canal Sixes, 1837. | | | Atlantic | | |
| Do. 1845. | | | Neptune | | |
| Canal Fives, 1837. | | | N. Y. State Marine. | 86½ | 89 |
| Do. 1845. | | 118½ | Jackson Marine. | | |
| Do. 1846. | | | Commercial | | |
| Do. 1847. | | | | | |
| Do. 1850. | | | <i>Fire Ins. Co.</i> | | |
| New-York 4½s | | | Mutual | | |
| Ohio Sixes, 1850. | 123½ | | Washington | | |
| Ohio Fives, 1850. | | | Eagle | | 116 |
| Corporat. Fives, 1850. | | | Globe | 115 | 116 |
| Mississippi Bonds. | | | Franklin | | |
| Six per cent 1841 | | | Merchants | | 108 |
| Do. 1846. | | | Fulton | | |
| Do. 1851. | | | Manhattan | 111 | |
| Do. 1856. | | | North River | | |
| Alabama Fives, 1852. | | | Farmers' Loan | 95 | 98 |
| | | | Equitable | | 100 |
| <i>Banks.</i> | | | Phenix | | 107 |
| United States Bank. | 122 | 122½ | Jefferson | 111½ | |
| Bank of New-York. | 120 | 124 | United States | 111½ | 112½ |
| Manhattan Bank. | | 126½ | Contributionship | | |
| Merchants Bank. | | | Atlas | | |
| Mechanics Bank. | 115 | 117 | Traders' | 112½ | |
| Union Bank | | 112 | Howard | | 124 |
| Bank of America. | 106 | 107 | Firemen's | | |
| City Bank. | | 115 | Brooklyn | | |
| Phenix Bank | | 126½ | Clinton | | |
| North River Bank. | | | New-York | | |
| Tradesmen's Bank. | 109 | 111 | American | | |
| Chemical Bank. | 104½ | 105½ | Palladium | | |
| Fulton Bank. | | 117 | <i>Railroad Companies.</i> | | |
| Del. & Hudson Bank. | 85 | 85½ | Mohawk & Hudson | 120½ | 122½ |
| Dry Dock Bank. | | 111 | Do. strip. | | |
| Greenwich Bank. | | 110½ | Paterson & Hudson | 100 | 102 |
| Butchers & Drovers. | 103 | 110 | Canajoh. & Catskill | 95 | |
| Mechanics & Traders. | | 109 | Ithaca & Owego | | |
| National Bank. | | 107 | Saratoga | 95 | 100 |
| Merchants Exchange. | 109 | 110½ | N. Y. & Harlaem | 98½ | 98 |
| Leather Manufacturers. | | 106½ | Boston & Providence. | | 103½ |
| Long Island Bank. | | | New-York & Albany | | |
| Brooklyn Bank. | | 105 | N. J. Railr. & T. Line. | | |
| Morris Canal & B. Co. | 40 | 41 | | | |
| Life Ins. & Trust Co. | 127 | 129 | <i>Miscellaneous.</i> | | |
| Louisiana Bank | | | Manhattan Gas L. Co. | | |
| N. O. Canal & B. Co. | 109½ | 109½ | N. Y. Gas Light Co. | 149 | 150 |
| | | | N. Y. Lombard | | |
| <i>Marine Ins. Co.</i> | | | N. Y. & S. Coal Co. | | |
| New-York | | | Merch. Exchange | | |
| Ocean | | | | | |

BANK NOTE TABLE.

| | | |
|------------------------|----------------------|-----------------------|
| MAINE. | | |
| U. S. Branch. par. a | Cumberland..... | Augusta..... |
| Thomson.....do | Casco.....do | Gardiner.....do |
| Vassalborough.....do | Merchants'.....do | Kennebunk.....do |
| Canal.....do | Union.....do | Manufacturers'.....do |
| Portland.....do | Waterville.....do | Wint.....do |
| Banpor.....do | Saco.....do | Bathhop.....no sale |
| South Berwick.....do | Lincoln.....do | |
| VERMONT. | | |
| Brattleborough...do | St. Albans.....do | Orange County...do |
| Montpelier.....do | Windsor.....do | Burlington.....do |
| Rutland.....do | Vergennes.....do | |
| Bank Caledonia...do | Bennington.....do | |
| MASSACHUSETTS. | | |
| U. S. Branch. par. a | Plymouth.....do | Bank of Norfolk...do |
| Boston City Banks. | Pawtucket.....do | Cambridge.....do |
| Agricultural.....do | Salem.....do | Andover.....do |
| Beverly.....do | Springfield.....do | Falmouth.....do |
| Bedford Com'l.....do | Taunton.....do | Mercantile.....do |
| Commercial.....do | Worcester.....do | Lynn Mechanics' do |
| Dedham.....do | Blackstone.....do | Merch'ys Salem. do |
| Glocester.....do | Fall River.....do | do N. Bedford. do |
| Hampshire.....do | Exchange.....do | Bunker Hill.....do |
| Franklin.....do | Danvers.....do | Atlantic.....do |
| Sunderland.....do | Asiatic.....do | Franklin.....do |
| Hampden.....do | Mendon.....do | Lowell.....do |
| Mechanics'.....do | Oxford.....do | Brighton.....do |
| Marblehead.....do | Milbury.....do | Central.....do |
| Newburyport.....do | Housatonic.....do | Greenfield.....do |
| Phenix.....do | Hamp. Manufacs. do | Essex.....broke |
| Pacific.....do | Barnstable.....do | Farmers'.....broke |
| Mans. & Mech. do | Leicester.....do | |
| RHODE-ISLAND. | | |
| U. S. Branch. par. a | Village Bank.....do | North Kingdon...do |
| Providence.....do | Smithfield Lime do | Mount Hope.....do |
| Exchange.....do | Rock.....do | Pawtuxet.....do |
| Mechanics'.....do | Newport Bank. do | Phenix.....do |
| Globe.....do | Roger Williams do | R. I. Central.....do |
| Manufacturers. do | Scituate.....do | Warren.....do |
| R. I. Island Union. do | Kent.....do | Warwick.....do |
| Rhode Island.....do | East Greenwich do | R. I. Agricult'l. do |
| Merchants' Prov. do | do Providence. do | Cumberland.....do |
| dence.....do | Mount Vernon. do | N. E. Pacific. do |
| Do. Newport.....do | Cranston.....do | Smithfield Union. do |
| N. E. Commercial. do | Bank of Bristol. do | High Street.....do |
| Washington.....do | Commercial.....do | Woonsocket Falls. do |
| Burrillville Agric. do | Freemans'.....do | Mech. & Manufs. do |
| and Manuf. do | Franklin.....do | Far. & Mech. broke |
| Smithfield Exch. do | Landholders.....do | Burrillville.....do |
| | Narragansett.....do | |
| CONNECTICUT. | | |
| U. S. Branch. par. a | Hartford.....do | Union.....do |
| Newrich.....do | Phenix.....do | New Haven.....do |
| Bridgeport.....do | Midletown.....do | Thames.....do |
| Fairfield County. do | Mechanics'.....do | Windham Co. do |
| do Branch. do | New-London.....do | Stonington.....do |
| NEW-YORK. | | |
| U. S. Branch.....par | Bank of Albany...do | Central Bank.....do |
| City Banks.....do | State Bank.....do | Auburn.....do |
| Long Island Bk. do | Commercial, \$50. do | Rochester.....do |
| Dutchess Co. do | Bank of Troy.....do | Jefferson County. do |
| Lansburg.....do | Farmers', \$50. do | Geneva.....do |
| Poughkeepsie. do | Mohawk.....do | Chenango.....do |
| Catskill.....do | Utica.....do | Bk Columbia. broke |
| Newburgh.....do | Do. Branch.....do | Middle District. do |
| Do. Branch.....do | Ontario.....do | Franklin Bank. do |
| Mech. & Farmers. do | Do. Branch.....do | Wash. & Warren. do |

NEW-HAMPSHIRE.

| | | |
|--|---------------------------|----------------------------|
| U. S. Branch, par 4 | Rockingham..... 1 | Claremont..... 1 |
| Cheehire..... 1 | Portsmouth..... 1 | Grafton..... 1 |
| Concord..... 1 | Farmers..... do | Merrimack Co..... do |
| Exeter..... do | Piscataqua..... do | Merrimack..... do |
| New-Hampshire..... do | Dover..... do | Commercial..... do |
| N. H.—Straford..... do | Winnipeesaukee..... do | Connecticut river..... do |
| | NEW-JERSEY. | |
| Trenton B. Co., \$5 par | Morris Canal..... 1 | Commercial..... 1 |
| State B. Newark..... do | Newark B. Co..... do | Cumberland..... do |
| Do. Morriettown..... do | Orange..... do | Salem B. Co..... do |
| Do. Elizabeth..... do | Washington..... do | Paterson..... do |
| Do. Camden..... do | People's..... 1 | Monmouth..... broke |
| Do. N. Brunswick..... do | Sussex..... 1 | N. J. Manuf. Co..... do |
| Farm. & Mech. } at Rahway..... } do | Farmers..... do | Franklin..... do |
| | BK N Brunswick..... do | Jersey..... do |
| | PENNSYLVANIA. | |
| U. S. Bank..... par 4 | Montgomery Co..... do | Gettysburgh..... 1 |
| Philadel. Bank..... do | Columbia Br. Co..... do | Carlisle..... 1 |
| Harrisburg..... do | Chester county..... do | Miners'..... do |
| Northampton..... do | Lancaster..... do | Pittsburg..... do |
| Farmers, Reading..... do | Germantown..... do | Chambersburg..... do |
| Do. Lancaster..... do | Delaware county..... do | Erie..... do |
| Do. Bucks Co..... do | Penn Tow.ship..... do | Monongahela..... do |
| Do. Easton..... do | York..... 1 | |
| | DELAWARE. | |
| Farmers..... 1 | Wilm. & Brand..... 1 | Smryna..... 1 |
| Do. Branches..... do | Delaware..... do | Commercial..... do |
| | MARYLAND. | |
| U. S. Branch..... 1 | Bank Maryland..... 1 | Hagerstown..... 1 |
| Baltimore Bks..... 1 | Federick Co..... do | Susqueh. Bridge..... 1 |
| Farmers..... do | Westminster..... do | Elkton..... broke |
| Do. Branches..... do | Farmers & Mech..... do | Planters..... do |
| | DISTRICT COLUMBIA. | |
| Patriotic..... 1 | Alexandria..... 1 | Mech. Georget'n..... 1 |
| Metropolis..... do | Potomac..... do | Do. Alexandria..... do |
| Washington..... do | Union..... do | Farmers & Mech..... do |
| | VIRGINIA. | |
| U. S. Branch..... 1 | Farmers..... 1 | Virg. & Branches..... 1 |
| Vally, & Branch..... 1 | Do. Branches..... do | Northwestern..... do |
| | NORTH CAROLINA. | |
| State, & Branches..... 1 | Newbern & Branch..... 1 | C. Fear, & Branch..... 1 |
| | SOUTH CAROLINA. | |
| U. S. Branch..... 1 | Union..... 2 to 2 1/2 | State Bank..... 2 to 2 1/2 |
| Plant & Mech..... 2 1/2 to 3 | South Carolina..... do | State Bank S. C..... do |
| | GEORGIA. | |
| U. S. Branch..... 1 | State B. & Br'n..... 1 | Macon..... 1 |
| Planters..... 1 | Augusta..... do | Augusta In. & Bk..... do |
| Marine & Fire Ins. do | Merch. & Planters do | Darien..... do |
| | OHIO. | |
| U. S. Branch..... 1 | Marietta..... 4 | Farmers & Mech. 4 |
| Chillicothe..... 4 | Lancaster..... do | Belmont..... do |
| Western Reserve do | Mount Pleasant..... do | Commercial..... do |
| Franklin..... do | Farmers..... do | Steuenville..... broke |
| | MISSISSIPPI. | |
| State of Missisippi..... 3 | | |
| | LOUISIANA. | |
| U. S. Branch..... 1 | State 3—Orleans 3 | Louisiana..... 3 |
| | ALABAMA. | |
| U. S. Branch..... 1 | Mobile 5—State. 8 | Tombecke..... 60 |
| | MISSOURI. | |
| U. S. Branch..... 1 | | |
| | MICHIGAN. | |
| Michigan Banks..... 1 | | |
| | CANADA. | |
| Canada Banks..... 2 | | |

MARRIAGES.

MARRIED—Friday evening, July 6th, by the Rev. James Milnor, Geo. R. Bradley, to Martha W. Willis, all of this city.

Sunday evening, 8th July, by the Rev. Dr. Cox, Mr. Charles H. Rusher, to Miss Sarah Ann Price, daughter of the late Mr. Ebenezer Price, of South Amboy, N. J. both of this city.

Tuesday, 10th instant, by the Rev. Mr. Schroeder, Mr. James Horner, of the city of Albany, merchant, to Miss C. A. Atley, adopted daughter of John Milbreth, Esq. of this city.

This morning, July 12, by the Rev. Dr. Mathews, Mr. John H. Black, of Newark, N. J. to Ann, daughter of Mr. James Oakley, of this city.

At Greensburgh, Westchester County, on Tuesday, 10th July, by the Rev. William Ware, Irving Van Wart, of Sheffield, England, to Susan, daughter of the late William Irving, of New York.

DEATHS.

DIED—Tuesday afternoon, 3d inst. Mr. William Phillip, in the 69th year of his age.

Thursday afternoon, 5th inst. Miss Letitia Jackson, daughter of Aaron B. Jackson, in the 23d year of her age.

Friday morning, 6th inst. Gilbert Van Meter, aged 70 years.

Tuesday evening, 10th inst. instant, of bilious cholera, in the 36th year of his age. Francis Thompson, of this city.

On the evening of the 9th inst. Caroline, daughter of Thomas W. Pezall, aged 4 years.

At West-Point. on Wednesday morning, 11th July, Isabella Juliana Harrison, widow of the late Capt. Robert M. Harrison, U. S. Army, and daughter of the late Robert Nicholls Auchmuty, Esq.

On the evening of the 5th inst. at Grassy Point, after a lingering illness, aged 19, Hannah, wife of John S. Mackie.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 191 persons during the week ending on Saturday last, 7th instant, viz: 83 men, 47 women, 40 boys, and 21 girls—Of whom 87 were of the age of 1 year and under; 10 between 1 and 2, 0 between 2 and 4, 7 between 5 and 10, 4 between 10 and 20, 23 between 20 and 30, 39 between 30 and 40, 30 between 40 and 50, 16 between 50 and 60, 7 between 60 and 70, 6 between 70 and 80, 2 between 80 and 90, and 1 between 90 and 100.—*Diseases:* Apoplexy 2, apoplexy 1, casualty 5, cholera malignant 56, cholera morbus 18, colic 1, consumption 19, convulsions 16, cramp in the stomach 1, diarrhoea 2, drinking cold water 1, dropsy 3, dropsy in the chest 1, dropsy in the head 7, drowned 1, dysentery 1, erysipelas 1, fever, bilious 1, fever hectic 1, fever puerperal 1, fever remittent 1, fever, scarlet 6, fever, typhus 1, flux infantile 6, hives or croup 4, inflammation of the bowels 4, inflammation of the brain 1, inflammation of the chest 2, intemperance 4, killed or murdered 1, marasmus 1, mortification 1, old age 1, paley 1, peripneumony 3, pneumonia typhoid 1, rupture 1, scirrhus of the liver 1, small pox 3, stillborn 7, unknown 2.

ABM. D. STEPHENS, City Inspector.

PASSENGERS:

ARRIVALS:
In the packet ship *Napoleon*, sailed for Liverpool—Mrs. J. P. Smith, of New-York; Mr. T. W. Browne, U. S. Army; Mr. King, of Cologne; Mr. Edward Brandt, of Archangel; Mr. Buchanan, of New-York; Mr. Stewart, of England; Mr. Musgrove, of Canada; Miss Kelly, of Park Theatre; Mr. Archer, of Baltimore; Nicholas Crooke, of Liverpool; Mr. Hugh Thompson, of Florence, Alabama; Mr. Edward Clarke and lady, of Andigua; Mr. Robert Gillespie, of New-York; Mr. Holland, of Liverpool; Mr. Robert Key, of Manila; Messrs. A. M. Clason, and J. Clason, of New-York; Mr. Robt. Wright, of Belfast, and Mr. Walker, of England.

In the packet ship *Samson*, from London—N. Tucker, Esq. and lady, of Boston; C. Green, Esq. and lady, Henry and Miss Green and 3 servants, of U. Canada; H. Degroot, lady, and family, A. Stoddart, Esq. and lady, of London; Miss Taylor, of do.; Captain Raymon Garbay and lady, and 2 daughters, of Navarre; Messrs. D. Colt, C. Davies, of New-York; R. Timson, Dr. H. Mansell, Walter Lynne, W. Beatty, J. Welford, W. Brandon, F. Warren, of London; F. Richards, Esq. of Maine; J. Harvey, Esq. of Bermuda; Charles Arfardson of Stockholm, and 154 in the steerage.

Per ship France, from Havre :—Madame Amelia Brokerhoff, Lieut J T Jenkins, U S N; Henry Weston, Helaria Water, and 123 in the steerage.

Per ship John Linton, from New Orleans :—Mrs Smith, Mrs Kitchen, 3 children and servant; Messrs Phelps, White, Fanning, Oertle, Rowe, Swan, Turnbull, Roe, Marshall, Mayes, Hotchkiss, Flagg, M'Neill, Howes, Frost, Lelland, Cene, and Master Bonabel.

Per schr *Gibbe*, from Savannah :—Mrs Furth, 6 children and servant; Mrs Carson and child, J Leavitt, H Stedman, L Dwelly, D Wing, H F Jones, J Gregory.

Per schr *Baltic*, from Franklin :—Messrs Wooster and Gage. In the ship *Carroll* of Carrollton, from Liverpool—Mrs Hay, son and daughter, of New York; Mrs Butler, of Liverpool; Capt Dicketson, of NYork; Mrs Fitzpatrick, of Ireland, and 271 in the steerage.

In the brig *Fry*, from St John, E F—Messrs G C Gibbs, and W L Mills.

In the brig *York*, from Charleston—M s M Bedey and three children, Mr L Duylsh and lady, Mrs M Narramore, Miss B Baymond, Mr Aldeiot, J D Finch, F Flanagan, C Wood, C Humphries, D Howard, N Nicolson, M Rowe, J B Stanley, W H Day.

In the ship *Sully*, from Havre—D Antremont, D L Wolf, T B Paive, B Cononge, Wymbs, Brinnera, and 39 in the steerage.

In the ship *Eagle*, from Liverpool—Miss Hyslop, of Greneock; E M Stewart, Ireland; T H Potter, Manchester; Mr Boorman, do.; Mr Hammond, England; and 156 in the steerage.

In the ship *Tennessee*, from New Orleans—W H Fleming, D Vorawuch, T McCullen, J Golden, C S Lo Rie; C H Fox, R Drestrachan, 3 Gray, Mrs F Gray, Mrs C Beaton, Masters Jos and John Beaton, and 17 in the steerage.

In the ship *Warsaw*, from New Orleans—Mrs Mark Walton and four Miss Waltons, Mrs Tindall, four children and servant, Mr Smith and lady, Rev Mr Harvie, Messrs Lowell, Morton, Bliss, and Walton.

In the schr *Facot*, from Kingston, Jam.—E Simpeon, lady, and servant, Mrs Scarlet, Miss Hind, and H Bond.

In the ship *John W. Cater*, from Jamaica—R Hutchins and family, Mr R and R Hart and family, G Gerrill and family, T Williams and family, F Williams and family, W Forster, J Tucker, D Q Henriquez, A De Pace and son, J Ritter, M Dias, C P Cochran, R Carlier, J A Linde, R S Thompson, J Atwood, and L Larone.

RAILROAD IRON.

The Subscribers having executed large orders for Iron for the Canal Commissioners of Pennsylvania, as well as for several Incorporated companies, have made such arrangements in England, where one of them will shortly be, as will enable them to import it on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Pins and Vedges in use, both in the country and Great Britain, will be exhibited. To
A. & G. RALSTON
Philadelphia, May 26, 1852. J23me

TOWNSEND & DUFEE, Rope Manufactur-
ers, having machinery for making ropes to any required length
(without splice), offer to supply full length Ropes for the in-
clined planes on Rail-roads at the shortest notice, and deliver
them in the City of New-York, if requested. As to the quality
of the Rope, the public are referred to J. B. Jervie, Eng. M. &
H. R. R. Co., Albany; or James Archibald, Engineer Hudson
& Delaware Canal & R. R. Co., Carbondale, Luzerne County
Pennsylvania.
Palmira, Wayne County, New-York,
1st mo. 22d. 1832. 130 ff

A RAILROAD IN PRACTICAL OPERATION,
within ten miles of the City of New-York.

THE PATERSON AND HUDSON RIVER RAILROAD is formed from the town of Paterson to the village of Aquackanonk, a distance of 41 miles, and is now in actual and successful operation between those places.—The Company have placed upon the road three splendid and commodious Cars, each of which will accommodate thirty Passengers, and have supplied themselves with fleet and gentle horses, and careful drivers.

With a view to suit the convenience of those persons who may wish to avail themselves of this rapid and delightful mode of traveling, the following hours have been fixed for leaving those places.

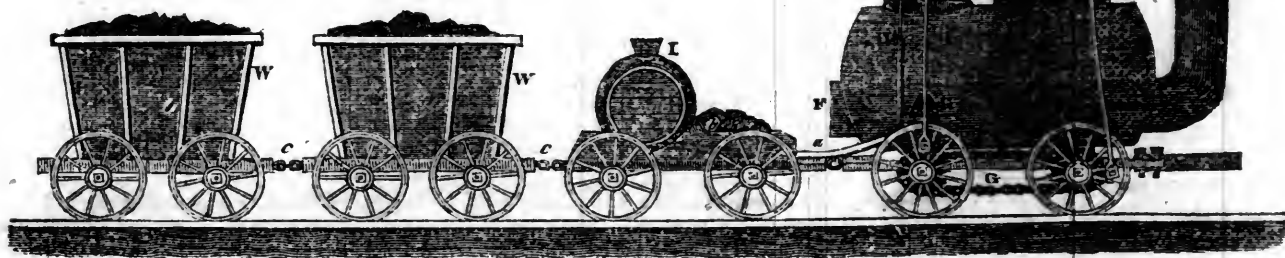
| PATERSON. | | AQUACKANONK. | |
|------------------------------|--|---------------------|--|
| At half past 7 o'clock, A.M. | | At 5 o'clock, A.M. | |
| 10 do do | | half past 10 do do | |
| 12 do do | | 1 before 1 do P.M. | |
| 3 do P.M. | | half past 3 do do | |
| 4 do do | | 6 do do | |
| half past 4 do do | | half past 6 do do | |
| 1 before 6 do do | | 7 do do | |
| ON SUNDAYS. | | | |
| At 5 o'clock, A.M. | | At 7 o'clock, A.M. | |
| half past 7 do do | | half past 8 do do | |
| 9 do do | | half past 9 do do | |
| half past 12 do P.M. | | half past 1 do P.M. | |
| 5 do do | | 6 do do | |
| half past 6 do do | | half past 7 do do | |

Parties of twenty or more persons can be accommodated at either of the above hours with a private Car.

FARE reduced to 1s 6d.—Children under 12 years of age, half price.—Paterson, June 20th, 1832.

ELIAS B. D. OGDEN, Secretary
NB.—Persons leaving Hoboken by the 5 o'clock Stage, for Aquackanonk, will have ample time to view the Falls of the Passaic, and other objects of interest in the flourishing town of Paterson, and return to New-York the same day. jy:10

A M E R I C A N



RAILROAD JOURNAL.

OFFICE, 35 WALL-STREET.

NEW-YORK, JULY 21, 1832.

VOLUME I....NO. 30.

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The AMERICAN RAILROAD JOURNAL is published at 35 Wall-street, New-York, at \$3 a year, in advance.

AMERICAN RAILROAD JOURNAL.

NEW-YORK, JULY 21, 1832.

The following communication will undoubtedly be interesting to many of our readers, and we therefore give it with pleasure.

[FOR THE RAILROAD JOURNAL.]

Notice of a New Form of Steamboat for Shallow and Rapid Rivers.

Hitherto Steam power in navigation has been applied principally to large vessels on tide waters and lakes, but now it begins to be employed on small rapid rivers. Mr. Thomas Blanchard, well known as a practical mechanic, has invented a new form of Steamboat for this purpose. His method of building the hull permits the wheel to be placed at the stern, where it acts more effectually than at the sides, but in such manner that the hull is made peculiarly strong and stiff by means of a frame of vertical axes on the extremities of which the wheel is hung. The two cylinders are placed in a horizontal position, at the sides, co-operating. The frames also sustain the Boilers. The whole fabric is thus firm, strong and light.

The first and second boat ran on Connecticut River between Hartford and Springfield, in which passage she ascends Enfield falls, where the perpendicular descent is above 30 feet in 3 miles, and in one place there is a fall of at once 3 feet in a short distance.

The falls here are indeed considerable enough to have occasioned the construction of a Canal around them, but Blanchard's Steamboat passes up the rapid half an hour sooner than a Steamboat that goes through the Canal. She runs from Hartford to Springfield in 4 hours, about 32 miles; and runs down in two hours.

Since this has been in operation, one on the Kennebec has been built, to run from Gardiner to Waterville, up difficult rapids, and passed through between the piers of Augusta bridge (while the great freshet was subduing this spring) in the presence

of thousands who were assembled to witness the struggle.

But the most interesting instance is that of the *Alleghany*, as relates to the trade of New York direct with the valley of the Ohio and Mississippi; and as relates to the proposed Railroad from this city to the Lake, touching on the head of navigation on the Alleghany at Hamilton.

This kind of boat might indeed vie with any other on any route. The same arrangements relate to a small or a large Steamboat. This has however the peculiarity of a better impulse, and better adaptation to shallow waters. Blanchard's Boat, and his apparatus for lifting and pushing forward over shoals by the power of steam, will apply to many of our rivers.

By an arrangement with the Inventor of this improvement, Companies desirous of its use will make their application to the subscriber.

JOHN L. SULLIVAN.

New York, July 10, 1832.

We would call the attention of our readers to the interesting communication published this day, upon the subject of *Inclined Planes*. We have not had an opportunity to visit those referred to, but have been informed that they fully answer the purpose for which they are designed, and that the scientific engineer under whose care they were constructed, is entitled to great credit for his enterprize. We can, however, speak of inclined planes, as applied to Railroads, from our own observation, in the highest terms, having recently enjoyed the pleasure of witnessing their operation on the *Mohawk and Hudson River Railroad*, upon one of which, the cars ascended 180 feet, in the distance of three fourths of a mile, in from 3 1-2 to 4 minutes, with the aid of a stationary engine.

SARATOGA AND SCHENECTADY RAILROAD.—This road is now in successful operation from Schenectady to the village of Ballston Spa, as we learn from the Albany Argus. At Ballston Spa the embankment and masonry over the valley of the Kayaderosseras not being finished, passengers are taken half a mile in post coaches, to the commencement of the Railroad on the north side, and from thence proceed by railroad to Saratoga Springs.

The coaches on this Railroad are of a new and improved construction, fitted up in the most commodious and elegant manner, and make their trips with the utmost regularity and despatch. Passengers leaving Albany at half past six in the morning,

breakfast at Schenectady, take the nine o'clock train on the Saratoga Railroad, and arrive at Saratoga at half past eleven o'clock, A. M. They may dine at 2 P. M., take the return train at 3, and arrive in Schenectady in time for the six o'clock train on the Mohawk and Hudson road, and reach Albany at half past 7 P. M. The two Railroads furnish the citizens of Albany the means of making an excursion of more than seventy miles (without fatigue) of visiting the fashionable watering places and returning to rest, if they choose, at their own homes.

From the National Intelligencer we are gratified to learn, that the *Chesapeake and Ohio Canal* is progressing westward. It will, when completed, be of immense advantage to the section of country through which it passes, and especially to the city of Washington; and we therefore wish for its enterprising projectors and persevering friends, all the success anticipated by them.

TO CONTRACTORS.—Proposals will be received at the office of the Ohio and Chesapeake Canal Company until Thursday the 23d day of August next, for the excavation, embankment, and walling of thirty sections of the Chesapeake and Ohio Canal, commencing at a point on the Potomac river, eight miles below Williamsport, and extending up the river fifteen miles.

Proposals will be received at the same time for the construction of a dam across the Potomac river at the upper termination of the above line, being opposite to the estate of Mr. Colston.

Proposals will also be received at the same time for the construction of an aqueduct across Conococheague, four lift locks, a guard lock, and sixteen culverts, all on the above line of canal.

A plan of the dam, aqueduct and locks, with the specification of the same, may be seen at this office, and on application to the resident engineer at Williamsport, after the 1st day of August.

Specifications and blank forms of proposals for the sections, locks and culverts, may be obtained either at this office or at Williamsport.

Proposals will also be received until the 23d August for the construction of lock No. 39, of 6 feet lift, on the 135th section of the Canal; of Lock No. 40, of 9 feet lift, on the 145th section of the Canal; and for the excavation, embankment, and walling of the 116th section of the Canal; all being between the head of Harper's Ferry fall and Galloway's mill.

By order: JOHN INGLE,
Clerk Ches. and Ohio Canal Company.

Railroad.—We are informed that 1,979 passengers were transported on the Railroad between this place and Aquackanonk, during the week ending on Monday evening last.—[Pat. Intel.]

[FOR THE AMERICAN RAILROAD JOURNAL.]

INCLINED PLANES.

During the existence of the question which still agitates the public mind in relation to Railroads and Canals, it appears strange that the application of inclined planes to canal navigation, as a substitute for lift locks to overcome elevations, has not more generally engaged the attention of our scientific engineers. They present to the conflicting parties a medium in which most of the advantages incident to each may be, to a certain extent, so blended and interwoven as to be made subservient to the general interest, in a far more effectual manner, than is attainable by the independent application of either the one or the other. A convincing illustration of this fact is now to be seen in New Jersey on the Morris Canal, which connects through that State, the waters of the Delaware and Raritan. The extent of this work is about eighty miles, and in that distance overcomes an aggregate elevation of sixteen hundred and sixty-six feet, and notwithstanding the manifold difficulties, both of a moral and physical nature, that rose up in rapid succession to oppose its construction, cost but seventeen thousand dollars per mile.

The inclined plane is by no means a modern invention: on the contrary, it has for centuries been known in China, and used, during that time, by the people of that interesting country as a mean to raise boats from one Canal level to another; and although from the populousness of the country, manual labor, assisted in some instances by a capstan, was the only motive power there in use to effect that object, still, even in that crude and very imperfect state, they were found to be attended by happy results. The *Ponts aux Rouleaux* of Holland, and a species of balance plane used in Ireland, where the empty cars were drawn up by the gravitating force of the loaded ones, were but modifications of these China planes; and though bearing some marks of the countries in which they were used, the principles on which they were constructed, were too imperfect to render them available except for boats of the smallest size, and they were consequently soon abandoned as useless. The first person whose exertions appear to have been crowned with any kind of success, was Mr. Reynolds, of Shropshire. His first attempt was on the Ketley, and subsequently on the Shropshire canal, for boats of six tons burthen. On the planes of the latter he substituted for the locks which were deemed highly objectionable on these of the former, summits rising above the surface of the water of the upper canal; at these summits he erected steam engines, acting on two distinct sets of machinery, in order first to draw the cradle from the upper canal to the summit, and the other to draw it thence to the lower canal. Although these planes served clearly to demonstrate to the minds of all intelligent persons, that their sphere of usefulness was capable of embracing a much larger compass, yet, from the personal attention requisite in working them, and the limited size of the boats, they were found to answer, but indifferently the purposes for which they were then constructed. Fulton, Chapman, and others, have, at different periods, recommended various plans, improvements and modifications of planes for a canal navigation, but unattended by any practical results; indeed they possessed, generally speaking, little merit independent of the ingenuity displayed in their combinations. The Shropshire, Bridgewater, Ketley and Shrewsbury, are the only canals on which they have been adopted with any advantage; and on these, even, the imperfections were so glaring, and the capacity of the canals reduced to so low a limit, in consequence of the restricted size of the boats, and the time expended in passing them from one level to another, that their further application, as a matter of expediency, was, to say the least, rendered somewhat problematical. It was not, however, in accordance with the spirit all large on this side of the Atlantic, to let the affair

remain in obscurity; it determined that it should emerge right speedily, and extend its influence, if feasible, to a larger sphere of action. On the abstract principle, that if planes were practicable for boats of five tons, they were equally so for boats of twenty-five tons burthen, a company was formed, canal laid out, and sites of planes for boats of twenty-five tons duly located. Unfortunately, however for the early success of the undertaking, the engineer engaged, enjoying no higher claim to the title than was embraced in a profound knowledge of the practical art of surveying, and a laudable contempt of all physical science, having progressed that far in his work, abandoned all further responsibility in favor of his employers. As might have been anticipated under the circumstances, the company, thus thrown on their own resources, after having selected from the multifarious models that were daily offered for trial, and sunk in futile experiments on them, thousands and thousands of dollars, were on the point of abandoning the work in hopeless despair, when a ray of light beamed on them from West Point, and served to re-animate their drooping spirits. Major Douglass, whose taste, talents, and scientific attainments, eminently calculated him for the office, was appointed chief engineer. The critical eye of this gentleman soon detected the fundamental faults of his predecessors, and having conceived his plan, he gave his attention forthwith towards its perfection. The trumpet of Fame already sounds loudly in praise of the manner in which he has reduced his principles to practice, and redeemed his pledge to the Company that employed him: but as there may, possibly, be some persons still skeptical on the subject, I will content myself by referring them to the works as they actually exist on the line of the canal, in the full confidence that a patient, critical, and unbiased investigation cannot fail to result in a conviction of their expediency in most cases. The proximity of one of these planes to the city enables any person, within an hour's ride, to be on the scene of action, where curiosity may be amply gratified by the exhibition of boats, heavily loaded with the rich mineral and agricultural productions of the country, passing and repassing each other on the plane in rapid succession. It is, indeed, an interesting sight to observe the facility with which the boats pass from one level to another: when within about twenty feet of the foot of the plane, the tow-line is detached, and the boat, under the guidance of the steersman, passes gracefully into the car there ready for its reception. So soon as secured, which is the delay of a moment, a sign is made by the waving of a small flag to the tender at the summit, and directly the pattering of the water on the wheel, and the clinking of the chain over the sheaves, tells you that the car is in motion. Presently emerging, boat and all from the water, you find yourself ascending slowly and majestically for the distance of eight or nine hundred feet towards the summit: and there pausing for a moment, as the car is relieved from the restraint of chain and machinery, she plunges headlong, as it were, under the influence of her gravitating force, for a hundred and fifty feet, towards the termination of the plane in the upper canal—whence the boat, from the impetus received, glides freely from the car; and the horses, which in the interim have passed round, resume their duties in propelling the boat to the next plane, where a similar operation elevates her as before to a higher level.

That canal navigation, as modified by inclined planes, is particularly adapted to the physical geography of this country no doubt can, for a moment, in reason be entertained. There are few localities where long levels cannot be obtained by running the line to the brow of some hill. The time expended in passing a plane of sixty feet perpendicular varies little from that expended in passing a lock of ten feet; and the comparative expense of construction shows a considerable balance in their favor. Besides which, the sites of these planes, being in themselves valuable water privileges, will, in most instances, more than pay for the expense of construction. The Boonton falls on the Morris Canal is a proof of this. There has been recently established at that place one of the most extensive rolling mills for iron in this country, the water wheels of which are all driven by the waste passing over the wheels that move the cars on the plane. But I pass over the demonstration of these points with the less regret as I am credibly informed that the individual mentioned above, and to whom alone is due all honor for the high state of practical perfection the principle is now arrived at, is about to publish a treatise giving a detailed description thereof, together with some imma-

terial improvements that have since suggested themselves to his mind, to lessen the friction in particular parts; to which the curious are referred. H.

From the Philadelphia edition of Wood's Treatise on Railroads. CHAP. XI.—(ADDITIONAL, BY THE AMERICAN EDITOR.)

On Curves, Graduation, &c.

A few remarks will be contained in this chapter which could not be conveniently inserted in the preceding pages.

1st. On Curves.—The inconvenience attending curves on Railroads is well known; the wheels of wagons are exposed to more friction, (both the peripheries and the flanges); if two of the wheels on one side of the wagon are permitted to revolve on their axles, as well as in their chairs or bearings, the friction of the *felloes* will not be greater on the curves than on the straight parts of the road; hence, this expedient is beginning to be resorted to. The friction of the *flanges* is also lessened, but is still considerable, and increases in proportion to the velocity or the centrifugal force of the wagon. It is singular that no experiments have been made for the purpose of ascertaining the amount of friction on curves of different radii, and with various velocities. A few incomplete experiments were tried on the Baltimore and Ohio Railroad during the last year; the result is stated in page 220. This subject is not even alluded to by Mr. Wood, and it has not been discussed by any engineer; it is, nevertheless, of great importance, inasmuch as a Railroad can be located with propriety until the properties of curvatures be correctly ascertained. All the practice which has hitherto prevailed has been empirical, or founded on vague conjecture, or insufficient experience. It is known that wagons cannot be drawn on a Railway, even with a slow motion, when the curves are very abrupt; and, that if speed be desirable, the curves must be gentle; that the wear of the wagons and the rails is greater on all curves than on the straight parts of the road. But the ratio of the friction to the curve, and to the velocity, as well as the expense of the wear, (or repairs), are not accurately known. In locating a Railroad, therefore, much unnecessary expense may be incurred in order to procure a straight line or large curves; and, on other lines, a proper expenditure for these purposes may be neglected.—The practice is founded on mere conjecture, and is, therefore, variable, and often injudicious—alternately extravagant or parsimonious. The Editor hopes that a series of careful and complete experiments will be performed, and submitted to the public in the course of a few months.

A plan was proposed (and patented in 1825) by Mr. James, in England, to facilitate the motion of wheels on curves; the edge of the flange was to be made of sufficient breadth to enable it to sustain the weight of the wagon, when transferred to it as a bearing surface, on the curves, in lieu of the *felloes*, which were used on the straight parts of the road: in effect, this was combining two wheels of different diameters on one set of spokes; he proposed the use of additional circles if necessary. The curves were to be of uniform radii, proportioned to the wheels.—This plan has been revived in this country, and a patent obtained for it as a new invention.

2nd. Grades.—Almost every writer who has hitherto discussed the subject of locating Railroads, has recommended the expediency of reducing the profile to a line as nearly approaching to a level as possible, when the trade in each direction is equal. This is frequently impossible, and may often be attended by enormous expense. It is true that, on a level, a greater load can be drawn by a given power than on an undulating line; but the design is, or ought to be, not merely to draw the *greatest load*, but to draw it with the least expenditure of money. A Railroad is a labor saving machine, and the slightest knowledge of political economy dictates that the amount of labor expended in the construction of that machine, should not be greater than the amount intended to be saved by its use when made. Hence, no general rule is applicable to the profiles of Railroads. In every case the graduation must be adapted to the probable amount and species of trade anticipated, and the expenditure proportioned to it.—Undulating lines, requiring less expense for graduation than more level lines, may be frequently preferable, although they may require a greater power to transport a given load on them than the latter.—The same reasoning will apply to the curves, the bridges, the materials of the Railway, &c., all of which ought to be adapted to the ultimate design of producing the greatest benefit from the least admissible expenditure. These principles are demonstrable,

if not self-evident: nevertheless, in practice, they are frequently neglected; and the most absurd extravagance practised in many cases, which has resulted in sacrificing the end to the means. If we could imagine, for a moment, that a Railroad might be made so perfect by a profuse expenditure of money that no repairs would ever be requisite, and that an infinite load could be drawn by the least power, still the useful effect might be far inferior to that which might be obtained from a cheaper work, constructed also with more perishable but cheaper materials, and on which a smaller load could be drawn by the same power; the difference in the interest of the capital invested in such work being greater than the sum saved by the use of the more expensive road.

Oil Box.—In order to ensure a constant supply of oil to the axles of wagons, without any waste, the Editor proposed, several years since, the following plan; namely, to attach to the chair, or bearing, a metallic box, containing a cavity immediately beneath the axle, filled by a sponge saturated with oil; the constant revolution of the axle in contact with this sponge would remove the oil on one side, and again deposit it on the other without loss. A cork, floating in the oil, has since been substituted in this country with great success. In Fig. I. Plate IX. *a* is a section of the axle; *b*, the chair; *c*, the box containing the oil and cylindrical cork, *d*.

Switches.—In order to render switches less embarrassing, it has been proposed to add springs to them to maintain them in one position when it is not necessary to use them; in the latter case they must be opened by the attendant: the addition of a projection on the side of the switch, in lieu of the spring, and of a moveable lever attached to the leading wagon of a train under the control of the conductor, would open or shut the switches without delay, on the necessity of alighting, or any other application.

G. W. S.

Description of the Liverpool and Manchester Rail road, by Mr. Wood.

We have, through the kindness of Mr. Booth, Treasurer to the Liverpool and Manchester Railway Company, been allowed to give the following extracts of the expenses of the different works on that Railway, from his very concise and useful pamphlet on the progressive operations of that undertaking, and of Railways in general, which is well worthy of perusal, by those desirous of possessing information on the subject.

General Abstract of Expenditure, to 31st May, 1830.

| | | | |
|---------------------------|---------|----|----|
| Advertising account, | £322 | 1 | 4 |
| Brick-making account, | 9,724 | 4 | 4 |
| Bridge account, | 99,065 | 11 | 9 |
| Charge for direction, | 1,911 | 0 | 0 |
| Charge for fencing, | 10,202 | 16 | 5 |
| Cart establishment, | 461 | 6 | 3 |
| Chat-Moss account, | 27,719 | 11 | 10 |
| Cuttings and embankments, | 199,763 | 8 | 0 |

Carrying department, comprising—

Amount expended in lands and buildings, for stations and depots, warehouses, offices, &c., at the Liverpool end, 35,538 0 0

Expenditure at the Manchester Station, 6,159 0 0

Side Tunnel, being the approach to the Crown Street Station, 2,435 0 0

Gas light account, including cost of pipes, gasometer, &c., 1,046 0 0

Engines, coaches, machines, &c., 10,991 11 4

| | | | |
|---|--------|----|----|
| Formation of road, | 56,219 | 11 | 4 |
| Iron rail account, | 20,568 | 15 | 5 |
| Interest account (balance,) | 67,912 | 0 | 2 |
| Land account, | 3,629 | 16 | 7 |
| Office establishment, | 95,305 | 8 | 8 |
| Parliamentary and law expenditure, | 4,929 | 8 | 5 |
| Stone blocks and sleepers, | 28,465 | 6 | 11 |
| Surveying account, | 20,520 | 14 | 5 |
| Travelling expenses, | 19,829 | 8 | 7 |
| Tunnel account, | 1,423 | 1 | 5 |
| Tunnel compensation account, | 34,791 | 4 | 9 |
| Wagon account, | 9,977 | 5 | 7 |
| Sundry payments for timber, iron, petty disbursements, &c., not included in the foregoing accounts, | 24,185 | 5 | 7 |
| | 2,227 | 17 | 3 |

Total, £739,165 5 0

The Directors, in their Report, dated 25th of March last, estimated the total expenditure, including warehouse, machinery, and carriages, at 20,000L., which may be apportioned as follows:—

Expenditure, as above, in actual payments, to 31st May, £739,165 5 0

For walling the slopes in sundry places, and completing permanent road, 6,750 0 0

For completing the bridges, including the Irwell 6000L., and parapets of Sankey Viaduct 1400L., and compensation in lieu of bridges, 9,500 0 0

Additional engines, wagons, and machinery, part under contract for delivery, 17,000 0 0

Completing stations, wharves, warehouses, offices, &c., 25,000 0 0

Fencing at sundry places, 3,000 0 0

Contingencies, 12,084 15 0

Outstanding engagements to the same date, 7,500 0 0

Total, £820,000 0 0

The following are some particulars of the foregoing sums, extracted from the work of Mr. Booth:—

Brick making accounts.—The greater part of the bricks are fast using in the building of the Manchester warehouses, offices, &c., and some in completing the bridges at each end of the line.

Bridges.—The following description of the several bridges, in a tabular form, I have thought would not be uninteresting, as affording a popular view of the kind of structures that may be expected to occur in similar undertakings. It will be seen, that several of the bridges are still unfinished, though fast approaching their completion, for this purpose a fund is reserved, as per estimate preceding. In almost all the bridges, the foundations are good, except in that across the Sankey Brook, and some of smaller magnitude, in the vicinity of the moss. The Sankey Bridge required piling, which were put in 2 feet distant, being about 200 under each of the piers—20 to 30 feet in length, and double planked with 4 and 6 inch plank; the great height of the embankment on each side (nearly 60 feet) required the wingwalls very strong—the base being about 12 feet broad.

[The Table here referred to is necessarily omitted.]

Chat Moss.—Under this head is comprised the earth work from Bury lane Bridge to Legh's Occupation Bridge, on the east border of the moss, a distance of 4 3/4 miles. The embankments in this space consist of about 277,000 cubic yards of moss earth, in the formation of which, about 677,000 cubic yards of raw moss have been used. The difference in measurement being occasioned by the squeezing out of the superabundant water, and consequent consolidation of the moss. The expenditure in this district has been less than the average expenditure of the rest of the line.

As this "far famed Chat Moss," as Mr. Booth expressly designates it, forms a very prominent feature in this Railway, we shall, perhaps, be excused in offering a few additional remarks on the execution of the road across it.

This moss is of considerable extent, comprehending an area of about 12 square miles being of so soft and spongy a nature, that cattle cannot walk upon it, and an iron rod sinks with its own weight. The depth varies from 10 to 35 feet, resting on clay and sand. The distance which the Railway was to be carried over it, was upwards of 4 1/2 miles, an undertaking which required some degree of nerve to contemplate. It is necessary to premise, that in carrying the Railway across, the level required, that it should, in some places, be 12 feet above, in others 9 feet below, and to vary from these to level with the original surface of the moss. We have, therefore, three distinct operations, namely, *embanking the Railway above; forming a cut below; and forming the road level with the moss.*

Embanking the Railway above the moss.—There is another moss of considerably less extent than this, over which the Railway passed, and which, at one end, was terminated by extensive cutting: as an embankment, of four feet in height, had to be formed over this moss, the materials from the excavation were used for this purpose. The moss was about 20 feet deep, and it was soon found, that, as the materials were successively laid upon the moss, the whole mass gradually sunk; and, when the embankment was finished, although the actual height of the Railway is only four or five feet above the original surface of the moss, the quantity of metal deposited would have formed, on ordinary ground, an embank-

ment 24 or 25 feet high; with such materials (clay and gravel) it would have been impossible to form an embankment over Chat Moss. The quantity required, and the consequent expense, would have been enormous. Mr. Stephenson had recourse, therefore, to the moss itself, for materials to form the embankment, which, by its inferior specific gravity, would not sink in the same way as gravel and clay. In its natural state, the moss was unfit for this purpose, but drains were cut five yards apart, which lay dry the part between them, and rendered it excellent material for the purpose. With this material, embankments have been formed upon part of the moss, which required about four times the quantity of material that would have sufficed for sound ground, and the road appears in quite as good order as in any other part of the line.

Forming a cut below the level of the surface of the moss, was accomplished entirely by draining; the drain was cut along the line of the Railway, 18 inches to 2 feet deep, which laid dry that portion of the moss between them. About 12 inches in thickness, thus dried, was excavated at a time; and it was, in that manner, successively drained and excavated, until the proper depth was obtained. The permanent road was then formed in the manner hereafter described.

Laying down the road upon the surface of the moss.—Drains were first of all cut on each side of the line, and lateral ones, where necessary, carry off the water; by this means the top was partially consolidated, forming a layer or surface of dry moss; upon this hurdles, nine feet long and four feet broad, wickered with heath, were laid down transversely. In many places, only one layer of hurdles was required, but when the moss was very soft, two layers were used. Upon this was laid about two feet of ballast, or gravel, to form the permanent road; and wooden sleepers, stretching across each line of road, were used to lay the rails upon. The stability of the road therefore depends solely upon the tenacity of this stratum of materials, supported by the buoyancy of the moss. When we consider, however, the area of base thus firmly united and bound together, and the support which even so spongy a substance as the moss must give to so extensive a platform, it is natural to suppose, that the impression made upon so great an area, by the pressure of so inconsiderable a proportion of the whole weight, as that of a train of carriages, must be slight; indeed, and we find, that since the opening of the Railway, the passage of the traffic over the moss proves that the road is exceedingly stable. It may be necessary to remark, that the surface of the moss is higher than that of the country bordering its edge.

Cuttings and Embankments.—Under this head is comprised the earth work on the whole line, exclusive of the Chat Moss district. The cuttings somewhat exceed the embankments; the surplus is principally deposited along the border of the great Kenyon cutting. The excavations consist of about 722,000 cubic yards of rock and shale, (including some side cuttings, at Eccles, to expedite and improve the consistency of the Barton embankment,) and about 2,006,000 cubic yards of marl, earth, and sand. This aggregate mass has been removed to various distances, from a few furlongs, to between three and four miles; and an inconsiderable portion of it has been hoisted up by machinery from a depth of 30 to 50 feet, to be deposited on the surface above, either to remain in permanent spoil-banks, as at Kenyon, or to be afterwards carried to the next embankment, as at the deep rock cutting through Olive Mount; the process in this latter case, being rendered expedient from considerations of increased expedition. Where land, for the deposit of spoil-banks has been purchased, the cost of the land forms part of the expenditure under this head, and a good deal of substantial and lofty walling, in the deep cutting, is also included.

The greatest extent of cutting, is at the following places:—

The area of Edge Hill, at the top of the tunnel, 21 yards wide, 40 to 50 feet deep, at the mouth of the tunnel, running out level with the surface to each. The general price per cubic yard, was 1s. 6d. Red sand stone.

Olive Mount Excavation, is through red marl, or sand stone, about two miles in length; deepest part, 70 feet. 1s. to 2s. per cubic yard.

Rainhill and Sutton.—Clay, marl, and sand stone: from 8d. to 1s. 1d. per cubic yard.

Kenyon cutting.—Forty two feet the deepest part, and containing about 800,000 cubic yards of excavation, in marl, gravel, and sand. Cost from 8d. to 1s. per cubic yard. 115,529 cubic yards employed in forming embankments eastward, and 152,874 cubic

yards on the west; leaving 258,122 cubic yards to be deposited as spoil banks.

Eccles Cutting, near Manchester, containing of marl and sand-stone 332,767 cubic yards, 10d. to 1s. 4d. per yard.

The embankments are—

The Broad Green, two miles long, greatest height, 45 feet, containing 488,000 cubic yards of materials obtained from the Olive Mount cutting.

Embankments joining the Sanky Viaduct, near 60 feet at the end of the bridge.

Newton Valley, 42 feet deep, adjoining the bridge.

Barton Embankment, containing 332,373 cubic yards, formed from the Eccles cutting.

Formation of the permanent road.—"This consists of what is termed ballasting the road; that is, depositing a layer of broken rock and sand, about two feet thick, viz. one foot below the blocks, and one foot between them, serving to keep them firm in their places. Spiking down the iron chairs to the blocks or sleepers; fastening the rails to the chairs with iron keys, and adjusting the Rail-way to the exact width, curve, or level, come under this head of expenditure."

Iron rail account.—This expenditure comprises the following items:—

Rails for a double way from Liverpool to Manchester, with occasional lines of communication, and additional side lines at the different depots, being about 35 miles of double way, 35 lbs per lineal yard, = 3847 tons, at prices averaging something less than 12l. 10s. per ton £48,000 0 0

Cast-iron chairs, 1428 tons, at an average of 10l. 10s. 15,000 0 0

Cost of spikes and keys to fasten the chairs to the blocks, and the rails to the chairs, 3,830 0 0

Cost of oak plugs for the blocks, 615 0 0

Sundry freights, cartages, &c. &c. 467 0 2

Total £67,932 0 2

Land.—"This is a heavy item of expenditure: the price of land in the vicinity of large towns is usually high; and the outlay was farther enhanced, by numerous claims for compensation, owing to the prejudice which, a few years ago, existed against Railways, and especially against what now appears their peculiar recommendation—the locomotive engine. A great change has taken place, in this respect. At the close of 1828, the charge, under this head, was nearly 102,000l.; but a portion of this amount, being for the depots, has been transferred to the carrying department."

Office establishment.—"This comprises the salaries of treasurer and clerks, office rent, printing, &c. since October, 1824."

Stone blocks and sleepers.—"Out of the 31 miles, about 18 are laid with stone blocks, (2 feet square,) and 13 with wood sleepers, oak or larch; these latter being laid principally across the embankments, and across the two districts of moss. A considerable quantity of wood sleepers have been destroyed, unavoidably, in the progress of the work."

Surveying account.—"This comprises the cost of surveys, plans, &c. for the two applications to Parliament in 1825 and 1826; also the salaries of the engineers, and principal assistants, stationary, &c. from the commencement of the undertaking."

Travelling Expenses.—"This includes the cost of sundry journeys and deputations to London, Darlington, Newcastle, &c. since 1824; also the cost of journeys of inspection, on the line of Rail-way during the progress of the works."

Tunnel compensation account.—"This consists of compensation paid to parties, under whose premises the Liverpool tunnel is excavated, for damage, either real or supposed; and farther, of loss sustained on the re-sale of sundry houses and land, which the Company were required to purchase. There will be a credit to this account, for premises re-sold, to the extent of about 2500l. The previous item constitutes the expense of excavating or forming the tunnels. The length of the main tunnel is 2250 yards, 16 feet in height, and 22 feet wide; the sides being perpendicular, 5 feet in height, and arched semicircular at the top, 11 feet radius. It is cut through, as Mr. Booth very clearly states (p. 49), various strata of red rock, (now red sand-stone,) blue strata, and clay, but principally through rock of every degree of hardness, from the softest sand-stone, to the most compact free-stone, which the axe or chisel will, with difficulty, penetrate. Where the natural rock could not be trusted to support the superincumbent strata, the roof is arched with brick work; the height, from the roof of the tunnel, is

from 5 to 70 feet; the whole length is white-washed and lighted with gas. This tunnel terminates in an area of excavation, 40 feet deep at the mouth; and, from this area a return tunnel proceeds to the surface, at the upper part of the town, nearly parallel with the other, but with a contrary inclination, 290 yards in length, 15 feet wide, and 12 feet high. This tunnel is for the passengers and traffic from the high parts of the town, to the area previously named, from whence the locomotive engines start."

Wagon account.—"This expenditure is principally for wagons used in the progress of the work.—There will be a credit to this account, for the re-sale of such wagons as cannot conveniently be adapted to the future purposes of the Railway, and, by a transfer of the remainder to the carrying department at their estimated value."

THE CHOLERA.

Friday, July 13.—The CHOLERA PANIC is manifestly decreasing: or perhaps, to speak more accurately, is exhausted, by the flight of all whom it could affect.

Every day, and all the inquiries we make, add to our conviction, that for temperate, cleanly, and unapprehensive persons, the danger is not, and has not at any time been in this city, equal to that to which the prevalence of fatal scarlet fever last winter and autumn, exposed all.

The name of Dr. Wright having appeared in some of the reports, we are requested by Dr. A. Wright, of 79 Chambers-street, to say, that he has reported no cases to the Board of Health this year, and that in his private practice, he has seen no case of *Spasmodic Cholera*. He also adds, that on comparing opinions with many of the older practitioners, he finds, that those gentlemen in the circle of their practice, have not seen a single case of disease, unusual at this season.

Dr. Stewart, who was referred to in this paper of Thursday as having reported on two consecutive days the case of a Mrs. Powell, has called on us to say that the mistake was not his, but that of the Board of Health. He reported Mrs. Powell as sick on the 9th, and on the next day reported her as dead—expressly stating in his note that it was not a new case.

In the city generally, to-day, the cases are 27, deaths 10; in the Hospitals, 39 cases, 22 deaths; in the Almshouse, at Bellevue, 35 cases, 17 deaths.

CHOLERA IN NEWARK, N. J.—A postscript to the Newark Eagle of this morning says—

We have just learned that two other cases of Cholera occurred in this town yesterday, both in the same house where Starkey died. The one a hard working colored woman, and the other an Irish woman. Both were said to be in a collapse, or that stage of the disease when recovery is almost hopeless. The white woman had been troubled with the bowel complaint, but the black woman had no premonitory symptoms.

Saturday, July 14.—New cases in the city at large, to-day, 43, deaths 15; in the City Hospitals, 43 cases, 29 deaths; at Bellevue, 29 cases, 22 deaths.

We hear of Cholera cases at Newark, Westfield, N. J., New-Haven, and several other places. The cases at New-Haven are two ladies, Mrs. Northrop and daughter, who left this city to get away from the Cholera. We are happy to learn they are likely to recover. Two other persons, it is stated, who were running away from the Cholera, have been attacked by it in the interior of Columbia county.

The following account from Kingston, notes that no more of the disease has appeared there.

At a meeting of the Board of Health, of the village of Kingston, July 12, 1832, 5 o'clock, P.M.—This Board feel great pleasure in reporting that no new cases have occurred at the Point or at Rondout, since the report of the 10th inst., and that this village is, and has been entirely free from any malignant disease whatever, and our town and county are in an unusual good state of health. If any new cases of Cholera should occur, the public will be promptly informed. JOHN SUDAM, President.

JAMES MAIRS, Health Officer.

H. M. ROMEYN, Secretary.

BOARD OF HEALTH, ALBANY, } Thursday, July 12th, 5 P. M.

There are 10 new cases of Epidemic Cholera reported to-day, two of which are severe. Three deaths since the last report.

The Albany Evening Journal of last evening says, in reference to the above report:

Last Evening's Report of the Board of Health, permitted us to hope that our city would soon be restored to its accustomed health and repose. But we are pained to learn that these hopes threaten not to be realized in to-day's Report.

We have reason to apprehend that the number of deaths, to-day, will exceed those of any previous Report. Among the deceased, we have heard the names of Mr. Harmanus Hendorer, of Fox-street, and Mr. Van Derzee, of Howard-street.

Sunday, July 15.—To-day's Report announces 60 new cases and 28 deaths in private houses, and 53 new cases and 31 deaths in the Hospitals. There were also 20 new cases and 15 deaths among the inmates of Alma House at Bellevue.

Monday, July 16.—In the city at large, new cases 92, deaths 45; City Hospitals, cases 50, deaths 32; at Bellevue, cases 21, deaths 17.

We have a communication from James Kennedy, M.D. 319 Greenwich street, referring to the sceptical inquiries made by A. B. in this paper on Wednesday last, respecting the case of William Hill, 31 Harrison street, reported to have died of cholera.

Dr. K. states that he was called on the Friday preceding to Hill—that he was also seen by two other physicians—and that all concurred in pronouncing it a case of *Cholera Asphyxia*. He died on Saturday: was reported by Dr. K. through Alderman Woodruff that day, but, owing to some error, the case was not reported by the Board of Health till the next Tuesday.

Dr. A. H. Stevens—

DEAR SIR—In reply to your request of this morning, we would inform you that S. J. Tobias died yesterday, in Hudson street near Duane Park, of inflammation of the bowels. The fatal termination appeared to be somewhat influenced by the present malignant state of the atmosphere in that neighborhood.

C. G. LUDLOW, M. D.

C. PERKINS, M. D.

July 15, 1832.

It becomes our melancholy task to announce among the deaths by cholera yesterday, (not reported,) the demise of Mrs. Hoskin, wife of our intelligent friend and associate editor, Edwin W. Hoskin, Esq. She was attacked on Saturday afternoon, and died yesterday at 2 o'clock.—[Courier and Enquirer.

In Albany, the disease seems also to spread. The report of Friday evening, since which we have nothing, gives 28 new cases, 7 deaths. The Board of Health there dissuade from the burning of pitch and tar in the streets as useless, and as producing apprehension, and moreover, from the danger of fire.

A case of Cholera had occurred at Schenectady: it was a person who had left Albany.

In New-Haven, two persons have died in the house where Mrs. Northrop was attacked.

Tuesday, July 17.—New cases in the city at large 60, deaths 19; at the City Hospitals, 63 cases, 28 deaths; at Bellevue, 22 cases, 13 deaths.

BOARD OF HEALTH, July 17th.

Dr. Rhinelandt stated to the Board, with a view to publication, that of the sixty cases of Cholera reported to-day from the city, forty-three cases occurred in the Sixth Ward, and most of them at or about the "Five Points." This shows the immense importance of cleanliness and temperance.

J. MORTON, Secretary.

PHILADELPHIA, BOARD OF HEALTH. }

Monday, July 16, 12 o'clock. }

| | |
|--|--------------|
| 1 case No. 122 Coates street, Female, | dead. |
| 1 do. | dead. |
| 1 case Southwark, | dead. |
| 1 case St. John Street Northern Liberties, | convulsions. |
| 1 case 97 Green Street male, | dead. |

Among these cases are those of Mr. Ferguson, who arrived from New York on Friday last, was at

lacked on Saturday and died yesterday; his Wife and Mother have since died with the same disease.

BOARD OF HEALTH, ALBANY, }
Saturday, July 14th, 5 P. M. }
New cases 27, of which 12 are severe. Deaths 6.
Sunday, July 15, P. M. }
New cases 17, of which 7 are severe. Deaths 6.
JOHN TOWNSEND, Mayor.

QUEBEC, JULY 9th.—The Hospital reports are more favorable. We are sorry to say, that at private residences the attacks have considerably increased in consequence of the extremely variable state of the weather. This morning the thermometer was down to 56, and since Saturday a strong north-east wind has prevailed.

Wednesday, July 18.—The CHOLERA was mitigated yesterday, and its victims were more remarkably even than before found among the most miserable and degraded of our population—white, black and colored.

A strong evidence either of the mitigated violence of the disease, or of improved treatment of it, may be deduced from the fact that of the 19 cases left over yesterday at the Greenwich Hospital, 17 were convalescent.

Today, in the city at large, the new cases are 65, deaths 22; at the City Hospitals, 59 cases, 36 deaths; at Bellevue, 14 cases, 14 deaths.

Cases of cholera still occur at Newark. Eliza. bethtown continues free from the disease.

At New Brunswick, two cases had occurred in the family of Mr. Degraw.

CHOLERA AMONG THE U. S. TROOPS.—From the Buffalo Journal Extra, of 12th inst. we extract the following letter addressed to the Mayor of Buffalo:

"CLEVELAND, MONDAY EVENING, }
JULY 9, 1832, 10 O'CLOCK.

SIR: The Henry Clay came to this port about three hours since in distress. She proceeded to Fort Gratiot with her troops, twenty of whom died with the cholera before the Clay left, which was yesterday morning. Two men of the Clay's crew also died, and there are three more now sick on board, one of whom will probably die in the course of two hours—the others are in a less hazardous predicament. On the arrival of the Clay at the mouth of the river, she was boarded by a health officer, who, on learning her situation, immediately sent up for aid. Several of our medical men repaired to the boat, and some of them are yet there. What course we shall adopt in relation to the rest of the men, is yet undecided.

The Clay made this port from necessity, her sick, having been attacked during the day, on the Lake, and all of her men being worn down with severe labor and fear. In haste, yours, &c.

JOHN W. ALLEN.

In addition to the above statement, we find these particulars in the Detroit Journal of 11th inst. The officer referred to as dead in the annexed paragraph, is it seems, Lieut. I. Clay, of 3d Infantry.

The detachment of troops under the command of Col. Twiggs, which left this port for Chicago in the Henry Clay, were compelled to land a short distance below Fort Gratiot, in consequence of the prevalence of the cholera on board. The Henry Clay was chartered to convey the troops to the place of her destination; but has been released from engagement, and has returned to Buffalo. Several of the troops, and one officer, (Lieut. Clay,) have died with the cholera. The officers we learn are yet in health. So great is the alarm which prevails among the troops, that 150 recruits, who composed a part of the detachment, have deserted and dispersed in every direction. We learn that no sickness has yet occurred among the troops within the fort.

The same paper further states that—

On Friday, two cases occurred in town. The individuals had been employed, the day previous, to communicate with the boat. One of them recovered, the other died the next day. On Saturday and Sunday other cases occurred. Monday, at twelve o'clock M., the Board of Health made a report, which stated that the whole number of cases which had occurred in the city up to that time, including 9 cases among the troops at the Military Storehouse, amounted to 17; 9 of whom died. Five soldiers

were numbered among the dead. The remaining number were convalescent.

BOARD OF HEALTH, Detroit, July 10, 1832.

The Committee of Physicians of the Board of Health report, that, so far as they have been able to ascertain, during the twenty-four hours ending at ten o'clock this morning, two, and only two, new cases of Cholera have occurred in this city.

At Buffalo two deaths had occurred, which, as they occasioned much sensation, the Board of Health investigated them, and report of the first, a female, that she "died of inflammation of the bowels, and had neither cramp nor other symptoms of cholera," but that from the circumstance of the funeral procession passing in front of the United States bank at the usual hour of shutting up, the closing of the doors and shutters was looked upon by the bystanders as an evidence of dread of infection, and therefore with the true logic of panic, (which is pretty much the same here, and at Buffalo, and at Newport, and every where,) the case was pronounced one of cholera. The other was reported by Dr. Cyrenius Chapman, as a "genuine case of epidemic cholera." Thereupon the Board of Health, with the consent of the family of the deceased man, caused a post mortem examination to be made, which resulted in finding

"The stomach, intestines, and the whole of peritoneum, highly inflamed—the liver and its appendages perfectly healthy. The stomach, instead of the fluid resembling rice water, which is said always to be found there in cases of the cholera, contained meat in large masses, pieces of dried apples, onions, green peas, green currants, and common red cherries.—These last were swallowed stones and all; and of this mass, all perfectly undigested, the stomach contained three pounds and ten ounces, by actual weight!!"

The man who had committed this excess, had previously thereto been indisposed and under medical treatment. Hence the Board of Health reasonably conclude that the intervention of cholera was not necessary to account for this death, and no other of any equivocal character had occurred.

BOARD OF HEALTH, ALBANY; }
Monday, July 16—4 P. M. }

New cases 29, of which 10 are severe. Deaths 7.

BOARD OF HEALTH, PHILADELPHIA; }
Health Office, Tuesday, July 17—Noon. }

The Board of Health report one case of malignant Cholera, a female, in South street, above Second street—collapsed state.

A case of doubtful character has been reported to the Board, in Kensington—died yesterday morning. This case will be more fully inquired into, and the public made acquainted with the facts.

By order: WM. A. MARTIN, Clerk.

Thursday, July 19.—The new cases in the city at large, to-day, are 114, and 42 deaths; at the City Hospitals, 77 cases, 28 deaths; and at Bellevue, 11 cases, 12 deaths.

Accommodation is wanted for the poor who are well, but who for the common safety are removed.

—The Board of Health, or rather the Common Council, must provide it, and at once. If one thousand dollars will not do, they must pay five thousand; and if that is not enough, as much more. It must be done, at any cost, and can be done, if there is a will. Property must be called on to pay for the expense of measures, quite as essential to the value of property, as to the preservation of life, and the relief of want and suffering. It is disgraceful, in this city, with its means and resources of all sorts, that there should be a moment's delay in providing every requisite accommodation at such a time as this!

BOARD OF HEALTH, July 18.

Resolved, That all physicians of this city report daily at or before 10 o'clock on each day every case of death under his or their care, whether cholera or not, designating the diseases, under the penalty of fifty dollars for each neglect.

Resolved, That his Honor the Mayor be hereby authorized and required to employ such additional

number of Watchmen (in addition to the present Watch) as the exigencies of the times may require.

J. MORTON, Secretary.

To the President of the Board of Health:

SIR—The Special Medical Council have observed with regret the prevalence of the practice of burning tar, pitch and other combustibles, as also clothing and other similar articles, in the streets of the city. This practice they conceive to be not only useless, but positively prejudicial to the health and comfort of the community. They, therefore, request your Honorable Board to forbid all transactions of a similar character. In behalf of the Council,

A. H. STEVENS, M. D. President.

Whereupon—Resolved, That the practice above mentioned be prohibited.

J. MORTON, Sec'y.

NEW YORK, July 18.

The Special Medical Council recommend that in cases where Cholera has occurred in crowded or filthy houses or apartments,

That the house be well cleaned; and, where practicable, whitewashed. They should then be evacuated for one week, and the following disinfecting mixture be placed in an open earthenware vessel, one in each room, the doors and windows of which, should then be closed.

Disinfecting Mixture.

One part [say one ounce] of Powdered Manganese.
One part [say one ounce] of common Salt.
Two parts [say two ounces] Oil of Vitriol.
One part [say one ounce] of Water.

The two last materials should be previously mixed and not added: to the other until cold.

It is not essential except in point of economy, that these materials should be used in the exact proportions here indicated.

The Special Medical Council recommend the following method for the purification of Clothing:—

For Clothes made of Linen.—Soak them in strong ley or boiling water.

Clothes made of Linen, Cotton or Woollen, may be purified without injury to their texture by immersing them in a solution of the Chloride of Lime in the proportion of one part of the Chloride of Lime to two hundred parts of cold water, say a tea spoonful of the Chloride of Lime to one gallon of water.

ALEX. H. STEVENS, M. D., President.

BROOKLYN.—The report of the Board of Health on the 19th, announces 9 cases and 6 deaths. Most of the persons attacked were intemperate in their habits. We understand, says the Brooklyn Star, that a fatal case exhibiting all the symptoms of Asiatic Cholera occurred at Train's Meadow, near Newtown, on Saturday night last. The subject was a milkman, who had been in New York during the day, and had visited a relative sick of Cholera. He died in a few hours after he was taken.

NEW HAVEN.—No new cases of Cholera up to Wednesday, and the city healthy.

ALBANY, Tuesday July 17—5 P. M.—New cases of epidemic cholera, 23, 15 of which are severe, deaths 8. By order of the Board.

JOHN TOWNSEND, Mayor.

BOARD OF HEALTH—PHILADELPHIA. }
Health Office, July 18—Noon. }

There has been no new case of Malignant Cholera reported to the Board of Health.

The two cases reported on 16th inst. in the Northern Liberties, as convalescent, are out of danger.

The case reported yesterday in South street, is in an improving state.

By order, WM. A. MARTIN, Clerk.

Official Report of Board of Health, Quebec, July 11.
Remaining at last report 53, admitted 5, cured 6, convalescent 40, dead 1, remaining 53.

The Montreal Herald of Saturday, 14th, says—

"The city of Montreal, although evidently improved in point of general health, as shown by the diminished mortality, is, nevertheless, still suffering from the cholera. This dreadful scourge, as if conscious of its approaching end, seems to strike more fatally than ever the few victims who come within its grasp."

BOARD OF HEALTH, Montreal 13th July.

New cases of cholera reported from 8 P. M.
11th July, to 8 P. M. 12th July, 12
Deaths in the same period, 10

At Chambly and its vicinity, but principally along the line of the little river and road from Montreal, 200 cases have occurred, of which 53 have ended in death. Of 400 laborers on the canal, exclusive of women and children, only 26 have been attacked, and of these seven only have terminated fatally.

NEW-YORK AMERICAN.

JULY 14, 16, 17, 18, 19, 20—1832.

LITERARY NOTICES.

NORTH AMERICAN REVIEW, No. LXXVI. Boston, Gray & Bowen.—This number commences with an instructive article on the history of Kentucky, which will be as new, we suspect, to most of our readers, as the history of any distant region. It is really wonderful, even for those who think they duly appreciate the quick growth of free commonwealths in this our favored country, to find, by such a retrospect as the article before us furnishes, how unparalleled in rapidity, yet how enduring and substantial, are the advancement and civilization of our Western World. Art. II.—treats of *Cousin's Philosophy*; and in a brief and very readable paper, explains generally the aim of this eloquent declaimer and lecturer. The study of metaphysics, or, as it is now the fashion to say, "intellectual philosophy," need not be discouraged in our "bank note world," by reason of its tendencies to inspire a love of abstraction and reverie, and curious and refined disquisitions; for we are too practical, too prone as a people to limit our "philosophy" to this mundane sphere and its material cares, to be in any danger of running into visionary speculations. Art. III, on the Life and Times of Richard Baxter, recalls the career and character of a man, who, in times of peril and on occasions of great personal jeopardy, showed a degree of courage, wisdom, moderation, and fortitude, that have never been surpassed. He gave counsels of wisdom and moderation to the first Charles while he was yet upon the throne, and when that monarch had lost his life on the scaffold he dared to do justice to his character. He feared not to speak the truth to Cromwell; he defied the wrath of the infamous Jeffries, and gave the final proof, after the restoration, that what he did he did for conscience sake, by refusing the see of Hereford, which was offered to him by Lord Chancellor Hyde. Art. IV, on "the Berber language," a language "common to a race of men, which, under some varieties of physical conformation, is thinly scattered over the whole north of Africa, from the borders of Egypt to the Atlantic Ocean," is chiefly interesting as recording the zeal and ability with which Mr. Hodgson, formerly attached to the American Consulate at Algiers, and now the Interpreter of the American Legation at Constantinople, has discussed an abstruse philological subject. Art. V reviews Dr. Henderson's Journal of a residence in Iceland in 1814 and 1815. The region is one that, to general readers, is almost a *terra incognita*. We have therefore made some extracts from this notice of Dr. H.'s work. The following account of an Icelandic village exhibits a remarkable state of society; and is concluded by a description of a natural curiosity not less remarkable, the boiling fountains:—

He first traversed the island in a northerly direction. On the evening of his first day's journey, he reached the borders of the Lake Thingvall, near which is situated a village of the same name. In the immediate vicinity of the village is a spot, once the most important in the island, and still consecrated by many imposing associations. This is a long tract of solid lava, covered with the richest verdure of summer, but lying in the midst of utter desolation. On each side, ravines of unfathomable depth divide it from immense masses of rock and lava, piled up in wild disorder, as if thrown out by a volcano, and in just keeping with the horrors of the abyss between. Here, in the open air, the general assembly of the nation held its meetings for more than nine hundred years. It was thence appropriately called the mountain of the law. Here, too, the decrees of the great tribunals of justice were pronounced; and here Christianity was solemnly proclaimed as the religion of the land, eight centuries ago. We may well conceive, that the pride of man would be humbled amidst these evidences of

the operation of a higher power. It is not unreasonable to believe, that the magnificence and horror of the scene elevated and purified the minds of those who were appointed to ordain law, and administer justice; certain it is, that they imparted a reverence and solemnity to the decrees of these assemblies, which nothing else could give.

A code of laws, as we have already observed, was regularly adopted by the people at Thingvall in the early period of the republic. They were indebted for it to Ulfliot, one of their countrymen, who visited other countries of the north at an advanced age, in order to accomplish himself in the various branches of jurisprudence, and on his return submitted the results of his researches to the judgment of the civil authorities. The patriotism and learning of this remarkable person would have done honor to any age; and his system has received the enthusiastic approbation of those most competent to understand its merit. More than three centuries afterwards, another code, the substance of which is still in force, was adopted in the same manner; its spirit and character have not been materially changed by subsequent edicts of the Norwegian or Danish kings. At this day, the different departments of the law are accurately studied, and well understood. The penal law has nothing sanguinary in its character; the moral qualities of the people are such as to leave little room for the enforcement of its severest penalties. When, a few years since, a person who had been guilty of murder was condemned to die, no person could be found to undertake the office of executioner; the criminal was in consequence sent to Norway, where less scrupulous ministers of justice were procured. When an individual is accused of a crime, which does not subject him to the punishment of death, or imprisonment for life, there is no such thing as confinement before trial; he is only solemnly admonished by the ruler of his parish, not to stray beyond the limits of his jurisdiction. Some provisions of their civil code are evidently founded upon the old republican principle. The property of persons dying intestate is divided, and the only privilege of the eldest son is that of prior choice; the portion allotted to a daughter is half of that of a son; and half the estate is given to the widow in the way of dower. The early records of the country afford reason to believe, that the trial by jury was formerly in use; it is now wholly unknown.

The day after he left Thingvall, Dr. Henderson reached the valley of those boiling fountains, which are well known under the appellation of the Geysers. A number of these springs are constantly in action; but there are two of them, the Great and the New, which particularly excite the curiosity of travellers. The first of these is a huge basin, more than one hundred and fifty feet in circumference, with an elevated border, formed by the gradual deposits of the fountain; in this, the water is constantly rising or falling before or after an explosion. When Dr. Henderson first approached it, he found it in a state of comparative repose: in a few hours, the agitation of the earth around assured him, that he was about to witness its action in the most imposing form. The agitation gradually increased, until its noise resembled the rapid discharges of artillery; presently, a vast column of water was projected perpendicularly to a considerable height in the air, partially concealed from the view by thick clouds of vapor, and surrounded by a thousand jets, playing in every direction from its base, like those of an artificial fountain: then, as if it had gathered strength by repeated efforts, the torrent rushed madly up to a still greater elevation, until it appeared to exhaust its power, and sink tranquilly down into its source. Nothing can exceed the beauty of the scene, when its waters are flashing in the sun, and the colors of the rainbow are reflected from its sides. The play of the New Geyser is still, if possible, more striking and sublime. Its force is proportionally increased by the smallness of the orifice from which it is projected; and its waters, in their wildest agitation, are thrown to the height of more than two hundred feet. Dr. Henderson exults in the discovery of the means of setting this tremendous engine in motion, by casting stones into the spring. He was not aware that others had ascertained the same fact before him. We do not find that he has attempted to explain the causes of its operation. It is commonly ascribed to the expansive force of steam confined in cavities beneath the surface; and there are abundant indications elsewhere, that the foundations of the island are somewhat insecurely laid over a volcano, which has made more than one attempt to resume its old dominion.

The following description is given by Dr. Hen-

derson of the sulphur springs near Reykiahlid, in the northern part of the island. After ascending the Sulphur mountain, from which sulphur is taken by the peasants as an article of commerce, he witnessed a scene, of which he gives this account:

"Almost directly below the brink on which I stood, at the depth of more than six hundred feet, lay a row of large cauldrons of boiling mud, twelve in number, which were in full and constant action; roaring, splashing, and sending forth immense columns of dense vapor, that, rising and spreading in the atmosphere, in a great measure intercepted the rays of the sun, who stood high above the horizon in the same direction. The boldest strokes of poetic fiction would be utterly inadequate to a literal description of the awful realities of the place; nor can any ideas, formed by the strongest human imagination, reach half the grandeur, or the terrors, of the prospect. I stood for about a quarter of an hour as if I had been petrified, with my eyes intensely fixed on the dreadful operations that were going on in the abyss below me, when turning to the left, I had a full view of the tremendous Krabla, the Obsidian mountain, and two or three other volcanic mountains, whose names I could not earn with any certainty.

"Leading our horses down the side of the mountain, in a zig-zag direction, we advanced towards the *hverar*; but as the steeds grew rather restive, and the soil began to lose its firmness, we left them behind us, and proceeded, with wary step, among numerous burning quagmires, till we came close to the springs. Excepting two, which lie at the distance of twenty yards from the rest, they are all crowded together into one vast chasm of the lava. Some of them remain stationary within the crevice, but roar terribly, and emit much steam; others boil violently, and splash their black muddy contents round the orifice of the pit; while two or three jet, at intervals, to the height of four or five feet. The most remarkable, however, is that at the northern extremity of the chasm. Its smallest diameter, down at the surface of the puddle, may be about fourteen feet, but it opens gradually to the edge, where the chasm is at least twenty feet across. The water, which was quite turbid and black, was comparatively quiet about two minutes, when it broke forth in a most furious manner, jetting to the height of between ten and fifteen feet, and splashing between the jets, in oblique directions, on every side, which rendered it dangerous to stand near the margin. What increased the danger was the softness of the soil, which appeared to fill other chasms close to the great one, so that, on making a sudden leap to avoid being scalded, a person can hardly avoid plunging into semi-liquid beds of hot clay and sulphur, an alternative still more shocking. The jetting is accompanied by a harsh roar, and the escape of a vast quantity of vapor strongly impregnated with sulphur."

Art. VI is of and about the *Cholera*, and of that, having something too much of it, in other shapes, we will only say, that it maintains and establishes the *non-contagiousness* of the disease, in answer to an article in the London Quarterly Review which maintains and establishes the opposite doctrine.—We believe with the North American, but as to argument or proof, we do not remember the medical question, of which both sides are not maintained by abundance of both.

Art. VII presents a fair, full, and interesting account of the origin, operations, and present condition of the American Colonization Society, a society, whose objects must command the approbation (would they could the co-operation,) of all good men and reflecting Americans. Art. VIII, in reviewing "English literature of the XIXth century," touches briefly but skilfully, and generally with discriminating taste, the merits of the latter writers, in prose and poetry, of the English language. This of course, includes our own authors, to whom full justice is done. Art. IX, "On the habits of insects," is finely written, inculcating in a philosophical and philanthropic spirit, the resources against idleness, vacancy of mind, and discontent, which lead to dissipation, which a study of nature in her various and wonderful works opens to every observing mind.—Art. X. reviews *Bigelow's travels in Malta and Sicily*. Our readers have already had our opinion of

this work; we have only to add here that in this notice of it, full justice is done to its merits, and its defects are most leniently treated. Annexed to this number of the Review is the *Memorial of the New York Convention of the friends of domestic industry.*

LANDER'S DISCOVERY OF THE TERMINATION OF THE NIGER; 2 vols., N. Y., J. & J. Harper.—These volumes recording the solution of a geographical problem, which, next to that of a northwestern passage, has been the object of the greatest and most general interest, constitute number XXXV. and VI. of *Harper's Family Library*. It is a little singular that the great discovery of the termination of the course of the Niger, or the *Quorra*, as from this book we learn it should be called, should have been reserved for the almost unaided efforts of men of such humble characters as these brothers. Richard Lander was the servant of Captain Clapperton, who perished as all his predecessors had done in the attempt to explore the course of the Niger. The courage, and, above all, the endurance and resolute spirit displayed by Lander, in making his way, through obstacles and hardships innumerable, back to England, pointed him out as a person possessing high qualifications for a discoverer in such a region as Africa. Accordingly, an offer made by him to the British government to attempt the solution of the problem respecting the termination of the Niger, was accepted, and he was despatched with his brother, as a volunteer, to whom the government neither offered nor promised any compensation, on this forlorn hope. They accomplished their enterprise with a degree of intelligence, perseverance, courage and address unsurpassed,—and in spite of means most limited and apparently inadequate. They alone, of all who have attempted to explore Africa, survived the enterprise; and the journals now republished here furnish the particulars of their perilous career. The narrative is preceded by a brief and useful general notice of all that had been done previously to the time of the Landers towards African discovery. There are no graces of literature to be expected from the labors of men, who owed little to education, (though in this respect John Lander had the advantage of his brother;) yet we think the following description presents very forcibly the perils and exposures of a night on the Niger:

The day had been excessively warm, and the sun set in beauty and grandeur, shooting forth rays tinged with the most radiant hues, which extended to the zenith. Nevertheless the appearance of the firmament, all glorious as it was, betokened a coming storm; the wind whistled wildly through the tall rushes, and darkness soon covered the earth like a veil. This rendered us more anxious than ever to land somewhere, we cared not where, and to endeavor to procure shelter for the night, if not in a village, at least under a tree. Accordingly, rallying the drooping spirits of our men, we encouraged them to renew their exertions by setting them the example, and our canoes darted silently and swiftly down the current. We were enabled to steer her rightly by the vividness of the lightning, which flashed across the water continually, and by this means also we could distinguish any danger before us, and avoid the numerous small islands with which the river is interspersed, and which otherwise might have embarrassed us very seriously. But though we could perceive almost close to us several lamps burning in comfortable-looking huts, and could plainly distinguish the voices of their occupants, and though we exerted all our strength to get to them, we were foiled in every attempt, by reasons of the elough and fens, and we were at last obliged to abandon them in despair. Some of these lights, after leading us a long way, eluded our search, and vanished from our sight like an *ignis fatuus*, and others danced about we knew not how nor where.—But what was more vexatious than all, after we had got into an inlet, and toiled and tugged for a full half hour against the current, which in this little channel was uncommonly rapid, to approach a village from which we thought it flowed, both village and lights seemed to sink into the earth, the sound of the people's voices ceased of a sudden, and when we fancied we were actually close to the spot, we

strained our eyes in vain to see a single hut,—all was gloomy, dismal, cheerless, and solitary. It seemed the work of enchantment; everything was as visionary as "spectres grasped in sleep."

We had paddled along the banks a distance of not less than thirty miles, every inch of which we had attentively examined, but not a bit of dry land could anywhere be discovered which was firm enough to bear our weight. Therefore we resigned ourselves to circumstances, and all of us having been refreshed with a little cold rice and honey, and water from the stream, we permitted the canoe to drift down with the current, for our men were too much fatigued with the labors of the day to work any longer. But here a fresh evil arose, which we were unprepared to meet. An incredible number of hippopotami arose very near us, and came plashing, snorting, and plunging all round the canoe, and placed us in imminent danger. Thinking to frighten them off, we fired a shot or two at them, but the noise only called up from the water, and out of the fens, about as many more of their unwieldy companions, and we were more closely beset than before. Our people, who had never in all their lives been exposed in a canoe to such huge and formidable beasts, trembled with fear and apprehension, and absolutely wept aloud; and their terror was not a little increased by the dreadful peals of thunder which rattled over their heads, and by the awful darkness which prevailed, broken at intervals by flashes of lightning, whose powerful glare was truly awful. Our people tell us, that these formidable animals frequently upset canoes in the river, when every one in them is sure to perish. These came so close to us, that we could reach them with the butt end of a gun. When I fired at the first, which I must have hit, every one of them came to the surface of the water, and pursued us so fast over to the north bank, that it was with the greatest difficulty imaginable we could keep before them. Having fired a second time, the report of my gun was followed by a loud roaring noise, and we seemed to increase our distance from them. There were two Bornou men among our crew, who were not so frightened as the rest, having seen some of these creatures before on Lake Tchad, where, they say, plenty of them abound.

However, the terrible hippopotami did us no kind of mischief whatever; no doubt, at first when we interrupted them, they were only sporting and wallowing in the river for their own amusement; but had they upset our canoe, we should have paid dearly for it.

We observed a bank on the north side of the river shortly after this, and I proposed halting on it for the night, for I wished much to put my foot on firm land again. This, however, not one of the crew would consent to, saying that if the *gewone rena* or water elephant, did not kill them, the crocodiles certainly would do so before the morning, and I thought afterward, that we might have been carried off, like the Cumbrie people on the island near Yaoric, if we had tried the experiment. Our canoe is only large enough to hold us all when sitting, so that we have no chance of lying down. Had we been able to muster up thirty thousand cowries at Rabba, we might have purchased one which would have carried us all very comfortably. A canoe of this sort would have served us for living in entirely, we should have had no occasion to land excepting to obtain our provisions; and having performed our day's journey, might have anchored fearlessly at night.

Finding we could not induce our people to land, we agreed to continue on all night. The eastern horizon became very dark, and the lightning more and more vivid; indeed, we never recollect having seen such strong forked lightning before in our lives. All this denoted the approach of a storm. At eleven P. M. it blew somewhat stronger than a gale, and at midnight the storm was at its height. The wind was so furious, that it swept the water over the sides of the canoe several times, so that she was in danger of filling. Driven about by the wind, our frail little bark became unmanageable; but at length we got near a bank, which in some measure protected us, and we were fortunate enough to lay hold of a thorny tree, against which we were driven, and which was growing nearly in the centre of the stream.—Presently we fastened the canoe to its branches, and wrapping our cloaks round our persons, for we felt overpowered with fatigue, and with our legs dangling half over the sides of the little vessel into the water, which for want of room we were compelled to do, we lay down to sleep. There is something, I believe, in the nature of a tempest, which is favorable to slumber, at least so thought my brother; for

though the thunder continued to roar, and the wind to rage,—though the rain beat in our faces, and our canoe lay rocking like a cradle, still he slept soundly. The wind kept blowing hard from the eastward till after midnight, when it became calm. The rain then descended in torrents, accompanied with thunder and lightning of the most awful description. We lay in our canoe drenched with rain, and our little vessel was filling so fast, that two people were obliged to be constantly bailing out the water to keep her afloat. The water elephants, as the natives term the hippopotami, frequently came snorting near us, but fortunately did not touch our canoe.

The rain continued until three in the morning of the 17th, when it became clear, and we saw the stars sparkling like gems over our heads. Therefore, we again proceeded on our journey down the river, there being sufficient light for us to see our way, and two hours after, we put into a small, insignificant fishing village, called *Dicannie*, where we landed very gladly. Before we arrived at this island, we had passed a great many native towns and villages, but in consequence of the early hour at which we were travelling, we considered it would be imprudent to stop at any of them, as none of the natives were out of their huts. Had we landed earlier even near one of these towns, we might have alarmed the inhabitants, and been taken for a party of robbers, or as they are called in the country, *Jucallees*. They would have taken up arms against us, and we might have lost our lives; so that for our own safety we continued down the river, although we had a great desire to go on shore.

In the course of the day and night, we travelled, according to our own estimation, a distance little short of a hundred miles. Our course was nearly east. The Niger in many places, and for a considerable way, presented a very magnificent appearance, and we believe it to have been nearly eight miles in width.

GREEN MOUNTAIN ANNALS, or a Tale of Truth, by G. V. H. Forbés, N. Y.—This is a little volume, embodying, as we are told in the dedication, "the leading incidents in the brief history of a young man," who perished in his prime, dishonored and undone, and is put forth as a tale of warning to the young, who from the innocence of the country are transferred to a residence amid the temptations of a great city.

THE PROTESTANT EPISCOPAL PULPIT, Vol. II, No. VI. N. Y. John Moore.—This valuable monthly periodical contains, for the last month, two Sermons, one on the *denial of Christ*, by the Rev. John A. Clark, of Christ Church, in this city—the other, on the *Omnipresence of God*, by the Rev. Seth Q. Padlock, of Norwich, Conn.

The bill appropriating \$230,000 for indemnity to the Insurance Offices in this city, in the Tea cases, has passed both Houses of Congress.

The packet ship *Albany*, Capt. Hawkins, which sailed hence for Havre on Tuesday, 10th, when off Montauk discovered the cotton in the hold to be on fire, and immediately ran for Newport, and arrived there on Friday. The *Newport Mercury* says—"assistance was promptly rendered by our citizens, with their engine, &c. and the fire, which proved to be in the lower hold of the ship, near the main hatch, was extinguished, after filling the ship with six feet water from the engines. The ship is not injured, but the cargo is much damaged. The fire is supposed to have been caused by spontaneous combustion."

The combustion arose it is supposed from the cotton being wet with linseed oil. It was a lot of New-Orleans cotton.

The passengers of the *Albany* have arrived here, permission having been refused to them to land at Newport, though they had been near a week absent from the city!

Rhode Island has surrounded herself with quarantine laws and bayonets against the cholera! Panic never reasons.

The Sound Steamboats are in consequence withdrawn for the present.

FOREIGN INTELLIGENCE.

MEXICO.—The Philadelphia Gazette of the 13th inst. announces the arrival in that city from Vera Cruz, of M. J. J. Castill, Secretary of Gen. Santa Anna, with an offer from that Chief to Gen. Podraz, now in the United States, to accompany him to Mexico, and reinstate him in the Presidential chair, which he was compelled to abandon in 1828.

FROM TAMPICO.—By the arrival of the brig Alto, Capt. Miller, who left Tampico on the 20th ult., we learn that the day previous Gen. St. Anna's squadron, consisting of one brig and three schooners, left that place with three hundred troops on board, supposed for State La Marino or Metamoras, both of which places were in the hands of the opposite party. It is supposed that a strong body of men had marched to co-operate with the squadron by land, as Tampico, lately in a state of siege, was quite deserted by the military.—[Gaz.]

By the packet ship Sylvanus Jenkins, and by the British ship Nimrod from Liverpool, we have papers of 8th ult. from that place, and files of the Times and Courier to 7th inclusive from London. The Reform Bill passed the House of Lords on evening of the 4th. Lord Carnarvon made a last appeal against it, stating, that on that night, the House of Lords would, if the bill passed, cease to be an independent body. Lord Harrowby predicted woes innumerable as certain to result from the success of the bill,—woes, which neither he nor the noble Earl (Grey) would, from their age, probably see, but which would not the less certainly ensue. Lord Grey replied, briefly putting aside all these ill-omened forebodings and insisting that the peace, power, and prosperity of England would all be increased by Reform. On the final question, the vote stood—106 to 22. The Duke of Wellington, Lord Lyndhurst, and other peers, were absent. The Duke of Cumberland, Lords Carnarvon, Kenyon, and others, entered their dissent on the Journals of the House.

The Royal assent was given by Commission to the Reform Bill on the 7th.

LONDON, June 7.—We received this morning Brussels papers to the 6th inst. The marriage of King Leopold with the Princess Louise, eldest daughter of the King of the French, is fixed for the 24th of July. M. Van de Weyer was to set out this day on his return to London.

A Brussels journal of the 3d inst. says—

The following are the particulars of the contents of the last Protocol notes to 62, the arrival of which was announced yesterday.

"The Dutch Plenipotentiary is introduced into the Conference. He states that his Sovereign is ready to release Mr. Thorn in exchange for the remains of the band of Tornaro. The conference, after having maturely weighed this communication, expresses great astonishment that the king of the Netherlands should thus sanction the capture of Mr. Thorn which he had at first disavowed, and that he should assimilate it to the arrest of individuals who formed part of the band of Tornaro; an assimilation which the conference never thought of admitting. In this respect the meaning of the Protocol No. 60 has been misunderstood. The Conference concludes by requesting in the most earnest manner the immediate release of Mr. Thorn, promising afterwards to employ its good offices to induce the Belgian Government, for the sake of peace and humanity to release the individuals of Tornaro's band. The Protocol is dated the 29th of May."

LATE AND IMPORTANT FROM FRANCE.—By the Francois I. from Havre, we have our Paris files to the 9th ult. inclusive. The later papers are occupied with the details of a tumultuous movement, ill organized, and apparently ill concerted, which took place in the streets of Paris on the 6th and 7th June. The immediate occasion was the funeral of General Lamarque, which was seized upon by the Carlists and the republicans. The opposite extremes of French parties united for this occasion, to get up if possible a second edition of the Three Days in July. Happily for the cause of good order, the masses were not

with them, and their attempts failed signally, though not without the loss of much blood, and the display and operation of a strong military force. Throughout, the army, and with the exception of the artillery of the National Guard, the National Guard evinced zeal and promptness in the cause of the Government, and the population of Paris, for the most part, seem to have been animated by the same spirit. At the latest date, the 9th, all was tranquil, and the summary proceedings contemplated by placing Paris under martial law, or (according to the French expression) "in a state of siege," will not only maintain tranquillity for the present, but have the effect of deterring from any future attempts to interrupt it. In proclaiming martial law, both in Paris and the four southwestern departments, which the Duchess of Berry and Count Bourmont were traversing and fomenting insurrection therein it is—in the public instructions of Marshal Soult to the generals commanding the military divisions—expressly declared, that its application will be confined to crimes and offences arising out of attempts to provoke civil war, or to overthrow or interrupt the existing government. In all other matters, the ordinary civil and judicial tribunals, (whose functions it is the effect of martial law to supersede) are to take their accustomed course.

Many arrests are spoken of, among others M. Carrel, the editor of the National is mentioned. In that paper, however, of the 9th, it is said:

"We have expressed our doubts whether any order for the arrest of M. Carrel had been issued. This morning, however, at 5 o'clock, the authorities appeared at this office to execute the order, and to make anew a search among our papers, which, like a former one, was without effect: but we can renew the assurance that he has no intention of evading any pursuit, or of withdrawing himself even from the extraordinary and altogether inconceivable jurisdiction of a court martial. M. Carrel makes it a point of honor to be publicly justified from the charge of having contributed to mislead those unhappy workmen, and the brave but imprudent young men, without having himself taken a share in their danger as in their hopes. This is the only accusation of his enemies to which he is sensible. But before surrendering himself to a jurisdiction of exception created by the ordonnance of 6th June, he wishes to be assured that the proceedings will not be with closed doors, and that a certain latitude will be left for defence. As this sort of justice is somewhat new for public writers, it is not surprising that they should desire to know something more of the guarantees which it offers."

The same Journal denies most emphatically that there was any intention or preconcert in the resistance of the people on the 5th and 6th ult. They were exasperated by little acts of the authorities, until by degrees, and especially after the charge of dragoons referred to in our remarks above, the more hasty and misguided among the young men uttered the cry of "To arms," "The barricades again," &c.; and instantly some armorers' shops and some guard stations were forced, and with the arms thus acquired a very few hundred rash, but brave youths and workmen kept Paris for two days in a state of civil war, and finally caused the proclamation of martial law.

Messrs. Laboussiere, Cabot, and Garnier Pages, members of the Chamber, were reported among the persons arrested. M. Berryer, the son, also a member of the Chamber, was arrested at Nantz.

A rumor prevailed that Gen. Lafayette had been requested to absent himself from Paris—but it is expressly contradicted by the *Courrier Francais*.

Messrs. Lafitte and Odillon Barrot sought an interview with the King on the 7th, to urge on him as was supposed a change of Ministry. The interview led to no results.

The number of wounded of all sorts, citizens as well as soldiers brought into the Hospitals after the contest of 5th and 6th, was about 200. There were probably about 50 killed.

We cannot perceive, since writing the above, from a further and attentive perusal of Paris papers of different opinions, that the troubles in Paris had any connection with the disturbances in the West. Restlessness and dissatisfaction seem indeed general enough in the capital; and these, owing to the death of M. Casimir Perrier, whose firm character restrained them, and the sort of ministerial interregnum which succeeded and which up to the latest dates continued, no successor to him having been named,—were the more ready to break out upon the first occasion. The precautions taken by the authorities at the funeral of Gen. Lamarque, and especially that of preventing the students of the Polytechnic school from attending, became causes of irritation; and incidents not important in themselves, such as the desire manifested to convey the body to the Pantheon, and the attempt of some enthusiasts to draw Lafayette in triumph—both which were repressed by charges of cavalry—afforded pretexts for action. All that was yet done appears to us unpremeditated, and indicating entire absence of concert or counsel.

La Vendée, however, and some neighboring districts are in a state of rebellion, and that the Duchess of Berry herself, accompanied by Bourmont, was within the limits of the departments placed under martial law, is set forth in the official report to the King by M. Montalivet, recommending that course to be taken. "Four departments," says that report dated 3d June, "constitute the bounds within which the Duchess of Berri appears to have sought an asylum since her arrival in La Vendée. Within these she must be shut up and seized;" and hence, it goes on to argue the necessity of martial law. The circumstances under which this ill-advised woman has landed in France, and subjected herself to the penalty of death pronounced by the law of April last against any of the elder branch of the Bourbons who should be found on the French territory, may be gathered from the annexed article from the *Courrier Francais*:

It appears that since the Government has been certain of the Duchess of Berry's being in the West, the police has compared the different reports of its agents, made new searches, and discovered the traces of her who in her proclamations, styles herself *Regent of France*. It is now positively asserted that by means of a small vessel, which met her at sea, she landed near Marseilles, with the Count de Bourmont, and thence went to Montpellier. Afterwards she crossed Languedoc, where she was joined by Gen. Clouet and Mmes. Laroche-Jacquelin. These four personages travelled in a calèche, and changed their passports and names as they proceeded every thirty leagues. On the 8th or 9th May they arrived at Bordeaux, where they stopped one day; they then followed the line of the maritime departments, and entered that of the Loire Inferieure, from whence they joined their partisans on the 14 or 15th in Le Bocage. After having consulted them, and ascertained the state of the country, it seems that Gen. Clouet, M. de Bourmont, and others, considered it impossible to act at present with any chance of success, and they urged the Duchess to renounce her project, and proceed towards the sea-shore, and embark on board a vessel that was kept in readiness at a short distance; but, it is added, the Duchess replied, that since she was cast, it was no longer time to retrograde: that she would not quit La Vendée, and that she was prepared to meet death, if it must be so. It was, doubtless, in consequence of this resolution, that she wrote on the 18th ult. to some of the chiefs, to reproach them for their want of energy and devotedness. But the arrests that have been made, and the seizure of documents have greatly intimidated the partisans of the Duchess, and the Duchess herself, who has taken refuge in the Marais, as being less remote from the sea, and, consequently, affording her better means to escape. The papers seized at the chateau of M. Laubepin compromise many high personages of the faubourg St. Germain. There is one among them which proves that most of the ex-Peers were invited to proceed to La Vendée, to form the nucleus of a constitutional government under the Regent.

It is certainly a little remarkable, with all the means and hoisted astuteness of the French police, that two persons so conspicuous and so well known as the Duchess of Berri and M. de Bourmont, should for more than a month be traversing a great range of country and not be identified or arrested. It may be probably that many of the civil functionaries had been gained, or were previously friendly to this Carlist conspiracy, and hence the urgency of martial law. Yet in all the details of contests with the Chouans and other armed opponents, we see nothing very formidable; six hundred is the largest revolted body anywhere assembled at one time, and for the most part the parties engaged by the troops and Na-

tional Guards are in detachments of from thirty to fifty. We can therefore scarcely understand the necessity of martial law in order to put down such an insurrection.

Some curious documents had been found upon, or in the possession of the persons arrested. *M. de l'Aubepin*, among others, formerly a superior officer of infantry, was found concealed in an ingeniously constructed hiding-place in his own chateau in the neighborhood of Rennes, and with him various important papers, one of which is the copy of a note addressed to the Duchess of Berri, explaining the true state of the country, assuring her that she had been misinformed as to the means of her friends to make formidable head against the Government, counselling delay, and meanwhile asking for arms and ammunition. *M. de l'Aubepin* was to be named a Lieutenant General under the Duchess as Regent. Other papers signed by her as Regent were found elsewhere; and abundant evidence therefore will be forthcoming against her and her partisans, if the Government of Louis Philippe should see any advantage in making severe examples.

Meantime, and notwithstanding the seizure of several publications of different papers, the legality of the order placing these departments, and subsequently Paris, under martial law, is boldly discussed and denied. The *Gazette de France* and the *National* are among the ablest of those who maintain that in recurring to such a course, the monarchy of July is treading in the footsteps of those whom it dethroned and succeeded.

The statement in some of the morning papers, that Don Pedro with his fleet had appeared off the Tagus, must be premature. We see no authority for it in our files, and the *Gazette* of Monday last has this paragraph, which shows that on the 16th ult. *Don Pedro* was still at the Azores:—

The ship *Marcus*, Capt. Hoyt, arrived yesterday from Rotterdam, was boarded June 15th, off Fayal, by the American Consul's boat, from which information was obtained that the Azores were in a state of blockade, on account of Don Pedro's fleet being ready for sea. There were on board the fleet 16,000 troops, in fine order, and sanguine of success, and would proceed the next day for Lisbon.

The young Duke of Reichstadt is said to have suffered a relapse; and, indeed, by the above vessel, the *Marcus*, there is a report of his death.

The details of the Paris revolt are chiefly taken from Galignani. The official report in the *Moniteur* makes more light of the affair.

On the 4th inst. the Minister of the Interior addressed another letter to the Prefects of the Departments of the West, desiring them to transmit to him the names of all the National Guards who, in the various engagements with the Chouans, had or might distinguish themselves by acts of individual courage or marked devotion; for, that though the gratitude of the King and country was unquestionably due to all of them, the Government was bound to honor, by every distinction within its power, those who personally signalized themselves. This letter adds, that on receiving the names of any of the National Guards who fall victims of their patriotic zeal, or receive wounds which disable them the King will make every necessary provision for their widows and families that the case may require.

The *Finisterrre* of Brest of the 2d inst. states, that three foreign vessels, supposed to be laden with arms from England, have been observed cruising off the coast of Morbihan, and that in order to prevent their being landed, the *Endymion* and other ships have been sent out to watch the movements of these vessels.

The Breton, of Nantes, of the 4th instant, has the following:—"The tocsin is at this moment sounding at Chapelle Henlin, and the Chouans are assembling in that commune. Some of the neighboring villages are rising and marching upon Aigrefeuille. This news has excited great enthusiasm among the National Guards here, who are ready to march against the rebels. Eight hundred of the former will be mobilized. Our cavalry is preparing to depart.—

Six hundred National Guards of the *arrondissement* of Paimbœuf have also received orders to march.—According to a letter from Bourbon Vendee, of the 3d inst. 37 prisoners, among whom were 11 chiefs, had been conveyed from that town to Niort, under a strong escort. On their passage thither, they were hooted by the peasants, who appeared by no means disposed to favor the cause of the Chouans.

Disturbances in Paris.

It is with the deepest regret that we have to record the scenes which have disgraced a solemnity to which political feeling ought to have been a stranger, and in which all parties ought to have united with sincerity and mutual forbearance.—Around the tomb of Lamarque, the hero of Oberlitz, of Luybach, of Wagram, of Alta-Julia, and of Col Sacro, all Frenchmen might have assembled to mingle their regrets, and those who most opposed the political career of the statesman might have joined in bewailing the warrior, while his political partisans might have found sufficient theme for admiration and regret in his attachments as a soldier, without forcing into relief his comparatively unimportant career as a legislator. But faction would it otherwise; and the avowed intention of the Ultra-Opposition to make the funeral procession of General Lamarque a triumphal ovation for that party, and to force a contrast between this solemnity and the funeral of M. Casimir Perrier, compelled Government to act in a manner calculated to defeat the intention, particularly as information was received on Monday that attempts would probably be made by the more avowed enemies of the existing order of things to turn to profit any feeling hostile to Government which might be manifested by the assemblage. Accordingly orders were given to the troops forming the garrison of Paris to be in readiness to act if required, and the official funeral honors ordered to be rendered to the deceased were only such as were strictly required by his rank as a General, and a Member of the Chamber of Deputies. The Ecole Polytechnique was likewise forbidden to come out. On the other hand every means had been taken to secure an imposing attendance both of National Guards and other citizens, and long before the hour appointed for the starting of the procession, the Rue St. Honoré, the Place de la Révolution, and the adjacent streets, were filled with a dense crowd.

The front of the Hotel Choiseul, in which the General died, was hung with black cloth, decorated with tri-colored flags, and having the name "Lamarque" embroidered in large white letters. The coffin was deposited on a splendid bier, in a temporary chapel open to the public, who crowded in to sprinkle holy water on it. About half past eleven the procession moved up the Rue St. Honoré and the Rue Royale, where it was joined by the deputations who were waiting it on the Place de Revolution, and thence proceeded along the Boulevards.

* * * Just before the head of the procession reached the Pont d'Austerlitz, a considerable number of young men from the Ecole Polytechnique, who had escaped from their confinement by scaling the walls of the school, joined the cortege, and were received with loud shouts. Opposite the Pont d'Austerlitz, a scaffold hung with black, and decorated with numerous flags, had been prepared to receive the body while the speeches were being pronounced, but in consequence of the immense crowd it was found impossible to accomplish the removal of the body, and it remained on the car while Marshal Clausel, M. Mauguin, M. Galabert, M. Pons, the Portuguese General Saldanha, and a Polish General, (we believe General Romarino) delivered discourses, during which the people manifested great agitation, and displayed a feeling wholly at variance with the solemn nature of the ceremony at which they were assisting.

This was particularly the case during the speech of M. Mauguin, which was very animated, and consisted of warm eulogiums on the political sentiments of General Lamarque, and consequently censure of the proceedings of Government. General Lafayette then addressed the people, and implored them not to sully the solemnity of the day by acts of disorder or illegality. He was received with the most enthusiastic acclamations, and on descending from the platform was conducted in triumph to his coach, the horses of which were taken out, and he was dragged home by the populace. On the conclusion of the speeches, which was about half past five, the body was removed into the hoarse in waiting to convey it to Eyres, (Landes,) and the car returned along the quays. While the speeches were being made, the regiments of the line, drawn up on the borders of the river, fired the usual number of salutes, and then

marched off, the bands playing the *Marseillaise* at the request of the people, who replied by loud shouts of *Viva la Ligne!* In the meantime, however, that part of the procession which had not been able to get nearer to the platform than the Place de la Bastille, and which consisted principally of the *Amis du Peuple*, and other similar societies, had become involved in a contest with the regiment of Dragoons stationed there, and just as the car with the unarmed National Guards, and other followers of the procession, was returning towards the Rue St. Antoine, the Dragoons charged down that street, and several individuals were wounded. At the same time, a man on horseback who had been parading about with a red flag, on which was inscribed in black letters, "*Liberte ou la Mort*," reappeared with a number of other individuals, shouting "*Vive la Republique*," on which the Dragoons fired their carbines, and a general cry to arms was heard.

In a few minutes barricades were formed at the end of Pont d'Austerlitz, at the entrance of the roads on each side of the canal, and across the quay. The contagion soon spread to other parts of Paris, and in the Rue St. Antoine, St. Denis, St. Martin, Montmartre, and Croissant, barricades were formed by overturning carts, coaches, &c. The lamps were broken in a great number of streets, and the stone pillars on the Boulevards, used to stick bills against, were thrown down. Several guard houses were taken by the populace, but we believe the troops regained possession of all of them, that of the Bank was among the number, but the people remained but a very short time in possession of it. The *rappel* was beat in every quarter during the whole of the evening, and, in general, the National Guards answered the call in considerable numbers; but in several *arrondissements*, there appeared to exist some dissension in the members of the legions, as to the propriety of taking up arms against the citizens on the present occasion, and many of them returned home again. It was also said that some of the artillery were among the insurgents. All the shops were closed at an early hour, and several of the theatres did not open. At the moment we write (half past twelve) the firing which had been violent in the direction in the rues Montmartre and St. Denis, has nearly ceased, and the rain (a dreaded enemy in Parisian *emules*) has again begun to fall in heavy and frequent showers.

In addition to the names which we have before mentioned, we understand that discourses were pronounced by General Uminski, General Sercognani, M. Berenger, M. Dumoulin, and M. Vidau, in the name of the Schools; but the confusion which prevailed prevented their being heard.

Several attempts were, it appears, made during the progress of the procession, to carry General Lafayette either in an arm chair or in the arms of the National Guards; but he resolutely opposed it, and it was literally by force that he was afterwards made the hero of the triumphal procession to which we have before alluded.

The King arrived in Paris from St. Cloud late in the evening, and immediately held a council of ministers, after which he reviewed the troops of the line, the National Guards, and artillery, in the Place du Carrousel; he was enthusiastically received, and the whole troops appeared actuated by the firmest determination to put down the rebellion by the most energetic means.

In the course of the night seals were placed on the presses of the *Tribune*, the *Quotidienne*, and the *Courrier de l'Europe*, by order of the police, and those journals have consequently not appeared.

During the night and this morning, troops have been pouring in from every quarter within a circle of fifteen leagues. The artillery has also arrived from Vincennes. The total number of regular troops now in Paris is said to exceed 30,000 men.

The King and the Duke de Nemours again inspected the troops in the place du Carrousel this morning, and were received with the same enthusiasm as last night. About 11 o'clock they proceeded along the Boulevard and other parts of the capital on horseback, preceded by a squadron of National Guards, and accompanied by a numerous staff and a strong escort. The royal party, as far as it has yet proceeded, has been everywhere received with "*Vive le Roi!*"

In the early part of the morning some severe fighting took place near the Halle, in which the insurgents were completely routed; a great number of prisoners have been taken and conveyed to the Prefecture and places of safe custody; in detachments of from thirty to fifty each, escorted by strong parties of dragoons and National Guards. The populace do not feel at all disposed to sympathize

with the rioters. All is now quiet in that quarter, as well as in the Rues St. Martin and St. Denis, in which some contest also took place; but there is still some firing in the direction of the Quartier St. Antoine. The whole line of the quays is occupied by the troops. The shops are shut, and all business appears at a stand still. The groups of artisans and tradesmen who are seen in the streets appear indignant at the scenes which have occurred, and express themselves strongly as to the necessity of crushing the insurgents at once. We understand that the guard houses at the barriers of Le Trone, Clarenton, Bercy, and La Rapée, were taken by the populace last night, but were afterwards retaken by the troops and National Guards, in whose possession they still remain.

We have just learnt that the greatest carnage last night took place near the Marais, where a field officer, commanding a regiment of dragoons, having been killed by a shot from the populace, the soldiers, by whom he was very much beloved, became so infuriated, that they rushed into the mob and gave no quarter. We also understand that an attack was made on the Post Office, the gates of which were cut with hatchets, but it was repelled, and the courtyard is occupied by a strong detachment of troops.

P. S. Up to the moment of going to press, the accounts from every quarter are highly satisfactory. The troops appear to be fully successful on every point and the insurgents are merely keeping up a retreating fire. Numerous persons continue to be taken.

We stop the press to announce that a fusillade, mingled with reports of cannon, has recommenced; the sound appears to come from some distance, in the direction of the Place de la Bastille.

Additional Particulars.

The cannonade referred to in the conclusion of our last account, proceeded from the Pont Notre Dame, opposite the Rue des Arcis, in which a considerable number of the insurgents had taken up their position; the pont notre dame and the adjacent quays had at first been occupied by detachments of the National Guards of the Banlieue, who in their zeal misdirected their fire, which, instead of reaching the insurgents entered the windows of some of the neighboring houses, and as we are informed, killed several persons, among whom were some females.

As the troops passed home to their quarters, they were loudly cheered by the people with cries of *Vive le Roi, vive la Ligne, vive la Garde Nationale!* The conduct all the regular troops, and a very great majority of the National Guards, is above praise; and the loud and cordial, as well as universal greeting, which took place between the citizen soldiers, is one of the most gratifying features of the day. In the quarter St. Antoine, a number of individuals wearing the uniform of the National Guards were seen among the insurgents; but it is said that part of the plan of the rioters was to dress their partisans in uniforms previously provided for the purpose, in order to induce a belief that the National Guards were supporting them.

The Council of Ministers has been almost in permanence, except when the Ministers of War, Commerce, and the Interior, accompanied the King and the Duke de Nemours in their visit to the various posts.

No estimate has yet been attempted to be formed of the number of killed and wounded, though it must be very considerable, and we regret to hear that several officers of the National Guards are among them. As a proof of the number of insurgents engaged, we may mention the fact that three thousand muskets are said to have been taken from the manufactory in the rue St. Maur alone. In the Faubourg St. Antoine nearly all the leaden gutters were torn down to make bullets. The only names that we hear mentioned among the killed are M. Dulac, *Chef d'Escadron* of the Municipal Horse Guards, and M. Turpin, Captain of the Municipal Foot Guards. The number of persons arrested is stated to exceed one thousand, including those taken in the streets and those arrested at home.

The following anecdotes appeared in the Ministerial Evening Journal the Novelliste, on the authority of which we repeat them, not having ourselves had the means of ascertaining their correctness:—

"From all the innumerable groups through which the King passed, cries of 'Vive le Roi!' were uttered, with the exception of one, in which a few scattered voices cried, 'A bas le Roi!' 'La Tête du Roi!' upon which his Majesty went into the middle of them, and said 'Voici le Roi!' 'Cœur qui lui en veulent peuvent s'expliquer avec lui!'"

In the rue des Arcis, the King was warned that shots were about to be fired from the windows, but instead of increasing his pace, he immediately reined his horse, and went slower. He passed several barricades, but not a single shot was fired at him, and even some of the men stationed behind them, cried 'Vive le Roi!'"

"We have heard the following admirable trait of one of the populace, which proves how strongly the people are opposed to the anarchy into which it is sought to drive them. The poor fellow, who was more than half naked, went this morning to Count de Montalivet, and delivered over to him a sum of 10,000fr. which had been placed in his hands by some unknown person for the purpose of being distributed amongst his friends, in order to bribe them to take up arms and join the insurrection."

"It is confidently believed that the Republicans have been paid with the money of the Carlists. We are informed that no less than 250,000fr. have been distributed, and that for this sum the republicans consented to deliver up the country to the Henry V. They were to make themselves amends for the inadequacy of this reward by plunder. The secret meetings at which this arrangement was made, have been particularized, and the parties of which they were composed have been named."

During the day the Gardens of the Palais Royale were shut, and nearly all the shops were closed, but in the evening a great number of them were partially opened. The theatres were not open in consequence of many of the actors being engaged by their duties as National Guards.

Up to the hour of going to press, no intelligence of any fresh disturbances had reached us.

Latest Particulars.

Paris is tranquil. We have visited this morning the rue St. Martin and the Cloiture St. Mery, and we find it was not in the church itself that the insurgents made their head quarters, after being driven from their grand barricade in the Marché des Innocents, but in the house No. 30 rue St. Martin, which is opposite to the rue Aubry le Boucker. We also learn that the successful attack on this position was directed by General Tiburce Sebastiani, and not by Marshal Sault. The barricades throughout that quarter appear to have been very numerous; and in some cases, particularly in the rue St. Mery and the rue de la Verrerie to have been taken with considerable difficulty.

During the King's progress through Paris, he frequently met litters with wounded men in them, on which he addressed some words of consolation to them, and directed their names and addresses to be taken down. At the Chateau d'Eau in particular, a National Guard who had been wounded in the foot was stretched on a mattress,—"Sire," said he, "I have just been fighting for my country, for liberty, and for my King. I have several children, whom I recommend to you." "I adopt them," was the reply of Louis Philip.

It is said that 1,500 ex-Gardes du Corps and ex-officers of the Royal Guard were organised in Paris, and that a considerable number have been arrested. M. Henri Simon, one of the editors of the Quotidienne, is also in custody.

It is reported that a warrant has been issued against M. Garier Pages, Member of the Chamber of Deputies.

It is also said, that in the house of one of the individuals arrested, assignants, secured upon the proceeds of future National property, were found ready prepared.

An attack, made on the powder magazine at Ivry, was repulsed without difficulty; two cannon shot were sufficient to disperse the assailants.

A number of Deputies now in Paris have held several meetings at the residence of M. Laffitte, and a deputation consisting of Messrs. Laffitte, Odillon Barrot, and Arago, were yesterday appointed to wait on the King, and confer with him on the state of the country; we have not heard any thing as to the nature or result of the interview.

The Moniteur of this morning contains the following Report and Ordonnance:—

Report to the King.

"Sire—The foresight of Government urges it this day to adopt measures calculated to prevent for ever the repetition of attempts similar to those which have afflicted the capital since yesterday; and it is only by a severe repression of the present disorders that such a result can be obtained. Your Majesty, in favoring to-day the multitude which pressed around you, could perceive amidst the warm expression of its devotedness, that of its confidence in the firmness of the authority, which should be no less faithful in its duty towards good citizens on his occasion, than the latter would prove faithful to the Government. When generous citizens rival in zeal and intrepidity with brave soldiers, the Government would be culpable indeed not to employ all the means in its power to protect efficaciously

the property, their industry, families, their persons basely assassinated from the windows of a city the prosperity of which is their work. The suppression of the arm-d revolution every point to-day by the material force is not sufficient; it is necessary that a moral force, which is all-powerful, should put an end to the spirit of rebellion, and discover by prompt and active researches the plots entered into by the united factions. I have the honor of proposing to your Majesty to place Paris under the rule of martial law. After the repression of the disturbances by the armed force, it is needless to tranquilize the population on the text of a measure; the people wish for it too generally not to have formed a right notion of its real character. It has felt the necessity of defending with the greatest energy in that city in which the Revolution of July originated and triumphed; that same Revolution against the efforts of the factions desirous of supplanting it by another, pregnant with storms and dangers. The future must be secured as the present has been maintained: to effect this, the whole law must be put without the ordinary pale of the law, as has been already the case with the material resources, in order not to prolong the misfortune of the situation, and of the inconveniences which attended it. The object and effect of Paris being placed under Martial Law will be to render public force more prompt and active, without causing any change in the ordinary jurisdiction and the usual course of the administration, as to whatever does not relate to the preparation and execution of the conspiracy and the rebellion. In one word, the placing Paris under Martial Law concerns the conspiracy alone. Such a measure, however, must, particularly in Paris, be essentially temporary. A few days will, no doubt, be sufficient for an active power to render it fully efficacious. It will be so, and this noble capital will have been able to achieve the conquest of Order in June, 1832, as in July, 1830, it achieved that of Liberty!"

(Signed) "MONTALIVET, Minister of the Interior."

"LOUIS PHILIPPE, KING OF THE FRENCH."

"Whereas seditious mobs have shown themselves even in the capital with arms, and the presence has been signalled by attempts upon public and private property, and by assassinations against the National Guards, the troops of the line, the Municipal Guard, and the agents of public authority, considering it important to protect by prompt and energetic measures the public safety against the return of similar attempts, upon the report of our Minister of the Interior, we have ordained as follows:—

"Art. 1.—The City of Paris is placed under Martial Law; nothing, however, is to be changed in the provisions relative to the command and service of the National Guard.

"Art. 2.—Our Minister, Secretary of State in the War Department, and our Minister and Secretary of State in the Department of the Interior, are charged with the execution of the present Ordinance.

"Palace of the Tuilleries, June 6.

(Signed)

LOUIS PHILIPPE."

The Moniteur also contains a report from the Minister of War to the King, stating that a great number of the pupils of the Polytechnic School, forgetting their duty towards the State, which, at a heavy expense, afforded them instruction, in order that they might, at a future day, serve their country in various public situations, had, in violation of express orders, broke the bounds of the school, and joined the seditious insurgents, taking an active part in the acts of rebellion of which the promoters of anarchy were guilty; and at two several times having endeavored to seduce their companions, who remained faithful to their duty, but finding themselves unsuccessful, had attempted to seize and carry off the arms of the school, which the other pupils defended with honor. Being no longer able to answer for the devotedness of the entire body, the pupils to the institutions and throne founded by the glorious revolution of July, the Minister finds himself compelled to recommend to his majesty that the school be dissolved; but at the same time submits to the benevolent consideration of his majesty, those pupils who had proved that they were animated by better sentiments. This report is followed by a royal ordonnance, which contains the following articles:—

"1. The pupils of the Polytechnic Schools are expelled, and to be sent home to their respective families. 2. The school to be immediately reorganized. 3. Such pupils as remained faithful to their duties, and honorably defended the arms belonging to the school, shall form part of the new school, which shall be filled up by new elections after the examinations of the year, conformable to the laws and ordonnances."

The same official journal contains another Royal Ordonnance dissolving the corps of artillery of the National Guards, but declaring that an ulterior reorganization of the corps should take place. By a fourth Ordonnance the Royal Veterinary College of Alfort is dissolved, and by a fifth M. Marchand, the Mayor of the 7th arrondissement of Paris is dismissed from his office.

The melancholy events of which Paris is the theatre, have not yet given rise to many remarks on the part of the daily press. The papers generally complain of the difficulty of obtaining correct accounts of what has passed, and naturally represent events as tinged to a certain extent with the color of their peculiar politics. *Le Journal du Commerce*, *Le Courrier Francais*, and *Le National* agree in representing the present disturbances as additional condemnation of the system of the 13th March, and as proving the necessity for a change of Administration. The other papers merely call on the citizens to assist in restoring order. *La Tribune*, *Le Quotidienne*, and *Le Courrier de l'Europe*, as mentioned above have not appeared.

HOME AFFAIRS.

TWENTY-SECOND CONGRESS—1st SESSION.

Wednesday, July 11.—IN SENATE.

Tariff.

The Senate proceeded to consider the message from the House of Representatives, agreeing to some and disagreeing to other of the amendments of the Senate to the bill to alter and amend the act imposing duties on Imports.

Mr. Wilkins moved that the Senate now ask a conference of the House of Representatives, and that a committee be appointed to confer with such committee as may be appointed by the House. His object was to do every thing which could be done to reconcile the differences between the two Houses. His idea was to ask for a conference, and, in the mean time, to retain the bill in the Senate, so that afterwards the Senate might either recede or insist.

Mr. Dickerson seconded the motion. It was his wish that the session should not pass away without the passage of this bill; and he thought this object more likely to be obtained if a conference were to be held in this stage, rather than after the Senate should have insisted on their amendments. It would be more likely now to be productive of good feeling.

The question was taken on the motion of Mr. Wilkins, and decided as follows:

Yeas—Messrs. Bell, Backner, Chambers, Clay, Clayton, Dallas, Dickerson, Dudley, Ewing, Foot, Frelinghuysen, Holmes, Johnston, Knight, Naudain, Poindexter, Prentiss, Robbins, Ruggles, Seymour, Silsbee, Sprague, Tomlinson, Waggaman, Webster, Wilkins—26.

Nays—Messrs. Benton, Brown, Ellis, Forsyth, Gruney, Hayne, Hendricks, Hill, Kane, King, Mangum, Marcy, Miller, Moore, Robinson, Smith, Tazewell, Tipton, Troup, Tyler, White—21.

So the motion was agreed to.

Messrs. Wilkins, Dickerson, and Hayne, were then constituted such committee.

The Bank Veto.

The Senate proceeded to the consideration of the bill for renewing and modifying the charter of the Bank of the United States, with the message of the President of the United States, assigning his reasons for refusing to approve and sign the same. And the question being on passing the bill, said objections notwithstanding, Messrs. Webster, White, and Holmes, respectively spoke thereon,—when the Senate took a recess till 5 o'clock.

At 5 the Senate resumed its sitting, and Mr. Holmes concluded his remarks. After him—

Mr. EWING and Mr. CLAYTON successively addressed the Senate; when Mr. CLAY took the floor, but it being late, he moved an adjournment, and, at 8 o'clock the Senate adjourned.

HOUSE OF REPRESENTATIVES.

The resolution originally offered by Mr. Foster, of Georgia, and again moved by Mr. Bates, of Maine, declaring that the language used by "William Stanberry, a member of this House, from Ohio, charging the Speaker of this House, with shaping his course as presiding officer of the House, with a view to the obtaining of office, from the President of the United States, was an indignity to the Speaker and the House, and merits the decided censure of this House"—

Came up in order, and occasioned a debate, the most irregular, and even tumultuous in its character, that has been witnessed in the House of Representatives in a long course of years. To give in detail the various stages of its progress—the numerous decisions, and appeals upon appeals, which took place as it proceeded, is, at this time, impossible.

Mr. CLAY occupied the Chair during the earlier portion of the debate, but Mr. Stanberry having moved that he leave it, and the debate becoming more and more personal, he asked leave to withdraw. Many members expressed a desire that he should retain his seat, but the Speaker having appeared, Mr. Clay resigned to him the Chair, when a resolution of censure was moved by Mr. Polk for words employed by Mr. Stanberry at the time he made the above motion.

Various motions followed, when the further progress of the debate was for a time arrested by Mr. McDuffie's moving the Previous Question. That motion prevailed: **yeas** 104, **Nays** 25; when the question being on sustaining the decision of the Chair, that the resolution of censure moved by Mr. Bates was in order, was sustained.—**Yeas** 82, **Nays** 48.

Mr. McDuffie now again moved the Previous Question, but withdrew it in order to allow Mr. Stanberry an opportunity of speaking in his own defence.

A new incidental debate thereupon arose as to the mode of proceeding; it being objected to that any vote of censure should be passed until the facts of the case should be judiciously obtained and put on record.

Mr. STANBERRY at length being required to proceed, protested against the whole proceeding as tyrannical and oppressive. But as to the words he was said to have used respecting the Speaker, he neither denied, retracted, nor explained, but re-affirmed them.

The debate again proceeded until

Mr. McDUFFIE once more moved the previous question, which was carried—**Yeas** 89, **Nays** 41.

The main question being on Mr. Bates' resolution of censure of Mr. Stanberry, and the yeas and nays having been ordered.

The name of Mr. Adams (being first on the roll) was called, when he asked to be excused from voting, as he believed it unconstitutional to pass such a resolution until the facts of the case should have been ascertained.

The vote being taken, the House refused to excuse him.

His name was again called, when he declined to answer.

Mr. CAMBRELENG moved a reconsideration of the vote by which the House refused to excuse him; but the motion was negatived.

Mr. Adams' name was thereupon once more called; when he refused to answer.

Mr. DRAYTON thereupon moved, the case being a new one, that a committee be appointed to consider and report what course ought to be taken in the case.

A new debate on order now took place, which resulted in postponing till to-morrow the consideration of Mr. Drayton's resolution, and allowing the Yeas and Nays to proceed. They were taken accordingly, and resulted as follows: **Yeas** 93, **Nays** 44.

So Mr. Bates' resolution censuring Mr. Stanberry was adopted.

It was then, on motion of Mr. ADAMS, resolved, that a Committee of Conference be appointed on the part of the House, to meet a committee appointed by the Senate on the differing votes of the two Houses on the Tariff bill.

It was understood that the committee should consist of members on both sides of the question on the subject of protection, and that it should consist of five members.

The House thereupon adjourned.

Thursday, July 12.—IN SENATE.

Mr. Marcy presented the memorial of G. W. Featherstonhaugh, praying for the patronage of the government to the periodical work which he is now publishing in Philadelphia. He described the memorialist as a man of great science; and expressed his belief that the work itself was deserving of support. He moved to refer this memorial to the Secretary of War.

Mr. Clay seconded the motion, and bore testimony to the merit of the memorialist and his work. It was the object to explore the geological and mineralogical structure of the country. If there was a home department, this subject would, with propriety, be referrible to it; but in the absence of such department, it had been the practice to send these subjects to the Secretary of War; and as that officer was a gentleman of science, he would be fully competent to report as to the expediency of giving any, and what patronage to the work.

The reference was then ordered, **yeas** 21, **nays** 12. The following bills were then severally read a third time and passed:—

A bill concerning patents to aliens for useful discoveries and inventions;

A bill to extend the provisions of an act entitled an act to regulate the commercial intercourse between the United States and the Islands of Martinique and Guadeloupe, &c.;

A bill making an appropriation for a Custom-house in the city of New York, and for other purposes;

A bill to enforce quarantine regulations.

United States Bank.

The Senate then proceeded to the consideration of this subject:

Mr. CLAY took the floor, and addressed the Senate about two hours and a quarter.

Mr. Benton succeeded him, and occupied the time until the hour or three; when the Senate, in pursuance of their previous order, took a recess.

IN THE HOUSE OF REPRESENTATIVES.

The House resumed the consideration of the fol-

lowing resolution, submitted on Wednesday, by Mr. Drayton, viz:

Resolved, That John Quincy Adams, a member from Massachusetts, in refusing to vote, when his name was called by the Clerk, after the House had rejected his application to be excused from voting, for reasons assigned by him, has committed a breach of the rules of the House.

Resolved, That a committee be appointed for the purpose of inquiring and reporting to this House, the course which it ought to adopt in a case so novel and important.

Mr. Daniel moved that the resolution be laid on the table.

Mr. Taylor then moved to postpone their consideration until Monday next, that the House might this day dispose of the numerous bills lying on the table.

Mr. E. Everett said the motion to postpone was the more necessary from the very small majority by which the motion to lay the resolution on the table was rejected, and that majority obtained only by some after changes of votes given. He thought it involved such an important principle, that a full House should be had. He moved a call of the house; which was agreed to; and after the proceedings in the call had been partly gone through, they were suspended on motion of Mr. Hoffman.

Mr. Wickliffe rose to express his regret that this irritating subject was to be continued by the members or that the motion to postpone the subject should be for that day on which, as they were then to part, it was usual for them to do in good humor with one another, and not, however excited they had been through the session, to have that usual good feeling broken up by the consequences arising from party feeling.

Mr. McDuffie thought this was altogether so novel a case, that it ought to be referred, *sub silentio*, to a committee to report on it. For himself, he confessed he had some doubts as to the constitutional power of the House, to compel the member to vote on a question, in which he stated that he had scruples. The hon. member was accountable for his conduct to his constituents, not to the House.

Mr. E. Everett made an earnest appeal to the member for S. Carolina, to withdraw his resolutions, as the motion submitted by him, was without precedent in the House.

Mr. Drayton protested that he had not been actuated by any personal feeling against the member from Massachusetts, for whom he entertained the highest respect; but he had introduced the resolutions solely from a sense of duty, which would also compel him now to refuse to withdraw them. Mr. D. was then proceeding to enter into the subject which gave rise to the resolutions, when he was called to order by Mr. Adams.

And after a desultory conversation, a motion was made by Mr. Wayne to lay the whole business on the table which prevailed—**Yeas** 89, **nays** 62.

The resolution in relation to the act supplementary, for the relief of certain surviving officers and soldiers of the revolution;

The bill concerning Invalid Pensions;

The bill to provide for the appointment of three Commissioners to treat with the Indians, and other purposes, were severally read a third time and passed.

The amendments of the Senate to the bill supplementary to the acts making appropriations for the civil and military service for the year 1832;

And the bill to provide for the extinguishment of Indian title to lands lying in Missouri and Illinois, were severally read and committed.

The bill for the relief of the officers and soldiers who lost their property by the fire at Fort Delaware coming up—

There being no quorum when the question was put, on ordering the bill to be engrossed for a third reading—

Mr. Wilde moved a call of the House, which was ordered, and after proceeding therein, it was suspended, and the bill was then ordered to a 3d reading.

The amendments of the Senate to the harbor bill were read and concurred in.

In our Congressional summary in yesterday's paper, it was stated that Mr. Stanberry "re-affirmed" the words he was said to have used respecting the Speaker. The fact is, that Mr. S. re-affirmed the truth of what he had said respecting the Speaker; but he did not admit or re-affirm the language which the resolution imputed to him.

The Committee of Conference, on the part of the House of Representatives on the Tariff amendments, consisted of Messrs. Drayton, Hoffman, Gaither, Horn, and J. Davis.—[National Intelligencer.]

Thursday Evening, July 12.

In the SENATE.—Mr. Wilkins, from the Committee of Conference, to whom was referred the bill to alter and amend the act imposing duties on imports, made a report recommending that the Senate recede from their amendments, and agree to the amendments of the House.

Mr. Bell then moved that the bill and amendments be indefinitely postponed.

The yeas and nays were ordered on this question. After considerable debate, the question was taken on the indefinite postponement, and negatived as follows:

Yeas—Messrs. Bell, Clayton, Foot, Holmes, Knight, Naudain, Robbins, Ruggles, Seymour, Waggaman—10.

Nays—Messrs. Benton, Bibb, Brown, Buckner, Chambers, Clay, Dallas, Dickerson, Dudley, Ellis, Ewing, Forsyth, Frelinghuysen, Grundy, Hayne, Hendricks, Hill, Johnson, Kane, King, Mangum, Marcy, Miller, Moore, Poindexter, Prentiss, Robinson, Silabee, Smith, Sprague, Tazewell, Tipton, Tomlinson, Troup, Tyler, Webster, White, Wilkins—23.

After this vote, the Senate proceeded with the report of the Committee of Conference, and after much additional debate, finally agreed to it, receding from all of its amendments to which the House had of Representatives had disagreed. The bill therefore only requires the signature of the President to become a law.

United States Bank.—The Senate proceeded to the consideration of the message from the President, returning the bill to modify and continue the act to incorporate the subscribers to the Bank of the United States, with his objections.

Mr. Clay took the floor, and addressed the Senate about two hours and a quarter.

Mr. Benton succeeded him, and occupied the time until the hour of three, when the Senate, in pursuance of their previous order, took a recess.

Friday, July 13.

The Senate resumed the Bank subject, and after some further debate, the question was put, "whether the bill should become a law, the President's objections to the contrary notwithstanding?" and was decided in the negative, as follows (two-thirds being necessary to carry a measure against the Executive veto):

The Senate concurred in the House amendment to the harbor bill, and about half past ten o'clock adjourned.

The bill for the discharge of sundry judgments against the Marshal of the Eastern District of Pennsylvania, and for the relief of J. W. Lippincott & Co., having been reported, was taken up and ordered to a third reading.

The bill releasing the penalties incurred inadvertently in some cases by vessels, was taken up and ordered to a third reading.

The House of Representatives were occupied, both on Thursday and Friday, in maturing and passing a large number of bills, mostly of a private nature. Among the subjects acted on, was the resolution recommending a day of humiliation, fasting, and prayer, which was reported by the Select Committee on Thursday, and ordered to a third reading.

A message was received on Friday from the President of the United States, communicating copies of the instructions given to Commodore Downes, until further information should be received from him—referred to the Committee on Foreign Affairs.

The House, on motion of Mr. McDuffie, went into committee upon the following bills from the Senate:

An act in addition to an act for the relief of certain insolvent debtors of the United States.

An act providing for the final settlement of the claims of States for interest upon advances made by them during the last war.

The committee rose and reported both bills to the House without amendment.

Numerous bills were read a third time and passed.

The sittings of the two Houses on Saturday were devoted to finishing up as much business as possible. Many private bills that have been long ready, were passed. That, however, contemplating a remission of duties in certain cases under the Tariff act of 1828, was laid over. The bill to re-charter the Bank of the United States, the Veto notwithstanding, was negatived in the Senate, 22 to 19, two thirds being required.

[From the National Intelligencer of Tuesday.]

The Session of Congress closed yesterday, at 8 o'clock in the morning, and by nine o'clock most of the members were on their way to their respective homes. Many indeed had left the city within the preceding week.

The resolution requesting the President to recommend a day of Fasting and Prayer to the Deity to avert the scourge of the Cholera, which passed the Senate, failed in the House of Representatives, after being so changed in its substance as to make the recommendation the act of the two Houses of Congress, without calling upon the President on the subject.

A bill providing for the final settlement of the claims of States for interest on advances to the United States, during the last war, which passed both Houses of Congress, and was presented to the President of the United States for his signature on Saturday night, not having been returned by the President before the adjournment, has failed to become a law.

Another bill, also of much importance, was retained by the President, and does not become a law. We refer to the bill for the improvement of certain harbors and rivers. This bill proposed appropriations for these highly interesting objects in a number of the States, to the amount of something more than half a million of dollars. We will procure and publish a copy of the bill. The items of it which we happen to remember are the following:

"For improving the navigation of the Hudson river, seventy thousand dollars.

"For the improvement of Back Creek, twenty thousand dollars.

"For the improvement of the harbor of Baltimore, twenty-five thousand dollars.

"For removing a bar in James river, below Richmond, twenty-one thousand dollars."

The President has recognized Frederick William Schmidt as Consul of Hamburg for Louisiana.

FRENCH SPOILIATIONS.—The Philadelphia papers say that the President has appointed John K. Kane, of Philadelphia, G. W. Campbell, of Tennessee, and Thomas M. Williams, of Mississippi, Commissioners under the Treaty with France, and that the appointments have been confirmed by the Senate.

Since noting the above, we find the following in the Washington Globe:

OFFICIAL.—Notice is hereby given, that the Board of Commissioners appointed by the President, to carry into effect the late Convention between the United States and France, will meet in this city, on the first Monday of August next, agreeably to the provision of the 3d section of the Act of Congress of the 13th of this present month, entitled "An act to carry into effect the Convention between the United States and His Majesty the King of the French, concluded at Paris on the 4th of July, one thousand eight hundred and thirty one."

DEPARTMENT OF STATE,
Washington, 16th July, 1832.

[From the Globe.]

APPOINTMENTS BY THE PRESIDENT,
By and with the advice and consent of the Senate,
Aaron Vail, late Secretary of the Legation of the United States at London, to be Charge d'Affairs at London.

George W. Campbell, of Tennessee, one of the Commissioners for carrying into effect the late Convention between the United States and France.

John K. Kane, of Pennsylvania, same.

Thomas H. Williams, of Mississippi, same.

John E. Frost, of the District of Columbia, Secretary to the Board.

John H. Wheeler, of North Carolina, Clerk.

Gordon Forbes, to be Surveyor and Inspector of the Revenue for the Port of Yocomico, in the State of Virginia, vice John S. Tapscott, deceased.

Abram B. Fanning, to be Collector of the Customs for the District of Savannah, in the State of Georgia, vice John Stevens, deceased.

William McKennon Ball, to be Register of the Land Office for the District of Lands subject to sale at Fayetteville, in the Territory of Arkansas.

Matthew Leiper, to be Receiver of Public Moneys for the District of Lands subject to sale at Fayetteville, in the Territory of Arkansas.

Samuel R. Rutherford, to be Register of the Land Office for the District of Lands subject to sale at Red River, in the Territory of Arkansas.

Daniel T. Witter, to be Receiver of Public Mo-

neys for the District of Lands subject to sale at Red River, in the Territory of Arkansas.

[From the Baltimore American of Wednesday.]

On Saturday last the Senate confirmed the following nominations of the President:

Commissioners for Superintending the location of emigrant Indians.—Roberts Vaux, of Philadelphia; Governor Carroll, of Tennessee; Governor Stokes, of North Carolina.

[From the Philadelphia Chronicle of Wednesday.]

Wm. M'Ilvaine, Esq., Cashier of the United States Bank, tendered his resignation to the Board of Directors yesterday.

INDIAN WAR.—A postscript of the St. Louis Times of 30th ult. states that on Sunday, 24th June,

A large body of Indians "made an attack on the Fort at Buffalo Grove, situated on Rock River, about 12 miles north of Dixon's Ferry, and 55 miles from Galena. The Fort was defended by 150 militia, who kept the Indians at bay until their ammunition was nearly expended; in this critical situation, an officer of the Fort, who had been wounded in the firing, made his way out, and went in quest of reinforcements of men and arms. He either went to Rock River, where Gen. Atkinson was, and there procured the aid he went to seek, or met a detachment, under Col. Posey, proceeding to the Fort; this latter body marched on, drove off the Indians and relieved the Garrison. The number of killed and wounded, on either side, was not ascertained. Sixteen Indians were known to have been killed.

An express, consisting of four persons, sent from Galena, was attacked when near the Fort on Apple river, (twelve miles from Galena,) and immediately retreated. One man, Edward Welsh, was wounded by a shot in the thigh, before he reached the Fort,—another, his name not known, was killed, after gaining cover. One other man was also wounded in the Fort. This party of Indians was repulsed by the garrison, consisting of thirty men under the command of Captain Stone, but succeeded in carrying off all the horses, cattle, hogs, and two yokes of working steers; they also destroyed all the moveables that were found in the houses around the Fort, but left the buildings uninjured."

The annexed list is believed accurate, and comprehends the names of all the officers on duty with Gen. Scott. We lament to see it stated in a morning paper that Dr. Everett was very ill. His loss would on every account be a very heavy one.

List of Officers of Gen. Scott's command, exclusive of those of two companies to be taken up at Mackinaw.

Major General SCOTT.

Col. Euclid, Commandant in Chief of Artillery.

Lt. Col. Worth, Inspector General.

Capt. Galt, Assistant Adjutant General.

Capt. James Monroe, } Aides de Camps.

Lieut. Behart.

Capt. Bache, Ordnance Officer.

Surgeon Everett, Medical Director.

Capt. Mackay, } Assistant Quarter Masters.

Lieut. Waite,

Lieut. Sumner, Commissary of Subsistence.

Medical Officers.

Assist't Surgeons Finley,

De Camp,

Macomb,

Stephenson,

Kerr.

Of Artillery.

Lt. Col. Crane,

Major Payne,

Captains L. Whiting,

John Monroe,

Lyon,

Frazier.

1st Lieuts. H. Brown,

Cornew,

Burke,

Ellis,

Pickell,

Searle.

2d Lieuts. Bennett,

Wilson,

Thornton,

White,

Maynadier,

Cram,

Tuffe,

Collins,

Barnes,

Hunt,

Johnston,

Drum,

Prentiss,

G. Brown,

Norton,

Talcou,

Rose.

Of Infantry.

Lt. Colo. Cutler,

Cummings,

Twigg,

Majors Whistler,

Thompson.

Captains Hoffman,

Cobb,

Johnston.

1st Lieuts. & Adj't. Clitz,

Gallagher,

Kingsbury,

W. Day,

H. Day,

Macomb.

2d Lieuts. I. Clay,

J. R. Smith,

Izard,

Patton,

Eaton,

Hoffman,

Penrose,

Long.

Graduates of Artillery and

Infantry of this year.

Marshall, Crittenden,

Edwards, Barnet,

Griffin, Gatlen,

Gary, Dix,

Jacob Brown, Howell,

Watson, Swartwout,

McDuffie, Shigraus,

Ward, Macomb,

Wall, Bomford,

Cass, Kello,

Yokum, Bowman,

Fain, Kingsbury.

SUMMARY.

The Philadelphia Chronicle of 18th July thus notices the approaching departure of *Joseph Bonaparte*. That paper, however, must be in error in saying that the Count embarks for France, as the law of exclusion, under the penalty of death against the family of *Napoleon*, is in full force.

Count de Survilliers, the Ex-king of Spain, bade farewell to his little republic at Bordentown, or rather his large family, comprising all the inhabitants of the place, yesterday, previous to his taking passage for France, in the packet ship of the 20th inst., and delivered a very feeling and appropriate address to upwards of two hundred persons, who had collected at his mansion to bid him farewell. Recent letters from Europe have probably led to this step. The Count bears with him the prayers of all who know him, and especially those who have been in any way connected with his domestic affairs, to all of whom he has presented some valuable acknowledgment of their integrity and attention to duty. Himself and family arrived in this city last evening, in the Philadelphia, of the Citizens' Line.

[From the Commercial Advertiser.]

ANOTHER SLENDID SHIP.—The competition in ship building is so great, and the rivalry between the owners of the different lines of packets sailing from this port, is prosecuted with so much enterprise, that there is no anticipating the extent to which the art of ship building will be carried, or the perfection of taste and beauty with which they will be finished. Indeed, for ten or twelve years past, we have been invited to visit ship after ship, each successive vessel presenting new claims to admiration for beauty of model, or for some new and improved internal arrangements; together with such additional points of elegance in the finish as an improving taste can devise, and profitable returns afford to bestow. This preliminary flourish has been elicited by a visit to the new and elegant packet ship PHILADELPHIA, recently built by Messrs. C. Bergh & Co. for the London packet line, of which Mr. John Griswold is the agent. The Philadelphia lies at the foot of Pine-street, and will depart hence on her first voyage on the 16th of July instant, under the command of Captain H. L. Champlin—a skilful and truly popular officer. She is of five hundred and fifty tons, and rides as proudly upon the waters as any merchantman we ever beheld. Her internal arrangements and fixtures excel those of any ship we have previously examined. The dining cabin is spacious, and superbly finished with rose and satin wood, bird's eye maple, and rich mahogany work. So, also, is the ladies' cabin, which is in the centre of the ship. Between the cabins are folding doors, on opening which, a richly furnished saloon is formed of near fifty feet in length. The furniture of the ship corresponds in elegance with the cabins—and a piano-forte forms a part of the rich cabinet work. The state-rooms are unusually large and convenient—some of them being constructed with connecting doors within, for the accommodation of families. On the deck, in the after part of the ship, is a handsome apartment for a reading and lounging room, on each side of which are the state-rooms of the officers of the ship—whence they can be called on emergencies in an instant. The descent into the gentlemen's cabin is from this apartment; and the ladies have a private stair-way into their own cabin, from a neat little round-house on deck at midships. There are a variety of other commodious arrangements, both for the comfort of ladies and gentlemen, and for the accommodation of steerage passengers, which it would be tedious to particularize.

But in one word, we may say that the Philadelphia is in all respects the most convenient and beautiful vessel that we have ever seen. On her bow stands the figure of Commerce, holding the key of wealth in her right hand; and on her stern are the arms of the fair city whose name she bears.

[From the Gazette.]

THE DOG.—At the late fire, corner of Courtlandt and West streets, the following incident occurred, which tends in a striking degree to illustrate the sagacity and fidelity of that most excellent animal,—the dog.

A young man slept in the third story of the building in which the fire originated. His dog, lying by his bedside, scented the fire which had broken out below. He immediately endeavored to awake his master by laying his fore paws on his breast, and drawing them gently over his body. The young man aroused himself, but not suspecting the object of

the animal, fell again to sleep. The dog then seized the bed clothes, and stripped them off his master, who a second time covered himself up, and went to sleep. The dog, aware that no more time was to be lost, took hold of the young man's shirt with his teeth, and tore it from his arm. At this moment the flames were bursting into his chamber, and he saved his life by descending the tackle fall, which he threw out of the window, hand over hand. The worst of the story remains to be told. In his hurry to escape destruction, the young man forgot that his preserver had no means of descent, and burst into a flood of tears on finding that he could not return to save him. The faithful creature perished!

Let those of our friends who are advocates of the indiscriminate slaughter of this half-man, half-beast, read the foregoing fact—and pause.

Serious outrage.—We understand from an undoubted source, that a gentleman of this city, who is building a handsome house in Brooklyn, and who had employed Eastern mechanics, who worked more hours than is usual here, has given great offence. To be revenged, his new house was entered on Thursday night, being nearly finished, and every door, cornice, panel, &c. was disfigured by sharp instruments, so as to render them useless. It will cost nearly one thousand dollars to repair the damage. Great excitement has been produced in the village. A meeting has been called, and we understand \$500 reward will be offered for the apprehension of the offenders.—[Gaz.]

Fire at Boston.—Between 11 and 12 o'clock on Saturday night a fire was seen to proceed from the carpenter's shop of the Messrs. Washburn, three brothers, on Friend street, in Boston, which spread seemingly with the rapidity of a train of powder.—In a few minutes, the shop, the large stable and a shed connected with the Warren Hotel, and a large new brick house, owned and occupied by Mr. Ebenezer Davis, were all in flames, presenting a very threatening aspect. On the opposite side, that extensive building, the Warren Hotel, was nearly destroyed—and two sixteen feet tenements were nearly destroyed. In rear of the carpenter's shop, towards the canal, a small tenement was partly burnt—and the wood piles of Messrs. Taylor & Roby, were several times on fire. The house of the hook and ladder company was burnt considerably on the side.

A destructive fire occurred in Baltimore on Sunday morning. It commenced about 11 o'clock in a lumber yard on Buchanan's wharf, west side of Frederick street, and soon extended to the long range of warehouses on Smith's wharf; five of them were totally consumed with more or less of their contents.

The first warehouse on Smith's wharf which took fire, was that occupied by Messrs. Manning and Hope, which was soon completely in flames. The fire then spread to the warehouses on either side, involving in one common destruction the warehouses occupied by Messrs. John Lester, Hugh Boyle, and Buck & Hedrick on the south, and on the north that of John White, Esq. Cashier. An adjoining or more northerly warehouse, also belonging to John White, Esq. was partially damaged, and on this side the fire was arrested. Its progress southerly was arrested by the block of fireproof warehouses belonging to Robert Smith, Esq. These latter were subjected to a truly fiery ordeal of some hours,—the rear of them being but a few feet from the piles of burning lumber,—but the faithfulness of their construction preserved them from material damage.

FOREIGN ITEMS.

It is worthy of remark, that not one of the Bishops was present at the final passing of the Reform Bill by the House of Lords.

Mr. Gore Ouseley, whose recent work on the United States we noticed some days ago, has been appointed Secretary of the British Legation at Rio Janeiro.

The Derby Stakes, 50 guineas each, and 101 subscribers, were won by Mr. Ridsdale's horse *St. Giles*. Twenty-two horses started, betting 5 to 6 against *St. Giles*.

A murder, connected with circumstances of great atrocity, was recently perpetrated near Leicester, England. A Mr. Paas, an engraver, having some

debts to collect from Cook, a book-binder, went to his shop, and there, while signing a receipt as is supposed, no one else being present, was struck down with a heavy hammer and killed. In order to conceal the crime, Cook then cut the body up into fragments and endeavored to burn it. The fire and the stench together attracted attention, some of the neighbors broke in, and found limbs half consumed, Cook fled, but from the following announcement in the London Courier of 6th ult, we rejoice to find he had been arrested.

This morning Mr. Denton, the Solicitor came before Mr. Minshall, to inform him that Cook, who stands charged with the murder of Mr. Paas, the engraver, had been apprehended on board of a boat, on its way from the Black Rock, off Liverpool, to a Packet, bound for America. When the boat was overtaken, Cook attempted to throw himself overboard, but was prevented by the High Constable of Leicester, who apprehended him. Cook also attempted to swallow something from a small phial which he held in his hand but it was struck out of his hand by one of the constables, and on examining it it was found to contain laudanum.

The London Times of 7th June, publishes this notice of the death of Jeremy Bentham:—

Death of Jeremy Bentham.—The following account has come from a most respectable gentleman well acquainted with the deceased:—

"Died, yesterday, at his residence, in Queen-square place, Westminster, Jeremy Bentham, in his 85th year. During the late unhealthy season, he had been subject to repeated attacks of bronchitis; but he had recovered from the first severe attacks with so much vigor, that it was considered by many that he would return to his former state of health, and he again received the visits of distinguished foreigners, and of public men, with whom he was in the habit of friendly intercourse; and it was believed that he would have been able to continue his labors for several years to come. Several days ago he had taken up the portion of his manuscripts for the third volume of his unpublished *Constitutional Code*, which is repated by jurists who are acquainted with its progress, to be one of his most valuable productions, as it contains the principle for the formation of a judicial establishment, and a code of procedure. Another attack of his disorder, however, arrested his labors for ever. His death was singularly tranquil. Only a portion of his works have been printed, and of those printed, some which have been spoken of by eminent men as the most valuable, such as the "*Essay on Judicial Establishments*," have never in reality been published. Repeated proposals have been made to publish a complete edition of his works. A few weeks ago Prince Talleyrand, who at all times, in common with the leading spirits of the age, has professed his high admiration of the author, made proposals to get a complete edition of all his works, in French, published at Paris. A short time before his death he had projected a new work on language and one on mathematics. Amongst the unpublished works is one on the use of language, with a view to the giving certainty to the expression of the will of the legislature. Some, if not all, of these works will, it is expected, be edited by gentlemen well conversant with the branches of science and art to which the works relate, and will at some future period be made public. Besides those which were translated by the late M. Dumont, others of his works which are little known in England, have great reputation on the continent of Europe and in North and South America. Mr. Bentham was a bencher of Lincoln's inn, and was the father of the bar. In conformity with the desire of his father, he practised for a short time in equity, and was immediately remarked for the ability he displayed; but the death of his father left him with a moderate fortune and the free choice of his course of life, when he at once abandoned all prospects of professional emoluments and honors, and devoted the whole of his subsequent life to those labours which he believed would produce the greatest happiness to his fellow-creatures. His extreme benevolence and cheerfulness of disposition are highly spoken of by all who had the honour to be admitted to his society, which was much sought after, and also by his domestics and by his neighbors who were acquainted with his habits. The news of the Reform Bill having been carried greatly cheered his last hours. He has, we are informed, bequeathed his body to his medical friend, Dr. Southwood Smith, with a charge that he shall use it in an anatomical school for dissection, in illustration of a course of lectures.

MISCELLANY.

MARÉCHAL VILLARS.

[Among the generals of the court and the contemporaries of Saint-Simon, one of the most distinguished and remarkable was Maréchal Villars. His success, both in the field and court, have given him a name in history which shows how little history is to be depended upon for any thing except the rude outlines of events. The contemporaries of Villars saw the real man, and Saint-Simon has painted him at full length. Our character shall be true to the impression received from the Memoirs: it must necessarily, however, be condensed into a comparatively brief space.]

The birth of Villars, in his time, when aristocratic distinctions were so highly prized, was not one to build a reputation upon: his father had risen from obscurity by his skill in the use of the small sword, and had been retained in the household of, and seconded in their duels, some of the first nobility, after which he was employed at court, and was received chevalier of the order of St. Esprit. Villars's son, is said to have received a piece of advice from his mother on which he invariably acted, and which probably proved of more service to him in life than the reputation of his father's courage, or the distinctions it acquired him. She said to him, "when in presence of the king talk continually of yourself," a counsel which he religiously kept with his sovereign, and moreover extended to all his subjects, forgetting the second part of her advice, which was "never to mention himself to any body else." Villars was a Thraso in speech, but he contrived to be so also in deeds: by the concurrence of lucky accidents he realized his most extravagant boasts, and no one was more lost in admiration at their accomplishment than himself: he could neither think nor speak of anything else, and as he was a complete repertory of plays and operas, and filled his discourse with quotations from them, the air of rhodomontade he gave to his whole course of action may be easily conceived. In fact, in his highest employment and greatest commands (and he rose to the highest the monarch had to bestow) he was nothing more nor less than a strolling player ranting through his part, with this method in his madness, that he always took care to rant wholly on the subject of his own exploits.—It may be supposed that the man who had eyes only for his own deeds, had a heart for nobody but himself, and but little love was lost; he had no friend but himself, and to serve that friend, there was no depth of servility or baseness to which he would not crawl; he was never known to do any thing for another beyond paying an extravagant compliment, which was the coinage with which he used to repay all sorts of services; consequently, he had as few followers as friends: he maintained his consequence chiefly by the magnificent opinion he maintained of himself, and by the determination to spare no sacrifice of self-respect or indeed any thing or any body else to uphold his authority. As for the ordinary means of preserving an employment, attending to its duties, of them he was utterly reckless; they might perform them that would, all he was intent upon was to remain in the enjoyment of the dignity and the income of his charge: his magnificence was of a kind truly Gascon, for it concealed the most wretched avarice; and his rapacity was that of a harpy. During the war he would send out detachments with no other view than pillage, and has been known to direct the movements of an entire army with this sole view. He had heaped together piles of gold by the plunder of war, and as he was utterly shameless, he would make a joke of the means by which he had amassed it. His love of gambling was unconquerable, for he was as lucky in the saloon as in the field: he always won. The stage was another of his passions, whether from a love of the drama or the loose women who are always connected with a theatre; with these people and their paramours he lived, and spoke their language. Not all his honors and great employments could keep him from this description of society, or from disgracing his old age by the most gross and indecent conversation, of which he made no secret. He was, in fact, utterly destitute of shame. With all this, he possessed some of the highest qualifications of a general. He had a tolerably just *coup d'œil*, his greatest virtue was, however, that of masking his real intentions; and at the same time bringing up his forces to a particular spot, and at a particular moment; this is the great problem a general has to work: Napoleon solved it better than any one; Villars owed his success to it. It is made a matter of reproach to him, that he was utterly indifferent to

every thing which respects the commissariat, the wagon train, the protection of convoys,—he left such matters to those who would care for them. In modern armies a commander-in-chief is almost relieved from such duties by means of responsible agents. Villars cared little about their responsibility; if they failed he throw the failure upon them; if they succeeded he took all the glory of success to himself.

In action he was cool, and his ideas clear; though occasionally, he would permit his sanguine temper to triumph and get heated, thus involving himself in confusion and embarrassment. When he gave orders they were couched in the most fulsome language to the party to whom they were addressed; he dwelt upon the esteem he had for the officer, and the confidence he felt in his exertions, but he committed nothing to paper, and went into no details—all was cloudy; if good came out of it, Villars was glorified; if evil, the agent was overwhelmed with the consequences of failure. His personal courage never fluctuated; not so his mental courage: as long as he was not invested with responsibility, there was no exploit too daring, no scheme too wild for him; but when he was placed at the head of armies, he grew chary of his laurels, and at times even allowed opportunities of exertion to escape him which ought to have been turned to account. In spite of the success with which he was generally attended, he failed to convince any one of his great services excepting the king and himself. It is probable that kings are placed, in respect of individuals, very much in the position of posterity; they are too far above them to see any thing beyond gross results.

The Memoirs of Villars, published under his name, bear every mark of having come from his pen; they are confused and bombastic; and even where he enters into minute details, they are almost entirely a tissue of fiction. The embarrassment which distinguishes his writings marked his conduct in council; he began with ardor, then wandered and soon lost himself, until some charitable colleague assisted him in recovering the track and helped him out with the remainder of his opinion; and his confusion frequently arrived at that pitch that he would declare the exact contrary of what he evidently meant to say.

With all his own licentiousness and with that strange inconsistency which distinguishes men, he was exceedingly jealous of his wife, whom he placed under the duennaship of his mother, whose undertaking it was, never to let her out of sight. The Duc de Saint-Simon observes that these precautions are always ridiculous, and by no means so successful as might be wished. As he directed his armies sometimes solely with the view to the amassing of wealth, on other occasions he would change the whole plan of a campaign that he might have an opportunity of seeing his wife.—[St. Simon's Memoirs.]

[From the National Gazette.]

An American gentleman, now abroad, has furnished us with the annexed translation of a letter which he found in a Swedish (Stockholm) newspaper, of May 2d, 1832. It is stated in the paper to have been written by a German in the United States. This German is certainly a match for Mrs. Trollope, and rivals indeed any of her British predecessors as travellers. We recommend his picture of the Americans, their manners and conditions, to the attention of the good people of Teutonic extraction in our commonwealth. They will find something that is new to them, but not enough, we presume, to induce them to hasten to the "mother country." The general appearance of the emigrants from the European continent, when they land on our shores, is sufficient to counteract all such representations:

"Manners in America.—Any one that pleases, may, in the United States, preach, keep a school, or even practise medicine. Therefore, few of the medical practitioners are better than empirics, who cure everything by means of mercury. The Americans are in general sickly, pale, soon lose their teeth, commonly appear at least ten years older than they really are, and they die young. The causes of all this are the climate, and a perverted mode of living. We have in one day an insupportable heat, and perhaps in the next a piercing cold. With regard to the mode of life, the American knows nothing of the rules of diet, and does just that to which accident leads him. Children, as well as grown people, eat and drink whatever they please: ice and boiling tea, milk and peaches and vinegar, immoderate quantities of meat, mostly salt, and commonly pork, and almost without vegetables, even in the hottest part of the summer. The children seat themselves at the table, and help themselves to whatever they like. They are not subjected to correc-

tion, and in case this is employed, may complain to their parents. A stranger who uses any severity towards a young offender, is liable to be fined, and to be put under arrest. Education is conducted on a system so unboundedly liberal, that I have myself often heard children say pertly to their parents, "Hold your tongue!" Among the American women one meets with many who are pretty; but seldom or never—I have never seen a single one—domestic. Our German women may pride themselves on his head, and many a German returns from his travels, only to meet with a wife. There are also many examples of Anglo-Americans, who travel to Germany to get a wife from thence. With marriage, which may be celebrated according to the religious feeling of the parties, either in church or before a civil magistrate, the heart has unfortunately nothing to do—but only the pocket! The wives seldom do anything but adorn themselves, and parade to public places to show their finery. Of industry they know nothing. The laws take them altogether under protection. For example, should a man take upon himself to correct his wife, she may without further ceremony put him in jail. A truly feminine being, and above all a modest one, up to this time I have never found. No American lady thinks of going to market: no, she sends in her place her obedient slave of a husband. I have seen the first divines, advocates, merchants and physicians, with a basket on their arm, buying eggs, butter, meat and so forth. Many years are necessary to accustom one's self to American people and manners; indeed a thorough bred German can never find himself happy here. The Americans are companions who give no signs of possessing a heart. Ignorance and pride with them are united; both of which I can easily make appear by examples. I am not, however, altogether sorry that I have come here. Without the experience which I have here obtained, I should not have duly estimated the happiness of Germany. Now I am content. America was the only land which I was inclined to prefer to my mother country. Most of our friends who have emigrated to this land of freedom are in good circumstances; but no one feels himself happy, and all maintain that America is no land for Germans."

[From the London New Monthly Magazine.]

DESIGN IN MANUFACTURES.—Mr. Haydon has written a huge letter to "The Times," on occasion of some remarks from Sir Robert Peel and Mr. Hume, on the subject of design applied to the manufactures of the country. His text is as follows:

"Besides this, the interests of manufactures required that every encouragement should be held out to the Fine Arts of this country; for though England was superior to any other country for her manufactures as connected with machinery, yet in pictorial designs, a most important feature in manufacture, England was not equally successful, nor indeed could she cope with her rivals."—[Sir Robert Peel's speech, April 13, in the House of Commons.]

"Mr. Hume added, 'that the only point in which the French excelled was design, which was owing to the schools of designs in France; and Coventry must sink without similar advantages. Large sums had been expended for less beneficial objects.'"

Sir Robert Peel is a very accomplished man, and may be considered a good authority in "pictorial designs;" and the admission of Mr. Hume that money ought to be spent, implies a strong case. But we are at a loss to understand how or why it is that Mr. Haydon happens to be the standing representative of art in this country. He is an artist of talent, certainly; but his productions are not of that pre-eminent character to entitle him to lecture all the rest of his profession. He is a villainous portrait painter, and therefore very naturally despises the most lucrative branch of his art; but inasmuch as purchasers for his historicals, whether by raffle or sale, are slow to come in, he presumes to lecture all England, on every decent occasion, on the score of their settish stupidity as to his (torical) pictures, and their culpable preference of the things that please them.

Mr. Haydon is the only man in England who can draw. If the fact be doubted, read what is here stated—

"Would any man believe, that all the whole-length portraits that have ever been painted since the death of Reynolds, by the most eminent English portrait painters, have stood on their toes, from their ignorance of design? And would any man further believe, that when a portrait was sent with the feet properly in perspective, so corrupt were the eyes from long habit of all the eminent painters, that they cried out 'The man stands on his heels!'"

(Raeburn's works, the head of the Scotch school, must be expected.) This is one of the most curious anecdotes of English art, but a fact.

"The figures before Masaccio never stood more on their toes than do, and have done, all the portraits that have been painted for 40 years in England."

He moreover tells us a secret in commerce and the arts, that

"At the end of the war, our Manchester cottons were returned from Italy wholesale, from the tasteless nature of their designs; and the great manufacturers were obliged to employ the first artists to make them: after this had been done, the cottons were purchased abroad with avidity."

Is any one so ignorant of the reign of fashion as to believe this? In what country has tastelessness of design ever stood in the way of a curious fabric? Should we not long ago have rejected the chintzes which have given a character to English prints?—Should we not have condemned the cabinets of Japan for their want of perspective, and the ludicrous absurdity of their designs, if designs had had any decided influence in such matters? Yes! but Mr. Haydon will still maintain in the columns of every newspaper of the empire that there is nothing like leather.

We should like to see good pictures used instead of the Red Lion and the Dun Cow; we should be glad if every inn parlor contained specimens of art, and that grocers and shoemakers preferred a piece of history or taste to the portraits of Mr. A. in snuff-color, and Mrs. A. in green and scarlet; but this will neither come through Mr. Haydon's lectures in Birmingham, nor his letters in "The Times." We ask once more, why he alone, of all the artists of Britain, makes such a fuss about the taste of the age?

"Before the reformation in religion, historical design was the predominant taste of all classes. The very bed-rooms of all classes had their walls covered; and at that time English artists were equal in design to any artists existing. But the Reformation destroyed the only source of public patronage to the arts, viz., religious patronage; and let it be the glory of the present time to revive public patronage, unconnected with superstition, unconnected with any prostitution of motive or intent."

This may be true, though not to its extent. The taste then flourishing grew out of the temper and circumstances of the age; when artists know how to imbibe and represent the spirit of the day, in some form, whether in a caricature or an oil-painting, the eagerness to possess their works will be commensurate with their excellence. But this is not to paint either classical or biblical, Euclid or Lazarus, which is a mere imitation and servile following of other people and other times. The only picture in which Mr. Haydon ever consulted the genius of his generation was in the Mock Election: when he was driven from his classical models and associations to a wrestle with real life. The Caraccis looked but one way—to the Church, for both bread and ideas.

CONVERSATION BETWEEN TWO MUTES, AT THE DOOR OF A "HOUSE OF MOURNING."—The following vernacular specimen is, we are aware, rather low; but was worn not, on that point, quite in accordance with Goldsmith's man that kept a bear, we have chosen to insert it for its illustration of character. It is, we understand, the faithful transcription of a dialogue overheard to take place in one of the streets of London about four months since, and appeared in the "Original," a new English periodical. The names of the speakers are not given as real:—

Muggins.—What a precious time them people inside keeps us waiting here! I'm blow'd if my toes isn't as cold as a corpse's nose. (Stamps with his feet.)

Graves.—Hush! there's the woman in the two pair opposite a-watching us. We must look parliclar.

Muggins.—Why, the man wot's died here warn't no sich great things. A green-grocer! Pack o' garden-stuff!

Graves.—Where's the odds? They don't mind paying on us; and things ought to be done decent that's my motto.

Mug.—Ay, ay! you know how to gammon. You're up to "Queer street," Master Graves (with a knowing wink.) But, I say, what a jolly day we had of it last Thuzday, at old Money-penny's, at Richmond! That was somethink like a job.

Graves.—Yes, but the auss see you out of the winder's-grin-ning, and took and told the missus of it, and might have made a row, only I said it was Punch a-going by as made you laugh.

Mug.—Ha, ha, ha! I likes a bit o' fun. Where's the good o' a man looking as if his trade didn't agree with him?

Graves.—Come, I say, no larkin' now. There's them at number eight a-lookin' out upon us. Stand square, mate.

Mug.—Ay, ay, toes out, chin up, and eyes down. What are they all a-doing with the old'un, I wonder, that they ha'n't got him ready for his close coach yet? Precious dry job this—how I

should like a drop o' summat short! I wish Bill would come out; I'd eem him to hold my staff, while I run into Barwell's, at the corner there.

Graves.—It aint no use just now. You can lush by and by. Mug.—And so I will, my tulip.

Graves.—They say this here cholera morbus is come to London.

Mug.—I'm in the right box for one. Brandy and 'bacco are the best anecolotes against it.

Graves.—People makes a great to-do about it; but its good for trade.

Mug.—Have you heard of this new Burking business wot's turned up? Two old women of Petticoat-lane, a four-year-old young 'un belongin' to a 'tatoes dealer, and a stray blind leggar o' Bethnal-Green.

Graves.—Shockin' doins, Muggins! Bad for trade! Mug.—Never was sich times! [Hiccups.]

Graves.—Another had look-out, Muggins, is this here rum start of people a-givin' up themselves arter they're dead into the hands o' them there cuttin' coves, the surgeons. There's a harpy man, Colonel Jones, and Mister Mathews, the play-factor man—let alone a Royal Duke, and a lot besides. I suppose they want to do the undertaker. I dunnow what people thinks, but I call it cheatin'! the honest tradesman, that's all.

Mug.—Mortal long job this! I take it, the old chap must have left a bit o' money now, or there would'n't be sich a posar on 'em inside, and pack o' ceremony.

Graves.—Here's Saddy come out to call up the coaches.

Mug.—That's your sort, Saddy—tip 'em the office, for it's time to be tollidin', my trump. Here's the hearse-cattle will get the rheumatiz. Confound that there old woman over the way: she's a quintin' at us still. [Makes a face at her.]

Graves.—Come, no larkin' now, Muggins. Fudge up your funeral face.

[The coaches draw up, the door opens, the mourners are conducted into their seats, and the procession gravely moves on.]

POETRY.

[For the New-York American.]

THOUGHTS AMID THE CHOLERA.

When Pestilence invades our streets,
And frights our friends away,
How calm, but solemn, seem the hours
To us who lonely stay!

Our wanted places now no more
Their wonted faces show;
And silence seldom yields to sounds
Of voices which we know.

But, oh! what hours are these for pray'r,
When scarce the world intrudes!
For now we feel that God is near,
The more in solitude.

We pray for those who're absent far;
And ah! how blest we'll feel,
When wakes again the social pray'r
Where lonely now we kneel.

New-York, July 10th, 1852.

STANZAS.

We parted—when the western breeze
Blow freshly o'er the main,
But then I thought those quiet seas
Would bring thee back again—
That hope, to each affection warm,
Was, like the rainbow on the storm,
A sacred promise given—
That when the gathered clouds that cast
A shadow o'er my fate had pass'd,
All would be bright at even.

But the lone evening hour has come—
Its shadows round me press—
And ah! my still sequestered home
Thou comest not to bless—
Often I bend a listening ear
The voice of singing girls to hear—
But thine is never there—
And mingling in the giddy maze,
On night seraphic forms I gaze,
Yet none with thine compare.

They say that in a distant clime,
Beyond the mountain's wave
In youth a d beauty's glorious prime
They laid thee in the grave—
That strangers heard thy latest sigh—
That strangers closed thy dying eye—
Received thy last request—
That thy bright spirit, o'er the storm,
Of trial soared—and thy loved form
Went peacefully to rest.

Well, my light bark is on the stream—
And I will wend alone—
Cling only to the one dear dream
O'er Her—now broken—gone—
And when the still moon rides on high,
To memory's ever watchful eye
Shall come—a vision bright,
And bid me not her love forget—
And tell me, can she love me yet,
In yonder world of light?

PASSENGERS:

In the ship Tusking, from Mobile—Chas Barney, lady, children and servant, Jas Sandford, lady, 4 children and servant, L H Huber, lady, child and servant, Mrs Walter Smith, 3 children and servant, Mrs Ellison, Miss Fletcher, Messrs Chikley, Purdy, Raymond, Werken, Vander, Tracy, Dudley, J Clark, Tread, Letman, and Stillman.

In the ship Huntsville, from New-Orleans:—Mrs Elbette; Mrs Thomas; H. Pargon, lady and children; J. Goldenhow, lady and children; Mrs Knox; J. Winthrop; C Pili; J A Cheney; A Davis; G Went; J B Hyde; J W Brunot; J Lovell; W Clarke; Dr Massey; K Dunbar; R Perkins; J L McCoy.

In the barque Marquis of Wellesley, from London:—Mr and Mrs Mott, and 159 in the steerage.

In the schooner Tamaulipas, from New-Orleans:—S. S. Se, lect, P. Canfield, J. M. Parson, L Cook, and J Galt.

In the brig Lucy, from St Mary—Jesse Gardner.
In the ship Golconda, from New-Orleans—Mrs Nelson, two children, and Miss Nelson.

In the big Alfred, from Matanzas:—J Chantrel, lady and 6 children.

In the brig Fisher, from Masaguez—Samuel Root.

In the Mexican brig Augustalicias, from Tampico—A F Rider, and J Deignan.

In the ship Queen Mab, from Savannah—W Nutall, lady and servant, Mrs Savage, Mrs Taylor, 2 children and servant, Mrs McMahon and 2 children, J N Champion and lady, Mrs Beatty, 2 Miss Taylors, Miss Williamson, Messrs Young, King, Botta, Blount, Wu, Barker, Oslow, White, Denning, Latteman, and Masters H Champion and H Olmsted.

In the brig Nith from Baltimore:—P Brown.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 510 persons during the week ending on Saturday last, 14th instant, viz:—237 men, 186 women, 58 boys, and 59 girls—Of whom 46 were of the age of 1 year and under; 17 between 1 and 2, 20 between 2 and 3, 10 between 3 and 4, 20 between 4 and 5, 20 between 5 and 6, 105 between 6 and 7, 12 between 7 and 8, 68 between 8 and 9, 35 between 9 and 10, 21 between 10 and 11, 2 between 11 and 12, 1 between 12 and 13, 1 between 13 and 14, 1 between 14 and 15, 1 between 15 and 16, 1 between 16 and 17, 1 between 17 and 18, 1 between 18 and 19, 1 between 19 and 20, 1 between 20 and 21, 1 between 21 and 22, 1 between 22 and 23, 1 between 23 and 24, 1 between 24 and 25, 1 between 25 and 26, 1 between 26 and 27, 1 between 27 and 28, 1 between 28 and 29, 1 between 29 and 30, 1 between 30 and 31, 1 between 31 and 32, 1 between 32 and 33, 1 between 33 and 34, 1 between 34 and 35, 1 between 35 and 36, 1 between 36 and 37, 1 between 37 and 38, 1 between 38 and 39, 1 between 39 and 40, 1 between 40 and 41, 1 between 41 and 42, 1 between 42 and 43, 1 between 43 and 44, 1 between 44 and 45, 1 between 45 and 46, 1 between 46 and 47, 1 between 47 and 48, 1 between 48 and 49, 1 between 49 and 50, 1 between 50 and 51, 1 between 51 and 52, 1 between 52 and 53, 1 between 53 and 54, 1 between 54 and 55, 1 between 55 and 56, 1 between 56 and 57, 1 between 57 and 58, 1 between 58 and 59, 1 between 59 and 60, 1 between 60 and 61, 1 between 61 and 62, 1 between 62 and 63, 1 between 63 and 64, 1 between 64 and 65, 1 between 65 and 66, 1 between 66 and 67, 1 between 67 and 68, 1 between 68 and 69, 1 between 69 and 70, 1 between 70 and 71, 1 between 71 and 72, 1 between 72 and 73, 1 between 73 and 74, 1 between 74 and 75, 1 between 75 and 76, 1 between 76 and 77, 1 between 77 and 78, 1 between 78 and 79, 1 between 79 and 80, 1 between 80 and 81, 1 between 81 and 82, 1 between 82 and 83, 1 between 83 and 84, 1 between 84 and 85, 1 between 85 and 86, 1 between 86 and 87, 1 between 87 and 88, 1 between 88 and 89, 1 between 89 and 90, 1 between 90 and 91, 1 between 91 and 92, 1 between 92 and 93, 1 between 93 and 94, 1 between 94 and 95, 1 between 95 and 96, 1 between 96 and 97, 1 between 97 and 98, 1 between 98 and 99, 1 between 99 and 100.

ABRAHAM D. STEPHENS, City Inspector.
[Of the above, 312 were buried in Potter's Field, and 70 in St. Patrick's Cathedral.]

RAILROAD IRON.

The Subscribers having executed large orders for Iron for the Canal Commissioners of Pennsylvania, as well as for several incorporated companies, have made such arrangements in England, where one of them will shortly be, as will enable them to import it on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Pins and Wedges in use, both in this country and Great Britain, will be exhibited. Apply to A. & G. RALSTON. Philadelphia, May 26, 1852. J23m*

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Ropes, the public are referred to J. B. Jervis, Eng. M. & H. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County Pennsylvania. Palmyra, Wayne County, New-York, 1st mo. 23d, 1852. J30d

PATENT, RAIL-ROAD, SHIP AND BOAT SPIKES. THE TROY IRON & NAIL FACTORY keep constantly for sale a very extensive assortment of Wrought Spikes & Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years successful operation and now almost universal use in the United States (as well as England, where the subscriber obtained a Patent,) are found superior to any ever offered to market.

RAIL-ROAD COMPANIES MAY BE SUPPLIED WITH SPIKES having countersink heads suitable to the holes in the iron rails, to any amount and on short notice. Almost all the Rail roads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. Y., will be punctually attended to. HENRY BURDEN, Agent. Troy, N. Y., July, 1851.

Spikes are kept for sale, at factory prices, by I. & J. Townsend, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Brower, 223 Water street, New-York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

P. S. Rail-road Companies would do well to forward their orders as early as practical, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand for his Spikes. J23 lam d

H. BURDEN.

A RAILROAD IN PRACTICAL OPERATION,

within ten miles of the City of New-York. THE PATERSON AND HUDSON RIVER RAILROAD is formed from the town of Paterson to the village of Aquackanonk, a distance of 41 miles, and is now in actual and successful operation between those places.—The Company have placed upon the road three splendid and commodious Cars, each of which will accommodate thirty Passengers, and have supplied themselves with fleet and gentle horses, and careful drivers.

With a view to suit the convenience of those persons who may wish to avail themselves of this rapid and delightful mode of traveling, the following hours have been fixed for leaving those places.

| PATERSON. | | AQUACKANONK. | |
|------------------------------|--------------------|-----------------------|-------------|
| At half past 7 o'clock, A.M. | At 8 o'clock, A.M. | At half past 10 do do | At 11 do do |
| 10 do do | 12 do M. | 1 do before 1 do P.M. | 1 do do |
| 12 do do | 3 do P.M. | half past 3 do do | 5 do do |
| 4 do do | 4 do do | half past 5 do do | 7 do do |
| half past 4 do do | before 6 do do | half past 6 do do | 7 do do |

ON SUNDAYS.

| PATERSON. | | AQUACKANONK. | |
|--------------------|--------------------|----------------------|----------------------|
| At 8 o'clock, A.M. | At 7 o'clock, A.M. | At half past 8 do do | At half past 9 do do |
| half past 7 do do | 9 do do | half past 9 do do | half past 1 do do |
| 12 do do | 12 do P.M. | half past 1 do do | 6 do do |
| 5 do do | 5 do do | half past 7 do do | 7 do do |
| half past 6 do do | half past 7 do do | | |

Parties of twenty or more persons can be accommodated at either of the above hours with a private Car.
FARE reduced to 1s 6d.—Children under 12 years of age, half price.—Paterson, June 20th, 1852.

ELIAS B. D. OGDEN, Secretary.
NB.—Persons leaving Hoboken by the 8 o'clock Stage, for Aquackanonk, will have ample time to view the Falls of the Passaic, and other objects of interest in the flourishing town of Paterson, and return to New-York the same day. J7-14

DEATHS.

DIED—On afternoon 12th inst. Emily Augusta, wife of Jas. V. H. Lawrence, and daughter of the late John Kane, merchant, of this city, aged 26 years.

Yesterday afternoon, July 18th, after a lingering illness, Mrs. Mary Ann Aymar, in the 73d year of her age.

Friday, 12th inst. Gen. Alexander M. Muir, Commissary General of this State, in the 40th year of his age.

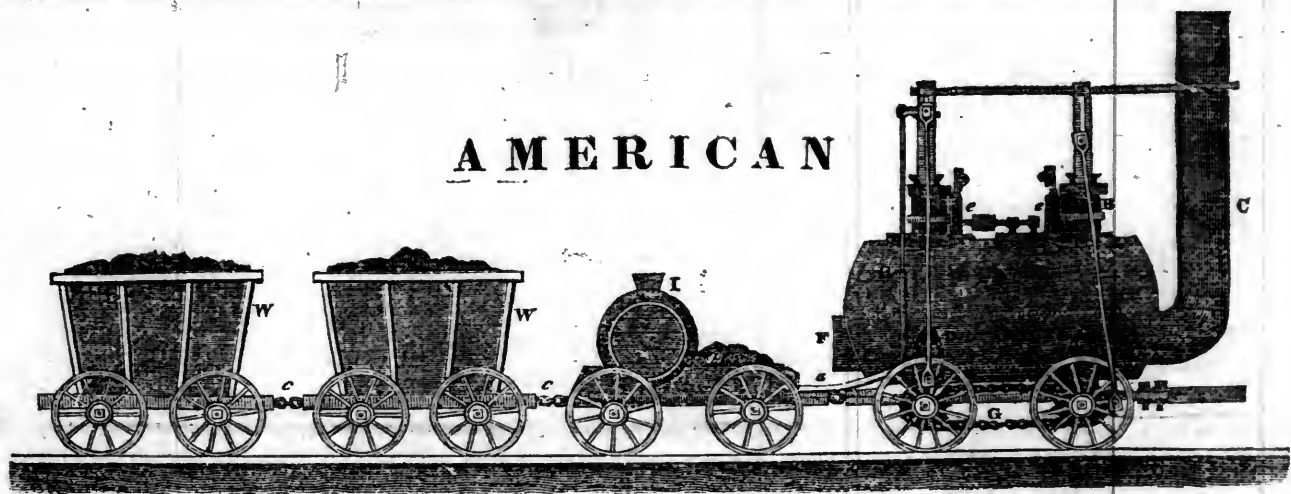
Friday morning, 13th inst. of a lingering illness, Dr. William Stilwell, aged 64 years.

Friday morning, 13th inst. of an attack of palsy, Mrs. Louisa Theriault, aged 47 years, consort of the late Gabriel L. Theriault.

On Tuesday, 17th July, of cholera, George Read, student of medicine, aged 25 years. His remains were carried to Flushing for interment. The deceased had been for near two weeks afflicted with a bowel complaint, which he had neglected. He would not allow a physician to be called till eight hours after the attack. He had often since the first appearance of the cholera in Quebec said that he should fall a victim to it, and as soon as attacked, gave directions about his affairs, and said he should die. He was a young man of intelligence and worth, and was very highly esteemed.

Tuesday morning, 17th inst. at Orange, New-Jersey, aged 34, Mrs. Ann Belotte Taylor, wife of James Taylor, Esq., Cashier of the Bank of America, and adopted daughter of Mrs. Ann Rogers, of this city.

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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The examination of Mr. Goldsworthy Gurney, by the committee of the House of Commons, upon the subject of steam carriages upon common roads, will be found in this number of the Journal. It is a document of much interest to those who have any inclination to become acquainted with the improvements of the present day. The inventors of steam carriages have attained, in England, to a much greater degree of perfection than is generally supposed in this country. They are not an uncommon sight, either in the city of London or the surrounding country. They are thus far only used for carrying passengers; but we have little doubt that they will eventually be used in some parts of Great Britain for transporting the mail, as well as passengers; and possibly also, light articles of merchandise, which may require speed, as on roads nearly level, they will probably attain to the velocity of from seven to twelve miles, and, in some instances, even to twenty miles per hour.

McADAM ROADS.—This subject, although for some time delayed, has been by no means forgotten. It is, in our opinion, one of great importance to this country, and should therefore be better understood. Several extracts have been published by us, and it was our intention to have continued them at shorter intervals; but we found other matters more immediately in our line, which demanded, as we thought, our first attention. Those being in a measure disposed of, we now return to, and shall frequently speak of, and publish, extracts from a work upon the subject at the head of this article.

There is, perhaps, no branch of business, or rather no general system, of so much importance to the community, which is so unskillfully performed in this country, as that of road making. We do not expect, for it is not in the nature of things that we

should have, in our new and vastly extended country—at least not very soon,—such roads as are to be found in Great Britain, where an immense population and great wealth are concentrated in a small space; yet we are decidedly of opinion, that “*whatever is worth doing at all, is worth doing well*,” and therefore we are desirous to see improvements introduced into our system—or rather *want of system*,—of making and repairing roads.

Upon some of our principal roads an amount has been expended sufficient to have McAdamized and kept them in repair; yet where is there a road in this country that can stand three days of rain, or that is proof against the frosts of winter? We know of none, nor shall we, until some other mode of constructing be adopted.

Mr. McAdam says, that “the true principle of road making is, that the road should be considered as an artificial flooring, forming a strong, smooth and solid surface, capable of carrying great weight, without obstruction to the wheels.” “The road is to be made of broken stone, without mixture of earth, clay, or chalk, or any other matter which will imbibe water, or be affected by frost.” “The form should be nearly flat,” rising from side to centre, in a road of thirty feet wide, not more than from three to five inches, which will be sufficient to carry off the water, and yet carriages will not be incommoded by the crown of the road. The bed of the road should be made smooth with an iron rake, to receive the materials of which it is to be composed, broken so as that none shall exceed in weight six ounces—and of course a great proportion of them will be much smaller—which are to be strowed over the surface with a shovel in layers of three or four inches each in thickness, to the depth of ten or twelve inches. After it shall have been completed, and carriages commenced running upon it, an attentive, careful man should be constantly smoothing the surface until it becomes consolidated, to prevent the formation of ruts; and he says that a road so constructed will become impervious to water—which will pass off into the ditch at the side, and of course it will never be affected by rain or frost. Upon such roads we may transact business with great facility: a pair of horses will then take two tons, as easy as they now take one; and if the elevations are of moderate inclination, steam carriages may, with great ease, be used instead of stage coaches, for carrying the mail, and for most other purposes. It would not be, in our opinion, so great a stretch of imagination to predict that, in twenty years’ time, steam-carriages upon McAdam roads

will be common in this country, as it was thirty years ago to predict that steamboats would make a passage to Albany from this city in twenty-four hours.

We should be pleased to see,—nay, we hope some public-spirited individual, or road company, will construct a few miles, or even a single mile, of pure McAdam road—for a sample to those who may hereafter desire to construct such roads.

Why will not our city Corporation make an experiment in some of our principal streets, not only to set a good example to others, but that we may in some measure be relieved from the incessant clatter of carts and carriages passing over the horrid-rough pavements of our city? No one, we think, will doubt their entire superiority over pavements in every respect, but more especially in the convenience of being kept clean, as, when once consolidated, it becomes one mass, and almost as smooth as a floor, and may be swept with great ease.

With these remarks, and a few extracts on the 484th and 485th pages, we take leave of the subject for this week.

NEW-YORK AND ERIE RAILROAD.—A short time since, we announced to our readers that orders had been issued by the Secretary of the War Department for a thorough survey of the route for this highly important national work. We are now under the necessity of informing them that those orders have been countermanded by the President of the United States. Of the cause of this countermand we are not informed; but suppose it is in consequence of the unconstitutionality, in his opinion, of the measure.

It is much to be regretted that the corporators should have thus been disappointed, and the survey of course delayed, as the season is far advanced, and no other measures have been taken—in consequence of the favorable answer which was returned to their application. They are now, in truth, where they were three months ago,—without engineers; and we fear, the season will pass away without effecting any thing, although it was highly important that a survey should be made this season. It is to be hoped that measures will be taken immediately to effect a survey, of a part at least, if the whole cannot be done, before the ensuing winter.

The ship Herald, at this port from Liverpool, has on board a Locomotive Steam Engine, for the Baltimore and Susquehanna Railroad.—[Baltimore American.]

The Salem Gazette calls the double marriage of Lieut. Seton, at Hell Gate, a twice laid rope.

STEAM CARRIAGES ON COMMON ROADS.

(Continued from page 433.)

*Extract from a Report to the House of Commons—
printed for the House of Representatives U. S.*

Mr. Goldworthy Gurney's Examination.

Are you the proprietor of a steam carriage used on public roads? Not the proprietor; I am the patentee.

On what roads have you commenced running such carriages? I have commenced on several roads. The first road I commenced was Edgeware, then Stanmore; I ran there for a short time only; principally experimentally; then to Barnet, to Edgeware, to Finchley, and other places. I also ran a carriage on my own account to Bath and back; that was only one journey; an experimental journey. Since that they have been running as public stages, principally between Gloucester and Cheltenham.

For what period? Since February last. They were stopped about three weeks, in consequence of an accident to one of the axle trees; they were to begin about this time.

Have you been yourself on these carriages while they have been running? Yes; in the first instance, I almost always accompanied the carriage.

State in detail the progress which you have made in bringing these carriages to their present improved state? I must beg to have reference to the drawings. [The witness produced the drawings, Nos. 1, 2, 3, 4, 5, and 6.] This first drawing, No. 1, was the first experiment I made connected with the subject, in which I conceived I had removed the difficulty of driving steam carriages on common roads, by inventing a light and powerful boiler, of which this is a representation. The application of that boiler will be seen in No. 2. The boiler itself is not represented on the carriage in this drawing, but simply the engine, and the modes of propelling the carriage. This was in the year 1825. It was then a very prevalent opinion that the bite or friction of the power to the ground was not sufficient to propel the carriage along a common road, particularly up hill; it was thought that the wheel would turn round, and the carriage not proceed. With that view, the apparatus shown in this figure, No. 2, which I call feet or propellers, were proposed to be used; the mode of action I presume will be seen from the drawing. I soon found by experience, in numerous experiments not connected with the drawing, that the propellers were rarely or never wanted; and I then applied the power immediately to the two hind wheels through a crank, in the common mode of a steam-boat, the propellers being also fixed, but travelling slower than the wheels, were brought into action if the wheels slipped, which it was thought would be the case in difficult situations. This carriage went up Highgate hill in 1826, and in Edgeware, also to Stanmore, and went up Stanmore hill, and Brockley hill, near Stanmore, and against all those hills the wheels never turned, and the legs never came into action. This is No. 3. After these experiments, the legs or propellers were entirely removed, and from further experiment it was found, by a peculiar application of the steam, (namely, by "wire drawing,") that the bite of one of the hind wheels was sufficient for all common purposes. If the steam was let on suddenly, the wheel would turn round, and the carriage not go forward; but when wire drawn, one wheel was found sufficient. By this arrangement, also, the carriage was guided more accurately and more easily. The second wheel was applied by uniting it with the crank at any time, if one was found insufficient.

In general, were the wheels connected together, or had they an independent motion? Always one was attached to the axle; they had no independent motion; this will be seen by reference to No. 5 on the arm or carrier of the wheel (which is a part of the axle,) and can be attached to the wheel at pleasure by a bolt, making the wheel also in that case part of the axle. This carriage, I should observe, ran to Barnet, and went up all the hills to Barnet, in 1827, with one wheel only attached to the axle, and was run for about eighteen months experimentally in the neighborhood of London. From these experiments showing that one wheel was sufficient to propel the carriage, and the carriage being at the same time reduced two thirds in weight, it was thought desirable to draw another carriage, instead of to carry on the same; that will be seen in No. 5. This carriage went to Bath, and over all the hills between Cranford bridge and Bath, and returned with only one wheel attached to the axle; the other carrier, by means of attachment, having broken in the first onset, and not having been repaired

until after its return; the carriage was also injured slightly at Melksham, in consequence of a riot there. We waited about two days at Bath to get this injury repaired, and returned from Melksham to Cranford bridge in ten hours, a distance of eighty-four miles, including stoppages. I have come now almost to the practical application of it. This is a drawing of the carriages we are now building (No. 6.)

Have you made any alteration in the formation of the boilers since 1825? We have altered and changed in the mechanism only; the principle has been invariably adhered to; the present carriage is deprived of its chimney, and a variety of other disagreeables about the carriage.

Has your principle, with respect to all, remained the same? Precisely the same.

How far have you improved the formation of your working carriage as to weight? The weight was a principal objection to the practical application of the carriage. The first carriage of a given power weighed four tons; this was objectionable on account of its weight, which was severely felt in consequence of its effect on the roads. I thought it would injure the roads, which injury would produce a toll that would perhaps injure the economy of it: No. 3, weighed four tons; No. 4, weighed three tons, with the same power; No. 5, two tons, with the same power; the present carriages building will not weigh more than 35 cwt. with the same power.

What does the carriage which runs between Gloucester and Cheltenham weigh? By a letter from the magistrate, now produced, it is stated to weigh nearly three tons; it ought to weigh only 45 cwt.; if it weighs three tons, there is extra weight, of which I know nothing. This which I produce a sketch of, marked No. 6, weighs 35 cwt. and it has the same power. Those carriages at Gloucester were built principally under the superintendence of another person.

When you state the weight of 35 cwt. you mean the weight of the travelling carriage alone, without the weight of the passengers, or the weight of fuel or water? Yes, just so; I think it is possible to reduce the weight considerably as improvements go on. I have a carriage now building which I do not expect will weigh above five cwt., which is expected to do the work of about one horse, and carry two or three people; speed is a particular object, and it is not intended to carry any thing more than light parcels.

Into what stages would you divide your journeys most conveniently? I think about seven miles.

What weight of fuel and water would you lay in for such a stage? The fuel and water will be in proportion to the size and power of the carriage.

For a machine, weighing 35 cwt., marked by you No. 6, what weight of fuel and water would you require? Three bushels and a half of coke is the quantity we take to supply this distance, and the first charge two bushels; the first charge always remaining, it decreases of course down to the first charge, and taking the mean, it will be 3 3/4. The weight of water at present I think is about 10 gallons a mile which is consumed, that would be 70 gallons, a gallon weighing about 10 lbs., making 700 lbs.; the mean of this will give the quantity. If the roads are good it does not take so much, we can do with almost half the quantity; if the roads are bad we must take the whole quantity, and the mean will be 350 lbs.

Will you state the progressive alterations you have made in the diameter of your wheel, and the breadth of the tire? The diameter of the wheel has generally been the same, about five feet.

What difference is there between the fore and hind wheels? About a foot in diameter difference; about the proportion of an ordinary carriage.

The power is attached to the hind wheels? To the hind wheels only.

Do the wheels follow in the same track? That is a matter of option.

The committee understand that they do not in that which travels between Cheltenham and Gloucester? Perhaps that is the case there; it is a matter of convenience in some experiments. I have built them with three wheels only, one wheel in front, and in some, as in No. 3, with six wheels; my present carriage has only four.

Do the hind wheels of your present carriage follow in the same track with the fore wheels? Yes; those carriages now building will do so; the hind wheels will be nearer to each other than in many others.

What diameter do you propose to make the propelling wheels of your new carriage? I propose to have them about five feet. I would observe, that by

taking a wheel of five feet diameter off the axle, and putting on one of two feet six, the engine would be multiplied double in its power, and lose of course one half in speed. In some cases it may be desirable to do so if the carriages are used for general purposes; for speed or dragging of heavy weights alternately, larger or smaller wheels may be put to meet circumstances as they occur.

From the experiments you have made, with a view to proportion the diameter of the wheels with the weight to be drawn and the velocity required, what diameter of propelling wheel do you think will be generally used? Five feet; the piston of the engine should not travel more than two miles and a half per hour; therefore we may multiply from this rate to any speed we please.

What is the breadth of the tire of your present wheel? None less than two inches; but in late experiments we found a wide tire more desirable than a narrow one, and we have increased it to about three inches and a half in width; we find that there is no increase of power necessary with a wide wheel, but I think, on the contrary rather less. We have not been able to decide positively the true variation in power, but the difference is so slight, that it is not perceptible.

What is the ordinary width of the tire of wheels of coaches? I think about two inches; in a private carriage rather under two, and in stage coaches over two inches.

Of how many horse power is your ordinary travelling engine? Twelve nominal steam engine horse power; to work eight hours it takes the common stage coach 32 hours; an engine propelling the same weight for eight hours should be considered a 32 horse power, according to the rule laid down by engineers, but this is not true as to locomotive engines.

Taking your latest improvement, to what number of draught horses would it be equivalent? I think about 10 cwt. will do the work of a horse on the road; 35 cwt. will be about 3 1/2 horses' work always.

You mean that it will displace about three horses and a half at a time on the road? Yes, in each stage it will displace 3 1/2 or 4 horses, and about 30 horses in eight hours.

Is that in practice, or in idea? Practice. Is the chief weight supported on springs? The whole is on springs.

What is the weight of an ordinary stage coach? About 24 cwt.; I think from 18 to 24.

How many persons will that take? I think about 18.

What would be the weight of your engine carriage sufficiently powerful to draw a carriage containing 18 persons? The weight of the propelling carriage would be about the weight of the horses; the weight of the carriage drawn would be precisely that of a carriage drawn by horses, and I find the weight of a horse to average about 10 cwt.; therefore, taking four horses at 10 cwt. the four horses would be two tons, which is somewhere about the weight of my carriage; to do the same work, some horses weigh as much as 16 cwt. some considerably less than 10 cwt.

Have you examined the effect on the roads of the propelling wheels of your carriage? As far as I am enabled to judge, I should say that they did no more injury than any other carriage of the same weight; I mean the carriage itself, weight for weight. I have taken the loss of iron from the tires of the wheels, and compared it with that of the loss from other carriages running the same number of miles, and I found the loss the same nearly.

Do you find that the wheel never slides in the turn? If it does, it is either imperfect or the fault of the engineer; if the steam is wire drawn (using the technical term) it never does so; if the steam is laid on suddenly on the engines, it acts like a percussion, and affects the wheels as if struck with a hammer. The carriage, of course, would not be propelled in such case.

Practically, as far as you have seen in the operations of these carriages, does the wheel slide in that way frequently? It may sometimes at starting for an instant, but never on the road unless it is over weighted; I mean, if it has an over weight attached to it.

Is there much smoke created by your carriage?—There is no smoke unless any smoky matter gets accidentally into the fire, the fuel being coke; of course there will be smoke if there are coals.

Are you frequently obliged to let off steam?—Yes, but not openly; the steam is allowed to escape from the safety valve into a chamber peculiarly constructed, which prevents any nuisance from it.

There is no annoyance either from smoke or steam? There is no annoyance either from smoke or steam, when the engine is perfect.

Have you found that horses are more liable to be frightened by passing your carriages, than passing other carriages? As far as my own observation goes, I should say about the same. I have travelled with a carriage, I think, five years, more or less, every week. I have been very frequently in the public streets of London, and also in the private and public roads in the country; I have certainly seen horses shy often, but never saw a horse make a dead stand.

Is there a very peculiar noise attending the motion of your engine carriage? The noise of wire drawing, &c. is at the will of the engineer; if the carriage should make a noise, he has the means of stopping the noise; but there ought not to be any disagreeable noise.

Must not the noise proceed from the imperfection of the works? Yes, and that only.

Do you attribute the startling of horses to the peculiar noise of the engine, or to its unusual appearance? I think it must be from its unusual appearance. It appears from an observation on the carriages at Cheltenham, made in this committee, to have been more troublesome than any where else.—Those carriages were made with curtains, to inclose persons who might ride in them, and the carriage altogether rather more *entire* in its appearance; from the flapping of these curtains, or some circumstances of that kind, the horses have been startled, or accidents have occurred there.

Are you aware that there is an imperfection in the carriage at Cheltenham, which is stated to occasion noise? I have not seen much of these carriages; I was never at Cheltenham but twice or thrice, and then but for a short time.

What have you found to be the effect of the wheels on a very rough road full of ruts? If you start the carriage from a rut, it takes more power; but when the carriage is in motion, the momentum takes it over all the inequalities with the usual force.

Do you find that when the propelling wheel gets into a rut, the first power it exerts is in sliding?—Frequently; and sometimes it will be necessary to attach the two wheels, for one wheel will not be sufficient to get it out of that difficulty. The engineer, in such case, attaches a second wheel by the bolt, and I have never known a situation yet, in which a carriage with both wheels attached will not get out. I have seen it in a clay pit eight inches deep propel itself through, having sunk through the upper surface of gravel in a yard.

When you attach the second wheel, is the increased power owing to the more favorable situation of the cranks? The power of the engine remains the same, but the application of it is doubled by friction.

Suppose that both wheels were in the rut? I have seen both wheels in a rut. In the case I have just spoken of they were both in a rut; in a different state of weather, the effect, hold, or bite, on the wheels, is very different; if the state of the road is between half wet and half dry, it is more apt to slide; and, in some instances, with a heavy weight attached, we are obliged to go with both wheels locked, when the same weight would have been taken by one wheel only in very wet or dry weather.

Is it only in starting that that difficulty occurs? Only in starting on a level or slight incline; but up hills we have sometimes been obliged to attach both wheels; the bite only from the one wheel being not sufficient to propel a load behind it.

What is the operation of the propelling wheel when it meets with the obstruction of a large stone on the road? If the difficulty is so great that the carriage cannot advance, it slips on the stone; but I have blocked up the wheels of the carriage with square pieces of wood four inches in diameter and started it when so blocked up.

In proportion to the size of such obstruction there is liability in the crank to break? Certainly; but the cause which occasions a crank to break is one which cannot be explained on common principles; it frequently happens, as in steamboats, and very often in this carriage, when the power applied to it is not equal to its being broken, the accident occurs, and must be referred to a jar or percussion; the axles are unusually large in consequence.

What is the throw of the crank? Half the diameter of the stroke of the engine; eight inches and a half to nine inches.

With a wheel of five feet diameter, what is the throw of your crank? About nine inches.

What is the length of the stroke of your cylinder?

I think 16 to 18 inches; the crank is half that. I may state here, that I have had accidents of breaking the crank two or three times during my experiments; the last crank was broken in consequence of going through some rough stones laid unusually thick; I understand as much as 18 inches deep.

What do you anticipate will be the most frequent accident which will happen to your drawing machines? I should say the derangement of the pumps is most likely to occur, in consequence of which the carriage would merely stop.

During the experiments you have been making, have you frequently had your tubes burst? Very often.

Do you conceive you have remedied the probability of such occurrence? Yes; the first tubes we used were iron gas tubes, which were not welded, but simply "budded" together. The consequence was, that whenever any great pressure came upon them the seam opened; but from practice and experience we found it necessary to wrap over, or overlap the edges, and weld them from end to end; and now we are not subject to those accidents.

What is the diameter of the tubes of your boiler? We make them from half an inch to two inches; the best size, I think, is an inch diameter.

To what pressure per square inch do you prove them? To about 800 lbs.; I think they would bear 2,000 lbs.

What is the greatest pressure they would bear? It is impossible to say. I have never been able to burst one when well made, when lapped and welded.

What is the average pressure on the boiler per square inch, in your ordinary rate of travelling? About 70 lbs.

And you have tried the tubes to 800? Yes; we sometimes may work up to 100 lbs. and 120 lbs.; but that is a case of great emergency.

What is the greatest possible pressure it will be exposed to? Never more than 130 lbs.; the safety valve blows at 70 lbs. to the inch; it is generally on the lift on a level hard road. I do not think that the pressure is more than 20 lbs. to an inch on the piston.

Is it likely that persons would ordinarily work with the safety valve on the lift? Yes; or nearly so sometimes.

Is there not a waste of fuel when you work on the lift? It will be in proportion to the escape of steam from the safety valve; the pressure on the boiler is 70 lbs.; on the engine frequently it does not exceed 20 lbs. to an inch; and when I was asked the pressure I worked at, I supposed the question referred to the pressure on the piston collectively.

What is the thickness of your tubes? The thickness of the iron is about the eighth of an inch.

What is the thickness of your working cylinder? It is about three quarters of an inch; it has also ribs round it.

Of what metal is your working cylinder formed? Cast iron; we have worked gun metal, but cast iron appears to be best.

Have you found that there is great facility in guiding those carriages? I have always found the most perfect command in guiding them.

Supposing you were going at your ordinary rate of eight miles an hour, could you stop immediately, or would the carriage run for any distance? In case of emergency, we might instantly throw the steam on the reverse side of the pistons, and stop within a few yards. The stop of the carriage is singular; it would be supposed that the momentum would carry it far forward, but it is not so; the steam brings it up gradually and safely, though rather suddenly.

Supposing you were going at the rate of eight miles an hour, can you say at what number of yards it would be possible to stop? I would say within six or seven yards.

How would you manage on a declivity? On a declivity we are well stored with apparatus; we have three different modes of dragging the carriage.

You have stated that you found no difficulty in guiding the drawing carriage, or any difficulty in guiding the carriage which is drawn? Not the least; it is peculiarly connected, so that the fore wheels of the carriage drawn follow the tracks of the hind-wheels of the steam carriage drawing, although making a circle of 15 feet diameter, which is a singular property.

In what circle do you think you could turn both carriages? In a circle of ten feet, the inner diameter.

Supposing you were going at the rate of eight miles an hour, in what inner circle do you suppose you could turn? I should be very sorry to attempt to turn within a small circle. I think I might say, probably it might safely be done in one of 100 feet diameter.

In the further progress of the improvement of this description of carriage, do you suppose that greater weight will be drawn, by adding to the number of carriages, or by increasing the size of the one carriage drawn? The carriage drawn with its load should never exceed three tons, and the carriage to draw it should never exceed the weight I have previously stated, about two tons or 50 cwt.; it is possible to draw more than one carriage on good roads, but I do not think it would be a circumstance of common occurrence.

What have the chief inconveniences been that you have met with on your journeys? The principal inconveniences we have met with have been minor derangements of some part of the machinery, such as the valves of the pump being deranged, or tanks leaking, or something of that kind. I never met with any serious accident, except perhaps the first accident in going up Highgate Hall, which was five years ago. The carriage was not then complete in reference to dragging; I went up the hill contrary to the expectations of every body present, and the workmen were so delighted at it that they neglected to lock the wheel; the carriage was started down the hill without any drag to it; it became difficultly manageable, and ran against a stone and was upset. This is the only accident I have ever experienced myself. I believe Sir Charles Dance once upset the carriage in a first essay. Those are the only accidents of the kind I am aware of.

It has been stated that one of your engines has blown up at Cheltenham; is that the case? I am not aware of that; I rather believe that the lifting of the safety valve when the carriage stops is considered to be a bursting, which I think must be so in this statement. I saw the carriages, the day after the accident of the crank breaking, where it is stated to have burst, and certainly the carriage had not blown up then; nothing more than the safety valve had lifted. I came to Cheltenham the day after the accident occurred.

What was the nature of the accident which occurred? The breaking of one of the cranks, occasioned by the extra difficulty the carriage was placed in; new stones were laid in a hollow of the road, I am told about 18 inches deep; the carriage had gone through it twice with twenty passengers; the third time it fractured the axle, from the extra force necessary to get it through; the road was in an unusual state; I saw the passengers of a four horse coach get down in the stones. I was told at the time, by people of great respectability, that all the two horse coaches invariably put down their passengers; that the mail was stopped; that there were two wagons and two coaches in the stones stopped at the same time, and that they were obliged to exchange their horses to get through.

Has any other accident occurred to that carriage except that you have now stated? Nothing that I am aware of.

Have the wheels of your carriages frequently caught fire? Never; I saw the three carriages the day after the accident; neither one had taken fire, I am sorry such an idea should for a moment exist; I think it has been occasioned by misconception or prejudiced misstatements.

Is the construction of your boiler and of your fire place such, that it is impossible for the carriage to catch fire? I believe it to be impossible.

You have stated that you require to charge your engine once in seven miles? Yes; to charge the tank with water, and to take fresh fuel.

Do you anticipate, in the course of your experience, that you would be able to overcome that inconvenience of being obliged to charge so frequently? We can now go double the distance; but we should have a weight of water and a weight of fuel, a greater expense to carry than if we take in one charge at seven mile stages.

Are the wheels you ordinarily travel with four inches wide on the tire? From three and a half to four inches.

Have you any information to give to the committee in relation to the relative wear of the tire of wheels and the shoes of horses? That is a new horse shoe (producing one), and this is a shoe of the same size, worn on the streets of London nine days; the shoe has lost about 18 ounces.

Have you any means of ascertaining how many hours a day it had been out? The horse ran in a cab; it was out a certain number of hours; I think three or four hours each day; the smith was taking off the shoe which had been worn, and putting on the other, when I asked him to let me have them. The difference between the wear and tear of tires and horse shoes on the roads in the neighborhood of London are in the proportions of about three-

fourths on the shoes, and one-fourth on the tires; but in London, over the streets, about seven-eighths and one-eighth. I would observe that on roads, where horses draw the carriages, the expense of keeping the horse roads is so great, that the proprietors frequently go to a great expense to pave them. From Cheltenham to Gloucester, for instance, and in many other parts of England, this is the case. I would also call the attention of the committee to some parts of London, where the horses and the wheels continue to pass over the same ground respectively, as in Wyck-street; and I would submit the importance of the committee referring to the expense of keeping the towing-paths of canals in repair, where only horses, and comparatively few, travel over them. At this moment, those are the only means enabling me to speak to the relative wear and tear.

Have you used your carriages on pavements?—Yes; never to run continually on a pavement, but to run in and out of towns.

Do they run easier on pavements than on ordinary roads? Yes; they only take about a quarter the power on a pitched pavement, that is, a quarter of the power they would over a gravelled road.

In the progress of this improvement, do you anticipate that it will be necessary to adapt some portion of the turnpike road to carriages of this description, or do you think they can be put into operation on the turnpike roads as they are now existing? I think they can be put into operation on the turnpike roads as they are now existing; I have no doubt at all about it.

You do not anticipate the necessity of paved roads being made for the purposes of those carriages? As far as economy goes, in the expense of power, it may be desirable; but for the practical application of the steam it is not necessary.

Can any proportion be drawn between the friction occasioned by the horses' feet and the tire of the wheel? I do not see how it is possible to do so, unless you take the loss or abrasion of the two metals respectively, in a given quantity of work or miles travelled over.

Have you any practical experience in the repair of turnpike roads? I have had my attention turned to it, connected only with this subject. I have seen the great expense of keeping towing paths and horse paths in repair; and I have seen the great expense of keeping the streets in repair, where horses alone travel; and I have seen the great wear and tear of iron shoes, when compared with the wheels of carriages.

Have you any plan to submit for fixing the tolls on steam carriages? The plan I should propose would be, if I may be allowed the term, that an iron horse of the same weight as one of flesh and bones should pay the same toll; and taking one horse to weigh 10 cwt. that for every 10 cwt. the steam carriage weighs, it should pay the same toll as one horse pays; altho' I do not admit that the same weight carried on four wheels will do as much mischief as on four hoofs. If we take the turnpike acts, and look at the comparative rate of tolls charged when a horse is drawing, and when he is not drawing, I shall be, I conceive, borne out in my position.

Can you point to any clause in private bills which press more than you conceive they should on steam carriages? There is one, the Liverpool and Preston road bill, this session, charging a toll per horse power, which it is difficult to determine. My objection to that is, that if the horse power is taken as the nominal engine horse power, a steam coach would have to pay 21. 8s. where a stage coach pays only 4s. The next is the Bathgate, near Edinburgh road, where the tolls are on weight, and an engine of three tons (about the usual weight of a loaded four horse stage coach) would have to pay about 11. 7s. 1d. when four horses would have to pay 5s. The next is the Ashburn and Totness road bill, where 2s. would be charged on the steam carriage and the carriage attached, being 5s. on each wheel; four horses, at the same rate, would have to pay 3s. The next is the Teignmouth and Dawlish roads; they are in the proportion of 2s. and 12s.

What is the most favorable instance to steam carriages? The Metropolitan roads, near London, charge 1s. for four horses, and 2s. for the steam carriage and the one drawn. I complain of that because it limits me to a particular kind of carriage. I am building one which will not weigh more than 5 cwt. and carry only two or three persons, and it would be excessive to have to pay 2s. There is no reduction if it is no bigger than a wheel-barrow; being propelled by machinery, it will be charged double.

How many private bills have been introduced this session in which steam carriages have been specially

taxed? I have fifty four, which I now produce. I understand there are others.

Have any of them passed into a law? Yes, some of them have.

In your opinion, what proportion of the tolls should horses and carriages be chargeable with?—Taking the average of the amount of tolls throughout the country, it will be found that where a horse pays a penny not drawing, he pays about three pence when he is drawing. In that case, the toll upon the coach is nominally put upon the horse (it says, so many horses drawing: four horses drawing will be a shilling; four horses passing through, not drawing, will be four pence; in such cases it is three half pence a horse when not drawing, and sixpence when drawing; but in general the proportions appear to be, three eighths the toll placed upon the horse, and five eighths upon the carriage; three half pence a horse not drawing, gives three fourths; but the mean is about three eighths and five eighths; so that the toll is virtually about five eighths on the carriage, and three eighths on the horse. I have previously stated that I have had horses weighed, and found the average about 10 cwt. each horse; therefore, if a steam engine weighs 10 cwt. it should pay only as one horse when it passes through not drawing, and as one horse drawing when it has any thing attached to it. A 10 cwt. steam engine cannot propel more than one horse can draw: therefore the weight drawn cannot exceed a certain quantity. If the weight of the engine exceeds 10 cwt. and not twenty, it should pay as two horses; if it exceeds 20 and not 30, it should pay as three horses; if 30 cwt. and not exceed 40, it should pay as four horses, and so on.

Practically, horses drawing frequently draw a weight of 30 cwt.? Yes, sometimes, but 15 cwt. a horse is the usual weight. I have always felt a great anxiety that the weight of the steam engine should not injure the road, and I have felt desirous of not introducing it until it was reduced; and I now cheerfully admit, that if the weight of the locomotive exceeded 60 cwt., which is the weight of the present loaded stage coaches, with the passengers and their luggage, there should be a very heavy toll put on them. I would also propose that if my wheels are wider than four inches, the tolls should be less; if they are six inches, then they should be still less; but taking the principle of 10 cwt. of iron and copper to do the work of one horse, and that it should pay the same tolls, and that no weight of steam carriage should be admitted above 60 cwt. on the road, I certainly should myself be content, and as I cannot for a moment imagine that the 10 cwt. running on four wheels can do so much harm as 10 cwt. carried on four feet, that the interests of turnpike trusts would be fairly preserved by such a scale of tolls.

What is the amount of toll charged between Gloucester and Cheltenham? Five shillings and sixpence.

What would be charged on a four horse coach? Two shillings and eight pence.

Your steam carriage, according to the last improvement, weighs 35 cwt. without the weight of persons to direct it? Yes, and without the weight of the fuel.

Do you not consider that the steam carriages would be applicable not only to the moving carriages at a rapid rate, but also to moving certain weights at a slower pace? I think it is possible, but it would be very expensive, because I find that when you get below a rate of four miles an hour, the expense in fuel is greater than the expense in horses; if the rate exceeds four miles an hour, then it is cheaper, and it becomes cheaper geometrically over horses as you get up.

What is the greatest weight which you conceive your steam carriages could draw after them on a level road at the rate of four miles an hour, the carriage weighing two tons? Every 10 cwt. in the engine would draw what one horse could draw, so that two tons would be as much as four horses.

Will the rate of tolls you have remarked in the bills you have produced, prohibit the use of steam coaches on these roads? Certainly.

What do you calculate to be the comparative expense of running a steam carriage and running a coach with four horses? That varies in different situations, according to the price of coke and the price of labor. It is in all cases considerably less, at least one-half less.

You anticipate that the principal use of steam carriages will be the conveyance of passengers, and at one half the expense at which they travel now? Yes; and in less time.

Can you deliver in to the committee a detailed

estimate of the expense of running a steam coach, and one of running an ordinary coach? Yes, I will prepare them.

At what rate do you suppose it would be safe to run steam carriages on the public roads? I have run them safely eighteen and twenty miles an hour; but twelve miles an hour is perfectly safe and practicable. The rate will be determined by practice principally: in directing the carriage at present there is no difficulty or danger in guiding the carriage at this rate.

Would there not be danger in passing a carriage drawn by horses? If the engineer was careless it might be, but not with care; a mail-coach travels far beyond that at times.

You make your wheels cylindrical? They must be cylindrical, for they turn with the axles.

None of yours are less than three inches now? No; three inches to three and a half, even where the carriage weighs two tons weight.

REMARKS ON THE PRE-SENT SYSTEM OF ROAD-MAKING.

By John Loudon McAdam, Esq. General Surveyor of Roads, &c.

During nearly five years that the writer has given his whole attention to the improvement of the Turnpike Roads, experience having confirmed his ideas on the subject, no endeavors have been spared to extend the benefits which have already resulted to the Bristol district, over the whole country. The very limited means possessed by any individual for influencing this important branch of domestic economy, has occasioned frequent attempts to convey instructions for road making in writing. This method has never been entirely successful; it being impossible to acquire a mechanical art without actual practice; or to obtain any just ideas of it, beyond the first principles, from books.

These principles are, that a road ought to be considered as an artificial flooring, forming a strong, smooth, solid surface, at once capable of carrying great weight, and over which carriages may pass without meeting any impediment.

Directions for Repair of an Old Road, being the substance of a communication made to a Committee of the Honorable House of Commons in 1811, and published with the Report by order of the House—with additions and alterations, deduced from actual practice during the last three years.

1st February, 1819.

No addition of materials is to be brought upon a road, unless in any part of it be found that there is not a quantity of clean stone equal to ten inches in thickness.

The stone already in the road is to be loosened up and broken, so as no piece shall exceed six ounces in weight.

The road is then to be laid as flat as possible, a rise of three inches from the side to the centre is sufficient for a road thirty feet wide.

The stones when loosened in the road are to be gathered off by means of a strong heavy rake, with teeth two and a half inches in length, to the side of the road, and there broken, and on no account are stones to be broken on the road.

When the great stones have been removed, and none left in the road exceeding six ounces, the road is to be put in shape, and a rake employed to smooth the surface, which will at the same time bring to the surface the remaining stone, and will allow the dirt to go down.

When the road is so prepared, the stone that has been broken by the side of the road is then to be carefully spread on it—this is rather a nice operation, and the future quality of the road will greatly depend on the manner in which it is performed. The stone must not be laid on in shovels full, but scattered over the surface, one shovel full following another, and spreading over a considerable space.

Only a small space of road should be lifted at once; five men in a gang should be set to lift it off across: two men should continue to pick up and rake off the large stones, and to form the road for receiving the broken stone, the other three should break stones—the broken stone to be laid on as soon as the piece of road is prepared to receive it, and then break up another piece; two or three yards at one lift is enough.

The proportioning the work among the five men must of course be regulated by the nature of the road; when there are many very large stones, the three breakers may not be able to keep pace with the two men employed in lifting and forming, and when there are few large stones the contrary may be the case: of all this the Surveyor must judge and direct.

But while it is recommended to lift and relay roads

which have been made with large stone, or with large stone mixed with clay, chalk, or other miscellaneous materials, there are many cases in which it would be highly unprofitable to lift and relay a road, even if the materials should have been originally too large.

The road between Cirencester and Bath is made of stone too large in size, but it is of so friable a nature that in lifting it becomes sand; in this case I recommended cutting down the high places, keeping the surface smooth and gradually wearing out the materials now in the road, and then replacing them with some stone of a better quality properly prepared.

In like manner, a part of the road in the Bath district is made of freestone, which it would be unprofitable to lift.

At Egham, in Surry, it was necessary to remove the whole road, to separate the small portion of valuable materials from the mass of soft matter of which it was principally composed, which was removed at considerable expense, before a road could be again made upon the site.

Other cases of several kinds have occurred where a different method must be adopted, but which it is impossible to specify, and must be met by the practical skill of the officer whose duty it may be to superintend the repair of a road, and who must constantly recur to general principles. These principles are uniform, however much circumstances may differ, and they must form the guide by which his judgment must be always directed.

When additional stone is wanted on a road that has consolidated by use, the old hardened surface of the road is to be loosened with a pick, in order to make the fresh materials unite with the old.

Carriages, whatever be the construction of their wheels, will make ruts in a new made road until it consolidates, however well the materials may be prepared, or however judiciously applied; therefore, a careful person must attend for some time after the road is opened for use, to rake in the track made by wheels.

The only proper method of breaking stones, both for effect and economy, is by persons *sitting*; the stones are to be placed in small heaps, and women, boys, or old men past hard labor, must sit down with small hammers and break them, so as none shall exceed six ounces in weight.

The Tools to be used are,—

Strong picks, but short from the handle to the point, for lifting the road.

Small hammers, of about one pound weight in the head, the face the size of a new shilling, well steeled, with a short handle.

Rakes with wooden heads, ten inches in length, and iron teeth about two and a half inches in length, very strong for raking out the large stones when the road is broken up, and for keeping the road smooth after being relaid, and while it is consolidating.

Very light broad mouthed shovels, to spread the broken stone and form the road.

Every road is to be made of broken stone without mixture of earth, clay, chalk, or any other matter that will imbibe water, and be affected with frost; nothing is to be laid on the clean stone on pretence of *binding*; broken stone will combine by its own angles into a smooth solid surface that cannot be affected by vicissitudes of weather, or displaced by the action of wheels, which will pass over it without a jolt, and consequently without injury.

Prices.—The prices of lifting a rough road, breaking the stones, forming the road, smoothing the surface, cleaning out the water courses, and replacing the stone, leaving the road in a finished state, has been found in practice to be from one penny to two pence per superficial yard, lifted four inches deep; the variation of price depends on the greater or lesser quantity of stone to be broken.

At two pence per yard, a road of six yards wide will cost, therefore, one shilling per running yard, or £88 per mile.

Any rough road may be rendered smooth and solid at this price, unless it be weak and require an addition of stone, or require some very material alteration of shape.

Breaking stone has been reduced in price by the use of more proper hammers, and the sitting posture.

The Commissioners at Bristol used to pay fifteen pence per ton for limestone from Durdham Down, for the use of their roads, and broken to a size above twenty ounces. Stone is now procured from the same place, broken so as none exceed six ounces for ten pence per ton! and the workmen are very desirous of contracts at that rate, because the heavy work is done by the men, the light work with small

hammers by the wives and children, so that whole families are employed.

In Sussex, the proportion is greater between former and present prices; the breaking of flint cost at one time two shillings per ton, and is now done, by introducing a better method and fitter tools, at one shilling per ton.

By a more judicious preparation and application of materials the quantity of stone consumed in roads is decreased, by which a great saving of expense is made, and with this great advantage, that the saving is in horse labor of cartage, while the labor price is given to men, and in such a manner as includes boys from the age of ten upwards, women and old men past the age of being able to labor hard. The proportion of men and horse labor in the Bristol district, under the former management, was one fourth to men's labor, three fourths to horse labor. Under a better system of management the proportion has been exactly reversed; during half a year that an exact account was kept, there was paid, for men's, women and children's labor, £1088, for horses' labor, 1035.

This immense advantage is presented in every part of the country, as roads are confined to no particular place, and are universally in want of repair: ample funds are already provided for every useful and proper purpose, although at present misapplied in almost every part of the kingdom, while the laborers are in want of that employment which it ought to afford them.

The Locomotive Steam Engine, constructed by Davis and Garther, of York, Pennsylvania, commenced her operations on the Baltimore and Ohio Railroad, under the most favorable auspices, on Tuesday. It started from the Pratt-street Depot, for Ellicott's Mills, with the entire train destined for that place, consisting of fourteen loaded cars, carrying, together with the Engine Tender, a gross weight of fifty tons. The whole went off in fine style, and was soon out of sight. A gentleman present says it was out of sight of the Depot in about six minutes, and the rapid gliding of the immense train was one of the most imposing and beautiful spectacles he ever witnessed.—[Gazette.]

A trial was made on Saturday on the Newcastle and Fenchtown Railroad, of Stephenson's locomotive. The engine, with the tender and a passenger car, crossed from New Castle to Fenchtown in fifty six minutes. At half past seven the locomotive started to return with a train of seven cars, containing twenty one cords of pine wood, together with iron and lime on freight, and one passenger car. The labor in ascending the hill at Fenchtown, at an ascent of thirty feet in the mile, was considerable, but no stoppage took place. After overcoming the elevation, the train went off in fine style at the rate of about 10 miles per hour, for three or four miles, when the connection of the burthen car broke. The engine was stopped in less than a minute, and with four cars put in retrograde motion, and after a detention of ten minutes again moved forward. This being the first trial, it was found necessary to replenish the wood and water, after which the remaining five and a half miles were passed over in twenty eight minutes. Estimating the wood to weigh 2000 pounds per cord, which being unseasoned, is considered light weight, the engine and train could not have weighed less than fifty tons. It was the opinion of the experienced among the passengers that in daylight the distance could have been performed in an hour. The result of the first trial of the power of the engine, however, was highly satisfactory to all parties.—[Baltimore American.]

[From the New Monthly Magazine.]

The Gentlemen of the Press.—Among the classes enumerated by Lord Lyndhurst, as favorers of the Reform measures, is the periodical press. He is quite right: the great majority of the men, who write in newspapers and other periodical publications, are warm advocates of the Bill—but the reason given by the Ex-Chancellor is curious:

"A formidable and active body, to wit, the periodical press, the greater portion of which support this measure for reasons that are sufficiently apparent. They prosper in agitation, and they think that the carrying the Bill will perpetuate agitation. Besides, looking to what has occurred in France and Belgium, these conductors of the press see a new road opened to their personal ambition. They believe that they will be enabled to take a station in society, and to assume a power which, five or six years ago, never entered their minds."

Writers for the press, then, are professional agitators—they are also ambitious of a high station in society—it is to be presumed, therefore, they only agitate until they have shaken themselves into a good place. Thus it may be said of a lawyer, he is a turbulent fellow, a bitter Radical, until he is made a judge, when, from his new elevation, he takes that commanding view of things which enables him to see that every thing is placed exactly where it ought to be.

If the writers for the press live on agitation, there is little reason that they should despair. The elements of confusion are pretty numerous; the Reform Bill, is, however, far more likely to reduce them into some order than to "perpetuate agitation."

If periodical writers have assumed a position in Belgium and France since their respective revolutions, the reasons are pretty plain. When affairs are thrown out of their ordinary routine, it requires something more than rank and fortune to restore the state-machine to equilibrium; crises of this nature always call forth men of talent, and cast into the shade men of straw. Who are so likely to understand the public interests as those who have for years been daily discussing them, with the whole country for an audience?

Periodical writers either are, or ought to be, publicists; they ought to be familiar with all the interests of the country, and the constant habit of examining questions connected with its great interest, generally ends in qualifying them for giving advice in most national questions. We will not contrast with this the usual education of sucking statesmen.

It is curious to observe how *writing* has had to struggle against power. At first the feudal baron was ashamed of being able to write, and the signing his name was like putting on his armour, a service to be done by an inferior; however, writing became general, and barons were obliged to learn to write in self-defence. (It may be remarked they still write worse than any body else.)

The next stage was printing: it was long ungenteel to have a printed book; a kind of blemish on nobility, and indulged in by the youth, apologized for by the old; but at length printing became universal, the people felt it a weapon of their own. To print a large book was, however, less a crime than a small work, and the fewness of the audience calculated upon was a recommendation.

The next stage was printing small books, and then, periodically: we are in this stage now—the aristocratic prejudice is strong, but the tide is against them; they "believe and tremble." Periodicals have become a sort of necessity even to them, but still to write in them is deficient, and to depreciate those who do, acceptable. This is passing away. The organs of public communication will soon take their due place amongst other useful and powerful means of influencing the governing will; and the men who, by the gifts of nature and the accidents of education, are most capable of employing these engines for the increase and preservation of the general happiness, will take that "station in society" which they deserve, and from which a law-adventurer would endeavor to drive them—in vain. Such men do not guide the destinies of nations.

Our correspondent nas, with his usual ability, touched on a subject of high importance, and which, at our leisure, we propose to treat at greater length. There is no doubt that in England literary men, so far from enjoying at present their legitimate power, have not hitherto assumed the station that belongs to them. Look at the difference in France! The main cause here is obvious—the great want of union among literary men. We have serious thoughts of proposing a Brotherhood, which we will venture to say shall be more powerful than any political or masonic, or even priestly body ever established. Who have so clear a right to possess power as those who diffuse knowledge?—[Ed. N. Monthly Magazine.]

[From the Montreal Gaz. etc.]

A friend in Edinburgh has communicated to us the following as a good recipe against an attack of the Cholera Morbus:

"One bottle best brandy, with a quarter of a lb. of stick Turkey rhubarb, placed over a slow fire for ten hours in a close vessel. Strain the contents thro' a piece of fine muslin, to obtain the entire strength of the rhubarb. To this add 120 drops of landanum, and the same quantity of spirit lavender. This will make about a dozen of doses, of a wine glass full each, and a dose to be given on the first attack of vomiting; and should it be severe and not stop, in half an hour after the first dose, the second to be given."

NEW-YORK AMERICAN.

JULY 21, 23, 24, 25, 26, 27—1832.

LITERARY NOTICES.

For the first time, we believe, since the Review was undertaken, we are without any new publications during the week, save and except that from the Type and Stereotype Foundry of James Conner, on the corner of Nassau and Ann streets. Of this one we can say, however, that it includes within itself the elements of all others; and that, beginning with the "Diamond," the "Pearl," and the "Agate," and ending with "Cannon," there is nothing of beauty, of richness, or of power, which may not find its fitting character in the pages of this volume. Gentle, and we presume, mystified reader,—it is a book of "specimens of printing types," &c. beautifully executed.

As however we must not, even though there be nothing to notice, forego the goodly custom of a Weekly Review,—a delightful relief to us, and we trust, not an unwelcome one to our readers, from Choler reports, and choler politics,—we have taken the last number of the New Monthly Magazine, and the latest Turf Register, and from them made a few extracts.

The London New Monthly for June introduces Washington Irving's latest work, "the Alhambra," thus poetically to its readers:

Nature and romance have alike their favorite haunts; and as on some spots nature lavishes all that beauty which made the prophet exclaim of Damascus, "It is too delightful!" so on the other, will be assembled those memories of war, love, and sorrow, that make "a divinely haunted place," and the natural loveliness yields in interest to the acquired. Nowhere are the associations more poetical or more picturesque than those which belong to the Moslem reign in Spain. Granada was an European Bagdad, with all the magnificence, "barbaric pearl and gold," which made the history of the eastern capital like that of some enchanted city, with all the deeper feeling, the more exalted creed, and the greater refinement of the later age of chivalry. The Alhambra is the poetry of architecture, both in its former state, when

"—carved cedar doors
Flung inward over spangled floors,
Broad-based flights of marble stairs
Ran up with golden balustrade."

and now, when the ivy creeps around its lattices, and "the bats build in its towers," to the memory of former splendor it adds lingering beauty and actual ruin. The fancy of most readers will take part with the present writer when he says:—"From earliest boyhood, when, on the banks of the Hudson, I first pored over the pages of an old Spanish story about the wars of Granada, that city has ever been a subject of my waking dreams, and often have I trod in fancy the halls of the Alhambra." The greatest compliment we can pay Mr. Irving is to say that he deserved to tread them. He has entered the desolate and destroyed, but still lovely halls, with eyes turned towards the past, and full of that enthusiasm which alone can understand the melancholy and the beautiful. To our taste, these are two most delightful volumes. The sketches of Spanish scenery and peasants are full of life and animation; the descriptions of the Alhambra "painted in rich words;" and the ancient legends told in a style worthy of the days when the story teller sat on an embroidered carpet, while the music of a falling fountain accompanied his recital. We suspect these legends owe as much to Mr. Irving as "The Arabian Nights" did to Mr. Galland; but if these fairy tales be "plus Arabe qu'en Arabie," we ought scarcely to complain if he who found the silk, has wrought it into "graceful broderie." This has been the mistake of all the late doers into English of Arabian fiction: they have only given us the raw material, and then boasted of their accuracy—as if accuracy in a fairy tale could ever be asked by any but an antiquary. Mr. Irving, on the contrary, narrates equally fancifully and playfully, with a vein of quiet humor admirably suited to this age of disbelief. We know no more exquisite specimen of their kind than the "Rose of the Alhambra" and "The Three Beautiful Princesses." If any of our readers can, we advise them to go and visit the Alhambra themselves; if not, let them give full reins to their imagination, read these

pages, and fancy themselves at once in the Hall of Lions.

From the Critical Notices of the New Monthly for June, we take this account of KLOSTERHEIM; or the Masque. By the English Opium-Eater.

A historical novel, for so, though compressed into a single duodecimo; we should incline to class "Klosterheim," from the pen of the English Opium-Eater, could scarcely fail of presenting powerful claims to the attention of all lovers of romantic fiction, and no one, we think, who engages in the perusal of this volume, will willingly lay it aside until he has fairly devoured the book. Not that there is any false or unnatural excitement, as might perhaps be suspected by those who knew the Author only in his opium haunted visions. Far from it; the story is an episode in the famous Thirty Years War, and Klosterheim is taken as the representative, in the main features of its political distractions, of a multitude of German cities. It was not on the roll of the free cities of the Empire; but in the nature of an appanage in the family of a certain Landgrave of X—. At the period of the story, the Landgrave was in the occupancy of a Prince every where odious for the harshness of his government and the gloomy austerity of his character, with a somewhat suspicious title, and a strong bias to the Swedish interest. At a time when the religious and political attachments of Europe were brought into collisions so strange, that the foremost auxiliary of the Protestant interest in Germany was also the most distinguished Cardinal in the Church of Rome, it did not appear inconsistent with this strong leaning to the King of Sweden, that the Landgrave was privately known to be a bigoted Catholic, who practiced the severest penances, and tyrant as he showed himself to others, grovelled, himself, an abject devotee, at the foot of a haughty confessor. Rumors, too, of a dark and ominous tendency, arising no one knew whence, nor by whom encouraged, pointed injuriously to the past history of the Landgrave, and to some dreadful exposure which was affirmed to be hanging over his head. His predecessor, the late Landgrave, had been assassinated in a very mysterious manner upon a hunting party. The Landgrave was pronounced by some of the most distinguished jurists, a female appanage; and a lady, then in obscurity, was alluded to as the agent of redress to others through that of her own heavy wrongs. These rumors were not the less acceptable to the people of Klosterheim, because they connected the impending punishment of the hated Landgrave with the restoration of the imperial connexion. Conspiracies were moving in darkness both in the Council of the Burghers and of the University. The city, the University, and the numerous convents, were crowded to excess with refugees, who sought shelter in this sequestered nook from the storm of war and desolation that raved and whistled on every side around. Malcontents also, of every denomination, emissaries of all the numberless factions which then agitated Germany, great persons with special reasons for courting temporary seclusion, and preserving strict incognito; misers who fled with their hoards of gold and jewels to this city of refuge; desolate ladies from the surrounding provinces, in search of protection for themselves, or for the honor of their daughters; and prophets and enthusiasts of every description, whom the magnitude of the political events and their religious origin, so naturally called forth in awariness; these, and the many more, with their attendants, troops, students, and the terrified peasantry from the country round about, had swelled the city of Klosterheim, from a total of about 17,000 to 36,000 or 37,000.

All these circumstances, combined with the hope of some dim religious judgment, like that which ruined Oedipus, brooding over the Landgrave, and the slight tenure upon which all men held their lives in those wild, tumultuous times, naturally threw the thoughts of the Klosterheimers much upon the other world; and communication with it and its burthen of secrets was eagerly sought by every variety of agencies, ghosts, divination, magic, and all other sort of superstition. Just at this critical juncture a mysterious masque made its appearance to many persons by night; and on the walls, in the most public places, was found a notice posted:—

"Landgrave, beware! Henceforth not you, but I, govern in Klosterheim.

(Signed)

"THE MASQUE."

The strict fulfilment of this threat forms the sequel of the story. There is a love plot running through the whole, of course; for so much fighting and souffling without any love, would be dry work

indeed. But we mean not to disclose a syllable of the *dénouement*, for fear of dulling the edge of the appetite of one of our fair readers. The fault of the book is its being too short. There is not sufficient room for a full and satisfactory development of the characters. There is a certain Colonel Von Aremburg, of whom we feel quite certain the author intended to have made a great deal more when he set out. "Klosterheim" should have been in three volumes instead of one.

The following sketch of fashionable travelling, as executed by the English, is from the new novel of Arlington:—

"Mr. Theobald at that instant was speaking to Lord Bolsover.

"I will just tell you what I did. Brussels, Frankfurt, Berlin, Vienna, Munich, Milan, Naples, and Paris; and all that in two months. No man has ever done it in less."

"That's a fast thing; but I think I could have done it," said Lord Bolsover, "with a good courier. I had a fellow once, who could ride a hundred miles a day for a fortnight."

"I came from Vienna to Calais," said young Leighton, "in less time than the Government courier. No other Englishman ever did that."

"Hein! I am not sure of that," said Lord Bolsover; "but I'll just tell you what I have done—from Rome to Naples in nineteen hours; a fact, upon my honor—and from Naples to Paris in six days."

"Partly by sea?"

"No! all by land," replied Lord Bolsover, with a look of proud satisfaction.

"I'll just tell you what I did," Mr. Leighton chimed in again, "and I think it is a devilish good plan—it shows what one can do. I went straight on, as fast as I could, to what was to be the end of my journey. This was Sicily; so straight away I went there at the devil's own rate, and never stopped anywhere by the way; changed horses at Rome, and all those places, and landed in safety at—I forget exactly how long from the time of starting, but I have got it down to an odd minute. As for the places I left behind, I saw them all on my way back, except the Rhine, and I steamed down that in the night time."

"I have travelled a good deal by night," said Theobald. "With a *dormeuse* and travelling lamp I think it is pleasant, and a good plan of getting on."

"And you can honestly say, I suppose," said Denbigh, "that you have slept successfully through as much fine country as any man living?"

"Oh, I did see the country—that is, all that was worth seeing. My courier knew all about that, and used to stop and wake me whenever we came to anything remarkable. Gad! I have reason to remember it, too, for I caught an infernal bad cold one night when I turned out by lamplight to look at a water-fall. I never looked at another."

Of the *Chateau Margaux Stakes*, to which the annexed "official" letter relates, our readers have already heard. Of the *Chateau Margaux* itself, they have we hope, for their own sakes, a lively relish; and assuming thus much, we take it for granted they will be well pleased to learn its authentic history.

CHATEAU MARGAUX STAKES.

Baltimore, 16th June, 1832.

Mr. Editor: In your last Turf Register, I find that "Chateau Margaux Stakes" have been established at Tree Hill, and I am informed that the same are about to be created at the Central Course.

As this is a marked compliment to the estate which bears that name, and to the excellence of its production, "Chateau Margaux," a few remarks thereon may not be unacceptable.

Chateau Margaux is situated on the Garonne, 17 miles below Bordeaux, and consists of about 500 acres, 150 of which are under vine, in detached parcels in the two provinces of Margaux and Cante-nac, producing an average of 100 tuns, or 400 hhd. per annum.

This estate was formerly in the hands of the priests, and was formed by selections of such pieces or parcels of land, as from their position and character of soil, were best calculated to produce the best wine. The reputation this wine has enjoyed for more than half a century, and distinguished as "Le premier des premiers crus," (the first of the first growth), is confirmed by the following extract of a letter, just received from Mr. Lawton a wine broker, whose judgment and opinion on wine is considered the highest authority at Bordeaux.

"I have made several calls at Chateau Margaux, since the last vintage, and again looked over the new wines of 1831, about three weeks ago. I am happy to say, in point of elegance they show their accustomed superiority over those of Lafitte and Latour."

Whence this superiority over all other wines arises, has been always a matter of much discussion; there are, however, some circumstances in addition to those already stated, which shed some light on the subject.

The gathering of the grape is performed on this estate exclusively by grown persons, and not by children, as is the general practice elsewhere. The selection of the good and the rejection of the bad grape is therefore judiciously made. The proprietor, the Marquess de la Colonilla, resides on his estate, and possesses the affections of the neighboring tenants, which induces them promptly to obey his call for any force necessary to vintage, in the shortest time.

The wine is made with the greatest care and attention, without any addition to the pure juice, or adulteration in any way; not a drop of brandy or spirits being added, as is usual in making all other wines. It is kept in the most perfect repositories that can be constructed on the estate, where at proper season it is bottled, and is then issued to the world, bearing the coronet and initials of the Marquess on the cork, which it is a felony to counterfeit. But it is not difficult even in riding over the country to point out the wines which compose part of this estate, for they are always found on the heights most advantageously exposed to the South East, and on a light yellow clay, mixed, nay almost covered, with coarse white pebbles. The vines are trained horizontally within 12 inches of these pebbles,—which are supposed to be eminently useful, by collecting the heat of the day, and gently emitting it during the night, tempering the heavy dews.

Thus, with heat for its sire, and soft dew for its dam, "Chateau Margaux" seems particularly calculated to promote the delights of the Central Course.

I might add much to the pedigree of this my favorite hobby, but enough has been said, I trust, to convince you that it must always distance any competitor. I remain faithfully, yours,

D. LYNCH.

Delicious as is Mr. L.'s Chateau Margaux, it's worth a dozen to hear him sing

'TIS WHEN THE CUP, &c.

'Tis when the cup is smiling before us
And we pledge round to hearts that are true, boy, true,
That the sky of this life opens o'er us,
And Heaven gives a glimpse of its blue;
Talk of Adam in Eden reclining,
We're better, far better off, thus, boy, thus,
For him but two bright eyes are shining,
See what numbers are sparkling for us.
When on one side the grape juice is dancing,
And on 'other a blue eye beams, boy, beams,
'Tis enough 'twixt the wine and the glancing,
To disturb even a saint in his dreams;
Tho' this life like a river is flowing,
I care not how fast it goes on, boy, on,
While the grape on its bank is growing,
And such eyes like the waves as they run.

FOREIGN INTELLIGENCE.

LATER FROM EUROPE.—The Caledonia, from Liverpool, of 16th ult. brings us London dates of 15th.

Order and quiet were completely restored in Paris, and mainly in the West of France. In England all was quiet.

Martial law was still in force, however, in Paris. The annexed letter from the London Times of 14th, and extracts of the 15th, gives probably a fair account of the state of things there:—

An angry discussion has arisen respecting the share which the opposition Deputies, and the opposition Press, have had in exciting the rioters to the late revolt. The Journal des Debats attaches the chief blame of the insurrection to the meeting at Lafitte's. "The civil war," says this journal, "has had its cause and its principle, whatever may now be said to the contrary. This cause is the anarchical effrontery of the maxims of the opposition. It was the extra parliamentary meeting (at Lafitte's) which induced the fanatics to believe that they had always a provisional government in their hands, ready to be installed when they wanted it. It was their manifestoes,—their *comptes-rendus*, which ape the inimitable programme of the Hotel de Ville,—it was their apologies of the tumults, which led to the late civil contest." On the other hand, the op-

position Journals accuse the Ministers of having given reason for dissatisfaction, though they do not attempt to justify revolt. We shall leave them to settle the matter between them.

It is but doing justice to the Journal des Debats to mention, that, however violently it declares itself against the conduct of the opposition, and however little it exhibits a knowledge of the real principles of constitutional liberty, it has expressed a strong disapprobation of that act of the Government, which requires the medical profession to report on the numbers and character of their wounded patients. A surgeon, as we stated yesterday, must not be made a Government spy; and the stanching of a wound, or the amputation of a limb, ought not to subject the professors of a noble art to the necessity of being purveyors for the guillotine, or the military executions in the *plaine de Grenelle*.

The Ministerial journals continue to state, that the news from La Vendée is highly satisfactory.—We shall only think so, when we hear of the capture or the flight of the Duchess of Berry, though we never apprehended any ultimate danger from this absurd movement of the Carlists.

The affairs of Belgium had been arranged, by the Conference at London, by further concessions to Holland, in the spirit of those recommended by Russia.

Sir Walter Scott had returned to England more feeble in health than when he left.

The Brutus, of Liverpool, sailed thence for Quebec on the 18th of May with 349 souls on board, all healthy, and having a surgeon on board. On the ninth day out, the Cholera manifested itself, and raged with such violence as to induce the Captain to put back. He returned to port on the 26th day, during which time 117 cases and 81 deaths occurred.

THE CHOLERA IN LIVERPOOL.—We regret to state that the Cholera continues to make considerable progress. The following is the official report published yesterday afternoon, at 4 o'clock by the Board of Health:—

June 15.—Remaining at last report, 35; new cases 19; dead 2; recovered 9; remaining this day at 4 o'clock, 43.—Total number of cases from the commencement of the disease on the 12th May, 200; died 82; recovered 75.

[From the London Times, of June 15.]

The London Conference on the affairs of Holland and Belgium, held a long protected sitting on Tuesday at which the concessions to be made to Holland were finally agreed upon by the whole of the five Powers; and it is understood that the modifications recommended by Russia, on her recent ratification of the treaty of separation, have, in spirit at least, been adhered to. The consent of England and France to these modifications was not, it is said, obtained without considerable difficulty. At present no further particulars of this, which is presumed to be the last sitting of the Conference, have been permitted to transpire. Should another meeting be requisite, the place of M. Talleyrand, who sets out for the Continent almost immediately, will be supplied by the French Ambassador at the Hague, who has been sent for, for that purpose.

Sir Walter Scott has arrived in London, and is now at the house of his son-in-law, Mr. Lockhart. We regret to learn that this eminent writer and admirable man has not returned with any renewed vigor of constitution, or any chance of gratifying the world with further displays of his genius. He is, indeed, much worse in health than when he set out, and serious apprehensions are entertained of his recovery. In passing down the Rhine, he suffered by another stroke of paralysis in the boat; and had it not been for the presence of mind of his servant in bleeding him, he could not have survived the attack. He has now, we are informed, lost the use of one side, and is not likely to recover it. He has been attended by physicians ever since his return.

LONDON, 14th JUNE.—A report has been in circulation this afternoon, of the arrival of Don Pedro's squadron on the coast of Portugal. On inquiry, it turns out that the foundation for it is a letter from Paris, which states that intelligence to that effect had been communicated by the French government to the Portuguese embassy in Paris. It has obtained, however, but little belief, as it appears scarcely possible, on a comparison of dates, that the event can have occurred so soon. The fleet could not have been in readiness to sail from St. Michael's earlier than the 4th instant, and must have reached the coast of Portugal by the 10th, to allow of an ex-

press to Bayonne, and a communication from thence by telegraph to Paris, within the time mentioned. The northern part of the coast, and not the Tagus, must, in that case, have been selected as the first point for attack. Altogether, the chances against its proving true are so many, that the report, as has been already stated, is not credited. The eagerness of inquiry, however, to which it gave rise, proves the general interest which now attaches to the result of that expedition.

The question of the Madeira blockade is finally disposed of by the letters received this morning, that from the agent to Lloyd's, which is dated on the 29th ult. stating, that the vessels conducting it had embarked the troops and refugees at Porto Santo, and sailed on the 25th to join the expedition of St. Michael's.

PARIS, JUNE 12.—Tuesday, 4 o'clock, P. M.—The friends of the Government had abundant cause of gratification on Sunday, in the cordial reception with which the King met, on the part of the troops of the line and the National Guards, at the grand review. A great number of addresses, intended for the King, were received by the Adjutant-General, who was riding behind his Majesty. The contents of some of them were mere loyal effusions; others are said to have expressed sentiments equally loyal, as entertained by the civic force, but at the same time a hope, that the government will speedily return to the constitutional path from which it has thought proper to depart. The Government journals have been quite silent on the contents of these addresses, and have only spoken of the review, as having afforded strong proof that the class of the community whose sentiments have most value, are ever disposed to raise their arms against all enemies to the order of things which has existed since the last revolution.

No one who knows any thing of the actual temper of the Parisians, can doubt that many among them are the advocates of tranquility at any rate; but it would be betraying a gross ignorance as to the general state of feeling, to deny that a very large portion of them are decidedly inimical to every encroachment of prerogative on the part of the monarchy, especially of that monarchy which has emerged from the barricades of 1830.

The news of the late riots does not seem to have created any very great sensation in the departments. The particulars were every where first received thro' the medium of the ministerial papers, which, in a great measure, have succeeded in spreading a belief that the riots were the fruits of Carlist instigations and intrigues. Under such an impression, it is not surprising that the rioters should not have met with any sympathy in the provinces. What may be thought hereafter, is of little consequence to Ministers who rejoice only in having attained their object, whatever may have been the means used. Had they been wise enough, however, to advise the immediate convocation of the Chambers, instead of placing the capital in a state of siege, how different would have been the effect throughout the country, than that which must every where take place, when the monstrous illegality of the measure chosen comes to be dispassionately considered; they would have heard but one voice—that of cordial approbation. But they have preferred a course which has very greatly multiplied the internal enemies of King Louis Philip's Government; and how far they may have contributed by it to increase the stability of his throne, future events will show.

Meanwhile there is reason to believe that Ministers have already begun to perceive the effects of their illegal measures. On Saturday a report was very generally circulated, that on Friday, at midnight, some 50 or 60 prisoners were taken to the plain of Grenelle, and all shot in a heap, in pursuance of the judgments hastily pronounced by the military commissioners, before whom they had appeared. This report produced so powerful an impression throughout the town, that Ministers thought it necessary to publish a formal contradiction to it in the *Moniteur* of Sunday. I really believe that it was false, though nothing was more likely to have occurred, as it was natural enough to expect such wholesale executions as the fruits of the labors of the military courts. The proceedings, in fact, were only to have commenced yesterday, and time is likely to be allowed between sentence and execution. But the effect of the report proves how easily the enemies of the Government may be increased, by the facilities which its unpopular course affords for directing public execration against it. The report has been since circulated with increased industry, and it acquires additional title to belief by the fact, which is now quite notorious, that none of the

friends or legal advisers of the prisoners have been suffered to have any access to them, and that the sittings of the courts martial are to be secret. It is also said, though I do not exactly see how the knowledge of such a fact could have transpired, that all the prisoners have resolved to declare to their military judges, that they form illegal and incompetent tribunals, and therefore that they (the prisoners) will not answer any questions put to them.

Among the more recent acts of the Government which have undergone the unsparing censure of its numerous enemies, is a most ill-advised ordinance of the police, enjoining all surgeons and physicians, and all lodging house keepers, to give an account to the police of the wounded men whom they may have been called to attend, or have given shelter to, under pain of forfeiting a sum of 300 francs. Had this order been simply grounded on the necessity of bringing to light all who took an active part in the late riots it would appear conformable with the line of policy adopted by the Government, and no one would have been surprised; but a most absurd attempt is made to give a legal coloring to the ordinance, by referring to two edicts, the one passed in 1666, and the other in 1788, as authorizing the order it contains. At this rate, every despotic edict of former despotic sovereigns of France should be enforced, in spite of the charter which has abrogated every act emanating from arbitrary rule, and has only acknowledged the famous code of the Imperial reign. If this new practice of recalling into existence old ordinances and obsolete edicts, just as their bearing may happen to suit the purpose of the moment, be allowed to continue, may not the people themselves take it some day into their heads to insist on the complete execution of the law passed in the 50th year of the republic, which formally expels from France every member of the Bourbon and Orleans families? You may perceive, from the risk of such an occurrence, the danger of the precedents which the ministers are disposed to establish, by the very extraordinary career in which they have embarked.

Much to the credit of the Parisian medical profession, the ordinance relating to them has been answered by a general expression of indignation among them, and by many public and formal declarations that its injunctions will not be complied with.

HOUSE OF LORDS, JUNE 14.

The speech of Lord King on the nature and tenure of Church property, may be looked upon as another of the signs of the times, under the new order of things in England. The case—not wholly hypothetical—which he puts, about the political course of the Spiritual Lords, and the possible consequences of it, will find an echo in very many hearts throughout Great Britain.

Lord King, in presenting a petition against tithes, declaring that church property was the property of the public, of which Parliament might dispose in that way which it might consider most advantageous to the public interest, said, as there were several prelates present, he would take that opportunity of noticing a declaration made on a former occasion by a right rev. prelate (the Bishop of London,) who denied that the property of the church was public property, or that the legislature had a right to interfere with it. That right rev. prelate had asked, if a man had charged his estate with a certain sum for the maintenance of a clergyman, would he (Lord King) disturb that charge, or think that the legislature should interfere with it? He (Lord King) would admit that the legislature had no right to touch it. But this case bore no analogy to the question of church property as it now stood. But supposing that the major part of it had been the gift of pious individuals, even in that case the legislature had a right to interfere if the property had been diverted from the objects for which the pious donors had intended it. The manner in which the property of the church had been disposed of at the reformation, and at the revolution, showed that it was considered public property. But as the right reverend prelate had put him a question, he (Lord King) would put a question in his turn. He would suppose a case merely hypothetical, and which, of course, was in the highest degree improbable. Suppose that the bishops of our church were to become political characters, and were to take a very decided part against the general feeling of the country, so much so, as to become unpopular and odious to that degree, that they could scarcely show themselves in the public streets, or even appear in their own pulpits; and suppose, that in consequence of

that political part, it was deemed expedient that they should be deprived of their temporal power, and further, that they should be deprived of their seats in that house: and suppose further, that it should be deemed expedient to change the whole discipline of the church, and to abolish the hierarchy, and establish a presbytery in its stead, would it not follow that the present holders of church dignities and church property would be obliged to relinquish those dignities and that property, if they refused to conform to the new state of things? Undoubtedly it would; for if the state had a right to make such changes (and who would question that right?), it would have a right also to arrange and dispose of the church property in conformity with them. But could this be the case if the property of the church were to be considered solely as private property? The property of the church, he contended, was originally given for the general purpose of promoting Christianity itself. During the dominion of Popery in this country, no other form of Christianity was permitted to be publicly preached or taught; and for a long time after the reformation the Church of England kept up the same intolerant spirit; but now, all civil distinctions being removed, and all men being equal in the eye of the law, without any reference to their religion, it might well become a question for consideration, whether the property originally given for the general promotion of Christianity, ought not to be divided amongst the various Christian sects in this country; and the more so, as it is well known that the great body of the inhabitants of this country did not belong to the established church. With these remarks he would now move that the petition be read.

The petition having been read, The Bishop of London said, that as the noble lord had taken three weeks to answer his one question, he might take three weeks to answer the questions put by him. He would not enter into the answer now, not that he was unprepared to do so, but that he felt, and their lordships must feel, the inconvenience of entering into discussions on presenting petitions, for which more fit occasions would come hereafter. He would therefore content himself, for the present, with denying the opinion attributed to him by the noble lord, that the legislature had no right to interfere with church property. He admitted that Parliament had a right to interfere with it as far as regulation, and as seeing that those who received it did the duty for which it was given. The petition, which was from Westminster, was then laid on the table.

Mr. E. L. Bulwer made a good speech in the House of Commons on 14th June, on a motion by himself for a committee to inquire into the expediency of abolishing, or materially reducing, the stamp duty on newspapers and advertisements, and the postage of papers and periodicals. He enforced his argument mainly by reference to this country. Lord Althorp complimented him on his speech, in many of the positions of which he fully agreed, but thought the present not the time for the motion. After further discussion, Mr. Bulwer withdrew his resolution.

LATER STILL.—By the President, we have received London papers to the 16th June, inclusive.

There were rumors of Don Pedro's force having reached the shores of Portugal, but no certain information of such an event.

At the Queen's Levee on the 14th, Capt. Finch, of the American navy, and the Rev. C. S. Stewart, Chaplain in the United States' Naval service, were presented to Her Majesty by Mr. Vail, the American Chargé d'Affaires.

Cook, the reputed murderer of Mr. Paas, has confessed the murder.

COUNCIL OFFICE, LONDON, JUNE 15.
THE CHOLERA.—(England and Scotland.)—Remaining at last report 276; new cases 68; deaths 24; recovered 27; remaining 293. Total from commencement, 11,466; total deaths 4,334.
JUNE 12.—(Ireland.)—New cases 196; deaths 92; recovered 189; remaining 785.

LONDON, JUNE 16.—In the House of Lords last night, after several petitions had been presented, the Marquis of Londonderry called the attention of Earl Grey to the language again used by Mr. Larkins, at another meeting of a political union in Sunderland, at which Dr. Headlam presided. After quoting some violent passages in the speech and alluding to the policy adopted by Mr. Pitt in 1799, with respect to such unions, his Lordship expressed a hope that the

Noble Earl would reconsider his determination stated on a former night, not to put them down by law. He thought that a small fine might be levied on the members of such societies, and that the public houses which harboured them should be proceeded against. Earl Grey admitted the impropriety of the language used by Mr. Larkins, but denied that Dr. Headlam, who was as loyal a man as any in the kingdom, should be held accountable for it. He disapproved of the continuance of political unions, but trusted to the good sense of the people of England to give them up, now the excitement which first produced them had died away. But he neither contemplated the introduction of any new law, nor had received any instructions to prepare one.—[Morning Herald.]

MADRID, JUNE 4.—The troubles in La Vendée, of which we have only just had intelligence, have by no means been a subject of astonishment to us.—This disturbance, as well as that which broke out at Marseilles, was the result of a deep plan laid by the Holy Alliance. Count De St. Priest, the Duke of Almanza, was the confidant of our Court. The restoration (which turned out not to be a real one) of the Wellington party to power in England, was the signal for this conflagration. Our troops, which are now stationed on the Portuguese frontier, were forthwith to march in the direction of the Pyrenees; for the landing of Don Pedro in Portugal was expected to have been seasonably arrested by the good interference of a Tory Ministry. Then the King of Holland was to have made an attack on Belgium, and the Austrians were to take possession of Ancona in order to suppress the rising spirit of Italy. Such was the state of things which the Apostolics appear to have firmly counted on, and there can be no doubt that the journey of Count Cruz and his companion to England had direct reference to the execution of this great European project.

Information has been just received by Government that six French ships have been seen cruising near the mouth of the Tagus. The Apostolics are quite indignant at this proceeding of the French Government. They ask, can this be considered a manifestation of pacific intentions on the part of France? What can France mean, say they, by that principle of non-intervention which she appealed to in respect of the Belgians, the Poles, and the Italians? Is not the presence of a French and English squadron off the coast of Portugal an act of intervention?—indirect indeed, but still an intervention, for its object, in effect, is to animate the hopes of Don Pedro's partisans on the one hand, and to discourage those of Don Miguel's "subjects" on the other. This is the sort of language which the Apostolics use—and they add that no power in existence has the right of hindering Spain from closely watching all that passes near her frontiers, and of taking necessary measures for her own safety and interest.

The Court has received the news of a Count in Portugal having abandoned the standard of Don Miguel, and, having collected together no less than 4,000 men, declared for the cause of Don Pedro.

THE CHOLERA.

Friday, July 20.—In the city at large, to-day, the cases are 132, deaths 48; in the City Hospitals, 56 cases, 36 deaths; at Bellevue, 28 cases, 10 deaths; at Yorkville, 10 cases, 6 deaths.

Saturday, July 21.—New cases in the city at large, to-day, 191, deaths 61; at the City Hospitals, 71 cases, 29 deaths; at Bellevue, 20 cases, 10 deaths; at Yorkville and Harlaem, 29 cases, 4 deaths.

The interments in this City for the 24 hours ending at 8 o'clock this morning were 140, of which 116 were Cholera cases.

ALBANY BOARD OF HEALTH, July 19.
New cases of epidemic cholera 20, 11 of which are severe. Deaths 6.

BUFFALO, 17th inst.—The Board of Health report three cases of cholera, two of which have terminated fatally.

MONTREAL, 17th July.—The report of the Board of Health for Saturday 13th, was, 3 cases 4 deaths
Sunday 14th, 6 5
Monday 15th, 21 10!

This difference on Monday shows the operation of the excesses committed on Sunday.

The official report of cases at York, U. C., on the

12th inst. derived from the British Consul here, given new cases 7, dead 2; total since commencement, 112 cases, 55 deaths.

Sunday, July 22.—The new cases to-day are, in the city at large, 154, and 50 deaths; in the Hospitals, 74 cases, 34 deaths; at Bellevue, 9 cases, 5 deaths; and at Yorkville, 2 cases, 1 death.

The interments for the twenty-four hours ending at 8 o'clock this morning, were 176—of which 152 were from Cholera.

Monday, July 23.—In the city at large, new cases 163, deaths 46; City Hospitals, cases 42, deaths 17; at Bellevue, cases 26, deaths 10. No returns from the Rivington st. Hospital, nor from Yorkville and Harlaem, were received to-day.

The interments for the twenty-four hours ending at 8 o'clock this morning, were 135—of which 108 were from Cholera.

Among the deaths yesterday of Cholera, we regret to mention those of Alderman SMITH, of the Fourth Ward, and the venerable ANDREW COCK, Secretary of the United States' Insurance Company. To the fatigue in the discharge of duty, says the Gazette, these cases of death may be fairly attributed.

Of Alderman Smith, who has, we verily believe, perished a victim to the vigorous and efficient discharge of his office, we can, from personal knowledge of him in another character—as an officer of militia,—speak as of one always ready to postpone himself to his duties, and who combined with great modesty great energy and decision of character.—We deplore his loss—though death could never have been more welcome to him than in the consciousness that he sacrificed his life in the cause of humanity and the public good.

BROOKLYN, JULY 21.—A bulletin in the village states that there were 6 new cases and 3 deaths in the last twenty-four hours.

In Brooklyn yesterday, (Sunday) there were reported 14 cases, 1 death. In their Hospital, 3 cases, 1 death.—Whole number in nine days, 42 cases and 14 deaths.

We hear that there have been two cases at Flat bush, and one at Flatlands—all dead.—[Gaz.]

The Cholera has occurred on Staten Island, where there are several cases, and Mr. Seguire, one of the oarsmen belonging to the custom house barge, has died.—[Gazette.]

The interments in Philadelphia for the week ending on Saturday were 143; of which three only from malignant cholera,—that city happily being now exempt from the disease.

The Albany Board of Health, on Friday evening report 22 cases and 7 deaths, of Cholera.

The North America steam-boat arrived here last evening from Albany, bringing 15 passengers from that place, and 60 from Newburgh, &c. The board of Health in Albany reported Saturday afternoon 41 cases—11 deaths,—making an increase over Friday's report, of 19 cases and 4 deaths.

Tuesday, July 24.—New cases in the city at large 188, deaths 57; at the City Hospitals, 51 cases, 22 deaths; at Bellevue, 22 cases, 7 deaths; at Yorkville, 5 cases, 1 death; and at Harlaem, 30 cases, 9 deaths. The above reports are supposed to include the returns not received yesterday.

The interments for the twenty-four hours ending at 8 o'clock this morning, were 140—of which 106 were from Cholera.

BOARD OF HEALTH, JULY 23.

Dr. Rhinolander stated to the Board of Health that one case had been cured in Crosby-street Hospital by injecting the vein with a saline solution.—Twenty-four ounces of a solution were injected of one drachm of Carbonated Soda and two drachms of Muriate of Soda (common salt) to six pints of water. The name of the woman was Margaret M'Han. The operation was performed at 7 P. M., July 21st. Published by order of the Board of Health.

J. MORTON, Secretary.

ALBANY BOARD OF HEALTH,

Sunday, July 22.

New cases 19—of which 13 are severe. Deaths 14.

CHOLERA AT DETROIT.—Extract to the Editor, dated Detroit, July 13, 1832.—Dear Sir: The cholera

has essentially abated in this city. No new cases have occurred within the last twenty-four hours. One or two deaths from previous cases have occurred. Several have recovered, and the remainder appear to be convalescing.

From the encampment of the remnant of regular troops near Fort Gratiot, information has to-day been received. The disease is disappearing there also. Col. Twigg has nearly recovered. Dr. Everett is a very doubtful case. The worst apprehensions are entertained with regard to his fate. These two gentlemen, with poor Clay of New-Jersey, are the only officers that have been attacked.

The remnant of Colonel Cummings' command, encamped at Springwells, below this town, is nearly free from the disease, two or three only of the soldiers being unwell, but not dangerously so.

The steamboat Henry Clay has been most unfortunate. She left our river for Buffalo on Monday. Before she arrived at Cleveland, three more of her crew were taken sick, one of whom died; and before she left Cleveland, two more were attacked.—She had previously lost her second engineer and cook.

From Cleveland we learn that one case has occurred there.

The schooner Napoleon, chartered as a vessel to take stores and provisions for our army at Chicago, left here on Monday. Captain Hinckley, her commander, died before she arrived at Lake Huron, but he had been sick some days before he left this place.

Yours truly, JOHN NORVELL.

Wednesday, July 25.—The new cases to-day, are in the city at large, 99, deaths 21; at the City Hospitals 45 cases, 32 deaths; at Bellevue, 10 cases, 5 deaths; Yorkville, 3 cases, 3 deaths.

The interments for the twenty-four hours ending at 8 o'clock this morning, were 135—of which 110 were from Cholera.

The Cholera report of yesterday was augmented by the returns of two days from the Rivington-street Hospital, and the Yorkville and Harlaem cases. There were also, as there are daily, among those set down as new cases, several reported previously. With all these deductions, however, the account is very formidable, though still the ravages of the disease are mainly confined to vice, filth, and gross imprudence. As exceptions to this course, however, we hear with great regret this morning of the death of the Rev. Mr. Hinton, the Episcopal clergyman at Harlaem. Though urged to leave there some days ago, Mr. H. refused on the score of duty,—and he has perished—shall we not say, gloriously?—in his high vocation of ministering to the dying, and admonishing and consoling the living. His wife, ton, and child, we hear, have also fallen victims to the destroyer.

ELIZABETHTOWN, N. J., JULY 23.—The Board of Health report two cases—both dead.

POUGHKEEPSIE, JULY 24.—The Board of Health of this village have reported five cases and four deaths, as occurring within the last fortnight, of Malignant Cholera. These, however, were of such a nature as not to occasion any alarm for others' safety.

HUDSON, N. Y., JULY 21.—The Board of Health report one case—a man from Albany, very intemperate.

ALBANY BOARD OF HEALTH.

July 23, 4 P. M.—New cases 27, of which 15 are severe; deaths 5.

KINGSTON (U.C.) BOARD OF HEALTH.

From July 11 to 18.—New cases 7; deaths 2; recovered 11. Total cases from commencement 162; deaths 50; recovered 110. J. R. FOREST, Sec'y.

[From the Buffalo Journal, Extra, July 21.]

The steamboat Sheldon Thompson, Capt. Walker, arrived at this port in 7 days from Chicago, at 10 o'clock this morning, all well. She brings us the melancholy intelligence that out of about 220 of the U. S. troops, whom she had conveyed up the lake, 1 officer and 51 privates were dead of Cholera, and about 80 on the sick list. She had lost two of her crew, left two sick in the hospital at Chicago, and one at Huron on her return. Spoke the Penn at Mackinack—all well.

The Thompson arrived at Chicago on the 10th. Five of the officers with Gen. Scott, among whom were Capt. Galt and Lieut. M'Duffie, had experienced an attack of the cholera but were considered out of danger.

As soon as the Thompson arrived at Chicago, the inhabitants fled in every direction, including Col. Owen, the Indian Agent, who with his family had deserted his post, and was on his way to St. Louis.

A despatch from Gen. Atkinson to Gen. Scott, dated the 9th inst. stated that the former supposed himself to be within five or six miles of the Indian enemy, with his forces, consisting of 450 regulars, and 2100 mounted Militia and Volunteers, including the detachment under General Dodge. The force of Black Hawk consists of about 800 Indian Warriors. Such was the state of the country that doubts existed as to final success.

The Thompson brought us Detroit papers to the 19th inclusive.

The Board of Health had for the last twenty-four hours, reported 8 cases convalescent—no deaths—no new cases.

The quarantine regulations at Detroit had been abandoned.

Doct. Josiah Everett, of the United States Army, died at Fort Gratiot on the 13th.

Major Thompson, and Lieutenants Gallagher, Clendenin, Izard and Wirt, with two companies of the 2d, had left Fort Gratiot, for Chicago, by land, leaving Captain Cobb and Lieut. Patten, ill.

Thursday, July 26.—The new cases in the city at large, to-day, are 75, and 21 deaths; at the City Hospitals, 48 cases, 21 deaths; and at Bellevue, 14 cases, 12 deaths; Harlaem, 5 cases, 1 death; Yorkville, 2 cases, 3 deaths.

The interments for the twenty-four hours ending at 8 o'clock, this morning, were 106—of which 73 were from Cholera.

ONE O'CLOCK.—The report to-day adds, and justly, to the confidence springing up, that the visitation is passing off. The number of cases to-day is less by 16, and that of deaths less by 7, than yesterday.—Among the victims today we regret to enumerate Dr. Arnold, who has been literally indefatigable in the 6th Ward, and whose attack was brought on by absolute exhaustion.

The Board of Health state that four persons who were discharged from Crosby street Hospital cured, have been received there again in a state of intoxication, and that two of them died in from 6 to 8 hours. The warning is a serious one.

Dr. Sewall, of Washington, writes from this city, under date of the 20th inst. as follows:

Out of 204 patients which have been admitted into the Park Hospital since the commencement of the disease, Dr. Howard, the physician of the institution informs me that only six of the number were temperate persons. All the temperate persons recovered, while 122 of the others died. The other hospitals give nearly the same result.

BOARD OF HEALTH, BROOKLYN.

July 25th.—Report for last 24 hours, ending at 9 o'clock, A. M.—In the Village, new cases 11; deaths 3. In the Hospitals, new cases 6; deaths 1. Total new cases 17; total deaths 4.

The Board of Health of Hartford, Conn. report three cases of Cholera and one death in a house about half a mile south of the limits of the city on the road to Westerfield.

The Philadelphia Board of Health, July 24, report one case of malignant cholera in Queen street—dead.

SING SING STATE PRISON.—The Westchester Herald of yesterday, gives a report of cholera cases in the prison at Sing Sing, from the 17th of July, when the disease first appeared, up to the 23d inclusive. The whole number of cases was 57—deaths 11. On the 23d the new cases were 13, deaths 3. The whole number on the sick list on the 5th of July was 46; on the 23d, it was 200. The sick list includes all for whom any prescription was made on the day; a majority of them were affected with what are denominated the premonitory symptoms.—[Mercantile Adv.]

ALBANY BOARD OF HEALTH.

July 24, 4 o'clock, P. M.—The Board report 19 new cases of epidemic cholera, of which 12 are severe, and 10 deaths.

DETROIT BOARD OF HEALTH.

July 17, 9 o'clock, A. M.—The physicians report to the Board of Health for the last 24 hours, 1 new case of Cholera, 2 deaths, 11 convalescent, and 1 recovery. By order of the Board,

JOHN WINDER, Sec'y.

MISCELLANY.

[From St. Simon's Memoirs of the Court of Louis XIV.]

A SINGULAR CHARACTER.—The Duc de Lauzun was perhaps the most extraordinary character that the artificial heat of this court atmosphere ever encouraged in its superabundant and unnatural growth. The Duc de Saint Simon and he married two sisters, and during the latter part of Lauzun's life (and it was a long one, for he lived to the age of ninety years) they were much together. The author of these memoirs was therefore well qualified, both by position as well as by perspicacity, to detect the peculiar characteristics of his connection.

The Duc de Lauzun was the third son of the Comte de Lauzun, Captain of the Hundred Gentlemen of the King's Household: in his youth he bore the name of Marquis de Puygillhem. He was a little fair man, of good figure, of a lofty and imposing expression of countenance, without having agreeable features. When he came to Court he was destitute of fortune, and was taken in by the Mareschal de Grammont, his father's cousin-german, who at that time enjoyed the highest possible consideration at Court, and was greatly in the confidence of Cardinal Mazarin and the Queen Mother. His son, the Comte de Guiche, introduced Puygillhem to the Comtesse de Soissons, at whose house the young King lived almost perpetually, and where Puygillhem quickly succeeded in attracting his good graces. The king gave him his regiment of dragoons, and soon after made him Marechal de Camp, and created for him the charge of Colonel General of Dragoons. When the Duc de Mazarin, who had already retired from court in 1669, wished to get rid of his place of Grand Master of the Ordinance, Puygillhem was the first who had wind of it, and asked the king for it, who promised to give it him, but under promise of secrecy for some days. The day arriving on which the king had promised to declare him, Puygillhem, who had the privilege of the *grandes entrées*, went into a room between the council-room and that where all the court wait, and where no one enters during the council, to wait the coming out of the king from the council of finance then sitting. He there found Nyert, the first valet de chambre, in waiting, who asked him by what chance he came there. Puygillhem, sure of his affair, fancied he should gain a friend in Nyert, by communicating to him what was going to be declared in his favor. Nyert pretended to be delighted, pulled out his watch, and saying there was still time to execute something the king had ordered him to do, he ran as fast as he could up the little staircase where Louvois was at work in his bureau, told him that at the breaking up of the council of finance Puygillhem was going to be declared Grand Master of the Ordinance, how he had learnt it, and where he had left the expectant.

The story so far is characteristic of the falseness and intrigue of courts: the sequel will exhibit the character of an individual.

Louvois detested Puygillhem for many reasons, and feared his influence in a post which gave him so many occasions of interfering in his own department of war. No time was to be lost. Nyert was embraced, thanked, and sent off as quickly as possible, while Louvois, taking some paper by way of excuse, descended, and found Puygillhem and Nyert, who had returned, in the cabinet already mentioned. Nyert feigned surprise at seeing Louvois, and told him that the council has not risen. Never mind, says Louvois, I shall go in, for I have a matter of importance to communicate to the king, which requires despatch. The king, surprised at seeing him, asks what he wants, rises, and goes to him. Louvois draws him to the window, and tells him that he knows his majesty is about to declare Puygillhem Master General of the Ordinance, that he is waiting for him at the door with that object, and then submits to him that although his majesty is of course full master of his own gifts and graces, that still he (Louvois) thinks it only for the good of his service to represent to him the incompatibility that exists between Puygillhem's temper and his own, and that it will be impossible to get on amicably with a man of his extreme caprice and haughty manners. Several other objections are enumerated by Saint Simon, as mentioned by Louvois. One circumstance was enough to decide the king. He was extremely provoked to find that the secret was known to the man from whom of all others he wished to conceal it. He answered Louvois gravely, that the thing was not done yet, and resumed his seat at the council table. When it broke up, the king went out to go to mass, and passed Puygillhem without saying a word. Puygillhem waited the rest of the day in no

small astonishment, and seeing that the promised declaration appeared to be no more thought of, he spoke of it to the king, after his evening audience. The king answered that it could not be yet, and that he would see about it. The ambiguity of the answer, and the dryness of the king, in a manner, alarmed Puygillhem. He had the run of the ladies of the court, and was master of the jargon of gallantry. He went in search of Madame de Montespan, to whom he related his griefs, and begged of her to interfere and bring the matter to a point. She promised him her aid, and amused him in this manner for several days.

Tired out with delay, and tormented with anxiety to discover where laid the impediment, he hit upon the most impudent expedient that ever entered the brain of man, and which is only to be conceived of a man of Lauzun's incredible audacity and delicacy combined. The king was accustomed, at that time, to pay his visits to Madame de Montespan in the afternoon. Aware of this circumstance, Puygillhem, by means of an intrigue with Madame de Montespan's maid, (for nothing came amiss to him that served his purposes,) contrived to secure himself under the bed of her mistress's apartment. In this position he was enabled to overhear their conversation, from which he learned that Louvois was the obstacle in his way, the mortification of the king at his secret having got wind, and his majesty's determination not to give him the Ordinance, out of spite. And then he heard all that was said of himself to both parties, and found that the lady, who had promised him her good offices, did him all the ill turns that she could. A cough, the slightest movement, the least chance, might have discovered the rash spy, and his fate would have been sealed. Much of his subsequent life was spent in the Bastille, but for this offence he either never would have gone in, or never have come out. Saint Simon observes that this is a story which suffocates and horrifies at the same time.

The use which Puygillhem made of his knowledge was pretty nearly as characteristic as the adventure itself. When he got from under the bed he went and stuck himself at the lady's dressing-room door, to wait her coming out to go to the ballet. He presented his hand to lead her out, and asked her with an air of the most polished softness and respect, whether he could flatter himself that she had designed to remember him to his majesty. She assured him that she had not failed to do so, and then told all the fine things she had said to the King, and as he contrived to throw in a few incredulous interjections in order to draw her on, she repeated her assertions with many asseverations of their truth. As soon as she had finished he drew closer to her, and told her in her ear that she was a liar, a cheat, and a slut; and he then repeated word for word the conversation she had held with the king. The effect of such a scene may be conceived. Madame de Montespan was so overpowered that she could not utter a word; she trembled from head to foot, could scarcely get to the ballet, and when there, fainted in the midst of the whole court. In the evening she told the king what had happened, and made no doubt but that it was the devil himself who had informed Puygillhem so exactly of their conversation. The king was extremely incensed at the insult Madame de Montespan had received, and not a little tormented to discover how Puygillhem had gained his information.

Puygillhem on his part was furious at having lost the place, and the king and his mistress were upon terms of no little embarrassment. At length, Puygillhem, by means of his *grandes entrées*, seized the occasion of a tête-à-tête with the king to remind him of the ordinance, and audaciously demanded that he should keep his word. The king answered that he was no longer bound to do so: that he had only given it under a promise of secrecy. Whereupon Puygillhem retired a few steps, turned his back upon the king, drew his sword, and stamping on the blade with his foot, broke it in two, crying out furiously that he would no longer serve a prince who had broken his word so shamefully. The conduct of the king, on this occasion, was marked by what St. Simon calls the finest action of his life. There is undoubtedly in it a mixture of dignity, grace, and at the same time point, which often characterized the behavior of this monarch. He instantly turned away from the offender, opened the window, threw his cane out of it, and after saying that he should never have forgiven himself for having struck a man of quality left the room. The result is curious. The next day Puygillhem was arrested, and sent to the Bastille; he, however, came out in a few days, having been prevailed upon to relinquish the Ord-

nance, and accept the charge of captain of the body guards. Such is the wonderful force of unsubduable impudence.

The story of the attachment which Mademoiselle d'Orleans conceived for him, and the marriage which was broken off by his own ill-timed punctiliousness, and would, if it had taken place, by her blood-royal and her immense wealth, have raised him above every subject in the realm, is well known by the account given of it by the lady herself in her Memoirs. He made his refraining from marrying Mademoiselle a great favor with the king, and his good fortune continued increasing, and advanced to a surprising height of prosperity and distinction, when all of a sudden, about a year after, on his return from Paris to Versailles, he was arrested, conducted to the Bastille, and afterwards to Pignerol. The cause of this reverse of fortune is likewise traced to the resentment of the mistress and the minister. Madame de Montespan had not forgotten the treatment she had received from him, on a variety of occasions, and the jealousy of Louvois was continually excited by Lauzun's success, and by the impudence of his rivalry.

Lauzun recovered his liberty, but not till years after, when it was purchased at an immense sacrifice by Mademoiselle, but he was never restored to his influence over the king's mind. For many years he was not permitted to come within five miles of the court, and ultimately only procured his return by his gallantry in escorting the Queen of James II. and her son from London to Calais, when that monarch was obliged to make his escape from England. This return was, to a man of Lauzun's character, one of triumph; adroit and able courtier as he was, he did not fail to make the best use of his position between the two courts of St. Germaine and Versailles. For the rest of his life he enjoyed great consideration and a munificent fortune, and lived the life and had the distinctions of a nobleman of the very highest class. He had the best table and the best house both at court and at Paris, and they were graced by the first society. But with all this, he was miserable. The familiar approach to the king was gone. With all Lauzun's capricious love of independence, his vanity, and his insolence, he was a courtier by birth, education, and habit, and to a courtier of Louis XIV the idea of the king was all in all. It was like living without light to be without his favor; and having enjoyed his intimacy, to be deprived of it was to be struck blind. Such tricks can the force of habit play with the imagination of the strongest minds; the impression of received and undebated public opinion scarcely ever fails to sink deep. The atmosphere in which a man is borne seems to color his intellect, and the dye is too fast ever to be washed out. Sir Thomas More believed in witchcraft; Lord Bacon in the force of charms; and Lauzun in the magic of a king's smile. In order to regain it, he did many of the extraordinary things recounted by Saint Simon, and what is more, his vexation at not succeeding led him into indescribable folly. He either fancied himself or pretended to be in profound disgrace, and every year he kept a sort of anniversary of his fall by some extravagant exhibition of madness. At these times he used to say his grief overcame his reason. He hoped to please the king by this refinement of flattery; the king only laughed at him. Nobody else, however, dared to laugh: Lauzun was the most formidable person about the court; his malice was as bitter as his wit was inexhaustible.

His manners were reserved, measured, even gentle and respectful; from under this low and honied tone, however, sprang up sallies of the most piercing and overwhelming description, either for their extreme justice, their force, or their humor, and this in two or three words, and sometimes with an air of abstinence or indifference as if he was not thinking of what he said. A man so much feared had of course no friends. He was not only severe in words, he punished practically sometimes. In the execution of one of his schemes of regaining the confidence of the king, he went to Aix-la-Chapelle, in order to pick up some political connection among the foreigners of distinction who at that time resorted there, and whom he calculated on turning to account. Not succeeding, he resolved on visiting the army of Marechal Villeroy, then in the field (1705), where he was received with all the honors of war, as having commanded-in-chief the armies of the (French) king in Ireland. He remained three days with the army, which was in presence of the enemy. It was known that the king was desirous of a battle, and all the world, which is the way of the peaceable folk, seconded the king in his wish,

for nothing is so gratifying to citizens at home as to hear of the spilling of blood. This was the reason of Lauzun's visit. The officers to whose care Villeroi had committed him, took him to see the enemy's outposts, and showed him all in their power; he, however, so teased them with questions, and was so anxious to know more than they could tell him, that out of spite, they carried him within musket shot, and ran the risk of being surrounded, thinking thereby to give him a fright. Lauzun, however, was the last man on earth to be afraid. He had, with all his ardour, that kind of cool courage which is so well acquainted with every degree of peril, that it can look on and discriminate the nature of every risk, as if the observation was carried on at the fireside. Instantly seeing through the design, he diverted himself with redoubling his questions, and took care to stop in every position which he knew to be most dangerous, so that he had the satisfaction of seeing several of them walking wide, and endeavoring to shuffle off. He only permitted them to withdraw when he had thoroughly convinced them that they had mistaken their man.

On his return to court, every body got about him to learn the situation of the armies. This was what he had gone to see, and longed to tell. He acted his usual part of the reserved, the disgraced courtier, a forgotten, neglected character, who could not see two steps before him. The day after his return he went to the Princess Conti's, to pay his court to the dauphin, who did not like him, but who knew that he (Lauzun) detested Villeroi. Monseigneur put various questions to him respecting the position of the armies, and the obstacles which prevented them from engaging. The Duke drew back, after the manner of a man who is resolved to be pressed; he did not conceal that he had been a great deal between the two armies, and very near the enemy's outposts, but contented himself with launching out in praise of the beauty of the king's troops, and the high spirits they were in at finding themselves so near the enemy, in such a fine position, and on their eagerness to engage. "But why did they not engage?" Pushed at length to the point he wanted, "I will tell you," said he, "since you absolutely command me, that I very exactly reconnoitred the fronts of the two armies, and the whole ground between them, and on their right and left. It is true there is no rivulet between them, and that I saw neither ravine nor hollow road either to get over or into, but there are other obstacles which I took a great deal of notice of." "But what on earth are they?" said Monseigneur: whereupon Lauzun began repeating over again the impediments which did not exist; at last pushed to extremity, he drew his snuff box from his pocket. "Remark now, Monseigneur: there is a thing between them which is exceedingly embarrassing for the feet—a growth of broom." "But how high?" "How high shall I say,—how high," he repeated, looking about the room for an object of comparison; "high—high," at length he said, "high, I do assure you, as this snuff box." The dauphin burst into laughter, as it was intended he should; all the company joined: the story took, ran through the court and soon arrived in town. The same evening it was told to the king.—Lauzun had his triumph, and showed, in this way, his gratitude to Marshal Villeroi for all the honors he had paid him, and his own pique at having picked up nothing at Aix-la-Chapelle which answered his purpose.

One day, a short time before his death, when he was supposed to be dying, he called the priest to him who had been very assiduous during his illness, and who, as Lauzun knew, was stimulated to his extra exertions by his hope of a considerable bequest for the rebuilding of his church, and gave him a formal benediction, telling him that that was all he had for him. The Duc de la Force was present, and a man whom Lauzun had always made his butt; to him he began a grave speech of thanks and gratitude for his attention to him during his illness, and as he was the eldest of his house, beseeched him to give him his blessing. The Duc de la Force, with the priest beside him, was struck by the absurdity of the request, but at length complied; the pair were immediately dismissed and retired, the duke laughing, and the priest not a little mortified at the scene.—Another day, when he was said to be very ill, Biron and his wife ventured on tip-toe to the door of his room, and keeping behind the curtains, contrived to get a peep at him; they were perceived in the glass. To Biron he was attached, but his wife, who was his own niece, and his principal heir, he detested, as he thought her mercenary, and her manners were disagreeable to him. Offended at this invasion of his sick chamber, which he attributed to avarice

and a design to ascertain whether he would soon be dead, he determined to make the parties repent, and to amuse himself at the same time. He began to pray aloud, in the character of a repentant sinner, to beg pardon of God for his past trespasses, and to hope that at least the goods which he possessed might serve to expiate his sins, and to promise that all should be left for pious uses without reserve, and to thank the Almighty for having left him this last means of escaping from the consequences of his iniquities. This prayer was uttered in a tone so penitent and with such apparent earnestness, that Biron and his wife never doubted for a moment that he was going to execute his design, and that they should be left without a penny. The sick duke sent for notaries, who drew up the will in the spirit of his prayer, and Madame de Biron was in despair. He, however, deferred adding his signature, and finding himself getting better and better, never signed it at all. This comedy greatly delighted him, and he often laughed over it with some of his particular friends, on his recovery; for in spite of the strength of his disease, and his extreme old age (he was ninety when he died,) he got quite well, and no signs of weakness seemed to remain. With all the external indications of poor health, he had a constitution of iron, and an appetite of inordinary vigor.

His long confinement in prison had rendered him enamored of a gloomy solitude; he would retire from the best company in the world to his apartment, and indulge in moody reflections; this was his custom every afternoon. It had also rendered him suspicious. When a confessor was sent to him in prison, at a time when he was expected to die, he insisted upon having a capuchin, only for the sake of the test of his beard, and when he came near him he laid hold of him, and gave the beard a twitch as proved to him at least that it was not false, and that there was probability that the priest was not a spy.

Bhurlpore Notions of British Generosity.—The young Rajah gave a dinner in the evening to the Commander in Chief, and entertained us with natches and mimics. This latter amusement, which appears to be the only approach to dramatic exhibition among the Indians, is, generally speaking, a tissue of noisy, vulgar ribaldry; but it is sometimes amusing, even to Europeans. I remember one occasion on which the Begum Sumroo entertained our party with a similar pantomime, when we were much diverted. It was just after the capture of Bhurlpore. The dramatic personae of the scene enacted were an English prize agent and poor peasant of Bhurlpore. The former wore an immense cocked hat and sword; the latter was stark naked, with the exception of a most scanty dhotie, or waistcloth. The prize agent stops him, and demands his jewels and money. The half starved wretch protests his poverty, and appeals to his own miserable appearance as the proof. The Englishman, upon this, makes him a furious speech, well garnished with G-d—s, seizes on the trembling Bhurlporean, and determined not to leave him without having extracted something from him, takes out a pair of scissors, cuts off his long shaggy hair close to his skull, crams it into his pocket, and exit swearing.—[Mundy's Pen and Pencil Sketches in India.]

CAPT. MUNDY'S SKETCHES IN INDIA.—From these volumes we give some hunting and hawking descriptions of an enthusiastic sportsman, who says, during part of his peregrinations,

"We had some amusing sport with another kind of falcon, of which, I believe, I have not made mention. It is a very small bird, perhaps barely so large as a thrush, and its prey is proportioned to its strength. It is flown at quails, sparrows and others of the feathered tribe, of the like calibre. The mode of starting it is different from that used with any other hawk. The falconer holds the little well-drilled savage within the grasp of his hand, the head and tail protruding at either opening, and the plumage carefully smoothed down. When he arrives within twenty or thirty yards of the quarry, the sportsman throws his hawk much as he would a cricket-ball, in the direction of it. The little creature gains his wings in an instant, and strikes the game after the manner of the bhausa. There is a queer tribe of gregarious little birds, common in India, which afford very laughable sport with the above described hawk. They are usually found in a chattering fluttering congress of ten or a dozen, at the foot of a bulbul tree; where the little busy bodies are so absorbed in the subject under immediate agitation, that the falconer may approach within six paces of their noisy

court of parliament, ere they entertain a thought of proroguing it. In the heat of the debate, down comes the little hawk (like Cromwell) into the midst of the astonished assembly, and begins to lay about him right and left; when, strange to say, the whole tribe set upon him, *unguibus et rostris*, and with a violence of tongue as manifestly vituperative, to a discerning ear, as if it were couched in words. In the dust of the contest the sportsman runs up, and all the party take wing, except some two or three unfortunates, who, having caught a tatar, lie fluttering in the clutches of the feathered tyrant."

Again, boar-hunting, we are told, is much more exciting than even the tiger chase, and more depends on the sportsman's own activity and skill.

"A Hog, bent on retreat, will dash through the thickest fence of prickly pear as if it were a young quick hedge; spring over a fifteen feet ditch with the agility of a deer; and should he meet with a precipitous ravine in his path, he tumbles into it and out of it as if he had not got a neck to break. These same obstacles lie in the way of the rider, who has to bear it constantly in mind, that, unlike the fox-hunter, he carries a sharp-edged weapon in his hand, which, in an awkward grip, he may chance to run into his steed, and which in a fall may prove an ugly companion for himself."

On the subject of the pilgrim-tax for the monstrous idolatry of Juggernaut, we transcribe what Capt. Mundy says:

"The usual influx of pilgrims at this epoch is immense; crowds of votaries are already assembled in town, or are wearily plodding their way towards this Mecca of their hopes. But their numbers decrease yearly, and the sanctity of Juggernaut wanes in proportion to the progress of civilization in India. The mad fanaticism which formerly led hundreds of voluntary victims to immolate themselves beneath the wheels of the idol's car—an offering which is said to extract a ghastly smile of delight from the blood loving Dagon—is now much sobered down. Sterling mentions that, during the four years in which he witnessed the ceremony, Juggernaut was only propitiated with three sacrifices; and that these wretches, being afflicted with some grievous bodily complaints, merely embraced that method of ridding themselves of a miserable existence, as preferable to the more common-place suicide of hanging or drowning. The average number of pilgrims annually resorting to Pooree is said to be about one hundred and twenty thousand, many of whom are destined never to return. Thousands of these poor wretches die from famine, over-fatigue during the journey, or from the pernicious climate of the rainy season; and their corpses, thrown on the sands near the English station, are either burnt, or left to be devoured by the troops of Pariah dogs, jackals, and vultures, with which this place, so rich in food for them, swarms. The chaplain of the district assured me that he had himself seen, on the space of half an acre of ground, as many as one hundred and fifty bodies, with twice as many of the above named scavengers fighting over their horrid feast.

"As they lazily mumbled the bones of the dead. When they scarcely could rise from the spot where they fed."

"At the festival of the Rath Jatra, the idols are conducted in state to visit their country seat, one mile and a half from Pooree—a journey of three days. By all accounts, the method of inducting their worshipers from the temple to their raths, or cars, is not remarkably ceremonious. Ropes being fastened round their throats, they are dragged 'neck-and-heel' down the grand steps, through the mud, and are finally hauled by the same gallows-like process into their respective vehicles, where they are decorated by the priests, and welcomed by shouts of admiration and triumph from the fanatical multitude. The raths, on which the monster deities are drawn, are of lofty and massive dimensions and clumsy architecture; that of Sri Joo is nearly forty-five feet in height, has a platform of thirty-five feet square, and moves upon sixteen wheels of solid timber. At first sight it appears even worse than strange and inconsistent, that the same government which encourages the religious endeavors of hundreds of missionaries to convert the Hindoos to the Christian faith, should virtually countenance (as the cavillers against the Company on this much canvassed point insist that it does) the most revolting idolatry, by making it a source of revenue. It is certain that the E. I. Company, by the pilgrim tax, secure to themselves an annual average amount of fifteen thousand pounds; that the collections are made by the Brahmins; and that in return for this extortion

—startling fact!—a Christian government agrees to keep in repair, and adorn with silks and broadcloths, a pagan idol; and to support, for the private use of the graven image, a stud of elephants and horses! The defenders of the system, on the other hand, contend that the interference of the company is salutary in every respect; that it controls a rapacious and unprincipled priesthood by depriving them of an immense revenue; and that the mode pursued is the one best calculated to bring about the final suppression of the idol. It is, indeed, manifest, that taxation is any thing but encouraging to the thing taxed; and it is obvious to every one, that open and violent opposition to a rite so firmly rooted in the religious prejudices of the natives, might shake the allegiance of our Hindoo soppys, and thereby involve even the loss of India."

The Indomitability of the Fly.—Imagine the endeavor to tame a fly! It is obvious that there is no getting at him; he does not comprehend you; he knows nothing about you; it is doubtful, in spite of his large eyes, whether he even sees you, at least to any purpose of recognition. How capriciously and provokingly he glides hither and thither! What angles and diagrams he describes in his locomotions, seemingly without any purpose! He will peg away at your sugar, but stop him who can when he has done with it. Thumping (if you could get some fairy stick that should do it with impunity) has no effect on a creature who shall bump his head half the morning at a pane of glass, and never learn that there is no getting through it. Solitary imprisonment would be lost on the incomprehensible little wretch, who can stand still with as much pertinacity as he can bustle about, and will stick a whole day in one posture. The best thing to be said of him is, that he is as fond of cleaning himself as a cat, doing it much in the same manner; and that he often rubs his hands together with an appearance of great energy and satisfaction.—[New Monthly Magazine for May]

A Patient Lad.—"Ben," said a father, the other day, "I am busy now; but as soon as I get time, I mean to give you a flogging." "Don't hurry your self, pa," replied the patient lad, "I can wait."

HOME AFFAIRS.

GEN. SCOTT'S COMMAND.—We received on Wednesday an Extra from the Buffalo Journal, giving the accounts by the *Sheldon Thompson*, the steam boat which conveyed Gen. Scott and a part of his force to Chicago, which our readers will find among the Cholera intelligence.

Seldom have we known an instance of so disastrous a result to an expedition, undertaken in the highest mood of expectation, as in this case: without seeing an enemy, without the consolation of victory, or the excitement of battle, hundreds of brave men have dropped down and died; and of the force of 1000 well appointed troops, which scarcely three weeks ago left this city, not 400 probably will have reached Chicago. Of the 220 who accompanied Gen. Scott, not more than one third are fit for duty. Of the 400 that were with Col. Twiggs, not one fifth remained. Happily for the main object of the expedition, the subjugation of the Indians, force enough was collected under Gen. Atkinson to carry it into full operation; and we must soon hear of the result.

It would, according to the history of the Cholera in India, be a dangerous expedient, we fear, to unite the broken bands of Gen. Scott's force with that under Atkinson; for the instances are well authenticated, we believe, where healthy troops, on being joined by those who had suffered from the disease, became infected with it. As to this, however, Gen. Scott will be governed in a great degree probably by his Medical Staff; and there, alas! death has hit a shining mark. Dr. Everett, the Surgeon-in-Chief, had been one of the earliest victims of the pestilence: and great as at any time would be his loss, it was irremediably greater under the circumstances in which Gen. Scott and his troops are placed. As yet, Lieut. Clay, of New-Jersey, Brevet Lieut. Brown, one of the Cadets who volunteered in this expedition,

and son of the late Gen. Brown, and Dr. Everett, are the only officers that are known to have died. We had not much personal acquaintance with Dr. Everett, having only met him casually at Westpoint some years ago, when he attended there as one of the Board of Visitors; but we even then saw enough of him to be able to join with sincerity in the just and feeling tribute which a brother soldier pays to him in the following communication:

To the Editor of the N. Y. American:

Sir,—Among those who have fallen victims to the prevailing pestilence, must now be numbered Dr. Josiah Everett, a surgeon of the Army. He died at Fort Gratiot, Michigan Territory, on the 15th instant, four days after the first attack of the disorder. Permit me, through your columns, to render that tribute to his memory, which becomes the last sad duty of one who knew his worth and deeply laments his untimely end. By his death the Army has been deprived of one of its most esteemed and valuable members. As a surgeon he ranked among the best of his profession; and he died a victim to the duties of his office. With an intellect of the first order, highly enriched by extensive reading and research, he possessed the heart of a soldier, and the bland and winning manners of an accomplished gentleman. Wherever he was well known, he invariably inspired feelings of high respect and most cordial esteem. As a surgeon, a soldier, and a gentleman, he stood conspicuous and honored; and the melancholy tidings of his death will cause many a manly tear to dim the eye of many a manly friend.

THE PUBLIC DEBT.—The Secretary of the Treasury has given public notice that the *three per cent. stock of the United States is to be paid off; two thirds on the first of October next, and the remaining third on the first of January next.*

Two similar notices were issued by the Secretary at the beginning of the present month, one for the payment of the *exchanged five per cents.* of 20th of April 1822, and the other for the payment of one half of the *exchanged four and a half per cents.* of 26th May, 1822, both payable on the 1st of January next.

After these payments are made, (according to the *Globe*), the *whole funded debt of the United States* will amount to only \$6,962,660 27.

FRENCH CONVENTION.—The *Globe* of 19th inst. furnishes the official appointment of the Commissioners, Secretary and Clerk, under this Convention, and publishes the law for carrying it into effect. It is the same law, as published some months ago in various papers, and limiting the time during which the Commission is to last to *two years*. The compensation of the Commissioners is \$3000 per annum, that of the Secretary 2000, and that of the Clerk \$1500.

THE TARIFF BILL.—We extract a "note of the principal points of difference between this and the Tariff, now in operation." In estimating this difference, says the *Baltimore American*, "the new valuation of the pound sterling should be taken into the account, as increasing the nominal rates by more than nine per cent. in some cases. This is of considerable importance with regard to the woollens.—On French, German, and all other cloths except English, it has no effect, but as the largest importations are of British manufacture, its application to woollens has, in general, the effect of enhancing the rate of duty, in the proportion of \$4.80 to \$4.44."

[From the Baltimore American.]

It will be perceived that the new act goes into effect on the 3d of March next, and that provision is made, that any original packages of merchandise imported before the 3d of March, and remaining under the Custom House control on that day, shall pay only the reduced duties, and shall be entitled to the repayment of sums exceeding the new rates, which may have been previously paid on them.

Notwithstanding the care of the Senate in correcting the grammatical construction of the Bill as it came from the House of Representatives, it will be remarked that some gross blunders still exist,—

The sixth clause of the woollen section continues to direct the duties to be stored instead of the *merchandise*, which the draughtsman probably intended.

By the present (old) Tariff. Wool pays a specific duty of four cents per pound, in addition to an *ad valorem* duty of fifty per cent.

By the new Tariff wool costing under eight cents a pound is free of duty; over eight cents it is to pay a specific duty of four cents and forty per cent. *ad valorem*.

On woollens the present minimum system is abolished. Under the new law, plains costing 35 cents, pay five per cent. or less than two cents a yard; under the old duty they came under the 50 per cent. minimum, and paid 45 per cent. or 22 1/2 cents a yard. Plains under 33 1/3 cents, pay by the present (old) Tariff 14 cents per yard; under the new, five per cent. *ad valorem*, or not exceeding 1 1/2 cents. Under the present (old) Tariff, woollens are rated under a complicated system of minimums, which make it tedious to form a complete comparison. The following table will show the alteration made on all goods costing between one dollar and two dollars and fifty cents the yard. The first column contains the cost, the second the rate of duty under the new act, and the third the amount of alteration. Under the present (old) system, all this range comes under the \$2 50 minimum, and pays \$1 12 1/2 a yard.

| Cost. | New duty. | Decrease. | Cost. | New duty. | Decrease. |
|--------|-------------------|-----------|--------|-------------------|-----------|
| \$1.05 | 22 1/2 cts per yd | 60 cts | \$1.85 | 52 1/2 cts per yd | 20 cts |
| 1.10 | 55 " | 57 1/2 | 1.90 | 95 " | 17 1/2 |
| 1.15 | 57 1/2 " | 55 | 1.95 | 97 1/2 " | 15 |
| 1.20 | 60 " | 52 1/2 | 2.00 | 1.00 " | 12 1/2 |
| 1.25 | 62 1/2 " | 50 | 2.05 | 1.12 1/2 " | 10 |
| 1.30 | 65 " | 47 1/2 | 2.10 | 1.05 " | 7 1/2 |
| 1.35 | 67 1/2 " | 45 | 2.15 | 1.07 1/2 " | 5 |
| 1.40 | 70 " | 42 1/2 | 2.20 | 1.10 " | 2 1/2 |
| 1.45 | 72 1/2 " | 40 | 2.25 | 1.12 1/2 " | equal |
| 1.50 | 75 " | 37 1/2 | | | |
| 1.55 | 77 1/2 " | 35 | | | Increase. |
| 1.60 | 80 " | 32 1/2 | 2.30 | 1.15 " | 2 1/2 cts |
| 1.65 | 82 1/2 " | 30 | 2.35 | 1.17 1/2 " | 5 |
| 1.70 | 85 " | 27 1/2 | 2.40 | 1.20 " | 7 1/2 |
| 1.75 | 87 1/2 " | 25 | 2.45 | 1.22 1/2 " | 10 |
| 1.80 | 90 " | 22 1/2 | 2.50 | 1.25 " | 12 1/2 |

It will be seen that the new duty regularly decreases from the cost of \$2.25 per yard, when it is equal under both Tariffs, down to the cost of \$1.05 per yard, in which the duty is more than fifty per cent less. Beyond the cost of \$2.50, the same effect is produced, the new duty being 35 cents per yard less than the old one, at the cost of \$2.55, and increasing up to the cost of \$3.20 where the duties are again equal. The effect of the alteration is to reduce the duties on all cheaper cloths, and retain them on the higher.

Flannels and Baizes are reduced from 22 1/2 to 16 cents the square yard.

Brussels and Wilton Carpeting from 70 to 63 cents per square yard.

Venetian do from 40 to 35 cents per square yard.

Cotton Goods under the old Tariff pay 25 per cent upon a minimum of 35 cents the yard. Under the new, plain cottons pay 25 per cent on a minimum of 30 cents, and colored &c. the same as before.

Cotton bagging is reduced from 5 to 3 1/2 cents per yard.

Silk Goods from 30 to 10 per cent.

Irish Linens from 25 to 15 per cent.

Sugar (brown) from 3 cents to 2 1/2 cents per pound. White from 4 to 3 1/3 cents.

Tea from India and China free; from places other than beyond the Cape of Good Hope, ten cents per pound. Coffee free.

Salt is to pay ten cents per bushel of 56 pounds.

Hemp is reduced from \$60 per ton to \$40.

Bar and Bolt Iron not rolled pay now 1 cent per pound. Under the new tariff 4 1/2ths of a cent.

The same, rolled, now pay \$37 per ton. New duty \$30.

Pig Iron is reduced from 62 1/2 cents to 50 cents per cwt.

Sheet and hoop do from 3 1/2 cents to 3 cents per lb.

French wines in casks, (red) from 10 to 6 cents per gallon.

Do do do (white) from 15 to 10.

To be reduced one half after 3d March 1834.

The alteration in the duty on window glass consists in the abolishing of the highest minimum (\$5 per 100 feet.)

It is stated in the Charleston Mercury that the late election for Brigadier General, in which His Excellency Gov. Hamilton and Col. Wm. Walter, were opposing candidates, has been set aside, on the ground of illegal votes, and that another election will be ordered.

APPOINTMENTS BY THE PRESIDENT.

By and with the advice and consent of the Senate.

Lewis F. Linn, of Missouri, and Wilkins Updyke, of Rhode Island, to be Commissioners under the act providing for the final adjustment of private land claims in the State of Missouri.

Hopeful Toler, of Virginia, to be Consul of the United States at Ponce, in the Island of Porto Rico.

William McRee, of Missouri, Commissioner on the part of the United States for running the boundary line between the United States and the United Mexican States.

Robert Love, of North Carolina, Surveyor.

Samuel O. Bayard, of Ohio, Clerk.

John W. Langdon, to be Consul of the United States at Lagaira, Isle del Carmen, in Mexico.

David G. Burnet, of New Jersey, to be Consul of the United States at Galveston, in Mexico.

Frederick List, of Pennsylvania, to be Consul of the United States for the Duchy of Baden.

Robert Ruedoffar, of Munich, in Bavaria, to be Consul of the United States at that place.

Powhattan Ellis, to be Judge of the United States, for the District of Mississippi, vice Peter Randolph, deceased.

It is stated in the Georgetown Gazette, that *Elias Kene*, of Albany, is appointed Navy Agent at Washington.

We understand that Commodore Morris, commandant at the Navy Yard, Charlestown, has been appointed to the Board of Navy Commissioners, vice Commodore Patterson who has left the United States to command the Mediterranean squadron. Commodore Bainbridge, we learn, is to take command of the Navy Yard at Charlestown.—[Col. Centinal.]

Com't. Cooper has succeeded Com. Rogers in command of the U. S. Squadron on the Brazilian station, being the oldest remaining officer and in command of the Warren.

[From the Washington Globe.]

GENERAL ORDER.—As a mark of respect to the memory of Captain *George W. Rogers*, who died May 21st, 1832, commanding the Brazilian Squadron, the flags at the several Naval Stations and Yards, and on board the public vessels of war, will be hoisted half mast, and thirteen minute guns fired at 12 o'clock M., on the day after the receipt of this order. All Naval Officers will wear crape on the left arm thirty days. LEVI WOODBURY.

Navy Department, July 23d, 1832.

[From the National Intelligencer of Thursday.]

The President of the United States has, we understand, taken his departure from this city on a visit to the Hermitage, his residence in Tennessee.

Mr. Senator Clay, of Kentucky, left this city yesterday, with his family, for his home, by way of the White Sulphur Springs, in Virginia, where he proposes to rest for a time to recruit his health, which is rather delicate.

It gives us pleasure to hear that General Thomas (the good old Republican who made the motion to entomb the remains of Washington in the centre of the Capitol,) has been re-elected to Congress in Louisiana. This is the second Member of the next Congress of whose re-election we have heard.

SUMMARY.

The thunder storm which burst over the city on Wednesday about daylight was very severe. The lightning struck at several points, without, however, as we learn, doing any damage. The steeple of St. John's Church, and the house of the Rev. Mr. Berrian adjoining, the store 180 Broadway of Andrew Thompson & Co., and the flag-staff at Castle Garden, were all struck.

The collection for the relief of the poor and sick, amounts, as we learn, (including \$2000 presented by the committee of the emigrant relief fund) to more than \$10,000.

The Board of Assistants have concurred with the Board of Aldermen in appropriating \$25,000 additional to be placed at the disposal of the Board of Health.

The Corporation have given authority to the Chief Engineer to employ horses in dragging the fire en-

gines. This is proper and wise; the only wonder is that it has not been done before.

The Hon. J. Q. Adams arrived at Hoboken on Saturday and proceeded to Poughkeepsie on his way to Boston. The Hon. Mr. Burgess, with several other members of Congress, are on the Jersey shore opposite this city on their way home.—[Dai. Adv.]

Accident.—The stage which plies on the Ridge Road between Rochester and Lewiston, was overturned on Thursday last when within about three miles of the village of Clarkson, and the Hon. Samuel L. Selden of Rochester was thrown out, and one of his ankles badly broken. Several other passengers were aboard, but were not seriously injured.—Judge Selden, we learn, is fast recovering.—[Brockport paper.]

The remains of Lieut. Cocke have been ordered to be disinterred at Porto Rico, and carried to Virginia. This officer was in command of the schooner Fox, cruising against the pirates on the coast of Cuba in 1823, and was killed, by a cannon ball fired from the fort, on entering the harbor of St. John.

LAUNCH.—The new ship *Roscoe*, intended for Messrs. Fish, Grinnell & Co.'s line of Liverpool Packets, was launched last Thursday morning at 8 o'clock, from Smith, Demon and Comstock's shipyard, at the foot of Lewis street. She is a superior vessel, of 600 tons burthen, and is to be commanded by Captain James Rogers, formerly of the Caledonia.

One of the seamen of the brig *Tamworth*, bound out, while at anchor in the Lower Bay, on Tuesday, was taken with Cholera, and after four hours excruciating pain, expired. His body was interred on Long Island on Wednesday.

As it now appears that the steam boats at New Haven have not been stopped by order of the Board of Health, or other authorities of that city, it is very desirable for the convenience of the public that the intercourse should be opened. We therefore hope, that while the New Haven boats lie by, some other good boat here will commence running. We cannot doubt that it will meet with good encouragement.

SAVANNAH, July 17.—At a special meeting of the City Council yesterday, Captain Heliker, of the schooner *Excel*, from New York, was fined twenty-five dollars for leaving his vessel and proceeding to town before the visit of the health officer. The penalty was mitigated in consequence of certain circumstances in behalf of Captain H., but the Board declared its determination to punish severely every future violation of quarantine.

Munificent Endowments.—We learn, by the *Fredricksburg Arena*, that Miss Sophia Carter, of Prince William County, who died a few days since, has left a Legacy, consisting of Bank Stock and Lands, of the value of about *Twenty Thousand Dollars*, to the Female Charity School of Fredericksburg.—[Alexander Gazette.]

During an exchange of Salutes on the 19th, (24 guns) with the French frigate *La Flore*, at Fortress Monroe, Norfolk Va., one man was instantaneously killed, and two others severely wounded, by one of the guns going off when loaded.

MOBILE, JULY 10.—The brig *Henry Bennett*, Hemmer, while loading at Kennedy's mills, was struck by lightning on Friday night last, and shivered her mainmast from top to deck.

Death by Lightning.—Mrs. M'Worter, wife of William M'Whorter, of Hamptonburgh, in this county, was killed by lightning during the severe storm, on Thursday last. Previous to the storm, she went out in company with another female, as we understand, to gather berries, and at its approach was a considerable distance from any dwelling. She accordingly took shelter under a tree, where she had not long remained before the lightning struck the tree, and killed her instantly.—[Goshen Patriot.]

Silk vs. Lightning.—A house in New Hampshire was lately struck with lightning, and the soles taken by the electric fluid off the shoes on a young lady's feet, who was writing at midnight. So much for wearing silk stockings. Clad in a silk gown, silk gloves, silk stockings, and a silk cap, a lady is safe from lightning; it may play around her, but it cannot injure her.

The Wyoming Democrat, published at Wilkesbarre, says:—"Fugitives are constantly arriving in our valley, not from the seat of war, but from the seat of the *Cholera*. The fright produced in New York is unexampled in the annals of dismay and

confusion. It has even reached Philadelphia, and though not a single case of the disease has yet occurred, hundreds are flying from the city, and taking refuge in country retreats. We are glad to see a goodly number of emigrants (if they must fly) arrive in our pleasant and healthy village. We have still room for more, yea many more, who would be treated with the utmost hospitality and kindness, provided they would be content with cheerful country living, and not bring the *Cholera* along, for in such a case our hospitality would flee away, and benevolence and kindness be lost in the land of forgetfulness."

This county is crowded with strangers from the city of New York, and other places. It is therefore the more necessary to be constantly on our guard against the pestilence that has driven thousands from their business and homes.—[Goshen (Orange co.) Patriot.]

The Benjamin Franklin's Last Trip.—We have conversed, (says the Providence Patriot,) with passengers in the Benjamin Franklin, who arrived in this city, on Thursday, 19th inst. from Jersey City, whence they started at 5 o'clock on Wednesday afternoon. On their arrival off Newport, they were warned off, and were not permitted to land at Providence or any of the intermediate places between Newport and that city, either in Rhode Island or Massachusetts, quarantine flags being placed at most of the landing places. The Captain finally anchored off Somerset, (Mass.) where the passengers were not permitted to land until after examination by two physicians, (one of whom was kind enough to act as a flag-of truce between the town and authorities and the Captain of the fugitive steamboat,) until the Captain gave bonds that no passenger should remain in town, but proceed immediately from the boat to the stages and thence to Boston, and until after about ten hours' detention. The passengers were landed in a field of rye, and their disembarkation conducted strictly according to the stipulations of the treaty. Women and children were seen flying as from the pestilence itself, at the sight of the landing passengers; guards were placed on the road to see that none of the stages diverged from the direct road, nor stopped on their way. The Benjamin Franklin had from 85 to 90 passengers. About eight stages came to this city, several to Taunton. The greatest consternation seemed to prevail; the authorities at Somerset informed the Captain of the Benjamin Franklin, that she would not again be permitted to land passengers.—[Mercantile.]

St. Louis, July 1.—The steamboat *Yellow Stone*, A. G. Bennett, master, arrived on Saturday last, after a voyage of three months, to the mouth of the river *Yellow Stone*, distant 2000 miles up the Missouri, carrying the goods to the traders employed by the American Fur Company, and bringing back a rich and full cargo of furs, peltries, and buffalo robes.

In this voyage, the *Yellow Stone* ascended the Missouri, 700 miles farther than in her voyage of last year; thus proving to the satisfaction of the Company the entire practicability of steam navigation in that upper region. We are informed by Capt. Bennett, that he found as much water in the Missouri at the mouth of the *Yellow Stone*, as was at the mouth of the Missouri when he passed up—and, to all appearance, he could have gone much higher, if necessary. Indeed, the navigation above the mouth of the *Yellow Stone* appeared to be less difficult, there being no snags. Sand bars were plenty; but these abound from the mouth to the source of the Missouri.

This enterprise will no doubt greatly add to our trade and intercourse with the Indians, and subtract from that of the British trader. There is nothing, we are sure, that could have excited a greater degree of surprise among the wild inhabitants of the upper Missouri, than the appearance among them of a high pressure steamboat, moving majestically against the current, as if (so it would seem to them) impelled by some supernatural agency. Many of the Indians who had been in the habit of trading with the Hudson's Bay Company, declared that that company could no more compete with the Americans, and concluded hereafter to bring all their skins to the latter; and said, that the British might turn out their dogs and burn their sledges, as they would be no longer useful while the *Fire Boat* walked upon the waters. We are informed by Capt. B. that thousands of the natives visited the boat, were very friendly, and invited him to several feasts prepared in honor of the occasion.

Pierre Choteau, jr. Esq., Agent of the Company, attended the expedition, and returns, we are told, in high spirits.—[Missouri Republican.]

The sum of one hundred and twenty dollars was collected on Sunday at St. Thomas' Church for the benefit of the poor, and handed over to the Rev. Mr. Cutler, the City Missionary of the Episcopal Church. Those of the congregation absent from the city, and disposed to add to the collection, are requested to forward the same to Robert Gracie, 20 Broad-street.

Mrs. Greenleaf's dwelling, in North Moore street, was broken into on Thursday se'nnight, and literally ransacked. We understand she had taken out an insurance against house-breaking before she left the city. We advise all who are closing their houses during the present excitement, to effect a like insurance, which can be had, we understand, at the office of the Equitable Company, 48 Wall street.

The Montreal Gazette, speaking of the abolition of duties on tea in the United States, if imported in American vessels, says—"It will have the effect of inundating the Provinces with teas from the United States, unless our duties are abated, and the East India Company are disposed to put up their importations at a more reduced upset price."

[From the Mercantile Advertiser.]

Extraordinary Performance.—The steam tow boat *Hercules*, (which may well be called the "master piece of tow boats") arrived on Saturday, from Newport, having in tow the packet ship *Albany* and cargo. We annex the particulars of this performance which shows that it was accomplished in 26 hours in the face of strong head winds and squalls nearly the whole time:

| | | |
|--|------------|--|
| July 20, left Newport at 4 30 A. M. | | |
| Passed Point Judith, 6 45 " | strong | |
| " Watch Hill Light, 11 15 " | breezes at | |
| " Gull Light, 1 38 P. M. | west. | |
| " Saybrook Light, 3 30 " | | |
| " Falkland Island do. 5 30, sails set two hours, | | |
| wind light at N. N. W. | | |
| " New Haven, 8 30, | wind W. | |
| " Stratford, 10 45, | do | |
| 21st " Huntington, 1 30 A. M. | do | |
| " Sands Point, 4 30 | do strong. | |
| " New York, 6 30 | | |

CINCINNATI, July 13.—**Steamboat Burnt.**—The United States Mail Packet Portsmouth, took fire on Wednesday night at our wharf, and was burnt down to the hull. Two of the crew, Mr. Williamson, brother of the engineer, and a Dutchman, name not known to us, were burnt to death. The fire broke out in the fore part of the boat; but it is not known how it originated, the boat having been at the wharf for a few days, making some repairs to the engine. She was a new boat, and belonged to the contractors for carrying the mail from Cincinnati to Guyandotte. The loss is estimated at 5000 dollars.

NARROW ESCAPE.—The schr. *Lady Sarah*, Ward, late *Ropes*, arrived at Salem on Friday from Majunga (Madagascar) which she left on the 29th April.—The following is an extract from her logbook:

Died on board, at Majunga, April 17, Nathan Batchelder, seaman, of this town; 19th, Jacob Reed, seaman, of New Sharon, Me.; 20th, Capt. Ebenezer Ropes, of this town, commander. Left at Majunga, brig *Shawmut*, Emerton, of this port, for the Northward in a few days, (Mr. Benjamin Ingalls, of this town, 1st mate, died at Majunga, March 27th.)—"On the 18th of March, while the *Lady Sarah* was lying off the Island of Mayotta, during a violent gale of wind, a very large sea running, at 2 o'clock A. M. struck on the breakers at the N. E. part, and nine miles from the Island. In a few minutes our rudder was unshipped and lost, the sea making a fair breach over us; immediately run up the jib to pay off before the wind, and after striking very hard several times, she cleared the breakers. At this time it was very thick, and raining hard, and the Island could not be seen, and at first thought we had struck on a shoal, said to lay to the east of Mayotta. But after running a short time off the wind, we saw the Island directly to the leeward of us, and found 17 feet of water; we then saw the dreadful situation we had escaped from, and the peril we were then in. We immediately hauled below the foreail, (the jib having been split to pieces) and hoisted a part of the mainsail to bring her to the wind. Let go an anchor with 70 fathoms of chain, which held us about 20 minutes and parted; let go another anchor, with eighty fathoms cable, which held us 30 or 40 min. and then parted; the two remaining anchors with

chain were then paid out, which luckily soon parted, as the sea was making a complete breach over her. We were now left to the mercy of the winds and waves, drifting fast on a shore, which to every appearance was iron bound, with but little prospect of saving the vessel, or our lives, but by the interposition of Divine Providence.

Both pumps were going but we could not keep her free: we cut away the mainmast by the board, and the foremast about half off, when we found she was striking on a soft bottom; drawing near 3 feet more water aft than forward; on striking she paid off, with the wind quartering; the sea was breaking all over us, and we were driven into a small creak in the mud and among the bushes; within half the vessel's length on either side were large stumps of trees, and one quarter of a mile on either side a rocky shore—on which had she struck she must have inevitably gone to pieces, and probably all on board perished, as the sea was breaking tremendously over the rocks. Thus we experienced one of the most remarkable providential escapes probably on record. Eight native vessels were driven on shore at Mayotta in the same gale (which lasted three days) and were lost. Welay here in the mud perfectly upright for 14 days, during which time we reshipped our old masts from 12 to fifteen feet shorter, new spars and rudder were made, and nearly the whole of the cargo shipped in into a native vessel. On 1st of April, after great exertion succeeded in getting her afloat, and placed her upon blocks, when we found about ten feet of the after part of the keel gone into the stern knee; this we repaired in a few days.—The cargo was then taken on board, and on the 9th of April we left the Island, the vessel being perfectly tight. The inhabitants of this Island, heretofore, have had the reputation of being very treacherous to strangers. But in our case it is but justice to say, the inhabitants, and the King, in particular, treated us very politely, and cheerfully tendered us every assistance we requested of them for a very reasonable compensation, for which they have our grateful acknowledgments; while on shore we were completely in their power. Mayotta is surrounded with dangerous breakers, from 5 to 10 miles from the main Island, inside of which there is from 100 to 10 fathoms of water, with many patches of coral, which makes it extremely dangerous even for small vessels. Near the shore, there are a few patches of muddy flats, dry at low water; on one of these we were fortunately driven. Between the breakers and the King's town there are a few channels, but very narrow.—*Salem Register.*

Distress.—Human distress seems to visit every section of the Globe. Accounts from Newfoundland to the middle of June, state, that there never was a season so unpropitious. The fisheries had not commenced and the poor were literally starving, being compelled to subsist on seals, cats, dogs, horses, &c. the harbors being still filled with ice. It is stated, at St. John, that the brig *Eleanor*, from Waterford, got jammed in the ice in Conception Bay, early in June, and eighty persons from the coast went on board, forcibly took away her provisions, and carried them to the shore on the ice. At Sidney, the poor inhabitants were starving, and those having the means were dividing their scanty supplies. Accounts from Maricchi to July 3, state that the steam ship *Royal William* remained at quarantine, but would probably be allowed to proceed next day.—The Cholera was subsiding, and the towns and settlements on the river were represented as free of the disease: but other distresses, from the backward season, were truly appalling.—[Gazette.]

Extract of a letter from Mr. Henry G. Wheeler, Secretary to the U. S. squadron on the coast of Brazil, dated
U. S. SHIP WARREN,
Off Buenos Ayres, May 26th, 1832.

You will doubtless have received ere this, the melancholy intelligence of the death of the late commander of the U. S. squadron on this station, Commodore George Washington Rodgers. He breathed his last on board this ship, on the morning of Monday the 21st instant, after a brief but severe illness of seven days.

The disease which ultimately terminated his existence, appeared at first to be slowly but surely yielding to the unremitting efforts of his medical advisers. On the third day, his case was unhesitatingly pronounced by them to be free from danger. He conversed much and cheerfully with those about

him, and every lingering fear as to recovery vanished before the strengthening voice and brightening eye of our lamented commander. The following morning, however, matters assumed a gloomier aspect. His disease had returned on him with a destroying virulence that scoffed at every effort to arrest its progress, and he continued gradually declining till Sunday the 20th inst. On that morning his medical attendants intimated to him that it would be well to arrange his affairs, inasmuch as his earthly career was rapidly drawing to its close. The Commodore received this announcement with unrepining calmness. He expressed himself as bowing in humble acquiescence to the Almighty. Fiat which had gone forth against him; and after issuing a few orders, and desiring that his bones might be laid in Protestant Episcopal earth, he prepared himself to meet the fast approaching king of terrors with firmness and resignation. To the latest moment of his existence, his mental faculties were preserved to him, bright and unclouded; so much so, indeed, that as the gathering mists of mortal decay became deeper and darker around him, his thoughts and feelings for those whom he left behind, appeared to have assumed an almost unearthly intensity. His eye failed not; and if his voice faltered, it was only at moments when, with a startling fervency, he breathed his suppliant ejaculations to the Throne of Mercy, in behalf of "the widow and the fatherless."

Between the hours of ten and eleven of the following morning, convinced that even then his spirit was fluttering to its departure, he sent for all the officers of the squadron to bid him farewell. One by one he extended his hand to them, repeating distinctly the name of each officer as he approached; and with a firmness of tone and manner which even the dissolving agonies of death could not ruffle, he called upon Him who "ruleth the raging of the elements" to bless, and guide, and prosper us through life. In a few moments after this affecting scene, the Commodore closed his eyes in death. His remains were interred in the English burial ground of Buenos Ayres on Thursday, 24th inst. with the honors of war, and he was followed to the grave by all the resident and foreign authorities and citizens of this Republic.

I have communicated thus directly with you, because I knew there were many to whom it would be a melancholy gratification to learn that, although the inscrutable mandate which called this beloved officer suddenly from among us, had been sent forth under circumstances peculiarly distressing in their nature, till so far as might be, the bitterness of death had been assuaged,—that his departure from this world had been placid and triumphant, and that all of him which is mortal had been consigned to its everlasting resting place, amidst the sighs and tears of those whose hearts were keenly, most keenly sensible of the bereavement they endured.

[From the Cosmopolitan, of Wednesday, May 30.]

BUENOS AYRES.—In the afternoon of Wednesday last, the remains of the late Commodore GEORGE W. RODGERS were landed in this city. The body was received on the beach by a large collection of the citizens of the United States resident in this city, and others, and accompanied to the British Episcopal Chapel, in which it was deposited until the next day.

On Thursday morning a party of marines and seamen, with a band of music, were landed from the United States' vessels of war, for the purpose of attending the funeral. At an early hour a dense crowd assembled in front of the chapel, all anxious to witness the imposing ceremony. The funeral service was read by the Rev. Mr. Armstrong, and the new Organ was, on this occasion, played on for the first time in public, the choir singing the funeral anthem of "Hear my Prayers," the solos by Mr. Turner and Mr. Wilson. At the conclusion of the service, the Dead March in Saul was performed on the organ. The procession was then formed and proceeded in order to the place of interment, the Protestant Cemetery.

At this solemn ceremony was present the Minis-

ter of War, the most distinguished military chiefs, a deputation of the members of the House of Representatives, H. B. M.'s Minister Plenipotentiary (Mr. Fox), the Secretary of Legation (Mr. Gore), the Consul General of France (M. Mandeville), with all other resident foreign agents, and a countless number of private individuals, both natives and foreigners. The resident citizens of the United States, without an exception, appeared in the procession. We were pleased to witness the respect paid to the memory of this distinguished officer by the British residents, of whom an unusual number attended, presenting an example of that cordial and brotherly feeling which ever should subsist between Englishmen and Americans. Had Commodore Rogers expired in his native land, in the bosom of his family, there could not have been a stronger sensation of sorrow excited, nor more becoming respect paid to his memory, both on account of his rank and his amiable private character. The solemn music and the muffled drum told of his death—the downcast eyes and mournful countenances, particularly of those whom lately he commanded, even down to the sturdy but warm hearted sailor, declared the grief that was felt for his loss.

Order of the Procession:

| | | |
|----------------------------------|--|-------------------------------------|
| | Marines. | |
| | Clergy. | |
| Lieut. Blanchard. | THE BODY | Lieut. Stockton. |
| Lieut. Walker. | | Lieut. Cox. |
| Lt. Com't. Downy, H. B. M. N. | | Lt. Com't. Griffith, H. B. M. N. |
| | Mourners. | |
| | Aids to the Deceased. | |
| | Surgeons. | |
| | Seamen. | |
| | Petty Officers. | |
| | Sailmakers. | |
| | Carpenters. | |
| | Boatswains. | |
| | Gunners. | |
| | Midshipmen. | |
| | Masters. | |
| | Pursers. | |
| | Lieutenants. | |
| | Master Commandants. | |
| | Captains. | |
| | Foreign Consuls. | |
| | Civil Officers of the Buenos Ayres Government. | |
| | Diplomatic Functionaries, according to grade, in reversed order, as in the Military Procession. | |
| | Ministers of the Government. | |
| | Citizens. | |

The naval and military officers of other nations, who attended the funeral in uniform, took their stations in the procession with those of the United States, according to rank, as prescribed above.

The marines, as soon as they arrived at the gate of the cemetery, took upon order, resting on their arms reversed, when the body, accompanied by the bearers, mourners, aids, and surgeons, passed into the place of sepulture. The seamen, petty and subaltern officers, commanders and captains, having advanced sufficiently to form a line with the marines, also took upon order; when the commanding officer of the United States' naval forces on the station, accompanied by the commander in chief of the Buenos Ayres navy, passed up the centre, followed immediately by the captains, commanders and subaltern officers, who, thus reversing the former order, formed into procession again in rear of the two commanders, and marched on to the grave.

The military procession being thus concluded, the civil officers of the government, foreign consuls, diplomatic corps, and ministers of the Buenos Ayres government, next advanced, reversing also the former order, and passed up between the files of petty officers, seamen and marines, who, forming again in their rear, passed into the cemetery, followed by a large procession of citizens.

On entering the cemetery, the marines filed off to the right and left, and took their stations in two lines, one on each side of the grave, resting on their arms reversed; in which position they remained until the funeral service was concluded, when they advanced to the grave, and fired three volleys of musketry over it. They were then formed into double files and marched back to the cemetery, where they remained until the ministers of the government departed, (saluting them on their departure.) After which they were faced into the line, the seamen were formed into double files in their rear, and all, accompanied by the naval officers of the United States, marched to the boats, which were in waiting for their reception and embarked.

At the meeting of the Citizens of the United States, resident and transient in Buenos Ayres, convened for the purpose of expressing their regret at the death of their countryman, Commander George

Washington Rodgers, late Commander of the American Squadron on the Brazilian Station; and to render in common with the Officers of the Squadron the last sad offices to his remains,—the following resolution were adopted:—

Resolved—That we deeply deplore the death of Commodore George W. Rodgers, an event which has deprived us of a valuable fellow citizen, whose bland amiable manners had endeared him to all to whom he was intimate and our navy of an efficient and gallant officer.

Resolved—That we will cordially co-operate with the Officers of the Squadron on this station in rendering every mark of respect to the remains of their lamented Commander.

Resolved, That we will attend the funeral procession and wear during the day the usual badge of mourning.

Resolved, That a committee of five be appointed to draft a letter of condolence to the widow of the late Commodore, expressive of the lively sympathies of her countrymen in this city; of the unfeigned sorrow for this sudden bereavement, and of the high estimation in which they held the moral worth of the deceased as a gentleman and an officer.

Resolved—That a committee of six be appointed to make all necessary and appropriate arrangements that may not interfere with those already made by the Officers on board.

Resolved—That these proceedings be published in the "Cosmopolitan," and "British Packet," and in the "Telegrafo" in Spanish; and forwarded also to the U. S. for publication. Signed by the Committee and Secretary of this meeting.

NALBRO FRAZER, Chairman.

I. K. II. REDUE, Sec'y.

POETRY.

[From the London Court Journal.]

Scrap from Lady Julia's Album, No. 1.

THE RISING YOUNG MAN.

Oh yes, he is in Parliament:
He's been returning thanks,
You can't conceive the time he's spent
In giving people thanks.
He's grown a most important man;
His name's in the Gazette;
And though he swears he never can,
I'm sure he will, forget.
He talks quite grand of Grant and Grey,
He jests at Holland House;
He dines superbly—every day—
On ortolans and grouse.
Our salads now he'll never touch,
He keeps a different set;
They'll never love him half so much
As those he must forget.
He used to crawl the sweetest things
In all our Albums once;
But now his lute has lost the strings,
His Muse is quite a dunce;
They prize his speeches in the Times,
And vast renown they get;
But ah! his dear delicious rhymes,
All hearts, but mine, forget!
He flirts this year extremely ill,
His flattery don't improve;
When Weipert plays a new quadrille,
He says, "I rise to move."
And when I sing "The Soldier's Tear,"
The song he called his "pet,"
He bows and whispers, "Hear, hear, hear!"
How can he so forget?
I'm studying now to please his taste,
Macculloch, Bentham, Mill;
To win his smile, I'm making haste
To understand the Bill.
I master, in their proper turn,
Corn, Currency, and Debt;
It's sad that I can never learn
So fast as I forget!
I wish he'd leave his friend, Lord Brougham,
The nation's wrongs to cure;
Wherever else, in him there's room
For some Reform, I'm sure!
His Borough is in Schedule A,
And that's some comfort yet;
'Twill hardly give him time, they say—
Poor fellow!—to forget!

Blue Eyes.

PASSENGERS:

In the ship Britannia, called on 16th Inst. for Liverpool—Robt Edmondson and lady, Mrs E Phipps, and Gen Platt, of England; Wm Peterswald, Jamaica; Wm Harris, York, U. C.; Chas F Pond, Hartford, Ct.; Col. Croghan, and Dr. Croghan, Ohio; R S Swearingen, Louisville; E Murray, Kentucky; David Lockhart, Mobile; and Mr Calder, New-York.

Per packet ship Philadelphia, for London—The Earl of Belmore, lady and servant; Miss Brook and servant; Mrs Bankhead and servant; Capt Hobson, R.N., lady, two children and servants; Mr Aldie, lady and son; Mr Gerard and lady; Messrs Ballard, Fell, Klingdon, and Rolfe, of London; Mr Gladstone, of Liverpool; Mr Anderson, of Havre; Dr S S Peck, of Connecticut; Mr H Bergh, of this city.

In the ship Henri IV, called on 20th Inst. for Havre—Rev. Mr S F Mines and lady, of New-York; Claudius M Siffert, do.; Mr Gillet, New-Orleans; Mr Francisco Espar, lady, three children, and servant, Vera Cruz; Mr M O Lombel, do.; Mr Rue

dorffer; H S Legare, Esq, Chargé d'Affaires at the Court of his Belgic Majesty.

In the ship Sylvanus Jenkins, from Liverpool—M O Bagely, S Edson, M Ewing, R Wood, A J Albert, and 32 in the steerage. In the ship Helen, from Liverpool—Mrs. Butman and child, T Thompson, of London; J. Ashworth, of Liverpool, and 161 in the steerage.

In the ship Galedonia, from Liverpool—W. Morris, J. Morris, of Upper Canada; Mrs. Wragge and 2 children of England; R. W. J. Miller, W. L. Graves, C. F. Wayman, C. A. Dayton, of New-York; M. Mahon, W. Geisse, M. C. Jenkins, of Philadelphia; G. W. Green, A. R. Morse, of Boston; Colonel Samuel Starkweather, of Cooperstown, New-York, and 23 in the steerage.

In the ship Galaxy, from Buenos Ayres—Messrs H Rogers, F W Dominick, L Timbre, V Wipard, and F Hinton, of France. In the brig Triton, from Port-au-Prince—J N Twenty, Esq. In the brig Dromo, from Matanzas—S. McLean, W. Copeland, A. Copeland, B. Granger, F. Cernasta, Mrs. Mitchell and child, Mrs. V. Watson, E. Owens, and J. Harris.

In the schooner Splendid, from Porto Cavallo & St Thomas—Mrs Marston and son, of St Thomas; Misses Rebecca and Mary Ann Simonet, of Porto Cavallo; M. Luchetti, of Corsica; Capt. Odum; and Mr Law.

In the brig Russian, from St Croix, W. E.—Mrs E A Boyle & two sons, Mrs J Hultiger, F Macrae, T Morse, T B Wood, and E A Donohue.

In the brig Peruvian, from New-Orleans—J Hopson, D & A Proctor, H Parmlee, A McArthur, A Davenport, and 12 in the steerage.

In the brig Victress, from Mobile—Mrs Tatem and child, and Messrs Casey, Oxnard, Kendall, Dorgan, Stewart, Primrose.

In the ship Saluda, from Charleston—Rev. Mr. Smith and lady, C. Clark, lady and child, Mr. Merritt and lady, Mrs. Hazard, Mrs. Pardu and child, Miss Hart, Miss Clark, Miss Videll, Miss Adger, Lieut. Brewerton, U. S. A. Dr. Schmidt, T Middleton, R. O. Anderson, R. Campbell, D. W. Harrison, S. Meeker, J. Adger, D. Wolf, Mr. Delino, Mr. English, W. H. Maharry, Mr. Terevor, Mr. Conly, Mr. Torer, Mr. Martina, Mr. Boyer, Mr. Niegent, E. Clark, D. Thentz, T. Moss, J. Darigan, and 1 steerage.

NEW-YORK AMERICAN, TRI-WEEKLY.

The NEW-YORK AMERICAN is now published THREE TIMES A-WEEK, in addition to the Daily and Semi-weekly, as usual. This arrangement is made to accommodate a large class of business-men in the country, who are desirous of seeing the advertisements of the day, yet are unwilling to encounter the expense of subscription and postage of a daily paper. By this arrangement, it will easily be perceived, their wishes may be gratified, at one half the expense of a daily paper, as most of the advertisements, both of the Daily and Semi-weekly papers, will appear in the Tri-Weekly American; and the reading matter as published in the Daily paper. It will be issued on Tuesdays, Thursdays, and Saturdays, at FIVE dollars per annum in advance,—to subscribers out of the city of New-York, and forwarded, according to their order, and for any length of time.

All letters relating to the TRI-WEEKLY AMERICAN may be addressed to the Publisher and part Proprietor.

D. K. MINOR, No. 35 Wall-st. N.Y.

The New-York American is published DAILY at \$10 per annum, and SEMI-WEEKLY, at \$4 per annum, in advance, as heretofore, at No. 35 Wallstreet New-York.

RAILROAD IRON.

The Subscribers having executed large orders for iron for the Canal Commissioners of Pennsylvania, as well as for several incorporated companies, have made such arrangements in England, where one of them will shortly be, as will enable them to import it on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Pins and Wedges in use, both in this country and Great Britain, will be exhibited. Apply to

Philadelphia, May 26, 1832.

J33m*

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Rope, the public are referred to J. B. Jervis, Eng. M. & H. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County Pennsylvania.

Palmyra, Wayne County, New-York,
1st mo. 22d, 1832.

J36 cf

A RAILROAD IN PRACTICAL OPERATION,

within ten miles of the City of New-York.
THE PATERSON AND HUDSON RIVER RAILROAD is formed from the town of Paterson to the village of Aquackanonk, a distance of 41 miles, and is now in actual and successful operation between those places.—The Company have placed upon the road three splendid and commodious Cars, each of which will accommodate thirty Passengers, and have supplied themselves with fleet and gentle horses, and careful drivers.

With a view to suit the convenience of those persons who may wish to avail themselves of this rapid and delightful mode of travelling, the following hours have been fixed for leaving those places.

| PATERSON. | | | AQUACKANONK. | | |
|------------------------------|----|-----------------|-----------------------|----|----------|
| At half past 7 o'clock, A.M. | At | 8 o'clock, A.M. | At half past 10 do do | At | 11 do do |
| 10 do do | | | 1 do before 1 do P.M. | | |
| 12 do do | | | half past 3 do do | | |
| 4 do do | | | half past 5 do do | | |
| half past 4 do do | | | half past 6 do do | | |
| 1 before 6 do do | | | 7 do do | | |
| ON SUNDAYS. | | | | | |
| At half past 7 do do | At | 7 o'clock, A.M. | At half past 9 do do | At | 10 do do |
| 9 do do | | | half past 1 do do | | |
| half past 12 do P.M. | | | half past 3 do P.M. | | |
| 6 do do | | | 6 do do | | |
| half past 6 do do | | | half past 7 do do | | |

Parties of twenty or more persons can be accommodated at either of the above hours with a private Car.

FARE reduced to 16¢.—Children under 12 years of age, half price.—Paterson, June 20th, 1832.

ELIAS B. D. OGDEN, Secretary.
NB.—Persons leaving Hoboken by the 9 o'clock Stage, for Aquackanonk, will have ample time to view the Falls of the Passaic, and other objects of interest in the flourishing town of Paterson, and return to New-York the same day.

MARRIAGES.

MARRIED—On Thursday, 19th inst. by the Rev. H. Chase, Mr. William Harris, to Miss Eliza Anderson, daughter of the late Captain David Anderson, both of this city.

On Tuesday, July 24th, by the Rev. Mr. Hawks, Robert Gracie, to Mary, daughter of John B. Fleming, Esq. of this city.

Last evening, July 23d, by the Rev. L. P. Bayard, Rector of St. Clements Church, Dr. Richard M. Bolles, to Miss Henrietta Hodgkinson, daughter of John Harris, Esq. all of this city.

On the 19th inst. at the Presbyterian Church in New-Lebanon, N. Y., by the Rev. Mr. Churchill, David Addison Noble, Esq. of Michigan, to Miss Sarah Ann Shaw, daughter of the Hon. Henry Shaw, of Berkshire, Mass.

Tuesday evening, 17th July, at Hell-Gate, by the Rev. Mr. Farello, and afterwards by the Rev. Dr. Wainwright, Lieut. WM. SETON, U. S. N., to EMILY, daughter of NATHANIEL PRIME.

DEATHS.

DIED—Saturday, 14th inst. Eliza Cecelia, aged 13 months and 11 days, infant daughter of Joseph and Eliza Church, of this city.

Tuesday evening, 17th July, James Seton, aged 62 years. On Friday, 20th July, at Red Bank, N. J., after a short illness Jane Frances, infant daughter of Peter R. Roach.

On Friday, 20th July, at 4 o'clock, P. M., after a lingering illness, Mr. Tobias Ezekiel, a native of Amsterdam, in the 42d year of his age.

Saturday morning, 21st July, of the prevailing epidemic, Mr. Robert C. Carpenter, in the 34th year of his age.

Thursday evening, 19th of July, Nathl. L'Hommedieu, Esq. aged 70 years.

Friday morning, 20th instant, after a short illness, Saml. S. Comstock, youngest son of E. D. Comstock.

On Saturday morning, July 21, Mrs. Catharine Ann, wife of John Ferrin, in the 34th year of her age.

On Saturday afternoon, July 21, of the prevailing epidemic, Mrs. Ellen Brower, relict of the late Abraham Brower, in the 56th year of her age.

Mr. James Brower, son of Abraham Brower, in the 59th year of his age, and Mrs. Polly Brower, his wife, in the 56th year of her age.

Tuesday morning, July 21th, of apoplexy, Mr. Nathaniel Prentiss, an old and respectable inhabitant of this city.

On Sunday, 22d inst. Charles Carroll, son of John A. Pettin-

gill, aged 5 months.

On the 22d inst. Andrew Cock, in the 64th year of his age.

On Tuesday morning, 24th inst. of the Cholera, Catharine M., wife of Thomas B. Whitlock, aged 30.

On Monday night, July 23d, of cholera, Mr. John C. Sawyer, pilot.

On Monday afternoon, July 23d, Mr. Albert Bogert, silver-smith, a worthy and respectable citizen—and in the course of the night and yesterday morning, three of his children, and a servant woman—all of cholera. It is said they were all attacked immediately after partaking freely of a supper of whortleberries and milk.

On Monday morning, July 23d, Robert C. Hunter, aged 31.

On Monday afternoon, July 23d, Miss Hester Cecelia, daughter of Oliver H. Taylor, Esq. aged 21.

On Monday morning, July 23d, of the prevailing epidemic, Dr. James Barry, aged 42.

On the 21st July, Mr. John Gilmory, aged 70, of apoplexy.

On Saturday afternoon, July 21, after a short illness, Mrs. Elsey Asten, wife of John Asten, in the 38th year of her age.

On Tuesday evening, 24th July, Mr. Thomas B. Goclet, in the 54th year of his age.

On Sunday, 23d instant, of the prevailing epidemic, Theodore Van Allen, son of the late Peter Van Allen, in the tenth year of his age.

On Thursday morning, 26th inst. of the Cholera, Elizabeth Eleanor, eldest daughter of Thomas B. Whitlock, aged 5 years.

At her residence, Vaucuse, Orange County, Va. on the evening of the 25th day of June last, Mrs. SARAH GRAYMES, in the 74th year of her age—a lady, possessing in a very great degree, the most amiable and dignified traits of character. Here was the hand ever open to melting charity, with a tear always ready for the misfortunes of others, and a heart which benevolence itself might have made his seat. After a long life of the most exemplary piety, full of years and ripe for the realities of Heaven, she has ceased to live among us, leaving behind her numerous children and grand children to lament their loss. [Albion Gazette.]

In Brooklyn, on Saturday morning, July 21, Miss Margaret M. Brasher, aged 22 years.

In Tully, Onondaga county, on the 19th inst. of consumption, after a long and painful illness, which he bore with great fortitude, Mr. Henry Howell, aged about 23 years.

In Albany, on Sunday, of the cholera, aged 72, Mrs. Mary Williamson, wife of Mr. John Williamson. She was a woman of the most excellent character, and no one in the city had more friends. In her early youth she was made prisoner by the Indians, her family being murdered, and she was taken to Detroit, where she obtained her liberty through the interference of a French officer.

At Detroit, on Sunday morning, 15th inst., Miss Elizabeth S. Case, daughter of Hon. Lewis Cass, Secretary of War, aged 21 years.

At Guildford, on the 8th July, Lieut. Thomas White, an officer in the British Navy.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 887 persons during the week ending on Saturday last; 21st instant, viz:—335 men, 307 women, 111 boys, and 34 girls—Of whom 60 were of the age of 1 year and under; 27 between 1 and 2, 50 between 2 and 5, 31 between 5 and 10, 41 between 10 and 20, 143 between 20 and 30, 214 between 30 and 40, 132 between 40 and 50, 43 between 50 and 60, 53 between 60 and 70, 23 between 70 and 80, 7 between 80 and 90, 2 between 90 and 100, and 1 upwards of 100.—Diseases: Abscess 1, apoplexy 3, burned or scalded 1, childhood 2, cholera morbus 6, cholera malignant 716, consumption 26, convulsions 17, cramp in the stomach 1, diarrhoea 6, drinking cold water 1, dropsy in the head 6, dyspepsia 1, epilepsy 2, fever 3, fever bilious 2, fever remittent 1, fever scarlet 2, flux in female 11, inflammation of the bowels 8, inflammation of the brain 6, inflammation of the chest 1, interperence 2, marasmus 11, measles 6, old age 4, peripneumony 5, rheumatism 1, scirrhus of the liver 1, sore throat 2, spina bifida 1, sprue 1, stillborn 14, tabes mesenterica 2, teething 3, tumor 3, unknown 5, whooping cough 2.

ABRAHAM D. STEPHENS, City Inspector.

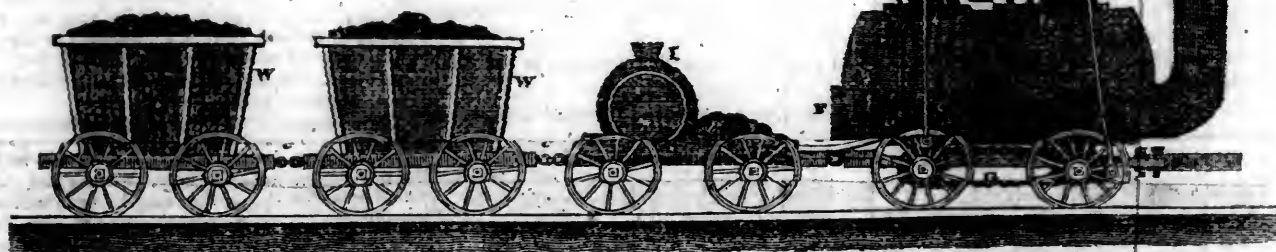
[Of the above, 534 were buried in Potter's Field, and 134 in St. Patrick's Cathedral.]

NEW-YORK PRICES CURRENT:

Corrected from the "New-York Shipping and Commercial List."—Wednesday, July 25th, 1832.

| | | | | | | | | | | | | | | | | | |
|-----------------------------|-------|---------|--|--------------------------------|----------|----------|--|-------------------------------|---------|---------|--------|-------------|--------|--|--|--|--|
| ASHES— | | | | Rye Flour.....bri | | | | — a 4 50 | | | | PROVISIONS— | | | | | |
| Pot, first sort.....100 lbs | 4 40 | a 4 45 | | Indian Meal.....do | 3 37½ | a — | | Beef, Mess.....bri | 9 75 | a 10 75 | | | | | | | |
| Pearl.....do | 4 60 | a — | | Do.....bhd | — | a 15 00 | | Do. Prime.....do | 5 60 | a 5 75 | | | | | | | |
| BEE-SWAX— | | | | FRUIT— | | | | Do. Cargo.....do | | | | 4 25 | a 4 60 | | | | |
| White.....lb | 44 | a 45 | | Raisins, Malaga.....cask | 7 00 | a 8 00 | | Butter, N. Y. Dairy.....lb | 14 | a 16 | | | | | | | |
| Yellow.....do | 13 | a 20 | | Do. bloom.....box | 2 25 | a 2 60 | | Do. Shipping.....do | 11 | a 12 | | | | | | | |
| BOTTLES— | | | | Do. muscatel.....do | 2 75 | a 2 87½ | | Do. Philadelphia.....do | — | a — | | | | | | | |
| Bristol, Porter.....gross | 8 00 | a 9 00 | | Do. bunch.....do | 3 00 | a 3 12½ | | Hog's Lard.....lb | 5 | a 9½ | | | | | | | |
| Wines.....do | 6 50 | a 8 50 | | Do. Smyrna.....lb | 6 | a 7 | | Pork, Mess.....do | 13 00 | a 13 75 | | | | | | | |
| BREAD— | | | | Currents, Zante.....do | 7½ | a 7 | | Do. Prime.....do | 10 60 | a 11 00 | | | | | | | |
| Navy.....lb | 3½ | a 2½ | | Almonds, soft shell.....do | 11 | a 13 | | Do. Cargo.....do | 9 25 | a 9 50 | | | | | | | |
| Pilot.....do | 4½ | a 4½ | | Do. shelled.....do | 13 | a 16 | | Cheese, American.....lb | 3 | a 7 | | | | | | | |
| Crackers.....do | 3½ | a 8 | | Figs, Smyrna.....do | 10 | a 12 | | Hams, Virginia.....do | 10 | a 11 | | | | | | | |
| BRISTLES— | | | | Filberts.....do | 4 | a 14 | | Do. Northern.....do | 9 | a 10 | | | | | | | |
| Russia, first sort.....lb | 60 | a 70 | | Prunes Bordeaux.....do | 14 | a 15 | | RAOS— | | | | | | | | | |
| Do. common.....do | 20 | a 40 | | Tamarind.....do | 3½ | a 6 | | Foreign.....do | 4 | a 6 | | | | | | | |
| American.....do | 15 | a 30 | | GRAIN— | | | | Country.....do | 3 | a 6 | | | | | | | |
| CANDLES— | | | | Wheat, North riv. bahl | — | a — | | RICE— | 100 lb | 3 00 | a 3 60 | | | | | | |
| Mould, tallow.....lb | 19½ | a 13 | | Do. Genesee.....do | — | a 1 25 | | SALT— | | | | | | | | | |
| Dipped.....do | 11½ | a 12 | | Do. Virginia.....do | 1 12½ | a — | | Turkey Island.....bahl | 48 | a 50 | | | | | | | |
| Sperm.....do | 50 | a 32 | | N. Carolina.....do | 1 20 | a 1 23 | | Isle of May.....do | — | a — | | | | | | | |
| COAL— | | | | Rye, Northern.....do | 50 | a 83 | | St. Ubas.....do | — | a — | | | | | | | |
| Liverpool.....chaldron | 10 00 | a — | | Corn, Yellow, North.....do | 68 | a 70 | | Canlis.....do | 40 | a — | | | | | | | |
| Scotch.....do | 7 40 | a 8 00 | | Do. White, L. & N. J.....do | — | a 70 | | Lisbon.....do | 40 | a — | | | | | | | |
| Sidney & Bridgeport.....do | — | a 8 50 | | Do. Southern.....do | 62 | a 66 | | Liverpool ground.....do | 35 | a 37 | | | | | | | |
| Albion.....do | 8 00 | a — | | Barley, North river.....do | — | a — | | Do. blown.....do | — | a — | | | | | | | |
| Virginia.....do | 8 00 | a 9 00 | | Oats, South & North.....do | 49 | a 60 | | Do. sack do.....sack | 1 87½ | a 2 12½ | | | | | | | |
| Amherst.....do | 7 50 | a 9 00 | | Peas, white dry.....do | 6 00 | a 7 00 | | SALT-PETRE— | | | | | | | | | |
| COCOA— | | | | Do. black eyed.....do | — | a 75 | | Refined.....lb | — | a 9 | | | | | | | |
| Caracas.....lb | 12 | a 14 | | Beans.....do | 7 50 | a 10 00 | | Crude E. I.....do | 7 | a — | | | | | | | |
| Trinidad.....do | 5 | a 6 | | HEMP— | | | | SHEETINGS— | | | | | | | | | |
| St. Domingo.....do | 4 | a — | | Russia.....ton 200 00 | a 215 00 | — | | Russia, white.....piece | 11 00 | a — | | | | | | | |
| Para.....do | 5 | a — | | Manilla.....do 215 00 | a — | — | | Do. brown.....do | 9 25 | a 9 50 | | | | | | | |
| COFFEE— | | | | Sisal.....do | — | a — | | SOAP— | | | | | | | | | |
| Cuba.....lb | 11 | a 12½ | | American dew-rot.....do 130 00 | a 150 00 | — | | New-York, Brown.....lb | 5 | a 6 | | | | | | | |
| Brazil.....do | 12 | a 12½ | | Yarns, Kentucky.....lb | 9 | a — | | Castile.....do | 11 | a 12 | | | | | | | |
| Porto Rico.....do | 12½ | a 13 | | HIDES— | | | | SPICES— | | | | | | | | | |
| Laguaira.....do | 12 | a 13 | | La Plata & R. Grande.....lb | 14 | a 15 | | Cassia, in mats.....lb | 20 | a 21 | | | | | | | |
| St. Domingo.....do | 12 | a — | | Brazil.....do | 11 | a 12½ | | Cloves.....do | 52 | a 54 | | | | | | | |
| Java.....do | — | a 13 | | Do. wet salted.....do | 6½ | a 6½ | | Ginger, race.....do | — | a 10 | | | | | | | |
| Jamaica.....do | 12 | a 13 | | Oronoco.....do | — | a 13 | | Do. ground.....do | 7 | a 11 | | | | | | | |
| COPPER— | | | | W. India & Southern.....do | 10½ | a 12 | | Nutmegs.....do | 1 35 | a 1 45 | | | | | | | |
| Sheathing.....lb | 22 | a 23 | | S. A. Horse.....piece | 1 35 | a 1 45 | | Pepper.....do | 14½ | a 16 | | | | | | | |
| Pig.....do | 16½ | a 17 | | HORNS— | | | | Pimento, Jam.....do | 16 | a 17 | | | | | | | |
| Old.....do | 16 | a 17 | | Ox.....100 | 5 00 | a 20 00 | | SPIRITS— | | | | | | | | | |
| Salt.....do | 24 | a — | | INDIGO— | | | | Brandy, Ot. D. & Co. gal | 1 62½ | a — | | | | | | | |
| CORDAGE— | | | | Beugal.....lb | 1 00 | a 1 65 | | Do. Rochelle.....do | 1 45 | a 1 50 | | | | | | | |
| Foreign.....lb | 10 | a 11 | | Manilla.....do | 75 | a 1 12½ | | Do. Bordeaux.....do | 1 31 | a 1 40 | | | | | | | |
| American.....cwt | 11 | a — | | Caracas.....do | 1 12½ | a 1 25 | | Rum, Jam. 4th proof.....do | 1 00 | a 1 18 | | | | | | | |
| CORKS— | | | | Guatemala.....do | 75 | a 1 25 | | Do. St. Croix, 3d do.....do | 95 | a 1 00 | | | | | | | |
| Velvet.....gross | 40 | a 50 | | IRON— | | | | Do. Wind. 1st. 3d do.....do | 85 | a 87 | | | | | | | |
| Common.....do | 28 | a 30 | | Fig. Engl. & Scotch.....ton | 40 00 | a 45 00 | | Do. N. Orleans, 1st do.....do | 45 | a 60 | | | | | | | |
| Phial.....do | 5 | a 10 | | Do. American.....do | 30 00 | a 40 00 | | Do. N. Eng. 1st do.....do | 24 | a 35 | | | | | | | |
| COTTON— | | | | Bar. do.....do | 80 00 | a 85 00 | | Gun. Moll'd, Meder Swan | 1 15 | a — | | | | | | | |
| New Orleans.....lb | 10½ | a 12½ | | Do. Russia, P. S. I. do | 100 00 | a 102 50 | | Do. Hour Glass.....do | — | a 1 12½ | | | | | | | |
| Upland.....do | 8½ | a 11 | | Do. new Sable.....do | 85 00 | a 87 50 | | Do. Scheidam.....do | 1 08 | a 1 12 | | | | | | | |
| Alabama.....do | 9 | a 11½ | | Do. Sweden.....do | 85 00 | a 87 50 | | Do. Country.....do | 37 | a 45 | | | | | | | |
| Tennessee.....do | — | a — | | Do. English ass'd.....do | 72 00 | a 73 00 | | Whiskey, Rye.....do | 27 | a 27½ | | | | | | | |
| COTTON BAGGING— | | | | Sheet, English.....cwt | 6 75 | a 8 00 | | Chlor Brandy.....do | — | a — | | | | | | | |
| Hemp.....yd | 13 | a 21 | | Peru I. Co. flat & sq. ton | 110 00 | a — | | STEEL— | | | | | | | | | |
| Flax.....do | 12 | a 16 | | Do. round.....do | 120 00 | a 150 00 | | German.....lb | 104 | a 124 | | | | | | | |
| Do. American.....do | 19 | a 21 | | Hoop, American.....cwt | 5 50 | a 7 00 | | English.....do | 11 | a 14 | | | | | | | |
| DIAPERS— | | | | Do. English.....do | 6 62½ | a 6 75 | | Trieste, in boxes.....do | 5 | a 6½ | | | | | | | |
| Russia, broad.....piece | 2 2½ | a — | | LEAD | | | | American.....do | 5½ | a 6 | | | | | | | |
| DUCK— | | | | Fig.....lb | 5½ | a 6 | | SUGARS— | | | | | | | | | |
| Russia, U. X.bolt | 13 30 | a — | | Bar.....do | 6 | a — | | British Island.....lb | 6 | a 8 | | | | | | | |
| Do. Bruiquina.....do | — | a — | | Sheet.....do | 6½ | a 7 | | St. Croix.....do | 7 | a 10 | | | | | | | |
| Do. Zottof & Konoff.....do | 17 50 | a — | | Old.....do | 4½ | a 4½ | | New Orleans.....do | 6 | a 7 | | | | | | | |
| Do. 31 quality.....do | 15 50 | a 16 00 | | LEATHER— | | | | Havana, White.....do | 9½ | a 11½ | | | | | | | |
| Do. inferior.....do | 12 50 | a 15 00 | | Sole, Oak tanned.....lb | 20 | a 27 | | Do. Brown.....do | 7½ | a 8½ | | | | | | | |
| German, Half.....do | 16 00 | a 11 00 | | Do. Heintock.....do | 17 | a 20 | | Do. Muscovado.....do | 6 | a 7 | | | | | | | |
| Holland, A. A.do | 24 00 | a 25 00 | | Do. damaged.....do | 14 | a 16 | | Porto Rico.....do | 7 | a 9 | | | | | | | |
| Ravens.....do | 8 75 | a 11 00 | | Upper, dressed.....slbs | 75 | a 2 75 | | Brazil, White.....do | 7 | a 8 | | | | | | | |
| Amer. Jy's, all flax. | — | a — | | Do. undressed.....do | 1 00 | a 2 50 | | Do. Brown.....do | 6 | a 7 | | | | | | | |
| Do. No. 1 & 2.....do | 15 50 | a 12 00 | | LUMBER— | | | | Manilla, Brown.....do | — | a 7½ | | | | | | | |
| Do. Phenix Mills, Pa. | 16 00 | a 10 00 | | Boards, N. R.M ft | — | a 15 00 | | Lump.....do | 12 | a 13 | | | | | | | |
| Do. cotton, Farnson. | — | a 2 00 | | Do. East'n Pine do | 16 00 | a 17 00 | | Loal.....do | 14 | a 17 | | | | | | | |
| Do. No. 1 & 2.....yd | 26 | a 39 | | Do. Albany do.....do | 16 | a 17 | | SUMAC— | | | | | | | | | |
| DYE WOODS— | | | | Flank, Georgia do M ft | 25 00 | a 35 00 | | Sicily.....ton 62 00 | a 65 00 | — | | | | | | | |
| Brazilletto.....ton | 30 00 | a — | | Staves, W. O. pipe.....do | 31 00 | a 32 00 | | Trieste.....do | 40 00 | a — | | | | | | | |
| Cainwood.....do | 75 00 | a — | | Do. do. hind.....do | 33 00 | a 37 00 | | American.....do | 27 00 | a 30 00 | | | | | | | |
| Fustic, Cuba.....do | 22 00 | a 23 00 | | Do. do. R. O. hind.....do | 27 00 | a 29 00 | | TEAS— | | | | | | | | | |
| Do. Tampico.....do | 21 00 | a 21 50 | | Heading W. O.do | 44 00 | a 45 00 | | Imperial.....do | 1 00 | a 1 25 | | | | | | | |
| Do. Maline.....do | 15 00 | a 17 00 | | Hoops.....do | 15 00 | a 23 00 | | Gunpowder.....do | 1 00 | a 1 25 | | | | | | | |
| Logwood, Campby.....do | 37 00 | a 23 50 | | Scantling, Pine.....do | 15 00 | a 16 00 | | Hyson.....do | 75 | a 1 12 | | | | | | | |
| Do. St. Dom.do | 22 | a — | | Do. Oak.....do | 20 00 | a 25 00 | | Young Hyson.....do | 70 | a 1 06 | | | | | | | |
| Do. Jamaica.....do | — | a — | | Timber, Oak.....sq. ft | 20 | a 25 | | Hyson Skin.....do | 45 | a 50 | | | | | | | |
| Nicaragua, Bonaire.....do | 60 00 | a — | | Do. Geo. Yell. Pine do | 25 | a 30 | | Suchong.....do | 35 | a 62 | | | | | | | |
| Do. Coro.....do | 65 00 | a — | | Shingles, Cypress M ft | 3 75 | a 4 00 | | Bohea.....do | 25 | a 26 | | | | | | | |
| Do. Hache.....do | 67 50 | a 70 00 | | Do. Pine.....bundle | 2 50 | a 3 00 | | TOBACCO— | | | | | | | | | |
| FEATHERS— | | | | MAHOAGANY— | | | | Richmond & Peterab. do | 3 | a 6 | | | | | | | |
| Live, Foreign.....lb | 14 | a 20 | | St. Domingo.....foot | 6 | a 40 | | North Carolina.....do | 3 | a 4 | | | | | | | |
| Do. American.....do | 35 | a 40 | | Honduras.....do | 6 | a 15 | | Kentucky.....do | 3 | a 5 | | | | | | | |
| FISH— | | | | MOLASSES— | | | | Cuba.....do | 9 | a 18 | | | | | | | |
| Dry Cod.....cwt | 2 87½ | a 3 00 | | Martinique & Guad. gall | 25 | a 28 | | St. Domingo.....do | 9 | a 16 | | | | | | | |
| Pickled Cod.....bbl | 3 50 | a 3 75 | | English Islands.....do | 25 | a 31 | | Manufactured, No. 1. do | 10 | a 12 | | | | | | | |
| Do. Salmon.....do | 12 00 | a 13 00 | | Havana & Matanzas.....do | 25 | a 26 | | Do. No. 2. do | 7 | a 8 | | | | | | | |
| Do. Smoked.....lb | 12½ | a 15 | | Trinidad de Cuba.....do | 27 | a 29 | | Do. No. 3. do | 6 | a 7 | | | | | | | |
| Do. No. 1.....bbl | 6 00 | a — | | New Orleans.....do | 30 | a 32 | | Ladies' Twist.....do | 14 | a 16 | | | | | | | |
| Do. No. 2.....do | 3 25 | a 3 50 | | NAILS— | | | | Cavendish.....do | 8 | a 20 | | | | | | | |
| Do. No. 3.....do | 2 37½ | a — | | Cut, 3d to 40d.....lb | — | a 6 | | WHALEBONE | | | | | | | | | |
| Do. No. 4.....do | 8 50 | a 9 50 | | Cut, 3d.....do | 7 | a 8 | | Slab.....lb | 14½ | a 16 | | | | | | | |
| Do. Bucksport, do. | 6 00 | a — | | Cut, 2d.....do | 8½ | a 9 | | WINES— | | | | | | | | | |
| Do. Herring.....do | 2 00 | a 2 25 | | Wrought.....do | 10 | a 16½ | | Madeira.....gall | 1 12½ | a 2 00 | | | | | | | |
| Do. Smoked.....box | 30 | a 1 00 | | NAVAL STORES— | | | | Sherry.....do | 1 00 | a 2 00 | | | | | | | |
| FLAX— | | | | Tar.....bri | 1 37½ | a 2 00 | | Canary, Cogwell's.....do | 95 | a 1 57½ | | | | | | | |
| Russia.....lb | — | a — | | Pitch.....do | — | a 1 62½ | | Teneriffe L. P.do | 85 | a 1 25 | | | | | | | |
| American.....do | 9 | a 11 | | Rosin.....do | 1 12½ | a 1 62½ | | Do. Cargo.....do | 60 | a 75 | | | | | | | |
| FLOUR AND MEAL— | | | | Turpentine Wilms. soft. | 2 60 | a — | | Malaga, dry.....do | 40 | a 44 | | | | | | | |
| New York superfine. bri | — | a — | | Do. North Co. do. | 2 25 | a — | | Do. sweet.....do | 43 | a 46 | | | | | | | |
| Do. No. 1.....do | 5 75 | a 5 87½ | | Spirits Turpentine. gall | 37 | a 40 | | Claret.....cask 15 00 | a 26 00 | — | | | | | | | |
| Do. No. 2.....do | 5 87½ | a 6 12½ | | OILS— | | | | Do. in bottles.....do | 2 50 | a 7 00 | | | | | | | |
| Do. No. 3.....do | — | a — | | Florence 30 flasks. box | 5 00 | a 5 25 | | Port.....gall | 70 | a 1 50 | | | | | | | |
| Do. No. 4.....do | 6 50 | a 6 75 | | French 13 bottles. bskt | 3 00 | a 4 00 | | Lisbon.....do | 80 | a 1 25 | | | | | | | |
| Do. No. 5.....do | — | a — | | Olive.....gallon | 95 | a 1 00 | | Marseilles Madeira. do | 40 | a 50 | | | | | | | |
| Do. No. 6.....do | — | a — | | Linseed, American. do | — | a 87½ | | Catalonia.....do | 35 | a 40 | | | | | | | |
| Do. No. 7.....do | — | a — | | Do. Dutch.....do | — | a 90 | | WOOL— | | | | | | | | | |
| Do. No. 8.....do | — | a — | | Whale.....do | — | a 26 | | Merino, Am. fleece.....lb | 35 | a 40 | | | | | | | |
| Do. No. 9.....do | — | a — | | Do. refined.....do | 40 | a 45 | | | | | | | | | | | |

A MERICAN



RAILROAD JOURNAL.

OFFICE, 35 WALL-STREET.

NEW-YORK, AUGUST 4, 1832.

VOLUME I...NO. 32.

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AMERICAN RAILROAD JOURNAL.

NEW-YORK, AUGUST 4, 1832.

We have frequently been requested to give the letting, or terms of Railroad contracts. We should always do so with pleasure if they were furnished us—but not being informed upon the subject, we have thus far been unable to give the desired information.

In the following account of the *Cromford & Peak Forest Railroad*, taken from Mr. Smith's edition of *Wood*, the advantages of inclined planes are very obvious. In the short distance of 33 3/4 miles, a rise and fall of 1800 feet are overcome by nine inclined planes. This road was constructed with 11 3/4 miles of double, and twenty-one miles of single track, for £140,000, and it is estimated that £20,000 more will complete the double track through—thus accomplishing, for £160,000 (including 18 steam engines for the planes), by a railroad, what would have cost by a canal £650,000. The average rise and fall of this road is 53 feet per mile; and still the ascent of the planes is at the rate of four miles per hour—whilst upon a canal of equal rise and fall—which would require six locks to the mile,—no boat could average over 1 1/3 miles per hour.

The *Sirhoway Railroad* is a work of an earlier period; yet it will serve to show the immense amount of business which may be transacted on railroads, and it is of particular interest at this time, when it is urged by some that "Rail-roads are not calculated for a heavy business, although they may do for light goods and passengers." Upon this road 600,000 tons of coal and iron alone are transported annually, which, at one penny per ton per mile, (if the whole amount were to pass the whole length of the road,) would amount to £70,000 per annum, and allowing one third for tolls, it would give an income of over twenty-three thousand pounds sterling upon an investment of less than sixty thousand pounds.

CROMFORD AND PEAK FOREST RAILROAD.—This road is situated in Derbyshire, and connects the Cromford and Derby Canal with the Manchester

and Whaley Canal; it rises 1000 feet above Cromford by five inclined planes, and, passing over the Peak Mountain, descends 800 feet to the Whaley bridge, the present termination, by four inclined planes. On the line much deep cutting and embankments was necessary, and several tunnels, one of which is 590 yards (1590 ?) in length. This road resembles the Alleghany portage, and the Carbon-dale Railroad in Pennsylvania in its purpose and situation. The length is 32 3/4 miles, of which 11 3/4 miles are double, and 21 miles constitute a single line; on this portion many turn-outs or side lines are provided. This work has been in progress for several years. It was originally designed by Mr. Jessop, and was finished on the 1st of July, 1831, under the direction of Mr. Woodhouse, engineer.—The cost of the canal which was once proposed on this route was estimated by the late Mr. Rennie at 650,000l. The Railroad has cost only 140,000l; and 20,000l in addition will be sufficient to add a double track on such parts of the line as are at present single. This sum includes the cost of 18 steam engines and their apparatus at the inclined planes; 14 of 20 horse, and 4 of 10 horse power: each plane is provided with two engines. The longest plane is 850 yards. The maximum rise is 4 1/2 inches; to the yard, the minimum 2 1/2 inches; the wagons are drawn up at the rate of four miles per hour: horse power is used on the intermediate stages. The road is not intended for passengers or rapid traveling. The curves are numerous, and many of them abrupt; some of the radii are only 200 feet. The rails are of cast iron, four feet in length, and weigh 84 lbs. each; they are of the edge form, and cost 20 per cent. less than wrought iron of the same strength at the time when they were ordered.—The plan, profile, and superstructure of this road are inferior to these features of our Pennsylvania Railroad, and the steepness of the inclined planes dangerous, unless some mode be discovered to obviate the effects of accidents. The cost of transporting coal and lime on this unfavorable road is 1 1/2 penny per ton per mile.

SIRHOWAY RAILROAD.—This very important work is a single track tram road of 28 miles in length, extending from the Fredegar works on the Sirhoway to Newport on the Uske. The branches are numerous and extensive, amounting to at least 20 miles. The work has been in use for many years. The design of this work was to supersede, and in some degree to remedy the deficiencies of the *Monmouth Canal*, which winds through part of the same valley. The numerous locks caused delay, and the frosts of winter, draughts of summer, rendered the Canal frequently useless: moreover, it could not accommodate the trade. The trade now transported annually on the Railroad exceeds 600,000 tons of coal and iron alone; these are the chief articles carried on it. The grades vary from a level to an inclination of 26, and in a few places even 52 feet per mile. The curves are numerous, and frequently abrupt—the radii being sometimes less than 300 feet. Ten tons is the usual load which each horse carries down on this old fashioned and imperfect road. The flat tram rails are of cast iron, four feet long. The amount of excavation and embankment was unusually great.

At the town of Risca the Railroad crosses the Elwy by a stone viaduct of 32 arches 1500 feet long, elevated 45 feet above the stream: the cost of this bridge was nearly £13,000; the stone and lime were obtained on the spot. The cost of the main road was about £1530 per mile, exclusive of the cost of this viaduct.

From Colebrook Dale to Hereford another tram road extends 34 miles, besides numerous branches. Part of this line is paralleled to the old Brecknock Canal.

From Cardiff to Myrthyr Tydvil an extensive tram road has been made, of which nine miles is parallel to the Cardiff and Glamorganshire Canal.—This was intended as a substitute for the Canal, which is frequently in want of water. The tonnage conveyed on this line is immense.

Tram rails have been employed, almost exclusively, until recently, on the Welsh Railroads. The average cost of these roads has been about £2000 per mile when the road is single, and the country undulating.

GREAT DESPATCH.—It is truly wonderful to contrast the tardy and sluggish transportation of our armies during the late war, which the utmost efforts of the government could not overcome, with the rapid and expeditious movements of the troops recently despatched to quell the Indians on the North-Western frontier. The immense amount of public money expended in transporting men, provisions, cannon, &c. to the lakes, is alone sufficient to exemplify the disadvantages under which our military operations were conducted at that period, while the following extract will serve to show the almost incredible degree to which these obstacles have been removed in a few years, by internal improvement and the agency of steam power giving increased efficiency to our small military force:

Extract of a letter from an officer from Fort Monroe, dated " " BUFFALO, July 2.

"We arrived here yesterday. The detachments under the command of Lt. Col. Twigg and Major Payne are on board the steamboat Henry Clay. Col. Crane's detachment arrived to-day and is embarking on board the Sheldon Thompson. We shall soon be off, and the captain assures us in 7 days we shall reach Chicago; we shall then have completed our 2000 miles in sixteen days."

The above is from the *Norfolk Herald* of a late date.

It speaks volumes in favor of the enterprise of our countrymen, and it shows conclusively to what that enterprise will lead us, if judiciously persevered in. It should be distinctly understood, however, that the march of improvement is onward with as rapid strides, at the present time, as it has been at any previous period. Should our country remain united,—and Heaven grant that we, and our posterity, may never see it otherwise—twenty years to come will effect improvements and facilities for travelling and transportation greater than have been effected in the same period past. If a general can now transport an army 2000 miles in sixteen days, he

will be able in 1852 to do it in eight days; whereas in 1812 he could not have done it over this route in 40 days. In 1812 troops and stores could not have been transported from Old Pt Comfort to Buffalo (a distance of over 850 miles) in less than 16 to 20 days. At this time they can be transported in eight days with ease, and we hesitate not to say that in ten years, in ten years—in 1842—it may be performed in three days, with equal ease, and that too without exposing the troops to the hazard of sickness by passing through the most unhealthy part of the country. The question, we think, may well be asked—have not the disasters of the present expedition in a great measure arisen from that one circumstance, and from marching the troops through the infected cities and villages on their route? Could they have gone direct to Buffalo, or to Lake Erie, without having passed through the malarious regions of the CANAL, they would at least have gone ahead of that pestilence, which has now accompanied and in a great measure destroyed them. Had the New York and Erie Railroad been in operation, they might, we doubt not, have reached their destination in much less time and at a much less expense, and what is of much greater consequence, without having been visited by that scourge of scourges, the cholera. That they might have reached their destination in much less time, and of course at less expense, will not be denied, we presume, when it is understood that a detachment of 200 soldiers was conveyed on the Mohawk and Hudson Railroad from the stationary engine at Albany to that at Schenectady, a distance of 14 miles, on one train of cars, with one Locomotive Engine, in 55 minutes. If that has been already done when Railroads have been in operation scarcely a twelve-month in this country—and we doubt it not, as we were so informed by the man who superintended the train, when we passed over a few days afterwards with 140 passengers, in about the same length of time,—the improvements of ten years will enable the same service to be performed in 30 minutes. With such prospects before us, we may well command the admiration of the world. With such prospects we have also the necessary out-terprize amongst our population to secure all the benefits resulting from them, if no serious obstacles are unexpectedly thrown in their way. We exceedingly regret that a countermmand should have been given by the PRESIDENT to the orders of the Secretary of WAR, to survey the route for the New York & Erie Railroad, not, however, on account of the pecuniary consideration—as that is a matter of small moment in a work of its magnitude, and in the estimation of men who look to the permanent and general interest of the community, rather than to momentary interest or popularity—but on account of the delay which will necessarily result to the survey, in consequence of the disappointment from having no engineers engaged and prepared to go on with the work. Nor can it be done until another meeting of the Corporators shall have taken place; and they, living as they do, scattered over a country of 350 miles in extent, and the present to many of them the busiest and most important season of the year, cannot be expected to assemble immediately. What then is to be done? Nothing! just nothing! and why? Simply because, having depended upon the United States' Government for a corps of engineers, with assurances of their being ordered out for the service,—which assurances were kept, so far as to prevent all other arrangements, by an appointment highly acceptable, in the person of Colonel Clinton, who was making the necessary preparation to commence his arduous yet pleasing duty,—the whole business is brought to a stand, by an order—from whom? the President of the United States!—to suspend operations. Was not the President of the United States aware of the ap-

plication for engineers before the order was given? If so—and who can doubt it?—why did he not then put the application at rest, so that other arrangements might have been made, and the season not have been wasted in waiting upon the government for aid, which, after having been granted, is again withdrawn?

We do not call in question the right of any man, either private or public, to act from the honest convictions of his judgment; but we do object to a vacillating policy, which will give one opinion to-day and a contrary one to-morrow, without regard to the mischief that may result to individuals, or the public?

We hold that what is unconstitutional or improper to-day, was unconstitutional and improper yesterday.

The following communication was addressed by Mr. McAdam to the President of the Board of Agriculture, of England. It will be read with great interest, and we trust to some profit, by our scientific, and we hope also by our practical, road-makers. A proper knowledge of the true system of road-making, although it may not be immediately generally adopted, cannot but be eminently beneficial, in this country, as it will grow gradually into use; therefore, if we can be at all instrumental in bringing the subject properly before the public, so as to excite a spirit of inquiry and improvement, we shall feel that we are amply compensated for the time devoted to it, although it will have been, in a pecuniary point of view, any thing but profitable.

Having communicated to your honorable Board, some observations on making and repairing roads, in February 1819, I beg leave to add the following, which have arisen from increased experience on the subject, and also from a desire of calling your attention to the effects of the late severe winter on the roads of the country, and the confirmation afforded to the opinions I have endeavored to introduce on the construction of roads.

During the late winter, and particularly in the month of January, 1820, when the frost was succeeded by a sudden thaw, accompanied by the melting of snow, the roads of the kingdom broke up in a very alarming manner, and to an extent that created great loss and inconvenience by the interruption of communication, and the delay of the mails, and also occasioned a very heavy extra expenditure by the Post Office.

The obvious cause of this defect of the roads, was the admission of water from the loose and unskilful method of their construction. Previous to the severe frost, the roads were filled with water, which had penetrated through the ill prepared and unskilfully laid materials: this caused an immediate expansion of the whole mass during the frost, and upon a sudden thaw, the road became quite loose, and the wheels of carriages penetrated to the original soil, which was also saturated with water, from the open state of the road. By this means, many roads became altogether impassable, while the whole were rendered deep and inconvenient to be travelled upon.

In particular, it was observed that all the roads of which chalk was a component part, became generally impassable; and even, that the roads made over chalk soils gave way in most places. This evidently proceeded from the absorbent quality of chalk, which renders it so tenacious of water, that I consider its use to be one of the most dangerous errors in road making. I was induced on former occasions to recommend particular care in making roads over chalk soils, and to advise a discontinuance of the practice of mixing chalk, clay, or any other matter that holds water, with the materials of a road. The experience of last winter has confirmed this opinion, and has shown the ruinous effects of the former method.

Of all the roads which have been thoroughly re-made, according to the directions which I had the honor to submit to your honorable board last spring, not one has given way, nor has any delay taken place through the severity of the late season.

As every winter has, in some degree, presented such inconveniences, and as it has been observed that very severe winters occur in England every six or seven years, it is of great consequence to consider

of the means of constructing the roads of the kingdom in such a manner as shall prevent their being, in future, affected by any change of weather or season.

The roads can never be rendered thus perfectly secure, until the following principles be fully understood, admitted, and acted upon: namely, that it is the native soil which really supports the weight of traffic; that while it is preserved in a dry state, it will carry any weight without sinking, and that it does in fact carry the road and the carriages also; that this native soil must previously be made quite dry, and a covering impenetrable to rain must then be placed over it, to preserve it in that dry state; that the thickness of a road should only be regulated by the quantity of material necessary to form such impervious covering, and never by any reference to its own power of carrying weight.

The erroneous opinion so long acted upon, and so tenaciously adhered to, that by placing a large quantity of stone under the roads, a remedy will be found for the sinking into wet clay, or other soft soils, or in other words, that a road may be made sufficiently strong, artificially, to carry heavy carriages, though the sub-soil be in a wet state, and by such means to avert the inconveniences of the natural soil receiving water from rain, or other causes, has produced most of the defects of the roads of Great Britain.

At one time I had formed the opinion that this practice was only a useless expense, but experience has convinced me that it is likewise positively injurious.

It is well known to every skilful and observant road maker, that if strata of stone of various sizes be placed as a road, the largest stones will constantly work up by the shaking and pressure of the traffic, and that the only mode of keeping the stones of a road from motion, is to use materials of a uniform size from the bottom. In roads made upon large stones as a foundation, the perpetual motion, or change of the position of the materials, keeps open many apertures through which the water passes.

It has also been found, that roads placed upon a hard bottom wear away more quickly than those which are placed upon a soft soil. This has been apparent upon roads where motives of economy, or other causes, have prevented the roads being lifted to the bottom at once; the wear has always been found to diminish, as soon as it was possible to remove the hard foundation. It is a known fact that a road lasts much longer over a morass than when made over rock. The evidence produced before the Committee of the House of Commons showed the comparison on the road between Bristol and Bridgewater to be as five to seven in favor of the wearing on the morass, where the road is laid on the naked surface of the soil, against a part of the same road made over rocky ground.

The practice common in England, and universal in Scotland, on the formation of a new road, is to dig a trench below the surface of the ground adjoining; and in this trench to deposit a quantity of large stones; after this a second quantity of stone, broken smaller, generally to about seven or eight pounds weight; these previous beds of stone are called the bottoming of the road, and are of various thickness, according to the caprice of the maker, and generally in proportion to the sum of money placed at his disposal. On some new roads made in Scotland, in the summer of 1819, the thickness exceeded three feet.

That which is properly called the road is then placed on the bottoming, by putting large quantities of broken stone or gravel, generally a foot or eighteen inches thick, at once upon it.

Were the materials of which the road itself is composed properly selected, prepared, and laid, some of the inconveniences of this system might be avoided; but in the careless way in which this service is generally performed, the road is as open as a sieve to receive water; which penetrates through the whole mass, is received and retained in the trench, whence the road is liable to give way in all changes of weather.

A road formed on such principles has never effectually answered the purpose which the road maker should constantly have in view, namely, to make a secure, level flooring, over which carriages may pass with safety, and equal expedition, at all seasons of the year.

If it be admitted, as I believe it is now very generally, that in this kingdom an artificial road is only required to obviate the inconvenience of a very unsettled climate; and that water, with alternate frost and thaw, are the evils to be guarded against, it must be obvious that nothing can be more erroneous than providing a reservoir for water under the road, and giving facility to the water to pass through the

road into this trench, where it is acted upon by frost to the destruction of the road.

As no artificial road can ever be made so good and so useful, as the natural soil in a dry state, it is only necessary to procure and preserve this dry state of so much ground as is intended to be occupied by a road.

The first operation in making a road should be the reverse of digging a trench. The road should not be sunk below, but rather raised above, the ordinary level of the adjacent ground; care should at any rate be taken, that there be a sufficient fall to take off the water, so that it should always be some inches below the level of the ground upon which the road is intended to be placed: this must be done, either by making drains to lower grounds, or if that be not practicable, from the nature of the country, then the soil upon which the road is proposed to be laid, must be raised by addition, so as to be some inches above the level of the water.

Having secured the soil from under water, the road maker is next to secure it from rain water, by a solid road, made of clean, dry stone, or flint, so selected, prepared, and laid, as to be perfectly impervious to water; and this cannot be effected, unless the greatest care be taken, that no earth, clay, chalk, or other matter, that hold or conduct water, be mixed with the broken stone; which must be so prepared and laid, as to unite by its own angles into a firm, compact, impenetrable body.

The thickness of such road is immaterial, as to its strength for carrying weight; this object is already obtained by providing a dry surface, over which the road is to be placed as a covering, or roof, to preserve it in that state: experience having shown, that if water passes through a road, and fill the native soil, the road, whatever may be its thickness, loses its support, and goes to pieces.

In consequence of an alteration in the line of the turnpike road, near Rownham Ferry, in the parish of Ashton, near Bristol, it has been necessary to remove the old road. This road was lifted and re-laid very skillfully in 1816; since which time it has been in contemplation to change the line, and consequently, it has been suffered to wear very thin. At present it is not above three inches thick in most places, and in none more than four: yet on removing the road it was found, that no water had penetrated, nor had the frost affected it during all the late winter; and the natural earth beneath the road was found perfectly dry.

Several new roads have been constructed on this principle within the last three years. Part of the great north road from London by Hoddesdon in Hertfordshire—two pieces of road on Durdham Down, and at Rownham Ferry, near Bristol—with several private roads, in the eastern part of Sussex.

None of these roads exceed six inches in thickness, and although that on the great north road is subjected to a very heavy traffic, (being only fifteen miles distant from London) it has not given way, nor was it affected by the late severe winter; when the roads between that and London became impassable, by breaking up to the bottom, and the mails and other coaches were obliged to reach London by circuitous routes. It is worthy of observation, that these bad roads cost more money per mile for their annual repair, than the original making of this useful new road.

Improvement of roads, upon the principle I have endeavored to explain, has been rapidly extended during the last four years. It has been carried into effect, on various roads, and with every variety of material, in seventeen different counties. These roads being so constructed as to exclude water, consequently none of them broke up during the late severe winter; there was no interruption to travelling, nor any additional expense by the Post Office in conveying the mails over them, to the extent of upwards of one thousand miles of road.

Many new roads, and to a considerable extent, are projected for the ensuing season. Some of them are to be assisted by grants or loans from government, and it will be a great saving of property, and enable government to extend their assistance more effectually, if these roads be made in the most approved and economical manner.

The unnecessary expense attending the making of new roads in the manner hitherto practised, is one great cause of the present heavy debt upon the road trusts of the kingdom. The principal part of the large sums originally borrowed, have been sunk in the useless, and in my opinion, mischievous preparation, of a foundation. This debt presses heavily on the funds of all the roads in England, and, in many cases, absorbs almost their whole revenue in

payment of interest. In Scotland this pressure is still more heavily felt: indeed it is not of uncommon occurrence in that country, for creditors to lose both principal and interest of their loans to roads.

This causes not only a great and unnecessary loss in the first instance, and a deficiency of means for ordinary repair, and maintenance of the roads, but it also discourages the formation of new roads. Were a better and more economical system generally adopted and acted upon, many great additions and improvements of the communications of the country would take place, from which, at present, the landholders are deterred, by fear of the extent of the expense, and the difficulty of obtaining loans of money.

The measure of substituting pavements, for convenient and useful roads, is a kind of desperate remedy, to which ignorance has had recourse. The badness, or scarcity of materials, cannot be considered a reasonable excuse; because the same quantity of stone required for paving, is fully sufficient to make an excellent road any where: and it must be evident, that road materials of the best quality may be procured at less cost than paving stone.

The very bad quality of the gravel round London, combined with want of skill and exertion, either to obviate its defects, or to procure a better material, has induced several of the small trusts, leading from that city, to have recourse to the plan of paving their roads, as far as their means will admit. Instead of applying their ample funds to obtain good materials for the roads, they have imported stone from Scotland, and have paved their roads, at an expense ten times greater than that of the excellent roads lately made on some of the adjoining trusts. Very few of these pavements have been so laid as to keep in good order for any length of time; so that a very heavy expense has been incurred without any beneficial result, and it is to be lamented that this wasteful and ineffectual mode is upon the increase in the neighborhood of London.

This practice has also been adopted in places where the same motive cannot be adduced; in Lancashire, almost all the roads are paved at an enormous cost, and are, in consequence, proverbially bad. At Edinburgh, where they have the best and cheapest materials in the kingdom; the want of science to construct good roads, has led the trustees to adopt the expedient of pavements, to a considerable extent; and at an expense hardly credible, when compared with what would have been the cost of roads on the best principles.

The advantages of good roads, when compared with pavements, are universally acknowledged; the extension of pavement is therefore to be deprecated as an actual evil, besides the greatness of the expense. Pavements are particularly inconvenient and dangerous on steep ascents, such as the ascent to bridges, &c. A very striking example of this may be observed on the London end of Blackfriars Bridge, where heavy loads are drawn up with great difficulty, and where more horses fall and receive injury than in any other place in the kingdom. The pavement in such places should be lifted, and converted into a good road, which may be done with the same stone, at an expense not exceeding tenpence per square yard. This road would be more lasting than the pavement; and, when out of order, may be repaired at less than one-tenth of the expense which relaying the pavement would require.

This method has been adopted with great success and considerable saving of expense, in the suburbs of Bristol, where the pavements were taken up, and converted into good roads, about three years ago.

The advantages of the system recommended is so obvious to common observation in the repair of old roads, and has been practised to an extent so considerable during the last four years, that the minds of most people have become reconciled to it; and objections, founded on old prejudice and suspicion, have given way to experience, but the application of the same principles to the construction of new roads has necessarily been much more limited. It will, therefore, require more liberality and confidence on the part of country gentlemen, and also more patient investigation of the principles on which the system is founded, before they will allow of its adoption on new lines of road. It is to be hoped, however, that the importance of the subject will recommend it to general consideration.

IMPORTANCE OF RAILROADS.—The public attention is, at the present moment, powerfully attracted by the importance of Railroads: immense investments of capital have been made, and expenditures far more enormous are contemplated, throughout every

part of the United States, for the construction of these important roads, which are destined to revolutionize the inland commercial intercourse of the civilized world. In a few years they will extend from the St. Lawrence to the Gulf of Mexico, and from the Atlantic to the Mississippi—connecting the extremities of our widely extended republic; and binding our population by links stronger than iron, by lines extending thousands of miles, and thereby promoting our intercourse, facilitating our commerce, and strengthening our means of defence.

Railroads were probably invented by the ancient Egyptians; their origin can be traced to a period of the most remote antiquity. Railways, composed entirely of massive blocks of smooth stone, and adapted to the passage of wheeled carriages, are still in existence in the vicinity of the quarries whence the stupendous stones were extracted which were used in the construction of the pyramids. These roads have been incidentally mentioned by the French and Italian savans, who have visited that cradle of the arts; but none of them have hitherto imagined that they were in fact railways. Their preservation for three thousand years, notwithstanding their exposure to the assaults of time, the havoc of war, and the ravages of barbarians, is remarkable; whilst every vestige of the numerous canals which were constructed by the Ptolemies, or the Caliphs, in Egypt, has long since been obliterated from the face of the earth. In Palmyra and Balbeck, similar Railways still exist; and in the Cyrene, in Africa, long lines of such Railways, composed of stone blocks, may yet be traced for many leagues, connecting the ruins of the once splendid cities which the modern desert contains.

The world is indebted to Oliver Evans, a native citizen of Pennsylvania, for the discovery of their latent and hitherto unsuccessful value and pre-eminent importance. In 1784, he first conceived the idea of his high pressure steam engine, and the application of it to carriages, on common roads, as a locomotive power. He foresaw the superiority, and strenuously urged the adoption of Railways and locomotive engines in lieu of canals, some time before it had entered into the imagination of any other human being. His zealous efforts to promote this favorite scheme, were in advance of the opinions of the age; he attracted no attention, and was charged with insanity for believing in the possibility of effects which are now daily witnessed. —[Baltimore American.]

Projects for opening a passage for ships through the Isthmus of Panama, have been frequently suggested, especially during the last half century. The advantages are confessedly so great in a commercial point of view, that plans for effecting it at their own cost have been entertained in various parts of Europe and America, both by governments and stock companies. By it, a navigation of ten thousand miles round Cape Horn would be saved, and a short safe opening made to the trade of Peru, Chili, and all the western shores of the Americas, and all the islands of the Southern Ocean. The profit to the owners of a pass would be immense; beyond the boundless advantages to the general commerce of the world. An American company now have a canal in contemplation.

The project of a Rail-Road for ships has been started in England, and is urged in a late number of the United Service Journal. The scheme proposes the creation of a joint stock company, of the English holders of Colombian bonds, to enter into an agreement with the Colombian government for the necessary powers. These bonds are now greatly depreciated in England, while in a negotiation with the proper government they would be at par, as well as in the purchase of land labor, and materials. A capital almost lost, there being no prospect of a payment of the loan from the Colombians, would thus be converted into a magnificent source of revenue.

A most important part of the plan is, however, that which looks to the erection of a British Colony there. In order to anticipate any opposition from the United States, it is suggested that a tract of land, either the whole isthmus or such part lying between good natural boundaries, as the lake of Nicaragua on the north, and the river Darien on the south, should be obtained by treaty and "erected into an English colony, independent of the State of Colombia, and dependent on the crown of England." The scheme is ambitious, and from the pecuniary situation of the Colombian government, anxious to build up a future credit with England, by paying off satisfactorily the existing loans, of not improbable success. —[Balt. Am.]

LOCOMOTIVE ENGINES.—The Fredericksburg Arena of Tuesday last, observes:

The perfection attained in the construction of Locomotive Engines and the demonstration of the practicability of their application to the common Turnpike are, we think, destined to form an era in the history of Internal Improvement. The investigation into the subject, by a Committee of the House of Commons, has disclosed facts of the deepest interest, and Congress did well last session to order the publication of the report of that committee and the accompanying documents. That Locomotive Engines can be and are managed with the greatest ease—that their speed, on an ordinary Turnpike, is from 8 to 20 miles—that they are perfectly safe—that the cost of transportation by them is much less than by any other means of conveyance, are facts well established by the labors of the Committee.

In view of these things, we understand the President and Directors of the Fredericksburg & Potomac Creek Railroad have determined, for the present, to make a road, at the lowest possible angle, and they have ordered from England a Locomotive Engine of the best construction, to ply upon it between Fredericksburg and the Creek. The road is now under contract, and, we doubt not, the work will be carried on with the greatest energy.

We learn from the foregoing extract, that "Old Virginia" is to be entitled to the credit of the first introduction of steam-carriages upon turnpike or common roads in this country; and it affords us much pleasure to be able to record the fact in her favor. The spirit of improvement appears to be aroused within her borders, and we hope it will be judiciously directed by able and energetic men, who will not suffer it to slumber, until the "Old Dominion" enjoys the benefit of internal improvement which so generally pervades some of the younger members of the Confederacy. There is no State perhaps in the Union better, if so well, calculated for manufacturing purposes as Virginia, above tide water; or that would more liberally compensate the agriculturist, if it were properly cultivated. We most cordially wish them success in the experiment, and would recommend to their attention McAdam's system of road-making, which we think peculiarly appropriate for steam-carriages to run upon. We have been and are now publishing in this Journal, Mr. McAdam's writings upon the subject, which we take the liberty of recommending to the attention of all who feel interested in the subject—and who is there that does not?—of good roads. We should feel greatly obliged to those editors with whom we exchange, if they will give a little attention to—and we are sure they will oblige their readers by—the republication of some of the extracts. Good roads are a convenience to all who travel, or have anything to send to market; and therefore we again repeat, who is not interested in this subject? Mr. McAdam's system is not understood in this country. The practice of placing large stones at the bottom, in a trench below the ordinary surface, is entirely erroneous. The ditch at the side of the road should always be lower than the bed of the road upon which the stone are to be laid; and there should not be a stone in the road exceeding six ounces in weight.

We publish with pleasure the following remarks, knowing them to be very appropriate, and justly merited by the work to which they allude. We have read with much interest, and can cheerfully recommend, Mr. Smith's edition of Mr. Wood's treatise on Railroads. It undoubtedly contains more information upon the subject of Railroads, to which it is devoted, than any other book now before the public, and it should certainly be in the hands of every engineer; and it would be found a very interesting appendage to any library, either public or private.

[From the Nashville Banner, Tenn., July 14.]

In the present age of improvements, when railroads and canals are the order of the day, and when every one feels the importance, as well as practicality, of opening and extending facilities of inter-

course, every source of light upon the subject must be hailed with satisfaction and regarded with attention. We have before us a large octavo volume of 600 pages, recently published in Philadelphia from the second English edition, entitled "A Practical Treatise on Rail Roads, and interior communication in general, containing an account of the performances of the different locomotive engines at and subsequent to the Liverpool contest; upwards of two hundred and sixty experiments, with tables of the comparative value of Canals and Rail Roads, and the power of the present locomotive engines; illustrated by numerous engravings." The original work was by Nicholas Wood, Colliery Viewer. The present edition however contains "many corrections, notes, and additions, also an appendix embracing a detailed account of a number of rail roads in Europe and in the United States." This copious title page furnishes a pretty clear and accurate idea of the entire contents of the volume and presents in a forcible manner its claims to public attention.

In this country, where the construction of rail roads is in its infancy, and where a strong disposition prevails to introduce and diffuse an improvement in the means of internal communication so peculiarly adapted to the situation, wants and resources of our community, such a work must be, to the practical engineer as well as to the statesman and inquirer after valuable truth, a desirable acquisition. The original work of Mr. Wood has a well established reputation. It was the result of much labor and of careful, scientific experiments. It presented a system therefore, deduced from facts, instead of visionary or baseless hypothesis. The present American edition is an improvement on the English original. It embraces additional facts and experiments, furnishes the results of later improvements, corrects some errors arising from limited experience, and includes some explanatory notes and references. The rapid march of improvement during the last half century has been truly wonderful, and in no department perhaps has it been more signal and more practically useful than in the means of transportation. But we have reason to believe that incalculably greater improvement is yet to be made, and perhaps the next half century will exhibit a degree of advancement still greater than the past.

Rail roads, certainly, when properly constructed, constitute the best mode of internal communication. They afford the most expeditious, cheapest, and most certain means of travelling and transportation, and we believe we may add, the safest. We cannot doubt therefore their ultimate introduction and diffusion in every part of our country, and we hazard little in saying that the next generation will use them more freely and more extensively than the present do either canals or steamboats. Every means of information respecting their construction and their advantages is highly important, and we recommend the present work to the notice of the public as calculated to facilitate and expedite the much desired improvement.

BROOKLYN AND JAMAICA RAIL-ROAD.—Although but little has been heard of this contemplated work for some time, yet the intention to carry it into effect is not abandoned. We understand a route has been surveyed, and the public will no doubt have a full account of it. The whole stock, which is far beyond any possible cost of the road, has not yet been subscribed. The capital is \$300,000, and \$100,000 is thought to be ample for its construction. We hope, when information is given of the route of the road, and other particulars which have hitherto been required by those who thought of subscribing, that the stock will be taken up, and this important improvement go into effect.—[L. I. Star, August 1.]

RAILROAD ARRANGEMENT.—We understand that a Car has been constructed with a view of transposing horses—cattle and stock, on the railroad, to and from the country. Many whose plantations are within a moderate distance of the line of road, will now have an opportunity of visiting their places, and returning on the evening of the same day—an advantage from which they have been heretofore excluded, by the tedious conveyance of common travelling. The Locomotive is at New Summerville at 8 o'clock, A. M. 20 miles from the city and leaves Summerville, at 5 P. M. affording 9 hours time, for travelling, to and from contiguous plantations. This arrangement goes into operation to day.—[Charleston (S. C.) Gazette.]

RIDEAU CANAL.—The first raft of boards that has passed through the locks on the Rideau Canal, arrived on Thursday last. It belongs to Mr. Reuben

Sherwood, who is the proprietor of excellent mills on the line of the canal. Mr. Drummond's steamer, laden with flour and pork, left this port for By Town on the 12th, and on Sunday the steamboat "Union" arrived here from the latter place.—[Kingston, U. C. Herald, July 18.]

THE DELAWARE CANAL.—This canal continues to be used to some extent. Last week, we understand, the collector at this place received above \$150 toll. Yesterday Captain Able left here with a boat for Philadelphia, loaded with flour.—[Easton Whig.]

The survey of the Cape Fear and Yadkin Railroad was commenced at the banks of the Cape Fear River at Fayetteville, on Monday last.—[Charleston, S. C., Gazette.]

The subject of Steam carriages on common roads is already beginning to attract great attention in this country, and we are afraid, will operate not a little to the disadvantage of our enterprising neighbors at Baltimore, who are so entirely engrossed with Railroads. The Directors of the Fredericksburg and Potomac Creek Railroad Company have determined, for the present, in view of this matter, merely to graduate and level their road, and have sent to England to obtain a steam car to use on it. If this succeeds, a new era will have arrived, and Railroads will be superseded almost entirely. Success, we say, to improvements of all kinds.—[Alex's Gazette.]

STEAM CARRIAGE.—A late English paper contains a description of a new Steam Carriage, of an improved construction, but perfect in its machinery and arrangements, which is about to be placed on the road between Birmingham and London. It is intended to test practically the advantages of employing steam carriages upon common roads. The experiment will be tried on a large scale. The Engine is of 100 horse power, and is arranged to propel a carriage like an omnibus, capable of containing forty passengers, and another vehicle for merchandise and baggage, of the capacity of several wagon loads. The Engine is on a new plan, separate from the carriage, with a boiler, constructed of a number of tubes, thus diminishing the chances for mischief by an explosion. The wheels are eight inches wide and perfectly flat, and it is stated by those who have been present at the trials, that they never make ruts in the road. The machine is moved backwards and forwards at the pleasure of the Engineer, and the speed may be regulated at will from one mile to fifty miles, an hour. To avoid a deposit of sediment in the boiler tubes, distilled water alone is to be used.—[Balt. Amer.]

MISCELLANY.

A PEEP AT NEW ZEALAND.

In this restless, locomotive age, there is no spot unvisited by the traveller's researches; and as the march of mind keeps pace with that of the body, whatever is visited, is described and printed. Among the fancies of a man, under the instinct of perpetual motion, Mr. Augustus Earle, the traveller from whom we are about to offer some extracts, had that of visiting New-Zealand—and our readers shall see what usages he found there. But first let us introduce Mr. Earle himself, as he is described in the London Literary Gazette:

"A rover in heart and soul, he has traversed the globe, as another person might perambulate a village. From 1815, when his brother Captain Earle's and some other interest at the Admiralty procured him opportunities, he visited Sicily and Malta, and many parts of the Mediterranean,—accompanied Lord Exmouth on his first expedition against the Barbary States,—went to see the ruins of Carthage and a little of Libya,—took another turn to Mount Aetna, and thence to Gibraltar,—rambled two years through the United States of America,—afterwards called at Rio de Janeiro, Chili, Lima, and again at Rio; whence proceeding in a worn-out Margate hoy for the Cape of Good Hope, he was thrown upon Tristan d'Acunha, where he was obliged to stay, *volens volens*, having no vessel to enable him to prosecute his erratic rambles, for upwards of six months. A ship, "the Admiral Cockburn, Captain Cooling," at length released him from this island prison; and he engaged himself on a trip to Van Diemen's Land, New South Wales, and New-Zealand. Returning to Sydney, he next, by way of a slight travelling variety, took a look in at the Caroline Islands, paid

his respects at Guam, one of the Ladrões, touched at Manila, left his card with the resident at Singapore, said how d'ye do at Pulo Panang, and stopped awhile at Madras, where fame and fortune attended his practice as an artist. His health, however, having declined, he resumed his locomotiveness, went down to Pondicherry, and embarked for England by way of France. But it seemed as if his journeying must be extended involuntarily where he did not voluntarily desire to prolong his excursion. The vessel for Bordeaux was obliged to go to, and was condemned at, the Mauritius; and our countryman reached England by a different route."

Having made known the traveller, we now leave him to tell some of his stories. He is in New Zealand.

"I witnessed a specimen of their summary method of executing justice. A chief residing in the village had proof of the infidelity of one of his wives; and being perfectly sure of her guilt, he took his patoo-patoo (or stone hatchet) and proceeded to his hut, where this wretched woman was employed in household affairs. Without mentioning the cause of his suspicion, or once upbraiding her, he deliberately aimed a blow at her head, which killed her on the spot; and as she was a slave, he dragged the body to the outside of the village, and there left it to be devoured by the dogs. The account of this transaction was soon brought to us, and we proceeded to the place to request permission to bury the body of the murdered woman, which was immediately granted. Accordingly, we procured a couple of slaves, who assisted us to carry the corpse down to the beach, where we interred it in the most decent manner we could. This was the second murder I was very nearly a witness to, since my arrival; and the indifference with which each had been spoken of, induced me to believe that such barbarities were events of frequent occurrence; yet the manners of all seemed kind and gentle towards each other: but infidelity in a wife is never forgiven here; and, in general, if the lover can be taken, he also is sacrificed along with the adulteress.—Truth obliges me to confess that, notwithstanding these horrors staring them in the face, they will, if opportunity offers, indulge in an intrigue."

But worse remains behind.

"The New Zealanders have been long charged with cannibalism; but no person of importance or celebrity had actually been a witness to the disgusting act, in pity to our nature such relations have been universally rejected, and much has been written to prove the non-existence of so hideous a propensity. It was my lot to behold it in all its horrors! One morning, about eleven o'clock, after I had just returned from a long walk, Captain Duke informed me he had heard, from very good authority, (though the natives wished it to be kept a profound secret,) that in the adjoining village a female slave, named Matowe, had been put to death, and that the people were at that very time preparing her flesh for cooking. At the same time he reminded me of a circumstance which had taken place the evening before. Atoi had been paying us a visit, and, when going away, he recognised a girl whom he said was a slave that had run away from him; he immediately seized hold of her, and gave her in charge to some of his people. The girl had been employed in carrying wood for us; Atoi's laying claim to her had caused us no alarm for her life, and we had thought no more on the subject; but now to my surprise and horror, I heard this poor girl was the victim they were preparing for the oven! Captain Duke and myself were resolved to witness this dreadful scene. We therefore kept our information as secret as possible, well knowing that if we had manifested our wishes, they would have denied the whole affair. We set out, taking a circuitous route towards the village; and, being well acquainted with the road, we came upon them suddenly, and found them in the midst of their abominable ceremonies. On a spot of rising ground, just outside the village, we saw a man preparing a native oven, which is done in the following simple manner:—A hole is made in the ground, and hot stones are put within it, and then all is covered up close. As we approached, we saw evident signs of the murder which had been perpetrated; bloody mats were strewn around, and a boy was standing by them actually laughing; he put his finger to his head, and then pointed towards a bush. I approached the bush, and there discovered a human head. My feelings of horror may be imagined as I recognized the features of the unfortunate girl I had seen forced from our village the preceding evening! We ran towards the fire, and there stood a man occupied in a way few would wish to see,—

He was preparing the four quarters of a human body for the feast; the large bones, having been taken out, were thrown aside, and the flesh being compressed, he was in the act of forcing it into the oven. While we stood transfixed by this terrible sight, a large dog, which lay before the fire, rose up, seized the bloody head, and walked off with it into the bushes; no doubt to hide it there for another meal! The man completed his task with the most perfect composure, telling us, at the same time, that the repast would not be ready for some hours! Here stood Captain Duke and myself, both witnesses of a scene which many travellers have related, and their relations have invariably been treated with contempt; indeed, the veracity of those who had the temerity to relate such incredible events has been everywhere questioned. In this instance it was no warrior's flesh to be eaten; there was no enemy's blood to drink, in order to infuriate them. They had no revenge to gratify; no plea could they make of their passions having been roused by battle, nor the excuse that they eat their enemies to perfect their triumph. This was an action of unjustifiable cannibalism. Atoi, the chief, who had given orders for this cruel feast, had only the night before sold us four pigs for a few pounds of powder; so he had not even the excuse of want of food. After Capt. Duke and myself had consulted with each other, we walked into the village, determining to charge Atoi with his brutality. Atoi received us in his usual manner; and his handsome open countenance could not be imagined to belong to so savage a monster as he had proved himself to be. I shuddered at beholding the unusual quantity of potatoes his slaves were preparing to eat with this infernal banquet. We talked coolly with him on the subject; for as we could not prevent what had taken place, we were resolved to learn, if possible, the whole particulars. Atoi at first tried to make us believe he knew nothing about it, and that it was only a meal for his slaves; but we had ascertained it was for himself and his favorite companions.—After various endeavors to conceal the fact, Atoi frankly owned that he was only waiting till the cooking was completed to partake of it. He added, that, knowing the horror we Europeans held these feasts in, the natives were always most anxious to conceal them from us, and he was very angry that it had come to our knowledge; but, as he had acknowledged the fact, he had no objection to talk about it. He told us that human flesh required a greater number of hours to cook than any other; that if not done enough, it was very tough, but when sufficiently cooked it was as tender as paper. He held in his hand a piece of paper, which bore illustration of his remark. He said the flesh then preparing would not be ready till next morning; but one of his sisters whispered in my ear that her brother was deceiving us, as they intended feasting at sun-set. We inquired why and how he had murdered the poor girl. He replied, that running away from him to her own relations was her only crime. He then took us outside his village, and showed us the post to which she had been tied, and laughed to think how he had cheated her:—"For," said he, "I told her I only intended to give her a flogging, but I fired, and shot her through the heart!" My blood ran cold at this relation, and I looked with feelings of horror at the savage while he related it. Shall I be credited when I again affirm, that he was not only a handsome young man, but mild and genteel in his demeanor? He was a man we had admitted to our table, and was a general favorite with us all; and the poor victim to his bloody cruelty was a pretty girl of about 16 years of age! While listening to this frightful detail, we felt sick almost to fainting. We left Atoi, and again strolled towards the spot where this disgusting mess was cooking. Not a native was near it: a hot fetid steam kept occasionally bursting from the smothered mass; and the same dog we had seen with the head, now crept from beneath the bushes and sneaked towards the village: to add to the gloominess of the whole, a large hawk rose heavily from the very spot where the poor victim had been cut in pieces. My friend and I sat gazing on this melancholy place: it was a lowering gusty day, and the moaning of the wind through the bushes, as it swept round the hill on which we were, seemed in unison with our feelings. After some time spent in contemplating the miserable scene before us, during which we gave full vent to the most passionate exclamations of disgust, we determined to spoil this intended feast: this resolution formed, we rose to execute it. I ran off to our beach, leaving Duke on guard, and, collecting all the white men I could, I informed them of what had happened, and asked them if they would assist

in destroying the oven, and burying the remains of the girl; they consented, and each having provided himself with a shovel or a pickaxe, we repaired in a body to the spot. Atoi and his friends had by some means been informed of our intention, and they came out to prevent it. He used various threats to deter us, and seemed highly indignant; but as none of his followers appeared willing to come to blows, and seemed ashamed that such a transaction should have been discovered by us, we were permitted by them to do as we chose. We accordingly dug a tolerably deep grave; then we resolutely attacked the oven. On removing the earth and leaves, the shocking spectacle was presented to our view,—the four quarters of a human body half roasted! During our work clouds of steam enveloped us, and the disgust created by our task was almost overpowering. We collected all the parts we could recognize; the heart was placed separately, we supposed as a savory morsel for the chief himself. We placed the whole in the grave, which we filled up as well as we could, and then broke and scattered the oven."

And when they were gone, the natives disinterred their favorite dish, and ate it; for,

"The next day our old friend King George paid us a long visit, and we talked over the affair very calmly. He highly disapproved of our conduct.—'In the first place,' said he, 'you did a foolish thing, which might have cost you your lives, and yet did not accomplish your purpose after all, as you merely succeeded in burying the flesh near the spot on which you found it. After you went away, it was again taken up and every bit was eaten,'—a fact I afterwards ascertained by examining the grave, and finding it empty. King George further said, 'It was an old custom, which their fathers practised before them; and you had no right to interfere with their ceremonies. I myself,' added he, 'have left off eating human flesh, out of compliment to you white men; but you have no reason to expect the same compliance from all the other chiefs. What punishment have you in England for thieves and runaways?' We answered, 'After trial, flogging or hanging.' 'Then,' he replied, 'the only difference in our laws is, you flog and hang, but we shoot and eat.'—After thus reproving us, he became very communicative on the subject of cannibalism. He said he recollected the time prior to pigs and potatoes being introduced into the island, (an epoch of great importance to the New Zealanders,) and stated that he was born and reared in an inland district, and the only food they then had consisted of fern roots and kumera; fish they never saw, and the only flesh he then partook of was human."

THE CHOLERA, it has been forcibly said, is the Apostle of Temperance. It is most strikingly so here, for it has dealt death almost without escape to every person it has assailed, who was addicted to the intemperate use of spirituous liquors. So a medical student wrote from Bruhu, in Moravia, in November last, when the pestilence was raging there, "the Cholera has here furnished an additional proof of the fallacy of creeds founded on the almanac and the barometer: the bad weather, which has set in, has had no influence upon the disease, but so much the more was it affected by the vintage and the church feasts. Never did the state of civilization, and the nature of a disease, so powerfully concur to render an epidemic a most impressive monitor to men, to rouse them from their fondness for sensual indulgences, and to force them to reflect on what is beneficial to themselves. He who tries the hearts and reins seems disposed for once to try the stomach also. As the English temperance societies send emissaries over the country to preach up a crusade against gin and whiskey, so the cholera, Heaven's own apostle of temperance, is making the tour of the globe; and it will, no doubt, effect a more speedy and complete moral reform, by the cleansing of the *prime vie*, than those foes to spirituous liquors, through the medium of the obtuse brain."

"An observation made every where else has been verified here, namely, that the cholera, in its severest form, proves fatal, almost without exception."

Trifle not with disease and death.—A gentleman who resides in the upper part of the city states, that a man who was employed in making arrangements for the reception of patients in one of the cholera hospitals, sportively stretched himself out on one of the cots and exclaimed, "Here is the first case of cholera." The man some hours after was taken down with the disease, and the next day was a corpse.—[Gaz.]

NEW-YORK AMERICAN.

JULY 28, 30, 31, AUGUST 1, 2, 3—1832.

LITERARY NOTICES.

Again, with the exception of the two publications mentioned below, we are without any thing to notice from the press. Literature, business, the pursuits of pleasure, and the pursuits of gain, all seem suspended by the overshadowing presence of the Pestilence which is scourging the nations. At such a season the little work on our table is particularly appropriate. It is entitled—

"THOUGHTS IN AFFLICTION AND BEREAVED PARENTS CONSOLED, TOGETHER WITH SELECT POETRY," N. Y.—David Appleton, Clinton Hall.—The first part of this very neatly executed little volume, "Thoughts in Affliction"—was prepared by the Rev. A. S. Thelwall, of Trinity College, Cambridge, Eng.—and is now, for the first time, reprinted in America. It is the fruit of his own experience in affliction—the record of the consolation he himself sought and found—and it is especially in this character he desires it should be received. The second part is an affectionate Address, by John Thornton, to those mourning the loss of children; and the volume closes with various pieces of Sacred Poetry, carefully selected, by a Clergyman.

THE PROTESTANT EPISCOPAL PULPIT, Vol. II, No. VII.—This number is occupied entirely with a sermon by the Right Rev. Bishop Bowen, on the *Office of Deacon in the Church*. It is a fine discourse, setting forth with earnestness the high and arduous duties those who dedicate themselves to the Church:—at placing before them upon the evidence of a record that does not lie, the certain and glorious rewards of those who faithfully fulfil their calling.

We annex as german to the spirit and purpose of these notices, which embrace the arts in their survey, the annexed extract from the New-York Mirror on the subject of the *Statue of Washington*, which Greenough is to execute for Congress.

[From the New-York Mirror.]

STATUE OF WASHINGTON.—To the polite attention of Mr. Verplanck, we are indebted for a copy of Mr. Livingston's letter to our countryman Greenough, on the subject of the statue of Washington for the Capitol at Washington City. Every lover of the art of sculpture,—indeed, every lover of real merit of any description, will unite in praise of the discriminating taste displayed by Congress in this measure; and all must acknowledge the great skill and genius of the artist selected, as displayed in the lovely group long exhibited here at the National Academy of Design, under the name of the Chanting Cherub. We insert Mr. Verplanck's letter, although not sure that it was intended for publication.

"WASHINGTON, July 10, 1832.

Gentlemen:—It is not often that any of the official papers of our statesmen and public men find an appropriate place in your columns, devoted to taste and literature. I have, however, the pleasure of now sending you an official unpublished letter of our accomplished Secretary of State to our excellent sculptor, Greenough, communicating to him the resolution of Congress for employing him on a statue of Washington, to be placed in the Capitol. Having been a member of the Committee of Public Buildings, who introduced and carried through this resolution, I was favored with a copy of Mr. Livingston's letter, which I now send you. It is written with the feelings of a patriot, and the taste of a refined judge of art, upon a subject that must interest all who love their country, its fame, and its arts. It cannot, therefore, but be most acceptable to the readers of the Mirror. Your friend and obedient servant,

"G. C. VERPLANCK."

"DEPARTMENT OF STATE,

"Washington, 23d Feb. 1832.

"Sir—I have great pleasure in transmitting to you a copy of a resolution of the House of Representatives, by which they have authorized the President to engage you to execute a pedestrian statue of Washington, to be placed in the Rotunda of the Capitol in this city. The reference in the resolution to the bust by Houdon, was for the purpose of securing a good representation of the features; but it

is presumed it will not restrict you to a servile copy, should the action of the figure, which you are at liberty to choose, require a more animated expression of countenance.

"Accompanying this note is a plan and description of the place in which it is intended to place the statue, that you may be enabled to give the base as well as the figure, the proper elevation.

"The four faces of the base, should you decide on making it quadrangular, may be occupied with bas-reliefs; representing, first, the surrender of Yorktown; second, the resignation; third, the inauguration as President of the United States at New-York; fourth, an inscription.

"Should you prefer an octagonal base and pedestal in order to make it more conformable to the shape of the hall, the intervening compartments may be filled with such ornamental sculpture as you may desire; but the square would, it is thought, be the better arrangement, as presenting a larger unbroken surface for your figures; and corresponding, as you will see, to the four entrances into the hall. For the historical bas-reliefs, the pictures of Trumbull may furnish you with the resemblances, and, in many cases, the pictures of the principal actors are preserved in their families, which will readily be furnished to you; but the grouping is left to your taste.

"Although no particular appropriation has been made for your compensation, yet the duty of the President requires that the expense should not exceed that which has been paid for similar works executed by artists of the first reputation; a limit which, he is persuaded, you will not exceed; and an estimate of which he requests you will furnish, as soon as convenient.

"I am very happy, Sir, in announcing to you this proof of the high sense the representatives of your country have of your genius and talent, which, I am persuaded, you will exert in a manner worthy of the subject on which they are to be employed. It is no ordinary task that is confided to you; the remotest posterity of your countrymen, travellers from the most distant regions, will come to study, in your delineation, the form, the features, the character of the man, who, although the successful leader of his countrymen in war, the founder of their free constitution in peace, had the higher title of being first at all times in their affections. When you have impressed on your mind, by a close study of his life and character, the acts and qualities which entitled him to this proud distinction, your imagination will be prepared to give form and expression to the figure that is to represent this rare combination of talent, character, and virtue. If your art, in the words of a kindred spirit, is truly described as that

"Per quam spiritus et vita reddit bonis post mortem cubitus," it never had a more appropriate occasion to perform its legitimate functions. Never did a leader better deserve this epithet of good; never was it more important to embody the expression of his virtues; and, by the touch of genius, to restore life and animation to features which, in a very short time, no living will have beheld.

"Excuse these reflections, which are drawn from me by the nature of the subject, but are not, I am sure, necessary. As an American, you will duly appreciate the importance of your task, and the honor you will acquire by its execution; as an artist, you will feel, better than I can describe, the elevation of mind necessary to a proper conception of the character your chisel is to delineate.

I am respectfully, sir, your obedient servant,

E. LIVINGSTON.

Horatio Greenough, Esq."

COUNT SURVILLIERS.—The *Courrier des Etats Unis* gives the following account, as we find it translated in the Commercial Advertiser, of the departure for Europe of this eminent person:

"After a residence of sixteen years in this country, M. the Count de Survilliers has removed for some months from the hospitable soil of the United States. Yielding to the last appeal of a dying mother, and the pressing requests of a spouse dangerously ill, he undertakes a voyage which has been for some time determined on, and the term of which we are assured, is limited to the next spring.

"We know that the late events in Paris, of which M. the Count de Survilliers was apprised on the very day he left Bordentown, furnished him with an occasion for expressing himself with the greatest frankness as to the objects and motives of his voyage. Justly proud of the glorious titles of Brother of Napoleon, Uncle of the Duke of Reichstadt, Prince of France, elected by the suffrages and

free will of the nation, he repelled all ideas of plots, anarchy, and civil war; and never would he consent to return to France in the train of a Vendean female Napoleonist. His principles are those of the Emperor—"All for the nation, and nothing but by the nation." His love of country, the popular origin of his elevation, his long experience, his deep study of the admirable institutions of that country, have radiated in him ideas of independence and equality, to realize which would be beneficial, but the triumph of which he would not seek to promote at the cost of a single drop of French blood. A stranger to all personal ambition, he will always follow the line prescribed by duty, and, above all, the happiness and inclinations of the French people.

We have cited the words of the Count as they have been reported to us."

The following notice of the last abode of Buonaparte is from Capt. Mundy's Travels:

"As we turned through the lodges, the old house appeared at the end of an avenue of scrubby and weather worn trees. It bears the exterior of a respectable farm house, but is now fast running to decay. On entering a dirty court-yard, and quitting our horses, we were shown by some idlers into a square building, which once contained the bedroom, sitting room, and bath of the Emperor des Français. The partitions and floorings are now thrown down and torn up, and the apartments occupied for six years by the hero before whom kings, emperors, and popes had quailed, are now tenanted by cart horses! Passing on with a groan, I entered a small chamber, with two windows looking towards the north. Between these windows are the marks of a fixed sofa: on that couch Napoleon died. The apartment is now occupied by a threshing machine;—"No bad emblem of its former tenants!" said a sacrilegious wag. Hence we were conducted onwards to a large room, which formerly contained a billiard table, and whose front looks out upon a little latticed veranda, where the imperial peripatetic—I cannot style him philosopher—enjoyed the luxury of six paces to and fro—his favorite promenade. The white-washed walls are scored with names of every nation; and the paper of the ceiling has been torn off in strips, as holy relics.—Many couplets, chiefly French, extolling and lamenting the departed hero, adorn or disfigure (according to their qualities) the plaster walls. The only lines that I can recollect to mind—few are worth it—are the following, written over the door, and signed '***', 'Officier de la Garde Impériale':

"Du grand Napoléon le nom toujours ché
Ira de bouche en bouche à la postérité."

The writer doubtless possessed more spirit as a scribe than as a poet. The emperor's once well kept garden,

"And still where many a garden flower grows wild," is now overgrown and choked with weeds. At the end of a walk still exists a small mound, on which it is said the hero of Lodi, Marengo, and Austerlitz, amused himself by erecting a mock battery. The little chummed tank, in which he fed some fresh water fish, is quite dried up; and the mud wall, through a hold in which he reconnoitered passers by, is, like the great owner, returned to earth!"

The tomb is thus described:—

"About half an acre round the grave is railed in. At the gate we were received by an old corporal of the St. Helena corps, who has the care of the place. The tomb itself consists of a square stone, about ten feet by seven, surrounded with a plain iron railing. Four or five weeping willows, their stems leaning towards the grave, hang their pensive branches over it. The willows are decaying fast, and one of them rests upon the sharp spire of the railing, which are buried in its trunk—as though it were committing suicide for very grief! The foliage of the rest is thinned and disfigured by the frequent and almost excusable depredations of visitors. Fresh cuttings have, moreover, been planted by the governor, who intends moreover, to set cypresses round the outer fence. Madame Bertrand's immortelles have proved, alas! mortal. The fine tall old corporal who came out from England with the ex-emperor, was full of his praises: 'I saw the general often,' said the old fellow; 'he had an eye in his head like an eagle!'—He described the visit of the French pilgrims to this spot—their Kibla—as most affecting. Some are extravagant beyond measure in their grief; falling on their faces about the railing (which they never enter, as foreigners do), praying, weeping, and even tearing their hair. Whilst we were there, my friend of yesterday came towards the spot; but when he saw our large, and I fear me, rather unimpressed party, he

turned upwards, and disappeared. After inscribing our names in a book—into which also appropriate poetry as well as ribald nonsense finds its way—we drank to Napoleon's immortal memory in his own favorite spring, and mounting our steeds, spurred towards Plantation House."

O high ambition lowly laid!

HOME AFFAIRS.

By Capt. Woodbury, of brig Maria Theresa at Boston, from Cronstadt, we learn that Mr. Buchanan, our Minister, arrived at St. Petersburg on the 3d June, in a steamer from England.

NORTH EASTERN BOUNDARY.—The National Intelligencer contains the proceedings of the Senate in secret session, relative to the North Eastern Boundary,—the injunction of secrecy having been removed. The proceedings occupied a part of twenty one days. The resolutions, as modified previous to final action on the subject; were as follows:

Resolved, That the Senate advise the President to communicate to the British Government that the United States decline to adopt the boundary recommended by His Majesty the King of the Netherlands, as being "suitable, between the dominions of His Britannic Majesty, and those of the United States, because in the opinion of the Senate, the King of the Netherlands has not decided the question submitted to him, touching the Northern and Northeastern boundary of the United States.

Resolved, That the Senate advise the President to open a new negotiation with His Britannic Majesty's Government, for the ascertainment of the Boundary between the possessions of the United States and those of the King of Great Britain, on the Northeastern frontier of the United States, according to the treaty of peace of 1783.

The first resolution was rejected by the following vote:—

Ayes.—Messrs. Dickerson, Ellis, Grundy, Hendricks, Hill, Holmes, Kane, Marcy, Moore, Robinson, Ruggles, Sprague, Tipton, Troup.—14.

Nays.—Messrs. Bell, Benton, Bibb, Brown, Chambers, Clay, Clayton, Dallas, Dudley, Ewing, Foot, Frelinghuysen, Hayne, Johnston, King, Knight, Mangum, Miller, Naudain, Poindexter, Prentiss, Robbins, Seymour, Smith, Tazewell, Tomlinson, Tyler, Webster, White, Wilkins.—30.

The second resolution was adopted as follows:

Ayes.—Messrs. Benton, Brown, Dallas, Dickerson, Dudley, Ellis, Grundy, Hendricks, Hill, Holmes, Kane, King, Mangum, Marcy, Robinson, Ruggles, Smith, Sprague, Tazewell, Tipton, Troup, White, Wilkins.—24.

Nays.—Messrs. Bell, Bibb, Chambers, Clay, Clayton, Ewing, Foot, Frelinghuysen, Hayne, Johnson, Knight, Miller, Moore, Naudain, Poindexter, Prentiss, Robbins, Seymour, Silsbee, Tomlinson, Tyler, Webster.—22.

We publish below the law of the United States for the appointing of Commissioners to superintend the emigration of Indians, &c. The powers granted by this act to the Commissioners are very large.

The gentlemen appointed by the President are, Mr. *Roberts Vaux*, of Philadelphia, well known in every philanthropic undertaking; Mr. *Carroll*, formerly Governor of Tennessee; and Mr. *Stokes*, formerly Governor of North Carolina.

An Act to provide for the appointment of three Commissioners to treat with the Indians, and for other purposes.

Be it enacted by the Senate and House of Representatives of the U. States of America in Congress assembled, That the President shall nominate, and, by and with the advice and consent of the Senate, shall appoint three commissioners, who shall visit and examine the country set apart for the emigrating Indians, west of the Mississippi river; and shall, when it is necessary, enter into negotiations with them for the adjustment of any difficulties which may exist in the location of the lands of the emigrating Indians in the boundaries thereof. Such commissioners shall also ascertain and report the proper places of location for such of the tribes and portions of tribes, as may yet wish to remove to that country, and shall transmit to the War Department all the information they can procure respecting its climate, soil, and capacity to support the number of

Indians [who will probably remove to, and reside in it.

Sec. 2. And be it further enacted, That the said commissioners shall be authorized to convene together such of the tribes as may be in a state of hostility, or as may be apparently disposed to commit, or may have committed, depredations or aggressions against others, and to endeavor to arrange the difficulties between them, so that the protection promised to the emigrating Indians by the sixth section of the act of May twenty-eight, one thousand eight hundred and thirty, may be secured to them.

Sec. 3. And be it further enacted, That the said commissioners shall also report to the War Department a plan for the improvement, government, and security of the Indians.

Sec. 4. And be it further enacted, That the said commissioners shall inquire into the mode in which the business of emigration has been conducted, and report any changes which would render the same more economical, or better adapted to the comfort and condition of the Indians.

Sec. 5. And be it further enacted, That in the discharge of their duties, the said commissioners shall be regulated by such instructions as they may receive from the War Department.

Sec. 6. And be it further enacted, That twenty thousand dollars, for the purpose of carrying the provisions of this act into effect, be and the same is appropriated, to be paid out of any money in the Treasury not otherwise appropriated.

Sec. 7. And be it further enacted, That this act shall be in force for the term of two years, and no longer.

Approved, July 14, 1832.

[From the Washington Globe.]

OFFICIAL.

DEPARTMENT OF STATE.—The following information has been received at the Department of State from Peru:—

By a Decree dated February 20, 1832, various articles before prohibited, are declared admissible into the territories of the Republic, subject to duties of importation, viz: wearing apparel made up, boots, shoes, chairs, upholstery, furniture, carriages, thread, leather and segars, subject to a duty of ninety per cent. ad valorem, of which fifty must be paid in silver, the rest in notes.

Barrels of flour weighing less than eight arrobas (— pounds) each will pay nine dollars duty. On Cuba and other West India tobacco, sixty dollars a quintal (— pounds). Snuff, six reals (75 cents) per lb. Wine in casks, two dollars the arroba—wine in bottles, three dollars per dozen, except Champagne, which will pay six dollars per dozen.

Tallow, one real (12 1-2 cents) per pound. Olive Oil, in barrels, five dollars per lb.; in bottles, four dollars per dozen. Wool and Silk Hosiery, four dollars each. Straw Hats, made in either Europe or Asia, five dollars each.

The following articles are prohibited: coarse woollens, flannel and baize, gunpowder, saltpetre, sugar, soap, brandy, rice, vegetables, hogs lard and tallow candles; these may, however, remain four months in the port where they are landed, but if not exported at the end of that time, will be seized, and the owner fined in proportion to their value.

Another Decree declares, that after the first day of March, 1832, Callao shall become a port of Deposit, in which goods may remain four months without paying any deposit duties; after which, those not prohibited may remain 20 months, paying storage, unless their decay should have rendered it necessary to eject them before the termination of that period.

The following official information, in relation to vessels proceeding from countries where the Cholera prevails, to Russia, has been received at the Department of State:—

Upon the arrival of such a vessel in a Russian port, the officer commanding the station, will inspect the ships papers, &c. The surgeon then on duty, will examine the crew. If it be found that no disease resembling the Cholera, has appeared on board during the voyage, the vessel to be forthwith admitted. The same steps are to be observed in ports on the Baltic, with respect to vessels that may have been subjected to quarantine on passing the Sound.

Should any case of Cholera exist then, or have existed on board during the voyage, the vessel shall be detained five days, for the purpose of ascertaining that the malady has not spread among the crew. During this detention no communication shall be permitted between the crew and the land, or with other vessels, without conforming with the regulations prescribed by the quarantine officers.

[From the Missouri Republican, July 17.]

FROM THE ARMY.—An express arrived in town yesterday from Gen Atkinson's army, bringing letters from gentlemen attached to the command, from which we learn that the army had arrived at White Water, above the river of the Four Lakes, where the main force of the Indians were embodied, as stated in our former accounts. On the approach of the army, the Indians, it appears, changed their position, and it was supposed had taken shelter in a large swamp, about eight miles from the former encampment, and within a few miles of our army. On the morning of the 7th instant, during a very thick fog, one of the sentinels belonging to the main army, was shot down, and on that day, it was supposed, that if the Indians would stand a battle with the regular troops at all, there would be an engagement.

Gen. Dodge, with a strong detachment, had been sent to the opposite side of Rock River to cut off their retreat, and it was expected that a very short time would bring the enemy to a fight or compel them to surrender.

Another letter states, that "the Indians were dispersing in every direction, and that they would not come to a general engagement." This is most probably the case. The regular troops they will never face, and all the fighting (if any) must be done in small skirmishes by the mounted militia.

The United States' schooner Porpoise arrived at Norfolk on Tuesday, 24th ult. from St. John's, Porto Rico, having on board the remains of Lieutenant Commandant WILLIAM H. COCKE, who was killed by a shot from the Castle of St. John, while entering that harbor, in March, 1832, in the United States' schooner Fox, then under his command.

The Porpoise was despatched on this melancholy errand by an order from the Navy Department, and the remains of Lt. Cocke were to be re-interred with all honor on Wednesday last.

[From the Norfolk Beacon, of July 26.]

FUNERAL OF LIEUT. COM. WM. H. COCKE.—Yesterday afternoon the remains of this gallant officer were removed from the U. S. schr. Porpoise, escorted by a large number of officers of the Navy. They were landed at the Market Wharf, Portsmouth, where they were received by the relatives of the deceased, and a body of Marines from the Navy Yard and the vessels of War, now in the harbor, under command of Lieut. McCawley, and were conveyed to the New Burial Ground, where they were deposited with the usual honors. A number of citizens united in this last impressive tribute of respect to the lamented dead.

The funeral service was performed by the Rev. Mr. Wingfield, of the Episcopal Church.

NAVAL.—The U. S. schr. Experiment, Lieut. Com. Mervine, anchored off Seawall's Point last evening; officers and crew all well.

[From the Norfolk Beacon of July 24.]

ARRIVAL OF THE FAIRFIELD.—The United States' ship Fairfield, from the West India station, bearing the broad pendant of Commodore Jesse D. Elliott, arrived in our harbor yesterday, in eight days from Matanzas. In passing the French frigate La Flore, Captain Le Blanc, in Hampton Roads, the Fairfield received a salute of thirteen guns, which was returned with a like number.

We regret to learn that Com. Elliott's health is much impaired by the climate of the West Indies, on which station he has commanded for the last three years. The officers and crew of the Fairfield are in good health.

The Fairfield sailed from Matanzas on the 16th inst. in company with the United States' ship Vincennes, Captain Shubrick, for Portsmouth, N. H., and Erie, Captain Clark; parted company with the former 4 days since, in lat. 28, lon. 80, 45,—all well. The Erie would touch at Havana to communicate with Lieut. Com. Boorum of the schr. Shark, and sail immediately after for Boston. The Shark would proceed to the Gulf of Mexico.

The following is a list of the officers attached to the Fairfield:

Commodore—Jesse D. Elliot.
Lieutenants—Samuel Batron, 1st; E. B. Boutwell, 2d; Fred. A. Neville, 3d; E. W. Moore, acting 4th.

Fleet Surgeon—James Cornick.
Purser—Samuel Hambleton.
Lieutenant of Marines—James M. Cawley.
Commodore's Secretary—Thomas Miller.
Assistant Surgeon—Solomon Sharp.

Midshipmen—W. P. Jones, Overton Carr, C. B. Beverly, J. J. B. Walbach, Charles Steadman, H. Norvell, E. W. Stull, M. Lewis, P. W. Humphreys, R. Wainwright, J. J. Forbes, Simon F. Blount, J. W. E. Reid.

Captain's Clerk—George W. Camp.
Schoolmaster—Junius Hall.
Acting Boatswain—Ralph Cleghorn.
Gunner—Thomas Butler.
Carpenter—John F. Nicholson.
Sailmaker—Patrick Murphy.

The United States' ship VINCENNES arrived at Portsmouth, N. H. on Sunday last.

DETROIT, July 19.

AUTHENTIC FROM THE ARMY.—We are indebted to the politeness of Governor Porter for the following extract of a letter from General Atkinson:

"Head Quarters on Rock River,
White-Waters, July 9th, 1832."

To Major General Scott,

Commanding the North-western Army, Head
Quarters at Chicago:

"I have been for several days within a few miles of a part or the whole of them. The country is so cut up with prairie, wood, and swamp, that it is extremely difficult to approach them. Indeed, many parts of the country for miles are entirely impassable, even on foot.

"We are engaged at this moment in throwing a bridge across this creek, White-water, with a view of getting up with the enemy, who is represented to be only five or six miles before us. Yet, if he chooses, he can easily elude us, by changing his position over ground that our mounted troops cannot pass.

"The Indians are between this creek and Rock river, about ten miles above 'Lake Gooch-we-hawn,' or more properly speaking, the 'Lake we live on,' agreeably to Farmer's map.

"The enemy is represented to be from seven to eight hundred strong, well armed, and provided with powder and ball. My own forces consist of four hundred and fifty regular troops, and about twenty-one hundred mounted volunteers, all fresh from their homes, except the two hundred and fifty under Gen. Dodge who have in part had a little experience. I must try and come up with the enemy to-morrow if possible.

"Since writing the above, the several parties sent out to discover where the enemy is posted, have returned, and we find he has advanced further up the country—probably twelve miles."

DETROIT, July 26.—An express from Chicago arrived in this city three days since, with letters from Major Gen. Scott, commanding the North-Western Army, to Governor Porter. We learn that the General has requested the Governor to furnish him a reinforcement of 4 or 500 efficient mounted volunteers, to be organized, armed and equipped according to the act of Congress. To this step he has been constrained by the unexpected and disastrous ravages of the cholera. On his arrival at Chicago, General Scott expected and had depended on a force of not less than 1000 active and efficient men of the regular army, to co-operate with the force already under Gen. Atkinson; but the destroying pestilence having so greatly reduced the number of the brave men on whom he had relied, a requisition of some hundred mounted men became necessary. In consequence of the panic which has spread itself through the country, doubts have arisen with the General as to the expediency of requiring the services of any soldiers who have been recently attacked with the disease; such men being much debilitated, and the fear of contagion powerfully operating on those in health.

Our Governor, with his usual promptness, has at once adopted the necessary measures for the immediate supply of the volunteers called for by General Scott, and has also directed special arrangements to be made for the supply of provisions, and for the health and comfort of those whose services may be enlisted for the campaign.

Appointments by the President, by and with the advice and consent of the Senate.

Stephen Thompson Mason, to be Secretary for the Michigan Territory.

Robert Butler, to be Surveyor of Public Lands in Florida.

James R. Leib, of Pennsylvania, to be Consul of the United States at Tangier.

Alfred Laussat, of Pennsylvania, to be Consul of the United States at Maracaybo, in Venezuela.

Alexander Danouille, of Santa Martha, to be Consul of the United States at Santa Martha, in New Grenada.

Edmund Brandt, to be Consul of the United States at Archangel, in Russia.

John Owen, to be Consul of the United States at Puerto del Principe, in the Island of Cuba.

George Courault, to be Consul of the United States at Truxillo, in the Republic of Central America.

James James, to be Consul of the United States at La Vera Cruz, in Mexico.

THE CHOLERA.

Friday, July 27.—The new cases to-day are, in the city at large, 73, and 23 deaths; in the Hospitals 46 cases, 23 deaths; at Bellevue, 3 cases, 5 deaths.

The interments for the twenty-four hours ending at 8 o'clock this morning, were 89—of which 63 were from Cholera.

BROOKLYN.—The Board of Health reported yesterday 15 new cases of Cholera, and 4 deaths.

Case of Cholera in North Brookfield, Mass.—Mr. Harwood, merchant of New-York, died at the above place on Friday last, with all the symptoms of the spasmodic Cholera.

PHILADELPHIA, JULY 26th, NOON.—There has been no case of Malignant Cholera reported to the Board of Health for the last 24 hours.

ALBANY, JULY 25, 5 P. M.—New cases 29—of which 18 are severe. Deaths 7.

Saturday, July 28.—The new cases to-day are, in the city at large, 93, and 37 deaths; in the Hospitals, 49 cases, 26 deaths; at Bellevue, 1 case, 1 death at Harlaem, 2 cases, 1 death.

The interments for the twenty-four hours ending at 8 o'clock this morning, were 98—of which 70 were from Cholera.

Dr. Neilson of the Sixth Ward, has sunk under the disease; and by the Standard of this morning we learn that Dr. Gilbert Horton, "who left the city on Thursday, to supply the place of the late Dr. Arnold—was taken at 1 o'clock, and died at 9 A. M., yesterday. He was an amiable man, and has fallen a victim to his zeal in the cause of humanity at this perilous crisis. As he arrived at 6 P. M. on Thursday, at Yorkville, he doubtless carried the seeds of the disease with him."

In mentioning the death of Dr. Arnold, we erroneously spoke of him as having served in the 6th Ward—that error is corrected in the annexed communication which, coming from an authentic source, presents in a most striking point of view the labors of two men, whom it well calls "martyrs in the cause of humanity."

To the Editor of the New York American:

Sir:—You were mistaken in assigning the Sixth Ward as the scene of Dr. Arnold's indefatigable labors: it should have been the Twelfth Ward. He lived in the family of the late Rev. G. L. Hinton, who collected all the information respecting the treatment of the Cholera in the first stages; as he thought, in case the disease visited Harlem, his advice, from the circumstance of his living in the same house with the Doctor, in case of his absence, would be asked. When the calamity attacked the inhabitants, calls came for the Doctor from every quarter. He was unable to attend to all;—and Mr. Hinton felt as if duty called him to supply his place. He went forth with directions from the Doctor, how to administer to the sick, and a message from his God, to console the dying. From house to house they went, not sparing themselves, but making an effort to visit all, without respect to station; until, absolutely exhausted, they died martyrs in the cause of humanity.

The Rev. Mr. Hinton's child sickened on Tuesday morning, 24th inst. at half past 7 o'clock, and died at 1 o'clock. Mrs. H. sickened at 12 o'clock, and died at 1 o'clock in the morning. Mr. H. sickened at 9 o'clock in the evening, and died at 4 o'clock in the morning of the 25th. Dr. A. sickened at 5 o'clock the same day, and died the next day at 10 o'clock.

What has the heroism of the battle field—we do not say to surpass, but to equal, such self-devotion as this simple narrative records? What has life, ignominiously saved by a dereliction of duties, to compensate for the unfading glories, and—can it be

presumptuous to say—the certain and eternal rewards, of such a death?

BROOKLYN, July 27.—Thirteen new cases and 7 deaths.

JERSEY CITY, July 27.—Up to 9 o'clock this morning, there had been seven cases of cholera, four of which had proved fatal. Among the latter is Jacob Liming, who has left a widow and nine children. Liming was engaged as a deputy to Col. Dodd, the Mail Agent, and conveyed the great Southern Mail between New-York and Jersey.

PHILADELPHIA, July 27th, noon.—There have been two cases of Malignant Cholera reported to the Board of Health, in Hospital station No. 4, Third street, above Brown, N. L.

ALBANY, July 26, 4 P. M.—New cases of epidemic cholera 32, of which 20 are severe; deaths 7.

ROCHESTER, JULY 24, 4 P. M.—The Board of Physicians report two more cases of Epidemic Cholera; one in the south part of St. Paul street; the other in the north part of State street; both females, and still under treatment.

BUFFALO.—July 22, the Board of Health reported 6 new cases and 1 death; on the 23d, 6 new cases and 2 deaths. Number of cases from the beginning, 27—deaths 9. The brick house in the ravine, called the M'Hose House, on Niagara street, has been taken by the Board of Health as a public hospital.

AVON SPRINGS.—A report has been circulated, that a case of Cholera has been at these Springs. No such case has existed there.—[Buffalo Journal.]

Sunday, July 29.—The new cases to-day are, in the city at large, 61, and 19, deaths; in the Hospitals, 58 cases, 15 deaths; at Bellevue, 1 case, 2 deaths; and at Yorkville, 2 cases, 3 deaths.

The interments for the twenty-four hours ending at 8 o'clock this morning, were 107—of which 85 were of cholera.

Monday, July 30.—In the city at large, new cases 62; deaths 14; City Hospitals, cases 35, deaths 19; at Bellevue, cases 3, deaths 3; at Yorkville, cases 3, deaths 3.

The interments for the twenty-four hours ending at 8 o'clock, this morning, were 81—of which 47 were from Cholera.

BROOKLYN, July 28.—New cases 23, deaths 9.

July 29.—New cases 23, deaths 7.

PHILADELPHIA, July 28th, noon.—There have been 6 cases of Cholera reported to the Board of Health, and 4 deaths.

July 29, noon.—New cases of Cholera 6, and 1 death.

ALBANY, 27th July, 4 P. M.—New cases of epidemic Cholera, 40, of which 27 are severe—deaths 11.

CHOLERA AT SYRACUSE.—By the Onondaga Standard of Wednesday last, we learn with regret that some thirty cases of "well-marked cholera" had occurred there from the 15th, of which ten terminated fatally. Several of the fatal cases were among the salt-boilers. The pastor of the Baptist Church, Mr. Gilbert, was among the victims; his wife and children were also attacked, but recovered.

In addition to the foregoing, (says the paper,) a young man from New-York, who left that city on Saturday, on account of the disease, arrived here in the Telegraph stage between 11 and 12 on Monday, and stopped at the Syracuse House, laboring under an attack—died at 8 o'clock the same evening.

ON THE ERIE CANAL.—Mr. J. Baker, (says the Utica Observer of the 24th,) captain of the Western Barge, a line boat, we understand was taken sick of the Cholera on Sunday morning last, and died at 2 o'clock in the afternoon, about 6 miles east of this city. A captain of another boat died near Harkimer on Friday last; a captain of a boat from the east also died at Whitesboro' one day last week, supposed of cholera. [The Western Barge arrived at Pittsford on Tuesday, having buried the Captain and a passenger that morning, and having one dead body on board and two persons sick.]

SCHONARIK, July 23.—One fatal case, eight miles from this village. The unfortunate subject was a Mrs. Broom, aged 35. She arrived at her father's, from Albany, eight days previous, in good health. She was attacked with the symptoms of cholera in the severest form, at about 4 o'clock in the evening, and died in six hours.

Boston, July 17.—The following letter was received this morning from the Resident Physician:

Quarantine, July 27, 1832.—Friday,
To the Hon. Mayor and Aldermen: I have nothing to report this morning, but the good health

of every person at the Island. Very respectfully, and obediently, &c.

P. S. The schooner Mail, Loring, master, from New York on Sunday, has just arrived, having on board 27 passengers. Bradford Drinkwater, of Portland, supposed to be about 40 years of age, sickened on Wednesday morning last, and died at 2 o'clock in the afternoon of the same day. I am informed that he had a severe diarrhoea, vomited, and before death spasms. The crew and passengers appear to be in good health. Respectfully, &c.

J. V. C. SMITH.

NEWPORT.—The Rush Light, Capt. Scott, from Newport, yesterday, brought the distressing intelligence of the appearance of two cases of Malignant Cholera in that town. The victims were two respectable females of Newport, recently from New-York in a packet. We understand they had performed quarantine eight days. No other cases had been reported when the Rush Light left Newport.

The names of the two deceased girls, were Hoswell and Peckham. [Providence Journal.]

[From the Providence American of Friday.]

It will be seen by the following letter from Bristol, that a case of Cholera has occurred there. The deceased was a passenger in the sloop Hero, the same vessel from which the ladies who died at Newport were landed. We also learn that a lady, (Mrs. Chase) another passenger in the Hero, and mother of the wife of the gentleman named below, who was landed at Portsmouth, was seized with the Cholera on Thursday morning, and before night expired.

"BRISTOL, July 27.

"I much regret to inform you that a case of the Cholera has occurred here. A young man of this town, Mr. Pearce Bowen, who left New-York ten days since, and quarantined at Newport eight days, arrived here yesterday morning, was taken ill at half past 2 P. M. and died this morning about 5 o'clock. He was a very worthy young man, and strictly temperate in all his habits. No other case is known to exist here.

Tuesday, July 31.—New cases in the city at large 59, deaths 23; at the City Hospitals, 52 cases, 20 deaths; at Bellevue, 1 case, 3 deaths; at Yorkville, 3 cases, 1 death; and at Harlem, 6 cases, 1 death.

The interments for the twenty-four hours ending at 8 o'clock this morning, were 78—33 of which were from Cholera.

BROOKLYN, July 30.—New cases 13; death 4.

PHILADELPHIA, July 30, noon.—New cases of Cholera for the last 24 hours, 15; deaths 7.

STATE PRISON, MT. PLEASANT, July 27.

July 26, total on sick list 256, cholera remaining 28, new cases 8, dead 5. July 27, total on sick list 240, cholera remaining 30, new cases 13, dead 5.

One case of cholera in the village to-day. All the cases of cholera yesterday were of the most malignant kind. Several died in from 6 to 12 hours.

Among the dead is the noted Stevens, who was convicted for forgery of Messrs. Howlands' check, for which Redmond was arrested.

ALBANY, July 28.—New cases of epidemic Cholera 28, of which 16 are severe; deaths 18.

July 29, 5 P. M.—New cases 35, of which 29 are severe; deaths 17.

GREENBUSH, July 29, 8 A. M.—The spasmodic cholera has appeared here with some degree of severity. Within the last 48 hours the physicians report seven cases; deaths 1.

LOCKPORT, July 24.—The Cholera made its appearance in this village on Friday last, and from the reports made by physicians to the Board of Health, down to last evening, it appears that there have been 17 cases and 4 deaths. There are no cases now remaining. Much alarm was excited for several days but it has in a great measure subsided, and it is generally believed that the disease has disappeared.

FROM CHICAGO, we have seen a letter of 16th, stating that no new cases of Cholera had occurred among the troops, and but few deaths. Another officer, however, Lieut. McDuffie, had perished. Capt. Galt was convalescent. Col. Werth and Lieuts. Monroe, and De Hart, were, on their return, still feeble, but not ill. Gen. Scott was in perfect health.

Wednesday, Aug. 1.—The new cases to-day, are in the city at large, 47, deaths 13; at the City Hospitals 39 cases, 24 deaths; at Bellevue, 4 cases, 3 deaths; Yorkville, 5 cases, 1 death.

The interments for the twenty-four hours ending at 8 o'clock this morning, were 78—of which 53 were from Cholera.

BROOKLYN, July 31.—New cases 7; deaths 4.

NEWARK, July 31.—By the report it appears that 10 cases of cholera and 6 deaths have occurred in this town within the last week.

ELIZABETHTOWN, JULY 31.—The Board of Health report five new cases for the week ending on 30th, and three deaths. They all occurred in a confined location, near the creek.

PHILADELPHIA, July 31st, noon.—New cases for the last 24 hours, as follow:—Alms-House, 5 cases, 2 deaths. Private practice, 5 cases, 2 deaths. Hospitals, 9 cases, 5 deaths.—Total new cases, 19; total deaths, 9.

BALTIMORE, says the Chronicle of yesterday, has been so far spared; but we have little reason to hope for entire exemption. We must therefore prepare to encounter it with fortitude and resignation.

STATE PRISON AT SING-SING, July 31.—16 new cases since yesterday at noon, and 2 deaths. Remaining on 30th, 52.

POUGHKEEPSIE, August 1.—The board of health have reported two deaths by malignant cholera since Wednesday last. They occurred in Water street, near the river, about half a mile from the centre of the village. This makes six deaths that have occurred in this town by the cholera in a period of three weeks.

ALBANY, July 30.—New cases of epidemic cholera 26; deaths 10.

TROY, JULY 30.—There have been reported for the four days since two o'clock, July 26th, 7 new cases, and 6 deaths.

BUFFALO, July 27.—The report this day shows 15 new cases of cholera and 4 deaths in this city, in the 24 hours ending this day at noon.

SAG HARBOR, JULY 28.—Captain Beckwith arrived here about 9 o'clock on Sunday last; he was attacked with the diarrhoea while on his passage, about 3 o'clock on Sunday morning; he was taken with the spasms and cramp about 3 o'clock, P. M. all which left him at about 7, when he appeared to be mending, until the typhus set in on Tuesday morning—he died at 6 o'clock Wednesday morning.

There was another vessel from the city which arrived the same day at North-sea, (about 7 miles from this place,) with a number of passengers, one of whom, Phoebe W. Jennings, daughter of Paul Jennings, a young woman of about 20, was unwell on the passage, but it was supposed to proceed from sea-sickness; at 7 or 8 o'clock on Monday morning, she was taken with vomiting, cramps, &c. and died at 7 or 8 o'clock, P. M., same day. [Corrector.]

MONTREAL.—New cases from the 20th to 21st, 20, deaths 17; from 21st to 22d, new cases not ascertained; deaths 23. A letter from Messrs. H. Gates & Co. dated Montreal, July 24, says:—"We regret to state that there is some increase of cases of cholera here, and that they generally prove fatal."

The Cholera in Portsmouth and Norfolk.

To the Editors of the Baltimore Commercial Chronicle:

"A disease, which the physicians do not hesitate to pronounce to be the genuine Asiatic Cholera, has made its appearance in Portsmouth. The deaths from Tuesday last, up to yesterday (Sunday), were twenty-one, principally confined to the black population, eighteen of that description; one white man, Mr. Thomas, a carpenter, who was just recovering from an attack of diarrhoea, imprudently drank freely of iced liquors while overheated;—a man named—Crosbie, an habitual drunkard, and a marine at the barracks, habits unknown. Several of the blacks were very old and debilitated, and had no physician, so that it cannot, with critical accuracy, be affirmed that they died of cholera, though they were hurried off in 5 or 6 hours. In most of the cases, there were some predisposing causes, such as intemperance or debility, or some act of imprudence, as in eating deleterious food, which might have proved fatal as well with, as without, the presence of the epidemic. It is remarkable that so fearful an attack of disease should have been made in so proverbially healthy a place as Portsmouth."

Of the blacks who have died, three belonged to Mr. David Reynolds, the proprietor of the Globe Inn, and two others to a Mr. Burke, adjoining. The deaths in Portsmouth, by cholera, have been, on Tuesday 3; Wednesday 5; Thursday 6; Friday 2; Saturday 3; Sunday until noon 4. Other cases exist. My letters are silent with respect to the supposed origin of the disease.

Baltimore, July 30.

Yours, &c.
W. G. LYFORD.

Thursday, Aug. 2.—The new cases in the city at large, to-day, are 47, and 14 deaths; at the City Hospitals, 24 cases, 17 deaths; and at Bellevue, 0 cases, 0 deaths; Harlem, 9 cases, 2 deaths; Yorkville, 1 case, 1 death.

The interments for the twenty-four hours ending at 8 o'clock this morning, were 81—of which 56 were from Cholera.

BROOKLYN, August 1.—Thirty-five new cases, and eight deaths. Total number since commencement, 227 cases, 82 deaths.

August 2.—The report to-day is 15 cases and 4 deaths.

PHILADELPHIA, AUGUST 1, Noon.—Report for the last 24 hours: new cases 21, deaths 8.

PATERSON, N. J.—The authorities have issued a notice, prohibiting, for the present, all strangers from lodging in the place. But two cases of Cholera have occurred there, and in both instances the subjects were from New York.

SOMERS, WESTCHESTER COUNTY.—There has been two cases of Cholera at Somers, both of which proved fatal. The first was a stranger, who died on Sunday. On Monday the lady of Gen. J. Brown sickened and died. We learn that the clothes of the first person who died were burnt in a field, and that a Mrs. Wright was taken sick from the effects of the effluvia.

In ANCRAM there have been 10 cases of the Cholera, and 4 deaths. The names of the deceased are, Mrs. Susan Montgomery, from New York, Mr. Charles Turner, John Myers, and Myers Knickerbocker.

ALBANY, JULY 31—4 P. M.—New cases of cholera 29; deaths 6.

The Cholera reports from Albany, for the month of July—the first case being on the 3d July—present this result: 387 cases, 136 deaths.

GREENBUSH, JULY 31, 8 o'clock A. M.—For the last 48 hours the physicians report eight new cases of epidemic cholera, and three deaths.

ROCHESTER.—Up to the 28th ult. there had been 22 cases and 6 deaths, of cholera.

BUFFALO, July 28.—The reports show 8 new cases of Cholera and two deaths within the city, for the 24 hours ending this day at noon.

NORWALK, July 31.—Since Thursday last four cases of Malignant Cholera, three of which have proved fatal, have occurred among a family of blacks residing in the cellar, or basement story, of an old building on the west bank of Saugatuck river. The first case was that of a woman who arrived from New York on Wednesday, and died on Thursday night. A man named George Husted died on Sunday morning, on the east side of Saugatuck river, of Rumin Cholera. Two cases of Cholera have also occurred at Wilton within two or three days, in a dissolute family.

MONTREAL, July 28.—We are not able to announce any perceptible diminution of the mortality in our city, since we last went to press. The following is the report of the Board of Health:—New cases of Cholera reported from 22d to 23d July, at 8 P. M., 28—deaths in same period, 23; from 23d to 24th July, cases 17—deaths 12; from 24th to 25th July, cases 29—deaths 20; from 25th to 26th July, cases 19—deaths 15.

THE CHOLERA is spreading through our country. In Philadelphia the cases slowly but regularly increase. Baltimore is yet exempt; but it appears to have jumped, with one of its capricious bounds, to Norfolk and Portsmouth, Va.

Its havoc among the black population of the southern states is, we fear, likely to be great.

BOARD OF HEALTH, JULY 31, 1832.

Alderman Rhinelander presented the following, which were adopted and directed to be published:

Resolved, That the Mayor be requested to return the thanks of this Board to the Board of Health of Quebec, for the distinguished manner in which the New-York Commission was received by them; and that the President of the Quebec Board of Health be requested to communicate to the Physicians of Quebec the high sense which this Board entertain of the facilities which were placed at the disposal of the New-York Commission.

Resolved, That the Mayor return the thanks of this Board, through the President of the Board of Health of Montreal, to the Physicians of Montreal, for the great kindness and attention which the New York Commission received while in that city.

J. MORTON, Secretary.

VARIETIES.

Censorship of the Press in Austria.—Austria, which has never recognized a real freedom of the press since the time of Joseph II., exercises not only a more rigorous censorship over the press than any other State of the German Confederation, but also a less tolerant police with respect to reading. The censor is to take into consideration not only the illegal or immoral contents of the work, but its object and tendency, and even the goodness, the scientific or intellectual value of the MS. If he finds it contrary to the law, he pronounces a *Nota admittitur* over it; if he merely considers it as unworthy of being printed, he sentences it by a *Typum non meretur*. An *admittitur* is pronounced when he has no objection whatever to make to it; it is only in this case that it can appear with the name of the place in the Austrian dominions in which it is printed. Many an *admittitur*, however, allows indeed the printing of the MS.—but either without naming any place of publication, or a fictitious name of some place abroad. Toleratur allows the MS. to be printed and announced in the catalogue of books, but not to be advertised in the newspapers. Compilations and the like, though their contents may be quite unobjectionable, are to be treated with the greatest strictness; above all, political writings. Duplicates must be delivered of every MS.; one copy is kept back, that it may be compared with the printed copy. The censorship with regard to permission to read has four degrees. *Admittitur* allows a work to be publicly sold and advertised in the newspapers. *Transat* allows it to be publicly sold but not advertised. *Erga Schedam* allows it to be sold only to literati and people in business, who sign an acknowledgment in writing; but the list of the purchasers is to be laid before the Emperor himself every three months. *Damnatur* puts an extinguisher on it at once.

The Niger.—In a late number of the *Montrose, Arbroath, and Brechin Review* newspaper, there is an interesting letter on the subject of the Niger, from a medical officer on board his Majesty's ship *Dryad*, to a gentleman in Arbroath, which, as tending to throw further light on the discoveries of the Landers, we have much pleasure in copying:—"The river Num, you will perceive on examining the map, is situated among a cluster of other rivers, all little to the eastward of Cape Formosa, which forms the eastern boundary of the Bight of Benin. From some circumstances which occurred, I was induced to make a few inquiries concerning the termination of these rivers, and have ascertained, by the most unquestionable evidence, what I doubt whether the Landers are aware of, that all the streams which fall into the sea from Cape Formosa to the old Calabar river inclusive, are united together by cross branches and intermediate streams at no great distance from the sea, and that, consequently, they may all be said to be mouths of the Niger. Such a fact is interesting, and the following are some of my proofs: The extreme flatness of the country, and the numerous streams which may be seen to intersect it in all directions, even by ships landing close to the shore; the frequent and well known arrival at the river Bonny of canoes from Duke Ephraim (a chief of the old Calabar river) by some inland branch, without even seeing the ocean; the frequent arrival also of canoes from the Num at the Bonny by a similar means; and the statements of some of the most intelligent natives, who assure me that there is a great inland trade in slaves, ivory, palm oil, and British manufactures, carried on through the medium of these streams uniting the principal rivers."

Banks of the Rhine.—The ancient fable of the mountain spirit of Rodenstein is again revived. A German Journal contains the following letter:—"From the Odenwald, March, 1832. The belief that there will be war in the German empire in the course of this year has become a certainty in the mouths of the lower classes of the inhabitants of the Odenwald; and this certainly is not founded on the complicated state of political affairs, but on a circumstance which, in the opinion of these people, admits of no dispute. It seems that in the course of this month the mountain spirit went from the well-known ruined Castle of Rodenstein to the mountain called Schnellsburg, which is about a league and a half distant. Many inhabitants of the little village of Eberbach, at the end of which stand the ruins of the Castle of Rodenstein, in a wild romantic spot, and on a moderate eminence, surrounded by woods, heard, in the first days of this month, in the afternoon, a great noise in the air, as of the rumbling of wagons, cracking of whips, barking of dogs, the

sound of horns, the clash of arms, &c. which seemed to approach them. In vain did they strain their eyes to discover something which might account for what they heard. The noise, which was at first so near and loud, passed over and gradually grew fainter, till it died away in the distance. It may be easily supposed what a sensation this noise, heard by so many persons, must have made in this country, when we recollect how many stories about the mountain spirit of Rodenstein are current among the people. It is accordingly universally believed now, that as the spirit of the mountain has gone forth, a bloody war will certainly ensue.—[Literary Gaz.]

Spanish Heroism.—Lorenzo Teyxeyro, an inhabitant of Granada, who had performed the dangerous service of communicating intelligence to the nearest Spanish General, was discovered, and might have saved his life if he had named the persons through whom the communication was carried on; but he was true to them as he had been to his country, and suffered death contentedly. The other instance was attended with more tragic circumstances. Captain Vicente Moreno, who was serving with the mountaineers of Ronda, was made prisoner, carried to Granada, and there had the alternative of suffering by the hangman, or entering into the intruder's service. His wife and four children were, by the General's orders, brought to him when he was upon the scaffold, to see if their entreaties would shake his resolution; but Moreno, with the courage of a martyr, bade her withdraw, and teach her sons to remember the example which he was about to give them, and to serve their country, as he had done, honorably and dutifully to the last. This murder provoked a public retaliation which the Spaniards seldom exercised, but, when they did, upon a tremendous scale. Gonzalez, who was a member of the Cortes for Jaen, had served with Moreno, and loved him as such a man deserved to be loved; and by his orders seventy French prisoners were put to death at Marbella. So wicked a system as that which Bonaparte's generals unrelentingly pursued could nowhere have been exercised with so little prospect of success, and such sure effect of calling forth a dreadful vengeance, as among the Spaniards. Against such enemies they considered all means lawful; this was the feeling not here alone, but throughout the body of the nation; the treacherous commencement of the war on the part of the French, and the systematic cruelty with which it had been carried on, discharged them, they thought, from all observances of good faith or humanity towards them; and upon this principle they acted to its full extent. The laborer at his work in the fields or gardens had a musket concealed at hand, with which to mark the Frenchman whom ill fortune might bring within his reach. Boys, too young to be suspected of any treachery, would lead a party of the invaders into some fatal ambuscade: women were stationed to give the signal for beginning the slaughter, and that signal was sometimes the hymn to the Virgin! Not fewer than 8,000 French are said to have been cut off in the Mountains of Ronda. There, however, it was more properly a national than a guerilla warfare; the work of destruction being carried on less by roving parties than by the settled inhabitants who watched for every opportunity of vengeance."—[Southey's Peninsular War.]

Extraordinary Compact.—The following curious account is extracted from a paper by Mr. Dalton:—"During my detention in Borneo, altogether nearly fifteen months, I experienced much attention and kindness from many Diak chiefs, particularly from Seljie, who I was some months with. Indeed I was always of opinion that I was unsafe elsewhere. Being the first European he had ever seen, we soon met more than I informed him, through an interpreter (as he could not speak a word of Malay,) that I had come on the part of the Europeans to make friends with him; and trusted he and his people would do me no harm. I mentioned this at once, fearing the Sultan of Coti had given some previous orders by no means favorable towards me. Seljie replied that he was incapable of such an act; but for our future good understanding, it was proper that his followers should know on what footing we were and he therefore requested I would make *sabat* with him. On my gladly consenting, he went in person, and struck a spear into the ground above his father's grave. This being the signal for a general assembly, each of the chiefs sent a person to know the rajah's pleasure: it was, that every warrior should assemble around the grave by twelve o'clock the next day. Some thousands were present; a platform of bamboo was raised about twelve feet above the grave, and on this Seljie and I mounted,

accompanied by an *agi* or high priest. After some previous ceremony, the *agi* produced a small silver cup, which might hold about two wine-glasses, and then, with a piece of bamboo made very sharp, drew blood from the rajah's right arm. The blood ran into the cup until it was nearly full; he then produced another cup of a similar size, and made an incision in my arm, a little above the elbow, and filled it with blood. The two cups were then held up to the view of the surrounding people, who greeted them with loud cheers. The *agi* now presented me with the cup of Seljie's blood, giving him the other one with mine. Upon a signal, we drank off the contents, amidst the deafening noise of the warriors and others. The *agi* then half filled one of the cups again from Seljie's arm, and with my blood made it a bumper; this was stirred up with a piece of bamboo and given to Seljie, who drank about half; he then presented the cup to me, when I finished it. The noise was tremendous. Thus the great rajah Seljie and I became brothers. After this ceremony I was perfectly safe, and from that moment felt myself so during my stay among his people. Drinking the blood, however, made me ill for two days, as I could not throw it off my stomach. The rajah took his share with great gusto, as this is considered one of the greatest ceremonies, particularly on this occasion, between the great rajah and the first European who had been seen in this country."—[Singapore Chronicle.]

An Irish Court of Law.—(From Sir J. Campbell's Memoirs.)—At Galway, the first time Judge Hill went the Connaught circuit, he had the advantage of reporting a maiden assize. He was fresh from England, and, although doubtless an excellent lawyer, was not yet acquainted with the character of the people among whom he was now to administer the law, which he understood so well in the abstract. When he had taken his seat on the bench, he delivered a very eloquent address to the grand jury on the state of the calendar. A guard of honor had attended him, as the king's representative, on his arrival in the town, and, as was the custom at the period, did duty about his person so long as he remained. In those parts of the country it had also been customary to surround the session-house with a guard during the sitting of the assizes, and none of the usual honors were withheld from the new English Judge on his first appearance among us. He had scarcely concluded his address, however, when he turned round to me, and asked, in a tone of becoming authority, "What mean those soldiers?" I was unwilling to say to him in the open court that they were, in some measure, intended for his own protection, so I answered that they had been ordered out to do him honor, and to protect the administration of the law. He then desired me to send them away, observing, with true English feeling, that he would have no soldiers near a court of justice, and that the law must protect itself. The guard was under the immediate command of Capt. Butler, an excellent officer, and a pleasant young man; of the Kilkenny family, who received the order I gave him with a look and a leer, which told more plainly than words how well he appreciated the consequences. Immediately on the removal of the guard, a bustle was observed outside the session-house, but it was ascribed to the crowd moving off with the soldiers. When the noise had subsided, the Judge desired that the prisoners might be called in. On this there was some demur, and the gaoler having made his appearance, was interrogated as to the cause of the delay. The man replied that he had brought the prisoners from the gaol to the door of the session-house, where he had left them in charge of the officers of the court. The first on the list was then summoned to appear, but an answer of *non est inventus* was immediately returned. At this the Judge was very wrath with his officers, and saying that he would have it inquired into, he desired the next prisoner to be called; but the same answer having been returned in succession for Teddy O'Marsh, and Finty O'Flynn, and the whole list of culprits, the Learned Judge was forced to admit that, in the wilds of Connaught, the supremacy of the law stood in need of some subordinate aid for its protection.

Public Records.—In an account of public records of Great Britain, &c. by C. P. Cooper, Esq., appears the following statement:—"An association was lately attempted to be formed for the purpose of printing documents illustrative of history. The trial of Lord Scropo, Bolton, and Sir Robert Grosvenor, in the reign of Richard the Second, in a contest for armorial ensigns, was selected for the purpose. Application being made to the Tower for a transcript, it was ascertained, that, notwithstanding

ing the motive was simply to give the world a document of a very interesting nature, with the view of illustrating the period to which it relates; that from its peculiar character, it was impossible it could ever be required for a legal object, and hence was, in fact, of no use whatever, excepting the purpose to which it was wished to apply it; and that so far from any individual gaining by its publication, it was to be edited gratuitously, the applicants were informed that the full fees must be paid, that is, one shilling for every folio containing 72 words," and "the sum of one hundred and eleven pounds has been paid," accordingly, "the price per sheet is more than £5, being a higher remuneration than historians usually receive for an original work."

Goethe and Lord Byron.—(From a biographical notice of the former in the "Monthly Repository.")—Among the rising generation of poets, none seem to have interested him (Goethe) so much as Manzoni in Italy, and our Lord Byron. At first, indeed, though he acknowledged the power, he was repelled by the personality, of the noble poet, and pronounced a significant word of him, which certainly implies no love. "This poet," he said, "who seems to be inspired with the *genius of pain*." The later writings of Byron had, however, conquered his first aversion, and before his Lordship's death they exchanged civilities by letter. Lord Byron dedicated his "Werner" to the illustrious Goethe."

Long Vitality of Seeds.—This was shewn in trenching for a plantation a part of Bushy Park, which had probably been undisturbed by the spade or plough since, and perhaps long before, the reign of Charles I. The ground was turned up in the winter, and in the following summer it was covered with a profusion of the treemignonette, pansies, and the wild raspberry, plants which are no where found in a wild state in the neighborhood; and in a plantation recently made in Richmond Park, a great quantity of the foxglove came up after some deep trenching. I observed a few years ago the same occurrence in a plantation in Devonshire, the surface of which was covered with a dark blue columbine, a flower produced in our gardens by cultivation, and I believe not known in this country in its wild state.—A field also, which had previously little or no Dutch clover upon it, was covered with it after it had been much trampled upon, and fed down by horses; and it is stated from good authority, that if a pine forest in America were to be cut down, and the ground cultivated, and afterwards allowed to return to a state of nature, it would produce plants quite different from those by which it had been previously occupied. So completely indeed is the ground impregnated with seeds, that if earth is brought to the surface, from the lowest depth at which it is found, some vegetable matter will spring from it. I have always considered this fact as one of the many surprising instances of the power and bounty of Almighty God, who has thus literally filled the earth with his goodness, by storing up a deposit of useful seeds in its depths, where they must have lain through a succession of ages, only requiring the energies of man to bring them into action. In boring for water lately at a spot near Kingston-on-Thames, some earth was brought up from a depth of three hundred and sixty feet; this earth was carefully covered over with a hand-glass, to prevent the possibility of any other seeds being deposited upon it; yet in a short time, plants vegetated from it. If quick-lime be put upon land which from time immemorial has produced nothing but heather, the heather will be killed, and white clover spring up in its place. A curious fact was communicated to me, respecting some land which surrounds an old castle, formerly belonging to the Regent Murray, near Moffat. On removing the peat, which is about six or eight inches in thickness, a stratum of soil appears, which is supposed to have been a cultivated garden in the time of the Regent, and from which a variety of flowers and plants spring, some of them little known even at this time in Scotland.—[Jesse's Gleanings of Nat. Hist.]

An escaped Boar.—We sometimes hear of an escaped lion; we heard last week of the escape, and consequent destruction, of a boar. A lady of a neighboring town, according to the strange fashion of the present day, was walking, towards dusk, with one of those unsightly monsters playing round her neck. Without her observation, it escaped from her shoulders, and fell into a hedge, where it did not lie long before it was espied by some ditchers returning from their work spade in hand. The "chopsticks," who had never seen such a monster before, did not know that it was perfectly harmless. It looked so formidable that they could not doubt that it was "wicked;"

and one of them after making his approaches with due caution, inflicted a blow heavy enough to settle all disputes on that point. This was succeeded by a shower of blows, and the lady, who had in the mean time missed her favorite, returned just in time to see it cut into twenty pieces.—[Manchester Adv.]

The Swell Mob.—"The gang commonly known by the sobriquet of the 'swell mob,' have flourished for years with comparative impunity, which is to be attributed solely to their very considerable resources; and the following anecdote, though it may be considered rather irrelevant to the subject, will prove the correctness of the fact:—One of the fraternity named Page, had long been what is termed, in the slang of the police, 'a first-rate cracksmen,' and was one of the three who in 1827 robbed the Glasgow Bank to a very large amount. A few months ago he was arrested at Hammersmith, by the solicitor of the Bank (from whom the author had this information) accompanied by a police officer, and conveyed to Bow street. On his way to the office Page expressed his conviction that nothing could save him if he was tried, and stated to this gentleman that, if he would allow him to escape, he should receive 2,200*l*. As may be supposed, the offer was rejected and he was lodged in prison. The next day he was examined, and remanded for further evidence: the day after he escaped from the cell attached to the office, about four o'clock in the afternoon."—[Laurie on Grand Juries.]

Observations upon India.—"Amongst the many varieties of native musical instruments I have seen in India, the kettle drum is the most simple and singular, which I will take the liberty of describing:—It is of well baked earth, moulded in the usual way, and very similar in shape to those of the Royal Horse Guards. A globe of the common size, divided into exact halves, would be about the dimension and shape of a pair of Indian manufacture; the parchment is strained over the open mouth, with a thin hoop to fix it firm; the slightest pressure with the fingers on this hoop draws it into tone. The simplicity of this accompaniment to the human voice, when touched by the fingers, very much in the way Europeans use the tambourine, is only to be appreciated by those who have been long acquainted with the sound. The only time when it is beaten with sticks is when used as *dunkahs*, before the king and queen, on their appearing in public—a sort of alarm to warn obstructing heckeries, or carriages, to move out of the way. I have occasionally observed a singular mode of imitating the sound of cavalry going over hard ground, adopted in the processions of great men on the tenth of Mahurram; the contrivance is called *chuckee*, and composed of ebony, or some equally hard wood, the shape and size of a pocket globe, divided into halves; each person, having the pair, beats them with a particular tact on the flat surface, so as to produce the desired sound of horses galloping; and where from fifty to a hundred men, or more, are engaged in this performance, the resemblance may be easily conceived."

LISLE, April 10.—It was remarked at Moscow, at St. Petersburg, and in other places, that an innumerable quantity of midges or gnats obscured the atmosphere upon the arrival of the cholera. The town of Lisle is at this moment covered with insects. An amateur of statistics amused himself by calculating how many of these insects there were on a square metre of the walls. He counted and weighed them, the surface of the walls of the town being estimated at 3,750,000,000 square metres, each metre, on an average, a mellogramme weight of insects. He has discovered that these insects if thrown together after their death would form a weight of 3,750 kilogrammes, or about 8,000*lbs*. of animal matter in putrefaction; that is to say, a quantity equal to 50 human bodies, which are left to rot in the streets of the town. Surely the authorities should hasten to take measures to avert from the citizens the danger of breathing these deleterious miasma. Would it not be advisable to light fires in the large streets, so that these insects might be consumed in the flames? The ancients frequently resorted to that measure in periods of contagion. The ancient and almost universal practice of lighting bonfires on St. John's Eve, and other epochs, had, perhaps, like many other customs, an useful origin and object, which have now been forgotten.—[Paris Paper.]

Fasting.—The author of a work, entitled "Apologet du Jeun," published in Paris in the year 1795, is a strong advocate for occasional fasting as one of the most certain means of invigorating and prolonging life. One of his arguments is, that he takes 152 hermits or bishops, who are known to have lived a strictly temperate life, with frequent fasting; and he

sets them against an equal number of academicians, half from the Academie des Sciences, and half from the Belles Lettres. The joint lives of the hermits amounted to 11,589 years; those of the academicians only to 10,511. Hence he concludes that frequent fasting would prolong the lives of men of letters, in each individual case, by more than seven years, on an average.—[Medical Gazette.]

FOREIGN INTELLIGENCE.

FROM EUROPE.—A little later news will be found in the annexed extracts, which we take from the Journal of Commerce:

Correspondence of the Liverpool Albion.
LONDON, Saturday, June 16, (half past seven).—The *Spey* packet arrived at Falmouth on the 14th inst. after a passage of eighty hours from the Tague. Much interest was excited by a report that this vessel had seen Don Pedro's expedition approaching the coast; but upon enquiry, it was ascertained that though she sailed from Lisbon on the 10th, she has brought no account of the arrival of the imperial squadron from St. Michael's. There could scarcely be time to admit of the telegraphic despatch from Bayonne giving an account of a landing; at least that news remains unconfirmed.

LONDON—City, 12 o'clock.—The Lisbon mail brings accounts that, on the 5th inst. the American frigate *Constellation* arrived in that port from Madeira, the Commander not having acknowledged the blockade of that island. Madeira is in the best state of defence.

Half past One.—Since the morning Consols have become very heavy, and considerable sales on speculation have been made.

In the Foreign Market all securities are lower. A commercial express has arrived from Paris. Nothing has transpired, therefore we may conclude there is no important news from that capital.

The fall in Consols is attributed to some difference having arisen between Belgium and Holland.

LIVERPOOL, Saturday, June 16th.—The sales of Cotton to day are 2500 bales.

LONDON, June 15.—Lisbon Gazettes of the 9th inst., have been received, but we can hardly expect to learn any news from them; much is made of the blockade of Madeira being raised.

Some extensive sales have taken place yesterday at the Stock Exchange, which have produced a rather unusual demand for money, and a depression of prices, though not to any material extent, but they are not traced to any cause of a general nature, and originate, probably, in the preparation making for these election contests which all now consider inevitable, and near at hand. The waning resources of the Tories, as well as their personal influence, are it seems, to be lavishly supplied for the purpose.—This being with them a vital struggle to maintain their old footing in Parliament, it is likely that more money will be spent on the approaching election than on any which has occurred for a long time.

LISBON, 9th June, 1832.—Our vessels of war are off. The Viscount Santarim was shocked at their leaving the port, and desired to Mr. Hoppnet they were desired to be withdrawn; but Mr. Hoppnet silenced him by presenting a copy of his own letters on the subject to Sampaio.

"An American frigate from Madeira, and a corvette from Cadiz, have arrived here, and the Miguelites gave out that they were to be followed by eleven line-of-battle ships, and the object of their coming was to offer assistance to Don Miguel against the English! This absurd report flew like wildfire; and, so great was the effect on the minds of many, that, at the Casa da Pedra, on Thursday, *vivas* were given by the Miguelites to their friends and allies, the Americans! and there were, apparently, very hearty shouts of death to all the English Ladrões, (thieves.) In fact, the Americans are come to demand money—upwards of 100 centos of Reis (£30,000), which, I hear, this Government has succeeded in finding for them, and they will leave again this port in the course of a few days. Two line-of-battle ships are expected here from America, on, I suppose, their way to the Mediterranean. I think we shall see some rather disagreeable work here soon. The troops of the line are getting beyond the control of their officers, and few doubt that nearly the whole will desert, the moment that Don Pedro is known to be on the coast. The policemen are to leave the city for the threatened point; and we shall be left with the royalists and Carreiros, bludgeon men, of which latter the magistrates of districts are to have under their orders eighty each. Imprisonments are making in all directions.

LATER FROM EUROPE.—From the Boston papers of Tuesday we take some recent extracts from late London papers received there by the *Dover*.

It seems conceded that the government of Louis Philippe was strengthened by the mad attempt at insurrection in Paris. Martial law still prevailed. Messrs. Chateaubriand, Hyde de Neuville and Fitzjames were arrested, not as connected with the disturbances in Paris, but with the movements of the Duchess of Berri in the South and West. The Duchess had not been arrested, and was supposed to have escaped.

Don Pedro had not yet appeared on the coast of Portugal.

The Duke of Wellington was mobbed in London on the anniversary of the battle of Waterloo: the day for which the same mob had all but deified him. There is no part of this country where Gen. Jackson—do what he might—could be mobbed on the anniversary of the battle of New Orleans.

[From the Boston Centinel.]

THREE DAYS LATER FROM ENGLAND.—The ship *Dover*, Captain Nye, arrived at this port from Liverpool, whence she sailed on the 21st June, and brings London files to the 20th. A single paper was brought up from her at midnight on Sunday, and full files yesterday.

She brings no intelligence of importance. The celebrated Chateaubriand, the Baron Hyde de Neuville, and the Duke of Fitzjames, had been arrested in Paris, charged with treason, and being partisans of the Duchess of Berry.

It is stated that St. Jean d'Acre surrendered at discretion to Ibrahim Pasha, on the 26th of April, and that a safe residence in Egypt, with an annual income of 750,000 piastres, had been assigned to the governor of that fortress.

The Irish Reform Bill was under discussion in the House of Commons, and it produced some warm debates between Mr. O'Connell and the ministers. Earl Grey had been ill, but was said to be considerably better.

ENGLAND.—The Vice President of the Board of Trade had proposed important alterations in the existing duties in England, and it had attracted the attention of the merchants and brokers in London. The articles proposed to be affected by it were chiefly West India produce and drugs.

Attack on the Duke of Wellington.—On the 18th June, the anniversary of the battle of Waterloo, the Duke of Wellington, while riding on horseback through London, was followed by great crowds of people, hissing, groaning and throwing mud. He and a gentleman riding near him in a chaise, were covered with mud and dirt. He soon took shelter in Lincoln's Inn, when the mob threatened to tear down the building. A strong body of the Police officers was sent to his relief, and he attempted to leave Lincoln's Inn. The mob immediately renewed the attack, and a ruffian rushed forward and attempted to pull the Duke from his horse, but the fellow was seized by the Police officers, but was immediately rescued by the mob. The Duke then retired to his house, guarded by a strong body of Police officers.

FRENCH AFFAIRS.—Capt. Pepin, of the National Guard of Paris, was tried by a Military Tribunal in Paris on June 17th, for High Treason, for firing from a window upon the troops on the 6th. He was about 32 years old, a Grocer, and wore the decoration of the Revolution of July. He was very much dejected, but was acquitted. Many other similar trials were going on. Some of the prisoners had refused to plead, at the same time protesting against the right of the Government to try them by military tribunals.

The Cholera still lingers in Paris. The official Bulletin of the 16th gave 6 deaths in the Hospitals, and 11 in private practice, being an increase of 3 cases that day.

Baron Marcellin, the new French minister to England in the place of Talleyrand, had arrived in London. Great numbers of people, not only in Paris but in most of the large towns of France, had been arrested in consequence of the recent movements. Some of them are people of high standing.

PARIS, JUNE 18.—It was in the papers found upon M. Berryer, that reasons were discovered for arrest-

ing M. de Fitz James, de Neuville and de Chateaubriand. These arrests were made by virtue of a requisition issued by the Procureur-General of the Cour Royale of Rennes, and a mandat of detention issued by one of the Councillors employed in the instruction of the affairs relative to the disturbances in the West.

The same mandat was applicable to the Duke de Belluno, but who has not yet been found.

M. de Chateaubriand was arrested at 5 in the morning, at No. 84, Rue d'Enfer. His house was surrounded at two, but daylight was waited for to make an entrance. He manifested much sang froid at the circumstance, which was to him, doubtless, unexpected. He spoke to all those around him with a perfect tranquillity of mind, and took his *Gradus*, in order, as he said, to make verses to lighten his captivity.

He is charged with being the President of the secret Regency. We repeat this report as it is circulating all over Paris, otherwise we should not have mentioned it. This rumor, however, and a thousand others which are in circulation, will make no difference as to the situation of the prisoner. Did we imagine that it would in the least exaggerate his difficulties, we would rather break our presses than repeat any thing of the sort.

But looking to a celebrated writer, a man of genius, upon whom all Paris, all France, and all Europe have fixed their eyes, we cannot but recollect what is attached to an event which we witness with profound grief, connected as it is with others so dreadful and so melancholy.

The Baron Hyde de Neuville was arrested at his residence at four in the morning. He was in bed, scarcely recovered from his suffering from the cholera, and an attack of sciatic gout.

He has protested against all the causes mentioned in the mandat of detention.

He is in a small chamber at the Prefecture.

Madame de Neuville has requested as a favor, to be allowed to accompany her husband as his nurse.

The Duke de Fitzjames was arrested, as we understand, in a house in the Rue de la Chaussee d'Antin.

A physician at Warsaw, wishing to make an experiment proposed to a very robust man to lie in the bed where a person had died of the cholera. As a considerable reward was offered him for so doing, he agreed to the proposal; but the man was scarcely in bed when his imagination began to work, and made him uneasy, he felt all the symptoms of cholera, and died, notwithstanding the medical assistance that was afforded him. The physician afterwards declared that no one who had died of the cholera had previously slept in the bed. This fact proves that the fear produced by the imagination has a share in promoting the disease.—[Paris Paper.]

PARIS, June 16.—Three Per Cents: 68½; 40c. 45c, 2½c. 45c. 40c.; 4 Per Cents: 52; 51½; 50c.

LONDON, June 19, one o'clock.—The Consol Market has rather suddenly advanced to 84½, buyers for the account. There are various rumors afloat for the purpose of accounting for it, but we cannot trace them to any authentic source. Bank Stock continues at 199, 200. Portuguese Stock has advanced. Half past one—Consols are now 84½ 55 for the Account. Four o'clock—Consols for Account 84½.

LONDON CORN EXCHANGE, June 13.—The business this morning was confined to small sales for immediate use at a trifling reduction from last week's currency.

LIVERPOOL, June 13.—Our Cotton market has been rather dull, but although holders continue to offer freely, they are not disposed to submit to any further reduction, and the market has closed at about the currency of last week. The sales comprised 140 S. 1. at 11d 16d; 6630 Bawel, 5½d; 1740 Orleans, 6d 3d; 1830 Alabama, 5½d. Total sales 14,070 bales—of which 600 American and 240 Pernam for shipment. The sales on Saturday and to-day were about 5000 bales. There is no alteration in prices, but the market is firmer.

LIVERPOOL CORN EXCHANGE, June 19.—Four to five thousand quarters of banded Wheat, and 6 to 7000 bbls of Flour have changed hands during the week, chiefly for export; the former at 6s. 6d. per 70 lbs. for U. S. Some recently imported Flour has brought 2½s. per bbl; sweet old Flour, 2½s. 6d., and sour 2½s. per bbl. The show of samples at this morning's market was large, and very few buyers in attendance; the consequence was an exceedingly dull market, and a decline on the prices of this day so slight of 1d. to 2½ on Wheat, and ½d. to 1d. on Oats.

SUMMARY.

It is stated that no grand or petit Jurors will be required to attend the United States Circuit or District Courts at the places of adjournment. The Courts will be opened for the purpose of preserving the terms, and be adjourned back to New-York in September, and no business will be transacted other than to receive the returns of process, enter judgments, and hear notices of course.

In announcing some days ago the deaths by Cholera, of some officers attached to the command of Gen. Scott, we spoke of *Lieut. Brown*, who was one of its victims, as a son of the late General Brown. We were in error: it was not Brevet *Lieut. Jacob Brown*, but *Lieut. Gustavus Brown*, of 3d Artillery.

FAST DAY.—We annex the proclamation of the Governor of Massachusetts, ordaining a Fast—we annex it, as a fine composition.

By his Excellency, Levi Lincoln, Governor of the Commonwealth of Massachusetts.

A PROCLAMATION.

The Almighty Creator and Sovereign Ruler of the Universe having permitted a dreadful pestilence to waste the population of other portions of the earth, and in his inscrutable Providence now visited with this fearful judgment parts of our beloved country, bringing sickness and death to the *Habitations*, and apprehension and dismay to the *Hearts* of the People, it becomes the citizens of this Commonwealth, with religious confidence in his unerring Wisdom, and in humble dependence upon his super-tending mercy, to implore his gracious interposition for their deliverance and safety. Acknowledging, in penitence, their sins, and with a contrite sense of that unworthiness by which they have incurred the Divine displeasure, may they prostrate themselves in filial submission before his impending correction, and with pious resignation to his most Holy Will, seek, by Supplication and Repentance, his Forgiveness and Favor.

Under a deep sentiment of obligation to recognize, in all events, the Controlling Agency of the Giver and Preserver of Life, and especially, in periods of great public calamity, to call upon Him, who alone is able to save, I appoint Thursday, the ninth of August next, to be observed as a Day of Fasting, Humiliation and Prayer, throughout the Commonwealth. And I invite the people of every denomination, to assemble on that occasion, in their respective places of Public Worship, and commending themselves to the mercy which they need, fervently pray to God, through faith in his Blessed Son, for His Grace to Pardon, and His Compassion to Spare and Bless them.—That in His Infinite Goodness, He would arrest, every where, the progress of the Destroying Angel, and deliver the places, which are now visited with the mortal disease, from the further scourge of the Pestilence—that He would restore Health to the Sick—give Consolation to the Afflicted—and inspire the minds of all men with a sense of dependence upon the Administrations of His Providence, and of responsibility to His Most Righteous Government and Laws—that their hearts being more deeply touched with a near view, both of His Judgments and His Mercies, they may hereafter serve Him by better purposes, and by purer lives.

And I earnestly recommend to the People of the Commonwealth to abstain from all labor and recreation, on the day of the appointed Fast, which may be inconsistent with the appropriate solemn observance and religious improvement on such an occasion.

Given at the Council Chamber in Boston, this twenty seventh day of July, in the year of our Lord one thousand eight hundred and thirty-two, and the fifty seventh of the Independence of the United States.

LEVI LINCOLN.

The interments in Philadelphia for the week ending on Saturday last were 147, of which 8 from malignant cholera. The interments in this city for the same time were 879, of which 689 from cholera.

It is a fact worthy of notice, that during the past month, the number of deaths by diseases other than the Cholera has been greater than usual. Whole number of deaths during the month, according to reports of interments, 2733: of which by Cholera, 1982. Leaving 751 by other diseases. Whole number of deaths in July 1831, 512. More in July 1832, (exclusive of Cholera cases,) 239. In 1830 the number of deaths during the month of July was 664; or 87 less than during the same month in 1832, (exclusive of Cholera cases,) notwithstanding the diminished number of inhabitants now in the city. During the week ending last Saturday, the number of deaths by diseases other than the Cholera, was 193. During the week ending Saturday 21st ult., 171. During the week ending Saturday 14th ult., 174.—[Jour. of Commerce.]

Tit for Tat.—The citizens of Boston have heretofore been in the habit of buying at market their

green peas and beans in the shell, their turnips with the tops on, &c., just as the inhabitants of other cities do. In New York the pods and tops are thrown into the streets, the common pig-sty of the city; but the Boston folks have a "notion," that it is more genteel to let the hogs be kept by the farmers of Roxbury and Brookline. As the pods and pigs, however, must needs meet somewhere, and the pigs were not permitted to come to the pods, the pods have been carted to the pigs. A few days ago, the inhabitants of Roxbury thinking it possible that the Boston folks, while they emptied the pods of fruit, filled them with Cholera, laid the wagons in which they were "being conveyed," under quarantine, and with a strong Police prohibited their passing the dividing line. Whereupon the Common Council of Boston immediately ordered that all peas and beans, before being brought to market, should be shelled, and all turnips, onions, and the like, should have the tops cut off. So now the contagionists have to shell and clip for 60,000 people, and keep the pods and tops to themselves.—[Journal of Commerce.]

Hon. Lewis Cass, Secretary of War, arrived at Detroit on the 23d of July.

A ship named the *George Washington*, was launched last week at New Bedford, intended for Messrs. Fish, Grinnell & Co.'s line of packets to Liverpool. She is 600 tons burthen, and is to take her station in the line on the 8th October, under command of Captain Henry Holdredge. Her materials are live oak, and she is considered in New Bedford a *chef d'œuvre* in the art of ship building.

Mr. Richard Hatter, a passenger in the brig *Edmond Castle*, arrived here on the 30th July, from London, has brought over with him 2 cows and a calf of the true Durham breed, also 12 sheep of the true English breed.

All persons confined in Bellevue Prison at the suit of the United States, were discharged on Wednesday, on their own recognizances. Carrari still remains in this Prison, as there seems to be some question amongst the authorities, as to whether he is to be considered a prisoner in the charge of the State of New York, or in the charge of the United States.—[Courier.]

The Hatters in Philadelphia have presented to the venerable Carroll a splendid Beaver, as a token of their respect.

Cents made in 1814 are in great demand, and 2, 6, 10, 12, 17, and in some instances, 75 cents have been given for a single one. The Hampshire Gazette says, "The story is, that in 1814 some gold was accidentally mixed with the copper at the U. S. Mint, and that the cents of that year contain gold." We have heard of another, and to us more plausible reason—it is this: In 1814 but few cents were coined at the mint—copper was high and they were used for other purposes than circulation. A bet of \$7000 a side, it is said has been made respecting the cents coined in that year. One party bets that a stated number can, and the other that they cannot be found in the United States—to be decided in a year. Yet the cents of 1814 are far more easily obtained than the cents of 1815, for which we have known \$5 offered.

South American Coast.—We observe in foreign papers received by late arrivals, an announcement that several important Surveys of the Coast of Brazil have been recently completed under the direction of the French Admiralty. They were commenced under the administration of M. de Martignac, by Admiral Roussin, and have been prosecuted by Lieutenant Barel, in the corvette *Emulation*, which has lately returned to Toulon. Among the important fruits of the expedition is a complete Chart of the Rio de la Plata. It is added, that the Coasts of the Rio Grande, and the San Pedro, which have been hitherto unknown to seamen, and supposed to be inaccessible on account of numerous banks of moving sand, were approached within three or four miles, and with the exception of a single bank, surveyed with accuracy. So that this part of South America may be safely visited under the guidance of charts newly executed on the spot.—[Baltimore American.]

On the 12th ult. the brig *Anguoria*, of New York, David Collins, master, from New Orleans for Charleston, put into Key West, in a very leaky state. She had been run ashore while in tow of a steamboat in the Mississippi; and since her departure, has been ashore on the Colorado. The surveyor ordered that she be discharged for further inspection. It is presumed much of her cargo of tobacco, sugar, and provisions, is damaged, as she made alongside of the wharf 1 1/2 feet per hour.

A tiger shark was caught in Charleston harbor on the 23d July, measuring 10 feet 6 inches long, and 32 inches through.

The Miners' Journal has this advertisement: Wanted—a wet nurse to take charge of a basket of children, left at this office a short time since.

Fire at Cincinnati.—On the 23d July, between one and two o'clock, A. M. a fire broke out in the Steam Engine Factory of Mr. Powell, on Front st., near Dear Creek bridge, which, from the hour of the night and the combustible materials of which the building was composed, was not got under until the whole was consumed, and several frame buildings around it. There were several Engines in the factory, nearly finished, which renders the loss of Mr. Powell very severe, having, as we understand, no insurance. It is said to have been the work of an incendiary.

Fire and Loss of Lives.—On Monday night last, the Steamboat *Phœbus* was consumed by fire at the Cincinnati wharf, near where the Portsmouth was consumed two weeks ago. She was owned by the same company, and employed in conveying the mail from Guyadotte to Louisville. A family of four persons, deck passengers, consisting of a man, his wife and child, and a young woman, the wife's sister, perished in the flames. They came on board at Ripley, removing from that vicinity to the neighborhood of Middleton, Butler, Ohio. It was their intention to proceed from Cincinnati by the Canal, and they remained on board of the steamboat to remove their baggage in the morning. Their names are not known. Their remains were recently interred on yesterday.—[Cincinnati Gaz. of Wednesday, 25th.]

Steamboat Disaster.—The Louisiana Advertiser states that the steamboat *Phenix*, which left New Orleans on the 15th ult. with a full cargo, for St. Louis, while under way, about 2 o'clock on the following day, 14 miles above Lafourche, was discovered to be on fire, by the smoke issuing out of the fore hatch. She was immediately run on shore, and every exertion used to save her. By scuttling her and throwing water down both hatchways, the progress of the fire was partially arrested, and little doubt was entertained but the boat would have been saved, when a dreadful explosion took place in the hold, which blew off the deck, together with the boilers, engine, &c. The clerk, in company with the engineer and several others who were on deck at the time the explosion took place, were thrown into the river. The engineer was slightly hurt, one sailor and a deck passenger seriously burnt, and one deck passenger is missing, supposed to have been killed. The clerk states, that he had no apprehension of danger from any thing but fire, as he had not the slightest knowledge of there being any powder on board, which, he says, must have been shipped in cases or boxes. No part of the cargo was saved, as the crew, previous to the explosion, were engaged in endeavoring to save the boat.

MOUNT HOLLY, N. J.—The execution of Eliza Freeman, for the murder of her husband, took place near this town on Friday last. The number of persons assembled on the occasion, is estimated at 7000.

TRENTON, July 27.—Two black boys, supposed to have come from Philadelphia, were driven into Cox's Mill Pond, (Bloomsbury) near this place, by some reckless white boys on horseback, on the 21st instant. The poor blacks, in their fright to escape the threats of their pursuers, plunged into the deep water, and being unable to swim, were both drowned.

We are informed that a colored man, by the name of James Levick, was murdered near Groveville, Burlington county, on the 23d inst. The person suspected of having perpetrated the horrid deed, one William Hadlin, is said to have made his escape.

NEW ORLEANS, July 17.—Fry, the guardman, who shot John Byrnes on the new bayou road, was tried yesterday, in the criminal court, and acquitted. The city guard may now shoot whom they please, with impunity.—[Bee.]

Fire.—We are sorry to learn that an extensive barn, belonging to William N. Sill, of Bethlehem, was struck by lightning and consumed, on Sunday night. The loss is estimated at \$1,500.

HUNTSVILLE, July 14.—On Saturday afternoon last, as Mr. Christian A. Johnson was riding along the road, from Athens, on his way home, in company with two other gentlemen, when about two miles from Burdus's old store, in this county—near which place he lived—he was shot dead by some unknown person, from the woods, receiving two large balls, one through his arm into his body, the other in his shoulder. No person has, as yet, been fixed upon as the perpetrator of this unparalleled murder, we hope, however, he may be discovered, and brought to condign punishment.—[Advocate.]

CAMDEN, (S. C.) JULY 21.—An atrocious murder was committed on Sunday last upon the body of Miss Denton, living about six miles this side of Lancasterville, by a negro man of the neighborhood. Mr. Denton was at church, and the daughter and a young girl were the only persons in the house. The negro entered the piazza where they were sitting, and without any known inducement or provocation, took up a gun loaded with buckshot and discharged the contents into the head of the unfortunate young woman, who survived but a few moments. He fled immediately, and had not been overtaken by his pursuers when we heard last from the scene.

Murder.—On Thursday of last week an Indian by the name of John Steeprock beat his squaw, with his fist, until she died. The outrage was committed near the Tonnewanda Reservation, while they were both drunk. Steeprock was accused by his Squaw with having stolen some pork, upon which he fell to mauling her, and she fell down, and, to use his own emphatic language, when explaining the act afterwards, "stopped breathing."—[Batavia Advocate.]

[From the Boston Centinel of July 28.] **Commonwealth vs. Williams Roby.**—This capital trial, which has been pending in the Supreme Judicial Court for the three last days, was terminated yesterday afternoon by a verdict of GUILTY of the murder of Maria Leonard, a year ago. The prosecution and defence have been conducted with great ability on both sides. Roby is a black man, a mariner, and Maria Leonard was also a colored girl about 14 years old, to whom he was engaged to be married, and at the time of the murder it was supposed the marriage was soon to take place. The testimony at this trial was in the main similar to that given at the former trial, an account of which we published at the time, though some of the facts were fortified at the present trial by some new witnesses. The amount of it was that Roby murdered the girl in the paroxysms of jealousy, in consequence of her supposed attachment to another man. It appeared that he stabbed her in the back of the neck, and then threw her down and stamp upon her with his feet; the instrument used, was a long knife, and such was the force of the blow that the knife was broken against one of the dorsal vertebrae, or a part of the back bone.

The principle point urged in defence, was that the prisoner was insane at the time the deed was alleged to have been committed; it was also urged very forcibly, that, if a homicide had been committed, and the prisoner were guilty at all, it amounted only to Manslaughter. The case was summed up by the Hon. Attorney General, James T. Austin, who commenced his argument at half past four on Thursday, and occupied the profound attention of the Court and Jury for about four hours, urging the points of law and fact with great force and ingenuity against the prisoner.

Owing to the lateness of the hour, the Court adjourned till Friday morning. At the opening of the Court soon after 9 o'clock, His Honor Chief Justice Shaw commenced his charge to the Jury, which occupied two and a half hours. We have never heard of a more luminous exposition of the criminal law relating to the subject in question. The nice distinctions between Murder and Manslaughter were rendered clear to the most common understanding. The Jury retired at 12 o'clock and returned at about 3, with their verdict of Guilty. For the State, the Attorney General, and S. D. Parker, Esq. the District Attorney, and for the prisoner, W. R. P. Washburn and Joseph Willard, Esquires.

HUNTINGDON Co. Pa., July 27.—Capt. Wm. Donnelly, a respectable farmer, living on the line of the canal about a mile from the forge of Messrs. Royer & Schmucker, and about two and a half miles from the borough of Williamsburg, in this county, was shot in his house; on Sunday night last.

We extract from a paper published in Allentown, Penn., the following account of the tragical end of an individual well known in this community:

The Allentown Tragedy.—On Saturday, the 21st inst. Charles Augustus Dale put a period to his existence by firing a pistol ball through his head, in the jail of Lehigh County. Mr. Dale was an Englishman by birth, and resided for some years in the State of New York, and had been married to the widow of Robert Fulton, deceased. After the death of his former wife, we think some time in March last, he married in Philadelphia, Miss Greenleaf, of Allentown, without the assent of her parents. In the early part of last month, a rupture took place between them, in consequence of which his wife refused again to see him; she then resided with her mother in Allentown.

During the last week he again returned to Allentown, and in attempting to obtain an interview with his wife, was charged with a breach of the peace towards her mother. Being arrested and committed to jail for want of bail, he put a period to his existence by shooting himself.

DREADFUL ACCIDENT ON THE QUINCY RAILROAD.—On Friday, we were furnished with the following from Boston, which relates the immediate and untimely death of a very respectable individual of this city, Mr. Backus, and, as we fear, that of Mr. Bend, of the firm of Hoffman, Bend & Co., also of this city. The letter was written before any particulars of the accident were ascertained at Boston:—

Extract of a letter from Boston, 25th July.

"I send you an account of one of the most melancholy accidents that has occurred for many years. Mr. Backus, Mr. Belknap, Mr. Gibson, and Mr. Bend, rode out on the Quincy Railway, and by some accident to the machinery, were thrown from the car. Mr. Backus was killed, and Messrs. Bend and Gibson were materially injured. Mr. Belknap's legs are broken.

The Boston papers, in noticing the accident above referred to, say that Mr. Bend and not Mr. Belknap had his leg broken, and was otherwise severely injured. Mr. Belknap was much bruised, but not dangerously hurt. Mr. Backus was killed instantly and Mr. Gibson dangerously wounded. The car, it seems, in which they were, broke loose, near the summit of an inclined plane, which it descended with indescribable rapidity, and fell into an abyss some twenty feet.

Arrival of the Italian Singers.—The Italian Opera corps, under the direction of Mr. Montessor, well known in Italy as the leading manager of one of the first theatres in that country, has finally reached our shores. The troupe consists of forty-two members, including two Obvies (an instrument hitherto unknown in our orchestra) two first rate violins, a violoncello, also of the first talent, and a "maestro combalo," or leader of the orchestra on the piano. [American Advocate.]

Accidents.—A painter who was engaged in painting the windows of the building adjoining Tammany Hall, fell on Saturday last from a height of about 30 feet. In falling, his body came in contact with a balcony, and was most dreadfully bruised. He was immediately carried to the Broadway Hospital, and although not dead last evening, he was not expected to recover.

A young man named William Brant, who was engaged in steering a small boat in the East River, on Saturday, nearly opposite Fulton Market, was upset by running the boat foul of a lighter. The persons in the lighter and the others in the boat endeavored to save him, but without effect.

Painful Occurrence.—On Sunday afternoon during the squall, a small boat was upset in the East River, and two boys were drowned. The party consisted of Matthew Ferguson, Bridget Duvanny, his sister-in-law, who had in her arms Ferguson's child, two years old; a boy named Harrison, who lived in Cross-street, and a boy whose name we could not learn. [Gazette.]

Trifle not with disease and death.—A gentleman who resides in the upper part of the city states, that a man who was employed in making arrangements for the reception of patients in one of the cholera hospitals, sportively stretched himself out on one of the cots and exclaimed, "Here is the first case of cholera." The man some hours after was

taken down with the disease, and the next day was a corpse. [Gaz.]

Burglary.—The store of Messrs. Keeler & Talbot, 212 Pearl st. was forcibly entered on Friday morning about 2 o'clock. It appears that the villain passed into the yard in rear of the store, from Fletcher st. by means of a new ladder which he carried with him, and contrived to wrench the door from its hinges by means of an iron bar. He was discovered by the private watchman, who called other watchmen to his aid, when they succeeded in arresting a stout fellow, well qualified for a long apprenticeship at stone-cutting in the State Quarry at Sing Sing.

The door, instead of being forced inward, as is usually the case, appears to have been powerfully forced to one side and dragged outward, the rabbit being small; and the fastenings on the inside not disturbed. [Jour. Com.]

The steamboat Hercules, which left here on Monday evening, when ten miles east of Crane Neck, broke her harbor water-wheel shaft, and put into New-Haven to repair. The Hercules returned yesterday afternoon.

The Thunder Storm which visited New York on Wednesday morning, July 25th, passed over Albany about 11 o'clock A. M. of the same day.

The French frigate La Flore, Capt. Le Blanc, bound to Brest, sailed from Hampton Roads on Wednesday morning, 25th July.

Mutiny.—A few days since, from various circumstances, the officers of the Maine State Prison were led to suspect that some mutinous scheme was maturing among the prisoners, and were shortly after confirmed in their suspicions by information received from one of the convicts, who was made a confidant of the plan, but who, finding he could not dissuade them from a determination, it seems they had formed, to murder one of the Guard, (the son of the Warden,) he resolved to inform against them. About twenty had combined, and they were headed by two desperate fellows, one of whom was arrested some time since at Bangor, and the other, whose name is Jones, and who received his sentence at the last term of the Supreme Court in this county, for store-breaking in this town. They were at work hammering stone in the shed built for that purpose in the lower yard; and their plan was, when they had done work for the day to rush out, armed with their sledges and hammers, and while some were making a way through the yard fence, which is composed of plank not more than 2 1/2 inches thick, the others were to gain the walk on the other side of the fence, which might be done from the top of the shed, attack the Guard House in that quarter, which contained arms, murder the Guard, and defend themselves until they could escape. On the evening when it was understood the plan was to be put into execution, J. Miller, Esq., the Warden, with a number of others with muskets and rifles, prepared for the occasion, concealed themselves in the Guard-house and awaited the attack. When the Prison Horn sounded, instead of dropping their hammers as usual and as they were commanded to do by one of the officers who had the hardihood to go amongst them as usual, they formed themselves into a band and rushed toward the barrier with the utmost fury, brandishing their sledges, apparently resolved to execute their purpose at any risk. At this crisis the Warden and his party discovered themselves, presented their arms and ordered them to stop. They were so completely surprised that they obeyed instantly, and ranged themselves upon the steps that lead to the prison, as directed, with the exception of Jones before mentioned. He not only refused obedience, but openly defied the Warden and dared him to fire. Mr. Miller gave him time for reflection, and assured him he would shoot him if he did not comply, and accordingly discharged his piece at him loaded with two balls, both of which took effect, one passing through each leg, below the knee, without breaking the bone. The desperate villain sustained himself a few moments and then fell. His associates, alarmed at the fate of their leader, now sued for mercy, and were marched to the Prison, and locked in their cells. Jones' spirit was still unconquered, and it was not till the Surgeon, Dr. Ludwig, remarked for the purpose of seeing the effect that he would be obliged to have both legs amputated; that his stern spirit yielded and he burst into tears. His wounds were dressed and he is doing well.

The Warden is entitled to much commendation for the firmness and decision with which he acted, as without it there must have been bloody work.

His well timed severity will effectually check the dangerous spirit that had been working among the convicts, by showing them that their schemes cannot elude the vigilance of the officers of the Prison, and that when detected they will not escape punishment. [Ind. Journal.]

A company of artillery from Point Comfort, belonging to the 1st regiment, when leaving New York, voluntarily pledged themselves to each other, to drink no ardent spirits during the campaign. They passed through the fire unscathed, except the loss of one man, and went on last Tuesday, (the 10th,) under the command of Lt. E. Sprunt Sibley, in the steamboat William Penn. [Washington Globe.]

Singular Suicide.—We learn that Mr. Alanson Pease, of Suffield, committed suicide on the morning of the 6th inst. by throwing himself from the top of a tree, 40 feet high. Mr. P. had been a very intemperate man, and for some weeks previous to his death, had exhibited repeated evidences of a derangement of mind consequent upon his dissipated habits. On the morning of the 4th, he informed his friends that he was going in swimming; and immediately proceeded to a large tree near his residence, divested himself of all his clothing, and commenced climbing the tree. After reaching the top he again informed some passers by that he was going in swimming, and soon after threw himself head foremost to the ground, apparently supposing that he was diving into water. He struck upon the ground with his head, and expired in about an hour. [Springfield Whig, Mass.]

Hail Storm.—On Monday evening, the 16th inst. one of the most fatal hail-storms occurred in the neighborhood of Lloyds, in Essex county, that we recollect ever to have heard of. Our informant states, that the hail, some of which were as large as goose eggs, commenced falling at about half past 7 o'clock, P. M. and continued about half an hour, when it covered the ground to the depth of six inches. On the day after, one hail stone was picked up out of a ditch of water, which measured six inches in circumference. The hail fell over a district of country about two miles wide and ten in length. Within its range the trees were entirely stripped of their leaves, and the crops of corn and garden productions totally destroyed. One gentleman had six or eight hogs killed. [Fredericksburgh Herald, Vir.]

Murderer arrested.—We learn from a friend in Morganton, Burke Co., that Tisdale Spencer, who stands charged with the murder of James Murphrey, Esq., in November last, has been apprehended. Immediately after the perpetration of the crime, he fled, and as was supposed, made his escape. Through the indefatigable exertions however, of Sheriff Butler, Capt. James McDowell and Col. James Erwin, he was traced to Gasconade Co., Missouri, and has been brought all the way from thence, a distance of more than 1000 miles. He is now in Burke jail, and will probably be tried at the ensuing term of the Superior Court. [Raleigh Register.]

Unpleasant Occurrence.—It becomes our duty to notice some transactions that took place, at the new Theatre in this city, on Friday evening, 19th inst. of a very unpleasant character. The manager announced in the papers and bills, that Gen. Houston had been invited to attend the Theatre that evening, and had accepted the invitation. Offence was taken at this announcement, and, by concert or accident, some very riotous proceedings took place, which broke up the performances of the evening before they were half through. No injury was done to the Theatre, or personal violence perpetrated. While we admit that it was imprudent to make a commendatory pageant of Gen. Houston, we cannot but regret that it was not resented in a less objectionable manner. All proceedings of the character of a mob are reprehensible, and we are grieved to witness an instance of them in our city. [Cincinnati Gazette.]

The Auburn Republican says, a stranger is supposed to have been murdered last week in the town of Aurelius, in this county, between this and where the free bridge crosses the Cayuga outlet. Several individuals are in custody, and under examination.

On Thursday, 26th July, during a heavy shower, Capt. J. Cloutman's Manufactory of Pyroligneous Acid, on White's wharf, at Salem, was struck by lightning, which struck one of the wings of the windmill, shattering it into splinters, and followed an iron pump rod connected with it to the ground.

William Bracken, an Irishman, aged 25, was killed at Ballston Spa, on Monday, July 23d, by the falling of a bank of earth.

BANK NOTE TABLE.

U. S. Branch. para } Cumberland... } a } Augusta..... } a }

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| ASHES— Pot, first sort.....100 lbs 4 40 a 4 45 Pearl.....do 4 80 a BKSWAX— White.....lb 44 a 45 Yellow.....do 19 a 20 BOTTLES— Bristol, Porter.....gross 8 00 a 9 00 Wine.....do 6 50 a 8 50 BRAD— Berk.....lb 3 1/2 a 3 1/2 Pilot.....do 4 1/2 a 4 1/2 Crackers.....do 6 1/2 a 6 BRISTLES— Russia, first sort.....lb 60 a 70 Do, common.....do 20 a 40 American.....do 15 a 50 CANDLES— Mould, tallow.....lb 12 1/2 a 13 Dipped.....do 11 1/2 a 12 Sperm.....do 30 a 32 COAL— Liverpool.....chaldron 10 00 a Scotch.....do 7 00 a 9 00 Sidney & Bridgeport.....do — a 8 50 Albion.....do 8 00 a Virginia.....do 8 00 a 9 00 Anthracite.....ton 7 50 a 9 00 COCOA— Caracas.....lb 12 a 14 Trinidad.....do 5 a 0 St. Domingo.....do 4 a — Para.....do 5 a — COFFEE— Cuba.....lb 11 a 13 1/2 Brazil.....do 12 a 13 Porto Rico.....do 12 1/2 a 14 Laguaira.....do 12 a 13 St. Domingo.....do 12 a 13 Java.....do 12 a 13 Jamaica.....do 12 a 13 COPPER— Sheathing.....lb 22 a 23 Fig.....do 16 1/2 a 17 Old.....do 16 a 17 Bolt.....do 24 a — CORDAGE— Foreign.....lb 10 a 11 American.....cwt 11 a — CORKS— Velvet.....gross 40 a 50 Common.....do 20 a 30 Phial.....do 5 a 10 COTTON— New Orleans.....lb 10 1/2 a 12 1/2 Upland.....do 8 1/2 a 11 1/2 Alabama.....do 9 a 11 1/2 Tennessee.....do — a — COTTON BAGGING— Hemp.....yd 13 a 21 Flax.....do 12 a 26 Do, American.....do 19 a 21 DIAPERS— Russia, broad.....piece 2 21 a — DUCK— Russia, U. X.....bolt 13 50 a — Do, Brulegins.....do 17 50 a — Do, Zotos & Kenopff.....do 15 50 a — Do, 3d quality.....do 15 50 a 16 00 Do, inferior.....do 15 50 a 15 00 German, Half.....do 16 00 a 11 00 Holland, A. A.....do 24 00 a 25 00 Ravens.....do 8 75 a 11 00 Amer. Joy's, all fax.....do 15 50 a 12 00 No. 1 & 3.....do 15 50 a 10 00 Do, Phenix Mills, Paterson, fax, No. 1 & 3.....do 16 00 a 10 00 Do, cotton, Paterson.....do — a 39 No. 1 & 10.....yd 26 a 39 DYE WOODS— Brazilletto.....ton 30 00 a — Camwood.....do 75 00 a — Fustic, Cuba.....do 22 00 a 23 00 Do, Mexico.....do 21 00 a 21 50 Do, Tain.....do 15 00 a 17 00 Logwood, Camph'ry, do.....do 27 00 a 23 50 Do, St. Dom.....do 22 — a — Do, Jamaica.....do — a — Nicaragua, Bonaire, do.....do 60 00 a — Do, Coro.....do 65 00 a — Do, Hache.....do 67 50 a 70 00 FEATHERS— Live, Foreign.....lb 14 a 20 Do, American.....do 35 a 40 FISH— Dry Cod.....cwt 2 87 1/2 a 3 00 Scale.....do 2 a 2 00 Pickled Cod.....lb 3 50 a 3 75 Do, Salmon.....do 12 00 a 13 00 Smoked, No. 1.....lb 12 1/2 a 15 Mackerel, No. 1.....lb 6 00 a 6 1/2 Do, No. 2.....do 3 25 a 3 50 Do, No. 3.....do 2 87 1/2 a — Shad, Conn. Mess.....do 8 50 a 9 50 Do, Bucksport, do.....do 6 00 a — Herrings.....do 2 00 a 2 25 Do, Smoked.....box 50 a 1 00 FLAX— Russia.....lb — a — American.....do 9 a 11 FLOUR AND MEAL— New York supreme.....bbl — a — Troy.....do 6 a — Western Canal.....do 6 12 1/2 a 6 37 1/2 Philadelphia.....do — a — Baltimore Howard st.....do 6 50 a 6 75 Richmond City Mills.....do — a — Do, Country.....do 6 12 1/2 a 6 25 Alexandria & George.....town.....do 8 25 a 6 75 Fredericksburg.....do — a — Petersburg.....do — a 6 12 1/2 Scratched and fine.....do 6 75 a — Fine middlings.....do 6 25 a 6 50 | RYE FLOUR— Rye Flour.....bbl — a 4 50 Indian Meal.....do 3 37 1/2 a 15 00 Do.....do — a 15 00 FRUIT— Raisins, Malaga.....cask 7 00 a 8 00 Do, blood.....box 2 25 a 2 50 Do, muscatel.....do 2 75 a 3 00 Do, bunch.....do 3 00 a 3 12 1/2 Do, Smyrna.....lb 7 1/2 a 7 1/2 Currants, Zante.....do 7 1/2 a 7 1/2 Almonds, soft shelled.....do 11 a 13 Do, shelled.....do 13 a 16 Figs, Smyrna.....do 10 a 12 Fibberta.....do 4 a 6 1/2 Prunes, Bonicux.....do 14 a 18 Tamarinds.....do 3 1/2 a 5 GRAIN— Wheat, North riv.....bshl — a — Do, Genesee.....do — a 1 25 Do, Virginia.....do 1 12 1/2 a — Do, N. Carolina.....do 1 20 a 1 25 Rye, Northern.....do 50 a 83 Corn, Yellow, North do.....do 70 a 72 Do, White, L. & N. J.....do 70 a 73 Do, Southern.....do 62 a 66 Barley, North river.....do — a — Oats, South & North.....do 46 a 56 Peas, white dry.....Tbshls 6 00 a 7 00 Do, black eyed.....do — a 75 Beans.....do 7 50 a 10 00 HEMP— Russia.....ton 190 00 a 210 00 Manilla.....do 215 00 a — Sisal.....do — a — American dew-rot.....do 130 00 a 150 00 Yarns, Kentucky.....lb 9 a — HIDES— La Plata & R. Grande.....lb 14 a 15 Brazil.....do 11 a 12 1/2 Do, wet salted.....do 6 1/2 a 6 1/2 Oronoco.....do — a 13 W. India & Southern.....do 10 1/2 a 12 S. A. Horse.....piece 1 35 a 1 45 HORNS— Ox.....100 5 00 a 20 00 INDIGO— Bengal.....lb 1 00 a 1 60 Manilla.....do 75 a 1 12 1/2 Caracas.....do 1 12 1/2 a 1 25 Guatemala.....do 75 a 1 35 IRON— Pig, Engl. & Scotch.....ton 40 00 a 45 00 Do, American.....do 30 00 a 40 00 Bar, do.....do 80 00 a 85 00 Do, Russia, F. S. I.....do 100 00 a 102 50 Do, new Sable.....do 96 00 a 87 50 Do, Swedes.....do 85 00 a 87 50 Do, English ass'td.....do 72 00 a 73 00 Sheet, English.....cwt 6 75 a 8 00 Peru I. Co. flat & sq.....ton 110 00 a — Do, round.....do 120 00 a 130 00 Hoop, American.....cwt 5 50 a 7 00 Do, English.....do 6 62 1/2 a 6 75 LEAD— Pig.....lb 5 1/2 a 6 Bar.....do 6 a — Sheet.....do 6 1/2 a 7 Old.....do 4 1/2 a 4 1/2 LEATHER— Sole, Oak tanned.....lb 20 a 27 Do, Hemlock.....do 17 a 20 Do, damaged.....lb 14 a 16 Upper, dressed.....side 75 a 2 75 Do, undressed.....do 1 00 a 2 50 LUMBER— Boards, N. R.....M ft — a 15 00 Do, East'n Pine.....do 16 00 a 17 00 Do, Albany do pce.....do 16 a 17 Plank, Georgia do M ft.....do 25 00 a 35 00 Staves, W. O. pipe.....do — a 52 00 Do, do hhd.....do 35 00 a 37 00 Do, do brl.....do 27 00 a 29 00 Do, R. O. hhd.....do 25 00 a — Hauling W. O.....do 44 00 a 45 00 Hoops.....do 13 00 a 25 00 Scantling, Pine.....do 15 00 a 16 00 Do, Oak.....do 20 00 a 25 00 Timber, Oak.....sq. ft 20 a 25 Do, Geo. Yell. Pine.....do 25 a 30 Shingles, Cypress M ft.....do 3 75 a 4 00 Do, Pine.....bundle 2 50 a 3 00 MAHOAGANY— St. Domingo.....foot 6 a 40 Honduras.....do 6 a 15 MOLASSES— Martinique & Guad. gall.....do 25 a 28 English Islands.....do 26 a 31 Havana & Matanzas.....do 25 a 26 Trinidad de Cuba.....do 27 a 28 New Orleans.....do 30 a 32 RAILS— Cut, 4d to 10d.....lb — a 6 Cut, 2d.....do 7 a 8 Cut, 3d.....do 8 a 9 Wrought.....do 10 a 16 1/2 NAVAL STORES— Turp.....bbl 1 57 1/2 a 2 00 Pitch.....do — a 1 62 1/2 Rosin.....do 1 12 1/2 a 1 62 1/2 Turpentine Wilm. soft.....do 2 50 a — Do, North Ca. do.....do 2 |
|---|--|

POETRY.

[For the New-York American.]

ON THE DEATH OF COM. GEORGE W. RODGERS.

Where is the warrior's grave?
Shall we seek it by yonder willow?
Alas! he sleeps with the brave
On the banks of La Plata's billow.

Rich in his ripening fame,
The son of the son went forth
To add to the hero's name
A gem of lovelier worth.

He bore at his country's command
Her thunders to hurl on her foes;
But the olive waived fair in his hand
And the incense of peace straight arose.

Who the warrior's dirge shall chaunt
In the groves of a foreign land?
What maidens the spring flower plant
As the requiem to heaven they send

For the brave cut off in his prime;
For the valiant in battle and storm;
For the hero from the northern clime,
Noble of heart and godlike of form?

Oh! weep by the tomb of the brave
Fair maid of the southern sky,
And zephyrs shall bear o'er the wave
Hallowed tears from a northern eye:

And heroes shall point to the tomb
Where their chieftain in honor sleeps;
Where the maid of Brazil the rose has strown
As her holy virgils she keeps. EBORACENSIS.

THE PLAGUE.

As dying, and behold we live!

Disease is but a messenger
To warn the unwary traveller,
To bid the weary hasten on
To rest, and joys, on earth unknown.

Disease is not a prophet neer,
To unfold a judgment-seat as near,
To antedate sin's punishment,
But merely says repent! repent!

Disease is sent by Heaven's decree
To sinners such as you and me,
To loose the soul from sinful strife
And woo it back to love of life.

Disease may be employed by death
To waste the form and stop the breath,
But death, nor Sin, nor Hell may crave
The soul Jehovah deigns to save

| DAYS. | Highest. | Lowest. | Highest. | Lowest. | WINDS. | WEATHER. |
|-------|----------|---------|----------|---------|---------|-------------------------------------|
| 17 | 78 | 65 | 30.12 | 30.10 | W. S.E. | Cloudy. |
| 18 | 78 | 67 | 30.16 | 30.08 | W. S.W. | Variable. |
| 19 | 81 | 67 | 30.16 | 30.08 | W. S.W. | Cloudy morning—heavy showers after. |
| 20 | 84 | 67 | 30.16 | 30.08 | W. S.W. | Fair. |
| 21 | 84 | 67 | 30.16 | 30.08 | W. S.W. | Fair. |
| 22 | 84 | 67 | 30.16 | 30.08 | W. S.W. | Fair. |
| 23 | 84 | 67 | 30.16 | 30.08 | W. S.W. | Fair. |
| 24 | 84 | 67 | 30.16 | 30.08 | W. S.W. | Fair. |
| 25 | 84 | 67 | 30.16 | 30.08 | W. S.W. | Fair. |
| 26 | 84 | 67 | 30.16 | 30.08 | W. S.W. | Fair. |
| 27 | 84 | 67 | 30.16 | 30.08 | W. S.W. | Fair. |
| 28 | 84 | 67 | 30.16 | 30.08 | W. S.W. | Fair. |
| 29 | 84 | 67 | 30.16 | 30.08 | W. S.W. | Fair. |
| 30 | 84 | 67 | 30.16 | 30.08 | W. S.W. | Fair. |
| 31 | 84 | 67 | 30.16 | 30.08 | W. S.W. | Fair. |

METEOROLOGICAL RECORD—JULY, 1882.

[Communicated for the New-York American.]

PASSENGERS:

In the ship Birmingham, for Liverpool.—Messrs. Luke Flaherty, James Flaherty, of England; John Arrowsmith, of New-Orleans; Lieut. E. B. Stewart and lady, Mr. John Bryant, Jr. of Boston; Mr. Oldridge, Mrs. Parker, Mr. John Anderson, of Vera Cruz.

In the ship President, from London.—Rev. Wm. Biddle, lady and seven children, Mrs. S. Edwards, Mrs. C. J. Bryner, of London; Captain John Ewing, of the 24th Regiment, British Army; Mr. John Howard Payne, of New-York; Mr. John P. Wilcox, of Virginia; Messrs. John Craiken, Wm. Shuttleworth, James Woodhouse, Robert Robertson, James S. Lawson, Thomas S. Spilky, George Wilson, and Master Edward Keyser, of London; and 137 in the steerage.

In the brig Charlotte Maria, from Bremen.—A Wehrade, and fifty-nine in the steerage.

In the schooner Consort, from Matanzas.—Jonathan Norcross.

In the ship Glasgow, from Liverpool.—Mr. Sm. S. Northeuse, lady and son, Messrs. W. P. Benson, Thomas Frichard, James Marshall, Richard Chaffey, and 160 in the steerage.

In the Edmund Castle, from London.—Capt. Sturgeon, R. Slater, J. Stone, and 86 in the steerage.

In the Agenor, from Savannah.—J. Haggerty and M. O'Brien.

In the brig Dapper, from Hull.—Eliza, Mary and Jane Cooper,

Elizabeth and Charlotte Ritchings, Jane Ross, and seventy-four in the steerage.

In the brig Emily Davis, from St Domingo.—Messrs. A. Stow, C. B. Bagley, Abner Burham, Alex. Feraud.

In the brig Reigerdaal, from Smyrna.—Mr. S. Bingham.

In the schooner Thomas, from Santa Martha.—Mr. W. Grut

MARRIAGES.

MARRIED.—At Norwalk, Ct., on Thursday July 26, by the Rev. Mr. Hall, Mr. John F. Mackie, of the firm of Mackie & Murdock, to Miss Juliet Wool, all of this city.

At Norwalk, Conn., on Wednesday morning, 25th July, by the Rev. Dr. Kemper, Francis Skiddy, of New-Orleans, to Sarah Louisa, daughter of Wm. St. John, of the former place.

At Glens Falls, on Thursday, 23th July, by the Rev. Mr. Roosevelt, Mr. John J. Barry, of Warren, Pennsylvania, to Miss Harriet K. Goodrich, grand daughter of John Folsom, Esq. of the former place.

DEATHS.

DIED.—On Thursday 26th July, of the prevailing epidemic, Mr. Edward A. Ball, aged 30 years.

This morning, in the 44th year of his age, Mr. David Har denbrook.

On Saturday morning, July 28, after a long illness, Phila Delaplaine, widow of the late Samuel Delaplaine, in the 51st year of her age.

On Wednesday, July 25, after a short illness, Edward Arrowsmith, sailmaker.

Friday evening, 27th July, of the prevailing epidemic, Jeremiah Madison Fisher, son of the late Dr. Jeremiah Fisher, in 21th year of his age.

Wednesday, 25th July, of the prevailing epidemic, Mr. Wm. Marshall, a native of Scotland, in the 71st year of his age, an old resident of this city.

On Saturday, 24th July, of cholera, Robert Bruce, aged 23, son of William Bruce.

Monday morning, 30th July, after a short and painful illness, Andrew R. Maverick, in the 23d year of his age.

Friday morning, 27th July, Mrs. Alice Babcock, aged 44 years, formerly of Boston.

On Saturday, 28th July, of the prevailing epidemic, Mrs. Elizabeth Ann Lovejoy, wife of Alexander L. Lovejoy, in the 19th year of her age.

On Sunday, 29th July, of the prevailing epidemic, Thomas Fairchild, in the 46th year of his age.

On Sunday last, July 29th, of the prevailing epidemic, Hester G. wife of Charles F. Bunker.

On Monday evening last, July 30th, deeply regretted by all who knew her, Mrs. Eliza Woodward, wife of Benjamin Woodward, Esq. late of Orange County, in this State.

On Sunday morning, 30th July, Gilbert H. Clement, in the 19th year of his age, formerly of Newburgh, Orange County.

On Tuesday morning, 31st July, after a lingering illness, in the 45th year of his age, Wm. Burtell, Esq. formerly Assistant Alderman of the 5th Ward, and for many years connected with the Custom-house of this city.

Last evening, Aug. 1, Mrs. Bristed, daughter of John Jacob Astor, Esq.

This morning, Aug. 2, of an affection of the brain, James Klam, Custom House Broker, eldest son of the late John B. Klam, in the 47th year of his age.

Wednesday morning, last instant, after a lingering illness, Mr. Wm. S. Ogden, from Charleston, S. C., aged 30 years.

Of the prevailing epidemic, on Monday evening, 30th July, after a painful illness of 6 hours, Miss Sarah Simpson, Milliner, late of Honesdale, England, in the 30th year of her age.

Monday morning, 30th July, Mrs. Mary Brown, wife of Mr. Thos. Brown.

On the 29th of July, of a lingering illness, which he bore with Christian fortitude, at Greenwich, at the residence of his Grandfather, the Rev. Peter Stryker, Peter L. Ricord, in his 21st year, Medical Student of Geneva, State of New York.

On Sunday morning, July 29, at the house of his father, Henry Waring, Esq., at Brooklyn Heights, of the prevailing epidemic, Mr. William F. Waring, merchant, of the firm of Johnson, Waring & Co., aged 21 years.

Monday evening, at Jamaica, L. I., Charles, son of Daniel S. Miller, of this city, aged 16 months.

Monday morning, 30th July, at 7 o'clock, at his residence in New-Brunswick, the Right Rev. JOHN GROES, D. D., Bishop of the Protestant Episcopal Church in the State of New-Jersey, in the 70th year of his age.

At Greenvsburg, 24th July, of the prevailing epidemic, Mr. Jonathan Archer, in the 60th year of his age.

In Albany, of bilious fever, Henry, third son of Nathan Sanford, aged 16 years 5 months and 15 days.

In Geneva, New York, on the 19th July, Marian Foot, aged two years and five months, daughter of Prof. Webster.

At Detroit, on 9th July, of the cholera, Maj. Gen. OLIVER STRONG, of Rochester. The Rochester Daily Advertiser says—"It is seldom that the death of any individual occurs under more melancholy circumstances, or is more deeply felt than that of the late General Strong."

"He was a passenger in the Henry Clay—arrived at Detroit, and was taken sick on Friday, and expired on Monday following."

On the 11th inst. In New Orleans, Lieutenant N. N. Clark, of the 4th regiment Infantry U. S. Army, aged 24 years, universally and deeply regretted.

At Cincinnati, Ohio, on the 19th July, of apoplexy, in the 66th year of his age, Mr. Samuel Burr, formerly of Long Island, N. Y.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 879 persons during the week ending on Saturday last, 28th instant, viz:—318 men, 293 women, 132 boys, and 106 girls—Of whom 69 were of the age of 1 year and under; 34 between 1 and 2, 72 between 2 and 5, 32 between 5 and 10, 50 between 10 and 20, 165 between 20 and 30, 184 between 30 and 40, 121 between 40 and 50, 83 between 50 and 60, 51 between 60 and 70, 23 between 70 and 80, and 5 between 80 and 90.—Diseases: Apoplexy 3, asphyxia 1, casualty 2, cholera morbus 10, cholera malignant 689, consumption 35, convulsions 13, cramp in the stomach 1, diarrhoea 3, dropsy 1, dropsy in the head 9, drowned 3, dysentery 4, fever 4, fever, bilious 1, fever, bilious remittent 1, fever scarlet 2, fever typhus 3, flux intestinal 18, hæmorrhage 1, hives or croup 1, inflammation of the bowels 4, inflammation of the brain 6, inflammation of the chest 1, inflammation of the liver 1, inflammation of the stomach 2, interperance 5, locked jaw 1, marasmus 4, measles 7, old age 5, palsy 2, peripneumony 2, scirrhus of the liver 1, stillborn 3, teething 4, unknown 13, whooping cough 4, worms 6.

ABRAHAM D. STEPHENS, City Inspector.

[Of the interments, 434 were in Potter's Field, and 138 in St. Patrick's Cathedral.]

Cholera Statement since the 4th of July.

| DAYS. | CASES. | | | | | DEATHS. | | | | |
|------------|------------|------------|-----------|---------------------|--------|------------|------------|-----------|---------------------|--------|
| | Dwellings. | Hospitals. | Bellevue. | Yorkville & Harlem. | Total. | Dwellings. | Hospitals. | Bellevue. | Yorkville & Harlem. | Total. |
| July 4.... | 71 | | | | 71 | 19 | 4 | | | 23 |
| " 5.... | 15 | 3 | | | 18 | 10 | 2 | | | 12 |
| " 6.... | 11 | 3 | | | 14 | 24 | 8 | 7 | | 39 |
| " 7.... | 42 | 13 | 30* | | 85 | 6 | 6 | 13* | | 25 |
| " 8.... | 29 | 13 | | | 42 | 10 | 11 | | | 21 |
| " 9.... | 18 | 30 | 57† | | 105 | 4 | 10 | 14† | | 28 |
| " 10.... | 44 | 22 | 43 | | 109 | 6 | 13 | 25 | | 44 |
| " 11.... | 45 | 31 | 53 | | 129 | 10 | 15 | 25 | | 50 |
| " 12.... | 32 | 39 | 49 | | 119 | 10 | 16 | 25 | | 51 |
| " 13.... | 27 | 39 | 35 | | 101 | 10 | 22 | 17 | | 49 |
| " 14.... | 43 | 43 | 29 | | 115 | 15 | 29 | 22 | | 66 |
| " 15.... | 60 | 53 | 20 | | 133 | 28 | 31 | 15 | | 74 |
| " 16.... | 52 | 50 | 21 | | 123 | 45 | 32 | 17 | | 94 |
| " 17.... | 60 | 63 | 23 | | 146 | 19 | 24 | 12 | | 60 |
| " 18.... | 55 | 69 | 14 | | 138 | 22 | 36 | 14 | | 72 |
| " 19.... | 114 | 77 | 11 | | 202 | 42 | 25 | 12 | | 82 |
| " 20.... | 132 | 66 | 28 | | 226 | 48 | 42 | 10 | | 100 |
| " 21.... | 191 | 100 | 20 | | 311 | 61 | 33 | 10 | | 104 |
| " 22.... | 154 | 76 | 9 | | 239 | 50 | 35 | 6 | 1 | 91 |
| " 23.... | 163 | 42 | 26 | | 231 | 46 | 17 | 2 | | 65 |
| " 24.... | 188 | 51 | 22 | 35‡ | 296 | 57 | 21 | 7 | 10‡ | 96 |
| " 25.... | 99 | 45 | 10 | 31 | 175 | 21 | 32 | 6 | 31 | 61 |
| " 26.... | 75 | 48 | 14 | 4 | 141 | 23 | 21 | 7 | 4 | 55 |
| " 27.... | 73 | 46 | 3 | | 122 | 23 | 18 | 5 | | 46 |
| " 28.... | 93 | 49 | 1 | 2 | 145 | 37 | 21 | 4 | 1 | 68 |
| " 29.... | 61 | 58 | 1 | 2 | 122 | 19 | 15 | 3 | 3 | 39 |
| " 30.... | 62 | 35 | 3 | 3 | 103 | 14 | 19 | 3 | 3 | 39 |
| " 31.... | 59 | 52 | 1 | 9 | 121 | 23 | 20 | 3 | 3 | 48 |
| | 2034 | 605 | 521 | 60 | 3352 | 671 | 587 | 293 | 27 | 1577 |
| Aug. 1.... | 47 | 39 | 4 | 2 | 92 | 13 | 24 | 3 | 1 | 41 |

* These include all in Bellevue Hospital from the 27th of June to the 7th of July.

† These include all in Bellevue on the 8th and 9th.

‡ Harlem not heard from.

including two days.

Not heard from.

REPORTS OF INTERMENTS.

| | Burials. | Cholera malignant. |
|------------------------------------|----------|--------------------|
| Week ending July 7..... | 191 | 56 |
| Do. July 14..... | 510 | 326 |
| Do. July 21..... | 837 | 716 |
| Do. July 28..... | 879 | 686 |
| Day ending 9 o'clock, July 29..... | 107 | 85 |
| Do. do. July 30..... | 81 | 47 |
| Do. do. July 31..... | 78 | 53 |
| Do. do. Aug. 1..... | 78 | 52 |
| Do. do. Aug. 2..... | 81 | 56 |
| TOTAL..... | 2852 | 2090 |

RAILROAD IRON.

The Subscribers having executed large orders for iron for the Canal Commissioners of Pennsylvania, as well as for several incorporated companies, have made such arrangements in England, where one of them will shortly be, as will enable them to import it on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Pins and Wedges in use, both in this country and Great Britain, will be exhibited. Apply to A. & G. RALSTON, J23rd.

Philadelphia, May 26, 1882.

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Ropes, the public are referred to J. B. Jervis, Eng. M. & H. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County, Pennsylvania.

Palmira, Wayne County, New-York,

1st mo. 23d, 1832.

J39 1f

A RAILROAD IN PRACTICAL OPERATION,

within ten miles of the City of New-York.
THE PATERSON AND HUDSON RIVER RAILROAD is formed from the town of Paterson to the village of Acquackanonk, a distance of 45 miles, and is now in actual and successful operation between those places.—The Company have placed upon the road three splendid and commodious Cars, each of which will accommodate thirty Passengers, and have supplied themselves with fleet and gentle horses, and careful drivers.

With a view to suit the convenience of those persons who may wish to avail themselves of this rapid and delightful mode of traveling, the following hours have been fixed for leaving those places.

| PATERSON. | AQUACKANONK. |
|------------------------------|-------------------------------|
| At half past 7 o'clock, A.M. | At half past 10 o'clock, A.M. |
| 10 do do | 1 do before 1 do P.M. |
| 3 do P.M. | half past 3 do do |
| 4 do do | 5 do do |
| half past 4 do do | half past 6 do do |

ON SUNDAYS.

| PATERSON. | AQUACKANONK. |
|----------------------|---------------------|
| At 6 o'clock, A.M. | At 7 o'clock, A.M. |
| half past 7 do do | half past 8 do do |
| 9 do do | half past 9 do do |
| half past 12 do P.M. | half past 1 do P.M. |
| 5 do do | 6 do do |
| half past 6 do do | half past 7 do do |

Parties of twenty or more persons can be accommodated at either of the above hours with a private Car.

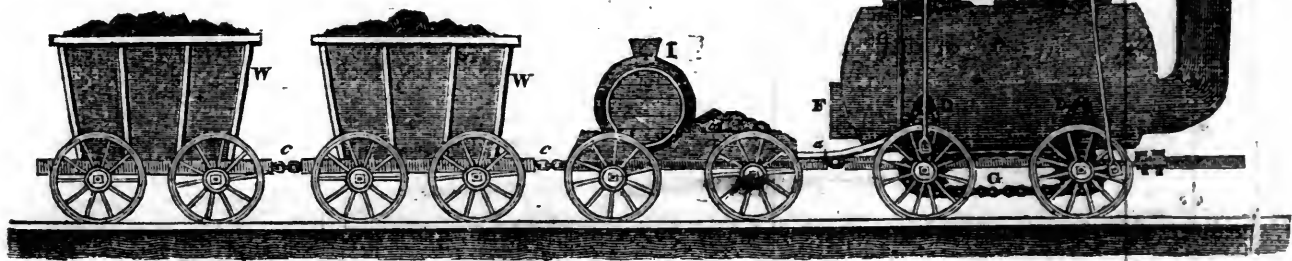
FARE reduced to 15¢.—Children under 12 years of age, half price.—Paterson, June 20th, 1882.

ELIAS B. D. OGDEN, Secretary.

NB.—Persons leaving Hoboken by the 8 o'clock Stage, for Acquackanonk, will have ample time to view the Falls of the Passaic, and other objects of interest in the flourishing town of Paterson, and return to New-York the same day. Jy:18

The public are informed that, until further notice, the 13 o'clock and 1 before 6 o'clock P.M. turns from Paterson, and the 8 o'clock A.M. and 7 o'clock P.M. turns from Acquackanonk, are, for the present withdrawn.

A M E R I C A N



RAILROAD JOURNAL.

OFFICE, 35 WALL-STREET.

NEW-YORK, AUGUST 11, 1832.

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AMERICAN RAILROAD JOURNAL.

NEW-YORK, AUGUST 11, 1832.

In No. 31 of this Journal, in our remarks upon McAdam Roads, we stated that we knew of no road in this country that could "stand three days of rain, or that is proof against the frosts of winter;" and intimated that there was not a road in the United States built upon the pure McAdam system, which we believed to be the fact; but we have since been informed that the "Cumberland Road," or that part of it from the Ohio river, opposite Wheeling, Va. to Zanesville, in Ohio, a distance of 73 miles, was constructed, under the superintendence of Caspar W. Wever, Esq.—now of the Baltimore and Ohio Railroad—upon the plan laid down by Mr. McAdam. If this be so—and such is our authority we cannot doubt it—we should be truly obliged to Mr. Wever for a description of the road, its cost, &c. together with any other information upon the subject of *Roads, Railroads, and Canals*, that the nature of his engagements will permit him to furnish us.

In the 30th number of the Journal we published, and called the attention of our readers to a communication headed "Inclined Planes." In so doing we certainly had no intention to, nor did it occur to us on reading it over before it was given to the printer that we might, injure the feelings or reputation of any gentleman; although, if we had read it over a second time, we might have deemed some part of it exceptionable, as referring to a person of whom we knew nothing—not even the name of the Engineer of the Morris Canal—and therefore erased it, or have suppressed the communication altogether. But, as it was published, and the friends of the Engineer (Capt. Green) referred to in the communication of H. consider it an unjustifiable attack upon him, we cannot, in common fairness, decline to publish a reply, although we disapprove of its personality, as it cannot for a moment be supposed that

Major Douglass was aware of the intention of the writer to offer such a communication for publication; and we therefore deem such parts of the reply as refer to Major Douglass, uncalled for, as we do those in the communication of H. to Capt. Green, or the Engineer of the Morris Canal. With this explanation we would observe that it is not our intention to devote our columns to attacks upon, or defence of, gentlemen engaged to superintend works of internal improvement, but rather to collect and and embody such information relative to them as may be useful to those interested in their accomplishment.

The annexed letters show the grounds upon which the survey of the New-York and Erie Railroad, and others of the same character, is postponed:

[From the Elmira Republican, August 4.]
NEW-YORK, 23d July, 1832.

Dear Sir—It is with much regret that I enclose a copy of the following order from the War Department, suspending the survey of the route of the Hudson and Erie Railroad, (as ordered on the 5th instant,) and all similar surveys, unless certain conditions are complied with by those making the application for the survey.

I cannot hope under all the circumstances attending the application to the War Department for the survey, and the advanced state of the season, that it will be in the power of the company to comply with the conditions required by the President. But if you view this matter in a different light, you will address your reply, on this subject, to the Secretary of War at Washington, I am, with much respect, your obt. serv't,

DE WITT CLINTON, U. S. C. Eng.
Hon. G. H. BARSTOW.

TOPOGRAPHICAL BUREAU, Washington City,
July 20th, 1832

Sir—My letter to you of the 4th inst. to suspend any further arrangements in relation to the survey which you had been directed to superintend, was the result of an order from the Secretary of War, to prevent any erroneous steps on this subject until the pleasure of the President could be known, who had then the subject under consideration.

I have now received his direction in this and in every other similar one, which is, that such surveys are not to be made, unless the states, incorporated companies or individuals interested, shall meet all expenses; except such as belong to the personal compensation of the engineers, or for the procuring and repairs of the necessary instruments. On these considerations you may survey the route which may be chosen by the state or incorporated company, or parties applying for the survey, but on no other condition.

You will therefore communicate with the parties interested in the case committed to you, and report the result to this bureau.

I am Sir, respectfully, your obt. serv't.
J. J. ASERT, Lt. Col. Top. Engs.
TO DE WITT CLINTON, Esq.
U. S. Civil Engineer, New-York.

[From the Ohio Chronicle.]

TOPOGRAPHICAL BUREAU, Washington City,
July 20, 1832.

Sir—I have the honor to state to you, that in conformity with the decision of the President, engineers and instruments will be furnished, at the expense of the United States, for the survey of a route for a railroad, from Geauga or Ashtabula county, on Lake Erie, to the Ohio river, in Columbiana county; but that the United States will be at no other expense whatever, in relation to this survey. In case, therefore, the incorporated company interested in this survey, or any other association, will make arrangements for meeting the expenses of this survey, as above stated, and you will please to give this Bureau information on that subject, engineers, with their instruments, will be ordered to make the survey.

Very respectfully, sir, your obt. servant,
J. J. ASERT, Lieut. Col. T. E.

Hon. E. WHITTLESEY,
Canfield, Trumbull co. Ohio.

This statement and the letters are submitted to the candid and dispassionate perusal of those who have anticipated the commencement of both or either of these roads; or who have entertained the belief that the President was in favor of internal improvements, and would pay any deference to a law he was bound by his office to execute.

The question naturally arises, are these roads of national importance? If the President thinks they are, the law of 1824 requires the expense of surveying them to be borne by the United States, if he directs them to be surveyed at all. If they are not of national importance, and such is the opinion of the President, what authority has he to detail an engineer with his instruments to survey them? The conclusion I draw from his ordering the survey conditionally, is, that he has decided the roads are of national importance; but that he does not consider himself restrained, restricted, or controlled, by the law. This is in accordance with his views of other laws. Since the passage of the act, at the late session of Congress, appropriating different sums of money for internal improvements, he said, (as was reported and believed,) he would expend the appropriations, or withhold them, as he thought proper.

Very respectfully, yours,
E. WHITTLESEY.

Messrs. Hapgood & Pease.

WARREN, July 30, 1832.

Messrs. Hapgood & Pease:

Gentlemen—The inclosed letter and copy of an order from the Topographical Bureau, at Washington, I have received from Col. Clinton, U. S. Civil Engineer: And that the citizens of this region may be consulted, as to the expense of the survey of the Hudson and Ohio Rail Road, a meeting will be held, at the court-house in Warren, on the 21st day of August next, at 7 o'clock, P. M. where it is requested that all who take an interest in the survey will attend.

By giving the enclosed a place in your useful paper, you will no doubt oblige many of your readers, and confer a particular favor on
Yours, &c. SIMON PERKINS.

[For the Railroad Journal.]

INFLUENCE OF VELOCITY AND CURVATURE UPON THE COMPARATIVE ELEVATION OF THE RAILS OF A RAILWAY.

In the last number of Silliman's Journal is an article on the subject of "the elevation for rails on Railroads of a given curvature," by J. Thompson, Engineer. Mr. Thompson commences his remarks upon this subject by noticing an empirical attempt at an investigation of the same problem in the Baltimore Railroad Manual, a work which appeared under the patronage of the Board of Engineers, to whom, previous to the appointment of Mr. Knight, was entrusted the direction of the engineering department of the Baltimore and Ohio Railway. I mention this fact more particularly, as the same work is replete with errors, both of a theoretical and practical nature, which render it of no value as a guide in the location and construction of Railways. For an exposition of some of the more important of these errors, see No. 208 of the New-England Weekly Review.

As it regards the subject of Mr. Thompson's article, it is necessary, in commencing the investigation, to consider the forces by which a body in motion upon a curved Railway is influenced. These are, gravity, or the weight of the body, and the central or centrifugal force resulting from the curvilinear direction of the motion, the former acting vertically, and the latter horizontally. The tendency of the body is evidently that of the resultant of these two forces, and in order to ensure an equal bearing upon the rails and steadiness of motion, the plane of the rails should be perpendicular to the direction of that resultant. This being established, the difference in the elevation of the two rails of the track is obtained by a simple proportion, which Mr. T. has illustrated by a diagram, and which may be stated as follows: *As the force of gravity is to the centrifugal force, so is the breadth of the rail-track to the difference in elevation of the rails sought.*

The result by this proportion will be found to exceed the truth in the proportion of the excess of the tangent over the sine of the inclination of the plane of the rails; but as it is the most simple expression, and as the error mentioned is too small to be of any practical importance, it should undoubtedly be preferred. In the application of this rule, it is necessary in the first place to determine the relation between the gravitating and centrifugal forces. As these forces are of the same kind, being of a pressive character, they are easily compared, and correspond directly with the spaces described in the same time by the influence of each. If the time assumed be one second, the space which a body will describe by the force of gravity in that time is 16.1 feet; and the space through which a body, moving in a circle with a radius of R feet, with a velocity of V feet per second, would be carried in the same time by the centrifugal force, is $\frac{V^2}{2R}$ feet. This is in accordance with the law of central forces. Hence the force of gravity g is to the centrifugal force c , as 16.1 : $\frac{V^2}{2R}$, or the centrifugal force is correctly represented by $\frac{gV^2}{32.2R}$; and by the proportion stated above, we have, for the difference in elevation E in feet of the rails for a breadth of rail track equal to a feet, the following:

$$g : \frac{gV^2}{32.2R} :: a : E. \text{ or } E = \frac{aV^2}{32.2R}$$

The expression for the value of E thus deduced is the same as given by Mr. Thompson, a circumstance a little remarkable, for although he was correct in his main proposition in making the difference in elevation of the rails to their breadth, as the centrifugal to the gravitating forces, yet he has evidently

erred in some of the steps by which the expression was obtained. For instance: he asserts that, according to the law of central forces, $c = \frac{V^2}{R}$; where, as, it is in reality proportional to $\frac{V^2}{2R}$, or proportional

to the square of the velocity divided by the diameter, or by twice the radius of the circle. The equivalent for the centrifugal force is merely a relative expression compared with the force of gravity. If the latter equals unity, then $c = \frac{V^2}{32.2R}$, but if it equals g , as Mr. T. assumes, then $c = \frac{gV^2}{32.2R}$, instead of $\frac{V^2}{R}$. The quantity g likewise does not appear, as Mr. Thompson states, as equal to 32.2 feet. For the purpose of convenience, and of simplifying the expression in the comparison of the two forces, the effect of each is considered for the same interval of time or for one second. This gives for the comparative value of g in feet 16.1, and not 32.2 feet. The existence of the latter quantity instead of 16.1, in the expression $E = \frac{aV^2}{32.2R}$, being the consequence of making the factor connected with it equal to the radius instead of the diameter.

As the difference in elevation of the rails depends greatly upon the velocity, it should evidently be adapted to the average motion of the cars upon the road. This average will depend upon the mechanical facilities of the road in respect to its elevations and depressions and horizontal curvatures, and whether it is designed principally for freight or travel, or both combined. When the latter object is to be attained on a road nearly straight and level, a mean velocity of 15 miles per hour would correspond with the present state of the improvements in the application of locomotive steam power, that being nearly the average business rate upon the Manchester and Liverpool Railway. The value of V^2 under this assumed velocity, becomes 225 or 484, and hence, $E = \frac{484a}{32.2R} = \frac{15a}{R}$. If a , the breadth of the Rail-track, is assumed at 4 2-3 feet, $E = \frac{70}{R}$.

The value of E in this last expression will not be sensibly affected, if the breadth of the track is as low as 4 1-2 feet, or as high as 4 3-4 feet, and as the majority of Railways in the country have their breadths within these limits, the following general rule may be observed.

Divide 70 by the radius of curvature in feet: the quotient is the difference in elevation of the rails in feet.

FRANKLIN.

[From the London United Service Journal for June.]

PROJECTS FOR MARINE RAILWAYS, Across the Isthmus of Panama, and in the British Possessions in North America.

Having in preceding numbers of the United Service Journal exhibited extensive projects for marine Railways, connecting the various seas of the British islands, I propose, in the daily darkening prospects of our commercial horizon, to submit similar plans tending to produce an early and vast extension of our commerce to the western hemisphere.

First, I propose to form a marine Railway across that spot which is destined to be the key of the new world—the Isthmus of Panama. The advantages of a pass here seem, indeed, to be boundless to a commercial nation, for it will save a navigation of 10,000 miles round Cape Horn, opening out the trade of Peru, Chili, and all the western regions of North and South America, with the Sandwich Islands, and all the isles scattered over the vast expanse of the great Southern Ocean. The Isthmus is at one spot not more than seven leagues across, but from Porto Bello to Panama, the capital cities of the province, the distance is thirty seven miles, with vast mountains intervening. What the size, stratification, or direction of these mountains may be probably is not known, but though the whole thirty seven miles were required to be tunneled, still the expense is warranted by the vast revenue which must result

from the Railway; besides that, much gold would probably be found in the progress of the work, this being the heart of the gold region of South America. The Canal which is in contemplation at this time across the Isthmus of Panama, by an American joint stock company, is evidently a project the difficulties and expense of which would be tenfold greater than the accomplishment of this great work by means of a Railway for shipping. I suggest then, that a stock company of English proprietors of Colombian bonds would possess eminent advantages for this work, for the land, labor, and other materials, may be obtained at par in Colombia, with the bonds of the government of the country. These bonds are in England depreciated almost to nothing, there being no prospect of dividend, or the redemption of the loan by a State impoverished by civil war; and it is therefore probable that this project would save an immense amount of British capital from entire annihilation, and even convert the bonds into a splendid source of revenue from the Railway. The condition exacted for the land and territorial rights by the Colombian Government, from a former American joint stock company, by whom a Canal was projected across the Isthmus in 1826, was the reversion to the state Colombia of the tolls arising from the work for the first fourteen years; but an English company could undoubtedly obtain more suitable terms by the immediate purchase of the soil by cancelling a certain portion of the loan, the authorities of Colombia being known to be intently anxious to preserve the bonds from depreciation, and to preserve their national credit for a future loan from the merchants of England. To render the great work complete, and to anticipate future opposition from the people of the United States, the entire isthmus, or such part as lies between good natural boundaries—as the lake of Nicaragua on the north, and the river of Darien, on the south—a narrow tract of three hundred miles in length, should be obtained by treaty from the Colombian Government, to be erected into an English colony, independent of the State of Colombia, and subject to the crown of England.—Some consideration is also due to the ancient, yet undoubtedly just claim which Great Britain possesses upon the Isthmus of Panama, founded upon the prior possession of the province by the Scottish company, under the Rev. Mr. Patterson, in 1699. The country at that period was not inhabited by the Spaniards, but by a people entirely hostile to them, and, previous to the sailing of the expedition, the right of the company was recognized by the Spanish ambassador at the court of William the Third, yet the unfortunate colonists were attacked, harassed, and at length almost exterminated,—only thirty persons of twelve hundred who composed the expedition ever returned to Scotland. The capital subscribed for the purposes of the company was therefore entirely lost, consisting of the sum of 900,000*l.* of which 400,000*l.* belonged to the people of Scotland, 300,000*l.* to the English, and 200,000*l.* to the people of Holland and Hamburg. The settlement of the company was at the mouth of the river of Darien, and the town of New Caledonia still appears upon the ancient charts. The origin, progress, and unfortunate termination of this noble project is described by Sir John Dalrymple in the twentieth volume of his *Memoirs of Great Britain and Ireland*, the ruin of the colonists being there attributed to the injustice and prejudices of William the Third.

There are also great advantages to navigation connected with this project, for the equinoctial current and the region of the northeast trade wind must be crossed from Europe to Porto Bello; these are perpetually favorable to outward bound vessels, and the usual lightness of the winds and severity of the weather in this part of the Atlantic are remarkably favorable to steam navigation. Upon the return voyage to Europe the gulf stream flows along the eastern coast of America to the Azores, and almost to the coast of Spain. Moreover, the westerly wind prevails more than 9 months in the year in the latitudes north of the tropic of cancer, annually increasing in prevalence; and with the progressive clearing of the forest of America, this will probably settle into a trade wind. Thus nature leads us in an everlasting circle to the east and to the west, and as no obstacle is now unconquerable to the science and enterprise of modern times, and as the English nation alone possesses the advantages required for the accomplishment of a pass across the isthmus of Panama, it is devoutly to be wished that no further delay may arise in the completion of a work, the results of which, both to the old and new world, cannot be measured by the mind of man.

The British provinces in North America may also

be raised into great and immediate prosperity by a judicious formation of railways.

Here I propose, first, to form a railway for wagons from Quebec to the harbor of St. Andrews, upon which the bay of Fundy, a distance of one hundred and ninety five miles, a work which will convey the whole trade of the St. Lawrence in a single day to the Atlantic waters,—cutting off a navigation of one thousand two hundred miles down the river St. Lawrence and round the shores of Nova Scotia.—Thus the timber, provisions, ashes, and other exports of the provinces may be brought to the Atlantic, not only with more speed, regularity, and security than by the river St. Lawrence, but with the grand additional advantage of a navigation open at all seasons of the year, the harbor of St. Andrews being capacious, deep, and never closed in the winter season, whilst the St. Lawrence is unnavigable from ice from the month of November to May. The route of this work will lie through the government land, opening out fresh fields for the timber now rapidly disappearing from the banks of the navigable rivers; and by means of this railway great bodies of land which for ages would remain inaccessible in the absence of inland navigation, may thus be converted into a splendid source of revenue. The mode of construction may be copied from the railways now in progress of formation in the United States, which are laid down upon timber, and though that material will not possess the durability of stone, still the ground work may be renewed at little cost; and when the clearing of the roads in the vicinity of the railway shall have rendered timber less accessible, the whole may be permanently reconstructed from stone, which then may be brought upon the railway at a small expense. The construction of this work will furnish immediate employment for a great body of emigrants, whilst, being undertaken by the government, the cost for the land and the labor will be saved, and judging from the estimates for railways in the United States, where the flat rail is in use, the expense for iron work and labor may be estimated at 500*l.* per mile, or 98,000*l.* for a distance of one hundred and ninety-five miles from Quebec to St. Andrews, a sum which may be realized in a single month by the sale of the public lands, which then will be purchased with avidity in the vicinity of the railway.

Another great line of railways may be formed from Halifax, through Nova Scotia, to St. John's in the province of New Brunswick, and thence into the United States, joining the railways which are fast spreading through that country, and which will soon reach from New York to Boston, and through the whole New England States. This railway will not only bring to the Atlantic the lumber, provisions, metal and other exports of the provinces; but from the situation of the harbour of Halifax, a thousand miles nearer than the United States to Europe, it will doubtless command the whole stream of passengers, mails and light articles of commerce, passing into the British possessions and to the United States, and every part of the continent of America. A line of packets has long been projected from the harbour of Valentia, upon the western coast of Ireland, to Halifax, by which the passage across the Atlantic may be performed by steam shipping in about ten days in the summer months; and when passengers may be afterwards conveyed from Halifax by railways to all intermediate distances, and even to the extremity of the provinces in a single day, saving to emigrants the time, fatigue, and expense of travelling in a new country, it is obvious how rapidly these works will facilitate the population of the colonies.

Indeed, if the difficulties and expense of constructing these works in our North American colonies were tenfold greater, an imperative necessity would exist for their adoption, if it is desired by the government of this country to maintain an equality of commercial advantages with the neighbouring United States: for the splendid advantages of the railway system are well understood in that country, where great navigable rivers are about to be superseded by railways of vast magnitude, reaching over hundreds of miles. Upon one of these, about ninety miles are already completed from Charleston, through the States of South Carolina and Tennessee, to the Mississippi at the mouth of the Ohio, a distance of six hundred miles. Another great line is rapidly approaching to completion from Baltimore to the Ohio; and a third is now proposed from Philadelphia to the Western States, in the course of which it is proposed to tunnel the Allegheny mountains. Indeed, in no country will the results of the railway system be so extensive as in the United States, for it will annihilate their only disadvantage, inland

distance from the sea; and it will effect the work of centuries to connect, consolidate, and strengthen that giant territory, lying beneath all climates, and spreading over a quarter of the globe. If then we would contend with these advantages in our North American provinces, it is only by similar works that we can bring to the Atlantic the agricultural exports of the colonies, and secure the stream of emigration, which otherwise with the facility of inland transportation will be rapidly diverted to the western regions of the United States.

And not only by the diminution of our surplus population at home, and the extending market for our manufactures by the rapid population of the colonies, but by the improvement of the climate upon the progressive clearing of the woods, will those provinces be rendered more valuable to the crown of England. It is the impenetrability of a wooded country to the heats of summer, which causes the severity of a Canadian winter. Already a remarkable amelioration has taken place in a very few years, and in another generation the opening of the forests will so mitigate the climate that cotton, silk, and wine, will be amongst the exports of the country, the temperature being rendered similar to the corresponding latitudes in Portugal and France. We therefore see the extensive results of a judicious intersection of the provinces with railways, in facilitating the inland commerce of disconnected regions, and in their rapid population from a country desirous by emigration to be relieved from a great weight of people at home, and when these works may be completed by the proceeds of the public lands, without charge to the revenue at home; this, perhaps, may be found to be a timely suggestion to the government.

The railway system will soon change and improve the whole commercial aspect of the kingdom. By the facilities of inland transportation, the cities will lose their undue advantages of situation; manufactures will no longer be crowded and confined to the vicinity of coal-harbours and navigable rivers; and the cheap conveyance of lime, manure, and mould, will at last equalize the fertility and value of landed property in every part of the kingdom. By railways we now may cover with soil the barren tracts in the northern parts of the island; and even all our mountains may be carried to the sea. For the many millions annually paid to unemployed laborers in this populous country would gradually, by the assistance of tramways, level all the mountainous encumbrances of the island, and gain as it were new kingdoms from the sea. The immensity of barren hills in the west of Scotland would suffice, in the shallow soundings of the Irish sea, to cover the whole breadth of the channel between Scotland and Ireland, and from the Rachtin Island to the Isle of Man. Thus, by our immense command of machinery and labor, the surface of the island may, in time, by the levelling of the mountains, be doubled in extent; nor is it improbable that after ages may see millions of acres of corn waving upon land gained from the sea, or upon the base of now cold and barren mountains.

The disease of horses is also amongst the greatest advantages of the railway system, for not only upon the roads, but with certain agricultural improvements which are not far distant, it is probable that the use of this animal may be superseded altogether, and as one half of the produce of the earth is consumed by the horse, and as his existence is slavery, his latter stage one protracted agony, and his carcass useless to man, the statesman and man of benevolence ought to rejoice to see this abused though noble creature disappearing from the world.

And not agriculture and manufactures alone, but the shipping interest will also derive its advantages from the railway system. Vessels may then be built, repaired, or laid up in the interior of the country in the vicinity of marine railways, and in more cheap and convenient situations than the shipyards in the seaport towns; whilst the great loss of timber and iron, occasioned by the breaking up of vessels no longer seaworthy, may be saved by the employment of their hulls in transporting goods upon marine railways. The whole coasting trade of the kingdom will be annihilated, and the saving of vessels and property now annually wrecked round our iron-bound coast will repay a thousand fold the expense of constructing the railways required in every part of the kingdom.

I cannot dismiss the subject of railways, without a political suggestion of the expediency of a low rate of toll. That the country may derive the full benefit of the railway system, the government ought to limit the toll to the lowest remunerating rate, it

being more prudent to retain the power afterwards to raise it, than by an unconditional act of incorporation to load the commerce of the country with an excessive rate which then can never afterwards be reduced. The example of the Liverpool and Manchester railway renders this suggestion now proper, for the toll upon that line is maintained at 12 shillings per ten for a distance of 32 miles, an excessive rate rendered necessary to repay the interest upon stock 90 per cent. above par, the gain of original speculators in a work in which there never existed any hazard, and to the perpetual injury of the public at large. The principles of joint stock companies, by which exclusive privileges are granted to individuals in return for some public advantages derived from their operations, render it the duty of the government to secure these advantages to the country by the act of incorporation.—The directors of the Manchester and Liverpool railway were not empowered to pass through the lands of unwilling proprietors because the law desired to advance their individual interests, but that the people of Lancashire might be supplied with cheap coals and food.

The laboring classes will derive employment for many years in the construction of these works; the facility of travelling and intercourse will give more intelligence, health, and amusement to the mass of the people, and the commodities of life will be reduced in price by the diminished rate of carriage, to an extent equal to the removal of the national debt. The revenue of the Post Office will be increased by the cheap transportation of the mails, and the island will be rendered more easily defensible by the rapid concentration of troops and ships of war.

Countless other advantages will result from this wonderful system, for it is a victory gained over space, the results of which will be boundless to the future destinies of mankind.

HENRY FAIRBAIRN.

[From the Charleston Patriot, S. C. July 28.]

We take pleasure in laying before our readers the following statement of the progress already made towards the completion of the Railroad between this city and Hamburg, and feel much gratified to observe that the whole work will most probably be completed by the first of January next.

THE RAILROAD.—The steam cars travel daily, twice regularly, and an extra trip, if passengers offer, to Summerville, 21 1/2 miles—beyond which the work progresses rapidly. The mile beyond Summerville is nearly completed, and ready for travelling; the next mile is now capping and railing, with a force of 38 men, including carpenters; beyond that, the succeeding mile is all capped, and about half the rails on, with all the timber ready; the next two miles are wholly finished. The distance thence to the Cypress Swamp, 1 1/4 miles, being mostly on sleepers, has all the ground sills and cross pieces down, and but about five days work of piling to join the Cypress contract, which, however formidable it has hitherto appeared, is now piled throughout, and the capping and railing going on briskly. The next 3 1/2 miles will be finished in about four weeks; the Four Hole Swamp is piled through, and the carpenter's work going on rapidly; five miles thence upwards are finished and ironed; the succeeding six miles want but about one thousand feet of rails to be completed; and the next contracts, to the Edisto, are in a state which will render their completion certain by the 10th of September. On all these contracts, the hands, as they finish below, are sent up, so as to expedite the work. The whole is under contract to persons belonging to the state, and mostly residing on the line, employing a force of near six hundred hands, independent of horses employed by the contractors. The bridge across the Edisto, which is sixty-five miles from town, has all the abutments piled, and the timber has been ready since January last; it is to be sixty feet span, and supported by one arch; the carpenter's work of which is now going on. The first four miles beyond the Edisto are now ready for the iron; and the ten miles in succession thence are rapidly progressing. These, with the next fifty miles, are under contract to the Messrs. Gray, who have on the same, with their sub-contractors, a very large force, and a steam mill, together with numerous saw mills, propelled by water power. Their work is in a very advanced state, and from the perusal of several reports of recent date, there is a very great probability of the whole being completed by the first of January next. On the thirty-five miles nearest Augusta, a force equal to five hundred and twenty men were employed on the 21st inst. and

accessions making daily to the laborers; on the other thirty-five miles, four hundred men are employed. The work of the inclined plane will all be so far completed by the first of January as to be ready for the machinery, which is now in progress of construction.—A large number of axles, made of fagoted iron, are now waiting transportation from New-York, together with wheels; and there are many preparing at Eason and Dotteror's as their works can finish.

The receipts from passengers have, for the last three weeks, averaged two hundred dollars per week, independent of the conveyance of iron and other materials for the use of the Company.

[From the Baltimore Chronicle, of Aug. 4.]

SUSQUEHANNAH RAILROAD.—The Steam Engine imported for this Company was attended by an Engineer brought out for the express purpose of putting the machine into effective operation—it is expected to be ready to try an experiment in the course of a week or ten days. Those who understand such matters are entirely confident of its success, and all can see that it is a beautiful piece of workmanship, finely proportioned.

We learn that another section of the Westminster branch of this road is completed as far as Owings Mill, and that the cars will commence running to that place next week. The company have also contracted to carry the mail and passengers on the Chambersburg route, which will go into operation in a few days, and thus give increased facilities to the vast trade and population approaching and departing from the city through the great north western avenue to Baltimore. We take this occasion to state that the Railroad terminating at Owings' Mills is within about three and a half miles from the place where the annual Camp Meeting is held, near Reisterstown. The fare by the Railroad will be fifty cents, and from thence Messrs. Belzhoover & Co. (the enterprising proprietor of the state line to Chambersburg) have agreed to provide a number of first rate coaches to transport the passengers to the Camp Ground at the moderate charge of thirty-seven cents, thus affording not only a safe and comfortable mode of transportation, but putting at the lowest possible price, that which was heretofore obtained at the expense of great personal inconvenience and much cost.

We learn also that the division of this road extending to the intersection of the York Turnpike Road is nearly completed, and will go into operation in all this month.

The President and Directors of the Ithaca and Owego Railroad Company have given notice that Books will be opened on Monday, the twentieth day of August next, in the villages of Ithaca and Owego, to receive subscriptions for the additional stock granted them by an act of the Legislature of the 31st of March, 1832. The Books in Ithaca will be at the office of the Secretary, Daniel L. Bishop, and in Owego at the office of James Pampelly, Esq. from 10 o'clock, A. M., to 4 o'clock, P. M.

STEAM ENGINE.—We have lately been shown an improvement upon the Steam Engine, the invention of Messrs. Prentice & Lewis of this village, which, so far as we can judge from an examination of it, and the experiments we have witnessed, we are of opinion will be found of much importance. The design of the improvement is, to do away with the crank and balance wheel, and apply the force of the engine directly without any loss of power. This is intended to be accomplished simply by a rack, having a correspondent motion with the piston rod, and which will play upon one or two half wheels, as the case may be, which, by the peculiar construction of the rack, are kept regularly revolving; but which can be changed, however, as readily as in the common engine, when in stopping or backing a boat, such a change becomes necessary.

At present, other avocations prevent our going into a more full detail of the merits of this ingenious, and as we believe, important invention—but as we learn an engine is now constructing, which will fully test the utility of the improvement, we may have another opportunity of recurring to the subject. Our object in this brief notice is, simply to set those who are interested in improving the speed of steamboats, and in saving expense in the propelling of machinery generally, to making inquiries for themselves. Communications can be addressed either to Mr. Prentice, or Mr. Lewis, at this place.—[Lockport Courier.]

The last number of Silliman's Journal, to which allusion is made in the communication signed "Franklin," has not yet been received at this office; but we have seen the article referred to, and shall endeavor to give it in our next.

We are gratified to see that some of the numerous papers with whom we exchange, copy our extracts upon *McAdam Roads*; and we should be still more pleased, if they would tell their readers the source from whence they are derived, as it might be of service to us, without in the least detracting from their own merits.

To the Editor of the Railroad Journal:

SIR,—In company with some friends, I went a few days since to Aquackanonk, N. J. for the purpose of viewing the Railroad to Paterson, which has been completed as far as that place, being a distance of about four and a half miles. It is intended, I understand, to extend the road to Hoboken or Jersey City. There have been placed on the road three very commodious and handsome cars; in one of which we performed the distance to Paterson in twenty-two minutes, and back to Aquackanonk in twenty-three. These cars are fitted up in a very splendid manner, and resemble in many respects private vehicles; they are drawn by a single horse, and will carry about thirty persons; they have one which will take fifty. The country is well cultivated; and the rapidity and ease with which you are carried make it very pleasant. As it is at present a dull season of the year, I would recommend to those who wish to spend a few hours pleasantly, to make this excursion, and they will find themselves amply repaid.

A SUBSCRIBER.

[For the American Railroad Journal.]
INCLINED PLANES.

MR. EDITOR,—On the receipt of the 30th number of your valuable paper, I was directed, by an editorial paragraph on the first page, "to the interesting communication upon the subject of Inclined Planes." Eager to learn something upon a subject in which I had taken a deep interest for several years, I hastened to its perusal; and finding the subject connected with the Morris Canal, a subject in which my interest is co-existent with that in Inclined Planes, you will readily conceive that I perused it with increased attention. Claiming to be well acquainted with the Morris Canal and its Inclined Planes, from their commencement, you will also conceive my disappointment, when, instead of communicating any information upon the subject, the object of the writer appears to have been a most gross misrepresentation: a personal and unjustifiable attack upon one engineer, and an unmerited eulogy upon another.

In passing over other errors of minor consequence in the writer's comments upon the Morris Canal, I proceed to notice the following, in which he says—"On the abstract principle, that if planes were practicable for boats of five tons, they were equally so for boats of twenty-five tons burthen, a company was formed, a canal laid out, and sites of planes for boats of twenty-five tons duly located. Unfortunately, however, for the early success of the undertaking, the engineer engaged, enjoying no higher claim to the title than was embraced in a profound knowledge of the practical art of surveying, and a laudable contempt of all physical science, having progressed that far in the work, abandoned all further responsibility in favor of his employers. As might have been anticipated under the circumstances, the company thus thrown upon their own resources, after having selected from the multifarious models that were daily offered for trial, and sunk in futile experiments on them thousands and thousands of dollars, were on the point of abandoning their work in hopeless despair, when a ray of light beamed upon them from West Point," &c. "Major Douglass, whose taste, talents, and scientific attainments eminently calculated him for the office, was appointed Chief Engineer." "The trumpet of fame already sounds loudly in praise of the manner in which he has reduced his principles to practice, and redeemed his pledge to the Company that employed him."

The engineer referred to in the foregoing extract is the same that first explored the route of the Mor-

ris Canal; he located the Morris Canal and its several works, and superintended their construction; he also located the sites for the inclined planes, and it was under his direction that the "thousands and thousands of dollars," which H. says, "were sunk in futile experiments," were expended. That engineer was an engineer upon the Erie Canal, and was subsequently, and previous to his taking charge of the Morris Canal, chief engineer upon canals and other works.

He was appointed chief engineer of the Morris Canal at the commencement of its operations. By his untiring zeal and perseverance he did much in sustaining that company through its adversities.—He has been continued, and, for aught I know, is still retained as their chief engineer; nor do I believe he ever abandoned any responsibility that he ever assumed in their favor, although H. says he "abandoned his employers," and "Major Douglass was appointed chief engineer." And although he never, to my knowledge, had the benefit of a classical education, nor has he ever participated in the munificence of Government by a gratuitous education at Westpoint, he has an education adapted to his profession; and, in addition to "a profound knowledge of the practical art of surveying," has had experience and constant employment in the practical operations of civil engineering for more than twelve years, which, with the reputation he has sustained, gives him (in the opinion of us practical folks) higher claims to the title of engineer than can be obtained in the lecture rooms of Westpoint.

Having been deeply interested, I have kept as strict an eye over the transactions of the Morris Canal and Banking Company from the commencement of their operations as circumstances permitted, particularly the Canal department; and whenever a new arrangement took place in that department, was on the alert to ascertain the cause. I witnessed the construction of the inclined planes upon which H. says were "sunk, in futile experiments, thousands and thousands of dollars;"—in that however he is mistaken; several of these inclined planes are still in operation; and although constructed at far less expense, to say the least, are found not to be inferior in practice to the boasted inclined planes of the Westpoint Engineer.

When Major D. was first introduced in the engineering department of this canal, being somewhat dissatisfied, I, as usual, took it upon me to learn the whys and wherefores: upon which I learned that the company, satisfied by their experiments of the utility of inclined planes, had determined to prosecute their work to completion without delay; that they had called on their engineer for an estimate; and his reply was, that, from experience, he did not think it necessary to revise his former estimate, which was \$180 per foot lift, except in the construction of inclined planes of small lifts, which would cost more, but that the maximum average cost would not exceed \$200 per foot lift; that Major Douglass submitted a plan which he considered preferable, the maximum average cost of which would not exceed \$160 per foot; thus offering a saving to the company of \$40 per foot from the estimate of their engineer, making \$48,000 on the remaining 1200 feet to be constructed; an item of expense indeed worth saving, which, together with the reputation he already possessed, being at the head of the engineering department at West Point, was sufficient inducement for the company to appoint him Chief Engineer of Inclined Planes, at the same time retaining the former Chief Engineer as Chief Engineer of the Canal. A good arrangement, thought I—\$48,000 saved, and a better article obtained; our old engineer ought not to find fault if his feelings are a little trifled with, when the gain to the company is so great: although I confess, I had some doubts of the Major's practical experience. And, Messrs. Editors, what has been the result?—and how has he "redeemed his pledge?"

Having been, as I told you, a critical observer of all the Canal arrangements, and claiming some pretensions to a knowledge of practical operations, I must say that, during the construction of the inclined planes under the new arrangements, the operations were conducted, according to my judgment, in an entire absence of all practical skill; and if the former engineer sunk his thousands of dollars in experiments, the latter must have sunk his tens of thousands; and the result has been, that instead of executing the construction of the inclined planes for \$160 per foot lift, as he pledged himself to do, from the best information I can collect, they have cost the company at least \$400 per foot lift, exceeding his estimate \$240 per foot

lift, or \$288,000 on 1200 feet, and exceeding the estimate of the Chief Engineer of the Canal \$240,000,—and yet not a perfect article; or why, at this early period, while the inclined planes can scarcely be said to be completed, publicly suggesting improvements? Why not have introduced them upon his planes here, where they are so much needed?

Not wishing to deteriorate any of the eclat that has been trumpeted to the praise of the Inclined Plane Engineer, further than to repel the unfounded misrepresentations in relation to the Chief Engineer of the Morris Canal, I forbear to proceed; but should the disparity between his estimate and the actual cost of his work not be sufficient to convince H. of his want of practical knowledge of the profession, as well as an entire failure to redeem his pledge to his employers, and further elucidation should be elicited, it will be furnished, although it might tend in some degree to eclipse the luminary of West Point, as well as develop some of the causes of the depreciated stock of the

MORRIS CANAL.

[From the National Intelligencer of August 4. CHESAPEAKE AND OHIO CANAL COMPANY.]

FRIDAY, August 3.—The Stockholders of this Company met this day, and re-elected Charles F. Mercer, President, and Phineas Janney, Walter Smith, John J. Abert, William Price, Andrew Stewart, and Peter Lenox, Directors of the Company for the ensuing year.

The following resolutions were submitted to the consideration of the meeting, and referred to the Committee to whom, on the 28th of April last, was referred the resolution of the General Assembly of Maryland, relative to the joint construction of the Chesapeake and Ohio Canal and Baltimore and Ohio Railroad from the Point of Rocks to Harper's Ferry.

Whereas, this Company has been requested by the Baltimore Railroad Company to fix upon some plan for the joint construction of the Chesapeake and Ohio Canal and the Railroad, from the Point of Rocks to Harper's Ferry, which, from the nature of the ground, does not appear to us practicable with safety to both works; and whereas, two such great and rival undertakings cannot be carried on to completion without greatly impairing, if not completely destroying the interest of both; and we are moreover persuaded that every consideration of propriety and interest lead the Baltimore Railroad Company to unite with the Chesapeake and Ohio Canal Company, in the magnificent and all important work of completing the Canal to Cumberland, and thence to the waters of the Ohio—it is therefore

Resolved, That the Baltimore Railroad Company be informed, that this Company is ready to treat with them for the union on equitable principles of the two companies into one, for the construction of the Canal from the Point of Rocks to Cumberland, and thence to the Ohio, with the privilege on the part of the Baltimore Company to make a lateral Canal from the Point of Rocks, or some other to be agreed upon, to Baltimore; or for them to depend upon a basin to be there formed and their Railroad only for their communication with the Chesapeake and Ohio Canal.

Experience having demonstrated that the early accomplishment of an intercourse between the Chesapeake and Ohio, whether by Canals or Railroads, requires the resources of all its friends in one common plan—

Resolved as the sense of this meeting, that it is highly desirable that the Chesapeake and Ohio Canal and Railroad Companies, instead of applying their means and efforts to different, and, in some respects, rival schemes, should concentrate them on one common object of acknowledged and equal utility to the respective interests affected by it.

That a Canal, if not the only practicable, is unquestionably the cheapest mode of transporting, from the waters of the Ohio to those of the Atlantic, lumber and coal, the toil on which will transcend those on all other articles.

That, if the division of the resources of the two Companies should, by possibility, have the effect of frustrating the Canal, and the Railroad should, as it probably would, yield little or no profit on the transportation of these articles, the apprehension of this result must either defeat the Railroad altogether, or, if effected, will render almost totally unproductive the immense capital required for its accomplishment; whereas, should the Canal be speedily made from the Point of Rocks to Cumberland, and as soon thereafter as practicable to its

Western termination, every article of commerce may be transported down it to the Point of Rocks at such an anticipated profit to the Company as at once to insure the requisite funds, and to render them productive; the more especially as, should the whole transportation be by the Canal to the Point of Rocks, instead of being in part by the Canal, and in part by the Railroad, such profit will be sure and great, instead of being, as it might be in the contrary event, precarious and trifling.

That, considering the large subscriptions made before the Railroad was thought of, by the corporations and individuals of the District, amounting to about two millions of dollars, constituting more than a tenth part of its entire property, and which, having been principally borrowed, must, at no remote date, be repaid, and which, until repaid, operates as an annual tax of at least one hundred thousand dollars, any measures, which should operate either to frustrate or impede the Canal, or to shake public confidence in its success and productiveness, would be, in the highest degree, not merely prejudicial to their interests, but likewise fatal to their permanent prosperity, by depriving them of the credit essential to raising the funds requisite to its completion.

Resolved, therefore, That the following propositions as best fitted to compromise, on principles of justice and reciprocity, all the interests involved, be submitted to the Railroad Company:

1. That the Railroad for the present terminate at the Point of Rocks.
2. That the right of the Railroad Company to extend the Road, after the completion of the Canal to Cumberland, and subsequent to the year 1840, be reserved.
3. That, in the mean time, the resources of the two Companies be united and directed to the vigorous completion of the canal to Cumberland, and thence to the Ohio.
4. That the requisite legislative provisions to carry this object into effect be applied for by the two Companies.
5. That dividends on the stocks of the two Companies be made pro rata out of the net proceeds of the tolls derived from the Canal and Railroad.
6. That in case the Railroad Company should declare its assent to the foregoing terms, either as they now stand or with any necessary modifications, that a Committee of three members of this Company be appointed by the President and Directors, to meet a like Committee of the Stockholders of the Railroad Company; and the said joint Committee be, and they are hereby, authorized to make and execute a definitive plan and compact between the two Companies, for the purpose of carrying the foregoing propositions into effect.

Referred to Committee on Railroad Controversy, and ordered to be printed.

The meeting then adjourned until 11 o'clock to-morrow morning.

POST-ROADS.—There is no more striking illustration of the rapid growth of the United States (says the Baltimore American) than the rate of increase of the Post Offices and Mail Routes. The following table shows the increase for regular periods of ten years each, from the adoption of the Federal Constitution. The first column gives the number of Post Offices, the second the amount of miles of Post Roads, and the third the amount of Postage received in the several years mentioned:

| | No. Offices. | Miles of Post-roads. | Postage. |
|------|--------------|----------------------|-----------|
| 1790 | - 75 | 1,875 | \$37,935 |
| 1800 | - 903 | 20,817 | 280,204 |
| 1810 | - 2300* | 36,406 | 551,684 |
| 1820 | - 4500 | 72,492 | 1,111,827 |
| 1829 | - 8004 | 113,000 | 1,707,418 |

In 1831 the receipts from postage had increased to \$1,998,811, but the number of offices and miles of post route were not given in the postmaster-general's report. That report gives the number of miles performed by the mail annually, and it appears that in the year ending July 1st, 1831, this number was 15,468,682, being an increase of 967,702 miles within the preceding 12 months.

These are rapid steps in advance, showing a development of the resources of the country in an astonishing rate of increase. We have just reason to be proud of the capability of a young country which has done so much in its infancy, and to look with horror upon every thing which may threaten to destroy all the good that has been done, and all prospects of further good, by any tendency to separate into conflicting portions the energies which have been so powerful because united.

SUMMARY.

We are informed that Mr. L. Salles, merchant, of this city, has made a donation of 5000 dollars for the benefit of the Poor.

Spurzheim.—This famous Lecturer on Phrenology, and a disciple of the late Dr. Gall, arrived here on Saturday last, in the ship Rhone, from Havre.

The ship Inez, at this port, from Havre, has silver five-franc pieces on board, to the amount of 9,100 francs. The brig Jane, from Matamoras, has about \$90,000.

The Jefferson Insurance Company has declared a dividend of four per cent. on the profits of the Institution for the last six months, payable after the 15th inst.

The sloop Essex, lying between Burling and Fly Market Slips, was struck by lightning at 11 o'clock yesterday, and her mast shivered for a distance of 20 feet below the hounds. No other damage was done.

Episcopal Convention of New-Jersey.—The adjourned meeting of this Convention, for the purpose of electing a Bishop, was held in Morristown on the 2d and 3d instant. The prominent candidates, were the Rev. JOHN CROES, of this city, and the Rev. Dr. CRIGHTON of New-York. The former had the greater number of the Clerical votes—and the latter of those of the laity. There was of course no election, since by the Constitution, the successful candidate must have a majority, of both orders. The Convention was thinly attended, in consequence of the alarm created by the Cholera. It has again adjourned to meet in New-Brunswick the 1st Wednesday in October next.—[New-Brunswick Fredonian.]

Attempt to Escape.—Three men, named Wall, Richardson, and Baker, convicted sometime since of robbing Mr. Lockwood, jeweller and watchmaker, and sentenced to the Sing Sing State Prison, in pursuance of the conviction, have been among the number temporarily lodged at Bellevue, during the prevalence of the Cholera in the former place of confinement. On Thursday they made an attempt to liberate themselves; having got possession of the main spring of a watch, with which they had succeeded in sawing through the bar of one of the windows of the room in which they were confined.—The keeper discovered their operations in season to secure them.—[Commercial Advertiser.]

The Bellefonte Patriot mentions the death of Gen. Philip Benner, one of the earliest settlers of that county, and twice an elector of President and Vice President of the United States.

The interments in the city and Liberties of Philadelphia from 28th July to 4th Aug. were 243—of which 84 died of malignant Cholera.

The Ourang-Outang, which arrived at Philadelphia a few days since, has died from some disease resembling cholera.

Another Pestilence.—The small-pox is in Athens, (Ala.) 11 cases have been reported.

The brig American sailed from Norfolk for Liberia on the 25th ult. having on board 127 free people of color—103 of them liberated slaves, whose former owners have furnished them with an ample stock of clothing, groceries, agricultural and household utensils, and tools of every kind necessary to assist them on their arrival in Africa to furnish their settlements. 16 of those, who are very valuable, were emancipated by Mrs. Page, of Jefferson county, Virginia, the sister of Bishop Mead.

Extract of a letter, dated Macon, Geo. July 30.—The Bank of Macon has this morning closed its doors. It is smashed to pieces. Do not touch its notes on any terms.—[Jour. of Com.]

On Saturday last a match race for \$1000 a side, distance 1000 yards, was run over the Central Course, near Baltimore. The purse was taken by the Kentucky Gray horse, beating Arietta by about six inches.

Previous to the match race a sweepstakes was run for and won by a horse owned by the proprietor of the Grey which won the match race.—[Balt. paper.]

LOUISVILLE, (Ky.) July 24.—The murder and robbery of Mr. Robert Coleman, of Mercer Co., was published a short time since. Two of his own slaves have been charged with the crime, arrested, and committed for trial. They confessed the fact, and \$1220 of the money, his pistols, gloves, hat and watch, were recovered from them. Their statement implicated a white man as an accomplice, but it is thought there will be no proof to sustain the accusation against him.

NEW-YORK AMERICAN.

AUGUST 4, 6, 7, 8, 9, 10—1832.

LITERARY NOTICES.

After a dearth of two weeks, we have, from the press of the Messrs. Harper—and in continuation of their edition of the Family Library, of which it forms Vol. XXXVII,—a volume that would compensate for even longer abstinence. It is—

INQUIRIES CONCERNING THE INTELLECTUAL POWERS AND THE INVESTIGATION OF TRUTH, BY JOHN ABERCROMBIE, M. D. F. R. S.—It has been too often the reproach of metaphysics, and still oftener the reproach of physicians, that, in indulging daring speculations upon the nature, origin, and operations, of mind, there was little reference had to those Truths, which, founded upon revelation, and therefore impregnable, were yet disregarded, and sometimes denied. To no such objections are the admirable reasonings and intelligent observations of Dr. Abercrombie obnoxious. A practical physician, learned in all the learning of the schools—and an attentive reader of men, under circumstances where even the most artificial of the race, in the debility and sufferings of a sick chamber, cease to dissemble,—he has exhibited in this volume the result of his knowledge and observations; and has taught us both how to study, and how to discipline and improve the intellectual powers. His book may, we hope, become a familiar one, in the hands of the young especially, and alike in the hands of both sexes. It is not abstruse—not wildly theoretically—not dry, nor repulsive; on the contrary, in its illustrations of perception—of dreaming—of insanity—of spectral illusion—and other topics treated,—it is highly attractive, as well as instructive. We would gladly have made room for some of these incidental statements, but are prevented from doing so by our desire to devote all the room we can spare to this volume, to a large extract from what may in some sense be called the moral of the work, in the summary presented at the close of those qualities which constitute a well regulated mind. It follows here:

In concluding this outline of facts regarding the intellectual powers and the investigation of truth, we may take a slight review of what those qualities are which constitute a well-regulated mind, and which ought to be aimed at by those who desire either their own mental culture, or that of others who are under their care. The more important considerations may be briefly recapitulated in the following manner:—

I. The cultivation of a habit of steady and continuous attention; or of properly directing the mind to any subject which is before it, so as fully to contemplate its elements and relations. This is necessary for the due exercise of every other mental process, and is the foundation of all improvement of character, both intellectual and moral. We shall afterward have occasion to remark, how often philosophical opinions and various distortions of character may be traced to errors in this first act of the mind, or to a misdirection and want of due regulation of the attention. There is, indeed, every reason to believe that the diversities in the power of judging, in different individuals, are much less than we are apt to imagine; and that the remarkable differences observed in the act of judging are rather to be ascribed to the manner in which the mind is previously directed to the facts on which the judgment is afterward to be exercised. It is related of Sir Isaac Newton that when he was questioned respecting the mental qualities which formed the peculiarity of his character, he referred it entirely to the power which he had acquired of continuous attention.

II. Nearly connected with the former, and of equal importance, is a careful regulation and control of the succession of our thoughts. This remarkable faculty is very much under the influence of cultivation, and on the power so acquired depends the important habit of regular and connected thinking. It is primarily a voluntary act; and in the exercise of it in different individuals there are the most remarkable differences. In some, the thoughts are allowed to wander at large without any regulation, or are devoted only to frivolous and transient objects;

while others habitually exercise over them a stern control, directing them to subjects of real importance, and prosecuting these in a regular and connected manner. This important habit gains strength by exercise, and nothing, certainly, has a greater influence in giving tone and consistency to the whole character. It may not, indeed, be going too far to assert that our condition, in the scale both of moral and intellectual beings, is in a great measure determined by the control which we have acquired over the succession of our thoughts, and by the subjects on which they are habitually exercised.

The regulation of the thoughts is, therefore, a high concern; in the man who devotes his attention to it as a study of supreme importance, the first great source of astonishment will be the manner in which his thoughts have been occupied in many an hour and many a day that has passed over him. The leading objects to which the thoughts may be directed are referable to three classes. (1.) The ordinary engagements of life, or matter of business, with which every man is occupied in one degree or another; including concerns of domestic arrangement, personal comfort, and necessary recreation. Each of these deserves a certain degree of attention, but this requires to be strictly guided by its real and relative importance; and it is entirely unworthy of a sound and regulated mind to have the attention solely or chiefly occupied with matters of personal comfort, or of trivial importance, calculated merely to afford amusement for the passing hour. (2.) Visions of the imagination built up by the mind itself, when it has nothing better to occupy it. The mind cannot be idle, and when it is not occupied by subjects of a useful kind, it will find a resource in those which are frivolous or hurtful,—in mere visions, waking dreams, or fictions, in which the mind wanders from scene to scene, unrestrained by reason, probability, or truth. No habit can be more opposed to a healthy condition of the mental powers; and none ought to be more carefully guarded against, by every one who would cultivate the high acquirement of a well regulated mind. (3.) Entirely opposed to the latter of these modes, and distinct also in a great measure from the former, is the habit of following out a connected chain of thoughts on subjects of importance and of truth, whenever the mind is disengaged from the proper and necessary attention to the ordinary transactions of life. The particular subjects to which the thoughts are directed in cultivating this habit will vary in different individuals; but the consideration of the relative value of them does not belong to our present subject. The purpose of these observations is simply to impress the value of that regulation of the thoughts, by which they can always find an occupation of interest and importance distinct from the ordinary transactions of life, or the mere pursuit of frivolous engagements; and also totally distinct from that destructive habit by which the mind is allowed to run to waste amid visions and fictions unworthy of a waking man.

III. The cultivation of an active inquiring state of mind, which seeks for information from every source that comes within its reach, whether in reading, conversation, or personal observation. With this state of mental activity ought to be closely connected attention to the authenticity of facts so received; avoiding the two extremes of credulity and skepticism.

IV. The habit of correct association; that is, connecting facts in the mind according to their true relations, and to the manner in which they tend to illustrate each other. This, as we have formerly seen, is one of the principal means of improving the memory; particularly of the kind of memory which is an essential quality of a cultivated mind—namely, that which is founded not upon incidental connexions, but on true and important relations. Nearly allied to this is the habit of reflection, or of tracing carefully the relations of facts, and the conclusions and principles which arise out of them. It is in this manner, as was formerly mentioned, that the philosophical mind often traces remarkable relations, and deduces important conclusions; while, to the common understanding, the facts appear to be very remote or entirely unconnected.

V. A careful selection of the subjects to which the mind ought to be directed. These are, in some respects, different in different persons, according to their situations in life; but there are certain objects of attention which are peculiarly adapted to each individual, and there are some which are equally interesting to all. In regard to the latter, an appropriate degree of attention is the part of every wise man; in regard to the former, a proper selection is the foundation of excellence. One individual may

waste his powers in that desultory application of them which leads to an imperfect acquaintance with a variety of subjects; while another allows his life to steal over him in listless inactivity, or application to trifling pursuits. It is equally melancholy to see high powers devoted to unworthy objects; such as the contests of party, on matters involving no important principle, or the subtleties of sophistical controversy. For rising to eminence in any intellectual pursuit, there is not a rule of more essential importance than that of doing one thing at a time; avoiding distracting and desultory occupations; and keeping a leading object habitually before the mind, as one in which it can at all times find an interesting resource when necessary avocations allow the thoughts to recur to it. A subject which is cultivated in this manner, not by regular periods of study merely, but as an habitual object of thought, rises up and expands before the mind in a manner which is altogether astonishing. If, along with this habit, there be cultivated the practice of constantly writing such views as arise, we perhaps describe that state of mental discipline by which talents of a very moderate order may be applied in a conspicuous and useful manner to any subject to which they are devoted. Such writing need not be made at first with any great attention to method, but merely put aside for future consideration; and in this manner the different departments of a subject will develop and arrange themselves as they advance, in a manner equally pleasing and wonderful.

VI. A due regulation and proper control of the imagination; that is, restricting its range to objects which harmonize with truth, and are adapted to the real state of things with which the individual is or may be connected. We have seen how much the character is influenced by this exercise of the mind; that it may be turned to purposes of the greatest moment, both in the pursuits of science and in the cultivation of benevolence and virtue; but that, on the other hand, it may be so employed as to debase both the moral and intellectual character.

VII. The cultivation of calm and correct judgment—applicable alike to the formation of opinions, and the regulation of conduct. This is founded, as we have seen, upon the habit of directing the attention distinctly and steadily to all the facts and considerations bearing upon a subject; and it consists in contemplating them in their true relations, and assigning to each the degree of importance of which it is worthy. This mental habit tends to guard us against forming conclusions, either with listless inattention to the views by which we ought to be influenced,—or with attention directed to some of these, while we neglect others of equal or greater importance. It is, therefore, opposed to the influence of prejudice and passion,—to the formation of sophistical opinions,—to party spirit,—and to every propensity which leads to the adoption of principles on any other ground than calm and candid examination, guided by sincere desire to discover the truth. In the purely physical sciences, distorted opinions are seldom met with, or make little impression, because they are brought to the test of experiment, and thus their fallacy is exposed. But it is otherwise in those departments which do not admit of this remedy. Sophisms and partial inductions are, accordingly, met with in medicine, political economy, and metaphysics; and too often in the still higher subjects of morals and religion. In the economy of the human mind, it is indeed impossible to observe a more remarkable phenomenon than the manner in which a man who, in the ordinary affairs of life shows the general characters of a sound understanding, can thus resign himself to the influence of an opinion founded upon partial examination. He brings ingeniously to the support of his dogma every fact and argument that can possibly be turned to its defence; and explains away or overlooks every thing that tends to a different conclusion; while he appears anxious to convince others, and really seems to have persuaded himself, that he is engaged in an honest investigation of truth. This propensity gains strength by indulgence, and the mind which has yielded to its influence, advances from one pretended discovery to another,—mistaking its own fancies for the sound conclusions of the understanding, until it either settles down into some monstrous sophism, or perhaps concludes by doubting of everything.

VIII. For a well-regulated understanding, and particularly for the application of it to inquiries of the highest import, there is indisputably necessary a sound condition of the moral feelings. This important subject belongs properly to another department of mental science; but we have seen its extensive influence on the due exercise of the intel-

lectual powers;—and it is impossible to lose sight of the place which it holds in the general harmony of the mental functions required for constituting that condition, of greater value than any earthly good, which is strictly to be called a well-regulated mind. This high attainment consists not in any cultivation, however great, of the intellectual powers; but requires also a corresponding and harmonious culture of the benevolent affections and moral feelings; a due regulation of the passions, emotions, and desires; and a full recognition of the supreme authority of conscience over the whole intellectual and moral system. Cold and contracted, indeed is that view of man which regards his understanding alone; and barren is that system, however wide its range, which rests in the mere attainment of truth. The highest state of man consists in his purity as a moral being; and in the habitual culture and full operation of those principles by which he looks farth to other scenes and other times. Among these are desires and longings which nought in earthly science can satisfy; which soar beyond the sphere of sensible things, and find no object worthy of their capacities, until, in humble adoration, they rest in the contemplation of God. Truths then burst upon the mind which seem to rise before it in a progressive series, each presenting characters of new and mightier import. The most aspiring understanding awed by the view, feels the inadequacy of its utmost powers; yet the mind of the humble inquirer gains strength as it advances. There is now felt, in a particular manner, the influence of that healthy condition of the moral feelings which leads a man not to be afraid of the truth. For, on this subject, we are never to lose sight of the remarkable principle of our nature formerly referred to, by which a man comes to reason himself into the belief of what he wishes to be true; and shuts his mind against, or even arrives at an actual disbelief of, truths which he fears to encounter. It is striking, also, to remark how closely the philosophy of human nature harmonizes with the declarations of the sacred writings; where this condition of mind is traced to its true source, in the corruption of the moral feelings, and is likewise shown to involve a high degree of guilt, in that rejection of truth which is its natural consequence: "This is the condemnation, that light is come into the world, and men loved darkness rather than light, because their deeds were evil. For every one that doeth evil hateth the light, lest his deeds should be reproved. But he that doeth truth, cometh to the light, that his deeds may be made manifest, that they are wrought in God."

This condition of mind presents a subject of intense interest to every one who would study his own mental condition, either as an intellectual or a moral being. In each individual instance, it may be traced to a particular course of thought and of conduct, by which the mind went gradually more and more astray from truth and from virtue. In this progress, each single step was felt to be a voluntary act; but the influence of the whole, after a certain period, is to distort the judgment, and deaden the moral feelings on the great questions of truth and rectitude. Of this remarkable phenomenon in the economy of man, the explanation is beyond the reach of our faculties; but the facts are unquestionable, and the practical lesson to be derived from them is of deep and serious import. The first volition by which the mind consciously wanders from truth, or the moral feelings go astray from virtue, may impart a morbid influence which shall perpetuate itself and gain strength in future volitions, until the result shall be to poison the whole intellectual and moral system. Thus, in the wondrous scheme of sequences which has been established in the economy of the human heart, one volition may impart a character to the future man,—the first downward step may be fatal.

THE NEW-ENGLAND MAGAZINE, FOR AUGUST, comes with unbroken vigor to chase away some dull Cholera hours. We make an extract suitable to the times,—in its title, at least, for there are many such now-a-days,—"The Nervous Man," which is spiritedly written:

THE NERVOUS MAN.

Messrs. Editors:—The enclosed MSS. are the literary remains of an absent friend of mine, who, a short time since, knesed himself to death for the Dyspepsia, agreeably to the prescriptions of Dr. Halsted.

My friend made no pretensions to genius. He was a hard student, but the world has been little wiser for it. His literary appetite, like his physical, exceeded his digestion. He always seemed to me like

a volume of miscellany, without an index—or rather like a dictionary, to be looked into on occasions, but without any connexion. The following sketches I have extracted from his Diary,—a very wilderness of unintelligible chirography. I think there is some merit in them; there is, at least, originality.

J. G. W.

AT HOME—AN APRIL DAY.

Rain—rain!—no, not precisely rain,—but worse, infinitely worse—an April day of mist and shadow, such as Ossian's ghosts might revel in,—mud and water below, cloud-rack and moisture above!—Faugh!—Coleridge says that the mind gives nature its gloom and its beauty—its light and sombre coloring. No such thing. Nature colors the mind. I feel at this moment her shadows closing around me. I am out of humor with her. It seems to me as if she has assumed her most dreary and uncomfortable aspect for my own especial annoyance. I can have some patience with a thunder-storm. There is something of grandeur about it,—the slow, uprearing clouds—the lightning flashing out of their thick blackness, like the eagle-glance of angry spirit—the solemn roll of the far-off thunder—or the simultaneous flash and uproar, as some hill-crag or tree-top trembles with its fiery chastisement. A sweeping Northeaster is a disagreeable visitant; but within doors you can easily reconcile yourself to it; and there is somewhat of amusement in the gusty elating of the rain—the flooding of the streets—the swaying of the tree-tops—the rending of umbrellas, and the forlorn appearance of the cloak-wrapped pedestrians. But a dull, heavy, clinging mist—a day of cloud and shadow, when Nature seems puzzled whether to rain or shine upon us—is the peculiar season when the azure demons of my temperament hold high carnival. If I ever commit suicide, commend me to such a day.

Is that my face—hirsute, sallow, ghastly!—peering out upon me, like ugliness personified, from that long, old-fashioned mirror? I will have that perpetual *memento mori* turned to the wall. I dislike reflections of any kind. I enter my solemn protest against looking-glasses in modern days, as Pliny and Seneca did of old. One of the Roman Emperors—Domitian, I believe,—lined his galleries and walks with polished selenite, that he might see all that was going on around him. The man was a fool. For my own part, I could abide the daily risk of assassination, with far more composure than the constant vision of my unlucky figure. In the latter case, I should imagine myself haunted by an ogre.

I hate your professed Physiognomist—the man who reads at a glance the character of his neighbor—decyphering with ease the mystic meaning of the human features—these hieroglyphics of the Almighty. I abhor the idea of a man's carrying his autobiography in his visage—the melancholy history of a love adventure in the droop of an eyelid, or the prominence of a cheekbone,—or a tale of disappointment in the wrinkles of his forehead. I condemn in toto the systems of Lavater, Goll, and Spurzheim. 'Tis an unmanly method of coming at one's private history. The beautiful and lordly—those who carry an eternal letter of recommendation in their countenances—may, perhaps, demur to my opinions. Let them. Phenology may have been a blessing to them; it has been the devil and all to me.

As Balak said of old upon Balaam,—so say I unto all, who, like myself have been martyrs to the sciences of bumps, organs and facial angles—Physiognomy and Phenology—"Come, help-me to curse them." Nay smile at my vehemence, fair reader; thou loast of all canst appreciate my feelings. As thou bendest over my page, with thine eye shedding a finer light across it than ever brightened the illuminated scroll of a monkish legend—with thy dark tresses ever and anon lightly sweeping its margin, and half shadowing the delicate fingers which enclose it—the veriest mocker at humanity would bless thee, and the austere St. Francis, at the first glimpse of thee, would have forsaken his bride of snow. But I, marked and set apart from my fellows, the personification of ugliness, in whose countenance every modern Lavater discovers all that is vile and disagreeable and odious; shunned by the lovelier and gentler sex, and suspected and laughed at by my own; in the name of all that is sensitive, why should I not murmur at the practice of an art which has undone me, as the illustration of a science which has shut the door of human sympathy upon me! Is it a light thing that I have suffered a daily martyrdom through life; that my very parents loved me not, although my young heart was bursting with love for them; that my brothers mocked me, and

my sisters feared me; that, in my riper years, the one fair being to whom I poured out the riches of a hoarded affection, the whole of that love which had been turned back and repelled by all others—that she, who *did* love me, who saw through its miserable veil of humanity the warm and generous and lofty spirit within me—even she should have been torn from me by those who knew me not, save by that most unfortunate criterion of merit, my outward appearance! Is it nothing that I am now a lonely and disappointed man, stricken into the "sere and yellow leaf," before my time, with the frost of misery, if not of years, predominating over the dark locks of my boyhood? Is it nothing that I am now a solitary wanderer in the thoroughfare of being; my sympathies fettered down in my own bosom, my affections unshared, unreciprocated, and wandering like the winged messenger of the Patriarch of the Deluge over the broad waste of an unsocial humanity; and, finding no rest, no place of refuge, no beautiful island in the eternal solitude, no green-branched forest looking above the desolation, where the weary wing may be folded, and the fainting heart have rest?

Basta!—I have been penning nonsense, sheer inexcusable nonsense; and yet, it has brought moisture to my eye, and a tremor to my heart. Faith! I should like to see a tear of mine. It is a long, a very long time since I saw one. *Manhood in its desolation has no tears.* "Woman-kind," says King James, the old Scotch pedant, "especially beo able to shede teares at everie light occasion, when they will—yea, although it were dissemblingly, like the crocodiles." And Reginald Scott affirmeth, "there beo two kinds of teares in woman's eie; one of true greefe, the other of deceipt." Well, it is a happy faculty, this tear-shedding, after all. It is woman's last and most powerful appeal. There are few hearts capable of resisting it. It excites pity, and pity, by gradations almost insensible, melts into love. I have often admired the truth of a remark in Godwin's *Clouds*. "Beauty in tears is the adversary which has thrown down its weapons, and no longer defies us. It is the weak and tender flower, illustrious in its lowliness, which asks a friendly hand to raise its drooping head."

Rain, rain—drip, drip! fog wrapping the hills like a winding-sheet. And here am I, sitting by my dim and whitening coal-fire, a wretched misanthrope—a combination of the ferocity of Timon and the spleen of Rochefoucault. Solitary, companionless:—

"Alone, alone! All, all alone!"

No beautiful creature of smiles and gentle tones to cheer my failing spirits, and melt away the sternness of care with the warm kiss of her affection. But wherefore these murmurs? Matrimony, after all, is but a doubtful experiment. What saith my Lord Bacon? "He that hath wife and children hath given hostages to fortune; for they are impediments to great enterprizes, either of virtue or mischief.—Certainly the best works, and of greatest merit to the public, have proceeded from unmarried and childless men." And Count Swedborg, for whom I have a great veneration, thinks that woman is to man like the lost rib to Adam, not essential to his happiness, but necessary to complete his fortune." In truth, I can readily conceive of a worse situation than my own. I might have married,—I shudder to think of it—a scold, a termagant, a Xantippe, (and now I remember she *did* have a wonderful faculty of sharpening her fine voice.) Our old law Latin most ungraciously confines the common scold, *communis viratrix*, to the feminine gender; and the Furies were all represented as females. For one, I value a fine and pleasant voice as the most perfect charm of women. I would have it soft, low, and faintly musical, like the straying of the south wind over harp-strings—an articulate breathing, mellowed and rich with the earnestness of soul, soothing and gentle as the whisper of an angel. The ancients represented Venus by the side of Mercury, to signify that the chief pleasures of matrimony were in conversation. I have ever admired these lines of old Ausonius:

"Vano quid affectas faciem mihi pingere pictor?
Si mihi similem pingere, pinges eum."

And it is thus I would have my "lodge love" delineated, not upon perishing canvass, but on the retina of the soul;

"The voiceless spirit of a lovely sound."

But the common scold—the razor-like voice of petulance and anger, piercing through one like a Toledo scimitar, the curtain-lecture, the domestic brawl, the harsh tones of taunting and menace, the saw-mill modulation of vulgarity—Heaven defend me from them!

With the honest weaver of Auchinloch, "I have muckle reason to be thankful that I am as I am."—

Rubius Celer, indeed, commanded the fact to be engraven on his tomb-stone, that he had lived with his wife Caja Ennia forty-three years and eight months without any domestic quarrel. I am half inclined to believe that the immaculate Caja Ennia was dumb.

I know of nothing which has given me more consolation in my bachelorship, than the song of Vidal, in one of Scott's Romances:

"Woman's faith, and woman's trust—
Write the characters in dust,—
Print them on the running stream,
Stamp them on the cold moon-beam,
And each evanescent letter
Shall be fairer, firmer, better,
And more durable, I ween,
Than the thing those letters mean."

It is unquestionably a propensity of the human heart, to seek to depreciate that which it has in vain sought after; and it may be owing to this that I take such malicious satisfaction in contemplating the character of our mother Eve. She loved Adam awhile in Paradise, it is true; but the very "first devil she saw, she changed her love."

GRAMMAIRE ITALIENNE—NOVELLIERI ITALIANI.—These are the titles of two books just published by Gray & Bowen, of Boston, for Professor Longfellow, who is the Professor of Modern Languages and Literature in Bowdoin College. The former aims chiefly to benefit those "who, having already some knowledge of the French, desire to learn to read the language of modern Italy, in order to obtain an acquaintance with its literature." It is therefore a syllabus of the Italian Grammar, written and explained in French,—and in excellent, pure, and idiomatic French, too. The latter is a collection of extracts from the best Italian novelists and writers, of various times—with a brief notice prefixed to each, of its author. A pleasant address to the reader prefixed to the collection, written in Italian, shows, as well as the biographical notices,—also, we presume, prepared by Prof. Longfellow,—intimate acquaintance with and familiar use of the language.

It is not a common occurrence,—tho', in a Professor of modern languages, certainly it should not be deemed extraordinary,—to see an American writing thus well two modern languages.

The books themselves are very neatly printed.

Thomas Moore is henceforth to be associated with Thomas Campbell, in editing the Metropolitan Magazine—this will give the excellent miscellany an added interest.—[Merc. Adv.]

HOME AFFAIRS.

Henry L. Ellsworth, of Hartford, has been appointed one of the Commissioners for locating the emigrant Indians, an appointment declined by Roberts Vaux, Esq. of Philadelphia.

NAVAL.—The U. S. schr. Experiment, Lieut. Com. Mervine, bound to New York, dropped down to Hampton Roads, from Norfolk, on Saturday last.

The U. S. schr. Shark, Lieut. Com. Boerum, sailed from Havana on the 22d of July, on a cruise.

The U. S. ship John Adams sailed from Gibraltar on the 3d of July, for Tangier, with Mr. Carr, the American Consul on board; the officers and crew were in excellent health. The U. S. ship Constellation sailed from Gibraltar on the 25th June, for Mahon.

List of Officers on board the United States' ship John Adams, at Gibraltar, on the 1st of July: Commander—Philip F. Voorhies, Esq. Lieutenants—Ebenezer Ridgway, 1st; J. R. Gerry, 2d; E. M. Vail, 3d; J. W. Swift, 4th. Sailingmaster—W. E. Hunt. Purser—E. T. Dunn. Surgeon—G. R. B. Horner.

Assistant Surgeon—E. Borland. Midshipmen—William E. Spencer, Franklin Anderson, John Wooms, G. W. Randolph, Percival Drayton, J. O. Wilson, E. T. Shubrick, R. L. Tighman.

Boatswain—William Waters, Gunner—David Taggart, Carpenter—Francis Sugee, Sailmaker—Madison Wheldon, Purser's Steward—Jacob Swartz.

[From the Detroit Journal of August 1.]

INTELLIGENCE FROM THE FRONTIER.—By an express which arrived here last Sunday, we have dates from Chicago as late as the 24th ult. The William Penn had reached that place with four companies of troops, and we are happy to learn no case of sickness occurred while on the voyage.—Two or three cases of Cholera occurred, however, soon after the troops had landed, and about the same number had occurred among those under the command of Major Whistler. A few of the citizens had been attacked with the common disease, but it was not apprehended that it would spread much. The general health of the troops was much improved. The schrs. Huron, Commerce, and Maringo, freighted with public stores, had arrived; and the Napoleon was near at hand.

Intelligence from General Atkinson had been received at Chicago by express, up to July 22. The swamp occupied by the main body of Indians had been penetrated, and Black Hawk and his warriors, with women and children, had fled, as was supposed, towards the Mississippi, with intent to cross. They were pursued by Generals Dodge and Henry, with 900 mounted men.

When the express left Chicago, Gen. Scott was about to join the pursuing army in person, leaving the troops to follow when fit for field service. Gov. Miller of Missouri had called out 1,200 militia.

In consequence of the above intelligence the requisition for militia from this Territory, has been countermanded.

DEFEAT OF BLACK HAWK.—By the schooner President, which arrived here yesterday, letters have been received from Fort Howard, which announce the gratifying intelligence of the defeat of Black Hawk and his warriors. The details of the engagement are contained in the following letter, which has been politely furnished us.

FORT HOWARD, July 25th, 1832.

Dear Sir—Last evening we received the intelligence of a battle having been fought between Gen. Dodge and his division, and the Sacs and Foxes, in which the former were victorious. The particulars, as stated in Captain Plympton's letter to Captain Clark, are these. Parquett, with a few Winnebagoes, left the Portage a few days since, to proceed to General Dodge's army, and guide them to the Sac camp. On Saturday morning last, 21st inst., Gen. Dodge sent his adjutant to report to Gen. Atkinson of his movements. He had not proceeded far, before he came up with the Sacs' and Foxes' trail, directing their course to the Wisconsin river. He immediately returned and reported the circumstance to Colonel Dodge, who pursued and overtook them about sundown of the same day, (Saturday,) on the left bank of the Ouisconsin, and about 40 miles from Fort Winnebago, when the fight ensued—the Indians at the same time retreating. The night being very dark, they found it impossible to pursue them. They had found, when Parquett left them, which was early the next morning, sixteen Indians killed, and but one white man killed, and four wounded. Parquett thinks not less than 40 Indians fell in the engagement.

Gen. Dodge was to start early that morning (Sunday) in pursuit, and had no doubt of overtaking them in the course of the day. Their object is to cross the Ouisconsin, at what is called the Ford, and go down on the right bank to the Mississippi. The force of "Gen. Black Hawk" was reported to amount to about three hundred; and Parquett is of opinion that it was nearly all of Black Hawk's army. The force under Gen. Dodge being about nine hundred men, with but six days' provisions, he has sent to Gen. Atkinson to request that all the mounted men under his command might join him, which will probably put an end to the war in a short time.

The Sacs and Foxes are in a starving condition, many of them being found dead on their trail, and at their camp, perfectly emaciated.

Gen. Atkinson is reported to be some where on Rock River, and engaged in building a fort. Capt. P. says it is probable company A will be ordered home in a short time.

The Springs.—The two watering places in this county continue perfectly free of disorder, and we had almost said of subjects. Though there are several arrivals daily, at no former period have we ever seen so small a number of visitants in this village during any part of what has been termed the fashionable season.

Among the strangers now here is our distinguished countryman, Washington Irving.—[Saratoga Sentinel.]

THE CHOLERA.

Friday, August 3.—The new cases to-day are, in the city at large, 48, and 14 deaths; in the Hospitals, 36 cases, 8 deaths; at Bellevue, 1 case, 1 death; at Yorkville, 2 cases, no deaths; at Harlem, 3 cases, 1 death.

Saturday, Aug. 4.—The new cases to-day are, in the city at large, 48, and 17 deaths; in the Hospitals, 39 cases, 11 deaths; at Bellevue, 3 cases, 2 deaths; at Yorkville, 2 cases, 0 death.

"NYACK, Aug. 1.—The cholera has made its appearance here. The first case was Mrs. Lydecher, who left the city on Thursday—was taken ill after her arrival and died the same night. Since then the whole number is ten, viz: Mrs. Lydecher, dead; Mr. L., her father-in-law, dead; the family of Mr. Grahams—Mr. and Mrs. Graham and Miss Graham, all dead; J. Graham, and Master P. Graham, whose cases are doubtful, and three others, who have recovered.

ALBANY, Aug. 1, 4 P. M.—New cases of epidemic cholera 32; deaths 8.

Aug. 2.—New cases 19; deaths 7.

TRIOY, Aug. 2, 2 P. M.—The Board of Health report an increased number of severe cases of cholera within the last three days.

ROCHESTER, July 28, 4 P. M.—New cases 6; deaths 3.

July 29, 6 P. M.—New cases 11; deaths 5.

LOCKPORT, July 26.—One new case.

July 28.—One new case.

BUFFALO, July 26.—New cases 6; deaths 1.

July 27.—New cases 15; deaths 4.

PROVIDENCE, Aug. 1.—The Board of Health announce 4 cases of Cholera in that city in the last 24 hours—all dead.

PHILADELPHIA, Aug. 2, noon.—New cases 40; deaths 15.

Aug. 3.—New cases 35; deaths 14.

MONTREAL, July 28.—New cases from 26th to 27th July, at 8 P. M.; death 18.

At Jeachim, 30 miles from Quebec, on the north side of the St. Lawrence, there had been 27 cases of cholera, and 5 deaths.

Sunday, Aug. 5.—The new cases to-day are, in the city at large, 57, and 21, deaths; in the Hospitals, 38 cases, 8 deaths; at Bellevue, 0 case, 0 deaths; and at Yorkville, 1 case, 0 death.

Monday, Aug. 6.—In the city at large, new cases 60, deaths 21; City Hospitals, cases 38, deaths 15; at Bellevue, cases 0, deaths 0; at Harlem, 3 cases, 1 deaths.

We hear of six deaths from Cholera at Sauger-ties, Ulster county.

BROOKLYN, Aug. 4.—New cases 12; deaths 2.

Aug. 5.—New cases 12; deaths 6.

At SING SING STATE PRISON, on Friday, 3d inst., there were 17 new cases.

POUGHKEEPSIE.—On the 3d, 18 cases and 2 deaths occurred in the Poor-house. On the 4th, 26 new cases and 15 deaths. On the 5th, 16 new cases and 13 deaths. No cases had occurred in the village.

ALBANY, Aug. 3.—New cases 26; deaths 8.

Aug. 4.—New cases 19; deaths 6.

SANDY HILL, Aug. 2.—There have been 4 cases at Whitehall, all fatal. No new cases on Tuesday. At Fort Miller there have been 2 cases, emigrants, both dead. Sandy Hill continued healthy.

ROCHESTER, July 30, 4 P. M.—New cases 13; deaths 4.

July 31, 4 P. M.—New cases 22; deaths 3.

SYRACUSE, July 31.—The Board of Health report but 2 cases of malignant cholera since the 24th, one dead, and one convalescent.

OGDENSBURG, July 31.—All the sick on the 26th have recovered. No new cases until last evening, when 2 occurred which were severe, one of which was fatal.

BUFFALO, July 28.—New cases 8; deaths 2.

July 29th.—New cases 15; deaths 1.

July 30th.—New cases 13; deaths 3.

July 31st.—New cases 8; deaths 1.

August 1st.—New cases 4; deaths 2.

At the INDIAN RESERVATION, several deaths have occurred.

At HAMBURG there were 4 deaths.

MONTREAL.—July 28, new cases 31; deaths 23.

July 29.—New cases 18; deaths 10.

July 30.—New cases 28; deaths 12.

July 31.—New cases 38; deaths 14.

Aug. 1.—New cases 28; deaths 27.

PRINCETON, (N. J.) Aug. 1.—A letter of this date says:—"There are 4 decided cases of Cholera existing in the heart of this town. A large portion of the students in college have left, and others are on the eve of going, in consequence of the alarm which exists here."

"P. S.—Since writing the above, 2 of the cases have died."

TRENTON, (N. J.) Aug. 1.—New cases 4; deaths 1. Aug. 2.—New cases 2; deaths 1.

Chief Justice Ewing is among the victims of the disease.

PHILADELPHIA, Aug. 4, noon.—New cases 45; deaths 13.

Aug. 5, noon.—New cases 65; deaths 26.

A slip of yesterday from the office of a Philadelphia paper adds, from the Arch-street Prison, 60 cases and 15 deaths.

[From the Norfolk Herald of 3d August.]

NORFOLK, Aug. 1.—The Board of Health reports, that of the cases of Cholera reported up to 12 o'clock on Monday, 30th ult. 4 have died, and that for the 48 hours up to 12 o'clock this day, 8 new cases have occurred, of which 5 have died. Of the last named cases there were one white man and 7 persons of color.

PORTSMOUTH.—Within the 48 hours from 5 P. M. on Tuesday, 31st, to 5 P. M. on Thursday, there were 9 deaths by cholera. Of the cases remaining, there were 5 considered dangerous, and many convalescent.

Tuesday, Aug. 7.—New cases in the city at large 57, deaths 19; at the City Hospitals, 31 cases, 12 deaths: at Bellevue, 0 case, 0 deaths; at Yorkville, 1 case, 1 death.

BROOKLYN, Aug. 6.—New cases 10; deaths 5.—There were 3 deaths at Flatbush in addition to the above.

Aug. 7.—New cases 12; deaths 4.

SING-SING STATE PRISON, Aug. 4.—New cases 10; deaths 7. The Cholera has made its appearance at the County Poor-house, about half a mile east of the village. Total cases in the Poor-house up to 11 o'clock, on Saturday forenoon, 42; deaths to 2 o'clock, P. M., 20.

Sunday—13 new cases, 5 deaths.

Monday—20 new cases, 5 deaths; remaining 83. General sick list, 223; ordinary deaths 6. Total by Cholera since the 14th July, 73.

Whole number of convicts, 939.

ALBANY, Aug. 5, 5 P. M.—New cases of epidemic Cholera 19; deaths 2.

ROCHESTER, Aug. 1, 5 P. M.—The Board report for the last 24 hours, 12 new cases, and 2 deaths.

NEWARK, Aug. 4.—New cases 3; deaths 1.—Total cases from commencement 34; deaths 20.

NEW-BRUNSWICK, July 31.—There were 15 cases of Cholera in the whole, since its first appearance in that place; and, it is said, 9 deaths.

TRENTON, Aug. 3.—New cases 5; 1 death, and 4 in a fair way of recovery. The general health of the town was good.

PHILADELPHIA, Aug. 6.—New cases 176, deaths 71.

Wednesday, Aug. 8.—The new cases to-day, are in the city at large, 50, deaths 12; at the City Hospitals, 30, cases, 9 deaths.

KINGSBRIDGE (at the northern extremity of Manhattan Island).—A man died of Cholera on Wednesday last. A colored woman was attacked on Monday morning, and when last heard from, was not expected to recover.

MONTGOMERY, (Orange County).—2 cases, 1 dead—both colored females from New-York.

POUGHKEEPSIE, August 3.—In the County Poor House, new cases 18; deaths 2.

Aug. 4.—New cases 26; deaths 15.

Aug. 5.—New cases 16; deaths 13.

Aug. 6.—New cases 18; deaths 8.

Aug. 7.—New cases 7; deaths 12.

In the village, Aug. 6, new cases 9; deaths 3.

Aug. 7.—New cases 6; deaths 3.

BUFFALO, Aug. 1.—New cases 4; deaths 9.

ALBANY, Aug. 6, 4 P. M.—New cases of epidemic cholera 26; deaths 14.

GREENBUSH, Aug. 6, 8 A. M.—Four cases of Cholera within the last three days—no deaths.

TROY, Aug. 6, 2 P. M.—Within the last four days, 20 deaths have occurred in this city, 12 of which were from cholera.

ROCHESTER, Aug. 4.—New cases on the 2d, 6; deaths 2. On the 3d, new cases 1; deaths 0. The disease appears to have nearly subsided here.

PLATTSBURGH, Aug. 3.—Since 28th July, 2 cases.

PALMYRA, July 26.—One case.

OWEGO, Aug. 3.—A Mr. Reynolds, from Canada, sickened at daylight, of cholera, and died at 4, P. M.

ONEIDA INDIANS.—Vernon, Aug. 12.—Two cases, pronounced Cholera, terminated fatally in one day.

SACKETTS HARBOR, Aug. 2.—Nine vessels, belonging to citizens of this place and vicinity, are now lying in Chippeway Creek, for want of water to pass through the Welland Canal. The cholera has appeared on board of some of these vessels. Two cases have occurred at Oswego.

MARSHAL (Calhoun Co. Mich.)—8 cases, 6 deaths—among the latter Dr. Thompson and Mrs. Pearce.

NEWPORT.—The Eastern mail brings accounts of two more deaths by cholera, a child and its mother in low circumstances, citizens of that place.

BERGEN, N. J.—There have been several cases at the Bergentown poor house, north of Snake Hill, near Bergen; on Saturday 3 deaths; Sunday 2 cases.

NEWARK, Aug. 6.—New cases from 4th to 6th, 5; no deaths.

ELIZABETHTOWN, Aug. 6.—One case, fatal—Robt. Young.

RAHWAY, (N. J.) Aug. 7.—One case has occurred here, and one in Woodbridge—both recovering.

NEW BRUNSWICK, (N. J.) Aug. 7, 10 A. M.—Reported since July 31, at 12 M., 49 cases, 13 deaths.

PHILADELPHIA, Aug. 7.—New cases 136, deaths 73.

SANDUSKY, Ohio.—5 cases, 6 deaths.—One of the latter was Capt. S. Wadsworth, of schr. Ligure.

NORFOLK, Aug. 4.—In the last 48 hours, 14 new cases and 9 deaths, two of the deaths being from cases before reported.

PORTSMOUTH, Va.—New cases from 5 P. M. on the 2d, to 5 P. M. on the 3d, 15; deaths 5, including four cases before reported.

NORFOLK.—Deaths by Cholera, from Friday at 12 o'clock to Sunday 12 o'clock, 14—of which there was only one white man, named Barnes, intemperate. Of this number eight died this morning.

In Portsmouth, for the same period, the deaths were fifteen.

U. S. SHIP FAIRFIELD.—We regret to learn, says the Norfolk Beacon of the 4th inst., that about 15 cases of the cholera, three of them very violent, have appeared on board the U. S. ship Fairfield, now at the Navy Yard, at Gosport.

YORK, U. C.—New cases from 20th to 25th July, 21; deaths 9. Total—cases from commencement, 154; deaths 75.

ST. THOMAS.—Up to the 26th July, there had been in this place 28 cases and 21 deaths.

Thursday, Aug. 9.—The new cases in the city at large, to-day, are 47, and 18 deaths; at the City Hospitals, 26 cases, 10 deaths.

Among the deaths to-day by the prevailing disorder, is that of Isaac Wright, who, with Francis Thompson, also recently deceased, was the founder of the first line of Liverpool packets. Mr. Wright was in his 72d year.

BROOKLYN, Aug. 8.—New cases 6, deaths 6.

SING-SING PRISON, Tuesday, Aug. 7.—New cases 5; deaths 3; cured 15; remaining 79. Wednesday, 8th.—New cases 8; deaths 5; remaining 81.

RHINEBECK, Aug. 7.—The Board of Health reports 4 cases.

ATHENS, Aug. 3.—A case occurred at Athens, opposite Hudson, which terminated fatally. It was a young woman recently from New York.

ALBANY, Aug. 7.—New cases 20, deaths 7.

LANSINGBURGH.—Horatio Gates Spafford died of cholera on the evening of 7th August.

GLEN, Aug. 3.—There have occurred five more deaths of cholera, in the Montgomery county poor house, in this place.

MAYVILLE, (Chautauque co.) Aug. 2.—4 cases of malignant cholera, and 1 death. In Harmony, 1 case, dead.

MASSACHUSETTS STATE PRISON.—Additional particulars.—A slip from the Bunker Hill Aurora, states that the patients were all on the recovery yesterday. No deaths have occurred. Only 5 mild cases were reported yesterday. The whole number of cases is 121, one hundred of whom now remain in the Hospitals. The whole number of convicts is 218. Not the least symptom of insubordination or dissatisfaction has been manifested.

Gov. Lincoln visited the Warden at the prison yesterday, and expressed himself perfectly satisfied with the measures which had been adopted, and gratified, as all must be, at the success of the medical treatment of the patients.

No report has yet been received from Dr. Webster, in relation to the analysis of the food &c.

FAIRFIELD, (Conn.)—Major Beers, the keeper of the County Jail at Fairfield, died of cholera suddenly on Wednesday, 1st inst. He had the symptoms for some time, and on the morning of his death took brandy and sugar, and three or four cucumbers by way of preventive, and—died.

WILTON, (Conn.)—The daughter of James Holmes, of Wilton, reported as sick with cholera, has recovered. On Friday, the 3d, a child in the family, of 12 or 14 years, was attacked, and died in about 8 hours.

NEWARK, Aug. 7.—New cases 3, deaths 2.

ELIZABETHTOWN, Aug. 7.—Since last report, 1 new case, and 3 deaths.

BURLINGTON, (N. J.) Aug. 6.—Two cases occurred here this morning, both hearty, hale young fellows.

PHILADELPHIA, Aug. 8.—New cases 114; deaths 46.

NEWCASTLE, (Del.) Aug. 5.—Two new cases, one a sailor on board a brig, in the river opposite this place; the other at Delaware City, about 6 miles below Newcastle both; buried here.

WILMINGTON, (Del.) Aug. 7.—The cholera has at length reached our city. Two cases occurred this morning, bearing the marks, we are informed, of decidedly malignant cholera. The first was the case of a man residing in an oyster house in Front street; the other an individual who arrived late last evening, from Philadelphia. Both of them were taken to the U. S. Arsenal this morning—that building, which is in an airy and healthful situation, has been fitted up for a cholera hospital. Both of them, we understand, also, were of very intemperate habits.

PAINSVILLE, Ohio, August 2.—A family of Irish emigrants were landed at Bairport last week, from a steamboat, one of whom was dead, having been attacked with the cholera after leaving Erie. The next day the father of the family was attacked, but partially recovered, and lingered till Tuesday morning of this week, when he expired. The family were direct from Quebec and Montreal, and had suffered every exposure. Our place and vicinity remains healthy.

CLEVELAND.—Five cases and four deaths occurred last week from cholera. Four were citizens, two of which were children.

MACKINACK, July 18.—There have been 6 cases of cholera and 5 deaths, including those landed from on board the steamboat Sheldon Thompson, 3 of which were soldiers. No new case had been reported for the last eight days.

YORK, (U. C.)—The cholera continues its ravages in this town. A great number of the physicians refuse to report. The following is from the report of the Board of Health:—July 26, new cases 7, deaths 1. July 27, new cases 2, deaths 1. July 28, new cases 8, deaths 3. July 30, new cases 11, deaths 2. July 31, new cases 1, deaths 3. Aug. 1, new cases 12, deaths 4.—Total new cases in 6 days, 41; deaths in the same period, 14.

THE CHOLERA has so long been a standing head in all the papers, that we would gladly see it changed; but instead of that, the details under it are unhappily swelled more and more every day; and, sooth to say, such is the absorbing nature of the topic, that it is almost the only one, and always the first, at which readers look. Such being the general feeling, and such unhappily the justification of it, in the spreading of the pestilence over the whole land, we of course make no apology for continuing to devote so much space to a record of its devastations.

FOREIGN INTELLIGENCE.

LATE FROM EUROPE.—By the packet ship York, Capt. Burley, which sailed on the 26th June, we have Liverpool papers to that date, and London to the 25th inclusive.

Re-appearance of the Cholera in London.—We regret that it is our painful duty to inform our readers that this dreadful disease, although smothered for a time, has broken out again with renewed virulence in the eastern districts of the metropolis. There have been, within the last week, upwards of twenty-one cases in Whitechapel; and in the work-house of that parish, one day last week, there were actually thirteen decided cases of cholera at one time. [Bell's Weekly Messenger.]

The Cholera is making considerable ravages in Liverpool, York, and Clitham, and has broken out with renewed violence in Dublin. It has also made its appearance in Brussels.

At Liverpool there were, June 19th, new cases 43 deaths 8; 20th, new cases 48, deaths 16; 21st, new cases 29, deaths 15; 22d, new cases 20, deaths 5; 23d, new cases 39, deaths 10; 24th and 25th, new cases 111, deaths 28. Total, from commencement on 12th May, new cases 583, deaths 186.

Attack upon the King.—We lament that we are under the necessity of noticing an atrocious outrage committed on the person of his Majesty, at Ascot Heath Races, by a ruffian who, instead of expressing any feeling of regret, actually gloried in it. Immediately on the termination of the first race, his Majesty, who was at the window of the Royal Stand, was observed to start; on inquiry it turned out that a stone had been thrown, which had struck his Majesty's hat, fortunately without doing any injury; the stone struck our venerable Sovereign on the forehead, just above the rim of the hat, which was fortunately on his head at the time. The sound was so loud that the moment the stone reached its destination, it was distinctly heard throughout the room. The King was either stunned, or so much astonished at the moment, as to fall back two or three paces, and exclaimed, "My —! I am hit!" At this instant the same ruffian threw another stone, which struck the wood-work of the window, and fell to the ground. Lord Frederick Fitzclarence was close to his Royal Parent, and, taking him by the hand, led him to a chair. The Queen, and Lady Errol, his daughter, and others, were in the room. The ruffian had scarcely thrown the stones (which was the work of a moment) when he was seized by a gentleman, who afterwards proved to be Captain Smith of the Royal Navy, a resident at Windsor, and by another gentleman named Turner, who had been a witness to the transaction. The Bow street officers who were on the spot rushed to their assistance, and Taunton and Gardiner conducted the now passive prisoner to the Magistrates' room, under the Stand, contiguous to that of the King, where he was detained in proper custody till the subsequent examination. In little more than three minutes after the occurrence, the King rose from his chair and presented himself at the window. The moment it was seen that his Majesty was unhurt, a simultaneous shout of joy burst from all quarters, which was repeated when the Queen and Lord Frederick Fitzclarence also presented themselves at the window. Three distinct cheers were then given with such enthusiasm that the feelings of the populace could not be mistaken; there was a heartiness and sincerity in their expression which left no doubt of the horror and indignation with which they viewed this dastardly attack.

London, June 24.—It will be seen that both Houses of Parliament agreed last night, unanimously, upon an Address to the King, on occasion of the brutal outrage offered to his Majesty's sacred person at Ascot. If the whole nation could speak its feelings through such a channel, the address would contain but one unmixed expression of disgust and horror.

FRANCE.

Polytechnic School.—It will be remembered that after the late insurrection, a Royal ordinance was issued, suppressing the Polytechnic school, on account of the part which a body of its pupils had taken in resisting the King's troops and the National Guards during the disturbances. It was at the same time stated in the ordinance, that this measure was taken only with a view to the re-organization of the establishment, and not with the design of its final extinction. The Minister of War has made a report to the King on this subject, and a decree founded on that report has re-established or re-organized

the school, restoring to their former situation, rank, privileges, and studies, 207 of the former pupils. This great majority of the school is said to have observed an exact discipline on the occasion in question, and to have preserved the arms of the establishment against their mutinous companions, who amounted only to 60. These 60 are of course left out of the new arrangement, or, in other words expelled.

[From the London Times, of June 25.]
Express from Paris.

PARIS, June 23.—For the last two days it has been very generally reported, that the long wished for ordinance for raising the siege of Paris is to appear in the *Moniteur* of Monday next. Persons who are known to have frequent access to Ministers have publicly asserted it, and the speculators for the rise at the Bourse have made the utmost of that circumstance, in the hope of counteracting the drooping tendency of the money market. They did not, however, succeed.

The story about the objects of the Berlin treaty is no longer believed, but the military attitude of the three Powers in question, and the recent movements of their armies, are taken as sufficient indications of hostile purposes against this country. It is affirmed that the Austrians have, at present, an army of not less than 400,000 men stationed on this side of their frontiers; that another army of 300,000 Prussians is ready to act on the shortest notice; and that 150,000 Russians, besides the troops garrisoned in Poland, are waiting on the frontiers the signal which is to call them to the banks of the Rhine. On another hand, it is said,—and this allegation is, I believe, well founded,—that the greatest bustle has prevailed for several days past in the War office here, and that it has been determined to call for a new additional levy of 300 battalions of National Guards.

These reports of military preparations are certainly not entirely destitute of foundation; but their object appears to be misunderstood by the generality of the public here. The object of their armaments is, according to all appearance, one of less difficult an achievement; they want to put down the liberal spirit which prevails in Germany, and which seriously threatens the subversion of all the despotisms of civilized Europe.

In the West, things really now seem to have taken a favorable turn. The activity and resolution displayed by the National Guards, in most of the disturbed districts, have done much more, in putting down the insurgents, than the effects of the Government measures. With regard to the Duchess of Borri, she is still in the *Bocage*, and when last heard of, had made up her mind to quit France.

The Military Court of Appeal (*Cour de Revision*) has not taken up the case of Geoffroy and Colombat, who have been condemned to death. The appeal has been transferred to the *Cour de Cassation*, where proceedings have already commenced. All eyes are now fixed on that tribunal, as on its decision will depend the legality of the ordinance which has placed Paris in a state of siege.

M. Ledieu, one of the editors of the *Tribune*, who was lately tried before a jury and acquitted, for an alleged libel on the person of the King, has been arrested by the police, and is now in prison.

The number of "adhesions" to the *compte rendu* goes on increasing; it amounts now to 127. This already bespeaks a strong minority, and stormy debates at the ensuing session of the Chambers.

P. S. The proceedings before the court-martial to day have been utterly devoid of interest. The first trial was that of Jean Louis Guainstajiat, one of the National Guard, and the offence alleged against him was that of having borne a red flag at the funeral of General Lamarque. The evidence was very inconclusive and unsatisfactory, and after a few minutes' deliberation, the Court acquitted the prisoner. —Another of the National Guard, named Hassenfrady, was then put on his trial, charged with having fired on the troops of the line. The trial is not yet over.

[From Galliani's Messenger of the 23d.]

The *Moniteur* has the following:—"For some time past several of the journals of the capital have again entertained their readers with reports of war, and an armed coalition ready to enter upon a campaign. A few battalions cannot change their cantonments, or be sent from one point to another without it being considered by some minds, and by certain opinions, as a proof of hostile projects on the part of foreign powers. We, on the contrary, assert that the most pacific dispositions continue to prevail in the relations of the different Cabinets, and that the maintenance of the general peace may more than ever be reckoned upon."

[From Galliani's Messenger, June 19.]

At Vannes, on the 15th inst., the Countess du Botero was condemned by the Court of Assizes to two months imprisonment, a fine of 2,000 fr. and costs, for having publicly uttered the cry of "Vive Henri V." and distributed medals bearing his effigy.

M. de Genoud, editor of the *Gazette de France*, surrendered himself yesterday, and was taken to St. Polagie, to undergo the term of 3 months' imprisonment to which he was condemned for an article calling for the convocation of States General.

The Viscount de Chateaubriand, the Duke de Fitz-James, and Count Hyde de Neuville, underwent another examination yesterday. It is said that the noble Viscount learned on Friday evening, at 9 o'clock, that he was to be arrested the next morning. He went to bed at that hour as usual, and on the following morning the police officers found him in his bed. He made an apology for detaining them whilst he dressed himself. "I knew very well, gentlemen," said he, "that you were to come, and ought to have been ready; but I sleep soundly, and therefore waited till you knocked. I beg you a thousand pardons for making you wait."

Letter from Chateaubriand.

"To the Editor of the *Quotidienne*."

"Prefecture of Police, June 19, 1832.

"SIR,—I had first addressed the following letter to my old friend, M. Bertin, senior, but have had it sent back to me, thinking that it might be contrary to some opinions which unfortunately separate us at this moment. I now have recourse to your well known kindness, and request you to publish that letter in your Journal. It explains a situation which a part of the public appear not to have well understood, if I may judge from the articles inserted in diverse journals. I have the honor to be, &c.,

"CHATEAUBRIAND."

"To M. Bertin, senior, Editor of the *Journal des Debats*."

"Prefecture of Police, June 18.

"I relied, my dear Bertin, upon your old friendship, and it has not disappointed me in the hour of misfortune. Companions in exile and prison are like schoolfellows, forever attached to each other by the recollection of common enjoyments and lessons. I could wish to call upon you and return my thanks; I could wish also to express my gratitude to the journals that have displayed so much interest towards me, and have remembered the defender of the liberty of the press; but you know that I am a prisoner—a captivity, however, which is alleviated by the politeness of my keepers. I cannot speak in too high terms of the kindness and attentions of the Prefect of the Police and his family, and I am happy herein to express to them my lively gratitude for the same. One thing deeply afflicts me, which is the grief I cause to Madame de Chateaubriand.—Indisposed as she is, having formerly suffered 15 months' imprisonment for me under the reign of terror, it is too hard that my destiny should add to her past sorrows. But my dear friend, it is not my fault. I have been placed by my arrest in one of those fatal positions, which, perhaps, ought to have been well considered beforehand. I refused my oath to the existing political order of things; I sent in my resignation as Minister of State, and renounced my pension as peer. I can, therefore, be neither traitor, nor ungrateful to the government of Louis Philip. Do they wish to consider me as an enemy? Then I am a loyal and disarmed enemy, who being conquered, support the necessity of a fact without asking for grace. Now, I am apprehended and examined upon a pretended political offence or crime, of which I am accused of having been culpable. But if I do not recognize the political order established, how can it be expected that I should recognize, in a political case, the competency of a tribunal emanating from the same political order?—Would not this be a gross contradiction? If I reject the principle, how should I admit the consequence? It would have been preferable to have simply taken my oath in the Chamber of Peers.—On my part there is no contempt of justice; I honor the judges and respect the tribunals. But there is in my mind a persuasion of one truth and one duty, from which I cannot deviate. You see that I do not argue upon illegality, the flagrant illegality of martial law. I go back to an anterior source. The declaration of martial law is a very trifling incident consequent upon the first grand illegality, and this incident is a necessary consequence of the grand illegality.

I stated in my late writings that I recognized the social order existing in France, that I was bound to pay taxes, &c.; whence it is clear, that if I were accused of a social crime, (murder, robbery, an assault upon persons or property, &c.) it would be my duty to answer, and acknowledge the competency of the

tribunale in social cases. But I am accused of a political crime, and on this I have nothing to reply. I admit, however, that in case the Government should suspect me to be culpable in its eyes of a political offence, its own defence would induce it to proceed against me, and to prove, if possible, my guilt. But I, who acknowledge the government as a government *de facto*, have a right, at my risk and peril, to refuse to answer. My accusers would even find in my silence an advantage, as I should voluntarily relinquish the most powerful means of defence. I have founded my refusal on two reasons: 1. The present monarchy does not derive, in my opinion, its right from popular sovereignty, as a national congress was not called together to decide the form of the Government. Whether I am right or wrong; whether these theories may be more or less hazarded and contested, is not the question. I have a conviction, which I maintained, and to which I will make every sacrifice, even including that of my life. Thus, nothing is more logical than my conduct towards the examining magistrate.—I could not have, and I cannot answer his questions; for if I had even told him my name, when he asked me it judicially, I should thereby have recognized the competency of a tribunal in political matters, and when once the first question had been answered, I should have been forced to answer all the subsequent questions. I have offered, and am still willing, as an act of courtesy, and in the form of conversation, divested of legal forms, to give all the information that may be required, but beyond this I cannot go. But what are they going to do with me, and the excellent, kind-hearted, courageous, and honorable Hyde de Neuville; that genuine prey of the dungeon and of exile, who, at the close of his life is about to suffer over again the persecutions he sustained in his youth on account of his fidelity? What are they going to do with my noble, loyal, brave, wise, and eloquent late colleague, the Duke de Fitzjames? What will they do with the last of the Stuarts defending the last of the Bourbons? Though they may drag me before their exceptional tribunals for 20 years, they shall not even force me to say that my name is Francois Auguste de Chateaubriand. If they transfer me to Nantes, to confront me (for such is the phrase they use) with M. Borrier, I will, as the interests of a third person are involved, say all I know of him, and he will come out of the inquiry as pure as the unsullied snow. As to my person, I gave it up without a word; and to my present silence they may add, if they please, the silence of eternity. Captain Lanoue was a Breton, as well as myself. I have no other relation with my illustrious fellow-countryman than the esteem with which I have been honored by all parties, and which is the pride of my life. Lanoue had not visited Brittany for many years when Henri IV. sent him to combat against the Duke de Merceur. He was killed at the assault of a castle. He had a presentiment of his fate, and on entering Brittany, said, 'I am like the haro, I shall die on my form.' My form is ready. The small town in which I was born has done me the honor of preparing my tomb, which it has raised at its own expense on a small islet selected by myself. This is the whole secret of my mysterious correspondence with the Cheons of Brittany. Is it not a most abominable conspiracy!! Adieu, my dear friend, and *Liberté si vous pouvez.* "CHATEAUBRIAND."

The Duke of Fitzjames has also put forth a protest. He assumes that he is subject to all the laws of France, civil and political, though, like his distinguished friend, he may reject some of its privileges; he assumes that no government, whether formally acknowledged or not, can permit plots for its overthrow; he even appeals for protection to the political laws of the revolution, and pleads the charter against the erection of new and extraordinary tribunals by which he is to be tried.

HOLLAND AND BELGIUM.

BRUSSELS, JUNE 18.—Seventeen years have elapsed since this city was, on this day, the scene of great bustle in consequence of the victory at Waterloo; to-day, peace seems secure for Belgium. Within the last five days, three protocols have reached this city, having for object, as is asserted on good authority, to oblige the King of Holland, under certain penalties, to assent to the treaty of the 15th of November last. Their numbers are 64, 65, and 66. Strict secrecy is observed as to the contents of these documents, which have not, as it is affirmed, been yet communicated to the Minister for Foreign Affairs. Great anxiety is felt to know their contents, but nothing positively is as yet publicly known.

The 64th protocol is, however, said to relate especially to the evacuation of the portion of territory

ceded, according to the treaty, by each of the belligerent Powers to the other; and in it the King of Holland is summoned to state his intention before the 30th of June, as to whether he will, before the 15th of July, evacuate the Belgian territory. If he persists in silence, it is to be considered as a refusal, in which case, the Conference declares that the arrears, from the 1st of February, 1832, of the sum designed to be paid by Belgium to Holland, are to be deducted from the whole amount, and the Powers are to consider themselves warranted in having recourse to force to compel his submission. England and France are stated to be charged in such case with the execution of this part of the treaty, the former at sea, the latter by her army.

The 65th protocol is stated to refer in particular to the evacuation of Antwerp, which is also to be effected within a stipulated time.

The 65th protocol relates to the liberation of M. Thörn, which is to be effected immediately. Some persons, who are of opinion that the King of Holland will yield with good grace, suppose that M. Thörn will be liberated before Sunday next.

Without knowing the extent of the provisions of these protocols, the Belgians are delighted with their prospects: peace and internal tranquility, an extensive commerce, and prosperity, seem now to await them.

In the mean time the Belgians do not neglect the preparations for war. The report of the accretions on the law for forming the corps de reserve of 50,000 men is to be brought up to-morrow, and the discussion is expected to take place on the day afterwards.

SWITZERLAND.

Extract of a letter from Geneva, of the 17th inst.: "We have this moment received the important intelligence that the Diet, in its sitting of the 14th, decided, by a majority of 12, that the city of Basle shall be definitively separated from the country. The two parties of the territory of Basle, thus become independent of each other, will form two demi-cantons under the denomination of Rhodes Exterior, and Rhodes Interior of Basle."

POLAND.

LONDON, JUNE 15.—Letters from Poland and accounts in the German papers inform us, that the most frightful persecutions are carried on by the Russians in Warsaw. The most solemn promises of the Russian Government are openly violated towards the highest Poles in that unhappy capital.—Generals Kuorinski and Chervowski, to whom Marshal Paskewitch had pledged the clemency of the Autocrat, have been transported under an escort to Moscow. Generals Isidor, Krasinski, and Drakoniski, are dead of the cruel treatment to which they were subjected. General Wit has been sent to Petersburg, on account of some new difficulties which have arisen in the Government of Warsaw. The Russian authorities have even begun their war upon women. Countess Sabanski has been ordered to quit Warsaw immediately, and to exile herself beyond the Polish territory, on account of some compassionate succors which she had lent to her countrymen. This lady has proceeded to Dresden. All the officers of the Polish army, who, on the faith of an amnesty had returned to Poland, have been degraded to the rank of subalterns, and distributed through Russian regiments.

It is stated in accounts from Dresden, that the Poles who had obtained an asylum in that city had been ordered to leave it immediately, from the interference of the Russian Ambassador. In a short time none but the free and powerful governments of Europe will be permitted even to harbor these unfortunate patriots, who are threatened with Siberia or death on returning to the land of their birth. We need make no comments on these statements.

PORTUGAL.

LONDON, JUNE 25, evening.—By his Majesty's ship Columbia, sailed on the 17th June, we are informed that Government has accounts of the sailing of Don Pedro's expedition; therefore, every day we may expect important information from that quarter. The *Lisbon Gazette* does not contain any information on the subject. We learn, however, that despatches were forwarded from Plymouth three days ago, for Don Pedro—on the coast of Portugal.

We have received the following private letter from Lisbon, June 16:—

"We have no news of importance as yet to communicate, but arrests have taken place amongst the troops. It seems that the government is very doubtful of their being true. The approach of Don Pedro is daily looked for, which keeps the capital in great excitement."

The following order is quite amusing:

Official.—Department of Ecclesiastical Affairs and Justice.

"LISBON, JUNE 11.—Most illustrious and excellent Sir,—having received information that the rebels, who are in the islands of the Azores, really intend shortly to attempt the insane and rash enterprise of attacking Portugal, and though the very great superiority of our forces and of our resources in all respects, and justice and sacredness of the cause which we defend, which is that of religion, the throne, and of the independence of Portugal, as well as the especial favor with which Divine Providence has constantly supported our august, legitimate, and adored sovereign Don Miguel I., however, as an indubitable triumph over the iniquity of our enemies; yet, as it is proper not to neglect any means of perverting and repelling the revolutionary attempts which the wicked think to promote, his Majesty is pleased to direct that your Excellency, in observance of the orders which you have already received, shall again recommend to the local magistrates subordinate to you to employ all the means and precaution in their power which may conduce to the attainment of the above object, and your Excellency will enjoin them to take care to refute and to prevent the spreading of false and alarming reports, which the wicked, knowing that falsehood is the arm of the weak, endeavor to circulate; for though such accounts are but little credited, because they have always been found to be false, they yet trouble the minds of some who are more credulous and less on their guard. God preserve your excellency. "LUIS DE PAULA,

"Furtado de Castro de Rio de Mendoca.

"To Senor Joaquim Gomez de Silva Belfort."

JUNE 13.—The official part of the Gazette recites the decree of the 7th February, this year, granting free pardon to all subalterns and privates in the Azores, who have entered the service of the rebels, if they return to their duty within four months, and subjoins a second decree of the 6th June, prolonging the above mentioned term of four months for four months more.

LATER FROM EUROPE.—We take from the *Journal of Commerce Extra*, the following items of news by the ship Ajax, Capt. Hearn, which sailed from Liverpool on the 28th, and brings Liverpool papers of that date, and London of the 27th June.

LONDON, JUNE 27.—An amendment of much value, besides being of good omen, was made on Monday in the Bill of Irish Reform. The amended leasehold qualification runs so as that any tenant for 21 years, having a beneficial interest in the land he occupies, to the amount of £10 or upwards per annum, shall be entitled to vote.

Dissolution of Parliament.—It is now said that parliament will not be prorogued until August—the dissolution to take place in November, and the general election under the new bill in December.

LONDON, JUNE 26th, (evening).—The most important foreign news obtained by the Continental arrivals to-day is from Holland; and by this it would appear that the Dutch are determined to hazard everything, rather than make those concessions which the Allied Powers have unanimously called upon them to make. The principal outcry raised by the Dutch Government is against the giving up of Antwerp. The proposition has thrown King William into a most violent rage, in which most of his official advisers have participated. The Dutch Journals make use of the most violent language on the occasion, and state that a war would be more preferable than abandonment of the city of Antwerp. Some speculations are indulged in the private letters, that the Emperor of Russia will support the Dutch in their opposition to the demand of the Allied Powers.

Active negotiations are said to be carrying on between the Hague and St. Petersburg, from which the result mentioned is looked for. These anticipations are not new, for it will be remembered that they were entertained some months back, when the Dutch and Belgians began to vent their spleen against each other. The very latest private communications received in this country direct from the Russian capital are to the 10th inst., and contain nothing to confirm the hopes of the Dutch as to the Emperor of Russia being likely to act the inconsistent part of first joining with the Allied Powers in the demand upon the King of Holland to give up Antwerp immediately, and afterwards to support the same nation in its opposition to such demand.

It does not appear certain whether Prince Tal-

leyrand will be placed at the head of the French Ministry, although most of the Private letters by the Eatafette, dated Sunday, speaks of it with confidence. The Prince, there is reason to believe, does not view the present state of affairs in France sufficiently settled to justify the belief that no further change will take place: that he may be in office to-morrow and out again on the following day.—The King was very desirous that an individual of so much experience, and at so critical a period, should take upon him the principal management of the State. Prince Talleyrand had interviews with Louis Philip on Saturday and Sunday, and they lasted for some hours. Should the Prince decline the offer, the public Securities in Paris will experience a decline, and, we should imagine, to a considerable extent.

LONDON, June 27.—It is reported, and we believe not without good authority, that Lord Durham proceeds instantly to St. Petersburg, on a special mission. If the purpose of his Lordship's embassy be a direct and strenuous interference on the part of this country in favor of the glorious and deeply outraged Poles, we are sure that no Englishman, no honest man of any nation in the world, and above all, no friend to the safety and peace of Europe, can refrain from offering up the most ardent prayers for the success of an undertaking so wise, and just, and holy.

As Lord Durham's mission is not expected to continue above three or four months, his seat in the Cabinet will not be vacated.

LONDON, June 27.—The answer to inquiries yesterday morning at the Hotel in Jermyn street, was, that Sir W. Scott had passed a tolerably good night, and up to 10 o'clock he was composed, and at intervals appeared collected; notwithstanding he remains in a most exhausted state, not having taken sufficient nourishment for these nine days. Within the last 48 hours a favorable change has certainly taken place.

Atrocious Outrage.—A proclamation, dated on Friday week, and signed by Lord Melbourne, states that, on the 28th of April, a gun, loaded with slugs and shot, was fired into a dissenting Chapel, near the village of Llanetynday, in the county of Carnarvon, where upwards of 100 persons were assembled in the performance of religious worship, 11 of whom were more or less wounded. A free pardon is offered to any one concerned (except the person or persons who actually discharged the gun) who shall discover the perpetrator of the outrage.

Cholera.—The number of now cases in Liverpool on the 26th, was 64; deaths 13. On the 27th, new cases 58; deaths 19. Total cases from the beginning, 705; deaths 218.

Private Correspondence.

PARIS, JUNE 24.—Prince Talleyrand arrived here on the evening before last, and yesterday he waited on the King, by whom he was cordially received.—This circumstance, and the return to town of M. Dupin, to whom the King had written that his presence is particularly desirable at the present moment, have given occasion to fresh rumors about intended changes, or at least modifications, in the ministry.—It is hoped at Court, that if Prince Talleyrand accepts the Presidency of the Council, M. Dupin may be induced to take charge of a portefeuille under so ancient a member of the state.

The sketch of a plan of administration has, it is affirmed, been drawn up, for the purpose of being submitted to Prince Talleyrand; but it is understood a carte blanche will be allowed him for any system of policy which his experience may suggest.

The prefecture of the Police has been unusually crowded the whole of last week, in consequence of the requisition that all foreigners staying in Paris should exhibit their passports, and apply for permits of residence.

PARIS, JUNE 25.—We hear from Vienna that Austria is making extensive preparations for war; every day forces are being sent towards Italy; *equipage d'ambulances* having been sent off from Vienna.

It has been said, if France be attacked, it will be first by Prussia, and not by Austria. The latter seldom begins the attack, seeking generally less glory than profit.

Prussia is about to establish a telegraphic communication from the frontiers of France to Berlin.

Letter and Protest of the Duke of Fitzjames.

The Prefect of Police received from the Duke of Fitzjames the following letter and protest:

"Sir,—I have the honor of sending you an Act, in which I have carefully exposed my sentiments as to the situation in which the Government has placed me. This Act, which I have settled with the advice of M. G. Hennequin, for whom I sent as soon

as I was arrested, is in my opinion a duty I owe to my fellow-citizens as well as to myself; it will prove in case of need my confidence in the laws to which I am subject, and my faith in that celebrated declaration—Henceforth the Charter shall be a reality.

(Signed) "DUKE OF FITZJAMES."

PROTEST.

The Undersigned, considering that the law of the 13th Brumaire, An 5, defines by its 9th Article the various classes of persons who are amenable to Courts Martial; that as to citizens who do not come within any of these categories Courts Martial are but *Tribunaux Exceptionnels*; that the Charter of 1830, in Art. 53, says in imperative terms:—"No one can be withdrawn from his natural judges;" and in order that no doubt might be left as to the real sense of this Article, the Chamber of 1830 added Art. 54, which declares that "In consequence there cannot be created any extraordinary Commissions or Tribunals under any title or denomination whatever;" that by Art. 70 of the Political Compact which the Government promised to respect, all the laws and ordinances, in so far as they were contrary to the provisions contained in the charter of 1830, have been and are to remain annulled and abrogated, that hence it follows that the laws relating to the declaration of martial law are repealed, so far as they may have the effect of subjecting to the jurisdiction of courts martial those citizens who are not within their ordinary authority; that the intention of the constitutional reform, effected in 1830, was, to disarm the Government of a power which was considered as unnecessary for its preservation, and dangerous to the public liberty; that it was in this spirit that Article 14 of the first charter was modified; that the principle of the freedom of the press was relieved from all restriction; and that it is pronounced, by Article 7 of the reformed charter, that the censorship shall never be re-established; that these guarantees of common law against the introduction of extraordinary tribunals constitute, as has already been judiciously observed, the whole of the victory of 1830; and the Government which now rules France cannot annihilate them, without denying its origin and the very principle of its existence. Considering that, if the military jurisdiction, as appears by the answer given to the counsel of a prisoner, by the President of the Second Court Martial, can only be founded upon the laws of the 30th prairial, an. 3, and the 1st vendemiaire, an. 4; this jurisdiction can only be applied to men taken with arms in their hands. Besides these laws, which were made to meet temporary circumstances, as is proved by their very text, were afterwards repealed by those of the 13th Brumaire, an. 5, and the 5th September, 1808, forming Chapter 6 of the Criminal Code. Considering also that the law declaring that no citizen can be arrested, prosecuted, or condemned, but according to the established forms, and the penalties existing at the time when the act for which he is accused was committed, is an acquired and constitutional right, which cannot be modified by any act of power; and to submit to any such infraction, without protest, would be to violate that maxim which has been received by all civilized nations, and which was formally admitted by art. 2 of the Civil Code:

"The law makes provision for the future only, and has no retroactive operation." The Undersigned agrees with the *Moniteur* of the 7th inst., and admits that "no person can have acquired rights which placed him beyond the reach of the law;" but he at the same time professes his conviction that every man is placed under the protection of the Common Law, the reality and truth of which is guaranteed to every Frenchman by the political compact.—Strong in the consciousness of his own innocence, though placed under arrest by a warrant, issued in times when force is submitted to laws of exception at variance with the political compact, the Undersigned considers it to be his duty to protest against every act of power which tends to call him either as an accused person, or as a witness before an incompetent Tribunal, or to place him under the influence of a retroactive law. Done at the *Conciergerie* this 19th June, 1832.

(Signed) "DUC DE FITZJAMES."

"HENNEQUIN, Avocat."

GREECE.—According to accounts by the Turkish mail of 26th ult. the negotiations for enlarging the Greek frontiers continued, and the Porte showed itself willing to accede to the wishes of the London Conference in case its proposals were attended to. The evacuation of Algiers was much talked of at Constantinople; at least the Sultan flatters himself that he shall recover the supremacy over the Barbary States, and that a special convention will be con-

cluded which will determine in what manner Algiers will in future be dependent on the Porte, and what connexion it is to have with the Christian Powers.—[London Courier.]

TURKEY AND EGYPT.—It appears, after all, that, up to the date of the latest accounts, St. Jean d'Acre had not fallen. The Syra (Grecian Archipelago) date of May 9th, certainly cannot be so late as Aleppo of the 4th.

The aspect of European affairs, as presented by the late arrivals, though disturbed, is not warlike. In France, the Vendean insurrections are nearly at an end, though *Madame de Berri* still continued to elude her pursuers. It is indeed stated with some confidence by the *Gazette de France*, that she has escaped to Holland, passing through Paris the very day a description of her and her suite was published by the Police, and going thence to Ostend, where she embarked. If taken, we do not see how her life can be saved, repugnant as it would certainly be to the spirit of the age to execute a woman for political offences. Yet, the tranquillity of a nation and the reign of the laws must be preferred to any individual life—and clemency, it would seem, is lost upon a Bourbon.

We give in page 522, M. de Chateaubriand's sophistical and fanciful letter upon his arrest—setting forth that inasmuch as he had never recognized the legality of Louis Philip's government, he could not be a traitor to it. The whole of M. de Chateaubriand's life has been a sort of romance or drama, and he seems determined to play his part out. The apology to the officer arresting him, for delaying him while he dressed, "having, though he expected the arrest, overslept himself;" the taking his *Gradus* with him; and lastly the lines, dated from the Prefecture of Police, which will be found in page 528—all show that he was playing a part.

The protest of the Duke of Fitzjames, which is among our extracts to day, is of a different tone and calibre; and it cannot be read, we think, without confirming doubt as to the legality of the state of siege in which Paris has been placed. The truth seems to be, that the ordinances which overthrew Charles X. were less irregular and violent than the measures which the military Premier (for Marshal Soult, since the death of Cassimir Perrier, rules the day, though no President of the Council has been appointed) has inflicted upon Paris, and some of the Western and Southern Departments. We believe, however, such is the nature of the materials with which he has to work, that Louis Philippe's power has been confirmed, at least for a time, by this rigorous course.

In England, the great questions discussing seem to be, the measures which the Reformed Parliament will have to pass upon, and consequently, the pledges which should be required of candidates presenting themselves for election. Among the leading topics on which pledges are required, are,—1st, the equalization of church livings, the abolition of pluralities, and the residence of incumbents; 2d, the abolition of sinecures, and the reduction of assessed taxes, and all other taxes; 3d, the promoting general economy in all public expenditures; 4th, the extension of the means of universal education; and lastly, though most generally insisted upon, the abolition of slavery.—This is a subject in which this country has a deep interest: for if, in the British West Indies, a full measure of emancipation is to be granted,—and that such will be the result under a Reformed Parliament we do not entertain a doubt,—the Southern and Southwestern States of this Union cannot with safety long postpone a similar measure.

The state of the church property, and slavery in the West Indies, seem indeed the leading points in all the electoral discussions, and great must be the changes which the weight of public opinion brought

to bear at the next elections throughout Great Britain will inevitably effect as to both. The foreign policy of England seems strait forward. There is no reason to doubt that, in regard to Don Pedro's expedition, if Miguel be left alone to meet and fight his brother, the English will not interfere; but if Spain, or any other power, aids him, the British fleet will join forces with Don Pedro. As regards Poland, it is surmised the mission of Lord Durham to St. Petersburg was to remonstrate against the treatment of that ill-fated country by Russia; and the surmise derives some plausibility from the annexed article from the London Courier:

We understand that a very affecting picture of the state of Poland, under the "clement and magnanimous Czar," has been laid before Lord Palmerston by the distinguished Polish Refugees now in this country, and that it is of a nature not only to warrant but command instant inquiry on the part of the British government. It is too late now to insist upon the fulfilment of the promise which the Emperor of Russia gave, that the nationality of Poland should be respected—it is even too late on the score of humanity to repair the evils which have taken place; but it is not too late to check the horrible system of oppression and persecution which is at this moment actively at work.

Between France and England there appears entire cordiality. Old Talleyrand had left London, and received on embarking at Dover all the honors—a salute—the band—and a guard of honor, from the garrison. M. de Mareuil, who was at Washington, succeeds him in London. The Courier says M. de Talleyrand would have the offer of the Presidency of the Council as the successor of Cassimir Perrier; but that he would not accept unless all the measures of exception—that is courts-martial, the state of siege, &c.—were abandoned. The latest accounts leave it to be inferred that he had received and declined, on account of age, the offer of the Presidency.

Holland and Belgium look menacingly at each other, and a new flight of protocols had proceeded from the Conference, but there will be no fighting.

Accounts from Vienna, of 9th June, speak of the Duke of Reichstadt's health as irretrievable.

Much uneasiness exists in the States of the Germanic Confederation; and the whole care of Austria and Prussia, and of the subordinate States, seems to be, to repress the boiling up of the spirit of discontent. We see no reason, however, to believe, that any explosion in Europe is likely soon to occur.

A royal naval school, to be fixed at Blackheath, is about to be established in England. Sir Edward Codrington has been chosen President of the Council of the School. When shall we be able to record a similar establishment in the United States?

Mr. A. Baring having lost his borough by the Reform Bill, is announced by the Morning Post to oppose Mr. Hume for Middlesex—we should think with little chance of success.

Mr. H. Labouchere, known here as having travelled through this country some years ago, has been appointed one of the Lords of the Admiralty. He vacated his seat for Taunton, but was immediately re-elected. Mr. Macaulay, in like manner, having been appointed one of the Commissioners of the Board of Control, resigned his seat for Calne, but was unanimously re-elected. Mr. Macaulay will be a candidate for Leeds under the new bill.

After the insurrections of June in the streets of Paris, the French Government, by way of obtaining evidence against the insurgents, issued an ordinance calling on all medical men to give information touching any wounded patients they might be called to attend upon, under a penalty of 300 francs. The ordinance was justified by a law passed in the seventeenth century! The *médécins*, to their honor be it recorded, refused compliance, even with the prospect of a military tribunal before their eyes; and the Government has seen fit to retract its edict.

LATEST FROM MADEIRA AND LISBON.—From the Norfolk Beacon, we learn that the brig Hazard, Capt. Given, had arrived there in 27 days from Madeira. The United States ship Boston arrived at Madeira on the 2d July, in four days from Lisbon. Nothing had been heard, or at least was publicly known, at either port, in respect to Don Pedro's squadron, since its departure from St. Michael's, about the 13th June. A report, however, prevailed at Madeira, that a squadron had been seen to the north of that island, a few days previous to the sailing of the Hazard. The blockade, by a barque and two schooners, still continued. On the 11th of July, in lat. 28, 5, lon. 28 1.2 W., Captain Given spoke a barque and a sloop, which he supposed to be a part of the squadron.

FROM COLOMBIA.—By the brig Medina, Capt. Haff, we have received Carthagena papers to the 8th of July. Their contents are uninteresting.

Gen. Santander, President elect of Colombia, arrived at Santa Martha on the 16th July, having sailed from this port in the brig Montilla, 23d June. In a letter to the Governor of Santa Martha, dated New-York, May 31st, he announced his expectation of landing at that port, and expressed a wish that the usual expensive formalities on the reception of public characters in that country, might be dispensed with.

The differences with the Republic of Ecuador, over which Gen. Flores presides, appear to be in a train of amicable adjustment.

FROM MEXICO.—Captain Williams, of the brig Jane, from Matamoras, informs that, on the first of July, a fleet of six sail, a brig and five schooners, under the Mexican flag, came to anchor off the Brascos. On the 2d a boat came on shore, and informed that it was a squadron belonging to Gen. St. Anna, under the command of Capt. Cochrane. In the afternoon, 250 troops were landed, under the command of Col. Mejia, who took possession of the Brascos, erected several batteries, and proceeded on to Matamoras. At the Barreta, (half way,) they were met by the government troops, consisting of 200, cavalry and infantry, and after a slight skirmish, in which no blood was shed, the government troops, in a body, joined the forces of St. Anna, when they marched unmolested into the town of Matamoras, and took possession. Business was not materially affected by this event. The Custom House immediately, with a few changes in its officers, resumed business, and all was tranquil on the day the Jane left.

The U. S. schr. Grampus, Tatnall, commander, from Vera Cruz, via Tampico, arrived on the 3d, with the intelligence of an armistice until the 29th of September. Capt. Tatnall immediately proceeded to town, and had an interview with the commandant, who assured him that the foreigners and their effects should not be molested. The Grampus, the day before the Jane sailed, had got under weigh and proceeded to Rio Grande, to assist American vessels in getting over the bar. Officers and crew all well.

NEW ORLEANS, July 20.—Capt. Murray, of the schooner Elizabeth, arrived yesterday from Matamoras, whence he sailed on the 11th inst., informs us that a despatch had arrived on the day previous to his departure from the camp of Gen. Teran, near Victoria, the capital of Tamaulipas, bearing intelligence of the desertion of the troops, amounting to over 2,000 men, under his command, who had simultaneously declared for, and gone over to, Santa Anna. The General could no longer brook the sad reverses of the fortune of war, and on witnessing this last act of abandonment of his hopes, he closed his military career by self-immolation, with his own sword.—[Louisiana Advertiser.]

FROM TAMPICO.—By the schr. Two Brothers, Captain Harper, we have received a file of the Tampico Gazette to the 12th July inclusive. All was tranquil at Tampico, business was reviving, and confidence was increasing in the Government as the time for electing a new President approached. No doubt was entertained of Santa Anna's success. It is stated that \$200,000 in specie was on the road to Tampico from the interior.—[New Orleans Adv.]

By the schr. Pomona, Capt. Bradley, arrived at New Orleans from Galveston Bay, which place she left on the 15th ult. intelligence is received that the government troops lately under the command of Col. Bradburn, at Anahuac, had declared in favor of Santa Anna, and the new order of things, and were about embarking on board two schooners for Matamoras. Bradburn had been arrested by an order from Gen. Teran, but had escaped on the night of

the 14th. The volunteer troops, composed of the colonists, were still encamped at Anahuac. Business was completely at a stand—the Pomona brought back the principal part of her outward cargo.

[From the Journal of Commerce.]

LATEST FROM BOGOTA.—We have received, via Jamaica, Bogota papers to the 10th June. They contain intelligence of the Cholera having made its appearance in Chili.

This fatal news, says the Boletín de Popayan, has just reached us, and we consider ourselves under obligation to give it immediate publicity. A letter from Santiago de Chili, from an unquestionable source, dated 12th February, says:

"An epidemic called Scarlatina or Cholera Morbus, has made its appearance in this country, with so much violence, that people die in the streets in a few minutes after leaving their houses. By the mail just arrived from Valparaiso, we learn that 363 persons have died in that city in eight days; and during the present week 591 have died in this capital."

We give the above as we find it. Later dates have been received from Valparaiso direct, which make no mention of the disease. Nevertheless, we do not see how the writer can be mistaken in regard to Santiago. Either the information must be substantially correct in regard to the latter city, or it must be an intentional hoax, which last the Boletín assures us is impossible.

BOGOTA, June 10.—Important Decree.—We have the satisfaction to know that the Supreme Government has issued a decree fixing the true meaning of the laws of the 21st January and 21st March, of the present year. It has declared that foreign goods brought into New Grenada from Venezuela, either by salt water or by fresh, or by land, shall pay, in our ports, and other places of entry, the duties specified by the laws, both of importation and alcabala, (excise) as well as other municipal duties. For this purpose a custom-house has been established at Cucuta, as the northern frontier of the State.

[From the Mercantile Advertiser.]

FIRE AT PORT AU PRINCE.—On the 8th July, about 1 P. M. a fire broke out in a block of wooden buildings at the S. E. extremity of the town of Port au Prince. The wind blowing strong from the N. E. carried the flames from house to house until every thing in its course was in a few minutes wrapped in flames, and at 4 o'clock, upwards of 500 buildings, with most of their contents, were entirely consumed. Fortunately the fire was confined to the less business part of the town. The conduct of several American seamen in the port, on this occasion, excited so much admiration, that a contribution of \$80 was tendered to them through the American Consul. This they refused to accept, and begged that the sum might be appropriated to the unfortunate sufferers by the fire.

Extract of a letter dated Port au Prince, July 20, received in this city:

"The fire on the 8th inst. destroyed upwards of 270 houses, and a great deal of property. Fortunately few lives were lost, and unlike all the former fires, it destroyed very little belonging to commerce—the houses on this quarter being chiefly occupied by the military and others in the employ of government.—A few marchandes suffered, some two or three shops being burnt, and more plundered during the confusion, but on the whole commerce may be said to have escaped very well.

"Coffee came in freely last week, but this week we have had very little. Price \$13.75 to 14. We think it will go higher, as the crop is nearly exhausted."

The Detroit Journal contains a letter from Dr. Houghton, dated La Pointe, Lake Superior, June 21st, which mentions that during the past winter a band of Mushkegons, or Mountaineers, speaking a dialect of the Chippewa language, fell upon a trading post, situated on the Nipigon river, belonging to the Hon. Hudson Bay Company, and murdered, indiscriminately, all the traders occupying the post. This induced the Company to collect their forces from different posts, and to send them against the band of Indians. An action took place, in which twenty traders and forty Indians were killed. The difficulties still remain unsettled.

Amongst the deaths at Montreal, is that of John Fleming, Esq. partner in the firm of Hart, Logan & Co., and President of the Bank of Montreal. He was aged 46 years, born in Aberdeenshire, Scotland, and died after an illness of 9 hours.

MISCELLANY.

[From the London Literary Gazette.]

THE TOUR OF A GERMAN PRINCE IN ENGLAND.

Behold him, as he is, after ten years of absence, again (Sept. 1826) a visitor to England, and a delineator of our national manners.

At Nowmarket:—"The first day I was gifted with such a prophetic vision, that twice, by the mere exercise of my proper observation and judgment, I betted upon the winner at the saddling, and gained a considerable sum. But I had the usual fate of play;—what I won that day I lost the next, and as much more to boot. Whoever is a permanent winner here, is sure of his game beforehand; and it is well known that the principles of many of the English nobility are remarkably wide and expansive on this head. Among the company present I found several old acquaintances, who gave me permission to see their running horses in the stable, which is regarded as a signal favor. They also offered to introduce me into the club here; an honor, however, which I declined. It is purely a gambling club, which a man should beware of in England more than in any other country. It may be regarded as a part of the national costume, and highly characteristic of the general tradesman-like spirit, that beforehand all advantages are fair; but that after a bet is once taken, though often amidst the greatest hurry and confusion, it is scarcely ever disputed.—On the other hand, a man who has lost more than he can pay, before reckoning day becomes invisible—that is, commits an act of bankruptcy and betakes himself to the continent, either forever, or till he can pay.

"Of all offences," we are afterwards told, "against English manners which a man can commit, the three following are the greatest:—to put his knife to his mouth instead of his fork; to take up sugar or asparagus with his fingers; or, above all, to spit anywhere in a room. These are certainly laudable prohibitions; and well-bred people of all countries avoid such practices, though even on these points manners alter greatly; for Marshal Richelieu detected an adventurer, who passed himself off for a man of rank, by the single circumstance of his taking up olives with his fork, and not with his fingers. The ridiculous thing is the amazing importance which is so eagerly attached to them. The last-named crime is so pedantically proscribed in England, that you might seek through all London in vain to find such a piece of furniture as a spitting-box. A Dutchman, who was very uncomfortable for the want of one, declared, with great indignation, that an Englishman's only spitting-box was his stomach. These things are, I repeat, little more than trivial; but the most important rules of behaviour in foreign countries almost always regard trivialities. Had I, for example, to give a few universal rules to a young traveller, I should seriously counsel him thus:—in Naples, treat the people brutally; in Rome, be natural; in Austria, don't talk politics; in France, give yourself no airs; in Germany, a great many; and in England, don't spit. With these rules the young man would get on very well."

We daresay, our excellent comedian, Liston, would be very well pleased (*snug* as he is) if the prince would make proof of the first part of the following representation, the latter part is an idle story. "The Haymarket," he says, "I lately visited, when the celebrated Liston enchanted the public for the hundred-and-second time in Paul Fry, a sort of foolish lout. The actor, who is said to have made a fortune of six thousand a year, is one of those whom I should call natural comic actors, of the same class as were Unzelmann and Wurm in Berlin, and Boenberger and Doring in Dresden; men who, without any profound study of their art, excite laughter by a certain drollery of manner peculiar to themselves, and an inexhaustible humor *qui coule de source*; though frequently in private life they are hypochondriacal, as is said to be the case with Liston."

The notorious Madame Vestris (he continues,) who formerly made *furor*, was also there. She is somewhat *passée*, but still very fascinating on the stage. She is an excellent singer, and still better actor, and a greater favourite of the English public even than Liston. Her great celebrity, however, rests on the beauty of her legs, which are become a standing article in the theatrical criticisms of the newspapers, and are often displayed by her in man's attire. The grace and the exhaustless spirit and wit of her acting are also truly enchanting, though she sometimes disgusts one by her want of modesty, and coquettes too much with the audience. It may truly be said, in every sense of the word,

that Madame Vestris belongs to all Europe. Her father was an Italian, her mother, a German and a good piano-forte player, her husband of the illustrious dancing family of France, and herself an Englishwoman—any chasm in her connection with other European nations are more than filled up by hundreds of the most *marquant* lovers. She also speaks several languages with the utmost fluency. In the character of the German 'broom girl,' she sings

'Ach du lieber Augustin.'

with a perfect pronunciation, and with a very *piquant* air of assurance."

The subjoined remarks on our newspapers deserve a place:—

"A strange custom in England is the continual intrusion of the newspapers into the affairs of private life. A man of any distinction not only sees the most absurd details concerning him dragged before the public—such as where he dined; what evening party he attended, and so forth (which many foreigners read with the greatest self-complacency; but if any thing really worth telling happens to him it is immediately made public without shame or scruple. Personal hostility has thus *beau jeu*, as well as the desire of making profitable friends. Many use the newspapers for the publication of articles to their own advantage, which they send themselves. The foreign embassies cultivate this branch with great assiduity. It is easy to see what formidable weapons the press thus furnishes. Fortunately however, the poison brings its antidote with it. This consists in the indifference with which the public receives such communications. An article in a newspaper, after which a continental would not shew himself for three months, here excites at most a momentary laugh, and the next day is forgotten. About a month ago, the papers made themselves very merry about the duel of a noble lord here, who according to their representation of the matter had not cut a very heroic figure. They made the most offensive remarks, and drew the most mortifying inferences as to the calibre of his valour, and all this had not the smallest perceptible effect in disabling him from presenting himself in society with as much ease and unconcern as ever. They have tried to give me, too, a *coup fourré*— But I have served under an old soldier, and learned from him always to have the first and loudest laugh at myself, and not to spare an inoffensive jest at myself and others. This is the only safe way of meeting ridicule in the world: if you appear sensitive or embarrassed, then indeed the poison works; otherwise it evaporates like cold water on a red-hot stove. This the English understand to perfection."

We select as our next quotation a general notice of the stage:

"The most striking thing to a foreigner in English theatres is the unheard-of coarseness and brutality of the audiences. The consequence of this is, that the higher and more civilized classes go only to the Italian Opera, and very rarely visit their national theatre. Whether this be unfavourable or otherwise to the stage, I leave others to determine. English freedom here degenerates into the rudest license, and it is not uncommon, in the midst of the most affecting part of a tragedy, or the most charming 'cadenza' of a singer, to hear some coarse expression shouted from the galleries in stentor voice. This is followed, according to the state of the bystanders, either by loud laughter and approbation, or by the castigation and expulsion of the offender. Whichever turn the thing takes you can hear no more of what is passing on the stage, where actors and singers, according to ancient usage, do not suffer themselves to be interrupted by such occurrences, but declaim or warble away, *comme si rien n'était*. And such things happen not once, but sometimes twenty times, in the course of a performance, and amuse many of the audience more than that does. It is also no rarity for some one to throw the fragments of his *gouté*, which do not always consist of orange peels alone, without the smallest ceremony on the heads of the people in the pit, or to shail them with singular dexterity into the boxes; while others hang their coats and waistcoats over the railing of the gallery, and sit in their shirt sleeves; in short, all that could be devised for the better excitement of a phlegmatic *Harmonie* Society of the workmen in Berlin, under the renowned Wisotsky, is to be found in the national theatre of Britain. Another cause for the absence of respectable families is the resort of hundreds of those unhappy women with whom London swarms. They are to be seen of every degree, from the lady who spends a splendid income, and has her own box, to

the wretched beings who wander houseless in the streets. Between the acts they fill the large and handsome *foyers*, and exhibit their boundless effrontery in the most revolting manner. It is most strange that in no country on earth is this afflicting and humiliating spectacle so openly exhibited as in the religious and decorous England. The evil goes to such an extent, that in the theatres it is often difficult to keep off these repulsive beings, especially when they are drunk, which is not seldom the case. They beg in the most shameless manner, and a pretty, elegantly dressed girl does not disdain to take a shilling or a sixpence, which she instantly spends in a glass of rum, like the meanest beggar. And these are the scenes, I repeat, which are exhibited in the national theatre of England, where the highest dramatic talent of the country should be developed; where immortal artists like Garrick, Mrs. Siddons, Miss O'Neil, have enraptured the public by their genius, and where such actors as Kean, Kemble, and Young, still adorn the stage. Is not this—to say nothing of the immorality—in the highest degree low and undignified? It is wholly inconsistent with any real love of art, or conception of its office and dignity. The turbulent scenes I have described above scarcely ever arise out of any thing connected with the performance, but have almost always some source quite foreign to it, and no way relating to the stage."

Speaking of *Figaro*, at Drury Lane, we have some observations which shew what foreigners think of our mode of adapting their operas, and of our musical qualities:

"What was my astonishment (he exclaims) at the unheard-of treatment which the master-work of the immortal composer has received at English hands! You will hardly believe me when I tell you, that neither the Count, the Countess, nor *Figaro* sang; these parts were given to mere actors, and their principal songs, with some little alteration in the words; were sung by the other singers; to add to this, the gardener roared out some interpolated popular English songs, which suited Mozart's music just as a pitch-plaster would suit the face of the *Venus de Medici*. The whole opera was moreover 'arranged' by a certain Mr. Bishop (a circumstance which I had seen noticed in the bill, but did not understand till now,)—that is, adapted to English ears by means of the most tasteless and shocking alterations. The English national music, the coarse heavy melodies of which can never be mistaken for an instant, has, to me at least, something singularly offensive; an expression of brutal feeling both in pain and pleasure, which smacks of roast beef, plum-pudding, and porter. You may imagine therefore what an agreeable effect those incorporations with the lovely and refined conceptions of Mozart must produce. *Je n'y pouvais tenir*—poor Mozart appeared to me like a martyr on the cross, and I suffered no less by sympathy. This abominable practice is the more inexcusable, since here is really no want of meritorious singers, male and female; and, with better arrangement, very good performances might be given. It is true, even if the stage were in good order, a second Orpheus would still be required to tame English audiences."

We have great pleasure in quoting here a very just and judicious compliment paid to a distinguished character, who has very lately left us—to return, we trust, within a few months, to a station which he supports with princely splendour, and adorns with the most grateful courtesy.

"I often dine at Prince Esterhazy's, who exhibits a perfect model to diplomats how dignified representation may be combined with agreeable facile manners; and how a man may please every body, if he understands the art of placing himself *à sa portée*, yet without suffering his own dignity to be forgotten for an instant, *un vrai Seigneur*, such as are every day becoming rarer. Never, too, did a foreigner succeed so perfectly in England; and yet, most assuredly, without the slightest concession to English arrogance. This implies infinite tact; the lighter, more vivacious character of a South German; and the most astute intellect, concealed beneath the most unpretending *bon-homie*; the whole backed and set off by a great name and a splendid fortune."

We annex two amusing anecdotes connected with diplomacy:

"Count H— was ambassador at a German court renowned for its economy, (*pour ne pas dire mesquinerie*), and on some solemn occasion received a snuff-box, with the portrait of the sovereign; which however was set round with very small paltry diamonds. Shortly afterwards, one of his colleagues asked him to shew him his present. *'Vous ne trouverez pas le*

portrait ressemblant,' said the Count, giving him the snuff-box,—"mais les diamants."

"A diplomatic writer, who passed as authority in the time of Louis the Fourteenth, concluded a treatise on the great privileges pretending to foreign envoys, with the following words:—"Mais dès qu'un ambassadeur est mort, il rentre dans la vie privée."

Our literary friends will laugh at the blundering in the following mention of Lady C. Bury:

"In the course of the evening I made a more interesting acquaintance than I expected on the staircase (I could get no further,) in Lady C—B—, who has some reputation as an authoress. She is the sister of a duke, and was a celebrated beauty.—The next morning I called on her, and found every thing in her house brown, in every possible shape;—furniture, curtains, carpets, her own and her children's dresses, presented no other colour. The room was without looking glasses or pictures, and its only ornaments were casts from the antique."

After I had been there some time, the celebrated bookseller C— entered. This man had made a fortune by *Walter Scott's Novels*, though, as I was told, he refused his first and best, Waverley, and at last gave but a small sum for it. I hope the charming Lady C—B— had better cause to be satisfied with him. I thought it discreet to leave her with her man of business, and made my bow."

The next passages with which we conclude, are perhaps equally correct, i. e. a mixture of truth and mistake.

"I lately read a moving instance of conjugal affection in the newspaper: The Marquess of Hastings died in Malta; shortly before his death he ordered that his right hand should be cut off immediately after his death, and sent to his wife. A gentleman of my acquaintance, out of real tenderness, and with her previously-obtained permission, cut off his mother's head, that he might keep the skull as long as he lived: while other Englishmen, I really believe, would rather endure eternal torments than permit the scalpel to come near their bodies. The laws enjoin the most scrupulous fulfilment of such dispositions of a deceased person; however extravagant they may be, they must be executed. I am told there is a country-house in England where a corpse fully dressed has been standing at a window for the last half century, and still overlooks its former property."

"The poor Duke of York is at length dead, after long illness, and lay in stato yesterday with great magnificence. I saw him in October, and found him, even then, the shadow of the robust stately man whom I had formerly so often seen at Lady L's, and at his own house, where six bottles of claret after dinner scarcely made a perceptible change in his countenance. I remember that in one such evening—it was indeed already after midnight—he took some of his guests, among whom were the Austrian ambassador, Count Meerveldt, Count Beroldingen, and myself, into his beautiful armoury. We tried to swing several Turkish sabres, but none of us had a very firm grasp; whence it happened that the Duke and Count Meerveldt both scratched themselves with a sort of straight Indian sword, so as to draw blood. Count Meerveldt then wished to try if it cut as well as a real Damascus, and undertook to cut through one of the wax candles which stood on the table. The experiment answered so ill, that both the candles, candlesticks and all, fell to the ground, and were extinguished. While we were groping about in the dark, and trying to find the door, the Duke's aid-de-camp, Col. C—, stammered but, in great agitation, 'By G—d, sir, I remember the sword is poisoned!' You may conceive the agreeable feelings of the wounded at this intelligence.—Happily, on further examination, it appeared that claret, and not poison, was at the bottom of the colonel's exclamation. The duke seems to be much regretted, and the whole country wears deep mourning for him, with crêpe on the hat, and black gloves: *ce qui fait le désespoir* of all shopkeepers. People put their servants into black liveries, and write on paper with a broad black edge. Meantime the Christmas pantomimes go on as merrily as ever. It has a strange effect to see harlequin and columbine skipping about on the stage in all conceivable frivolities and antics, while the coal-black audience, dressed as for a funeral procession, clap and shout with delight."

"In most companies pretty high play is the order of the day, and the ladies are the most eager players. The crowding to the *écarté* table, which is almost out of fashion at Paris, is incessant; and the white arms of the English beauties appear to great advantage on

the tablecovers of black velvet embroidered with gold. But if their arms are dangerous, their hands are still more so, *car les vieilles surtout trichent impitoyablement*. There are some old maids whom one meets in the first society, who make a regular trade of play, so that they carry off fifty pounds at a stroke without changing a feature. They have small parties at their own houses, which are as like *tripots* as possible."

"In the evening, after wandering to four or five places in search of something interesting, I at last fixed myself at Lady —'s, where I was rivetted by the conversation of a Captain —, a half-German, who is just returned from the East, and gave a very interesting account of his travels. Among other things, he told me the following strange anecdotes of Lady Hester Stanhope, a niece of Pitt's, who left England many years ago, turned Arab, and has established herself in Syria. She is now honored by the Arabs as a prophet, lives with all the state of a native princess, and seldom allows Europeans to see her. After a great deal of trouble, Captain — gained access to her. The first thing she required was his promise that he would not write any thing about her. This vow being made, (luckily I am bound by none such,) she was cheerful and conversable, and talked with equal ease and cleverness. She made it no secret that she had renounced the Christian faith, and, at the same time, that she still looked for the appearing of the true Son of God, before whom she was appointed to prepare the way. Hereupon she showed the captain a noble Arab mare, which had a curious bony excrescence on the back, exactly in the form of a saddle. 'This horse,' said she, with a look of which Captain — declared he was still in doubt whether to ascribe to madness, or to a desire to hoax him,— 'This horse God has saddled for his own Son, and was to the man who shall dare to mount it! Under my protection it awaits its true master.' She afterwards assured him, *en passant*, that Adam was still living, and that she knew perfectly the place of his concealment, but would not reveal it. The lady of the house listened to his narration, and assured him that Lady Hester had been only 'quizzing' him, for that she had known her well; and that never had woman a clearer, more determined, and, at the same time, more astute mind."

Sir Walter Scott.—The author of *Waverley*, alas! is lying at the St. James's Hotel in Jermyn street, in the last stage of paralysis—"past cure, past hope, past help!" In a few days the country will mourn the extinction of one of her most shining lights, the loss of one of her greatest benefactors. Sir Walter Scott has had political enemies, as every distinguished individual must have who has taken so marked a political part as he has done; and of this sort of enmity we think he has experienced too large a share, for no such decided Tory ever neutralized his theoretical errors by so strong an infusion of practical liberality: but a personal enemy he has never had. His unaffected simplicity, his benevolence of heart, his integrity of character (which the latter circumstances of his life showed to be heroic) have made him the object of universal affection as well as respect. Heroic his integrity may well be called; for there is no doubt that he is now cut off, at only sixty years of age, a victim to exertions beyond human strength, not for the benefit of himself or his family, but of individuals, who but for those exertions would have been sufferers from the commercial embarrassments in which he had the unhappiness to be involved. On the completion of the last of his labours he was compelled to seek for a renewal of health and strength in foreign climes. His search has been vain; and he is not even permitted to revisit the cherished scenes and "familiar faces" of his native land. But his memory will never die; and if ever man bequeathed to posterity a name as pure and spotless as it is great, that man is Sir Walter Scott.—[London Spectator, 23d June.]

A London paper says, Charles Kemble and his daughter, Miss Fanny Kemble, have finally arranged with Mr. Price to perform one whole year in the principal theatres in the United States, for which they will take their departure in July, when they have finished their engagements in Scotland.

Mr. E. L. BULWER, who now sits for the borough of St. Ives, which is disfranchised by a reform bill, is canvassing the electors of Lincoln for the new parliament. Mr. Bulwer's efforts to relieve the press from its trammels formed one of his principal recommendations. He will probably succeed.

NEW-YORK AMERICAN, TRI-WEEKLY.

The NEW-YORK AMERICAN is now published THREE TIMES A-WEEK, in addition to the *Daily* and *Semi-weekly*, as usual. This arrangement is made to accommodate a large class of business-men in the country, who are desirous of seeing the advertisements of the day, yet are unwilling to encounter the expense of subscription and postage of a daily paper. By this arrangement, it will easily be perceived, their wishes may be gratified, at one half the expense of a daily paper, as most of the advertisements, both of the *Daily* and *Semi-weekly* papers, will appear in the *Tri-Weekly American*; and the reading matter as published in the *Daily* paper. It will be issued on *Tuesdays, Thursdays, and Saturdays*, at FIVE dollars per annum *in advance*,—to subscribers out of the city of New-York, and forwarded, according to their order, and for any length of time.

All letters relating to the TRI-WEEKLY AMERICAN may be addressed to the Publisher and part Proprietor.

D. K. MINOR, No. 35 Wall-st. N. Y.

The New-York American is published DAILY at \$10 per annum, and SEMI-WEEKLY, at \$4 per annum, *in advance*, as heretofore, at No. 35 Wallstreet New-York.

RAILROAD IRON.

The Subscribers having executed large orders for Iron for the Canal Commissioners of Pennsylvania, as well as for several incorporated companies, have made such arrangements in England, where one of them will shortly be, as will enable them to import it on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Pins and Wedges in use, both in this country and Great Britain, will be exhibited. Apply to A. & G. RALSTON.

Philadelphia, May 26, 1832.

J23m*

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Rope, the public are referred to J. B. Jervis, Esq. M. & H. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County, Pennsylvania.

Palmira, Wayne County, New-York,

1st mo. 23d, 1832.

J30 1f

PATENT, RAIL-ROAD, SHIP AND BOAT SPIKES.

THE TROY IRON & NAIL FACTORY keep constantly for sale a very extensive assortment of Wrought Spikes & Nails, from 3 to 16 inches, manufactured by the subscribers' Patent Machinery, which after five years successful operation and now almost universal use in the United States (as well as England, where the subscriber obtained a Patent,) are found superior to any ever offered in market.

RAIL-ROAD COMPANIES MAY BE SUPPLIED WITH SPIKES having countersink heads suitable to the holes in the iron rails, to any amount and on short notice. Almost all the Rail-roads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. Y., will be punctually attended to. HENRY BURDEN, Agent.

Troy, N. Y., July, 1831.

Spikes are kept for sale, at factory prices, by I. & J. Townsend, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Brower, 222 Water street, New-York; A. M. Jones, Philadelphia; T. Jauviers, Baltimore; Degrad & Smith, Boston.

P. S. Rail-road Companies would do well to forward their orders as early as practical, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand for his Spikes.

J23 Jan 1f

H. BURDEN.

A RAILROAD IN PRACTICAL OPERATION,

within ten miles of the City of New-York.

THE PATERSON AND HUDSON RIVER RAILROAD is formed from the town of Paterson in the village of Acquackanonk, a distance of 4½ miles, and is now in actual and successful operation between those places.—The Company have placed upon the road three splendid and commodious Cars, each of which will accommodate thirty Passengers, and have supplied themselves with fleet and gentle horses, and careful drivers.

With a view to suit the convenience of those persons who may wish to avail themselves of this rapid and delightful mode of traveling, the following hours have been fixed for leaving those places.

| PATERSON. | | ACQUACKANONK. | |
|-------------------------------|--------------------------------|--------------------------------|--------------------------------|
| At half past 7 o'clock, A. M. | At half past 10 o'clock, A. M. | At half past 10 o'clock, A. M. | At half past 10 o'clock, A. M. |
| 10 do do | 4 before 1 do P. M. | 4 before 1 do P. M. | 4 before 1 do P. M. |
| 3 do do P. M. | half past 3 do do | half past 3 do do | half past 3 do do |
| 4 do do | 6 do do | 6 do do | 6 do do |
| half past 4 do do | half past 6 do do | half past 6 do do | half past 6 do do |
| ON SUNDAYS. | | ON SUNDAYS. | |
| At 6 o'clock, A. M. | At 7 o'clock, A. M. | At 6 o'clock, A. M. | At 7 o'clock, A. M. |
| half past 7 do do | half past 8 do do | half past 7 do do | half past 8 do do |
| 9 do do | half past 9 do do | half past 9 do do | half past 9 do do |
| half past 12 do P. M. | half past 1 do P. M. | half past 12 do P. M. | half past 1 do P. M. |
| 5 do do | 6 do do | 5 do do | 6 do do |
| half past 6 do do | half past 7 do do | half past 6 do do | half past 7 do do |

Parties of twenty or more persons can be accommodated at either of the above hours with a private Car. FARE reduced to 16¢.—Children under 12 years of age, half price.—Paterson, June 20th, 1832.

ELIAS B. D. OGDEN, Secretary.

N. B.—Persons leaving Hudson at the 8 o'clock Stage, for Acquackanonk, will have ample time to view the Falls of the Passaic, and other objects of interest in the flourishing town of Paterson, and return to New-York the same day.

The public are informed that, until further notice, the 12 o'clock and 4 before 6 o'clock P. M. turns from Paterson, and the 8 o'clock A. M. and 7 o'clock P. M. turns from Acquackanonk, are, for the present withdrawn.

By order.
Paterson, July 26, 1832.

E. B. D. OGDEN, Secy.
[y. 30]

VARIETIES.

The Cholera in Ireland.—A late Dublin paper states, that many of the country people were soon running and riding all over the midland counties of Ireland, carrying with them a piece of burning turf, a small piece of which they leave at every house, with the following exhortation:—"The plague has broken out; take this, and while it burns offer up seven Paters, three Aves, and a Credo, in the name of God and the holy St. John, that the plague may be stopped." The person leaving it, lays each householder under an "obligation" to set fire to his piece of turf, and run to seven other houses, where no holy fire has been left, and leave it in each, under a penalty of falling a victim to the Cholera himself! Men, women, and children, were soon scouring the country with this charmed turf in every direction, each endeavoring to be foremost in finding houses where none has been left. One man had to run thirty miles before he could perform his task. The stories of its origin are various: one is, that the holy fire was first blessed by a priest; another, that it was kindled by lightning. The priests, however, profess entire ignorance of the whole matter.

In the London Spectator, we find thus noticed, among a collection of mechanical curiosities, the *Steam-Cannon of our Perkins*:

Mr. Perkins may be considered in the light of a benefactor to his species, inasmuch as his wonderful improvement in the art of killing must eventually lead to the abolition of war. To give some idea of the powers and capabilities of this engine, let the reader fancy a metal tube of any given calibre, connected with a compact steam apparatus of proportionate power, and moveable at pleasure in any direction by means of a universal joint. With one fourth additional force to that of gun powder, it will propel a stream of bullets, whether musket or cannon balls, at the rate of seventy-eight in four seconds, for any length of time during which the steam-power may be kept up. Nothing mortal, or that is made by mortal hands, can stand against such a resistless attack. One gun is in itself a battery in perpetual and incessant action, moving horizontally or vertically, sweeping in a semicircular range, and pouring all the while a continued volley of balls, with unerring precision when directed point-blank. Two of these guns in a ship would sink any vessel instantly; and what force could pass by such a battery on land? The very appearance of one on the field of battle, would clear it of living beings, either by putting them to flight or to death. The gun is fired every half hour; and it is fixed so that the balls can only hit a target at the other end of the room. The noise it makes in firing is little more than that caused by the rush of a column of steam from a narrow aperture, with the addition of the noise of the balls hitting the target. Strange to relate, there is not the slightest danger to alarm the most timid female. It is curious to see a small tube of polished steel spitting (for that term is most expressive of its action) forth a shower of bullets and steam without the least apparent effort.

Besides this extraordinary and beautiful piece of mechanism, there are other specimens of the ingenuity of the inventor, Mr. Perkins, which we can only enumerate.—Apparatus illustrating his new mode of evaporating fluids in open vessels, and of generating steam under pressure; for compressing air; for generating heat by means of friction, applicable to the fusion of metals, &c. A new paddle-wheel for steamboats, by Mr. Perkins and Mr. Holdsworth's revolving rudders, are shown in action by working models of steamboats that propel themselves round tanks of water, &c. &c.

Mr. Tom Cooke, the composer, had two sons, one a midshipman, the other a hornplayer. The former once taunted the latter with his superiority, as being in his Majesty's service. "Hold your tongue," said Cooke, "I've brought you both up to wind instruments—he to a horn and you to a ship."

A dramatist recently offered Mrs. Waylett a burlesque for her theatre: it contained some rather gross allusions, and she declined it. "Perhaps," said the dramatist, unable to divine the cause of refusal, "you find the piece a little too long." "Not so," said Mrs. Waylett; "but I do think it a great deal too broad."

POETRY.

[FOR THE NEW-YORK AMERICAN.]

MY SISTER.

Some feelings are to mortals given,
With loss of earth in them than heaven.—Scott.
Mine eyes have seen the beautiful,
Mine ears have heard their thrilling voice;
My heart has felt their potent rule—
The fears of hope, the hope of joys—
But never has my sight approved
A fairer than my Sister—no!
None other sound so much hath moved
As her "Dear Brother," spoken low.
O! could I wake that love again,
What would I not of wealth forego—
What dangers would I not disdain
And proffer'd honors from me throw?
Yet she was call'd by passing fair!
Nor aught of dower, save love, had she,
And others look as kind may wear.
But ah, the difference to me!
How swiftly pass'd the halcyon times!
No dread of ill, anon, to cease—
No dream of parting, chilling clime!
Dissever'd ties, dividing seas!
Too brief is happiness below:
A worm in every gourd there lies,
Each flow'r to fragrance only grows
To show, that, as it blooms, it dies.
So all our promis'd bliss is fled:
And "Brother," "Sister," neither hears;
The names, the very sounds, are dead;
Lost, lost, in floods of burning tears.
Ah! where am I, and where is she—
Poor exiles—whither do we roam?
No looks of love, to her, or me,
No bless'd assurances of home!
Yes, yes, there is a home for me!
My soul believes the promise true!
And there my Sister, will it be,
That I, ere long, shall welcome you!
No sighs—no separations—there!
Redeemer! thine, the happy land,
Oh, let us soon its solace share!
We mourn—each on a foreign strand.

L'ETRANGER.

M. DE CHATEAUBRIAND, whose arrest is mentioned in preceding page, was, when the order reached him, about to compose a few lines on the interment of a young lady, the daughter of an old and respected friend, whose funeral he had attended the same day. He afterwards wrote the following stanzas, which claim attention from the circumstances under which they were composed, and the place whence they are dated:—

Pour Elisa Frisell, la fille de mon ami, enterrée devant moi, hier, 16 Juin, au Cimetière de Passy.

Il descend, ce cerceuil, et les roses sans tâches
Qu'un père y déposa, tribut de sa douleur!
Terre, tu les portes, et maintenant tu caches
Jeune fille et jeune fleur.

Ah! ne les rends jamais à ce monde profane,
A ce monde de deuil, d'angoisse, et de malheur;
Le vent brise et fêlité, le soleil brûle et fane,
Jeune fille et jeune fleur.

Tu dors, pauvre Elisa, si légère d'années!
Tu ne crains plus du jour le poids et la chaleur;
Elles ont achevé leurs fraîches matinées,
Jeune fille et jeune fleur.

Mais ton père, Elisa, sur ta cendre s'incline,
Aux rides de son front a monté le pâleur,
Et vieux chène, le Temps touche sur sa racine,
Jeune fille et jeune fleur!

A la Préfecture de Police, le 17 Juin.

The Commercial Advertiser, happily enough, thus renders these lines. We have made in italics a slight alteration in the last two lines of the last stanza, in order to render the idea more accurately.

The bier descends, the spotless roses too,
The father's tribute in his saddest hour,
O Earth! that bore them both, thou hast thy due—
The fair young girl and flower.

Give them not back unto a world again,
Where mourning, grief, and agony have power,
Where winds destroy, and suns malignant reign,
That fair young girl and flower.

Lightly thou sleepest, young Elisa, now,
Nor fear'st the burning heat, nor chilling shower;
They both have perished in their morning glow—
The fair young girl and flower.

But he, thy sire, whose furrow'd brow is pale,
Bends, lost in sorrow, o'er thy funeral bower;
While on the old oak's roots Time doth assail—
The fair young girl and flower!

PETITION TO TIME.—By Barry Cornwall.

Touch us gently, Time!
Let us glide adown thy stream
Gently,—as we sometimes glide
Through a quiet dream!
Humble voyagers are We,
Husband, wife, and children three—
(One is lost,—an angel, fled
To the azure overhead!)

Touch us gently, Time!
We're not proud nor soaring wings:
Our ambition, our content
Lies in simple things.
Humble voyagers are We,
O'er Life's dim unsounded sea,
Seeking only some calm clime—
Touch us gently, gentle Time!

DEATHS.

DIED—Friday evening, August 3, after a lingering illness, in the 69th year of his age, Mr. Charles Wilcox, of this city.

On Thursday, August 3d, at the advanced age of 98 years, Anthony Hill, an old and respectable inhabitant of this city.

Of consumption, on Friday, August 3d, John I. Ruten, M. D. aged 30 years.

On the 5th inst. of the prevailing epidemic, Mrs. Hannah Hill, aged 73 years, wife of Mr. Anthony Hill, deceased. This worthy old couple died within a few days of each other. They were universally respected by all who knew them.

On Monday evening, Aug. 6th, after a short illness, Mrs. Maria Sharpe, widow of the late Jacob Sharpe, Esq. of Brooklyn, L. I., in the 72d year of her age.

On Sunday, Aug. 5th, of dropsy on the brain, Mary Dunbar, infant daughter of Dr. Ed. P. Marcellin, aged 17 months.

On Sunday evening, August 5th, of a lingering illness, Mrs. Sarah Webb, in the 75th year of her age.

On Sunday morning, August 5th, Captain John V. R. Ten Broeck, in the 33d year of his age.

At half past one o'clock, this morning, Aug. 7, of inflammation of the liver, Thomas Skidmore, Author of the "Rights of Man to Property," and various other political writings, aged 42 years. The illness of Mr. Skidmore was of three weeks' duration, and was, it is thought, caused by a slight attack of the cholera morbus. We are informed that a bust of the deceased will be taken during the day, after which the corpse, encased in a coffin partly of glass, will be kept for the inspection of the deceased's friends, until the interment, which will take place to-morrow afternoon, from his late residence, 55 Clinton-street.

At Bloomingdale, of apoplexy, on Sunday morning, Aug. 5th, Gabriel F. Striker, youngest son of the late Jas. Striker, after a few hours illness.

At Plattsburgh, of apoplexy, after a short illness, James Bailey, of this city, in the 62d year of his age—long known and respected as a man of exemplary character and a merchant of high standing in this community.

On Tuesday evening, the 7th August, after a lingering illness, Mrs. Catharine Clarkson, aged 66 years; relict of the late Rev. William Clarkson, of South Carolina, and daughter of the late Gen. William Floyd.

Tuesday evening, 7th instant, after a lingering illness, Mrs. Christina Gerard, aged 67 years.

On Wednesday morning, August 8th, of the prevailing epidemic, Mr. James Seguine, in the 44th year of his age.

At Philadelphia, on the 4th of August, of consumption, Eliza Matilda, youngest daughter of the late Capt. John Cowman.

On Wednesday evening, August 8th, at his late residence at Kip's Bay, near the 3d mile stone, Isaac Wright, aged 72 years.

On Tuesday evening, August 7, of dropsy on the brain, Jane, eldest daughter of the late Francis Johnson.

At Flatbush, L. I., on Friday last, of cholera, Mr. Peter Stryker, aged 67 years; and on Tuesday, Charlotte Osborn Stryker, his niece, aged 15 years.

At Saratoga, August 6, in the 20th year of his age, Ecroyde, son of Wm. F. Fell of the city of New York.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 580 persons during the week ending on Saturday last, 4th instant, viz:—199 men, 190 women, 90 boys, and 93 girls—Of whom 55 were of the age of 1 year and under; 42 between 1 and 2, 46 between 2 and 3, 35 between 3 and 4, 23 between 4 and 5, 103 between 5 and 6, 100 between 6 and 7, 82 between 7 and 8, 48 between 8 and 9, 31 between 9 and 10, 16 between 10 and 11, 33 between 11 and 12, 1 between 12 and 13, 1 between 13 and 14, 1 between 14 and 15, 1 between 15 and 16, 1 between 16 and 17, 1 between 17 and 18, 1 between 18 and 19, 1 between 19 and 20, 1 between 20 and 21, 1 between 21 and 22, 1 between 22 and 23, 1 between 23 and 24, 1 between 24 and 25, 1 between 25 and 26, 1 between 26 and 27, 1 between 27 and 28, 1 between 28 and 29, 1 between 29 and 30, 1 between 30 and 31, 1 between 31 and 32, 1 between 32 and 33, 1 between 33 and 34, 1 between 34 and 35, 1 between 35 and 36, 1 between 36 and 37, 1 between 37 and 38, 1 between 38 and 39, 1 between 39 and 40, 1 between 40 and 41, 1 between 41 and 42, 1 between 42 and 43, 1 between 43 and 44, 1 between 44 and 45, 1 between 45 and 46, 1 between 46 and 47, 1 between 47 and 48, 1 between 48 and 49, 1 between 49 and 50, 1 between 50 and 51, 1 between 51 and 52, 1 between 52 and 53, 1 between 53 and 54, 1 between 54 and 55, 1 between 55 and 56, 1 between 56 and 57, 1 between 57 and 58, 1 between 58 and 59, 1 between 59 and 60, 1 between 60 and 61, 1 between 61 and 62, 1 between 62 and 63, 1 between 63 and 64, 1 between 64 and 65, 1 between 65 and 66, 1 between 66 and 67, 1 between 67 and 68, 1 between 68 and 69, 1 between 69 and 70, 1 between 70 and 71, 1 between 71 and 72, 1 between 72 and 73, 1 between 73 and 74, 1 between 74 and 75, 1 between 75 and 76, 1 between 76 and 77, 1 between 77 and 78, 1 between 78 and 79, 1 between 79 and 80, 1 between 80 and 81, 1 between 81 and 82, 1 between 82 and 83, 1 between 83 and 84, 1 between 84 and 85, 1 between 85 and 86, 1 between 86 and 87, 1 between 87 and 88, 1 between 88 and 89, 1 between 89 and 90, 1 between 90 and 91, 1 between 91 and 92, 1 between 92 and 93, 1 between 93 and 94, 1 between 94 and 95, 1 between 95 and 96, 1 between 96 and 97, 1 between 97 and 98, 1 between 98 and 99, 1 between 99 and 100.

ABRAHAM D. STEPHENS, City Inspector.

[Of the interments, 274 were in Potter's Field, and 102 in St. Patrick's Cathedral.]

REPORTS OF INTERMENTS.

| Week ending | Burials. | Cholera malignant. |
|-----------------------------------|----------|--------------------|
| July 7..... | 191 | 56 |
| Do. July 14..... | 510 | 336 |
| Do. July 21..... | 887 | 716 |
| Do. July 28..... | 579 | 686 |
| Do. Aug. 4..... | 580 | 383 |
| Day ending 8 o'clock, Aug. 5..... | 60 | 39 |
| Do. do. Aug. 6..... | 80 | 51 |
| Do. do. Aug. 7..... | 47 | 23 |
| Do. do. Aug. 8..... | 73 | 65 |
| Do. do. Aug. 9..... | 69 | 34 |

TOTAL, since 30th June.....3381

2384

PASSENGERS.

In the ship Silas Richards, for Liverpool—Mr. Van Wart and lady, Miss Irving, Mr. Van Wart, Mr. E. C. Maltland, of New York; Mr. Campbell, of Jamaica; Mr. Brown and two sons, Miss Brown, Mr. Yarrow, of St. Thomas; Mr. Wiegand, of England; Mr. Day Martin, of Scotland; Mr. Markham and servant, of 32d regiment; Mr. Brooke, Canada; Mrs. Bursley, of New York.

In the ship New York, for Liverpool—Mr. J. Stowe and lady, of Leeds; Messrs. J. S. Lovering, T. Bate and W. Taylor, of New York; Alex. McCartney, of Vera Cruz; Ignatio Maldonado and servant, and Francisco Lopez, of Mexico; C. Mason, of Liverpool; T. Donaldson, of Halifax; J. Taylor, of London; Geo. Francis and John Henry, of England.

In the packet ship Rhone, from Havre—Lady Antoine Decuir, Miss Antoinette Decuir, Gaspard Spurzheim, Phrenologist, David De Forrest, Esq. Juliet Jannet, Wm. Laurane, Jacob W. Morris, Julia Reval, John Sawyer, R. N. Campbell Sawyer, Francois Rosier, B. Boutick, A. Bouquet, A. J. Marion, Louis Paquet, Henry Ernest, and 145 in the steerage.

In the ship Ajax, from Liverpool—Mrs. E. Roxburgh, Mrs. Jane Webb, Mrs. Sarah Clibb, Misses Barbara Roxburgh, Margaret Roxburgh, Jane Webb, Mary Webb, Captain Alexander Roxburgh, Mr. Thomas W. Clibb, Geo. Stoney, Geo. N. Latham, T. Zachriston, Master A. Roxburgh, and 116 in the steerage.

In the ship York, from Liverpool—Mr. J. S. Stevenson, Deny, Ireland; Mr. W. Brown, lady, three children and two servants; Mrs. Thule and family, two sons and daughter, all of England.

AMERICAN



RAILROAD JOURNAL.

OFFICE, 35 WALL-STREET.

NEW-YORK, AUGUST 18, 1832.

VOLUME I...NO. 34.

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AMERICAN RAILROAD JOURNAL.

NEW-YORK, AUGUST 18, 1832.

To the Editor of the Railroad Journal:

SIR,—In the "New York American" of Tuesday last, I saw a communication signed "A Citizen," referring to an article published in the Railroad Journal, and copied into the American, upon the subject of McAdam Roads. The writer of that communication says, "it is not because we have not the skill, but because men are so generally appointed to be surveyors of roads, who do not understand the business." Now, Sir, I am not disposed to undervalue the skill of the people of this country in matters to which their attention has been drawn by a prospect of immediate pecuniary reward; although I may not be ready to admit their skill, or even that of "A Citizen," in McAdamizing roads, at the 3d Avenue, to which he refers,—however ready I may be to admit the truth of his remark, that it is a magnificent road,—is to be taken as a specimen of road-making upon the true McAdam system. If I recollect, Sir, Mr. McAdam lays it down as a rule for all his surveyors to go by, that there must not be a stone in the road exceeding six ounces in weight; and so precise is he upon this point, that he requires them to carry a pair of scales and a six ounce weight in their pocket, that they may not be deceived in this matter,—not that they are required to weigh every stone, but merely to select a few of the largest from each heap, and if they exceed that weight they are to be broken over again. Now, Sir, if I am not greatly mistaken, "A Citizen" will find by examining at least a part of the 3d Avenue, that the first layer of stone not only exceeds six ounces, but even twice or thrice as many lbs; and not only so, but they are laid in a trench, which is also directly contrary to his directions, as may be seen by the following extracts from his examination by a committee of the House of Commons. The first refers to the repairing of old roads, which were made in the ordinary method, of laying large stone in a trench; the others refer to the construction of new roads.

"No addition of materials is to be brought upon a road, unless in any part of it be found that there is not a quantity of clean stone equal to ten inches in thickness.

The stone already in the road is to be loosened up and broken, so as no piece shall exceed six ounces in weight.

The road is then to be laid as flat as possible; a rise of three inches from the side to the centre is sufficient for a road thirty wide.

The stones when loosened in the road are to be gathered off by means of a strong heavy rake, with teeth two and a half inches in length, to the side of the road, and there broken, and on no account are stones to be broken on the road.

When the great stones have been removed, and none left in the road exceeding six ounces, the road is to be put in shape and a rake employed to smooth the surface, which will at the same time bring to the surface the remaining stone, and will allow the dirt to go down.

When the road is so prepared, the stone that has been broken by the side of the road is then to be carefully spread on it—this is rather a nice operation, and the future quality of the road will greatly depend on the manner in which it is performed.—The stone must not be laid on in shovels full, but scattered over the surface, one shovel full following another and spreading over a considerable space."

"The practice common in England, and universal in Scotland, on the formation of a new road, is to dig a trench below the surface of the ground adjoining, and in this trench to deposit a quantity of large stones; after this, a second quantity of stone, broken smaller, generally to about seven or eight pounds weight; these previous beds of stone are called the bottoming of the road, and are of various thickness, according to the caprice of the maker, and generally in proportion to the sum of money placed at his disposal. On some new roads, made in Scotland in the summer of 1819, the thickness exceeded three feet.

That which is properly called the road, is then placed on the bottoming, by putting large quantities of broken stone or gravel, generally a foot or eighteen inches thick, at once upon it.

Were the materials of which the road itself is composed, properly selected, prepared, and laid, some of the inconveniences of this system might be avoided; but in the careless way in which this service is generally performed, the road is as open as a sieve to receive water, which penetrating through the whole mass, is received and retained in the trench, whence the road is liable to give way in all changes of weather."

"As no artificial road can ever be made so good, and so useful as the natural soil in a dry state, it is only necessary to procure and preserve this dry state of so much ground as is intended to be occupied by a road.

The first operation in making a road should be the reverse of digging a trench. The road should not be sunk below, but rather raised above the ordinary level of the adjacent ground; care should at any rate be taken, that there be a sufficient fall to take off the water, so that it should always be some inches below the level of the ground upon which the road is intended to be placed: this must be done, either by making drains to lower ground, or if that be not practicable, from the nature of the country, then the soil upon which the road is proposed to be laid, must be raised by addition, so as to be some inches above the level of the water.

Having secured the soil from under water, the road-maker is next to secure it from rain water, by a solid road, made of clean, dry stone, or flint, so se-

lected, prepared, and laid, as to be perfectly impervious to water: and this cannot be effected, unless the greatest care be taken, that no earth, clay, chalk, or other matter, that will hold or conduct water, be mixed with the broken stone; which must be so prepared and laid, as to unite by its own angles into a firm, compact, impenetrable body.

The thickness of such road is immaterial, as to its strength for carrying weight; this object is already obtained by providing a dry surface, over which the road is to be placed as a covering, or roof, to preserve it in that state: experience having shown, that if water passes through a road, and fill the native soil, the road, whatever may be its thickness, loses its support and goes to pieces."

"What depth of solid materials would you think it right to put upon a road, in order to repair it properly?—I should think that ten inches of well consolidated materials is equal to carry any thing.

That is, provided the substratum is sound?—No; I should not care whether the substratum was soft or hard; I should rather prefer a soft one to a hard one.

You don't mean you would prefer a bog?—If it was not such a bog as would not allow a man to walk over, I should prefer it."

Now permit me to ask, Sir, if the Third Avenue, although I admit it to be a beautiful road, is constructed upon Mr. McAdam's plan? My object is not to depreciate, in the estimation of the people of this country, the merits of that work, or of the scientific gentleman who presides as Street Commissioner, over a very important department of the concerns of this vast city; but merely to show, that the merits of that work do not belong to Mr. McAdam, and also to shield him from reproach, should it not answer the high expectations of those who furnish the means of constructing this work,—and at an expense, I do not hesitate to say—judging from what I saw in passing—far beyond what would be necessary to make a road upon the true McAdam plan. This road is yet to be tested, after the fall rains shall have supplied its "reservoir" with water, by the frosts of our severe winters—I say winters, as a second or third may effect what the first may not,—before we can decide upon its being "equal to Mr. McAdam's roads;" and I would therefore suggest the propriety of the appointment of a competent person by the city or state of New-York, to visit the roads in the Bristol District under the immediate superintendence of Mr. McAdam,—who, by the by, was once a resident of this city, and is still recollected by some of our most respectable inhabitants—and other parts of Great Britain, for the purpose of collecting information upon the subject of road-making, to be published by authority and distributed free of charge over all parts of the State. Such a course would have a great and beneficial influence upon the people, who are so deeply interested in having good roads; and it would give to New-York another claim upon the gratitude of the community for its enterprise and public spirit.

ANOTHER CITIZEN.

The following is the communication published in the American, and referred to in the preceding:—

[From the New York American.]

I was pleased to see in your Saturday's paper, the article from the Railroad Journal on the subject of good McAdam Roads.

The writer correctly remarks, that there is no branch of business so unskillfully performed in this country as road-making.

This is not because we have not the skill or talent in the country, but because men are so generally appointed to be surveyors of roads who do not understand the business—men who repair a road with the rich soil found at the surface, which a heavy shower will wash away, instead of looking round for hard gravel or other proper materials.

All our State legislatures pass laws about keeping roads in repair, but it is believed none of them ever adopted any measures to obtain or diffuse any information how to make them. The English House of Commons obtained all the information from their best road makers, which was reported to the House by a committee; and the House ordered such information containing rules for making and repairing roads to be published for the public benefit—and perhaps no country has better roads than England.

One of the rules is, that the surface of the road should be nearly flat; a road of thirty feet wide should rise only three inches from the side to the centre.

Many of our roads have the centre eighteen inches higher than the sides, and are as rounding as the back of a turtle.

I passed last week on the third Avenue which goes to Harlem—on which many men are now at work—and I think it may truly be called a magnificent road; and it does honor to the city. The centre of the road is well McAdamized, wide enough for three carriages, and the sides are laid with good hard gravel; and I was glad to observe that the road maker or engineer has adopted the rule of the English roads, by having very little rise from the sides to the centre, and has made the road nearly flat, so that a carriage can travel on all parts of it with equal ease. (I would suggest to the Engineer that some of the stones were not broken up quite small enough.) I believe the same rule is adopted on the excellent new road from Albany to Troy, and also from Providence to Pawtucket.

Our streets are generally formed less rounding than formerly, which is a decided improvement.

Would it not be well for the Corporation to direct the Engineer to report to them, on the rules and principles for road making, and to let such report be published. If such rules are adopted by any one town or village surveyor of roads, it will so far be a public benefit.

A CITIZEN.

[From the Pennsylvanian, July 28.]

A SUBSTITUTE FOR STATIONARY ENGINES ON RAILROADS.

This art consists, in making the same power which propels on the level take the same load up the inclined plane. In making the road, a trench is made between the rails, twenty inches deep, sided with stone. This trench, and the twelve inches of rail, and the cogged wheel on the rails, gives play for a wheel of six feet six inches. Through this big wheel, and through two cogged flanked eighteen inch wheels, a square bar of iron is stationed solid. These eighteen inch wheels work into cogged rails, placed on the face of the stone rails. All of those wheels another axle is laid; it goes solid through two cogged wheels, (one of two feet, and the other of one foot,) and is watched into the big wheel; they are made to slide on the axles four inches, and applied alternately to get speed or power; and by means of the twelve inch wheel working into the large wheel, we get, on the level principle, fifty-four horse power; and, at a rational calculation, two six horse engines will take up their load, on a plane of a rise of one foot in fifteen, the distance of half a mile in fifteen minutes. The other wheel is for speed on less elevations. These two cogged wheels have the aperture for the axle oblong, for the purpose of getting them over the crank angles, and to fill the vacancies, bits of iron are welded on the axle. These two wheels are bolted together when on, and by a key they are kept firm; and to support and keep the two axles to their stations, two bars of iron are placed, and a hook slide works on the ends that come to the crank axle, and a key goes through it and through the cross bars; this key is knocked out, when there is occasion to shift the wheels, and run into the other keyhole in the bar, which can be done in a few seconds. On the ends of the crank axle, two light eighteen inch flanked wheels are hung, and turn on the axle, and run on the wagon rails—these to form a wagon to run back on, and station-

the two wheels that work into the big wheel. The crank is set at right angles, to make the strain and motion the same all round.*

I have reduced the speed as low as it will be on such a plane, at fifteen minutes, to travel at the rate of two miles an hour, and one minute to key and unkey at bottom and top, which is sixteen minutes; and the twelve horse engine can turn a twelve inch wheel 250 times in a minute, by means of a small wheel turning so large a wheel. This is not disputed by capable judges. This machine goes before the engine, and the one run down last is always left at the foot of the plane; and, on an arrival of a locomotive, run up to it, and key on and off up: the piston rod is unkeyed from the car wheels, and swung over and keyed on the cranks of the propeller—all done in a few seconds. As there is always a propeller (as I call them) at the crane which stands on the level below the plane, in the slings, ready to swing in and bear on the rails. So that if two or more arrive at once, the last one is keying on at the crane. The station man is not wanting above, as the keying and unkeying is the duty of the engine men, one at each side, to hook on the chains, and knock in and out the keys.

And when a number, or all of the six propellers are wanted, I have two sets of wooden railways at each end of the plane; the top set to contain six or more propellers. The number regulated by the length of the plane. The rails run off at right angles to the road. The timbers for rails are twenty-six feet long, to hold three in each. A trench is made in the ground, also, for the big wheel. All the elevation required is just to lift out the cogs about three or four inches, and swing the propeller in or out; and a station man with a tread-wheel to his crane, and to get more power, pull down with his hands. Between those two sets of rails, a stout rail-stone is placed, and a space of three or four feet at each end of it, and in the ends of the other rail-stones, mortices are cut to drop in those short blocks of wood, which are shipped and unshipped at the passing of every carriage. The crane between those two sets of rails at top; there is to be room to admit all the propellers; the last is held in the hooks until the locomotive passes off, and then they are sent back as fast as the man below can hoist and run them on the rail; and as they are run back directly after, there will be always enough down to supply the demand.

A spring is welded on the friction shanks, and a hard bit of wood is slipped into it, and the strain comes on the cogs of the big wheel, and regulates the speed down; and a cheap machine at the foot, and another at the crane, to stop them at the spot wanted. When the fifth propeller gets down, it is held in the car hooks as stated above. So there is but four at the foot, of the six on the railway but five stationary propellers are wanted.

In dark weather, when the signal cannot be seen nor a bell heard, to let the top man know if he may, or may not send down the propeller, on account of another arrival, a galvanic electrical machine, will send up a report like a small pistol. Place the compound between the two poles, and the one-sixth of an inch of platina, which will last some time; and as the locomotives will have a bell to ring on the approach of a plane; and as soon as the station man hears, he sends up the spark, or fire.

When ascending, a bar of iron is hung to the rear wagon, and its teeth dragged on the cogged rail; and all is stopped in an instant should any thing break.

As the degrees of elevation vary on inclined planes the wheels must be made accordingly, to get speed or power; and on many of the inclined planes the two feet wheel will take up the train at the rate of four miles an hour. As friction is one objection to this mode, I believe it is so destroyed that the nine-tenths of it is lost; as the cogs on the wheels and rails work together by a roll in place of a rub; for the instant the cog on the wheel touches the rail cog, the strain being at an end, and so great that it holds tight; and the after rail cog draws off apparently without a rub—they are so strong, and so formed, it seems impossible to break them with a sixty horse power, on a regular strain, and the flank of the wheel is of great use to support the cogs.

To stop friction on the four inch axle, we place a two feet six inch wheel on each side the big wheel, suspended by a bar of iron; the axle runs loose through it. At least a bar, on each side of the four inch rim of the wheel, is suspended by a two inch

* Any person who is desirous to understand this, must have the drawings, and take time to appreciate it.

pin, working into the end of those irons; and as the main axle rolls, it rolls this wheel, as all the strain of the engine draws on it, and presses it on the axle—the friction is sent off to a pin of half the diameter.

The shank of the side iron comes over the crank axle, and so formed as just to touch it, to prevent the motion of the cranks from lifting out the rail wheels on the axle. A chain from the engine is hooked to the ends of those shanks. To prevent the friction machine bearing on the main axle, a fifteen inch light wheel is suspended on each side of those shank irons, by two studs welded on the said shanks; and as the rim comes on the axle, it takes all the lift on the three four inch steel pins; so that all the friction there will be is but a mere trifle.

With regard to the difference between a horse power, on the principle of the lever, and the stationary, when friction is the same in both, if there is any, I cannot see it; and as the long hand or chain and other friction in the stationary engine, will reduce the sixty-horse to no more power than the fifty four horse on this; and if a sixty-horse takes up its load in six minutes, this will in fifteen; as the twelve horse engine can turn its cranks as many times in a minute, on such a purchase, as it would without the big wheel on the road, where provision is made for overcoming certain elevations, of half a degree or less, I expect the stationary would go near three times as fast; but the advantage this has, when more than three, to attach more at once, this would get up six, if they come together, in about half the time; as the whole can be hooked and unhooked in less time than half a minute, and as soon at top—in twenty minutes the six are passed on. If the stationary goes but five miles an hour on such a plane, and if two is hitched on at once, the speed is nearly half lost. When the great roads are finished the transportation will increase with the population; and as they must stop to hook and unhook, the difference in time will not be so great in ascending the planes take the year through. If the owner of goods can travel, on the inclined planes on an average of three and a half miles an hour, he may be satisfied.

With regard to fuel, the most correct account I can get, is that a stationary takes six tons of coal per day, for a sixty horse engine; and rate it five dollars per ton, it amounts in a year to 10,900 dollars, if they travel on Sunday, as it is expected they will, (as it is a land of liberty,) if prohibited to run at night. But to make provision for improvements on steam, I set it at about four tons per day, the coal then amounts to 7,300 dollars; and if two stationary engines are necessary at a plane, it is almost a death-blow to rail-roads. If but one, the annual saving by this mode is 7,300 dollars, and the whole cost a year of getting up on this plan, is a man at each end of the plane, at 200 dollars each, oil and repairs, and on sharp rises, a little dry wood to throw in, about 75 dollars; 475 dollars for a year, if but one engine at a plane. On elevations where two or three stationary establishments would be required, the annual expenses not to exceed 650 dollars. A man at each end is all that is wanted, but whether the distance is over a mile, the propellers run down the opposite track.

By getting up so cheap, I find that the road can be shortened, by going straighter, and have more planes. For if I am correctly informed, the railroad and canal to Pittsburgh, is nearly one hundred miles longer than the other roads. This is to avoid stationary engine expenses, I suppose.

From the survey of the Allegheny, there will be, on the north side 1419 feet; on the south 1136 feet; which requires 14 planes of 190 feet elevation to each, and 36 feet over; and the two at this side are 16. If the whole length had been rail-road, and 20 more inclined planes added to straighten the road, the one-sixth of the 416 miles, the saving in distance would be 69 miles; and the time the propellers would take to get a caravan up the 20 planes, is 5 hours and 20 minutes; and allowing the caravan to travel 15 miles an hour, it would take 4 hours and nine-fifteenths; and the ten miles gained in ascending the 20 and one-half mile planes, will equal the time spent by the propeller in ascending them.

Now the cost of making the 69 miles will, take the rail-roads together, amount to 20,000 dollars a mile; and the 69 miles amounts to 138,000 dollars. The value of lands on the level is much higher in price than on inclined planes; and, from estimates, I see the 69 miles would cost 70,000 dollars. The cost of cogged rails, wheels and all, will not exceed 100,000 dollars. Take from the 1,380,000 dollars the 30,000 dollars, the balance then in favor of the short road is 1,350,000 dollars. I say nothing as to the cost of levelling and ironing those planes, as

it is so much on the road. And from the planes I have seen, the levelling them is not the expense of the same distance on the level, in general. And in building a 60 horse engine and its apparatus, more than 7,000 dollars is saved; and the annual saving, after reducing the quantity of coal one third of what it now takes (as stated above,) is 9,300, and if two stationary engines at a plane, 14,600 dollars. The annual cost of this is a substitute for all this expense and trouble.

As the slope of the Allegheny is such, I expect that several planes can be made straight, two miles or more, and save three or four stationary establishments; and the propeller get up as fast as a canal horse travels. The annual expense of 20 and one-half miles would not exceed 650 dollars. A stout man at each end is enough, 200 dollars each, and 100 dollars for oil and repairs. No cogged rails wanted to descend, as the cogged and light wheels run down on the wagon rails. Another advantage is, when a boiler bursts, or any thing breaks, to detain the caravan, when 60 comes per day, and burst one engine. Not the case with this; for if one breaks, there is a spare one to replace it, and five left. Now, if there are 16 planes of 180 feet each, the annual saving in a year, say nothing of all its prospects of saving in other ways, of building, of another engine at a plane, of bursting boilers, shortening roads, of one set of those propellers to dispense with several stationary establishments; all of which, I believe, will fully be equivalent to the loss of time this takes in ascending over the stationary. If so, the saving in ascending 16 planes a year, from here to Pittsburg, will be 148,800 dollars a year. And what is the detention, taking the whole route, in ascending, they will fully equal, in speed, three and a half miles an hour. The farmer will care but little about it; for if it goes slower, it goes sure; break what will, the rag iron on the rails holds all fast.

To calculate on 60 caravans to pass a day, the number is, in a year, 21900 loaded caravans; and if this will do what I rate it at, it will save to the United States annually, in less than 20 years, more than a million of dollars, as long as men prefer travelling with half the expense, and double the speed, to the end of time. So that, when all its advantages are appreciated, it is worth the attention of the patriots, if there are any.

I have allowed, in my calculations of building, only for the cost of the two horse power. I have two of six horse to a locomotive; and at Baltimore they have two of five horse; for if the six horse takes coal in proportion, its cost is made up in speed on common elevations, peculiar to rail-roads, of half a degree or less. I rate its additional heft at 700 weight, and the propeller at 2200. This in addition to the common load! but not equal to the draw back of the long chain, to stand a sixty horse power, and other friction, over the propeller.

Now, be this of value or not, I am under the necessity, in vindication of truth, and justice, to state, that every part of this specification is my own invention, except a blunder discovered by Mr. Isaac Morris, of one of my wheels being too large to get the power I expected; which I should have seen, as soon as I tested it on the lever principle, which I intended to do, before I got the patterns made. I did not invent the obtaining power by working the small and large wheels together, but proportioning and placing a complication of wheels together, to take a set of wagons up the plane with the locomotive, without any other aid. All the rest is my own invention; and I never knew, read, or heard, of a complication of wheels to obtain power for this purpose, or any part of what I now claim. The principal parts I invented in August, 1831, which I can prove. I have since been told of the right angle cranks, to dispense with the fly wheel, and seen the friction wheel; and was told of cogs working into cogged rails, to prevent the car wheels from slipping back, before the stationary engine was got up. I cannot learn that there ever has been any thing like it, simple as it is; and all that was invented in England was not patented, as it was not found to answer, and therefore abandoned, a number of years since. For, had it been on this principle, in all its parts, it would not have been thrown aside, as is evident it was; for the stationary is still getting up in England, with all its horrors, as well as in this country.

And in confirmation of the truth of the above statement, I appeal to God.

MOSES SHAW.

P. S. In proportioning the wheels and cranks, I calculated the arms of the cranks to be nine inches, therefore, in place of 54 horse power, I have 60.

which gives more power than is calculated for, through all the specifications of the above.

A rough drawing may be seen at the Merchant's Coffee House; also, at the Exchange, New York; and, if requested, in Baltimore.

[From the Philadelphia edition of Wood's Treatise on Railroads.]

FRANCE.

RAILROAD FROM ST. ETIENNE TO LYONS.—This road extends from St. Etienne to Lyons, and is 67,000 metres, or 34 1-5 miles in length. It is composed of a double set of tracks; the rails wrought iron 15 feet long, 3 inches deep and 2 wide on the top: the upper and lower surfaces parallel, similar to the Clarence rail, but the head on the bottom is formed only on one side; the rails weigh 26 1-2 lbs. to the yard, and are fixed to the chairs (which weigh 6 lbs. 11 ounces each) by means of compressed wooden wedges. The chairs are 3 feet apart, from centre to centre, and are fixed by means of wooden pins, 1 inch in diameter, to the stone blocks, which are 1 foot cubic each. This road was finished in 5 years from the commencement of the work, and opened throughout in the beginning of 1831. The original estimate was 9,961,571 francs 66 centimes. The actual cost was 9,799,247 francs, being less than the estimate. No expense has been spared to make this work as perfect as the difficulties of the country would permit. To obtain a uniform grade, and a line nearly straight, 14 tunnels have been made, extending in the aggregate 3,920 metres, or about 2 1-2 miles. One of these tunnels is a mile in length; another, of 906 metres in length, is constructed under the river Gier: (a metre is 39.3702 inches.) The cost of the tunnels has exceeded 1,800,000 francs. A viaduct over the river Saone cost upwards of 700,000 francs. 1,750,000 francs was expended in the purchase of part only of the land. The iron (owing to the absurd French Tariff or "French System," cost nearly four times the present cost of that article in England. The locomotive engines and wagons, &c., together with the interest of borrowed money, amounted to 1,400,000 francs. All these items are included in the sum above mentioned. M. M. Seguin, the engineer, incurred a great expense in order that the curves on this line might have a radius of at least 500 metres, as the road is intended to convey a trade of more than 400,000 tons per annum, besides an immense number of passengers. Locomotive engines are employed on two stages of this line: the first is worked by gravity. One of the locomotives is provided with a fan which creates a draught by exhaustion. Much approbation has been bestowed in France on the performance of this engine, which combines, it is said, many important improvements with great simplicity of plan.

The grade of the first division, extending from St. Etienne to the river Gier, is uniform, being 1 in .013446. The grade of the second division which extends from the Gier to a bridge on a Canal, is also uniform, namely, 1 in .00569. The grade of the third division, extending to Lyons, is almost level, the rise never exceeding 1 in .00056.

The difficulties encountered on this Rail-road have been, with one exception, without parallel. An enormous amount of rock and other excavation, and of embankment and masonry was necessary.

GREAT BRITAIN.

GLAMORGANSHIRE RAILROAD.—In Glamorganshire, an edge Railway, composed of a single set of tracks, extends from Duffryn Llynvi to Pwl Cawl, a distance of 16 1-4 miles. It was finished in 1827 under the direction of John Hodgkinson, the engineer, who has executed many similar works. Fourteen and three quarter miles of the road is constructed with cast iron rails 4 feet long and 1 1-4 inch thick, and 1 1-2 mile with rolled iron one inch in thickness. Total cost was 31,000l. Some of the embankments are immense. One thousand pounds was paid in procuring the act of parliament; and not less than 5000l. for 100 acres of land. If these be deducted, the cost was about 1538l. per mile.

HETTON RAILROAD.—This celebrated road leads from the collieries to Sunderland. It is a single line 8 miles in length, descending 546 feet, and ascending 266 feet by several planes. It is worked by stationary power; although locomotives were a few years since employed on part of the line. One of the excavations is 20 feet deep, and one embankment averages 15 feet in height for 2640 feet in length. More than 300,000 tons of coal are annually transported on this road. The rails are cast iron edge

with a half-lap joint; each rail is 4 feet long, and weighs 62 lbs. (88 tons per mile are required;) the chairs weigh 9 lbs. each. The cost per mile, stated by Mr. Strickland, may be arranged under the following heads:—

Superstructure.

| | |
|--|-------|
| Rails, chairs, laying them, and making the horse and man paths, (the iron 14l. per ton*) | £1474 |
| Excavation and embankment | 256 |
| Common forming and draining | 38 |
| Wooden bridges and stone culverts | 60 |
| | £1828 |
| Land | 80 |
| Fencing and gates to farms | 200 |

Total £2108

* If the Editor has been correctly informed, the cost of the iron was much less than 14l. per ton.

BRUNTON AND SHIELDS RAILROAD.—This Railroad extends 9 miles and 1513 yards from the Fawdon and other collieries to the river Tyne below Newcastle. The line is single; the rails edge of cast iron; 1060 tons per day have been conveyed on it, exclusive of the weight of wagons. It is worked on the reciprocating principle; (on part of the line horses were used in 1828.) The expense of traction, &c. is stated by the engineer, Mr. Thompson, at 19-100ths of a penny per ton of coal per mile when steam power was used.

The following details respecting this road are extracted from a printed description by Capt. M'Neil.

Table of Grades, &c.—The following Table will exhibit the length and inclination of each stage throughout the line, with the power of the engines on the several planes:

| STAGES. | Length in feet. | Inches in 100 feet. | Inches in 100 feet. | Inches in 100 feet. |
|---|-----------------|---------------------|---------------------|---------------------|
| Across the Que Burn | 11 | Level. | Level. | 1 in 52 |
| Bruton plane—Engine 12 horse | 924 | Level. | Level. | 1 in 1800 |
| Truim plane, 1st part | 550 | Level. | Level. | 1 in 240 |
| Do. 2d part | 350 | Level. | Level. | 1 in 78 |
| Do. 3d part | 880 | Level. | Level. | 1 in 514 |
| Do. 4th part | 532 | Level. | Level. | 1 in 600 |
| Wide open plane | 704 | Level. | Level. | 1 in 240 |
| Westgate plane, 1st part | 1232 | Level. | Level. | 1 in 514 |
| Do. 2d part | 1078 | Level. | Level. | 1 in 600 |
| Killingworth plane—Engine 24 horse | 322 | Level. | Level. | 1 in 90 |
| Do. 3d part | 327 | Level. | Level. | 1 in 82 |
| Backworth, or Holyone plane—Engine 6 horse | 1260 | Level. | Level. | 1 in 130 |
| Do. 2d part | 1056 | Level. | Level. | 1 in 130 |
| Shiremoor plane—Engine 12 horse | 1652 | Level. | Level. | 1 in 171 |
| Musson Row plane | 1760 | Level. | Level. | 1 in 123 |
| Flatworth plane—Engine 24 horse | 3068 | Level. | Level. | 1 in 63 |
| Do. 2d part | 506 | Level. | Level. | 1 in 138 |
| Percy plane—Engine 9 horse | 960 | Level. | Level. | 1 in 82 |
| Fidding between the inclined planes | 95 | Level. | Level. | 1 in 189 |
| Type plane, self-acting upon gears | 100 | Level. | Level. | 1 in 12 |
| Total length of road 9 1/2 miles and 153 yards. | | | | |

From the following statement you will readily perceive that the expense of horse power, in England, very much exceeds what it would be in this country under similar circumstances.

Generally speaking, a horse, such as is used on the Railroads in the neighborhood of Newcastle-upon-Tyne, can only be profitably employed from the age of five to twelve years. One in every twenty is about the average annual loss, taking into account ordinary mortality, accidents, and premature disease; for the horses are here worked hard and fed high, which renders them more than ordinarily subject to the latter. One horse-keeper is allowed to every eleven horses, and the constant work of ten out of that number may be calculated on for two hundred and eighty-six days in each year.

A wagon horse will average a cost of 50l. which, divided by this period of work, seven years, is - £7 2 10
 The yearly interest of purchase - 2 10 0
 Mortality 1-20th - 9 8
 Shoes 1l. 15s. Trappings 1l. 12s. - 3 7 0
 Farrier 4d. per week - 17 4
 Hay 14l. Corn 31l. - 45 0 0
 Horse-keeper 39l. per annum, 1-10th - 3 18 0

Total - £63 4 10

The cost of the driver is from 1s. 6d. to 2s. per day, and the round cost of 90l. per annum, for horse and driver, may be safely assumed as the cost.

The first cost of this road, say 10 miles in length, was as follows:

| | | | |
|---|--------|----|----|
| Cast iron rails, at 12l. 10s. per ton | £8,026 | 15 | 0 |
| Formation of the road, by cuts and embankments | 2,750 | 0 | 0 |
| Coating the road, with from 6 to 8 inches of scoria | 260 | 0 | 0 |
| Sleepers, or blocks for the chairs | 650 | 0 | 0 |
| Laying the road, namely, adjusting blocks, chairs, and rails, | 130 | 0 | 0 |
| Coating between the rails | 260 | 0 | 0 |
| Fencing | 1,493 | 0 | 0 |
| Bridges, culverts, &c. | 296 | 10 | 0 |
| Rope, and friction sheaves to sustain the rope on inclined planes | 574 | 19 | 0 |
| Cottages, 14 for the use of engine-man, &c. &c. | 1,050 | 0 | 0 |
| Two stables, and cottages, &c. | 640 | 0 | 0 |
| Branton engine | 732 | 8 | 5 |
| Killingworth engine | 1,110 | 18 | 11 |
| Holystone engine | 667 | 5 | 19 |
| Shiremoor engine | 800 | 1 | 8 |
| Flatmoor engine | 984 | 0 | 0 |
| Percy engine | 552 | 18 | 3 |
| Ropes, 215 cwt 3 qrs. 22 lbs. | 637 | 4 | 6 |
| Contingencies, agency 2 years, &c. &c. | 1,353 | 0 | 1 |
| Horses, hay, corn, &c. | 2,200 | 0 | 0 |

Total - £25,199 1 8

Or. £2,520 per mile.

The annual charge for working this road has been found to be 2,236l., for which the engineer supposes there could have been conveyed daily 1060 tons.

We cheerfully give place to the annexed communication in answer to one published in our last, over the signature of "Morris Canal;" but in so doing, we must disclaim having intentionally "sanctioned" its personality, or its ungenerous insinuations. We only designed to admit the right of Captain Beach—and not Captain Green as we accidentally printed it in our last number—or his friends to reply, through our columns, to our correspondent H., who pointedly, although not nominally, alluded to him in his communication. But of these facts we are perfectly satisfied, whoever may have been dissatisfied with the agency of Major Douglass with the Inclined Planes on the Morris Canal, it was not a situation of his own seeking, nor of his acceptance, until he was persuaded to believe that all parties would be satisfied and pleased with his acceptance, as well as that he was wholly unacquainted with the communication of H., until the appearance of that signed Morris Canal.

To the Editor of the Railroad Journal:

Sir—The communication inserted in the last Number of the Railroad Journal, relative to the Inclined Planes of the Morris Canal, or rather in relation to myself as the Engineer of those Planes, seems to require some notice on my part. The tone and character of the article would not, perhaps, have entitled it to so much respect, if it had not appeared in the columns of the Journal with something like Editorial sanction; and it is to your account, therefore, Mr. Editor, that I must mainly charge the hardship of being obliged to appear in self defence against a masked assailant.

Your correspondent, it seems, was excited to this publication by some statements relative to the Inclined Planes, which appeared in your paper two or three weeks ago, and which were thought to reflect injuriously upon the professional character of Capt.

Beach. The amount of provocation I cannot pretend to judge of, as I have never read the article referred to, nor heard it read; but from the paragraph quoted as the text of the rejoinder, I have scarcely less reason than Capt. Beach to be dissatisfied with it; as I am spoken of, nominally, in terms I can never cease to regret, while he is not named at all.

Your correspondent, however, had an unquestionable right, if he thought proper, to appear in vindication of the Captain; and if, confining himself to this object, he had shown a reasonable regard to truth, I should again have been spared the necessity of this reply. In what follows, I beg it may be distinctly understood, that it is no part of my object to inculpate any person whatever, and that if any of my remarks appear to have that tendency, it is only because this consequence is inseparable from the nature of the case: as to Capt. Beach, I shall be very cautious not to imitate the injustice of your correspondent, by identifying him with his pretended vindicator.

Without pretending to adopt the phraseology of your correspondent, his statements regarding myself may be briefed as follows:—That before my engagement with the Morris Canal Co. Captain Beach was the efficient Engineer, as well of the Inclined Planes, as of the canal.—That under his direction, as such, several good practical inclined planes were constructed without any abortive expenditure, cheaper than those since constructed, and satisfactory in point of performance.—That while things were thus in a very fair train, I thrust myself into the service of the Company in the most delicate of all possible ways—by underbidding the estimate of the Engineer, and pledging myself to construct the Planes for (I know not how much) less.—That the Company engaged me upon this principle, but that in the execution of the works, I have failed to redeem my pledge, &c. &c.

Now, Mr. Editor, I undertake to show in the face of these counts:—

1st. That Capt. Beach was not, in fact, the Engineer of either of the Planes constructed by the Company before my engagement. Those planes, five in number, were constructed on as many different plans, under the superintendence of their respective projectors. Capt. B. may have superintended the walls, but was not responsible for the mechanical arrangement of either, which he took some pains, in my early visit to the line, to assure me of. 2dly. Only one of the planes thus built could be considered as, in any sense or degree, successful; the one at Rockaway had to be entirely rebuilt; the walls of that at Boonton failed in the first experiments; and the cars and machinery required essential alterations to make them operative, after I took charge of the work. The same was equally true of the Upper Montville plane; and as to the plane at Pompton, I found it incapable of operation—abandoned, in despair, by the projector, and consigned to utter perdition by the President of the company, with whom it had formerly been a favorite.

3dly. That in addition to the abortive expenditures necessarily incurred by so many failures, there had been several thousand perches of masonry; of a very inferior quality, built: so that nearly six thousand perches in all had to be condemned, as unfit for the purpose, after it had been duly estimated, and paid for. Several other items of a similar kind might be mentioned, furnishing a very instructive example of what your correspondent calls "practical operations,"—but I forbear any thing further on this head.

Under such circumstances it was that the overtures of the Company were first made to me, and as I claim to have acted in all the communications which preceded my engagement with the most perfect delicacy to all parties, I must be permitted to enlarge a little on this branch of my subject. My personal acquaintance with the Morris Canal commenced in the fall of the year 1832, in consequence of an invitation from the President to visit the planes at Montville and Boonton; and the visit was repeated on another invitation about the 1st December of the same year, when the line was visited by a Committee of the New Jersey Legislature. It was stated to me, at the time of these visits, that the Company were in great doubt and anxiety what course to adopt with regard to their planes. They had already expended considerable sums of money, and had several planes in progress, but they were still undecided as to any particular plan; and on this subject were very anxious to obtain professional advice. In the course of the winter and spring, therefore, I occasionally corresponded with the

gentlemen in New York on such subjects, relative to the mechanical structure of the planes, as I thought could not be objectionable to any party; but being at length requested to present a full report on the "planes I had seen," I declined it from motives of delicacy to the persons who had built them. Mr. Colden took some pains to remove the objection, but it was steadily acted upon by me from that time forth.

In the month of August, while engaged on the termination of the Pennsylvania Railroad, at Philadelphia, I received an application from Mr. Colden, in behalf of the Morris Canal Company, urging me to put myself in official relation with them relative to the planes. It was accompanied by letters from other members of the Board on the same subject: all of which, as well as that of Mr. Colden, combated with warmth the objection just stated, and assured me that all the gentlemen on the planes would concede their pretensions at once, and without reserve. To these letters, my friends will recollect, I gave not the least encouragement, and I could easily show, if it were important, that at that time I had not the smallest idea of accepting the proposal. In the following month I was induced, by further solicitation, to meet a committee of the Directors, which had been raised for the purpose of conferring with me on the subject. Here it was again reiterated that the gentlemen on the planes were perfectly agreed; and at length, being left without any further pretext for declining, a form of agreement conferring the necessary powers was drawn up by me, and accepted by the Board.

You will perceive, sir, by these statements, that in no part of this negotiation was I the applicant; that the appointment was, at last, accepted with reluctance, and not until every suspicion of indelicacy was entirely removed from my mind.

With regard to the allegations of your correspondent, that an estimate and pledge were given on my part, there is not a word of truth in it. No reference was made in any part of the negotiation to modes of construction or scales of expense. These were questions of detail, and evidently had nothing to do in determining the official relations between myself and the Company. Equally untrue is the statement of this writer as to the aggregate expense of the planes; but as I have extended these remarks much beyond what I intended, I shall reserve this point for another occasion.

A word or two on the personal condition of the line, at the time I took charge of the Planes, should not be omitted. The subject of Inclined Planes having been a vexed subject for a long time, not only the projectors themselves, but many of the contractors, head mechanics, and repairers along the line had arranged themselves into parties, according to their respective prepossessions, and much insubordination and bad blood was frequently the consequence: even the citizens, and sometimes whole neighborhoods took part, and contributed their full proportion of excitement. Finally, the effects of an unsteady and relaxed discipline were manifest, with very few exceptions, in the workmanship of the line generally.

The language of the President and Board on these subjects on different occasions, was very expressive. "Independently," they say, "of other considerations, our affairs have been conducted with such a total want of method and regularity, that I fear nothing will correct bad habits but the immediate superintendence of one," &c. And again: "In fact, the Department has been so loosely conducted, that a radical change is necessary." "We look to you to organize this service," &c.

Under these most unpropitious circumstances, I commenced my duties, having plans and details to arrange for eighteen new localities, and four of the old structures to revise and make operative. That I should meet with many embarrassments and some personal hostility, I was well aware—they were the inevitable consequences of my position; and my mind was made up to meet them. But I take leave of the subject, Mr. Editor. In the present more agreeable posture of the planes—all finished and in successful operation—I cannot indulge any reminiscences but those of gratification and pleasure; and from this feeling even the personalities of your correspondent cannot move me.

I am, &c., D. B. DOUGLASS.

Brooklyn, 16th August.

Our Railroad.—We understand there is now a force equivalent to 650 hands employed on the first thirty miles this side of Hamburg, who will probably complete that section at an earlier day than was previously anticipated.—[Charleston Gazette.]

THE CHOLERA.

Friday, August 10.—The new cases to-day are, in the city at large, 60, and 18 deaths; in the Hospitals, 34 cases, 7 deaths; at Yorkville, 3 cases, 1 death. At the Garrison, on Governor's Island, there have been 13 cases and 9 deaths.

BROOKLYN, Aug. 8.—New cases 10, deaths 7.

FLATBUSH, Aug. 8.—New cases 3, deaths 5.

POUGHKEEPSIE, Aug. 8.—In the village, within the last 24 hours, 1 case and 1 death. In the Hospital, 1 new case, dead. In the Poorhouse, 9 new cases, 8 deaths. Total at Poorhouse, 97 cases, 57 deaths.

HYDE PARK.—One case, a man from Catskill.

ALBANY, Aug. 8.—New cases 18, deaths 10.

Aug. 9.—New cases 16, deaths 7.

Saturday, Aug. 11.—The new cases to-day are, in the city at large, 33, and 18 deaths; in the Hospitals, 41 cases, 15 deaths; at Yorkville, 2 cases.

BROOKLYN, Aug. 10.—New cases 10, deaths 4.

FLATBUSH, Aug. 8.—New cases 5, deaths 3.

SING SING PRISON, Aug. 9.—New cases 15, deaths 2. **Aug. 10.**—New cases 15, deaths 2.

POUGHKEEPSIE, Aug. 9.—In the village, new cases 7, deaths 3. In the Hospital, new cases 2. In the county Poorhouse, new cases 4, deaths 3. Remaining under treatment 18. A number of experienced and skillful nurses have been obtained from New York, under whose exertions the Poor-house and Cholera Hospital have assumed a new and improving aspect.

ALBANY, Aug. 10, 12 M.—New cases 19, deaths 6.

TRUY, Aug. 8.—Deaths 3. **Aug. 9.**—Since yesterday, but one death has occurred in the city.

PHILADELPHIA, Aug. 7.—New cases 142, deaths 39.

GERMANTOWN, (Pa.)—One bad case. The subject was recently a tenant of the Arch-street Prison, Philadelphia.

WILMINGTON, (Del.) Aug. 7.—3 cases.

NEWCASTLE, (Del.) Aug.—New cases 10, deaths 4.

Sunday, Aug. 12.—The new cases to-day are, in the city at large, 32, and 9, deaths; in the Hospitals, 33 cases, 12 deaths; at Yorkville, 3 cases, 2 deaths.

Monday, Aug. 13.—In the city at large, new cases 63, deaths 16; City Hospitals, cases 41, deaths 6; at Yorkville, case 1, death 1. **ville, 1 case, 1 death.**

BROOKLYN, Aug. 11.—New cases 5, deaths 4.

Aug. 12.—New cases 5, deaths 0.

POUGHKEEPSIE, August 10.—In the village, new cases 11, deaths 4. **Aug. 11,** new cases 2, deaths 0. **Aug. 12,** new cases 3, deaths 1. Total cases in the cholera hospital from 8th to 11th, 10, deaths 4. **Aug. 12,** new cases 0, deaths 2. In the County Poor House, total cases from 3d to 11th, 102; deaths 66. No new cases on the 12th, deaths 2.

ALBANY, Aug. 11.—New cases 15, deaths 8.

GREENBUSH, Aug. 10.—New cases 6, deaths 1.

PRINCETON, August 11.—New cases 2, deaths 2; both workmen on the canal.

TRENTON, Aug. 10.—In the Hospital, 11 cases and 8 deaths; 3 discharged, and 4 remaining.

MILLVILLE, Aug. 6.—One case and one death.

PHILADELPHIA, Saturday, August 11.—New cases 126, deaths 33.

Aug. 12.—Private practice, new cases 66, deaths 12. Hospitals, &c. new cases 44, deaths 19. Total new cases 110; deaths 31.

Dr. Maxwell Kenny, and Dr. Christopher C. Conwell, both died of cholera in Philadelphia on Saturday.

At DARY, below Philadelphia, 9 cases and 4 deaths are reported. It is stated in the Philadelphia Gazette that 3 of the deaths took place on Tinicum Island.

Tuesday, Aug. 14.—New cases in the city at large 18, deaths 8; at the City Hospitals, 24 cases, 7 deaths.

BROOKLYN, Aug. 13.—In the village, new cases 8, deaths 4. In the Hospital, 2 cases and 1 death, all brought from Flatbush.

FLATBUSH, Sunday.—New cases 5, deaths 3.

ALBANY, Aug. 12, 12 M.—New cases 22, deaths 7. **Aug. 13, 12 M.**—New cases 14, deaths 7.

BUFFALO, Aug. 8.—New cases 6, deaths 2.

PLATTSBURG, Aug. 8.—New cases 9, deaths 2.

SACKETT'S HARBOR, Aug. 9.—The Board of Health, it is said, have reported a case of cholera at that place. Since that report, reasonable doubts had arisen as to its accuracy.

PHILADELPHIA, Wednesday, Aug. 13, noon.—New cases 130, deaths 49.

WILMINGTON, (Del.) Aug. 9.—The Board of Health reported 13 cases of cholera and 7 deaths since the 24th July; and have issued a proclamation forbidding any vessel from New York, &c. from coming nearer than Christina river, unless they have been at sea 21 days, in which case the Health officer may give permission to proceed; also prohibiting any person arriving by land from any place where cholera exists, to remain in town longer than two hours, to allow them time for refreshments, &c.

Wednesday, Aug. 15.—The new cases to-day are in the city at large, 33, deaths 14; at the City Hospitals, 29 cases, 8 deaths; at Yorkville, 13 cases, 4 deaths.

BROOKLYN, Aug. 14.—New cases 27, deaths 5. Of the deaths 2 occurred in the village, and 3 in the Hospital.

WILLIAMSBURG, Aug. 14.—Cases of cholera have been of almost daily occurrence in this village for the last two weeks. The whole number is 15, of which more than half resulted in death. One new this morning.

SOMERS, Westchester co.—The cholera has broken out with increased virulence. On the 10th there were 6 cases and 3 deaths. The deceased were of good habits, and died in six hours after the attack.

BETHLEHEM.—There have been some cases of cholera in the western part of this town, all recovered.

POUGHKEEPSIE, Aug. 13.—During the last 48 hours ending at 12 o'clock, 12 deaths occurred, 5 of which were cholera.

HUDSON, Aug. 14.—This city remains entirely free from cholera.

At ANCRAM, there have been 20 cases and 5 deaths of cholera in all.

At ATHENS, since our last, there have been 2 more cases and one death, Mr. Samuel Foulney. [Hudson Republican.]

ALBANY, Aug. 13, 12 M.—New cases 14, deaths 7. **Aug. 14.**—New cases 16, deaths 6.

TRUY, Aug. 11.—The deaths in this city since 21st July from all causes have been 54, of which 28 were from cholera.

Aug. 13.—Since Saturday 6 deaths, of cholera none.

SYRACUSE, Aug. 7.—For the last week, 11 cases, 1 death, and 7 recovered.

WEST MENDON, Monroe Co. Aug. 7.—In the village of East Mendon, (called Mendon) 4 deaths had occurred by malignant cholera; and 9 were sick.

ROCHESTER, Aug. 10.—New cases 11, deaths 1.

WHITEHALL.—Melancthon Wheeler, Esq. formerly a Senator from the county of Washington, died of cholera at Whitehall.

OGDENSBURG.—Week ending 7th inst. 11 cases, 3 deaths.

NEWPORT, Aug. 12.—Five new cases have occurred—four fatal. All were traced to the two females landed from the sloop Hero, from New York.

A letter from Providence written on Sunday evening, says that another case of cholera had occurred at Newport.

NEWARK, Aug. 14.—New cases from Saturday to Monday morning 12, deaths 1.

ELIZABETHTOWN, N. J. Aug. 14.—The Board of Health report 9 new cases and 5 deaths during the past week. Among its victims is Dr. John Chetwood—one of the most active practitioners of the town—who died last night.

TRENTON, Aug. 10.—New cases 4, deaths 3, in private practice during the week. In the hospital, 11 new cases and 8 deaths.

PHILADELPHIA, August 14.—Cases 111, deaths 37.

BRANDYWINE, (Del.)—A letter from Wilmington of the 11th, says the cholera is raging at Brandywine with considerable virulence.

NEWCASTLE.—We learn that 1 new case has occurred within the last three days. In all there has been 23 cases, and 10 deaths.

We have no direct accounts from Wilmington. A guard is placed on the bridge leading from that city to Newcastle, and all communication cut off. It is reported, however, that new cases are occurring daily, and much alarm prevails in consequence among the inhabitants. [Phil. Chron.]

QUEBEC, Aug. 5.—New cases 9, deaths 5. On the 7th, new cases 16, deaths 1. On the 7th, new cases 9, deaths 4. Total in hospitals 975, deaths 694.

MONTREAL, Aug. 7.—New cases in private practice 9; deaths, including hospitals, 16. New cases on the 8th, new cases 6, deaths 16.

Thursday, Aug. 16.—The new cases in the city at large, to-day, are 39, and 14 deaths; at the City Hospitals, 37 cases, 11 deaths; and at Yorkville, 3 cases, 1 death.

BROOKLYN, Aug. 15.—New cases 8, deaths 2, in the village. No cases or deaths in the hospital.

NORWALK, Aug. 11.—Mr. George Follett, who resides in the north eastern section of this town, was attacked with cholera early last week, but is now convalescent. On Friday, a child of his was attacked and died.

NEW-HAVEN, Aug. 14.—On the 7th, the Board of Health reported a case of cholera. A man named McCulley was attacked the preceding evening, and died next morning. Wm. Martin was attacked with cholera at the almshouse on the 12th at noon, and died at 9 in the evening.

SING-SING, Aug. 14.—Remaining 73, new cases 2, deaths 1, remaining 35.

Aug. 15.—Remaining 53, new cases 1, deaths 0, remaining 21.

ALBANY, Aug. 15.—New cases 18, deaths 4.

UTICA.—Extract of a letter, dated 13th August, 7 P. M.—“Our city is at last visited with Cholera, and with considerable virulence. Yesterday was the first case, a man of rather intemperate habits—was taken in the morning, and died at 7 o'clock P. M. The next was a Mr. Rockwell, a very respectable man; was at church in the forenoon—was taken at 2, and died at 11 P. M. Two young ladies died about the same time, and all four within a short distance of each other, in a very healthy part of the city, near the first Presbyterian church; and during the last 24 hours there have been eight deaths, (but I believe not all of Cholera.)”

RAILWAY, Aug. 14.—New cases 3, deaths 2.

PHILADELPHIA, August 15.—73 cases, 23 deaths.

BALTIMORE, Aug. 14.—It will be perceived that 12 deaths from Cholera are included in the Bill of Mortality for last week. We presume that this is the only mode of reporting which has yet been thought necessary by the Board of Health, the disease not having assumed the character of an epidemic, either as to numbers or indiscriminate prevalence. Of the 12 deaths by cholera, 10 were of colored persons, living in Ruxton Lane, French alloy, and the immediate neighborhood. [Patriot.]

WASHINGTON.—We have no authenticated cases of cholera here, (says the National Intelligencer of yesterday,) though there have been two or three cases commonly reported as such. Medical gentlemen think, however, that we have premonition of it in the predisposition to it, which is not uncommon at the present season.

A slip from the office of the Norfolk Herald, states that, on the 11th inst. there were 43 new cases of cholera, (of which 32 were colored,) and 11 deaths—two whites and nine colored. On the 12th instant, there were 38 new cases, (31 of which were colored,) and 12 deaths—two white and ten colored persons.

In Portsmouth, from Wednesday, at 5 P. M. to Saturday, at 9 A. M. there were 58 new cases and 11 deaths.

The following is an extract of a letter to the Editor of the Norfolk Beacon:—

ELIZABETH CITY, (N. C.) August 9.—“The cholera made its appearance among us this morning, at a very rapid rate. There are seven persons taken sick this day, but I am unable to say whether they are all cholera or not. One person had died, and others despaired of. They are principally blacks.”

CHOLERA AT BERMDA.—We learn from the Captain of the brig Queen of the Isles, that the brig Bermuda arrived at Turks Island on the 31st July, in eleven days from Bermuda, having lost three of her men by cholera. We also learn that the cholera had made its appearance in the Island of Bermuda, though as yet its ravages had not been very extensive: many of the inhabitants were leaving the Island.

NEW-YORK AMERICAN.

AUGUST 11, 13, 14, 15, 16, 17—1832.

TALES OF THE EARLY AGES; BY HORACE SMITH: 2 vols. 12mo. Harpers, New-York.—They who read Zillah through, as we did, will remember the pleasure which its minute knowledge of the condition and manners of the Hebrews, while they were yet a proud, brave, and overbearing people, imparted. There was indeed something of tediousness in many of the details; but with the occasion, the pen of the author seemed to rise, and many of the episodes are related with eloquent effect.

To the same pen we are indebted for the *Tales* now before us, which, we must confess, are not equal to the first book. They, however, evince the same fidelity to the truth of details,—the same accurate knowledge of manners, and even costume, of the countries and times where the scenes are laid; and may be looked at, therefore, as old pictures, bringing back to the life centuries long gone by. From the first tale, which is the longest, and perhaps the best, *The Involuntary Prophet*, we will make an extract that may be taken as a fair sample of the whole book. It relates the destruction of Pompeii; and relates it the more impressively by fixing attention upon the fate of a single household.

In order to render the extract intelligible, we will merely add, that *Mariamne* was a Jewess, married to the Roman *Lucius*, under circumstances of great privation while living in a desert; and that there they passed many happy years, when, by a turn of fortune, *Lucius* was restored to his honors and fortunes, which affected not the simple and somewhat misanthropic sternness of his character, but developed the weakness and foibles of *Mariamne*, and of her father *Aaron*. Among these foibles was the love of ostentation, which grieved and offended her husband, and exposed her (who was looked upon as a barbarian by the exclusive Romans,) to sarcasm and reproach. In this spirit it was that the magnificent *Gala* described in the extract was undertaken.

Fired at the thought of the triumph she was about to achieve, *Mariamne* was everywhere superintending, ordering, and altering, until she had seen every preparation completed, when she attired herself with the utmost magnificence, and seating herself in her vestibule, awaited with a beating heart the arrival of her guests. Wreathed with flowers, and decked in all their gala finery, her visitants soon poured in, spreading themselves through the apartments, admiring, wondering, ridiculing, and abusing, according to their respective feelings. In the hearing of *Mariamne*, however, there was but one tone—that of unbounded admiration and flattery. With affected ecstasy, some lauded the splendor of the atrium or vestibule, in the centre of which a fountain diffused a refreshing coolness; others praised the paintings and rare devices on the walls, the beautifully tessellated floors and mosaic figures, the gorgeous preparations for the banquet; every thing, in short, obtained the most zealous eulogies in the hearing of the hostess, although many of her flatterers took an ample revenge when her back was turned. Whatever might be the feelings of individuals, their countenances told no tales, and the festival presented a gay, glittering, joyous scene, that extorted admiration even from the envious.—As the throng increased, some betook themselves to alcoves and recesses to play dice; the ladies who had white and delicate hands had recourse to the game of morra; many strolled into the garden at the back of the house, some walked in the ambulatory; but the greatest number was collected on a raised terrace, with seats and summer-houses, which commanded a delightful view over the rich and fertile plain of Pompeii, enlivened with towns and villas, among which wound the meandering river *Sarnus*; the prospect being bounded on the left by the distant islands and gleaming waters of the *Tyrrhæan Sea*; on the right by the deep blue hills of *Nola* and *Nocera*, whence the river might be traced; and in front by Mount *Vesuvius*, at that time overshadowed with groves, luxuriant orchards, and vine-

yards, and so far from inspiring any terror, for it was unknown as an active volcano, that the poets had imagined it to be an elysium of pleasure, and the favorite resort of the rural deities.

On the terrace had presently assembled the mass of the company from all quarters, attracted by a vast and singular cloud ascending into the atmosphere from the summit of the mountain, in some places dark and spotted, in others vividly bright.—Upon this strange object all eyes were presently fixed with a deep interest, but without any feeling of alarm, watching it as it majestically climbed higher still, until it had attained an immense elevation, when it spread out horizontally, in form like the branches of a pine. At this juncture a violent shock of an earthquake was felt; the tiles from the top of *Lucius's* house were shaken down into the paved court with a loud crash, and the Pompeians, whose city had been nearly destroyed by a similar calamity not many years ago, becoming instantly sensible of their danger, were seized with a phrenzy of terror. Ere yet they could rush from the terrace, from the garden, from the apartments of *Lucius's* villa, without knowing whither they should fly, the enormous cloud they had been watching burst with a stunning and astounding explosion, precipitating over the whole country an uninterrupted torrent of hot cinders and pumice stones, mixed with black and broken pieces of burning rock and boiling mud, which, veiling the light of the sun, completed the horror of the scene by a midday darkness. Throughout the villa of *Lucius*; and indeed the whole town of Pompeii, all was confusion, flight, and an agony of terror; the shrieks of women, the cries and clamor of men, and the wailful howling and howling of maddened cattle, being mingled with the repeated explosions of the mountain, as it vomited forth its burning bowels into the air.

At the first alarm, *Mariamne*, exhausted and unnerved by her previous exertions, sank fainting upon the terrace; her children, whom she had fantastically dressed up for the festive party, ran screaming to seek their father; the guests, not one of whom offered the smallest assistance to their helpless hostess, hurried to their own homes, except a few who took refuge in the villa as the only place of immediate safety; the slaves, as usual upon all occasions of consternation and confusion, betook themselves to pillage, bursting tumultuously into the gorgeous banquet-room, devouring the viands and precious wines and then decamping with the plate. Starting from his study at the first shock of the earthquake, *Lucius* ran into the garden, and meeting his terrified children, was by them conducted to their still senseless mother, whom he took up in his arms, and carried her into one of the wooden summer houses, being afraid to convey her to the main building, lest its roof should be endangered by new shocks of the earthquake. Desiring his children to remain there, he hurried to procure restoratives from the villa, assailed, both in going and returning, by the falling masses of volcanic matter, as well as by the noxious exhalations they emitted. He returned, however, in safety, and by proper applications soon succeeded in reviving *Mariamne*, although so confused by the uncertain recollection of what had occurred, and scared by the terrific noises of the mountain, and the clatter of the falling materials on the wooden covering of the summer-house, as to be quite stupified and bewildered, and only able to utter incoherent ejaculations. Distressed and awe-stricken at this great convulsion of nature, but still firm and collected in the midst of it, *Lucius* thought only of preserving the lives of his family;—an object which seemed most likely to be attained, should the eruption continue and the concussions be renewed, by removing them to the sea-shore, and getting them on board ship. The dire commotion of the elements might, however, subside as rapidly as it had burst forth, in which case it would be better to remain at the villa than to expose his family to the dangers of a removal. *Aaron*, whom *Lucius* had at length found, after shouting out his name for a considerable time, concurring in this opinion, they remained watching the awful phenomena before and around them, until night came on, when a momentary pause gave reason to hope that the worst throes of nature were over. Suddenly, however, broad refulgent expanses of fire burst from every part of *Vesuvius*, and shining with redoubled splendor through the darkness, now accompanied by the horrors of a continued earthquake, which, shaking the edifices from their foundations, and precipitating their roofs upon the heads of the affrighted beings who had sought shelter beneath them, threatened universal desolation.

As a part of the villa and its supporting columns

fell to the earth with a frightful crash, burying in its ruins all that remained unpillaged of the magnificent banquet, *Lucius* thanked heaven that he had taken refuge in the wooden summer-house, which, though it rocked violently to and fro, did not fall to pieces. Instant flight seeming now to be the only chance of safety, he committed *Mariamne* and her children to the care of *Aaron*, and hurried to the offices, which still remained standing, for the purpose of procuring a carriage to convey them away. From his numerous slaves and servants, even if he could have found them, no obedience was to be expected at such a moment of panic and universal insubordination; but the powerful and undismayed *Lucius* needed little extraneous assistance when his own resolute energies were once called forth. Blindfolding two of his stoutest mules, to prevent their being startled by the incessant flashes, he harnessed them to a carriage, which he had previously dragged, by incredible exertions, over a mound of rubbish, when he returned for his wife and children, encouraging them by the collected firmness of his demeanor, while he exhibited so much tenderness, forethought, and solicitude for their safety, that the now conscious *Mariamne* felt a pang at her heart as she recollected how often she had latterly accused him of being cynical and morose, and upbraided him with a diminution of his love. Binding his robe, which he tore for the purpose, around their heads, as a protection against the falling stones and cinders, he escorted them to the carriage, placed them within it, and desired *Aaron* to follow, declaring that he himself would be their driver.

"I cannot leave the villa," cried *Aaron*, "without my money. All that I am worth in the world is secured in an iron box beneath the stairs of my bedroom. I will run for it—those apartments remain uninjured—and I will return to you immediately."

"Madman!" exclaimed *Lucius*, indignantly, "what is a bag of dross at such a moment as this?"

"Ten times more precious than ever. Are we not all utterly ruined? and may I not be reduced to beg my bread, unless I can secure this treasure?"

"I will not endanger lives more dear to me than my own, for an object so sordid and contemptible."

"And I value not my life without the means of living. Risk nothing, however, on my account.—Drive on—drive on, and I will overtake you before you reach the end of the road of Tombs." With these words *Aaron* ran towards the house, spite of the entreaties of *Mariamne* and the reproaches of her husband, who, left him, as he said, to his own obstinacy and avarice, and urged forward his mules, already restrained with the utmost difficulty, from the heat of the cinders accumulated around their legs. At the end of the road of Tombs *Lucius* stopped, calling loudly and repeatedly upon *Aaron*; but his voice, powerful as it was, was drowned in the universal uproar. Ashes and rubbish, mixed with hot liquid mud, fell around them in such quantities that a little delay would have imbedded and glued them to the ground; and all farther deliberation was quickly prevented by the mules themselves, who, wounded and maddened by the pumice stones, became unmanageable, and plunged wildly forward.

In the open country, where they had anticipated greater safety, spectacles of terror and misery burst upon them with hideous aggravation. Numerous fugitives, covering their heads with pillows, or whatever defence they could snatch up, ran about wildly and with piteous outcries. Many were lying dead, either killed by the fall of heavy stones, or poisoned by noxious exhalations; others thrown down by the rocking of the earth, and unable to arise, were imploring that aid which all needed and none could afford. The concussions became so violent that the carriages, agitated to and fro, could scarcely be kept upright, even when propped with stones; the intense darkness was rendered more appalling by the fitful glare of torches, or the transient blaze of lightning that revealed new sights of misery, new objects of terror; while the horror of the whole scene was consummated by incessant and tremendous explosions from the volcano, resembling peals of the loudest thunder, accompanied with a continued hoarse howling and rushing noises, as of the sea in a violent storm. The disturbed imaginations of the fugitives, adding chimerical dangers to those that were real, conjured up before them huge giants and terrific spectres, stalking about with menacing gestures through the gleaming darkness. No wonder that the wretched Pompeians, as they witnessed this universal convulsion of Nature, imagined that earth was returning to her primeval chaos; that the last day was come,

* Guessing at the number of fingers mutually raised up; a game still played by the lower orders in Italy.

and that gods and men, and the world itself, were about to be involved in one universal ruin. To our Hebrews it recalled the recorded destruction of the cities of abomination; and Mariamne and her children would almost have abandoned every hope of escape, especially when they saw the numbers perishing around them, but for the sustaining fortitude and presence of mind of Lucius, who upheld their sinking courage, and pledged himself either to effect their deliverance, or to perish with them.

Resolutely did he press forward towards the beach, imagining, as did multitudes of others, that the sea would afford certain means of retreat; but the boisterous agitation of that element, occasioned by the convulsive heaving of the earth, precluded all possibility of escape, and only increased the danger by accumulating the people in dense masses. A cloud of thick smoke, bringing with it a shower of fine ashes and the most noxious exhalations, rolled like a torrent among the miserable fugitives, who, in their consternation, crushed and trampled down one another, as they pressed forward without an object, amid darkness and desolation, some invoking death with outstretched hands to deliver them from such insupportable anguish. This was by far the greatest danger our Hebrews had to encounter, though their whole flight was one of continued life-perils. More than once was Lucius in danger of suffocation from the smoke,* of being overwhelmed with the volcanic matter, or borne down by the blind and maddened crowd; but his mules were fortunately young and vigorous, and after incredible exertions, and a hundred hair-breadth escapes, he at length succeeded in disentangling his carriage from the throng, turned the mules' heads towards the East, and was eventually fortunate enough to reach his little farm at the foot of Mount Lactantius, himself covered with bruises, but without any serious injury, while his wife and children had only suffered from the effects of terror and exhaustion. Mariamne's mind, however, remained sunk in such an utter prostration, that she could scarce utter a word. When she caught a view of her pale and haggard features in a mirror, and surveyed her magnificent gala-dress all soiled and torn, and the blaze of her diamonds quenched in dirt and ashes, a deep sense of humiliation sent a pang to her heart; a conviction of her own folly, vanity, and arrogance, and of the worthlessness of her pretended friends, filled her with deep remorse; and as she sank upon her knees, endeavoring to return thanks to Heaven that herself and her family had thus far been spared in the general calamity, she penitently murmured—"Richly have I merited that the dust and ashes, wherewith I am now covered, should for ever be my portion; in sackcloth—in sackcloth, not in these gorgeous trappings, should I be clad:—and as she spake, she tore away her gauds and jewels, dashed them upon the ground in a passion of repentant grief, and then pouring forth her thanks for the signal and undeserved mercy she had experienced, made the most solemn vows of future amendment.

Fortunate, indeed, might Lucius be deemed in thus having reached a place of comparative security, while the mass of Pompeians remained for three days and nights exposed to all the anguish of suspense—all the fury of the still raging volcano. Many were stifled by the mephitic vapor; others, spent with the toil of forcing their way through deep and almost impassable roads, sank down to rise no more; some died from terror and inanition. On the fourth morning the darkness began gradually to clear away, the real day appeared, the sun shining with a wan, ghastly light, as in an eclipse; but all nature, to the weakened eyes, seemed changed; for towns and fields had disappeared under one expanse of white ashes, or were doubtfully marked here and there, like the more prominent objects after an Alpine fall of snow.

It was Lucius's first care, as soon as he could venture forth with safety, to seek the missing Aaron, whose probable fate had inspired the most lively alarms, both in himself and Mariamne. For this purpose he returned to Pompeii, contemplating the still smoking ruins with a withering of heart almost as intense as that which he had felt in surveying the desolation of the once stately Jerusalem; but, alas! the road of the Tombs, where he was to have met his father-in-law, was no longer distinguishable; and of his own handsome villa nothing remained but a few columns, more than half buried in ashes, and in the rubbish of the pediment and roof which they had once supported. From his fellow townsmen whom he found upon the spot,

* It proved fatal, as is well known, to the elder Pliny, on the beach at Stabia.

endeavoring to individualise their habitations, and glean something from the wrecks, he could gather no tidings of Aaron, but was himself beset with inquiries respecting the guests at his wife's grand entertainment, many of whom were missing. He could furnish no information whatever. They were never heard of after; neither the bodies of these individuals nor that of Aaron could be found, though a most diligent search was made for them.*

So utterly devoid of selfishness was the mind of Lucius, so completely was it engrossed in regret for the probable fate of Aaron, and commiseration for the sufferers whom he had seen deploring the loss of relatives or the destitution of property, that his own altered circumstances did not occur to him until after his return to the farm. His houses were laid prostrate, his vineyards were covered with ashes, his whole estate was a mass of rubbish, not worth an obolus. But he was too much of a philosopher to grieve for the privation of that, the possession of which had afforded him so little pleasure; and he had subsequent reason to congratulate himself that, if he had lost a fortune, he had at least found a wife. From that moment Mariamne became an altered and amended woman.

* At Pompeii, in the year 1775, a suburban villa was excavated, at the entrance to which, from the road of the Tombs, was found the skeleton of an individual holding a purse containing many coins and medals, and a key. In a subterranean passage of the same building, amid large earthen wine vases, ranged in order against the walls, were discovered twenty-three other skeletons, with ear-rings, bracelets and various ornaments, the bones of the fingers of some still adhering to tridling articles they had wished to preserve. It is presumed they died from suffocation, since the volcanic powder was so fine that the fibres of their persons and apparel remained impressed on the indurated matter. The mould of the bosom of one is yet shown in the Museum of Naples. Whether the first skeleton be that of Aaron with his treasure, and the key of his iron box, and the latter-mentioned remains those of Mariamne's gayly-attired guests who took refuge in the cellar, we leave to the conjectures of our readers.

SUMMARY.

Governor Carroll, of Tennessee, whom the President recently appointed a Commissioner to treat with the Indians, has refused to accept the appointment, believing its acceptance incompatible with the office he now holds.

The U. S. ship Erie has arrived at Boston, last from Matanzas.

The Troy Press.—A new paper has been established in Troy, under this title, by William Yates.

The inauguration of Rev. Edward Beecher, as President of Illinois College, will take place at the College Chapel on Tuesday the 14th inst.

We regret to learn by a private letter from Stratford, Conn., that as Chancellor Kent and his lady were riding in a gig on Saturday afternoon, when about two miles from the village, the gig unfortunately upset, and Mrs. Kent was much injured, having had her collar bone and one of her ribs broken. We are pleased to add that medical aid was immediately obtained, and she is doing well. The Chancellor escaped unhurt.—[Merc. Adv.]

Governor Throop has by proclamation directed the next stated term of the Vice Chancellor of the Third Circuit, which was to be held in Albany on the third Monday in August, to be held, in consequence of the prevailing epidemic, on the same day at the Vice Chancellor's chamber at Kinderhook. The Court of Errors will, it is anticipated, meet here on the 20th inst. by adjournment, and immediately adjourn again to meet at some future time, probably in November.

Court of Sessions, August 11.—The Grand Jury have preferred true bills of indictment against Henderson and others for an assault and battery on Alderman Murray and Dr. Starnas, while in the humane discharge of their official duties towards the sick.

Yesterday morning, about 3 o'clock, a fire broke out in the three story brick store, No. 107 South st. occupied by Messrs. G. & R. T. Hicks as a Ship Chandlery and Hardware store, and the third story by T. W. Bunker & Co. Sail Makers.

The interior of the building, together with the canvass and some cotton belonging to Francis Thomson & Co. was entirely destroyed.

The vessels lying at the wharves in front of the store, were removed by Capt. Green, late of the brig Pedlar, assisted by Mr. Titus, agent of the old Liverpool line, and thereby saved from the flames which for some time raged with the greatest violence.

Fire at Brooklyn.—A fire broke out on Friday morning, about two o'clock, at the corner of Main and Fulton streets, which destroyed the drug store

of Dr. Hurd, the soap-stone factory of Mr. Jacobs, the book store of Mr. Worthington, a shoe store, a clock and fancy store, and a basket store, together with a great part of their contents. The buildings were of no great value. On the stock in the shoe store \$2000 was insured; do. in soap-stone factory, \$1000; do. in the clock store, \$1000; do. in the basket store \$200. There may have been other insurance.—[Jour. of Com.]

Joel Gale, now residing in Trenton, New Jersey, is said to be seven feet three inches high, and to weigh three hundred and fifty pounds.

We learn that a person, named Peter Deal, who is said to have been recently discharged from prison, attempted, this morning, to kill his wife. He inflicted three or four stabs in her breast and side, with a knife which he had procured for the purpose. Her case we are told is considered extremely dangerous, and her recovery is deemed very doubtful. Deal has been committed to prison.—[Philad. Gaz.]

Extract of a letter dated WHITE PLAINS, Aug. 8, 1832.—"One of the most awful and tremendous thunder storms that ever was experienced in this country within the memory of man, commenced on Tuesday evening, at 6 o'clock, with the most loud and terrific explosions of thunder, and vivid lightning ever witnessed. In one hour and fifty minutes the river Bronx, and the smaller streams, rose twenty inches higher than was ever known; the water completely inundated the valleys of the Bronx and of its various tributaries, sweeping away whole meadows of hay, cornfields, bridges, fences, and sheep, uprooting large trees, and destroying roads; and in fact, completely deforming the face of the cultivated country. Hay stacks and other property were destroyed by the lightning. The damage done to Westchester county will amount to thousands of dollars. Had this flood happened ten days sooner, it would have done incalculable damage to the meadows, on the different small streams, and even on the larger ones; but the grass has just been mown and secured, with few exceptions.

On Saturday afternoon, 20th ultimo, Mr. Julius Fowler, aged sixty-four years, at Upperhouses, in this town, in attempting to get on to a load of hay, fell under one of the wheels of the cart. The cattle being frightened by his falling, the wheel passed over his body just below his breast. He lingered until Monday evening, when he died.—[Middletown (Conn.) Sentinel.]

A sad accident occurred at Dalton in Berkshire Co. Mass., last week. Mr. Benjamin Prouty attempted to split a log with powder, a part of which from the explosion, weighing about 30 lbs. struck him on his head over the eyes, and drove the bones of his skull into the brains. He remained insensible and expired in about four hours.

There is now in this place a negro boy, the property of Joseph Draper, Esq., who is turning entirely white! His body is nearly white, and his face entirely so, with the exception of a few spots the size of a dollar; and, what is more remarkable his skin presents the appearance of a white child the rose and lily beautifully combined! He presents altogether a curious appearance, and the beholder is struck with something like awe on the first view. His parents are remarkably black.—[Wythe (Va.) Argus.]

During a violent storm which occurred here on Sunday afternoon, the side walls of the new three story brick building erecting on Woodward Avenue, by Mr. J. Keeney, were entirely blown down. The small building on the east side, occupied by Mr. K. as a hardware store, and containing a large quantity of tin, hardware, &c. was crushed by the fall of the adjoining walls, and much injury was done to the property.—[Detroit Journal.]

One of the coal-pits in the neighborhood of this city having lately taken fire, and exertions being made to have it extinguished, a man by the name of Jacob Byers was sent into the pit, with a lad of the name of Patrick Killen. It appears they both took sick and fell. Mr. Doran, the employer, who was following, having begun to feel the effects of the damp, retreated; but assistance not being sufficiently convenient, the vital spark had fled before relief could be obtained for the others.

Killen was about 13 years of age, and has left an aged mother, to whom he was an only son, and her only help. He gasped once or twice after he was taken out the pit, but efforts to restore him were used in vain. Byers has left a wife in a delicate situation, with one child not likely to live, and also without the means of subsistence.—[Pittsburg Ch. Herald.]

We understand that the Bonds of the State of Louisiana for seven millions of dollars have been contracted for by Mr. T. W. Ward, for Messrs. Baring, Brothers & Co. and Prime, Ward, King & Co.

The Recorder, Monday night last, found a little boy aged about 8 years, asleep on the sill of a door, named James Demsey, he had been enticed from his home somewhere in the country by a person who left him as soon as the steamboat landed;—he wandered about the streets nearly a day and a half without food, until he was met with by Mr. Riker, who, caused him to be taken care of at the Almshouse, until his parents shall have an opportunity of claiming him.

It gives us pleasure to be able to state, that Messrs. Gibson, Bend, and Belknap, the three survivors of the Quincy Railroad accident, are all doing well, and that they are considered out of danger. Messrs. Gibson and Bend have been brought in from Quincy within the last few days, and are now, together with Mr. Belknap, at the Tremont House. —[Boston Courier.]

A man of genteel appearance, who styled himself Lieut. Carter, of the U. S. Navy, arrived here on the evening of the 9th inst. in the North America—called at one of the public houses, and represented that his baggage had been put on board the wrong boat at New-York. After remaining here a short time, he obtained the loan of ten dollars—hired a horse and gig at a livery stable, and started for Schenectady, promising to return next morning; but the "gallant soldier" has broken his parole of honor, and has not yet returned. He has left the horse and gig at Schenectady, to be called for by the owner or some one else, while he has proceeded on his swindling expedition to the west.—[Alb. Eve. Jour.]

The duties on merchandise imported into Boston during the last month were \$500,000, being \$50,000 more than were secured during the same month last year.

The Cherokees, says the Hiwasseean, have determined upon calling a council of their Chiefs and head men, to determine upon the propriety of exchanging their lands on this side of the Mississippi to the General Government, for others on the waters of the Arkansas, and adjacent to those of the Creek and Choctaws.

A silver mine has been discovered among the hills of St. Catharine, a small creek emptying into the Mississippi river, near Fort Adams.

Thomas Williams, seaman, of Philadelphia, aged about 35 years, whilst in the act of heaving the lead from the chains of the ship Benjamin Morgan, on the 5th inst., fell overboard, in the Delaware Bay, and was drowned.

The brig Enterprize, Capt. Enoch Gerrish, of this port, has been cast away on the Eastern French Key. The vessel was bound to Newburyport, from Aux Cayes, which last place she left on the 27th June. The disaster happened on the 2d July, and is attributed to a strong and unexpected current setting from the north-west. The vessel and cargo (the latter consisting of 400 bags of coffee and 75,000 lbs. logwood) were lost. The captain and crew took to the boats, and arrived at Nassau, New Providence, on the 9th of July. Captain Gerrish, from whom we learn these particulars, arrived at Gloucester yesterday.

The vessel and cargo belonged to Messrs. Nathaniel Noyes, jr. and E. Stone, and were insured \$4000 on the former and 5000 on the latter, in this town.

Loaf Sugar.—The most beautiful article of the kind, as to color, flavor and brilliancy, is a loaf of sugar, presented to us by the proprietors of the Louisiana Sugar Refining Company. What adds to the value of this article is, the fact, that it is made entirely from Louisiana Sugar, and manufactured without the use of blood, clay, or any other impure material.—[Gazette.]

At Baltimore, on Saturday morning, a house in Water, near Commerce street, occupied by Mr. Stephen Durkee, as a Cabinet maker's shop and warehouse, was destroyed by fire, with nearly all its contents, consisting of many valuable articles of furniture, tools, &c.

Mr. Freeman Brink, of Union, was lately thrown from his horse, and killed instantly. He was about 20 or 21 years of age.—[Binghamton Courier.]

Boston, Aug. 11.—A fire occurred this morning at half past 1 o'clock, on Warren Bridge, Charles town side. It consumed a two story wooden building, called the "Pavilion," occupied as a bar-room—2 two story buildings in the rear, occupied as

bowling alleys—and 1 two story building, occupied as a dwelling house, (the front room by Mr. Sherman, as a broker's office.) A stable and two horses were burnt, and the toll-house injured. The fire originated in the bar-room. The buildings were owned and occupied by O. W. Preston and Mrs. Bowers and insured at the Manufacturer's Office in this city, (\$4,000 on buildings, and \$1,000 on fixtures.) A pocket-book in the money drawer, containing \$150 was destroyed.—Two persons who slept in the pavilion narrowly escaped, the fire having made much headway before it was discovered. Loss between ten and twelve thousand dollars.

The splendid Hotel in Cincinnati, Ohio, called the "Pearl Street House," was destroyed by fire between 2 and 3 o'clock on the morning of the 6th inst. The establishment was owned by David Griffin, Esq. and occupied by Major Henrie. The building was five stories high, and the flames burst simultaneously from the cellar through the first floor, and from the fifth story through the roof; thus affording incontestible evidence of its being the work of an incendiary. What loss Major Henrie and the numerous lodgers (for the house was full) sustained, we have not been able to learn, but it must have been very considerable. Major H. was insured.—The loss of property is estimated at ten or twelve thousand dollars.

On the morning of the 4th instant, the dwelling house of Mr. Cornelius Mersereau, in the town of Union, was entirely destroyed by fire, with much of its contents. The loss is probably 1200 dollars. No insurance.—[Binghamton Courier.]

[From the Cincinnati Daily Advertiser of July 28.]

Yesterday morning, between one and two o'clock, our citizens were again called from their beds by the cry of fire. On this occasion the scene was shifted, the alarm came from the west end of the city, and the flames issued from the Steam Saw Mill, belonging to Messrs. Rogers & Carril, below the levee on Front street, which was consumed, with the frame house near it, occupied by Mr. Bradway. How the fire originated we could not learn. We understand Messrs. Rogers & Carril were insured for \$5,000.

About one o'clock P. M. on the 31st ult. [says the Watertown Gazette.] our village was again aroused by the cry of fire, which was found to proceed from the stone flouring mill of Messrs. Sheldon and Moulton; the upper part of which, with its valuable machinery, was entirely destroyed. The fire was said to have originated by the friction of the machinery; and the loss is supposed to be about 1500 dollars, which was fully insured.

CINCINNATI, July 27.—Yesterday, about daybreak, the large and elegant edifice known as the Broadway Hotel was discovered to be on fire on the roof. An immediate alarm was given; the fire companies attended with their usual promptitude, and succeeded in subduing the flames before they had descended below the ceiling of the 2d story. A considerable quantity of furniture and travellers' baggage was destroyed, but no lives lost, as we have heard. No estimate can be made of the loss. No doubt remains of its being the work of an incendiary.

The distillery of Col. L. Philips, in Hopewell, Ontario co., was destroyed by fire, on the 28th ult., with all its apparatus, and a quantity of grain. It was insured for \$1,000.

On the 3d inst. (says the Norristown Herald,) a stranger, on board one of the coal boats, was drowned in the river Schuylkill, opposite this borough, in consequence of two boats coming in contact with each other. The deceased was standing on the edge of one of the boats. His body was taken from the water in about fifteen minutes after the accident, and every means used to resuscitate him, but without effect. He was apparently about thirty years of age, and it is believed was from some part of New Jersey.

Drowned.—A man named William Laidley, who was a clerk to Joseph Dromgold, (who was drowned a few weeks ago) drowned himself on Thursday night, in about the same place where Dromgold was found. He had had an attack, supposed of the cholera, and in a state of derangement jumped from the back window of the store where he slept into the basin. He was from the county of Armagh, Ireland, about 30 years of age; and is said to be of one of the most respectable families in that place; he was much esteemed by those who knew him.—[Alb. Adv.]

We learn through the Detroit papers, than an express, which has arrived from Hudson's Bay, at Michopocoten (one of the posts of the Hon. Hudson's Bay Company,) brings information that the annual supply ship of the Company has been crush-

ed by the ice, and the ship and cargo completely lost.—[Montreal Gaz.]

Proposals have been issued by Messrs. Clapp & Benton, of Hartford, Conn. for publishing a Biography of Andrew Jackson, by Philo A. Goodwin, Esq.

At a meeting of the Directors of the Bank of Montreal, held yesterday, Horatio Gates, Esq. was appointed President of the Institution, in the room of the late John Fleming, Esq.; and Thos. Cringan, Esq. was elected to the vacant directorship.—[Montreal Gaz.]

AUGUSTA, (Geo.) July 23.—It is reported that by an accident to the stage, we believe on the upper line, in North Carolina, our representatives, Judge Clayton and Mr. Lamar, with the lady of the former, have been seriously hurt. Mrs. Clayton is said to have her collar bone broken, and Lamar both ankles fractured.

Since writing the above, we learn that Mr. Lamar has reached this city, much bruised, and with one ankle dislocated and the other sprained. The accident happened near Laurens Court House, S. C. on Sunday night last. Mr. Edgar and lady of this city were passengers in the stage, and were slightly injured. Mr. A. G. Semmes, of Washington, Wilkes county, was also hurt. Gen. Griffin, of the South Carolina Delegation, had his collar bone broken, and most of the passengers, of whom there were many, were more or less injured.—[Courier.]

[From the Louisiana Advertiser, July 24.]

On Friday night, the 13th instant, between 11 and 12 o'clock, the Levee, in front of the ship yard of Howard & Varian, on the opposite side of the river, caved in, to the no small alarm of those residing in the immediate neighborhood. A schooner moored to the Levee was cast adrift, and had her rudder knocked off. While the people belonging to the ship yard were endeavoring to board the schooner, another part of the levee fell in, carrying a blacksmith shop along with it. But little damage was done to the shipways at the yard of Messrs. H. & V. The levee continues caving in gradually, both above and below the ship yard. The levee on this side, from Conti to Jefferson street, has also caved in considerably, breaking away the wharves and stages, built about two years ago at a heavy expense by the corporation. These occurrences, peculiar to the mud banks of the Mississippi, are occasioned by the river receding rapidly into its bed. It is now at a lower stage than we remember to have seen it at this season of the year.

A sample of American Nankeen has been shown us, (says the Baltimore Patriot,) made of the nankeen colored cotton raised in Georgia, on the estate of Senator Forsyth. It is sold at two dollars the piece, and is finer than the India nankeen ordinarily worn; still finer samples are intended to be manufactured. It differs advantageously from the India, in the important particular of not fading from wear; on the contrary, a sample was shown us which had been in wear two years, and grown of a darker and richer color. It is made at Paterson, N. J.

The Philadelphia Chronicle states that the brig Hope, Capt. Powell, just arrived from Memel, has on board a young Pole, son of Baron Komorosse, who has been concealed in Memel four months, the Police there having orders from the Government to take all the Poles found in the port, and to give them up to the Russian authorities, by whom they are immediately sent to Siberia. The Baron and two sons were taken and sent off, first having their ears cut off and noses split up. This young man was concealed under Capt. Powell's bed, and has made his escape from the monsters. He is now without the means of subsistence.

A riot of a serious nature occurred in Louisville, Ky. on the 31st ult. A gang of men disguised, having a leader, who was stiled Black Hawk, undertook to burn down and sack several houses, in and about the city, inhabited by certain females. During the disturbance, one man was shot dead, several houses were plundered, several burnt, &c. Some of the rioters were arrested.

SHARKS.—On Saturday, four or more of those sea-monsters were discovered in Fulton slip, seemingly in eager pursuit of human flesh to gratify their voracious appetites. Some intrepid men were soon engaged in their capture, but they only succeeded in securing one of them, which was eight feet in length. The jaws of this monster were sufficiently capacious to have destroyed the stoutest of our race.

Smoking.—Our friends in Fall River seem determined to prevent the Cholera appearing among them if human exertions can avail. The order now is to fumigate all passengers from Providence, not-

withstanding they may make objections. On Thursday they were smoked with a compound of rosin, and other villainous ingredients, to the great offence of their nostrils, and damage of their wearing apparel. A lady who went from Troy to Providence returned on Thursday, and had to undergo the forementioned fumigation, which entirely abstracted the color from a beautiful new pink dress.—[New Bedford Gazette.]

It is not often that we can extract pleasantry from so sad a topic as the Cholera; yet the annexed paragraph from a Norfolk paper, noticing the appearance of Cholera among the hogs from eating watermelons, is a laughable instance of credulity:

Watermelons.—A gentleman in Portsmouth writes to a friend here: "As an illustration of the deleterious quality of watermelons, Mr. Bernard informs me that the day before yesterday he gave some of them to his hogs—in a short time two of them died; a third sickened and died with three others yesterday. All of them were affected with spasms and vomiting. I think your Council did right in prohibiting this fruit being brought to your market."

Indiana Loan.—The Indiana Canal Loan for one hundred thousand dollars, six per cent. stock, was taken by the House of J. D. Beers & Co. their offer being the highest of seven bids which were made by different persons in Philadelphia and New York—the lowest premium offered was 100 5 100—and the highest 113 26-100.—[Daily Adv.]

Josiah Hedden and John R. Hedley, Esq. while riding in a gig yesterday afternoon, the horse took fright and ran away—the gentlemen were unable to manage him, and while attempting to turn the corner of 12th street the gig upset, and Messrs. Hedden and Henley were thrown out with great force among some rocks lately blasted. We regret to state that both are very seriously wounded. The messenger who came to town for medical aid, reported that Mr. Hedley was supposed to be dying, and Mr. Hedden's skull was severely fractured.

Mr. Hedden is the Justice of the new Police Court, and Mr. Hedley is a lawyer of high standing at the bar.—[Mercantile.]

Intended Revolt at the Walnut street Prison.—On Wednesday the Keepers of the Walnut street Prison observed some suspicious manoeuvres among the prisoners, and before noon were fully assured that a revolt was meditated, and was ripening for an explosion that day. There is a large body of men employed together in the yard, and opportunity thus offered for conference. The attempt was to have been made either at dinner hour, or at dark, and depending on their force, to secure and pass the keepers, and scale the walls, raise the alarm that the Cholera had broken out among them, then take advantage of the excitement, and make their way into the country. Before the appointed hour, the ring-leaders found by the movement of the guards they were suspected, and passed the word accordingly to "lie back." The next morning the keepers made a selection among those concerned, and consigned to the cells all who were the most active in getting up the revolt.—[Chron.]

CONVICTIONS IN THE U. S. COURT.—Dr. E. F. Eastman and Edward Jones, Esq. both of Fayette county, were convicted in the United States Circuit Court of forgery. Eastman had forged several declarations of soldiers to procure pensions; had forged powers of attorney to draw pensions from the United States Treasury Department, and had, also, forged powers of attorney to draw land warrants, and succeeded in a few cases, in the latter project. Seven indictments of as many distinct cases, were found against Eastman, for forging the body of the papers; and Jones as magistrate, for certifying the oath of the applicant or the oath of witnesses, to their identity, or service of the alleged applicant. In nearly every case, the names of men not known to exist, were forged as pensioners, and as witnesses. By the false certificate of Jones, who was really an acting magistrate, the certificate and seal of the clerk of the county were obtained without distrust; and the papers thus completed were sent to an agent at Washington City, and by him presented at the respective departments. Only one of the seven indictments against each of these culprits was tried. The others either were abandoned or postponed by the attorney of the U. States, Mr. N. H. Swayne, who, throughout the whole prosecution, conducted it with highly credible diligence and ability.

The Court sentenced Eastman to seven and Jones to six years imprisonment in the Penitentiary of Ohio.—[Ohio Monitor.]

Revolt in the New-Jersey State Prison.—A desperate attempt at escape was made about four o'clock yesterday afternoon, by the prisoners confined in the New Jersey State Prison, at Lambertton, below Trenton, to escape over the walls. A number of the inmates were indulged through the course of the day with a walk in the yard, in the care of the under keepers, one of which is stationed in a small armory on the top of the wall on the east side.—The malcontents had constructed a ladder by means of a weight tied at the end of a weaver's chain, (yarn,) and by rearing a carpenter's work-bench against the wall near the guard-house, and watching their opportunity when Mr. Neal, the guard, had stepped into the house, threw the weight over the wall, and one of the prisoners, named Long, with a knife in his hand, essayed to mount up it. At this moment Mr. Neal stepped out and discovered their movements; he immediately ran to the armory, and seizing a musket, attempted to regain the platform, but was pried so liberally with brick-bats, as for a time to prevent him; Long called out as he ascended the wall, "Lay back, you d—d rascal, or you will die the harder when I get to you!" Nothing daunted, Mr. N. succeeded in getting out, and raising his piece, told the fellow to desist or he would shoot him; this he refused to do, and Mr. N. fired, the charge taking effect in the neck, and with a single exclamation, Long dropped lifeless to the earth.—A young man of desperate habits then seized the ladder, and attempted to rise; Mr. N. presented another musket, and told him to retire, but was unheeded; he then fired again, wounding the fellow very badly in the foot; he fell to the ground, and thus ended the attempt. They were immediately locked up in the cells.—[Phil. Chron. of Monday.]

MOUNT PLEASANT, AUG. 14.—Among other damage done by the heavy rain on Tuesday last week, the paper mill of the Messrs. Higbee, near the landing, was destroyed. The swelling waters entered the lower story of the mill, and communicated with some casks of lime, which set fire to and consumed the whole building. The loss of Messrs. H. is probably 5 to \$6000. The injury to the roads in many places, is very great. Mr. Fowler lost between 30 and 40 sheep. In Rockland county, opposite this place, the torrent of water swept down the opening in the mountain leading to Van Valen's landing, carrying before it immense quantities of earth and stones, and destroying the road and almost every thing else in its descent. The descending materials forced in the back part of the dwelling house of Mr. Abm. Van Valen, situate at the landing, and completely filled the lower story with sand, stones, &c. The family was compelled to take refuge on board of a vessel at the wharf. The loss of Mr. Van Valen must have been probably \$1,000; but the most melancholy part of our duty is yet to be performed. We understand that in the fatigues and disasters of the night, Mr. V. became very much excited and exhausted, and after endeavoring to obtain some repose on Wednesday forenoon, he was seized with the worst symptoms of the prevailing epidemic, and expired the same day. The deceased had the day previous kindly rendered assistance to a young man, who was seized with the cholera on board a sloop off that landing.

PHILADELPHIA, August 14.—The Girard Bank opened for business partially on Monday. The following gentlemen are the principal officers:—President, James Schott; Cashier, William D. Lewis; Solicitor, Chas. J. Jack; and Notary Public, Edward L. Hirst.—[National Gazette.]

An accident occurred at the Navy Yard on Sunday night, which will retard the Dry Dock at least a month, and enhance the expense of construction several thousand dollars. About 25 feet of the Coffin Dam next to the channel, broke away, carrying the piles, the solid earth, and every opposing force with it, and admitting the water at once to the whole of the Dry Dock.

Within this coffin dam, an excavation had been made several feet below the dock; and as the rupture took place at high tide, the great pressure of the water on the outside must have forced a passage under the piles and thus gained admittance.—[Boston Traveller.]

BALTIMORE, Aug. 11.—A fire, which might have proved most deplorable in its consequences, broke out last night, about 11 o'clock, in Kirby's lumber yard, the spot in which originated the great fire about 10 or 11 years ago. The night however was calm, and the fire and hose companies on the ground were at work in an incredibly short time; so that the damage was confined to the burning of some piles of lumber, and some accidents to one or two

firemen. It is strongly believed that the fire was designedly communicated, as the hose was cut in several places. An eel more than two feet long was forced by one of the suction engines from the dock, through two or three hundred feet of hose to the nozzle of the pipe.

Deserters.—It is mentioned in the Niagara Gleaner, that several of the deserters from Gen. Scott's forces had arrived at that place from Fort Gratiot. Out of a party of forty that deserted at one time, fifteen had either died or were left on the route unable to proceed. Before they came to the inhabited part of Upper Canada, the deserters were plundered by the Indians.

A man named James Colter has been arrested and lodged in the jail of Huntington county on suspicion of being concerned in the murder of Captain William Donnelly.

KEY WEST, July 29.—The brig Agenoria, of N. York, Collins, master, from N. Orleans for Charleston, with tobacco, sugar and provisions, ar. at this port in distress, 12th inst. having grounded in the Mississippi while in tow of a steamboat, and also having got on the Colorado since. She made one and a half feet water per hour, and after survey was condemned as decayed and wormed, and as her sails, rigging, &c. were unworthy of repair. Since her condemnation, vessel and cargo have been sold by order of the master. The greater part of the cargo has been purchased by Captain Collins on his own account, and he is now shipping the same on board of the brig Agenoria, Fish, of Providence, to sail in a few days for Boston or Providence. The terms of sale were not the same as usual at this place; it being considered necessary to allow purchasers time to obtain money from Havana by giving ten days for receiving and paying for the goods bought, the merchandise remaining at the risk and expense of the purchaser during this time. But in the present case, the terms were declared on the morning of the sale, to be cash on delivery in two days, which put it out of the power of ordinary buyers. The consequence was, that Capt. Collins got the whole of his cargo except 10 hids. sugar, and a few other articles bought for home consumption.—Good bills on the North were offered in payment and refused.

The Savannah Georgian of the 7th inst. announces the death of Thomas Young, Esq. a native of Scotland, and for many years President of the St. Andrew's Society of that city. In Mr. Young, the poor, especially among his countrymen, have lost their best friend; and the community, in which he lived, a most valuable and enterprising citizen—first in every act of public spirit and philanthropy.

The merchants on the east branch of the Delaware river, from Middletown to the Forks, a distance of 50 miles, have united in a pledge not to renew their supplies of ardent spirits when their present stock is disposed of.—[Temperance Recorder.]

Some time since a stage-driver at Ypsilanti, Michigan, had a horse shot by the Quarantine guard. Two Justices of the Peace, the Supervisor, a Colonel, and other militia officers, and the Sheriff of Washtenaw county, have been removed by the Governor. The exercise of this official act has created considerable excitement, and a public meeting has been called to consider the subject.

The steamboat North America, which arrived last evening from Albany, brought about 200 passengers. Our citizens who sought refuge from the pestilence in the country, are returning in considerable numbers. Strangers also begin to show themselves amongst us, and the city has become a good deal enlightened within a few days.—[Mercantile.]

COURT OF CHANCERY.—We are requested by the Chancellor to state that no motion court will be holden before him, on the third Tuesday of the present month, as he will probably be absent attending the Court of Errors. Motions noticed for that day, will therefore stand over until the first day of the stated term of the court, to be holden at this place on the next Monday thereafter. To accommodate counsel who have left their residences on account of the prevailing epidemic, or who may necessarily be detained with their families, the Chancellor has determined to suffer no defaults to be taken at the term in calendar causes belonging to the second or fourth classes. Neither will a default be taken in a cause set down for hearing on bill and answer, provided the counsel for the adverse party shall have furnished the register with a written notice, that there is real litigation in the cause, and that he wishes and expects to attend and argue the same on the hearing.—[Argus.]

FOREIGN INTELLIGENCE.

LATER FROM EUROPE.—By the Hibernia, Captain Maxwell, and the Ontario, Captain Sebor, we have our files to 30th June inclusive:

Sir Walter Scott.—The latest notice we find of Sir Walter's health is from the London Courier of the 29th, that he had passed rather a tranquil night, and remained in the same state as the day before.

LONDON, June 30.—We regret to state that Sir James Macdonald (who had just been appointed to the government of the Ionian Islands, in the room of Sir Frederick Adam,) died yesterday morning at his apartments in Spring Garden.

LONDON, June 30.—At the date of the last accounts from Vienna, the death of Young Napoleon, (Duc de Reichstadt) was hourly expected.

The Talavera, ship of the line, at Portsmouth, was ordered to the Scheldt. Lord Durham, who is on a special mission in favor of the Poles, takes passage in this ship.

The King of England has knighted Edward Thomason, Esq. of Birmingham.

Parliament is expected to rise the first week in August; but the dissolution, under the new order of things, cannot take place before the beginning of November.

On the evening of the 29th, in the House of Commons, the Chancellor of the Exchequer proposed a loan of £1,000,000 to those of the British West India Islands who have recently suffered from hurricanes and servile insurrections. He stated that the losses sustained in consequence of these calamities were as follows: Jamaica £838,170; Barbadoes £1,151,000; St. Lucia, £81,000; St. Vincent, £220,271. He proposed to appropriate one half of the loan to Jamaica, and the other half to the other Islands.

Dr. Lushington was ready to advance 500,000*l.* to those who had suffered by the dispensation of Providence, but he could not consent to revive the fortunes of those who had long been disposed to persevere in a course of injustice and cruelty. They had produced that insurrection which led to the destruction of their property. He did not mean to say it was their intention to excite a rebellion for the destruction of their property, but by a contumacious resistance to the liberal views of the Government, they had brought calamities on their own heads. He was not ready to embark the public money upon such pretences. Suppose another insurrection should take place, was the public purse to be again opened for the relief of the sufferers? It had been said the slaves were guilty of wickedness and iniquity. Had they done more than endeavor to recover freedom, their birthright? That unfortunate race of individuals could not be charged with wickedness in the assertion of their liberty more than the Poles, who had so nobly stood forward in defence of their natural rights. He entered his protest against part of the vote.

After some further debate, the appropriation was carried [in committee of the whole.]

Dennis Collins, who threw stones at the King, had his final examination on the 27th; after which he was committed for trial on a charge of high treason.

Advance in Wages of Flannel Weavers.—So great has recently been the demand for flannel goods, which are the principal manufacture of the village of Milnrow, near Rochdale, and whence large quantities are sent for exportation, that last week, we understand, an advance in the prices of weaving these goods was made, to the amount of 2d. in the shilling. This advance has not been effected by any intimidation (which on the contrary usually defeats the object sought,) but was voluntarily made by the manufacturers of that place.

The cholera was increasing in Paris. The London Courier of the 30th states that it has broken out with great violence in the House of Correction, Cold Bath Fields. Seventeen prisoners died on the 28th.

LONDON, June 30, evening.—Cholera in the country.—New cases, 229; deaths 82; recovered, 107; remaining, 645. Total cases from the commencement of the disease, 13,825; deaths, 5,141.

Ireland—New cases, 219; deaths, 88; recoveries, 134.

The cholera appeared to be rather abating in Liverpool. New cases on the 27th, 58, deaths 19; 28th, new cases 49, deaths 19; 29th, new cases 44, deaths 12.

A Liverpool paper of the 30th says, "The Dublin

papers inform us that the cholera is still on the increase in that city. It has extended its ravages to the comfortable and affluent classes." Total cases in Ireland 12,121; deaths 4056.

The cholera has been formally announced as existing in Manchester. Two or three fatal cases have occurred at Stockport.

LONDON, June 30.—A Dutch mail arrived this day with papers to 27th inst. also Hamburg Journals to 22d, and the Nuremberg Correspondent to the same date. From the Hague, the 24th, it is stated that the Cabinet Council had been long deliberating on the 64th, 65th, and 66th Protocols; the result was not known, but the report was that the evacuation of the citadel of Antwerp was to be still delayed.

The simultaneous departure of the Dutch Minister from this country, with the official seal of Sir Charles Bagot, the British Ambassador at the Hague, has given rise to many warlike rumors at the West end of the town. It was said last night that the Talavera line of battle ship, whose sudden order to Sheerness has already been noticed, is destined for the Scheldt.

Baron Stockwater, the friend and private Secretary of King Leopold, has had several interviews lately with Lord Palmerston, for the purpose of urging his Lordship to take active measures to compel the King of Holland to comply with the conditions laid down by the Conference, and on the 14th inst. an official note was sent to Lord Palmerston, by order of Leopold, to a similar effect.

The Belgian King is quite ready for hostilities, either offensive or defensive. He has organized a numerous and good army, and is deficient only in experienced general officers; but, in the event of a war, he would probably employ French Generals.—[Court Journal.]

LONDON, June 30, evening.—Up to the hour of our going to press the official answer of the King of Holland to the last Protocol of the Conference, had not, we understand, been received by Lord Palmerston. The last communication from our Minister at the Hague, and to which we alluded the other day, leaves no doubt, however, we believe, that the answer will be in the negative as to the evacuation of Antwerp.

LONDON, June 30.—The Paris papers of Wednesday and Thursday have been received, but their contents are unimportant. The New Ministry is not settled, and all is, as yet, but speculation and uncertainty as to its final arrangement. The only thing stated without misgiving is the decided determination of Prince Talleyrand not to become a member of the Cabinet under any circumstances.

The great decision of the Court of Cassation was not expected to be given till Friday or Saturday, and public opinion seemed now to lead to the conclusion that the award of this tribunal would be unfavorable to the legality of the state of siege. No execution had yet taken place under the sentence of these Councils of War. The *Messenger des Chambres* affirms that the King means to proclaim a general amnesty upon the occasion of his daughter's marriage with King Leopold.

The Duke of Orleans was expected to return shortly to Paris, but his mission to the west and south is thought to be any thing but satisfactory.

[From the *Messenger des Chambres*.]

PARIS, June 28.—The formation of a Cabinet according to a current report:—M. M. Dupin, President, Minister of Justice, and for the affairs of Religion; Barthe, Minister of Public Instruction, President of the Council of State; Thiers, Minister of Public Works and of Commerce; D'Argout, Minister of Finance.

M. Girod (de l'Ain,) and Baron Louis quit the Council.—M. M. Soult, de Montalivet, de Rigny, and Sebastiani, retain their stations. Thus there would be two new Ministers, and two changes.

POLAND.

An interesting debate occurred on the 28th June, in the House of Commons, upon the affairs of this much injured country. We make such extracts from it as our columns will admit of. It was introduced by a speech from Mr. Ferguson, who reviewed the history of Poland's wrongs antecedent to her late desperate struggle for independence, and then passed to the cruelties and violations of faith which had been practiced upon her since that war was terminated. He said:—

Of 22 Polish Generals, who then became in a manner prisoners under the amnesty, the greater

portion were sent to distant parts of the Russian empire, and of the whole number only four had returned to Poland. Common soldiers also, who were included in the amnesty, were marched by thousands to Siberia; the last accounts which had been received pictured these brave Poles as marching in columns towards their place of exile; they were met, day by day, in parties of 10, linked together by the wrists to a bar of iron, and this was the mode in which the Emperor Nicholas fulfilled the amnesty under which they had surrendered.—The Nobles of Poland were treated in the same way. One anecdote had come to his knowledge, which he would state. The Prince Simonaka, who was arrayed in the rank of his countrymen against the despot's power, was sentenced to banishment into Siberia. The sentence was enforced on the day of his Saint's festival, and the Emperor Nicholas wrote on the sentence, in his own hand, the aggravating punishment that he must be sent into Siberia on foot, chained to the bar of the common soldiers. If this was doubted it would be proved, for the document was in existence. The Princess, his mother, urged by her natural feelings, sought to moderate the rigor of his sentence. The Emperor so far relented as to allow the substitution of a milder punishment, on condition that the Nobleman would acknowledge he had been driven into the rebellion, by the loss of reason, which had befallen him in consequence of affliction at the death of his wife. The alternative was proposed to him. He nobly refused to comply with the tyrannical and base suggestion, urging as a reason for his refusal the feelings which must agitate the minds of his fellow countrymen on seeing him disavow the part he had taken in their common cause. On his refusal, no further application on his behalf would be listened to, and he was at that moment in exile, his mother disconsolate and wretched, ignorant of what corner of Siberia his footsteps were directed to. But this was not all. He left a daughter behind him eight years old. The order of the Russian Government was, that female infants of the Nobility should be taken away from Poland, and carried into Russia. Her only protector was an old soldier of 70, who had been the companion in arms of Kosciuszko. When the Russian soldiers were about to enforce their orders to convey the infant away, he seized her in his arms, and declared he would not give her up but with his life. His noble disdain of life so terrified the Russians that they retired, and left him in possession of his infant charge.

The hon. and learned member then proceeded to observe upon that article of the ukase which related to the abstraction of the children of Poles; and contended that it was with a view towards finally rendering that nation more complete slaves than they have ever yet been, and also that it was in complete accordance with the proceedings of the old Muscovite rulers, who stopped at nothing to consolidate their power, and who cemented the component parts of their empire with blood. All the European powers who were parties to the treaty of Vienna, had a right to exclaim against the proceedings of Russia:—The object of those proceedings was to denationalize and to exterminate Poland; and this formed only part of the ultimate views of universal monarchy in Europe, which Russia, he was convinced, secretly cherished. His learned friend might smile, and urge mentally as a reason for discrediting that assertion, the fact, that the Russian empire was already so large that it might fall to pieces of its own weight; but let him recal to recollection the immense size of the Roman empire, which had gone on in an uninterrupted career of foreign conquest to which even Britain had succumbed; and the analogy which had existed between the two cases, was quite sufficient to warrant him in entertaining a belief that many of the European states might fall victims to the insatiable thirst of aggrandizement by which Russia was actuated, ere that empire utterly fell into ruins. He hoped that England would never suffer an attempt to denationalise Poland, without interfering, with the other European states, to prevent it; and the first step towards this was to put forth a solemn protest against an act so atrocious in its nature. He would not occupy the time of the House any longer—(hear! hear!) He felt aware that he had very imperfectly urged the claims [hear] which Poland had to the interference of England, and he should therefore conclude by moving that an humble address be presented to his Majesty, praying that he would be pleased to order to be laid on the table copies of the manifesto of the Emperor of Russia, of the 26th February last, and of the organic statute to which it refers, and also for a copy or extract from the despatch of the British Ambassador

at St. Petersburg communicating the same to his Majesty's government.

Lord Viscount Morpeth said it had been his fortune to receive much kindness and hospitality in Russia, and he was not without some personal predilection for that country. But, said he, if all or much of what we hear is true,—and much, alas! we know must be,—if the design is on foot to annihilate the Polish nation, name, Constitution, language—all but her immortal memory—the land of Casimirs and Sigismunds, of Sobieskis and Kosciuskos, that first resisted the torrent of Mahomedan invasion, and secured the liberties and religion of Europe;—if her Princes, and Nobles, and Senators are consigned to the dungeons, the mines, the graves of Siberia; if her noble ladies travel to the foot of the throne—and I am told their very presence has even sent a chill into the festivities of the capital—and sue, not for pardon, but for pity upon those whose fault it was to act with conscientious and heroic, though perhaps, despairing devotion, in the cause of their country, while they thought they had one—and that suit is denied them; if, while confiscation and exile thus track the course of her Czartorijskys and her Sarguskos, her rising and spirited youth are daily drafted to swell the ranks of the Russian armies, and to prepare *Te Deums* for future triumphs over the world,—if further—oh crowning horror!—let it be well attested before we credit it—children are carried off to lose the memory of their noble country on the frozen banks of the Irtisk, or among the mountainous steppes of Caucasus; if these things be, we may, without much compromising ourselves, say that a case is made out for the energetic intervention of England and of Europe; we may, perhaps, without presuming, add, that whatever becomes of that intervention, great room is left for the righteous retribution of HEAVEN.

Mr. O'Connell said he was almost afraid to trust himself in the expression of his sentiments upon a subject which naturally must induce one to adopt language unbecoming the character of those deliberations. He could not conceal from the house the sentiments of disgust and abhorrence with which he had heard the details of the cruelties practised by order of the Russian Autocrat upon this generous and brave nation. He had heard talked to-night of the rights conferred on Poland by the Treaty of Vienna. Rights! Had she no rights antecedent to that treaty? Had not that Congress proved they were themselves robbers and partners in guilt? Poland had taken no part in the antecedent struggle. France and Russia had both run over her, it was true. But Poland had rights antecedent to the infamous and iniquitous spoliation of 1772 and 1791. That spoliation had rendered unsafe and insecure those very Thrones which looked with delight on the unjust territorial acquisitions that political iniquity had procured them. There were two distinguished and prominent features in the case of the brave Poles—their great merits and their great wrongs. Untouched with admiration for the one, or pity for the other, the miscreant conqueror had gone on trampling on the prostrate people of that country—violating every institution they respected—wantonly wounding the better feelings of both sexes—nay, with a barbarity unheard of in all history, tearing from their parents the little children, to transplant them to the wild wastes of Siberia. Gracious God! what must have been the feelings of a Polish mother, at this sacrifice of her loved offspring? Then a lady, the wife of a Polish General, within this fortnight, had been announced as having plunged a knife into the bosom of her little children, rather than suffer them to be torn from her arms, and banished at the inhuman mandate of the tyrant. He heard with sorrow and regret, a noble lord avowing the respect he personally entertained for the Sovereign alluded to.—He should be ashamed to know, in private life, a man who had been guilty of only one hundredth part of those enormities, which rendered it positively a disgrace to be his acquaintance. Was the load of guilt removed from such a man because he wore a crown? He would not hesitate to say that such was his grasping and lawless ambition, that if he could only arrange his finances and his treasure so that for a couple of campaigns he would maintain 200,000 of his barbarous hordes in the heart of Europe, nothing would save the civilized world from his designs, short of all Europe rising to check the barbaric irruption—(loud cheering for some time.) Had not the Treaty of Vienna been violated from its commencement? Excess of insult and oppression had roused the Poles to resistance, but that was no palliation to the cruelties and oppression heaped

on them by this modern Goth, who, like Attila, might with justice assume an equal title to that which he delighted in,—“the scourge of God”—(hear, hear.) Great as had been their sufferings, this noble people had never since 1773, despaired of the issue when things should be ripe. Nor did he despair for them—though at the crisis of their fate we were too much occupied with the Reform Bill; now that was settled, it would be seen that the people of this country were actuated by the most lively sympathy for the people of Poland. Despite of the apathy which characterized our conduct formerly, and despite of the indifference of Louis Philip, whom he regarded as an equal traitor to the cause of liberty as any other Sovereign in Europe, these two great nations would never be induced tamely to look on and see Poland, once the barrier of Christian Europe against the infidel Ottoman, swept from the map of Europe, and blotted from the list of independent nations. No country had ever deserved so well of Europe, and no country had ever been worse treated. He hoped, however, that the nationality of Poland would soon be restored.

Colonel Evans relied upon the declaration of Lord Palmerston that this country had a right to call upon the Emperor of Russia for explanation.—Most Hon. Members who had spoken had shrunk from the mention of war; but if war was the only alternative to be expected from the negotiations, it ought not to be regretted. With very little expense the commerce and maritime interest of Russia might be completely at the mercy of England and France, and her possessions in Asia and on the coast of the Black Sea were equally liable to successful attack.

Mr. Gally Knight attributed many of the disasters of Poland to the war party in France, who had urged on the insurrection. This party had much to answer for. Poland had been basely deprived of her existence as a nation, blotted out from the map of Europe; and extinguished in the provinces of the usurper. It became the duty of England to see that that treaty, which had been so strictly adhered to in rivetting the chains of Italy, should also be as strictly observed in preserving the nationality of Poland. As England had been at that time the arbitress of nations, she was bound to see the treaty enforced. He was satisfied that not all the power of Russia would ever be able to *Russianize* Poland. Mr. Pigott expressed his strong concurrence in the well merited reprobation cast upon the Emperor of Russia, and hoped that the treaty would be laid upon the table by which England pledged herself to pay the tyrant a sum of money.

Sir R. H. Inglis expressed his surprise that his Majesty's Ministers had suffered such language as had been used in the House without notice, and that they had said nothing in defence of a Government with which they had recommended his Majesty to continue upon the same terms as before. With such a treaty just delivered, it was improper to describe any person, much less a Sovereign, as a miscreant.

Mr. Cutlar Fergusson denied that he had used any such language.

Sir Robert Inglis referred to the Hon. Member for Kerry, whom he did not now see in his place.

Lord Palmerston—No man regretted more than I did to hear the expressions which fell from the Hon. and learned Member for Kerry; but not conceiving myself responsible for those expressions—(hear, hear.)—I should not have been justified in interrupting the Hon. and learned Member. Much as I regret the use of such expressions, I do not feel that I am called upon, or justified, in obtruding myself again upon the House upon such a subject.

Mr. Beaumont said that the noble Lord would have acted most injudiciously if he had used such a word, but he (Mr. B.) was delighted to hear those words from the Hon. Member for Kerry. He repeated the words, “miscreant conqueror,” and was sure they were only the echo of the voice of the people of England—(hear, hear.) When the people of England were called upon to speak, their language was strong and effective.

Mr. Hume would not only call the Emperor of Russia a “miscreant conqueror,” but a monster in human form.

Sir R. Inglis—I said that those words ought not to be made use of without notice.

Mr. Hume would repeat the words, and they were too weak to express his detestation of the barbarities of such a tyrant. If the atrocities which had been detailed were untrue, let any member stand up and deny them; if they were true, was any language too strong to apply to them?

Mr. Wyse said that this was not the first time he had occasion to observe in that House great tender-

ness towards the most questionable Sovereigns of Europe. He was sorry to have heard sentiments expressed in that House which would seem, if not to sanction, at least greatly to palliate the acts of oppressive rulers.

Mr. Baring concurred with the Hon. Member for Oxford in protesting against the use of language which, if not checked or noticed by the Government, was more likely than any thing else to disturb the peace of Europe, and to involve this country in all the embarrassments of war. He felt that it would be impossible to preserve this country from constant difficulty and peril, if, on every occasion when a grievance of any kind occurred—whether in Poland or Prussia, or the Peninsula or Italy—we were to sally forth and adopt the quarrel as our own. At the same time he felt it was quite right that this country should endeavor, under the Treaty of Vienna, to obtain a more just and humane treatment of the Polish nation. In that respect he relied fully upon the temper and discretion, as well as firmness, of the Noble Lord who had been delegated for that purpose; and he hoped he would not adopt the tone which had been recommended in that house to-night. He could not help remarking upon the wanton disposal of £5,000,000 of public money, which, he contended, there was not a title of obligation upon this country to supply—(hear, hear.) Flourishes in favor of Poland might do very well for election speeches—though he did not mean to doubt the sincerity of the speeches which had been delivered to-night—but he thought that the countenancing so profuse and uncalled for an expenditure was a much more just index of the feelings of gentlemen with regard to the rights of their own country—(hear.)

Mr. Shiel said the member for Thetford would have us

“Mince our words,
“And mollify damnation with a phrase.”

He is right—but he should make allowance for others who has sometimes occasion for indulgence towards his own vocabulary, and he should consider a man as pardonable for speaking of a miscreant on a throne as for speaking of his fellow citizens (a part of the English people) as “blackguards in the streets.” (Hear.) For his (Mr. Shiel's) part, he would not call Nicholas a miscreant, because, when he saw a man delegating his brother—in whom the spirit of Nero must have transmigrated, if there be metempsychosis among tyrants—to tread the heart of Poland out,—when we see him betraying a nation of heroes into submission, and then transporting them to Siberia, shaving off the gray hairs of Nobles with the blood—of Europe's savages in their veins, degrading and enslaving women, sparing neither age nor sex, and thrusting the hand of a ruthless and Herod-like infanticide into the cradle of Polish childhood—when we see him acting thus, and leaving himself nothing to add “to damnation,” we should not call him “miscreant,” but exclaim,—“Oh! thou art worse than words can give thee but.”—(cheers.)

Sir Robert Peel said it was very well for hon. members to say that now was the time to go to war, and that France and England should compel Russia to act justly towards Poland; but if ever there existed a moral obligation upon any country, to weigh well the justice of entering upon war, as well as the probability of its success, it existed at the present moment upon Great Britain. Before they lightly determined upon war, and predicted its success, they should consider deeply as to its probable consequences. He would suggest to the Hon. Gentleman, (Mr. Fergusson) an addition to his motion. As under the Treaty of Vienna it was said that Poland was to have a Constitution, he thought a copy of that Constitution ought to be laid on the table with other documents.

He doubted the policy of exciting the pride and resentment of the Russians to such an extent as to induce them to rally on the side of the Emperor, to protect not only him but themselves from insult (hear, hear.) Such language was calculated to lower the character of the House and to diminish its means of rendering assistance to Poland, by making it impossible for Russia to listen to moderate remonstrances from those who had indulged in such language. He would venture to say that the Poles themselves never indulged in such language (hear, hear.) It was by pursuing a more dignified course that they had excited in their favor the sympathies of the people of Europe.

Before the House indulged such sympathies to the extent of a rising war, he thought a clear case should be made out, not only of obligation, on the part of this country, to interfere, but also of probable success in the event of such interference—(hear, hear.)

Mr. C. Fergusson acceded to the suggestions of the Right Honorable Baronet, and after shortly replying, the motion was agreed to, and the address was ordered to be presented to his Majesty, by such Members of the House as were Members also of his Majesty's most Honorable Privy Council.

The orders of the day were then disposed of, and the House adjourned at half-past two.

The William Byrnes brings London papers a day or two later, from which the following items are taken.

The Spectator for the evening of June 30th, says, "Respecting the situation of Sir Walter Scott, he has occasionally taken more nourishment than previously, and has consequently been somewhat strengthened by it; but there is no change in the symptoms of his disease that leads to the slightest hope of his recovery. Such is the opinion of his medical attendants. His recognition of the persons around him is uncertain and interrupted; and he is reduced, both in mind and body, to a state of utter helplessness. In such a condition, the release of his great spirit from its ruined tenement of clay, is an event which cannot but be wished for by those who most love and respect him."

M. Manuel Garcia, the celebrated singer and composer, and father of Madame Malibran, died in Paris, lately, at his residence in the rue des Trois Frères.

It is not expected that any business of moment will be done in Parliament after the passage of the Scotch and Irish Reform Bills. We find that in all parts of the Kingdom, candidates for the new Parliament are coming forward with Addresses to the Electors. The approaching election will be a very animated one.

Mr. Robinson has given notice of a motion for the repeal of the Septennial Act, in the next Parliament, if he "be there to see."

It appears from a statement made by Mr. P. Thompson, on the 29th, in the House of Commons, that there is now a certain and speedy prospect of a daily mail between London and Paris.

The Scotch Reform Bill was read a third time and passed, in the House of Commons, on Wednesday, and on the following day carried up to the House of Lords. It was read a first time there on Thursday, and the second reading was fixed for Monday (2d July). The Irish Bill was forwarded in a committee on Friday night; it is expected that both these Bills may be carried to a conclusion about the 12th of July.

Illuminations.—A numerous meeting of the inhabitants of Westminster took place at the Crown and Anchor Tavern, on Friday, Sir Francis Burdett in the Chair, to consider the best method of expressing the public satisfaction on the great victory achieved by the passing of the Reform Bills. When, after numerous suggestions, it was decided by a large majority that there should be a Grand Illumination on the fourth day after the Royal Assent should be given to the English, Scotch, and Irish Reform Bills, provided Sunday did not interfere.

Rejoicings are still going forward in different parts of the country to celebrate the passing of the Reform Bill. In the city of Salisbury, on Tuesday and Wednesday, there were illuminations and processions. Three thousand persons dined together in the Market place, with the Mayor in the Chair, and 7,000 more were regaled at their own houses.

An address to the Duke of Wellington on the attack made upon him in the city, was agreed to at a meeting of merchants and bankers, on Friday, and a committee was appointed to wait upon his Grace and present the address.

Among the regulations of the Inns of Court, is one that in future no person, who has been engaged as a reporter for the public press, shall be called to the bar! Sir James Mackintosh, Sergeant Spankie, Mr. Campbell, M. P., (son-in-law of Sir James Scarlett,) Mr. Rose, Judge of the new Bankruptcy, Mr. Downing, Chief Justice of New South Wales, Mr. Jescott, Chief Justice of Sierra Leone, (who has miraculously returned alive to England,) and several men now eminent at the bar, were all formerly reporters and connected with the public press.

Grand Entertainment to their Majesties.—On the 26th June, in honor of his Majesty's accession, the Duke of Wellington gave one of the most splendid entertainments to the Royal Family ever witnessed. At 11 o'clock, his Majesty and the various branches of the Royal Family arrived. The cortege consisted of twelve carriages. At the supper table his Majesty was seated on the left hand of the Duke, and the

Queen upon his right. The Duke of Cumberland took his seat next the Queen, and the Duchess of Gloucester next to the King. Nearly seven hundred of the Nobility and Gentry were present, including the whole of his Majesty's Ministers, as well as the Foreign Ambassadors, and several other foreigners of distinction. Their Majesties did not depart until half-past three o'clock, being the latest hour the King and Queen ever remained at any place.

We are glad to hear, (says the Liverpool Albion of the 2d July,) that, notwithstanding the cholera, trade is brisk. The sales of cotton have been extensive, and the produce market generally has been active. The export of merchandize is considerable, particularly to the United States.

MANCHESTER.—The cholera continues to make progress in this town, and the Board of Health have at length come to the resolution of reporting to the general board in London the cases that have occurred here. Up to June 27th, the number of cases had been 29, and of deaths 24. In addition to which, there were on the 29th three new cases and two deaths. —[Guardian.]

Bell's Messenger states, on private information from Paris, that M. Dupin has consented to accept the presidency of the Council on certain conditions, which it is expected will be conceded. Marshal Soult, the minister of war, and General Sebastiani, the minister for foreign affairs, will remain in office. Montalivet will probably retain the portfolio of the interior.

There is a rumour again prevailing rather extensively, that the King of Holland is about to lay aside the kingly dignity, and take the title of Stadtholder, under which his ancestors so long governed Holland. The title of King was assumed by his father in 1813. The resumption of the old republican form of government would lead to a large reduction in the expenses of the country, and might influence in no small degree the nations around Holland, for there is much in a political name. It is probable, however, that the project was threatened with a view merely of influencing the Protocol Powers, who have been very obdurate in resisting King William's demands.

A new protocol is said to have been lately signed by the London Conference, relating to the affairs of Greece, which contains the following clauses:—That Prince Otho, appointed King of Greece, shall proceed to his states escorted by 3,000 Bavarian troops, who are to remain in the country. The three powers which have signed the protocol will secure to him a loan of 20 millions of francs. If Prince Otho, King of Greece, should die without issue, the crown shall not pass to the reigning family of Bavaria, but a new king shall be chosen by the three powers.

Russia has now at sea twelve sail of the line. The great fleet, of thirty sail, is at Cronstadt.

LA FAYETTE.—The *Courrier du Gard*, a ministerial paper published at Nîmes, lately asserted that when the emblem of 1793 (the *bonnet rouge*) was placed on the coffin of Gen. Lamarque, Gen. Lafayette hastened to invest it with a crown of *immortelles*—and further, that becoming alarmed at the events which were likely to ensue, he regained his residence after some difficulty, and, on entering the house, exclaimed, "I am safe at last." The falsehood of this statement is best established by the following letter, written by Gen. Lafayette in answer to one addressed to him on the subject, by a gentleman who repeated the circumstances upon the faith of the assertions of several of his friends:—

LA GRANGE, June 13.

SIR—You ask me if it be true, as some persons of respectability have assured you, (and as you have repeated to your friends,) that a crown was placed by me on the *bonnet rouge*, presented at the funeral of Gen. Lamarque, not by the people, that is to say, upwards of 500,000 citizens, whose manifestations of patriotism were widely foreign to such an exhibition, but by a party whose character and object time will expose. If this concerned only such persons who, supposing them to have any acquaintance with history, have carried their forgetfulness, their credulity, or their party spirit, so far as to suffer themselves to be imposed upon by this fable, and had innocently contributed to its propagation, you will believe that I should have found some difficulty in expressing my sentiments on the subject. But to those who have asserted that they were assu-

red of the truth of the facts by persons who declared that they were eye-witnesses of them, I take pleasure in repeating, as some of my friends have already said personally to some of them, that their assertion is both absurd and false. You are at liberty to give my letter all the publicity you may wish, and with this expectation, I shall add one short remark. If I have ever opposed with open resolution those criminal exercises of which in 1792 and 1793 this *bonnet rouge* became in France the sanguinary symbol, I have been equally free from shrinking from before the counter revolutionary usurpations which have alternately retarded the completion of the freedom commenced in 1789. This perseverance for 56 years in my public career, is of itself sufficient protest against the more recent system which, on the occasion of an attempt, repressed by forces fifty times more numerous than those who were engaged in it, comes forward *après coup*, to invoke the illegalities and immoralities of so many preceding régimes, to promote the annihilation of the principles and pledges of our revolution of July, 1830. It will not however fail, notwithstanding all our miscalculations, in accomplishing its own destiny and the anxious wish of my whole life. LA FAYETTE.

Extract of a letter from an American gentleman, to his friend in Norfolk, dated

Lisbon, June 21st, 1832.—The American corvette Boston, is now lying in the Tagus. It is said the King, Don Miguel, intends to-morrow or next day to visit her. On Monday last, the Minister, in a letter to our Charge d'Affaires said, that his Majesty would be pleased to receive the officers of the Boston at his palace on the following morning at 11 o'clock. The invitation was, of course, accepted. He was punctual to the minute, although he had to ride some miles, as he had selected, for the convenience of the officers, a palace near the ship, which is not at present his residence. He received them alone, with no guard or attendant, except his Chamberlain. He is of the common height, was dressed in a Colonel's uniform, and was very graceful and polite. The officers were separately introduced to him—he advanced from the throne to within a few paces of them, and expressed himself gratified with their visit, as well as their polite demeanor since the ship has been lying here. In the afternoon he passed the Boston in his Yacht, when opposite to her, the B. hoisted the Portuguese flag forward, and fired a salute of 21 guns. When the first gun was fired, the Yacht hoisted her foretop-sail aback and hoisted the American Ensign forward, and on the Boston's firing having ceased, returned the salute, hauling down the American flag, and filling away as she fired the last gun. Such a circumstance, I believe, has never happened in any other kingdom before, as the salute of a sloop of war being returned by a Monarch with the Royal Standard flying over his head at the time. The English and French pay him no respect whatever, and these little attentions from Republicans, who waited on him, by invitation, in their simple undress uniforms, and perfectly at ease, made an impression on his feelings too forcible to be disguised.

I am told that some of the young Midshipmen were disposed to have a shake of his Royal hand; but this would have been quite unfashionable for a King, though no doubt he would not have objected.

This is the day of the great festival of Corpus Christi, and it has been insinuated that Don Miguel would be gratified, if the Boston would unite with the Portuguese ships of war in paying respect to the occasion. She will, no doubt, do so. There will be a great procession, and his Majesty has ordered that seats be reserved for the American officers to see it pass.

In consequence of Don Pedro's expected arrival, all are on the *qui vive*. Every thing is ready for a fight at a moment's warning. This state of excitement is delightful.

FROM CALCUTTA.—Capt. Bennet, of the ship Corinthian, arrived at Baltimore, has furnished the Editors of the Republican with a file of the India Gazette to April 12. A report of the plague having broken out at Bussarah is confirmed by a government notification at Bombay.

FROM BRAZIL.—By the arrival at this port of the Br. barque Brooke, we learn that an insurrection broke out at Pernambuco, on the 15th July, in consequence of the Brazilian troops refusing to receive their pay in the copper coin of the country. The

insurgents gained possession of the Recife, on the morning of the 16th, after putting to death a number of the Portuguese and making several prisoners. H. B. M. corvette Pleiades came to anchor off the harbor, in order to protect the British subjects residing there, their property, &c. Things remained in a disturbed state, when the B. left, 17th July—and fears were entertained of another insurrection.—[Charleston Mercury.]

FROM NASSAU.—By the schr. Leo, we have Nassau papers to the 5th inst. His Britannic Majesty's schr. Nimble arrived at Nassau on the 27th of July, with her prize, the Portuguese slave brig Hebe, of eight guns and 28 men, which the Nimble captured on the 13th of that month, after a chase of four hours, on the coast of Cuba. Four hundred and one slaves were on board at the time of the capture.—[Commercial Adv.]

Captain Tucker, of the brig Samuel, arrived yesterday, informs that he was bound from St. Thomas to Tobasco, for a load of logwood; was met on the bar of Tobasco and brought to, by the Mexican schr. of war Hermoso Fevaceque, Capt. Thompson, who endorsed his papers and ordered him off, declaring the port in a state of blockade, and that his vessel would be a lawful prize if he entered, as the port was not recognized by his government.

MISCELLANY.

LORD BYRON AND HIS FATHER.

" Stern death forbade my orphan youth to share
The tender guidance of a father's care:
Can rank, or e'en a guardian's name, supply
The love which glitters in a father's eye?
For this can wealth or titles sound alone,
Made, by a parent's early loss my own?" &c.

"In all the lives of Lord Byron hitherto published, the character of the poet's father has been alluded to in terms of unmitigated reprobation, for which the ascertained facts of his history afford but a slender pretext. He had, like his son, the misfortune of being brought up by a mother alone; Admiral Byron, his father, being kept at a distance from his family by professional duties. His education was completed at a foreign military academy—not, in those days at least, a very favorable school; and from this, after receiving a commission in the Coldstream Guards, he was plunged, while yet a boy, into all the temptations to which a person of singular beauty, and manners of the most captivating grace, can expose the heir of a noble name in our luxurious metropolis. The unfortunate intrigue, which has been gravely talked of as marking his character with something like horror, occurred when he was hardly of age. At all events, as Captain Byron, who died in his thirty-fifth year, could have had no influence in determining the course of his son's education or pursuits, it is difficult to understand on what grounds his personal qualities have been made the theme of discussion, to say nothing of angry vituperation, either in memoirs of Lord B., or reviews of those memoirs. Some unworthy reflections upon the subject were hazarded in a biographical sketch of the noble poet, prefixed to a French translation of one of his works, which appeared very shortly after he left Genoa for Greece; and the remarks which these drew from the son at that time will probably go far to soften the general impression respecting the father. As the letter which Lord Byron addressed to the gentleman who had forwarded the offensive tract from Paris has not hitherto been printed, and was probably the last he wrote before quitting Italy, we make no apology for the length of the following extract:—

GENOA, 10th July, 1823.

"As to the Essay, &c., I have nothing to object to it, with regard to what concerns myself personally; though naturally there are some of the facts in it discolored, and several errors into which the author has been led by the accounts of others. I allude to facts, and not criticisms: but the same author has cruelly calumniated my father and my grand uncle, but more especially the former. So far from being 'brutal,' he was, according to the testimony of all who knew him, of an extremely amiable and joyous character, but careless and dissipated. He had consequently the reputation of a good officer, and showed himself such in America. The facts themselves refute the assertion. It is not by 'brutality' that a young officer of the Guards seduces and carries off a marchioness, and marries two heiresses. It is true that he was a very handsome man, which goes a good way. His first wife

(Lady Conyers, and Marchioness of Carmarthen,) did not die of grief, but of a malady which she caught by having imprudently insisted on accompanying my father to a hunt, before she was completely recovered from the accouchement which gave birth to my sister Augusta. His second wife, my respectable mother, had, I assure you, too proud a spirit to bear with the ill usage of any man, no matter who he might be; and this she would have soon proved. I should add, that he lived a long time at Paris, and was in habits of intimacy with the old Marshal Biron, Commandant of the French Guards, who, from the similarity of names, and Norman origin of our family, supposed that there was some distant relationship between us. He died some years before the age of forty; and whatever may have been his faults, they were certainly not those of harshness and grossness. If the notice should reach England, I am certain that the passage relative to my father will give much more pain to my sister even than to me. Augusta and I have always loved the memory of our father as much as we loved each other; and this at least forms a presumption, that the stain of harshness was not applicable to it. If he dissipated his fortune, that concerns us alone, for we are his heirs; and till we reproach him with it, I know of no one else who has a right to do so. As to the Lord Byron who killed Mr. Chaworth in a duel, so far from retiring from the world, he made the tour of Europe, and was appointed Master of the Stag hounds, after that event; and did not give up society until his son had offended him by marrying in a manner contrary to his duty. So far from feeling any remorse for having killed Mr. Chaworth, who was a *spadassin*, and celebrated for his quarrelsome disposition, he always kept the sword which he used upon that occasion in his bedchamber, and there it still was when he died. It is singular enough, that when very young, I formed a strong attachment for the grand-niece and heiress of Mr. Chaworth, who stood in the same degree of relationship as myself to Lord Byron; and at the time it was thought that an union would have taken place. This is a lying letter, and principally about my family; but it is the fault of my benevolent biographer. He may say of me whatever of good or evil pleases him; but I desire that he should speak of my relations only as they deserve. If you could find an occasion of making him rectify the facts relative to my father, and publish them, you would do me a great service, for I cannot bear to have him unjustly spoken of.

P.S.—The 11th or 12th of this month I shall embark for Greece. Should I return, I shall pass through Paris, and shall be much flattered in meeting you and your friends. Should I not return, give me as affectionate a place in your remembrance as possible.—B."

UN MOMENT DE PEUR.—Bonaparte lost four aide-de-camps during the short time he was in Egypt.—One of them, Croisier, appearing to Napoleon to lack the proper degree of boldness at the proper moment, he burst out against him in one of his violent and humiliating attacks of abuse and contempt. The word "coward" escaped him; Croisier determined not to survive it; he sought death on several occasions, but did not succeed till the siege of Acre. He was in attendance on Napoleon in the trenches there when such a sharp look-out was kept by the garrison, that if an elbow or feather showed itself above or beside them, it was instantly grazed by a bullet. Croisier watched his opportunity and jumped upon the platform. "Come down, I command you," cried Napoleon, in a voice of thunder; but it was too late—the victim of his severity fell at his feet. Murat, the chivalrous braver of all danger, had also his *moment de peur* (moment of fear), which lost him the countenance of his general, until displeasure could no longer resist the brilliancy of his achievements. It was at the siege of Mantau, in the first Italian campaign, that Murat was ordered to charge a body of troops that were making a sortie from the garrison. He hesitated, and in his confusion declared himself wounded; he was removed from the presence of the general; he was in every way discountenanced; in Egypt he was sent on the most distant and dangerous services; in short, he more than reconquered his character before the battle of Aboukir, on which occasion Napoleon himself was obliged to declare he was *superb*. The brave Marshal Lannes one day severely reprimanded a colonel who had punished a young officer for a *moment de peur*. "That man," said he, "is worse than a poltroon who pretends that he never felt fear."

[From Frazer's Magazine.]

THE PHILOSOPHY OF APPARITIONS.

"I'm in the name of truth,
Are ye fantastical, or that, indeed,
Which outwardly ye show?"

Mr. Coleridge, being asked by a lady if he believed in ghosts, answered, "No, Madam. I have seen too many." Paradoxical as this may at first sight appear, it is nevertheless good sense, and sufficiently explanatory. True it is, that the beneficial effects of modern science and modern wisdom have not been more interestingly exhibited than in explaining away old puzzling superstitions, and in accounting for the marvellous occurrence of mysterious events, by tracing them to a direct, tangible, physical cause. Chymistry, having escaped from the absurdities of its prototype, Alchymy, has opened our eyes to much wisdom, and taught us to look rather lower than the surface for the origin of our grandmothers' awful tales of ghosts and goblins—of "white spirits and black, red spirits and gray, with all their trumpery." Sir Humphrey Davy, in his pretty little book of Fly fishing, has explained to us in a very simple manner some abstruse points in meteorology. Thus, among others equally interesting, the reason why a red sunset, tinted with purple, portends a fine day, is, that the air, when dry, refracts more red or heat-making rays; and as dry air is not perfectly transparent, they are again reflected in the horizon. A copper or yellow sunset usually foretells rain; but as an indication of approaching wet weather, nothing is more certain than a halo round the moon. This is produced by the precipitated water, and the larger the halo the nearer are the clouds, and consequently the more ready to fall. It is lucky in spring to see *two* magpies together; because it is an indication of fine warm weather, these birds never leaving the nest together when the weather is likely to prove stormy.

To approach nearer our present subject, we can now readily account for those dark and dismal forebodings which are sometimes observed about the house of death. Who has not listened with horror and a sickening heart to the croaking of the raven, and the sharp flapping of its wings against the shuttered windows; the dull, doleful, and monotonous baying of dogs, a sound never to be mistaken; and the involuntary and untamable ringing of bells, when a beloved object is hovering between life and death, and we know not which is strongest in our bosoms, hope or despair? Our simple forefathers attributed these doleful omens to supernatural interposition, but we, in this enlightened age of diffusable knowledge, well know that they depend upon pure physical causes, without any intervention from the Evil One. As life is departing the animal body emits a pungent gas, which the keen olfactory of the dog and raven speedily sniff. The same subtle essence, probably by means of some electric influence, causes the bells to ring; and, occasionally, the doors to shut, with a loud and startling noise. Thus, these "awful sounds extraordinary" may be resolved into a little chymistry, and found to have their origin in—gas!

"In very early times," says Dr. Hibbert, "we find philosophers inclined to doubt, if apparitions might not be accounted for on natural principles, without supposing that a belief in them was either referable to hallucinations, to human imagination, or to imposition that might have been practised. At length Lucretius attacked the popular notion entertained of ghosts by maintaining that they were not spirits returned from the mansions of the dead, but nothing more than films, pellicles, or membranes cast off from the surface of all bodies, like the exuvie or sloughs of reptiles.

This is exceedingly curious and deserving of particular attention, for, we find that this strange opinion prevailed among the Epicureans, and was revived in Europe about the middle of the 17th century. It had its origin in Palingenesis, or the resurrection of plants, a grand secret known to Sir Kenelm Digby, Kircher, Schot, Gaffiel, Vallemont, &c. The operation of Palingenesis was no trivial one, and this was the order of its performance: a plant was selected, bruised, and burnt; its ashes were then collected, and the salt which their calcination produced was carefully extracted. This salt was then put into a phial, and mixed with some peculiar substances, which were never disclosed. The compound thus formed was of a bluish color, and easily reduced to powder. This powder was now submitted to a gentle heat, when its articles being instantly put into motion, there then gradually arose, as from the midst of the ashes, a stem, leaves, and flowers, or in other words, an apparition of the plant which had been submitted to this combustion. But as soon as the

heat was abstracted, the form of the plant which had been thus submitted was precipitated to the bottom of the vessel. Heat was then re-applied, and the form once more became latent among the ashes.—This notable experiment was said to have been performed before the Royal Society, and it satisfactorily proved to this erudite body, that the presence of heat gave a sort of life to the vegetable apparition, and that the absence of heat, or caloric, caused its dissolution.

The famous metaphysician Kircher attempted the rationale of this famous experiment, made on the ashes of the rose. He imagined that the seminal virtue of every known substance was contained in its salt. This salt was concealed in the ashes of the rose. Heat put it in motion. The particles of the salt were quickly sublimed, and being moved about, vortex like, in the phial, at length assumed their natural arrangement. It was evident, then, from this experiment, that these saline particles had a tendency to observe the same order of position, which they held in the living plant. Thus, for instance, each saline corpuscle, which in its prior state was placed on the stem of the rose slip, sympathetically fixed itself in a corresponding position on the phial: other particles were subjected to the same influence, and thus, at length, the entire apparition of a plant was generated.

Having achieved this, it was easy enough to apply the rationale of this experiment to the elucidation of the popular belief in ghosts. No sooner was a body committed to the earth than the saline particles of which it was composed were exhaled by putrefaction: the particles, as in the case of the rose, resumed the relative situations which they held in the living body, and thus manufactured "a horrid apparition, tall and ghastly," calculated to frighten and appal every one but a Palingenist!

An accident revealed to the Alchemists this extraordinary discovery. Three of them, with a view of searching for the Philosopher's Stone, had obtained some mould from the church of St. Innocent, at Paris. While they were carefully distilling the precious dust, they suddenly perceived in their retorts the miniature forms of men, which caused them immediately to desist from their labors. An occurrence so wonderful soon reached the knowledge of the Institute of Paris, which, under the patronage of Louis XIV., took up the matter with so much seriousness; and the result of its learned labors was duly recorded for the benefit of mankind, and is to be found properly authenticated in the *Miscellanea Curiosa*. We must find room for one of those precious morsels:—

"A malefactor was executed and his body obtained by a physician for dissection. After disposing of the other parts of the body, he ordered his assistant to pulverize part of the cranium, which was a remedy then used in medicine. The powder was left in a paper on a table in the museum, where the assistant slept. About midnight he was awakened by a noise in the room, which obliged him to rise immediately. The noise continued about the table without any visible agent; and at length he traced it to the powder, in the midst of which he now beheld, to his unspeakable dismay, a small head with open eyes staring at him; presently two branches appeared, which assumed the forms of arms and hands; then the ribs became visible, which were soon clothed with muscles and integuments; next the lower extremities sprouted out, and when they appeared perfect, the puppet—for he was nothing more—reared himself on his feet: instantly his clothes came upon him (!) and he appeared in the very cloak he wore at his execution! The affrighted spectator, who stood hitherto, mumbling his prayers with unceasing assiduity, now thought of making his escape from the resuscitated ruffian: but this was impossible, for the apparition planted himself in his way, and, after divers fierce looks and threatening gestures, opened the door and went out. No doubt the powder was missing the next day."

But these are among the most intricate and sublime solutions. If we come to consider the subject of apparitions, we shall find, with the aid of a little physical and metaphysical knowledge, that we shall be able to exercise, lay, and drive away more spectres and hobgoblins than any magician or enchanter of ancient or modern times: from Zoroaster, Magis, and Morlin, down to Michael Schot—ever did, or ever could vanquish. But now—

"A thousand fantasies
Begin to throng into our memory,
Of calling shapes, and beck'ning shadows dire,
And airy tongues that syllable men's names
On sands, and shores, and desert wildernesses—
These thoughts may startle well, but not astound."

"I freely offer," says the jocose Dr. Ferriar, "to

the manufactures of ghosts, the privilege of raising them in as great numbers, and in as horrible a guise as they may think fit, and even without violating probability. The highest flights of imagination may now be indulged on this subject, although no loophole should be left for mortifying explanations, and for those modifications of terror which completely baulk the reader's curiosity, and disgust him with a 'second reading.' Another great convenience will be found in my system: apparitions may be evoked in open day, at noon, if the case should be urgent. In the midst of a field, on the surface of water, or in the glare of a patent lamp, quite as easily as in 'the darkness of chaos and old night.' Nay, a person rightly prepared may see ghosts while seated comfortably by his library fire, in as much perfection as amidst broken tombs, nodding ruins, and awe inspiring ivy."

In a work on the duties of a Justice of the Peace, published, and, we believe, edited by Nelson, we have a proof of the existence of witchcraft and witchcraft, which the learned Theban of an editor seems to have considered impenetrable. "It appears," quoth he, "that there must have been such a crime as witchcraft, because (oh! this brave logician!) divers statutes have been made against it." Were we to adopt a similar style of argument, we might readily enough prove the existence of demoniacal agency in former times, by citing sundry medical cases; in which, by the way, the old German physicians most copiously abounded; where we should see that medicines had been administered for the purpose of expelling the devil from the body, just as we should now proceed to expel the evils of a good feed, undigested turtle, viscid bile, or any other abominable obstruction.

But to be serious: That people of excellent credibility and unimpeachable integrity have seen ghosts or spectres, or whatever they may be termed, is a fact which no one can dispute. The forms of dead and absent persons have been seen, and their voices heard by individuals, whose veracity we have no reason and no right to question. The apparition of the Genius to Brutus, and of the Fury to Dion, are no fables. Both saw them, spoke to them, heard them speak, and were convinced. But we need not ransack ancient history for examples of this illusion.

In a very interesting narrative, written by Nicolai, the celebrated Printer of Berlin, we have a remarkable instance of spectre-seeing, although he was perfectly aware at the time of the delusion.

"I have myself," he says, "experienced a case of this nature, which to me appears highly remarkable, both physiologically and medically. I saw, in a state of mind completely sound, and after the first terror was over, with perfect calmness, for nearly two months, almost continually and involuntarily, a vast number of human and other forms; I even heard their voices, though I knew all this to be merely the effect of a high degree of nervous irritability, and of a disordered state of the circulation of my blood."

"It being a matter of some importance that the strictest attention should be paid to an incident of this nature, and that it should be related with the most conscientious fidelity, I shall not omit any thing, of which I retain a clear recollection. During the last ten months of the year 1790, I had experienced several melancholy incidents which deeply affected me. September was a sad and sorrowful month to me, for I suffered an almost uninterrupted series of misfortunes, that afflicted me with the most poignant grief. In the January and February following, I had the additional misfortune to experience several unpleasant circumstances, which ended on the 24th of February in a most violent altercation. My wife and a friend came into my room in the morning to console me, but I was too much agitated by a series of incidents, which had most powerfully affected my moral feeling, to be capable of attending to them. Suddenly, I perceived, at about the distance of ten steps from me, a form, resembling that of a deceased person; and, pointing at it, asked my wife if she did not see it? My wife, who, of course, saw nothing of the kind, felt very much alarmed, and sent immediately for a physician, who came and ascribed the apparition, which lasted about eight minutes, to violent mental emotion; and hoped as I was then more composed, there would be no return. But this dreadful agitation of my mind has so disordered my nerves, that it produced farther consequences, which deserve a more minute description."

"At four in the afternoon, the form which I had seen in the morning re-appeared. I was easy at the incident, went to my wife's apartment; but there, likewise, I was haunted by the apparition; which

appeared, as it had done before, in a standing posture. About six o'clock there appeared, also, several walking figures, which had no connection with the first."

"After the first day the form of the deceased person no more appeared; but in its place there appeared many other phantasms, sometimes representing acquaintances, but more commonly strangers. Those whom I knew were composed of living and dead persons, but the number of the latter were comparatively small. I remarked that the persons with whom I daily conversed did not appear as phantasms, these representing persons who lived at some distance from me. I attempted to produce at pleasure the appearance of persons whom I knew, by intensely reflecting on their features, form, dress, &c. But, distinctly as I called to my imagination the respective resemblances of three of these individuals, I could not succeed in making them appear to me as phantasms, although I had before involuntarily seen them in that manner, and perceived them some time after when I least thought of them. The phantasms appeared to me contrary to my inclination, as if they were presented to me from without, like the phenomena of external nature, although in reality they existed only in my own mind. I could readily distinguish between phantasms, and real, tangible objects; and the calmness with which I examined them, enabled me to avoid the commission of the slightest mistake. I knew exactly the difference between the opening of the door and the entrance of a phantom, and the same thing and the entrance of a real person!"

The phantasms appeared equally clear and distinct at all times and under all circumstances, both when I was alone and when I was in company; as well in the day as at night; in my own house as well as abroad; they were, however, less frequent when I was in the house of a friend, and seldom appeared to me in the street. When I closed my eyes they would sometimes totally disappear, although I occasionally beheld them when I shut my eyes; yet when they disappeared on such occasions, they were generally visible again when I opened my eyes. I usually saw human forms of both sexes; but they generally appeared not to take the slightest notice of each other, moving as in a market-place, where all are eager to press through the crowd; at times, however, they appeared to be transacting business with each other. I also saw several times people on horseback, dogs and birds. All these phantasms appeared to me in their natural size, and as distinct and perfect as if alive, exhibiting different shades of carnation in the uncovered parts, as well as different colors and fashions of their dresses, though the colors seemed somewhat paler than in real nature. None of the figures appeared particularly terrible, grotesque, or disgusting; most of them being of an indifferent shape, and some having even a pleasing aspect."

It is very evident that this extraordinary delusion was dependent altogether upon indigestion, occurring in a frame irritated, unstrung, and rendered morbidly sensitive by a distressing degree of nervous irritability. It was a curious fact that these phantasms were more particularly gameome and intrusive at the time that the food remained in the stomach undigested, and unacted upon by those peculiar functions of that organ; as soon as digestion commenced they began to disappear, and when the function was completed, they had totally vanished. It was a fortunate circumstance for Nicolai that he was a man of strong nerves and enlarged information; had he not been so, he must have been irrecoverably maddened by these spectral visitants. His own remarks on such cases are admirable."

"Those who pretend to have seen and heard ghosts, obstinately maintain they perceived these apparitions by the usual agency of their senses. In order to defeat that belief, we generally desire them to consider how many people have been imposed upon by artful novices. We advise them to lay hold of the supposed spectres, assuring them that they are generally found to be of a very corporeal nature. But those who have a predilection for the miraculous pay no attention to these objections, insisting that the productions of their morbid imaginations are real beings. We cannot, therefore, collect too many of such well substantiated facts as show how easily our imagination imposes on us erroneous notions, and deludes not only delirious persons, but even those who are in full possession of their faculties, by causing them to see phantasms, which can scarcely be distinguished from real appearances."

Then follows the narration we have quoted, with these sensible observations: "I cannot assign any

other cause for these illusions, than that a continued rumination on the vexations I had suffered, which I could not forget, and the consequence of which I meditated to counteract. These meditations always occupied my mind three hours after dinner, just after my digestion commenced. . . . All that I could infer was, that while my nervous system was in such an irregular and irritable state, the phantasms would appear to me as if I actually saw and heard them; that these illusions were not modified by any known laws of reason, imagination, or the common association of ideas, and that probably other people who may have seen similar apparitions were exactly in the same predicament."

The patient was right with regard to the cause of these capricious visitors; for, as his nervous irritability subsided, their visits became less frequent, until they were wholly discontinued—not perhaps without some degree of regret on the part of the recovering hypochondriac; for he tells us,—"At different times there appeared to me both dear and sensible friends of both sexes, whose addresses tended to appease my grief. These consolatory speeches were in general addressed to me when I was alone and most needed them; sometimes I was accosted by these consoling friends while in company, and frequently while real persons were speaking to me. These addresses consisted sometimes of abrupt but impressive phrases, and at others they were regularly and eloquently connected. We can readily believe that these addresses were, indeed, "consolatory."—Let us picture to ourselves a man of quick, irritable, sensitive disposition—a true specimen of the *genus irritabile*, plunged in grief and anger at the base ill usage and ingratitude, real or imaginary, of an unfeeling world; let us imagine such a person shutting himself in his own chamber, disgusted, and sorrowful, smarting, moreover, under the sharp sting of his assumed wrongs, calling to his aid, with the air and solemnity of an enchanter, his attendant genii, and receiving from them that consolation which every one else withholds. Such was Nicolai's case, who, conscious though he was of the delusion and its cause, must, nevertheless, have yielded somewhat to the strange and vivid impression of the moment."

But a more palpable physical cause has produced an effect equally extraordinary. Persons subject to gout have experienced these strange hallucinations, particularly in the form of the disease which the learned called *recedent*. Although generally a disease of the joints of the extremities, gout has occasionally attacked the stomach, and the brain; and in the latter case violent pains have been produced, which have been followed by the most vivid and painful ideas. To these symptoms spectral illusions have sometimes supervened, as in the following case, recorded by Dr. Alderson:—

"I was called to visit Mrs. B., a fine old lady, about eighty years of age, whom I have frequently visited in fits of the gout. At a period when, from her general feelings, she rather expected the gout, she was seized with an unusual deafness, and great distention in the organs of digestion. From this time she was visited by several of her friends, who she had not invited, and so far considered them as actually present, that she told them she was very sorry she could not hear them speak, nor keep up conversation with them; she would, therefore, order the card-table, and rang the bell for that purpose. Upon the entering of the servant, the whole party disappeared; she could not help expressing her surprise to her maid that they should all go away so abruptly, but she could scarcely believe her when she told her there had been nobody in the room. She was so aghast, that she suffered for many days and nights together the intrusion of a variety of phantasms, and had some of her finest feelings wrought upon by the exhibition of friends long lost, and who only came to cheat her fancy, and revive sensations that time had almost obliterated. She determined, however, for a long time not to complain, and contented herself with merely ringing her bell, finding that she could always get rid of the phantasms by the entrance of her maid, whenever they became distressing. It was not till some time after that she could bring herself to relate her distresses to me. She was all this time convinced of her own rationality, and so were those friends who really visited her; for they never could find any one circumstance in her conduct and conversation to lead them to suspect her in the smallest degree deranged, though unwell. This complaint was entirely removed by cataplasms to the feet and gentle purgatives, and terminated in a short time afterwards in a regular slight fit of the gout. She has remained ever since, now somewhat more than a

year, in the perfect enjoyment of her health and faculties."

From these examples—and we could adduce many others—we are led to infer that the production of spectral illusions is necessarily connected with certain affections of the body, caused by some derangement of the nervous or circulating system. Of such affections Reginald Scot, the resolute opposer of witchcraft and demonology, has well remarked, that—

"Though they appear in the mind of man, yet they are in the body, and proceed from this humor, which is the very drags of blood, nourishing and feeding these places; from whence proceed fears, cogitations, superstitious, fastings, labors, and such like. This maketh sufferance of torments, and, (as some say,) foresight of things to come."

It would really be a most interesting pursuit to follow up this subject, and to show how that peculiar temperament, which constitutes the highest grade of sensibility and genius, contributes to render its possessor so susceptible of these curious impressions. It was this temperament, excited by an accidental circumstance, that produced the well known vision of Dr. Donne; who, while he was residing at Paris, saw the figure of his wife, then in London, pass through the room, with her hair dishevelled, and carrying a dead child in her arms. The poem which he wrote, previously to their separation, will afford a sufficient clue for the appearance of such a vision.

It is under circumstances similar to these that the "Scottish Second Sight" is produced. Much has been written about this very extraordinary quality; and many proofs of its effect have been adduced. The following instances, related by Dr. Ferriar, in his interesting little work on Apparitions, are so well authenticated, and so striking that we shall narrate them in his own words:—"A gentleman connected with my family, an officer in the army, and certainly addicted to no superstition, was quartered early in life in the middle of the last century, near the castle of a gentleman in the north of Scotland, who was supposed to possess the second sight. Strange rumors were afloat respecting the old chief. He had spoken to an apparition which ran along the battlements of the house, and had never been cheerful afterwards. His prophetic vision excited surprise, even in that region of credulity; and his retired habits favored the popular opinion. My friend assured me, that one day, while he was reading a play to the ladies of the family, the Chief, who had been walking across the room, stopped suddenly, and assumed the look of a seer. He rang the bell, and ordered the groom to saddle a horse; to proceed immediately to a seat in the neighbourhood, and to inquire after the health of Lady ——. If the account was favorable, he then directed him to call at another castle, and to ask after another lady whom he named."

"The reader immediately closed his book, and declared that he would not proceed until these abrupt orders were explained, as he was confident that they were produced by the second sight. The Chief was very unwilling to explain himself, but at length he owned that the door had opened, and that a little woman, without a head, had entered the room; that the apparition indicated the sudden death of some person of his acquaintance; and the only two persons who resembled the figure were those ladies after whose health he had sent to inquire. A few hours afterwards the servant returned, with an account that one of the ladies had died of an apoplectic fit, about the time when the vision appeared."

"Another time the Chief was confined to his bed by indisposition, and my friend was reading to him on a stormy winter night, while the fishing boat belonging to the castle was at sea.—The old gentleman repeatedly expressed much anxiety respecting his people, and at last exclaimed, 'My boat is lost!' The Colonel replied, 'How do you know it, sir?' He answered, 'I see two of the boatmen bringing in the third, drowned, dripping wet, and laying him down close beside your chair.' The chair was shifted with great precipitation. In the course of the night the fishermen returned with the corpse of one of the boatmen."

These death tokens are very curious, but they may be physically accounted for by the great and intense anxiety of the seers, directed in most instances towards the objects whose dissolution is portended. But connected with this subject "there are more things in heaven and earth, than are dreamt of in our philosophy."

In a wild and retired district in North Wales, that namely which extends from Dolgelly westward to Barmouth and Towyn, where there is certainly as much superstition as in any other district of the same

extent, and where there are many individuals who lay claim to the title and capabilities of *seers*, the following occurrence took place, to the great astonishment of the mountaineers. We can vouch for the truth of the statement, as many of our own *teulu*, or clan, were witnesses of the fact. One dark evening, a few winters ago, some persons with whom we are well acquainted, were returning to Barmouth on the south or opposite side of the river. As they approached the ferry-house at Penrhyn, which is directly opposite Barmouth, they observed a light near the house, which they conjectured to be produced by a bonfire, and greatly puzzled they were to discover the reason why it should have been lighted. As they came nearer, however, it vanished, and when they inquired at the house respecting it, they were surprised to learn that not only had the people there displayed no light, but they had not even seen one; nor could they perceive any signs of it on the sands. On reaching Barmouth, the circumstance was mentioned; and the fact corroborated by some of the people there, who had also plainly and distinctly seen the light. It was settled therefore, by some of the old fishermen, that this was a "death token," and, sure enough, the man who kept the ferry at that time was drowned at high water a few nights afterwards, on the very spot where the light was seen. He was landing from the boat, when he fell into the water, and so perished.

The same winter the Barmouth people, as well as the inhabitants of the opposite banks, were struck by the appearance of a number of small lights, which were seen dancing in the air at a place called Borthwyn, about half a mile from the town. A great number of people came out to see these; and, after a while, they all but one disappeared, and this one proceeded slowly towards the water's edge, to a little bay where some boats were moored. The men in a sloop which was anchored near the spot, saw the light advancing—they saw it also hover over one particular boat, and then totally disappear. Two or three days afterwards, the man to whom that particular boat belonged, was drowned in the river, while he was sailing about Barmouth harbor in that very boat. We have narrated these facts just as they occurred; we must leave the solution of the mystery to the ingenuity of our readers.

Considering this as a digression, we return to the spectral illusions; and there can be no difficulty in attributing them to a particular physical condition of the brain, which may be termed a disease, and called *Hallucination*. The physician well knows, that, in certain diseases of the brain, such as insanity, and even simple delirium, spectral illusions occur, and continue, as in Nicolai's case, for many days. It is true that Nicolai was neither mad nor delirious; but his brain was, nevertheless, deranged, and excited by his misfortunes, and thus were engendered those visions which haunted him so long. In all nervous maladies the brain must be more or less affected; and it is curious to observe what a strange confusion of ideas and perception occurs in such cases. The senses either lose their powers altogether, or so distort and alter impressions, as to create the most extraordinary perplexity. Persons having imagined themselves converted into stones and statues—into glass or china ornaments, and have been afraid of moving, lest they should be dashed to pieces by an unlucky fall, or an unfortunate collision. Some patients have conceived themselves so hugely enlarged in bulk, as to be unable to enter a room, or a carriage, or a gate: while others, carrying about with them an immense "mountain of flesh," have fancied themselves as lean as the "living skeleton." But all these illusions, as well as others too numerous to mention, arise, of course, from physical causes, and may be traced to some derangement of the brain, changing, disordering, and reversing the action of the eternal senses.

In addition to the explanation of the appearance of apparitions, it has frequently occurred that the mind has magnified or distorted harmless and even inanimate objects, into the most horrible spectres. Fear and terror are wonderfully creative, and the scathed and withered branches of an old tree, have caused more alarm and consternation than a band of robbers, or a legend of warlike plunderers. This species of spectres carries with it its own detection; but with regard to the more abstruse illusions, their origin may always be seen by a calm, candid, and careful examination. We might have extended our illustrations to a greater length, but our limits forbid us to indulge in the exposition, and we have already said sufficient, perhaps, to induce the reflecting reader to "ponder upon our words and be wise."

HOME AFFAIRS.

Another of the heroic race—of those men who made the Revolution, and carried it on to its triumphant consummation—has descended to the tomb. Col. SAMUEL WARD died on Thursday morning.

This individual, well known in later life as a respectable merchant of this city, was in his earlier days a gallant and distinguished soldier. A native of Rhode Island, he was in May, 1775, appointed (being then only eighteen years of age) a captain in the Rhode Island Army of Observation, commanded by Greene. In that capacity he was present at the siege of Boston. In July, 1775, he became a captain in the Continental Line, and commanded a company in the daring expedition of Arnold across the country, then a wilderness, to Quebec. He was present at the attack, and, with the rest of the survivors of the party, was made prisoner on the 31st of October, 1775. In the fall of 1776 he was exchanged, and immediately resumed active service, being appointed in January, 1776, a major in Greene's Regiment. He was in the battle of Red Bank in October following, and, in Sullivan's retreat, commanded a regiment. From 1779, to 1781, he served with the rank of lieutenant colonel in the Eastern States.

At the conclusion of the war he abandoned the profession of arms, and applied himself to the pursuits of commerce in this city. In a ripe yet vigorous old age—with an unspotted name—surrounded by an attached family—the object of respect to all—he has now sunk into the tomb—one of the latest survivors of those days, which, and the men of which, are destined to mark a new era in the history of men and nations.

Capt. Pettit, of the schr. George, 20 days from Honduras, informs us that Mr. SHANNON, Chargé d'Affaires for Guatemala, and his niece, died at Yabal on their way thither. Mrs. Shannon was well, and expected to return to the United States soon.

Mortality among our Official Agents in South America.—Prevost and Cooley died in Peru; Graham, Wright, and Tudor, in Rio de Janeiro; Rodney, Dana, Forbes, and Rogers, in Buenos Ayres; Miller in Montevideo; and Shannon and another previously, in Guatemala. One British Chargé died on the route, like Wright and Shannon, and two Consuls General were assassinated.

Future applicants for diplomatic situations, in those countries, must hold their lives at a cheap purchase, if they are not intimidated at the fate of their predecessors.

NAVAL.—List of officers on board the U. S. ship Erie, arrived at Boston from the West India station, and last from Havana—officers and crew all well:—John H. Clack, Commander; Lieutenants Henry A. Adams, James T. Homans, Fitz Allen Deas; Wm. Johnson, Surgeon; Henry Etting, Purser; Jacob Zeilin, Lieut. of Marines; Samuel Barrington, Assistant Surgeon; Lor. T. Bennett, Acting Sailing Master; Midshipmen Francis Bartlett, Jos. F. Green, Robert F. Pinkney, Bonj. S. Sly, John M. Mauleby, Francis B. Wright, Geo. G. Wyche, Wm. A. Jones; Wm. Hart, Boatswain; Daniel Kelly, Gunner; Alonso Jones, Carpenter; Wm. B. nnett, Sail Maker; Martin Burgual, Purser's Steward.

Passengers in the Erie, Mrs. J. H. Clack, children and servant.

The following is a list of the officers on board the U. S. schr. Shark, left at Havana 20th July,—all well—to sail next day on a cruise:—Wm. Eorum, Lt. Com.; Robert D. Thorburn, Lieut.; J. M. Berrien, Acting do.; J. Brinckerhoff, Acting Surgeon; E. M. Yard, Acting Sailing Master; Midshipmen J. K. Bowie, J. Carroll, M. D. E. W. Watson; H. Ingraham, Captain's Clerk; Wm. Christie, Boatswain; Nathan Stephens, Gunner; Nathaniel Ficket, Carpenter; John Carter, Sail Maker.

Of the \$198,000, established as South Carolina claims against the General Government, \$45,000 are to be paid in arms.

A new post office has been recently established in the township of Bloomfield, bearing the name of *Pine Lake*—John Ellenwood, Esq. appointed postmaster.

POETRY.

THE HEART.

The heart—the gifted heart—
Who may reveal its depths to human sight!
What eloquence impart
The softness of its love—the grandeur of its might!
It is the seat of bliss—
The blessed home of all affections sweet;
It smiles where friendship is—
It glows where social feelings meet.

'Tis Virtue's hallow'd fane—
'Tis Freedom's first, and best, and noblest shield!
A strength that will remain,
When grosser powers and feeble spirits yield!
It is Religion's shrine,
From whence our holiest aspirations wing;
Where joys, which are divine,
And hopes, which are of heaven, alone may spring!

The fount of tenderness—
Where every purer passion has its birth,
To cheer—to charm—to bless—
And sanctify our pilgrimage on earth.
Oh, heart!—(ill life be o'er,
Shed round the light and warmth of thy dear flame,
And I will ask no more
Of earthly happiness, or earthly fame!

DEATHS.

DIED—On Wednesday, 9th ult. of the prevailing epidemic, after a very few hours illness, Mr. Wm. T. Sayre, in the 27th year of his age, formerly of Salem, N. J.

Friday, 10th inst., of the prevailing epidemic, Mrs. Morland Mitchell, aged 39 years and 6 months.

Thursday evening, 8th inst. of the prevailing epidemic, Peter Ward, aged 25 years, a respectable journeyman tailor.

On Thursday morning, August 16, of bilious fever, in the 76th year of his age, Colonel Samuel Ward.

On Thursday morning, August 16, after a lingering illness, Sarah R., daughter of John Beckman.

At Fort Columbus, N. Y. harbor, Miss Nancy B., daughter of Dr. James Mann of the U. S. Army.

At West Farms, on the 4th of August, of inflammation on the brain, Francis Lawrence, youngest son of Thomas Ludlow Ogden, in the 17th year of his age.

On the 11th inst. at the residence of Capt. John Blake, Strat Island, Mrs. Martha Innes, wife of Mr. George Innes, of New York, in the 54th year of her age, in full hope of a blessed immortality.

Friday morning, 10th inst., at Fishkill, Dutchess Co., Emily, daughter of James McCall, of this city, in the 16th year of her age.

Friday, 3d inst., at the residence of his father, Cayuga Lake, Catharine's Town, Tioga County, Richard, son of Samuel Lawrence, Esq., aged 19 years.

At Paterson, N. J., on the 13th inst. Maria Louisa, daughter of the late Genl. Alexander M. Muir, of this city, aged five years and six months.

At Ghent, Columbia county, on the 6th inst., of a severe and protracted illness, Mrs. Catharine Snyder, consort of Capt. Leunie G. Snyder, in the 54th year of her age.

At New Orleans, 30th ult. John, youngest son of Mr. John Prendergast, aged about 3 years. This interesting but unfortunate little fellow was, about four weeks ago, bit in the hand by a dog running in the street, supposed to be at the time in a rabid state; the sequel has alas! proved the report to have been but too true—on Sunday afternoon he was taken suddenly ill, showing evident symptoms, in the paroxysms with which he was seized, of the fatal nature of the disease, though it had been latent for a space in the system. He lingered until midnight of the following day, when he expired, leaving his disconsolate parent to weep over the fate of their darling child. [Lew. Adv.]

Obituary.—Departed this life on the 2d inst., at the residence of her brother-in-law, Professor Webster, at Geneva, Ontario Co., Mrs. MARIAN FOOT, consort of Samuel A. Foot, Esquire, of this city. Mr. F. and lady left New-York for the West, early in July last, in perfect health, with a view to escape the then prevailing pestilence. After spending a few days at Geneva, she was seized with a bilious intermittent fever, which, in twelve days, terminated fatally. The many excellent qualities of Mrs. Foot had endeared her to a numerous circle during her residence among us. Her active charities and unfeigned piety will long shed a delightful fragrance upon her memory, and endear it to her bereaved relatives and friends. The select few who knew and justly appreciated her unobtrusive benevolence and ardent zeal in the cause of pure and unfeigned religion, will long reverently remember her virtues, and deprecate her sudden withdrawal from a life scrupulously devoted to usefulness, and strikingly displaying the Christian graces. It will be consoling to the numerous friends and admirers of this estimable lady to know that her last moments were peculiarly marked by calmness and resignation; portraying at that trying hour, as she illustrated throughout her valuable life, a strong faith and holy confidence in the merits of a blessed Redeemer.

No more, O pale Destroyer, boast
Thy universal sway;
To heav'n born souls thy sting is lost—
Thy night, the gate of day." J.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 467 persons during the week ending on Saturday last, 11th instant, viz:—147 men, 138 women, 90 boys, and 92 girls—Of whom 65 were of the age of 1 year and under; 39 between 1 and 2, 31 between 2 and 5, 23 between 5 and 10, 19 between 10 and 20, 55 between 20 and 30, 78 between 30 and 40, 64 between 40 and 50, 40 between 50 and 60, 27 between 60 and 70, 15 between 70 and 80, and 5 between 80 and 90.—Diseases: Apoplexy 2, childbed 6, cholera morbus 1, cholera malignant 291, consumption 32, convulsions 2, cramp in the stomach 1, diarrhoea 5, dropsy 1, dropsy in the chest 1, dropsy in the head 13, drowned 1, dysentery 5, fever 3, fever scarlet 1, fever typhus 3, flux infantile 24, hemorrhage 1, hives or eruption 1, inflammation of the bowels 8, inflammation of the brain 2, inflammation of the liver 1, inflammation of the stomach 1, interperme 6, marasmus 3, measles 1, mortification 1, old age 1, palsy 6, peripneumony 4, quinsy 1, rickets 1, spasm 2, sprue 3, stillborn 4, teething 5, unknown 10, worms 2.

ABRAHAM D. STEPHENS, City Inspector.

[Of the Interments, 185 were in Potter's Field, and 79 in St. Patrick's Cathedral.

NEW-YORK AMERICAN, TRI-WEEKLY.

The NEW-YORK AMERICAN is now published THREE TIMES A-WEEK, in addition to the *Daily* and *Semi-weekly*, as usual. This arrangement is made to accommodate a large class of business-men in the country, who are desirous of seeing the advertisements of the day, yet are unwilling to encounter the expense of subscription and postage of a daily paper. By this arrangement, it will easily be perceived, their wishes may be gratified, at one half the expense of a daily paper, as most of the advertisements, both of the *Daily* and *Semi-weekly* papers, will appear in the *Tri-Weekly American*; and the reading matter as published in the *Daily* paper. It will be issued on *Tuesdays, Thursdays, and Saturdays*, at FIVE dollars per annum in advance,—to subscribers out of the city of New-York, and forwarded, according to their order, and for any length of time.

All letters relating to the TRI-WEEKLY AMERICAN may be addressed to the Publisher and part Proprietor,

D. K. MINOR, No. 35 Wall-st. N.Y.

The New-York American is published DAILY at \$10 per annum, and SEMI-WEEKLY, at \$4 per annum, in advance, as heretofore, at No. 35 Wallstreet New-York.

RAILROAD IRON.

The Subscribers having executed large orders for Iron for the Canal Commissioners of Pennsylvania, as well as for several incorporated companies, have made such arrangements in England, where one of them will shortly be, as will enable them to import on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Pins and Wedges in use, both in the country and Great Britain, will be exhibited. Apply to

A. & G. RALSTON.

Philadelphia, May 26, 1832.

J23m*

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes of any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Ropes, the public are referred to J. B. Jervie, Eng. M. & H. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County, Pennsylvania; Palmyra, Wayne County, New-York, let mo. 22d, 1832.

J30 if

PATENT, RAIL-ROAD, SHIP AND BOAT SPIKES.

THE TROY IRON & NAIL FACTORY keep constantly for sale a very extensive assortment of Wrought Spikes & Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years successful operation and now almost universal use in the United States (as well as England, where the subscriber obtained a Patent,) are found superior to any ever offered in market.

RAIL-ROAD COMPANIES MAY BE SUPPLIED WITH SPIKES having countersunk heads suitable to the holes in the iron rails, to any amount and on short notice. Almost all the Rail roads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. Y., will be punctually attended to. HENRY BURDEN, Agent.

Troy, N. Y., July, 1831.

Spikes are kept for sale, at factory prices, by I. & J. Townsend, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Brower, 222 Water street, New-York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

P.S. Rail-road Companies would do well to forward their orders as early as practical, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand for his Spikes.

J23 lam if

H. BURDEN.

A RAILROAD IN PRACTICAL OPERATION,

within ten miles of the City of New-York.
THE PATERSON AND HUDSON RIVER RAILROAD is formed from the town of Paterson to the village of Acquackanonk, a distance of 4½ miles, and is now in actual and successful operation between those places.—The Company have placed upon the road 1 resplendent and commodious Cars, each of which will accommodate thirty Passengers, and have supplied themselves with fleet and gentle horses, and careful drivers.

With a view to suit the convenience of those persons who may wish to avail themselves of this rapid and delightful mode of traveling, the following hours have been fixed for leaving those places.

| PATERSON. | | | ACQUACKANONK. | | |
|------------------------------|-------------------------------|--|-------------------------------|--|--|
| At half past 7 o'clock, A.M. | At half past 10 o'clock, A.M. | | At half past 10 o'clock, A.M. | | |
| 10 do do. | 1 before 1 do P.M. | | 1 before 1 do P.M. | | |
| 3 do do. | half past 3 do do. | | half past 3 do do. | | |
| 4 do do. | 5 do do. | | 5 do do. | | |
| half past 4 do do. | half past 6 do do. | | half past 6 do do. | | |
| ON SUNDAYS. | | | | | |
| At 8 o'clock, A.M. | At 7 o'clock, A.M. | | At 7 o'clock, A.M. | | |
| half past 7 do do. | half past 8 do do. | | half past 8 do do. | | |
| 9 do do. | half past 9 do do. | | half past 9 do do. | | |
| half past 12 do P.M. | half past 1 do P.M. | | half past 1 do P.M. | | |
| 5 do do. | 6 do do. | | 6 do do. | | |
| half past 6 do do. | half past 7 do do. | | half past 7 do do. | | |

Parties of twenty or more persons can be accommodated at either of the above hours with a private Car.

FARE reduced to 16¢—Children under 12 years of age, half price.—Paterson, June 20th, 1832.

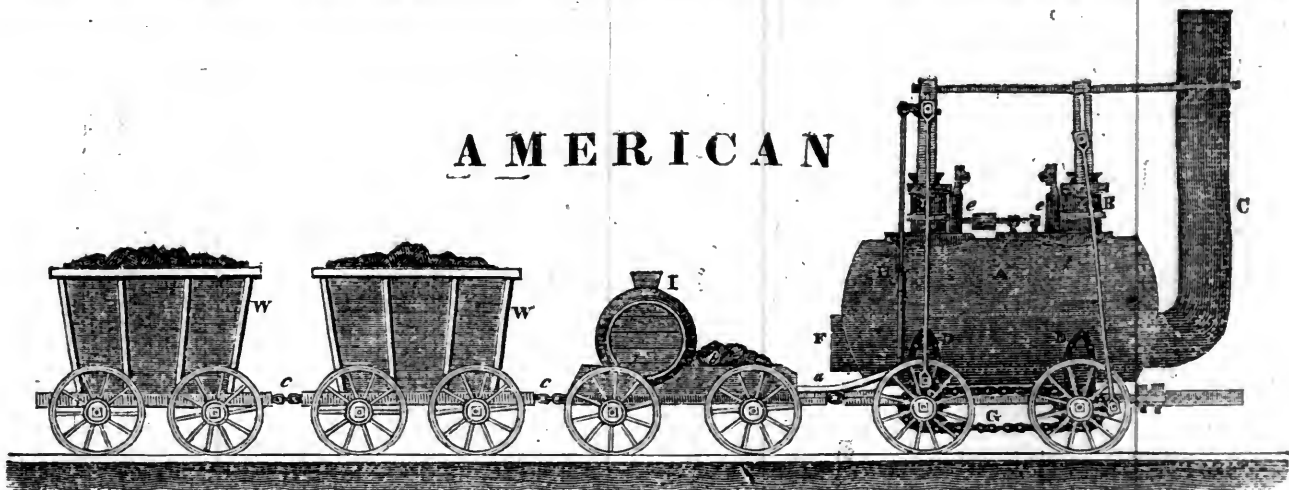
ELIAS B. D. OGDEN, Secretary for Acquackanonk, will have ample time to view the Falls of the Passaic, and other objects of interest in the flourishing town of Paterson, and return to New-York the same day. Jyl16

The public are informed that, until further notice, the 12 o'clock and 1 before 6 o'clock P.M. turns from Paterson, and the 6 o'clock A.M. and 7 o'clock P.M. turns from Acquackanonk, are, for the present withdrawn.

By order, E. B. D. OGDEN, Sec'y. Paterson, July 29, 1832.

J23

A M E R I C A N



RAILROAD JOURNAL.

OFFICE, 35 WALL-STREET.

NEW-YORK, AUGUST 25, 1832.

VOLUME I...NO. 35.

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The AMERICAN RAILROAD JOURNAL is published at 35 Wall-street, New-York, at \$3 a year, in advance.

AMERICAN RAILROAD JOURNAL.

NEW-YORK, AUGUST 25, 1832.

LOCOMOTIVE POWER UPON INCLINED PLANES.—We have recently witnessed the performance of an experimental locomotive engine, constructed by Mr. Sands Olcott, upon an inclined plane, which we think well worthy the attention of Railroad Companies. Its construction is very simple, there being scarcely a wheel required to effect its operation in ascending or descending the plane, in addition to those necessary for its use on the level road; yet its performance upon an inclined plane, that rises 1 in 5, with a load nearly twice its own weight, was very satisfactory to those who witnessed it. This engine ascends or descends the inclined plane with great facility and safety, by means of a strong cable or chain—passing round a drum, beneath the frame and between the wheels of the engine—made fast at the base and summit of the plane, and resting between the rails upon something to keep it from the dirt. When a train is to ascend or descend, the locomotive moves over the end of the cable, which is passed round the drum, and again made fast to the windlass, turned by a crank, in order to draw it straight—after which the engine is put in operation, and the whole ascends or descends, or may be stopped in any part of the plane, without the least danger of running backward when ascending, as it is under the control of the engineer of the locomotive, who can of course manage better than an engineer at the stationary engine, and at a distance from the train. There is no delay in passing from the plane, as the advance of the locomotive, after it has gained the level road, ungears the windlass—the cable or chain is detached, and falls to the ground, and the train passes on. By this arrangement the rope remains stationary, and the friction or wear of it is much less, we should imagine, than where it is constantly ascending and descending the plane, upon grooved rollers. The simplicity of this im-

provement, if it should prove in practice what it promises in experiment, will render it a valuable acquisition to the moving power upon Railroads, as it may, at a small expence, be attached to locomotive engines now in use, and in a great measure, if not altogether, do away with that expensive appendage, stationary power. We are not, however, sufficiently acquainted with inclined planes, or steam-engines, either locomotive or stationary, to decide upon their merits. We shall, in our next, endeavor to give the result of further experiments, with a more intelligible description of its construction.

We saw, a day or two since, a new and beautiful Locomotive Engine at the West-Point Foundry establishment in this city, designed and nearly ready for the Hudson and Mohawk Railroad Company. It will, we understand, be completed in a few days—when we hope to be able to give a more particular description of it.

[From the London New Monthly Magazine for July.]

IMPROVED STEAM ENGINE.—The "Sheffield Iris" states that a great improvement in the steam engine has been recently made by Mr. George Rennoldson, of South Shields. This engine has three cylinders from one boiler, with the connecting rods on a triangular crank, so that while one piston is moving upwards another is going down, and another passing the centre, the pistons following each other in a regular division of time, and completely balancing each other as far as weight and pressure are concerned, the slides of course moving upon a smaller triangular crank. This engine has nearly as complete an equality and uniformity of motion as it is possible to procure from a rotatory engine. The necessity of a fly-wheel is altogether superseded. It is so steady in its motion, indeed, as hardly to affect the frame in which it stands, and makes so little noise that it would scarcely be known to be at work, were it not seen to be so. Such an engine must necessarily be of great use in steamboats, in cotton factories, and in those manufactories at Birmingham and Sheffield where fine metal-work is wrought.—An engine of this description will go in less bounds than those of the ordinary construction. A space of five feet four inches by seven feet nine inches will hold one from fifteen to fifty horse power; and engines of twenty horse power on this plan may be set within a frame five feet square. The present is a high pressure engine, but a very slight alteration would give it the condensing principle. From the great power it possesses, however, at comparatively a very light pressure of steam, it appears to be quite as secure as any condensing engine could be made.

Messrs. G. F. Hopkins & Son, of this city, have published in a very neat, and we are informed, in a very correct manner, the official acts of the 14th of July, 1832, respecting Railroad Iron, and the Tariff Law, with the Treasury instructions in relation thereto.—[Daily Advertiser.]

[From the Rochester Daily Advertiser.]

The Railroad which is to connect the Erie Canal at Rochester with the head of navigation on the East side of Genesee River, is now almost finished. The tracks are laid across Main street, and in a few days will reach the Canal near Ely's mill, east end of the Aqueduct. Some elegant cars for the conveyance of passengers are "being made" at Hanford's establishment; and in a short time our citizens may have an opportunity of judging by a brief ride of the comforts of Railroad conveyance. This road is constructed under the direction of Elisha Johnson, Esq. and Judge Bates.

[From the Philadelphia Literary Gazette.]

ALLEGHANY PORTAGE RAILROAD.—A friend, who has recently visited the western part of this state, informs us that this great work, which will connect our eastern and western canals, is progressing with much industry. Many of the sections, where the work was not heavy, are nearly graded; and contracts have been entered into for laying the rails on the whole line. The works of greatest magnitude are a tunnel near the western termination of the line, 900 feet long and 24 feet wide, by 22 feet high, cut out of solid rock; and a viaduct of hewn stone across the Little Conemaugh River.

The tunnel is a stupendous work, which a mind unaccustomed to see the efforts of human industry would consider almost impracticable: the quantity of work done by the enterprising contractors, J & E. Appleton, reflects much credit on their untiring exertion and skill; they drive the work night and day, and are now nearly half through: this tunnel shortens the distance of the road about two miles. The railing on the portage will be cast iron, firmly secured to stone blocks; the road is 55 feet wide, calculated for two tracks.

From the present state of the work we think this valuable improvement will be in operation next summer. Much credit is due to the Canal Commissioners, and to Sylvester Welsh, Esq. the Engineer, for the permanent nature of the work, and for the spirited manner in which it has progressed.

The opening of the Railroad will form a new era in the annals of Pennsylvania. The cheapness of transportation from Philadelphia to Pittsburg, by this route, will give an impetus to trade, such as has not been experienced before. May those pioneers who have borne the heat and burden of our great state improvements reap the reward of their labors.

[From the Albany Argus.]

CANAL TOLLS.—The tolls collected on the Erie and Champlain canal for the month of July, amount to \$102,904 98—less by \$3,353 52 than the collections in July of last year. The tolls on Oswego and Cayuga and Seneca are greater than in July of last year. The increase on the Oswego canal is \$192 63, and on the Cayuga and Seneca \$725 44. The decrease of tolls for July on all the canals, compared with last year, is therefore only \$3,035 39; which is less than could have been expected, considering the great stagnation of business occasioned by the prevalence of the cholera.

[From Wood's Treatise on Railroads—Philadelphia edition.]

DESCRIPTION OF MOTIVE POWER, AND DISPOSITION OF RAILROADS.

In the early periods of the history of Railroads, the disposition of the general line of the road into proper or uniform degrees of inclination, seems to have been an object of little moment. Most of the Railroads, descending in the direction the goods were to be conveyed, afforded an easy draught to the loaded carriages; and the descent was never so great, but that the empty carriages could be easily drawn up the acclivities. In some of the deep ravines, mounds of earth were thrown up, and some sudden and abrupt acclivities partially levelled; but trifling undulations do not appear to have been noticed. The horses, therefore, would, along the same line of road, be frequently subjected to very fluctuating degrees of draught. Upon some of the old wagon-ways, the horse was sometimes very heavily strained, and his action was, at other times, not required at all. When the wagon came to some of the descents, it was the custom to unhook him from the fore-part of the wagon, and cause him to follow behind, the wagons running of themselves; the horse thus followed until he arrived at a part of the road where the wagon would no longer run down; he was then again fastened to the wagon, until he arrived at another declivity, when his action was not required; and it was no uncommon thing to find him thus changed several times in the course of his journey.

The only motive power for a long time after the introduction of Railways, was horses, and, so long as the wooden rail continued in use, the general load was from two to three tons, including the weight of the carriages. The only guide, in the formation of the road, appears then to have been, to enable the horse to drag that weight, and the road was sloped accordingly. It is interesting to trace the gradual advancement towards the present state of improvement, from the old roads, to those successively formed at the different steps of their progress; and the quantity of goods conveyed, at different periods, exemplify it in a very distinct manner. While the wooden rails without plates continued, the road followed almost always the undulations of the surface, except to avoid steep ascents; and where there was a separate road for the empty carriages, the latter invariably did so; no attempts seem to have been made to avail themselves of the action of gravity down the steep declivities: and the most disastrous effects were occasionally produced by the wagons running "a main," down the steep declivities. A brake, or convoy, being used, as above described, to regulate their descent, this brake was pressed by the man with more or less force, according to the declivity of the road, or the velocity with which he wished the wagons to descend. In wet or damp weather, the wheels, by *licking* up the dirt and mud from the rail, became so slippery that the action of the brake was almost destroyed, and the attendant resistance of the carriage; and the muscular force having thus no power over the loaded carriage; it frequently got away, destroying everything in its course, perhaps killing the horses that happened to be upon the declivity, and was finally dashed to pieces at the bottom. These accidents were not uncommon, and the destruction caused by them, and the narrow escapes which the men themselves frequently experienced, are in the recollection of many now living. To obviate this inconvenience in wet weather, boys and men were employed stepping ashes upon the rails down the steep declivities, or, as they were termed, "runs," to cause the brake to take effect; and, in some states of the weather, where very steep declivities occurred, the work was obliged to be stopped entirely.

Frequently, where very steep descents occurred, for many days the work was laid off on account of the weather; a sudden shower of rain occurring, when any of the wagons were upon the declivity, set the whole away; and men were stationed to draw ropes, as booms, across the line of road, to stop their progress. If the ropes could be drawn across before their momentum became very great, the damage was less; but, if they broke the ropes, then the most disastrous effects followed.

When the double wooden way came into use, planted with iron, and occasional ascents intervened, more care was taken in forming the road, and a horse was enabled to take a chaldron wagon, containing 53 cwt. of coals, exclusive of the weight of the empty wagon; still, however, the evil occasioned by the wagons "running amain" down the steep declivities remained.

And when the cast-iron wheels were brought into use, the hind wheels of the wagon were still made of wood, that the brake might be enabled to take a

better hold in regulating the descent. The brake, for a long time, only acted upon the hind-wheels, and in that case I suppose they found it necessary to retain the wooden wheels, to secure sufficient hold. After it was prolonged beyond the fulcrum, and made to act upon both wheels, the effect being doubled, I presume they found its action upon the cast-iron wheels sufficiently powerful, on such descents as they traversed, to secure the proper hold; and the wooden wheels were therefore relinquished.

The next improvement was the adoption of iron rails, and then the load of the horse was increased to nearly double the quantity heretofore taken upon the wooden rail; and this also led to a complete change in the disposition of the road. By the substitution of iron-rails the resistance was so much diminished, that the brake could no longer afford security to the wagons descending steep hills; and recourse was obliged to be had to other modes of descending them, and of restraining the velocity of the wagons. It is supposed that those circumstances led to the adoption of what is called the "self-acting inclined plane," on which the surplus gravity of the loaded wagons was usefully employed in dragging the empty ones up to the plane.

The prevailing means of draught then was:—horses upon the level, or slightly descending, or ascending lines of road, and self-acting planes, upon the steep declivities.

Afterwards, when the steam engine became the prevalent moving power for almost every other mechanical purpose, its action was employed upon Railroads; in dragging the wagons up ascents on the line of road, by means of a rope extending from the engine to the wagons.

And lastly, the power of locomotion was given to the steam engine; and it was in that manner applied to drag the wagons along the more level parts of Railroads, without the intervention of a rope.

Having thus given an outline of the various species of motive power successively employed in transporting goods along Railroads, I shall now, for the sake of greater perspicuity, treat of them under their respective heads, viz:

1. HORSES.
2. GRAVITY, acting as self-acting planes.
3. STEAM-ENGINE, fixed with ropes.
4. STEAM-ENGINE, with locomotion.

I.—Horses.

Any description of this species of power would be quite superfluous. Of all quadrupeds, the horse is the best adapted for use as a moving power, especially in the way that his muscular action is here employed. In dragging carriages upon a Railroad, we can always adapt the line of draught to the direction of his muscular force, so that the greatest effect is thrown upon the line of traction. When a horse makes an effort to drag a carriage, he bends his body forward, and throws that part of the weight of his body upon the collar, which is required to overcome the resistance of the carriage; and the muscular force of his legs is employed to keep up this action, and to move his body forward. His effort then is resolvable into two parts; viz: the action upon the load, and that required to urge his own body forward. No very satisfactory experiments have yet been made, to ascertain the precise amount of each; or what proportion the constant exertion which a horse is capable of bestowing upon the load bears to his own weight.

Dr. Desagulier states the effect at 200 lbs., moved at the rate of two and a half miles an hour for 8 hours a day; or 200 lbs 20 miles a day. Mr. Smeaton found his performance less. Mr. Watt states it at 150 lbs., moving two and a half miles per hour. I shall not at present enter into this question, farther than what is necessary to determine the degree of inclination of road; beyond which it would not, on any account, be prudent, or even practicable, to employ the action of horses.

I shall assume 150 lbs. as the amount of a horse's power, at that velocity which should be kept up in conveying goods along a Railroad. I am aware, that occasionally, he may be able to exert considerably more power upon the load; but it must be at the expense of time, and should not therefore enter into the calculation. A moderately sized horse will weigh about 10 cwt. or 1120 lbs. Taking this as our datum, we may reckon his muscular exertion divided into eight parts; seven of which are required to urge his own weight forward, and one that of the load. Now, if the acclivity of the road be so increased, until the gravity of the horse's own weight amount to that proportion of his power which he is capable of exerting upon the load, then the muscular effort will be the same in both cases. He is capable of exerting upon the load a force equal to a se-

venth part of his own weight; and therefore the angle of inclination will be about $8^{\circ} 15'$; and, upon this acclivity, the exertion required to overcome the gravity of the horse's own weight, is equal to the force he is capable of bestowing upon the load on a level plane.

In laying out a Railroad, therefore, with a view of employing the motive power of horses, all ascents should be carefully avoided; the diminution of his power being so very rapid, that very little effective power will be left for the action upon the load. Even on moderate acclivities, the road should, if the level of the two places will not admit of a moderate inclination, be divided into successive platforms, separated by short ascending planes, upon which some other species of power should be employed.

II.—Gravity.

The first introduction of inclined planes, whereon the gravity of a heavy body downwards was employed to assist, or effect, the moving of a less heavy body, up a plane inclined to the horizon, appears to have been upon canals; where the weight of the loaded boats lowered down were made to draw the empty boats up, a sloping plane, from one level to another.

In the year 1788, Mr. Reynolds completed, at the Kettle Iron Works, an inclined plane, formed of a double Iron Railroad, by which a loaded boat, in passing down a frame constructed for the purpose, drew up some boats which were empty. Since that time many inclined planes have been made upon Railroads, for the purpose of drawing up the empty carriages, by the gravitating power of the loaded carriages down the plane.

On public and other Railroads, where the quantity of goods to be conveyed is fluctuating, and is, or is likely to be, the same in both directions, this species of power cannot be resorted to.

It is only where a preponderance of goods has to be conveyed in one direction, and where, upon any declivities occurring in the line of road, that preponderance is capable of overcoming the gravity of the returning carriages, that the action of gravity can be used to advantage.

It will therefore be of importance, in the subject of Railroad conveyance, to ascertain upon what declivities, with a given preponderating load, this power is available.

The object of all such inclined planes being to convey down a certain quantity of goods in a given time, and to do this with the least expenditure of power; in forming a Railroad, therefore, with a view of using this species of traction, it is not only necessary that the descent of the plane be such as to give a preponderance to the loaded carriages over those which are empty; but such a preponderance as will cause them to descend, and drag up the empty carriages with the requisite velocity.

If we give to the plane a greater inclination than requisite, we expose the rope and carriages to an unnecessary strain, and consequently to additional wear and cost; and if the inclination be not sufficient, the proper performance will not be accomplished. I shall, therefore, first of all, endeavor to develop the laws which govern bodies descending inclined planes, and afterwards give such practical illustrations, as I trust will render the subject a matter of easy calculation to those interested.

The phenomena of falling bodies is now well known, and the laws by which they are governed in falling down inclined planes.

The force with which a body is accelerated down an inclined plane, is to the whole gravitating force of the body falling freely; as the height of the plane is to its length, or as the sine of the inclination of the plane is:—

Let H = the height of the plane,
 L = its length,
 W = weight of the descending body.

Then the gravitating force of the body down the plane, which may be expressed by G , will be

$$G = \frac{WH}{L} \quad (1)$$

Or, making I the inclination of the plane, we have $G = W \sin. I$.

If we make $r = 16\frac{1}{2}$ feet, the space which a body will descend in a second by falling freely; and t = the time in seconds,

$$\text{Then } S = \sin. I \cdot rt^2 \text{ or } S = \frac{G}{W} \times rt^2 \quad (2)$$

$$\text{and } t = \sqrt{\frac{S}{Gr}} \quad \text{or } t = \sqrt{\frac{S}{\sin. I \cdot r}} \quad (3)$$

For instance, if the height of the plane be equal to the 36th part of its length, or the descent be 1 inch in a yard; then by (th. 1) the force by which the body is urged down the plane, will be equal to the 36th part of its weight; and (th. 2) the space which it will describe in the first second of time, will be the 36th part of 16 1.2 feet, or 5 13-36 inches; and by the laws of falling bodies, the spaces passed over being as the squares of the times, the space described at the end of any other time will be equal to the square of that time multiplied by 5 13-36 inches; and the time of descending the plane will be equal to the square root of the length in inches, divided by 5 13-36 inches.

This will be true when the body descends the plane by sliding, and without friction; but, as in practice, the carriages are generally placed upon wheels, which roll down the plane, and none are without friction, we must, therefore, make allowances for these causes of retardation, otherwise the result in practice will not accord with the theorem.

If a wheel, A, roll down an inclined plane, making G the centre of gravity, O the centre of oscillation, and S the point of suspension; then the force which accelerates the centre of gravity down the plane, will be that part of the accelerating force of gravity expressed by

$$\frac{SG}{SO} \times \frac{H}{L} \text{ or } G = \frac{SG}{SO} \sin. I \quad (4)$$

The friction of carriages moved on Railroads will be afterwards shown not to differ materially from a uniform resistance; we may, therefore, express the resistance opposed by friction to the body moving freely down the plane by F, and consider the gravitating force diminished in amount equal to F, or to the force opposing the free motion of the body down the plane by the resistance of friction. Hence, retaining the former symbols,

$$\text{we have } S = \frac{SG}{SO} \sin. I - F \times rt^2 \quad (5)$$

$$\text{and consequently } F = \frac{SG}{SO} \sin. I - \frac{S}{rt^2} \quad (6)$$

The above formula is on the supposition that the entire body rolls down the plane; but, in the case of wheel carriages, the wheels only roll down, while the body of the carriage travels at the same rate of speed as the centre of gravity, G. Let W = the weight of the body of the carriage, w = the weight of the wheels,

$$\text{Then } G = W + w \frac{SG}{SO} \sin. I \quad (7)$$

$$S = G - F \times rt^2 \quad F = G - \frac{S}{rt^2} \quad (7)$$

Or, as it may be more convenient to express the resistance in lbs., the following notation may, for practice, be retained.

$$F = W + w \sin. I - \frac{\left(W + w \frac{SO}{SG} \right) \times S}{rt^2} \quad (8)$$

$$\text{and consequently } t = \sqrt{\frac{\left(W + w \frac{SO}{SG} \right) \times S}{W + w \sin. I F \times r}} \quad (9)$$

We can thus determine the friction F, of any carriage or wagon by the formula (8.) by causing it to descend a plane of a known declivity, and ascertaining the space passed over in a given time; the difference between the space actually passed over, and that which the carriage ought to have described in descending freely, will be the diminution by the effect of friction, and will be a correct estimate of its amount.

This applies to a body, or a system of bodies, descending an inclined plane opposed only by their own friction and inertia; but, in practice, the principal use made of this species of motive power, is in employing the preponderance of a descending train of loaded carriages, to drag the returning empty carriages up the plane. The gravitating force of the descending train of carriages, is then not only opposed to their own inertia and friction; but also to the inertia, friction, and gravity of the ascending train of carriages; and if, as must always be the case,

the motion of these trains is affected by a rope, passed over a roll or wheel at the top of the plane, and over small sheeves upon the whole length of the plane: we must, consequently, in applying the previous theorem to practice, take all those resistances into consideration.

Let W' represent the inertia of the ascending train of carriages, rope, wheel at the top, and sheeves upon the plane.

F' = the friction of the descending train of carriages, the friction of the ascending train, their gravity, and the friction of the rope, wheel, and several sheeves upon the plane.

And $G = W - \frac{H}{L}$ the gravitating force of the descending train or moving power.

$$\text{Then } S = \frac{G - F'}{W + w \frac{SO}{SG} + W'} \times rt^2 \quad (10)$$

$$t = \sqrt{\frac{W + w \frac{SO}{SG} + W' \times S}{G - F' \times r}} \quad (11)$$

$$\text{Thus } F' = G - \frac{W + w \frac{SO}{SG} + W' \times S}{rt^2} \quad (12)$$

The preceding expression of W', is composed of the weight of the descending carriages, and inertia of the wheel and sheeves; the former is readily known, but the force required to overcome the vis inertiae of the latter, and give them the proper velocity, will depend much upon form of the different sheeves, &c. In any system revolving round an axis, passing through the centre of gravity, the resistance which each particle opposes to a change in its angular motion, is, as the square of the distance from the centre of motion. In order, therefore, to find the force necessary to put the sheeves, &c. into motion—

Let Q = the quantity of matter, or weight of the body; SR the distance of the centre of gyration, from the axis of motion; and SD the distance from the axis, at which the force is applied to communicate motion to the sheeve; then $\frac{Q \times SR^2}{SD}$ supposed

to be placed at the distance SD, from the centre of motion, will represent the same resistance to angular motion, as if the weight of each particle was multiplied into its distance from the axis. It is not perhaps necessary to pursue the inquiry with that minuteness, as to ascertain either by experiment or calculation the distance SR; if we take $\frac{SR}{SD} = .5$, W being 1, it will be sufficiently near for practice.

If, therefore, a = the inertia of the ascending train = $a' + a''$; a' being the weight of the body of the carriage, and a'' that of the wheels.

b = the weight of the rope.
c = the inertia of each wheel or roll, and c' that of the sheeves = half their weight.

Then W' = $a + b + c + c'$
And if F = the friction of the descending train,
f = the friction of the ascending train,
g = their gravity,
φ = the friction of the rope, sheeves, &c.

$$\text{Then } F' = G - \frac{(W + w \frac{SO}{SG} + a + a' + b + c + c') \times S}{rt^2}$$

consequently $F' = F + f + g + \phi$,
And, therefore, having the friction of the carriages, and their gravitating force, the friction of the rope, &c. will be

$$\phi = F' - F + f + g \quad (13)$$

In the application of the inclined plane to practice, it will be requisite, as before stated, that the quantity of work should be done with the least cost; and this will be accomplished, when the descent of the plane is such, as will perform the work required,

without laying any unnecessary strain upon the rope employed for the purpose: this can be effected, either by employing a commensurate number of carriages upon, or by giving additional elevation to, the plane. Any body, or system of bodies, placed upon a plane inclined to the horizon, will, if the gravitating tendency of the body down the plane exceed its friction, begin to descend, and its motion will be accelerated according to the laws of falling bodies, and will pass down the plane in a certain time; and this will be the same, whatever be the number of carriages: but, if we employ this system of bodies, or train of carriages, to drag up a certain number of empty carriages by means of a rope, we shall require a certain preponderance of gravitating force to accomplish it in a given time; we can, therefore, either increase the number of carriages, until the aggregate sum of their gravitating forces amount to this preponderance; or we can, by elevating the plane, increase each individual gravitating force, until we acquire the same preponderance.

If we are restricted as to the number of carriages that can be conveyed down at a time, we must then necessarily have recourse to the latter method; but, if no such restriction exist, we can then give to the plane that elevation which will perform the work with the best effect. The proper inclination of planes cannot, however, be found without a perfect knowledge of all the circumstances attending their mode of action: such as the friction, the wear of ropes, &c. I shall, therefore, pass over these considerations at this time, and refer to them again.

RAILROAD IRON.—The following is a copy of the Act for the remission of the duties on Railroad Iron, an Act to release from duty Iron prepared for, and actually laid on, Railways or Inclined Planes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That when it shall be satisfactorily proved to the Secretary of the Treasury, that any Rail Iron imported for the purpose of being applied in the construction of any Railroad or Inclined Plane by any State or incorporated company, has been actually and permanently laid on any such Railroad or Inclined Plane, that then, and in that case, he may allow a drawback of the duty on such Railroad Iron so laid, or if the duty shall have been actually paid, he may refund the same, anything in any act to the contrary notwithstanding; Provided, that no Iron shall be considered as Railroad Iron but such as is prepared to be laid upon Railroads or Inclined Planes, without further manufacture.

BOSTON AND OGDENSBURG RAILROAD.—Our readers will doubtless recollect that this splendid project excited much attention and solicitude two or three years ago; public expectation was greatly increased in consequence of the Montpelier Convention; and yet from that moment it seems to have died away on the public mind like the remembrance of a pleasing dream. We are much gratified however to perceive that the project has not been lost sight of by the invisible prompters behind the curtain. At the late session of the New Hampshire Legislature an act was passed, incorporating the "Boston and Lake Ontario Railroad Company," and it will be seen by reference to the notice in another column that application will be made to our Legislature, at its next session, for a similar act of incorporation. The whole line will then be laid open under the sanction of the laws of four different states:—Massachusetts, New Hampshire, Vermont and New York.

Then will come the tug of war—the means of execution. On this point there is no reason for despondence. The great capitalists of Boston are awake to the importance of the enterprise, and there is good ground for believing that, through means of foreign and domestic capital, the road will be made from Boston to this place, within a much shorter period than many of its warm friends dare hope at this moment. That part of the road from Boston to the New Hampshire line, via Lowell, is now in a vigorous train of execution; and our neighbors on the opposite of the Lake are forging out another bright link for the great chain, in the Port Kent and Ausable Rail-Road, fifteen miles, on the route explored by the scientific Mr. Hayward, of Boston, who subsequently surveyed the entire route to Ogdensburgh.—[Burlington Free Press.]

TAYLORSVILLE, Aug. 10.—We have commenced opening the new road from Richmond to Fredericksburg, and have opened it about five miles, and a beautiful road it is. We shall commence again in a few days, and hope by the 1st of September to have

| | |
|---|--------|
| it opened from Golansville to the Henrico line. The distance will be— | |
| Brook Turnpike | 5 3.8 |
| Taylorville | 12 1.2 |
| Golansville | 9 7.8 |
| Fredericksburg, old road now travelled 24 | |
| which can be shortened at least 3 miles. | |
| Total. | 52 1.8 |

The annexed account of the trial of a new Locomotive Engine, of American manufacture, by Messrs. DAVIS & GARTNER, of York, Pa., affords us much pleasure, as we have heard it remarked that steam engines could not be used upon the Baltimore and Ohio Railroad, without material injury to the rails, in consequence of the curves—some of which are constructed upon comparatively short radii. This trial we should think, would do away that impression; as it must be considered, for a first trial of a new engine, as altogether successful, and highly satisfactory to the Railroad Company, as well as to the manufacturers. We should be very much obliged if the gentlemen concerned in its construction, would furnish us with a drawing and a description of the machine, that we may have an engraving made for this Journal.

We would here observe that we should be under obligations to any gentleman who may have made, or may hereafter make improvements in Railroad machinery, to furnish us with drawings, and permission, if not improper, to publish them. It may promote their interest, and render our Journal more interesting.

[From the Baltimore Patriot of August 17.]

"There is one great advantage in this horse; he neither eats nor sleeps, nor costs anything in shoeing, and ambles without wings in such a manner that his rider may hold a cup full of water in his hand, without spilling a single drop, his motion is so smooth and easy, for which reason, the fair Magaloua delighted much in taking the air upon his back."

"I should be glad to see this same beast," replied Sancho. [Don Quixote.]

A horse which the discerning Sancho would have pronounced of the same merit and mettle as the famous "Wooden Peg the Winged," having been constructed by those ingenious magicians, Messrs. Davis & Gartner, of York, Penn., a trial was made yesterday of his speed and bottom, which resulted very much in favor of his pedigree. With a train of six passenger cars, conveying about 90 passengers, he left the Pratt street depot at four minutes past six in the morning, and conveyed his burthen, a fair portion of which consisted of ladies, in a very gallant style to Ellicott's Mills, in one hour precisely. The party having breakfasted here, proceeded to the foot of the Inclined Plane, No. 1, a distance of forty-one miles from the depot, which was accomplished by 28 minutes past ten o'clock, the actual time of travel, exclusive of stoppages, being three hours and ten minutes, which is at the rate of nearly 13 miles the hour. At the foot of the inclined plane, all the passenger cars from Frederick, except one, were added to the returning train, which started at eight minutes past twelve; and the first 15 miles of the return were accomplished in an hour. Ten miles and a half were done in forty minutes. At twenty-three minutes past three P. M. the cars reached the Pratt street depot, where they were detached from the locomotive, in order to be brought into town by horses. The actual time consumed in returning (the stoppages amounting to fifteen minutes) was precisely three hours, a little more than 13 miles the hour. We have subjoined more particularly the times in which various distances were accomplished. It must be recollected that the elevation overcome in the 41 miles to the foot of the inclined plane was 567 feet, the actual height of that point above tide being 633 feet. From the mouth of Gillis' Falls to the foot of the plane, a distance of four miles, the elevation varies from 32 to 57 feet the mile; yet this part of the road was ascended in 15 minutes, or at the rate of 16 miles an hour; the engine not using all its power, but throwing off redundant steam a great portion of the time. The whole time lost in stoppages in ascending and returning, was three hours twenty seven minutes; so that the 82 miles were accomplished in the actual time of five hours fifty-two minutes.

This satisfactory trial, we presume, will induce the company forthwith to apply steam power on the road for the transportation of both passengers and burthens. The engine, on this trip, performed what ordinarily requires the labor of 52 of the company's

horses; and the engineer and two assistants served the purpose of six drivers.

We were insensible of any loss of speed at the curvatures, which are the greatest on this part of the road; on the contrary, the huge bulk moved along with regular and astonishing speed, apparently unretarded either by the winding or the ascent of the way. This speed is quite adequate to what is required or desirable on the road. The delay from the necessary stoppages will moreover be diminished considerably hereafter. Yesterday, for example, ten minutes were sometimes consumed in "watering,"—which, by providing a proper head of water, may easily be done in two minutes. The power of the engine was never fully tested, steam being constantly let off the whole way. A few days since, with a heavier train, it performed the distance from town to Ellicott's Mills, 13 miles, in 54 minutes. The fuel is anthracite coal; less than half a ton was used in the ascent of the 41 miles.

This very successful experimental trip naturally gave great satisfaction. In the short time of five hours fifty-two minutes, the party had travelled, without fatigue, what was equivalent to one-third of the journey to the Ohio, by the contemplated road, with a company of 90 persons, (145 in returning,) with a weight of 50 tons, and with a single engine; establishing the fact, that within the twenty-four hours, a merchant might travel from the mouth of the Patuxent to the banks of the Ohio. How short a time since such a vision of improvement would have cast a doubt on the sanity of the prophetic seer!

In order to show that the powers of the engine remained unabated until its return to the Depot at Baltimore, we subjoin the following statement of the rate at which it travelled from the Mills to town.

| | Min. | Sec. |
|--|-----------------------------|-------|
| From Depot Ellicott's Mills to Mile post | | |
| No. 13 was run in | 30 | |
| From 1st mile post to 2d | 5 | 15 |
| 2d to 3d | 4 | 37 |
| Next Mile | 4 | 33 |
| do | 4 | 35 |
| do | 4 | 40 |
| do | 4 | 40 |
| do | 4 | 20 |
| (17 1-2 m. hour) Gadsby's run embankment | 3 | 25 |
| Next Mile | 4 | 25 |
| do | 4 | 20 |
| do | 4 | 52 |
| do | 3 | 28 |
| To Depot Switch | 2 | 50 |
| Thence to end of mile | 1 | 40 |
| | Minutes | 58 00 |
| Time of arrival | II. M. S. | |
| Starting | 3 31 10 | |
| | 2 33 | |
| | 58 10 for Trip, or 13 miles | |
| | in 57 40. | |

[From the Saratoga Sentinel.]

SARATOGA AND SCHENECTADY RAILROAD.—It is now between five and six weeks since this road was opened, and though, owing to the cholera, there has been a general suspension of travel in the country, and not more than an eighth or tenth the usual number of summer visitants at the Springs, still the receipts on the road have much exceeded what was anticipated when it commenced running. They have thus far exceeded 75 dollars per day, and were more than \$600 last week. This of itself is sufficient to show that the estimates of income heretofore made have not been exaggerated; for if out of an eighth or tenth of the usual business, and the northern travel almost wholly cut off, such an income is received, it seems to be placed beyond all doubt, that with a healthy season, a return of business and of travel, the receipts will be very heavy. If the present, indeed, may be considered an index, and the travel should be at the same ratio when we have an ordinary season, the receipts would not be less than four to five hundred dollars a day during the months of July and August, and would be very handsome during the spring and autumn; and this, too, without taking into account the freight which will be conveyed. We have seen enough to satisfy us that this road will prove one of the most lucrative investments in the State.

The London and Birmingham Railway Bill was lost in the House of Lords on Tuesday last, by the Committee dividing on the question whether "such a case had been made out as would warrant the forcing of the proposed Railway through the lands and

property of so great a number of dissentient Landowners and Proprietors," the quantity of land required for the Railway which belonged to owners who dissented and to those who did not dissent being nearly equal. No evidence was adduced to impugn the case for the Railway; so that the failure of the Bill must be referred exclusively to the dissent of landowners.

In consequence of this decision of the Committee a meeting was held of Members of the two Houses, and other persons friendly to the measure, at which Lord Wharcliffe presided, and at which the opinions appear to have been unanimous as to the national utility of the undertaking and the probability of success in another session; and to these opinions we attach the greater weight from the character of the Members who delivered them. Some encouragement of this sort is required to reconcile a very numerous and influential part of the public to their severe disappointment.

We forbear touching on the principle which regulated the decision of the Committee, from deference to the judgment of the Noble Chairman of this meeting; but we trust that, before the Bill is again brought into Parliament, the arguments of his Lordship, and the other enlightened friends of the measure, will have induced the Noble Lords who have hitherto opposed it, to view the question in a different light. The promoters of the Bill must on no account be discouraged by a first failure.—[English Paper.]

SCHENECTADY, August 16.

To the Editor of the Albany Evening Journal:

Sir—I observed in the Journal of this evening a statement, "that a small boy was run over, and instantly killed, this morning, by the Railroad Locomotive Engine." The statement is entirely without foundation; and I am unable to discover the motive which induced your informant to make it. No accident has occurred to give the least ground for the report. Respectfully, your obedient servant.

JOHN B. JERVIS, Engineer M. & H. R. R. Co.

Canal Breach.—A breach occurred in the canal at Utica, on Saturday night, by reason of heavy rain. It will probably take ten days to repair it.

THE CHOLERA.

Friday, August 17.—The new cases to-day are, in the city at large, 28, and 11 deaths; in the Hospitals, 25 cases, 8 deaths; at Yorkville, 9 cases, 1 death; at Bellevue, 1 case, 1 death.

BROOKLYN, Aug. 16.—Number of new cases not ascertained; deaths 4.

FLATBUSH.—The disease in this village has been uncommonly malignant: there have been about 12 deaths, chiefly colored persons. On the 16th 3 deaths were reported.

YONKERS, West Chester.—From July 22d to Aug. 6th, there were 9 cases and 5 deaths. No new cases since the 6th.

POUGHKEEPSIE, August 14.—No new cases, no deaths. The whole number reported since the commencement, 152 cases, 97 deaths.

HONESDALE, (N. Y.)—John Talmadge, recently from New-York, died at that place on Tuesday, the 14th inst.

HYDE PARK.—Two cases reported on the 12th, at the lower part of the village; one dead, one convalescent. On the 13th, 1 case and 1 death.

ALBANY, Aug. 16.—New cases 8, deaths 3.

CANAJOHARIE.—A Canal boat passed through this place, says the Canajoharie Telegraph, on the 5th instant, having on board a great number of German and French emigrants. Three deaths had occurred on board, one of small pox and two of cholera. The captain and hands belonging to the boat had taken the horses and left the passengers, who have made arrangements to prosecute their way to Buffalo.

ROCHESTER, Aug. 12.—The Board of Health report 9 new cases and 1 death. On the 13th, 10 cases and no deaths.

BUFFALO, Aug. 10.—New cases 5, deaths 4, within the last 24 hours. On the 8th, new cases 4, deaths 0. On the 9th, new cases 2, deaths 3.

NEWARK, Aug. 14.—1 case. On the 15th, 5 cases and 1 death. On the 16th, 4 cases and 1 death.

NEW-BRUNSWICK.—From the 7th to the 14th, 100 cases and 18 deaths in private practice, and in the hospital 7 cases and 4 deaths. Total 107 cases and 22 deaths.

PHILADELPHIA, Aug. 16, noon.—New cases 94, deaths 30.

CITY OF BOSTON, Aug. 15, 1832.—9 o'clock, P. M.—Having been informed that a person residing in South-street Place has died of the Spasmodic Cholera this afternoon, and from the lateness of the hour it not being convenient to assemble the Board of Health Commissioners, I have deemed it expedient to give this public notice of the event.

CHARLES WELLS, Mayor.

Saturday, Aug. 18.—The new cases to-day are, in the city at large, 38, and 6 deaths; in the Hospitals, 32 cases, 10 deaths; at Yorkville, 6 cases, 3 deaths.

BROOKLYN, Aug. 17.—In the village, new cases 12, deaths 7. In the hospital, new cases 2, deaths 0.

Aug. 18.—New cases 4, deaths 0.

SING-SING, Aug. 17.—New cases 1, deaths 0.

POUGHKEEPSIE, Aug. 15.—In the village, new cases 4, deaths 4. On the 16th, new cases 5, deaths 5. On the 17th, new cases 3, deaths 1. In the County Poorhouse, 1 new case. Total cases from the commencement, 104; deaths 73.

ATHENS, (Greene Co.)—From the 3d to the 14th, there have been 7 cases and 6 deaths.

ALBANY, Aug. 17, 12 M.—New cases 22, deaths 5.

TROY, Aug. 14.—Deaths 3. Aug. 15, deaths 1. Aug. 16, deaths 3.

WHITEHALL.—From the 2d to the 9th August, 1 death in the village, and 2 of persons belonging to it; one five miles south of it, the other at Shoreham, Vt.

SCHENECTADY, Aug. 13.—Deaths during the past week 10; of which 6 were from cholera.

ROTTERDAM, Aug. 13.—During the past week, 5 or 6 cases and 2 deaths.

SALINA.—Three severe cases have occurred here within a few days—2 fatal.

LIVERPOOL, Aug. 10.—1 case and 1 death. On the 12th, 1 case. On the 13th, 3 cases and 2 deaths.

GLEN, Aug. 9.—There have been in all 5 cases and 3 deaths in this town. In the County Poorhouse 10 cases and 4 deaths.

ROCHESTER, August 14, 4 P. M.—New cases 23, deaths 7.

BUFFALO, Aug. 11.—New cases 3, deaths 3.

PROVIDENCE, August 15.—One new case, a black man—convalescent.

PHILADELPHIA, August 17, noon.—New cases 90, deaths 26.

WILMINGTON, (Del.)—On the 13th, the Medical Board reported seven new cases of cholera, with two deaths; two of the cases having occurred in Brandywine village. Two patients have died since.

Sunday, Aug. 19.—The new cases to-day are, in the city at large, 28, and 9, deaths; in the Hospitals, 28 cases, 9 deaths; at Bellevue, 1 case, 0 death.

Monday, Aug. 20.—In the city at large, new cases 28, deaths 9; City Hospitals, cases 27, deaths 9.

We learn that four seamen from the U. S. ship Fairfield, passengers by the packet schr. Portsmouth, which arrived on Wednesday from Norfolk, died on the passage. Capt. Henry Heliker, the master of the Portsmouth, a worthy and respectable man, died in this city on Saturday of cholera.—[Mercantile.]

BROOKLYN, Aug. 18.—New cases 4, deaths 0.

Aug. 19.—New cases 10, deaths 7.

SING-SING PRISON.—Total number of cases from commencement 281, deaths 89.

ALBANY, Aug. 17.—New cases 12, deaths 5.

Aug. 18.—New cases 26, deaths 14.

GREENBUSH, Aug. 16.—New cases 3, deaths.

ROCHESTER, Aug. 15.—New cases 26, deaths 11.

BUFFALO, Aug. 13.—New cases 3, deaths 5.

SCHENECTADY.—There have been in this village within a few days, 6 cases and 4 deaths.

FREDONIA.—Since the last report, new cases 6, deaths 3.

SACKETT'S HARBOR, Aug. 14.—One fatal case on the 7th; no new cases since. The village healthy as usual.

UTICA, Aug. 16, 1 P. M.—From Monday 13th to 16th, there were 23 cases and 14 deaths. A letter of the 16th, 4 P. M. states that "the utmost consternation prevails; families are removing, stores closing, and business at a stand. Contrary to all

expectations, the cholera has attacked those persons, who were to possess correct habits, and who moved in the first sphere in society; but now the cholera begins to attack the dissipated and the filthy."

OGDENSBURGH, Aug. 14.—New cases the preceding week 16, deaths 4.

PRINCETON, Aug. 18.—Since last report, new cases 8, deaths 2.

TRENTON, Aug. 18.—Since last report, new cases 0, deaths 3. Hospital cases from commencement, 24, of which 16 have died, and 8 recovered.

PHILADELPHIA, August 18, noon.—New cases 74, deaths 18.

WILMINGTON, (Del.) Aug. 15.—New cases 8, deaths 1; on the 16th, new cases 4, deaths 2.

NORFOLK.—13th, 31 new cases, deaths 14. Of the deaths only 11 were whites.

In PORTSMOUTH the disease is rapidly abating. Total new cases in the last 72 hours 18. Of these and previous cases there have died in the same period only eight.

ST. LOUIS, Aug. 12.—The St. Louis (Missouri) Free Press states that the cholera is raging in that city, and that a great many fatal cases had occurred.

Tuesday, Aug. 21.—New cases in the city at large 24, deaths 8; at the City Hospitals, 20 cases, 6 deaths.

BROOKLYN, Aug. 20.—The physicians have made no report this day. Interments the last 24 hours 11; cholera 6.

ALBANY, Aug. 20.—New cases 12, deaths 10.

MANLIUS.—Two cases, 1 dead.

ROCHESTER, Aug. 15.—New cases 26, deaths 11; the greatest number since the disease commenced.

Aug. 16.—New cases 15, deaths 4.

Aug. 17.—New cases 22, deaths 6.

BUFFALO, Aug. 13.—New cases 3, deaths 5.

NEWARK, Aug. 17.—New cases 2, deaths 1.

PHILADELPHIA, Aug. 20.—New cases 54, deaths 18.

NORFOLK, Aug. 16.—The Board of Health have resolved in future to report only the daily interments without designating the diseases. The interments reported on the 14th were 22; on the 15th, 19; and on the 16th, 26. Total in 3 days, 67. Of this number only 18 were whites.

PORTSMOUTH, Aug. 15.—In the last two days, new cases 17, deaths 9.

SUFFOLK, Aug. 14.—Several cases, and a few deaths.

ELIZABETH CITY, (N. C.) Aug. 15.—In all 3 cases, 2 deaths, and one recovering—all colored. The 2 who died were man and wife, very dissipated. Capt. Folk, of the schr. Cyane, was attacked this morning, and is very ill.

Wednesday, Aug. 22.—The new cases to-day are in the city at large, 28, deaths 15; at the City Hospitals, 18 cases, 5 deaths; at Bellevue, 2 cases, 2 deaths.

BROOKLYN, Aug. 21.—New cases 9, deaths 1.

SING-SING, August 21.—New cases 4, deaths 2.

HAVERSTRAW, Aug. 20.—Whole number of cases since the 12th 7, deaths 2.

ALBANY, Aug. 21.—New cases 17, deaths 5.

TROY, Aug. 20.—Deaths from Cholera for the last four days ending this day, 4.

UTICA, Aug. 18.—New cases 34, deaths 9.

LOCKPORT, Aug. 15.—New cases 2, deaths 2.

BATAVIA, Aug. 16.—New cases 1, deaths 1.

PORTLAND, August 13.—Two cases occurred on board the brig Harvest, from New-York, Captain Drinkwater, of this port, at quarantine in this harbor—one a white man, dead—the other a black, in a state of collapse.

NEW-LONDON, (Conn.) Aug. 21.—We are sorry to learn by passengers who arrived in yesterday's [21st inst.] steamboat, that some 8 or 10 cases of Cholera, (or as the New-London Doctors call the disease, spotted fever) have occurred in that place within the last few days.—[Mercantile.]

NEWARK.—On the 18th, 15 cases and 7 deaths. On the 20th, 15 new cases and 3 deaths.

RAHWAY, Aug. 20.—During the preceding week, 6 cases and 2 deaths have been reported—3 of them were blacks.

CAMDEN, (N. J.)—3 cases and 2 deaths.

FRANKFORD, (Pa.) August 18.—New cases 6, deaths 2.

PHILADELPHIA, August 21.—51 cases, 9 deaths.

READING, Aug. 17.—New cases 4, deaths 4.

POTTSVILLE, Aug. 17.—In all, 7 cases and 3 deaths.

SALISBURY, (Pa.) August 11.—1 new case and 1 death.

WILMINGTON, (Del.) August 15.—New cases 8, deaths 1. On the 16th, new cases 4, deaths 5.

WASHINGTON CITY, Aug. 14.—One case—dead.

SANDUSKY, (Ohio) Aug. 7.—Five new cases the preceding week—two fatal, both interperate. A letter of the 8th states that Gen. Crawford was very ill with the disease.

Thursday, Aug. 23.—The new cases in the city at large, to-day, are 31, and 16 deaths; at the City Hospitals, 36 cases, 7 deaths; and at Yorkville, 2 cases, 1 death; Bellevue, 3 cases, 3 deaths.

ATHENS, (Greene Co.)—Whole number of cases up to 21st inst. 12, deaths 10.

POUGHKEEPSIE, Aug. 22.—The Dutchess Republican says, since our last publication, there have been 18 cases and 12 deaths reported in private practice, and 3 new cases and 6 deaths at the poorhouse, in which 3 remained under treatment. Total cases in the poorhouse 106, deaths 77.

ALBANY, Aug. 22, 12 M.—New cases 23, deaths 8.

SCHENECTADY, Aug. 18.—New cases 4, deaths 2.

BUFFALO, Aug. 18.—One new case and one death.

DETROIT, Aug. 8.—A letter states that the cholera had re-appeared there: for the last two days there were 4 or 5 deaths.

MONTREAL, Aug. 14.—New cases, including hospital 7, deaths 16. On the 15th, new cases 5, deaths 13. On the 16th, new cases 12, deaths 11. On the 17th, new cases 11, deaths 13.

NEWARK, Aug. 21.—New cases 3, deaths 1.

AQUACKANONK.—On the 11th, 2 cases. On the 14th, 1 case and 1 death.

PATERSON, (N. J.)—Total number of cases which occurred in Paterson and Manchester, (the adjoining village) up to 20th inst. amounted to 34, deaths 14.

ELIZABETHTOWN, Aug. 21.—During the last week there were 10 cases and 6 deaths. No case known since that of Miss De Hart, on Saturday.

NEW-BRUNSWICK, Aug. 21.—For the week past, 6 cases and 6 deaths.

PHILADELPHIA, August 22.—49 cases, 9 deaths.

BALTIMORE, Aug. 20.—During the past week, 54 have died of cholera; of which 25 were blacks.

RICHMOND, (Va.)—One doubtful case.

BERMUDA.—We have seen a letter written by a gentleman who left Bermuda on the 26th ult. who denies that the cholera has appeared there, and states that the Island was remarkably healthy. The report brought here by the Queen of the Isles, from Turks Island, is therefore without foundation.—[Merc.]

THE TOWN seems to be slowly returning to its ancient aspect of busy cheerfulness; and though, to one returning after an absence of some weeks, it must still wear a gloomy aspect, yet to those who have remained, it is lately much improved for the better. Wall-street already wears a more animated appearance, and Broadway seems faintly struggling into life. But the Battery is the most lively, and thronged as it is of an afternoon with well-dressed people, is gayer now than earlier in the season. Still, the distress among that class upon whom the burthen of the dreadful visitation has principally fallen, continues to a lamentable extent. So many of the poorer sort have been thrown out of employ by the desertion of the city, that numbers of the industrious and deserving are driven to the necessity of asking a meal from passengers in the streets; and one continually meets with that rarest object of compassion, an American beggar. This melancholy state of things, however, cannot continue long. The return of thousands of our citizens to their wonted avocations, has already found employment for many of these unfortunates; and when the invitation of the Board of Health for people to return to their homes, which we republish to-day, shall have been disseminated through the country, we can reasonably hope for a brighter state of things for all classes.

NEW-YORK AMERICAN.

AUGUST 18, 21, 22, 23, 24—1832.

LITERARY NOTICES.

THE LIVES OF CELEBRATED TRAVELLERS; by J. A. St. John: 3 vols. 12mo. Harpers, New-York.—These volumes constitute Nos. XXXVIII, XXXIX, and XL of Harpers' edition of the Family Library, and furnish very pleasant and varied reading. There is, indeed, a little too much of Mr. St. John himself—a little too much of the first person, and sometimes a lack of interest, as well as of due connexion in the extracts from, and necessarily rapid views of, the travels of those who pass under his review; but it is still a pleasant work. It records the names and enterprise of some, of whom our readers know little, and introduces them familiarly to others, whom they have known. Among the first is Marco Polo, from whose narrative we extract a notice of China, as he saw it in the 13th century, and under circumstances more favorable than Europeans have ever since seen that singular country.

The capital of Southern China, called Quinsai, or Kinsai, by Marco Polo, a name signifying the "Celestial City," was a place of prodigious magnitude, being, according to the reports of the Chinese, not less than one hundred miles in circumference. This rough estimate of the extent of Kinsai, though beyond doubt considerably exaggerated, is after all not so very incredible as may at first appear. Within this circumference, if the place was constructed after the usual fashion of a Chinese city, would be included parks and gardens of immense extent, vast open spaces for the evolutions of the troops, besides the ten market-places, each two miles in circumference, mentioned by Marco Polo, and many other large spaces not covered with houses. By these means Kinsai might have been nearly one hundred miles in circuit, without approaching London in riches or population. That modern travellers have found no trace of such amazing extent in Haag-chen, Kuan-lung, or whatever city they determine Kinsai to have been, by no means invalidates the assertion of Marco Polo; for considering the revolutions which China has undergone, and the perishable materials of the ordinary dwellings of its inhabitants, we may look upon the space of nearly six hundred years as more than sufficient to have changed the site of Kinsai into a desert. Were the seat of government to be removed from Calcutta to Agra or Delhi, the revolution of one century would reduce that "City of Palaces" to a miserable village, or wholly bury it in the pestilential bog from which its sumptuous but perishable edifices originally rose like an exhalation.

I will suppose, therefore, in spite of geographical skepticism, that Kinsai fell very far short of the magnitude which the Chinese, not Marco Polo, attributed to it. The city was nearly surrounded by water, having on one side a great river, and on the other side a lake, while innumerable canals, intersecting it in all directions, rendered the very streets navigable, as it were, like those of Venice, and floated away all filth into the channel of the river. Twelve thousand bridges, great and small, were thrown over these canals, beneath which barks, boats and barges, bearing a numerous aquatic population, continually passed to and fro; while horsemen dashed along, and chariots rolled from street to street, above.—Three days in every week, the peasantry from all the country round poured into the city, to the number of forty or fifty thousand, bringing in the productions of the earth, with cattle, fowls, game, and every species of provision necessary for the subsistence of so mighty a population. Though provisions were so cheap, however, that two geese, or four ducks, might be purchased for a Venetian groat, the poor were reduced to so miserable a state of wretchedness that they gladly devoured the flesh of the most unclean animals, and every species of disgusting offal. The markets were supplied with an abundance of most kinds of fruit, among which a pear of peculiar fragrance, and white and gold peaches, were the most exquisite. Raisins and wine were imported from other provinces; but from the ocean, which was no more than twenty-five miles distant, so great a profusion of fish was brought, that, at first sight, it seemed as if it could never be consumed, though it all disappeared in a few hours.

Around the immense market-places were the shops of the jewellers and spice-merchants; and in the adjoining streets were numerous hot and cold baths,

with all the apparatus which belong to those establishments in eastern countries. These places, as the inhabitants bathed every day, were well frequented, and the attendants accustomed to the business from their childhood exceedingly skilful in the performance of their duties. A trait which marks the voluptuous temperament of the Chinese occurs in the account of this city. An incredible number of courtesans, splendidly attired, perfumed, and living with a large establishment of servants in spacious and magnificent houses, were found at Kinsai; and, like their sisters in ancient Greece, were skilled in all those arts which captivate and enslave enervated minds. The tradesmen possessed great wealth, and appeared in their shops sumptuously dressed in silks, in addition to which their wives adorned themselves with costly jewels. Their houses were well built, and contained pictures and other ornaments of immense value. In their dealings they were remarkable for their integrity, and great suavity and decorum appeared in their manners. Notwithstanding the gentleness of their dispositions, however, their hatred of their Mongol conquerors, who had deprived them of their independence and the more congenial rule of their native princes, was not to be disguised.

All the streets were paved with stone, while the centre was macadamized, a mark of civilization not yet to be found in Paris, or many other European capitals, any more than the cleanliness which accompanied it. Hackney coaches with silk cushions, public gardens, and shady walks were among the luxuries of the people of Kinsai; while, as Mr. Kerr very sensibly remarks, the delights of European capitals were processions of monks among perpetual dunghills in narrow crooked lanes. Still, in the midst of all this wealth and luxury, poverty and tremendous suffering existed, compelling parents to sell their children, and when no buyers appeared, to expose them to death. Twenty thousand infants thus deserted were annually snatched from destruction by the Emperor Fanfur, and maintained and educated until they could provide for themselves.

Marco Polo's opportunities for studying the customs and manners of this part of the empire were such as no other European has ever enjoyed, as, through the peculiar affection of the Great Khan, he was appointed governor of one of its principal cities, and exercised this authority during three years. Yet, strange to say, he makes no mention of tea, and alludes only once, and that but slightly, to the manufacture of porcelain. These omissions, however, are in all probability not to be attributed to him, but to the heedlessness or ignorance of transcribers and copyists, who, not knowing what to make of the terms, boldly omitted them. The most remarkable manufacture of porcelain in his time appears to have been at a city which he calls Trinqui, situated on one branch of the river which flowed to Zaitum, supposed to be the modern Canton. Here he was informed a certain kind of earth or clay was thrown up into vast conical heaps, where it remained exposed to the action of the atmosphere for thirty or forty years, after which, refined, as he says, by time, it was manufactured into dishes, which were painted and baked in furnaces.

THE CABINET OF NATURAL HISTORY, AND AMERICAN RURAL SPORTS, No. III. and IV. of Vol. II. Philadelphia, J. Doughty: New-York, Wm. Stodart.—This spirited, and generally speaking, well executed, publication, will, we hope, be found to remunerate its undertakers.

No. III. furnishes an engraving of the fine picture by Reinagle, of "breaking cover." It is a most spirited composition, and the landscape is scarcely less striking than the animals in the foreground. The American engraver has, we think, been less successful with the latter than with the sky and landscape. There is also a colored lithograph of the Blue Jay, very faithfully executed, and of the ruby-colored Wren. No. IV. has two colored lithographs,—one of the Raccoon, the other of the American Red Start, and the Yellow Throat.

In both these numbers, the historical and descriptive parts are well selected and instructive. It is altogether a very attractive publication.

QUESTIONS AND NOTES, CRITICAL AND PRACTICAL, UPON THE BOOK OF EXODUS; by George Bush. New-York, J. P. Haven.—This is the second in the series of works which Mr. Bush contemplates; the first on

Genesis having, as our readers may recollect, appeared some months ago. The design, as is sufficiently explained indeed by the title, is to aid in imparting an accurate knowledge of the Bible, in its history, its purpose, and application. Each chapter is examined separately, and, after a detailed explanation of its injunctions, or narratives, a series of "practical reflections" is deduced therefrom. It is a laborious and learned work.

OBSERVATIONS ON THE EPIDEMIC NOW PREVAILING IN THE CITY OF NEW-YORK, CALLED THE ASIATIC, OR SPASMODIC CHOLERA; WITH ADVICE TO THE PLANTERS OF THE SOUTH, FOR THE MEDICAL TREATMENT OF THEIR SLAVES. By Christopher C. Yates, M. D. New-York, Geo. P. Scott & Co.—Such is the title of a work on Cholera, which we find on our table; but inasmuch as we have long since determined to read no more about that disease, at least for the present, we can do no more than announce this publication by its title.

We conclude to-day with some extracts from an article in the July number of Blackwood. It is written on "Griffin's Remains," and speaks of that gifted young man, of the volumes published by his brother, and of the admirable biography which accompanies them, as warmly and as justly as fervid and fond affection could desire. But it is not for this that we refer to the article, but for the general sentiments which pervade it—expressed in a quaint, spirited, and very frank strain, as to the antipathies and prejudices which subsist, or are imagined to subsist, between England and America. There are expressions and opinions in the annexed, which many of our readers will little admire or assent to, but there is much truth and justness of thinking; and therefore, long as it is, we venture upon it.

GRIFFIN'S REMAINS.—All nations, great and small, having any distinctive character of their own, may be said to hate one another, not with a deadly but a lively hatred. Love of country is inseparable from individual pride; and the dearer she is to her children, the more haughtily do they admire their mother. Slight or scorn, shown to her by any alien, is felt to be a personal insult to themselves; and she, again, regards every demonstration of such feelings towards the least of her offspring, as disrespectful or contemptuous of herself, and will vindicate her native worth by vengeance on all offenders. Thus it is that all communities, the more firmly they are bound together, are the more "jealous and quick in honor;" the *amor patriæ*, because sacred, is exclusive; and no good son of the state can be a citizen of the world.

Every people should have their own specific and peculiar character; and so they will have, if they have any government deserving the name, and any institutions. These naturally mould each other; and when hardened by time, blows, that would once have broken both, rebound from them with a cheerful din, like hammering from the anvil. The once soft clay has been indurated into adamant; and firm then the finest workmanship on the Corinthian capitals of the social structure as the plainest on its pediments.

So far, then, from deprecating national jealousies, dislikes, animosities, and hatreds, we have always been anxious to contribute the little that lay in our power to their successful cultivation. Heaven forefend that we should ever be so lost to all sense of duty as good citizens and good Christians, as to seek to smooth down and wear away those peculiar asperities which are among the strongest safeguards of national and individual independence, and entitle communities to rejoice each in the nature as well as the name of a separate people! We leave that vain task to your slobbering cosmopolites. They foolishly tell us that it is unphilosophical to talk of nations being natural enemies; the idiots absolutely going the length of denying that the English, and French are so, knowing all the while that they eat frogs, and we eat oxen. But besides that sufficient reason, there are many others subordinate, of which we need not mention but one—we are Islanders. Ships—colonies—and commerce! What countless multitudes of causes for our hating all continental nations are crowded into these three omnipotent words!

But while it is thus obviously the duty of all states to hate, it is no less their duty to love, one another;

ner have they far or long to seek for good grounds on which to build up a substantial fabric of either affection. Materials, too, are lying close at hand, and every people is provided with the "genius and the mortal instruments." But before we begin to build, and while we are building—and the work is never brought to an end—we must understand ourselves and others. We must see and know things as they are; there must be no falsehood—no injustice; for if there be, we shall hate where we should love, and love where we should hate: and in our blind and wilful ignorance, we shall strengthen the hands of our natural enemies against us, and be preparing the decadence of our own greatness, or its overthrow.

All national prejudices, therefore, we would extirpate and fling into the sea. By prejudices we mean false judgments formed before taking means within our reach, that would have enabled us to form true; as, for example—and one such illustration is worth a thousand—with regard to the American frigates. We—not our captains—though perhaps some even of them—but our civilians—believed that ours would blow them out of the water. The said civilians had some dim idea of a British frigate,—of an American, none; and though they could not estimate too highly the skill and bravery of our tars—matchless both—yet they did estimate too lowly by far the power that hoists "the bit of striped bunting." Thus the nation expected—demanded impossibilities of her heroes—and was mortified, humiliated, that Decatur was sunk by Decatur.

The opinion broached in the first sentence of our article, you perceive now a truism. It is so especially when applied to our neighbors, for the Atlantic now-a-days is not much wider than was formerly Fleet Ditch. The two countries cordially hate and love each other according to the laws of nature.—And all that we have to do is to preserve those feelings, respectively, in proportion; so that England and America, flourishing in amicable animosity, and inspired with reciprocal respect, command for aye the admiration of all the rest of the world.

It would not be less absurd to suppose it possible for two fine women to love each other, without any spice of jealousy, which is a gentle word for hatred, than to suppose that two ugly women, who imagine their faces to be constantly throwing unpleasant reflections on their opposing features, could lead to a life of perpetual friendship. Now, England and America are two fine women—and not only so, but they are mother and daughter. England is fat, fair, and forty, fit for the arms of a King. America is in her teens, and a morsel for a President. As long as they pursue each her own path, and are proud, each of her own lord or lover, both can bear, without any painful uneasiness, the thought of each other's beauty, and smilingly blow kisses from their hands across the Atlantic. Yet 'twould be too much to expect, that when they speak of each other's charms, they should always select the most seducing; that when they touch on each other's defects, they should point to the least prominent. 'Tis not in nature.

Disencumbering ourselves of all illustrative imagery, which, by trailing on the ground is apt to impede progress, what would America have England to think, feel, say, and write about her, the United States? Does she really consider herself an elegant, graceful, and polished people? All the nations of Europe, and Asia, and most of the African tribes, would shake their heads, like Mandarins, on the enunciation of such a bare idea. On two counts in the indictment drawn up against her she has been found guilty by a Jury—neither packed nor special—but chosen, indiscriminately, from the whole world—smoking and spitting; which, though not capital crimes, are in all civilized countries punishable by transportation. They necessarily include, too, the perpetual perpetration of many lesser enormities, endurable, perhaps, but certainly inexcusable by the politer sort of people in the other three quarters of the globe.

We have never yet been able clearly to comprehend the meaning of the answer which the Americans themselves make to these serious accusations. They say, that such crimes as those charged in the two first counts in the indictment, are confined to the inferior classes—that they are unknown in good society—and that Mrs. Trollope and the rest, who dwell, it must be confessed, upon them with the fascinations of disgust, never were admitted among the privileged and unexpecting orders. But is this a republican reply? Do the spitters, indeed, form a vast majority of the population? And are the few alone—the Exclusives—forbid to set foot on their own salivæ?

The fact seems to be—but if wrong we shall most cheerfully be corrected—that the freedom so much boasted of, and, we presume, enjoyed in America, of necessity gives birth to coarse manners—to manners, at least, that would be felt coarse in any long civilized, but yet enslaved part of the world. The Americans seem at all times and in all places to keep themselves almost angrily conscious of the liberty which is their birthright, and was won to them by Washington. That circumstance must never be suffered to sleep. It is, therefore, kept perpetually awake by exercise of the rights which freedom confers.

But in the common affairs of life those rights can relate but to manners. Therefore, they all spit; and, as the gob plumps upon the carpet, Jonathan feels that he is free. To crush it in the seed within the apple of your throat, or mumble it into a bandana, would show that you were a slave.

America, in short, is an immense Free-and-Easy Club. Every man-child is born into it; yet, were it kept up by elections, 'tis not possible to conjecture on what principle a candidate could be black-balled. Of such an association, coarseness must be the fundamental feature: for the ordinary members, who have need of no other qualification than that of being "free born Americans," amount to some dozen millions; and here and there a few thousand honoraries are left to swallow their spittle in a state of slavery, very much resembling that under which the tongues of all decent people in our island have absolutely claved to the roof of their mouths for centuries.

We are far from saying that there may not be much happiness enjoyed by human beings who have chosen something like the above as the beau-ideal of the manners of social life. They may find it vastly pleasant, who are in a manner born to it, and, under such a code, spit up from their cradle. But we and other nations, separated as we are by the multitudinous sea, from what may be considered as the most ancient, if not venerable of the American institutions, are satisfied to know that it flourishes at a distance, and would be averse to its establishment under a monarchical government, with the form and spirit of which it is not only uncongenial, but incompatible, nor less so with a hereditary peerage.

We more than suspect, then, that our manners are, on the whole, preferable to those of the Americans; though ours are, in much, bad enough, and must frequently offend, on their visits to our shores, our transatlantic brethren. But it is for them, not for us, to point them out in their periodicals. The great law of manners seems to be, restraint on all exhibitions of indulgencies of small selfishnesses when we are in company with civilized Christians. It becomes, when obeyed habitually, so easy that it is not felt, yet so strong that it cannot be violated without a feeling as instant and decisive in its own sphere as that of conscience. In this country, its sphere is comprehensive; and manners are with us the minor morals. We do not say that it is not so in America. But we do say that the law of manners there is comparatively lax both in practice and in principle; and that it there disregards many feelings as false or valueless, of which the truth and worth can be proved; and therefore ought to be respected—by the highest reason.

We therefore hope that all true Britons hate American manners, and, to the full extent of their influence, the American people. They must either do that, or hate their own manners and themselves; for manners are not matters of indifference, but of mighty importance to the whole moral and intellectual character. "Manners maketh man," is a wise old adage; and it is painful to see what they have made of the Americans. But in a century or less there will be a fine smash among their democratic institutions; under a nobler order of things, the distinctions of rank and wealth will operate very differently from what they now do; and with a government obeying a higher voice, the national character will be at once elevated and refined, and distinguished only by the freshness and boldness of the prime of youth from that of the old islanders from whom they sprung, and which—in spite of all the evil influences that folly and wickedness have of late conspired to let loose against it—will then, we fear not, be conspicuous still, in the long glory of its perfect manhood, on whose bright vigor imagination cannot figure the descent of obscuring and benumbing old age.

Our friends, the Americans, must not be unduly incensed by these hurriedly expressed, but slowly considered remarks; for they know that many thousands of themselves have many thousand times been many thousand degrees more severe on John and

Sandy than we have now been on Jonathan. They out us up in all directions, and sometimes "do not leave us the likeness of a dog." They seldom scruple to avow, with an easy air of self-satisfied assurance, a sense of their national superiority over all us dotting denizens of the old Eastern world, with its superannuated institutions; and they must lay their account with occasionally meeting from Europeans—for there is still life in a mussel—the "retort courteous" and the "quip modest." We have in our possession as many American libels on Britain as would make a pile of papers that could not be burned without setting our chimney on fire. But we have never suffered their most abusive sarcasms to disturb our equanimity; and cheerfully confess that they contain not a little salutary truth. So far from being insensible to their virtues—physical, moral, and intellectual—we do sincerely admire, nay cordially love the Americans. They are a brave, enterprising, energetic, intelligent, and prosperous people; and they are growing more like ourselves every generation, under the influence of philosophy and literature. Their schools and colleges are diffusing more and more widely the gentlemanly spirit which is the sure test of an enlightened education; and great numbers of their ablest young men are continually carrying back to their native land, not only the accomplishments, but the knowledge and the wisdom which are the fruit of judicious foreign travel. Not a few are with us every year in Scotland; and were we to form our opinion of their countrymen in general from the young Americans with whom we have made acquaintanceship and friendship, we should think almost as highly of our brethren across the western wave as of ourselves; and that surely is praise sufficiently high to satisfy the inhabitants of any reasonable quarter of the world.

In spite of all the spitting, smoking, and dram-drinking, that pollutes the otherwise pure atmosphere of Columbia, the Americans, compare them with whom we may, are a moral people. Many things there seem to be in their domestic economy, in their household arrangements, which might be changed for the better; nor can we approve of the principles on which seems to be regulated the society of the sexes. European gallantry, as it is called, is often of a degenerate, of a bastard kind; but, at the worst, it is better than American boorishness; and we have never yet met with any man, not a "free born American," who admired the habitual behaviour of males, in that land of liberty, either to maids or matrons.

Chivalrous is a word they would laugh at with a cigar in their mouth; and the queerest of all God's creatures to them must appear a knight kneeling at the feet of his mistress, and praying for glove or scarf to wear during the eclipse of her countenance. They have no romance in their character; and tho' they, no doubt, make love at last every whit as well as we do in *substantialibus*, their addresses are more useful than ornamental; even as lovers, they are free-born Americans, when they should be the most slavish of Yankees; and as husbands, though affectionate and faithful, their habits are far from being domestic; Benedict is by no means confidential to his "mutual heart;" and heads hold secrets unknown to each other and undesired, when lying on the same pillow. We cannot reconcile this close system of nuptial felicity to our sense of what is either pleasant or right; and we wonder the more angrily that it should prevail in a country where the women are so beautiful, and so amiable, and so loving, and would, had they more devoted husbands, be the best wives in the whole world, with the exception of Scotland.

As for the literature of the Americans, we have always spoken more highly of it than any other European journal. Would that we knew it better; we hope to do so ere a few years elapse; and we wish some benevolent reader in Boston, or Philadelphia, or New York, or any other of their beautiful cities, would send us over some of their standard works, and the productions as they appear of the best living writers. We pledge ourselves to speak of them in a brotherly spirit of love, and to do justice to genius. It delighted us so to speak, a month or two ago, of Bryant. There are other worthies (conspicuous among them the fair Sigourney) whom we wish to see flourishing in our far-flung leaves; nor mean we to confine our regards to their poetical literature—but to extend them to their political and moral philosophy—and to their theology too, of which there must be much that will prove more to our taste, than, with all their eloquence, the discourses of that amiable, but overrated unitarian, Dr. Channing.

There is no other kind of communication more

likely than this, to awaken and keep alive a generous friendship between the two great countries, who, we devoutly trust, will be not only at peace, but in love, *in secula seculorum*.

Another quotation, and we will finish. After expressing regret that Mr. Griffin's heart did not seem to have taken kindly to England, and that he was not sensitive as to the estimate in which his country was held there—the writer says, in his queer amusing vein,—

"We cannot but consider this extreme, almost morbid sensitiveness of Mr. Griffin, on the subject of his country's wrongs, as but in part characteristic of his own nature, in part of that of all Americans. In this, we presume, people give themselves no trouble in thinking about the 'free-born,' but look on them merely as human beings, more profuse, it may be, of their expectations (though 'tis not easy to out-guess a Frenchman) than of their gesticulations, and conjectured to be aliens but from the unshrugging shoulders they bring with them over the main. In Italy, again, Americans pass from town to town, indistinguished from Europeans; seldom mix much in native society; and, should they sometimes do so, we can well believe that they hear neither praise nor blame of their country, from the mellifluous tongues murmuring round them that sweetest of all speech. In Paris, Mr. Griffin listened to the lectures of *savans*; in Rome, he gazed on pictures and statues; in Switzerland, he conversed with the cloud-capt mountains; and in Germany, he heard but the howlings of the Rhine. There could not possibly occur any thing there to hurt that *amor patriæ*, which, in him, as in every other American, is *amour propre*; but in England, proud, bluff, rude, merry England, he was looked at in his true light, that of a Yankee, whose face, however mild, and Mr. Griffin's was not merely mild, but we are told, beautiful, seems to an English ear or eye—we know not which, so let us say both—to be perpetually playing, as from an invisible Jew's harp, the tune of *Yankee Doodle*. That any coarse or contemptuous words should have dropped from any lips, in his presence, respecting the character or claims of his country or countrymen, we, as polite persons, do very much regret—none such should ever have fallen from our lips in such companionship. But surely on meeting with outspoken sentiments or opinions somewhat derogatory to the dignities of the United States, Mr. Griffin needed not to have been either greatly surprised or distressed; and might have been prepared, from all he had heard of us at home, to suffer such offences without disturbance of temper.

All Englishmen who have visited America encounter the same sort of treatment every hour; but they simply smile, chuckle, or growl, and are not impatient to take shipping for the chalk-cliffs at the first—nor yet the fiftieth insolent sneer—though filled with the fumes of tobacco. The idea of John Bull's always behaving prettily and mimily before Jonathan, cautious not to give offence, as if he were a boarding-school miss mincing matters through a delicate small mouth, is surely absurd; by his very name he is privileged to growl, nay, bellow; and our brethren across the water may be assured that he would not abuse them if he did not regard them, I guess, with pretty considerable respect. They are not Frenchmen, nor Italians, nor—we were going to say Germans—but bone of his bone, and blood of his blood; they have made us haul down our flag more than once, and be — to them; and so have we theirs. (Broke did so in ten minutes;) and therefore, as we said before, we love and hate, and shake hands with and insult them; heap hospitalities upon their heads, well knowing that we shall be repaid in kind another day. On seeing them on board a packet at Liverpool, give them a blessing, and perhaps, as she leaves the mouth of the Mersey, pipe our eye, and in our swollen throats gulp down a religious farewell.

Mr. Cooper's new novel, the *Heidenmour*, has appeared in London, from Colburn & Bentley, who also announce "The Highland Smugglers," by the author of the "Kuzzilbash," and "The Young Cavalier," by the author of "Darnley," "Froissart and his Times," by the late Barry St. Leger, has just appeared.

The following are the contents of the July No. of the Quarterly Review, just received:—I. Memoirs, Correspondence, and unedited Writings of Diderot; II. American Ornithology. By Wilson,

Lucien Bonaparte, and Dr. Richardson; III. Todd's Life of Archbishop Cranmer; IV. Dr. Granville's Rules for the Preservation of Health, and the Attainment of a Long Life; V. Rights of Industry, and the Prolongation of the exclusive Privileges of the Bank of England; VI. Lord Nugent's Memorials of Hampden. Life of Charles I. By I. D'Israeli, L.L.D.; VII. Lord Mahon's War of Succession in Spain; VIII. Mrs. Somerville's Celestial Mechanics; IX. Stages of the Revolution.

We understand that Messrs. Gray and Bowen, of this city, are about putting to press a collection of the works of the late Sir James Mackintosh. Some of them have already been republished in this country, we doubt not that a collection embracing all or nearly all of the productions of this distinguished writer, and warm friend of America, will be favorably received.—[Boston paper.]

James Wilson, Esq. the able editor of the *Steubenville Herald*, is about to publish in Pittsburgh, Pa., a weekly and tri-weekly paper, to be entitled "The Pennsylvania Advocate."

HOME AFFAIRS.

THE NEW TARIFF.—According to a circular from the Comptroller of the Treasury, that part of the new act which relates to the wines of France is to take effect from 2d February last, the day on which the Convention with France was ratified. Of course the higher duties paid since that date will be refunded. According to the same circular, "the 7th, 8th, 13th, 14th, 17th, and 18th sections, are considered as having gone into operation on the date of its passage." The 7th section prescribes the mode of ascertaining the value of goods; the 8th gives the appraisers power to call witnesses; the 13th directs that in appraising goods invoiced at a common price, the best prices shall be taken as the standard for the whole; the 14th provides that any excess of goods in a package, beyond the quantity enumerated on the invoice, shall be forfeited; the 17th fixes the duty on syrup by the pound, and at the same rate with sugar, and the duty on crushed as on refined sugar; the 18th is the last section of the bill, and provides for the adjusting of duties according to the new Tariff, on all goods which remain in possession of the Customs on the 3d of March, 1833.

It is, we think, well argued by the *Journal of Commerce*, (from which we take the above explanation of the sections pronounced to be now in operation,) that in giving instant effect to the 17th section—the only very material one—inasmuch as it imposes a new and almost prohibitory duty on Syrup from the sugar cane, wrong is done to those who, without notice, were, at the time of the passing the act, in the process of importing the syrup, at the then existing low duty.

It is contrary to the practice as well as the policy of our laws thus to take people by surprise; and if the collection of the new duty be persevered in, we can hardly doubt that, on application to the Treasury, it must be refunded on all importations made *bona fide* previous to the notification of the new law.

[From the *Globe*.]

DEPARTMENT OF STATE, 8th Aug., 1832.

Advices have been received from Mr. Brent, our *Chargé d'Affaires* at Lisbon, that the first instalment of the compensation agreed to be paid by the Portuguese Government, for the illegal capture of our vessels at Terceira, has been received, as well as the damages due to the mariners for their detention. The honorable manner in which the adjustment was effected, and the punctuality with which the payment (in a time which must be one of much pressure) was made, do the greatest credit to that Government.

The U. S. schr. *EXPERIMENT*, Lt. Commandant W. Merwin, arrived here lately from Norfolk. Her officers are—Lieutenants Jas. L. Lardner, A. Paine, and A. B. Fairfax; Acting Sailing Master, A. H. Marbury; Purser, R. A. Southard; Surgeon, N. J.

Powell; Midshipmen, C. C. Barton, G. R. Gray, R. Forest, G. McCa. White, T. Hagerty, J. P. Sanford, S. Patten; Gunner, J. Marten; Captain's Clerk, B. F. Rose. Officers and crew all well.

LATEST FROM THE WEST.—Extract of a letter, dated St. Louis, 10th August, 1832.—"We have just received intelligence that the hostile Indians were attacked by Lieut. Kingsbury and a handful of men, on board the steamboat *Warrior*, in attempting to cross the Mississippi. Having a field-piece or two on board the boat, and plenty of grape, they compelled them to land again on the east bank; and the volunteers being immediately in their rear, I presume they are destroyed before this time."

Another letter states that about 300 Indians were killed and taken. The prisoners were given up to Generals Henry and Dodge.

SUMMARY.

The Disaster in our Harbor.—We have ascertained that the boat which was capsized in Buttermilk Channel on Sunday afternoon, was the *Active*, from the foot of Roosevelt-street, (not the *Hope*), and that instead of immediately sinking, as she was represented to us, she drifted off towards the Narrows. J. Bernard McCarthy, who managed the boat, was mate of the schooner *Excel*, and not of the *Leo*. He and four other persons were seen on the keel of the boat after she upset, and one after another all were washed off. McCarthy was the last to quit his hold.

The names of all the sufferers are as follows—Justin Tredway, son of John Tredway, merchant, 27 Front-street; Alfred Smith, miniature painter, recently from London; Mr. Woodley, an Englishman, recently arrived in this country; William Chapman, clerk in the house of John C. Morrison; J. Bernard McCarthy, mate of schooner *Excel*; William Hathaway, apprentice to H. Collins, looking glass manufacturer, 295 1-2 Pearl-st.; Hamilton Cook, son of Timothy F. Cook, Bowery.

We have reason to believe that these embrace the whole number on board.—[*Jour. of Com.*]

One of the Hurlgate pilots informs, that the brig *Henry Eckford*, from Malaga, run ashore on a reef of rocks near the Gate, at 9 o'clock last night; bilged and full of water.

About three o'clock this morning, a fire broke out in the interior of the block bounded by Essex, Delancey, Ludlow and Rivington streets, which, from the combustible materials, and the vapor in the atmosphere, immediately illuminated almost the whole city. Our first impression was, that the conflagration was far more extensive than it proved to be on going to the spot. The damage, however, was very considerable, including the following buildings, with nearly all their contents:

1. Sashmaker's shop and coffin warehouse, owned and occupied by Robert Crocker, totally destroyed. Mr. C. was gone in the country. We understand that his insurance expired yesterday, and had not been renewed. In this building the fire originated.

2. Banks and Foster's Comb manufactory, totally destroyed. One of the partners is sick, the other gone into the country. Insurance expired about a fortnight ago. Whether renewed or not, could not ascertain.

3. Johnston and Mead's hat factory; totally destroyed. This was a pretty extensive establishment, occupying the rear of lot No. 103 and 105 Essex street.

Several other buildings were slightly injured, and out buildings destroyed.—[*Journal of Commerce*.]

We are sorry to learn that a small boy was ran over and instantly killed, this morning, by the Railroad Locomotive Engine. This, we believe, is the first accident which has occurred on the Mohawk and Hudson Railroad.—[*Alb. Eve. Jour.*]

The annual commencement of Yale College took place on the 15th inst. The degree of A. B. was conferred on 52 young gentlemen. No honorary degrees were conferred. We are happy to learn that \$82,000 has been subscribed towards the \$100,000 fund, which was commenced about a year since, for the benefit of the Institution.

The Louisiana State Bank has declared a dividend of four and a half per cent. for the last six months.

Counterfeit American half dollars are in circulation in this city. They are smooth in the touch, of light weight, have no ring when struck, and may be readily detected if examined with any care.—[*Balti. more American*.]

Extraordinary Occurrence.—On the 20th instant, a Coroner's Inquest was held on the body of a boy about 6 years old, named M'Mullen, who was found dead in a house occupied by his father, about five miles from the city, with a rope turned around his neck, tied with a tight knot, and in a manner to cause strangulation. From information given by the coroner, the police were led to the belief that this horrid act was committed by the boy's father, John M'Mullen, who had then last been seen in the woods of that neighborhood. Two officers were immediately sent out, who scoured the woods in every direction, but could discover no trace of the man. On the following day, Tuesday, he was found drowned in the North River, near the Glass House Point. M'Mullen was the same man who stabbed (though not mortally) two men in the neighborhood of Prince street, about two years since, and then made his escape to Europe.—[Merc. Adv.]

BURK COUNTY, (Geo.) August 13.—Extract of a letter: "In the neighborhood of Shell Bluff, in this county, on Saturday afternoon last, two Brothers, John B. and Isaac Bush, had dined together at the house of the latter—after their meal, it appears that John took a loaded gun, which he said he had brought with him, and discharged the contents into the body of his brother. The load (said to be squirrel shot) entered at the upper part of the abdomen, and so close to the object, as to burn the clothing in the vicinity of the wound. He spoke a few words only, and died in about an hour afterwards.

The result of the inquest, which sat yesterday, is a verdict of Wilful Murder, by his brother, John B. Bush. Bush has disappeared, no cause is assigned for this dreadful act of fratricide."—[Angusta Chronicle.]

Fire.—The dwelling house of Col. Edward Freeman, situated near the banks of Connecticut River, in Plainfield, N. H., was consumed by fire on Wednesday afternoon last, together with the greater part of its contents, woodhouse and other out-houses adjoining. The fire took from a spark falling upon the roof. Col. F. and family, except two or three small children, had left home to attend a funeral a mile or two distant, and before the alarm reached them, the fire had made such progress, that but a small part of the furniture was saved. The loss is estimated at about \$3000—only \$1000 insured by the N. H. Mutual.

Shipwreck.—Letters received in this town yesterday afternoon, from Hyannis, state, that the ship Emily Morgan, Capt. Merrill, from Portland, bound to this port, went on a ledge of rocks (called Bishop & Clark's) about eight miles E S E from Hyannis, on the night of 15th inst. and bilged. She is a new ship, of about 400 tons, built at Freeport, Me. during the present year, for G. W. Morgan and others of this town, and has never before been out of port. She has on board a cargo of 60,000 bricks, a quantity of hay, &c. It was expected that the hull would be lost. Only insurance, \$10,000.—[New-Bedford Mercury.]

WARREN, (Ohio,) August 16.—A murder of uncommon barbarity (says the Western Reserve Chronicle) was committed in Gustavus, in this county, on the 9th inst., by a man named Ira W. Gardner, upon the person of Maria Buell, a daughter of his wife. The deceased, a short time previous to the fatal transaction, on account of some difficulty with Gardner, had left his house, in which she had hitherto resided. Gardner insisted upon her returning, which she refused to do, except for the purpose of removing her clothing. Upon her way to his house for this purpose she was met by Gardner and received a stab from a butcher's knife with which he was armed, but which, owing to the knife coming in contact with the ribs, did not prove fatal. A second was given, and the instrument passing through the body in the region of the liver, she expired almost instantly. Gardner was immediately arrested, without offering resistance, by Mr. Riverius Bidwell, who had been conversing with him at his house just before, and had hastened to the assistance of the unfortunate girl, upon hearing her screams; but arrived too late to save her.

The schooner Blossom, from Jamaica, for New-York, is lost on Ragged Island. Her rum and materials were saved, and taken to Nassau, in the sloop Maria, Capt. Ramsay.

The Eastern Mail Stage, two miles this side of Freeport, was on Sunday evening run away with, the driver having fallen off his box. A passenger on the outside jumped off, and was considerably injured. There were five passengers in the inside, who jumped out when the horses were ascending a hill, and

who were not injured. The horses kept on to North Yarmouth and halted at the usual stopping place.—[Portland Advocate.]

Fatal Accident.—As Samuel Hamilton, Esq. and lady, were riding in a gig on Sophia street, yesterday morning, the horse stumbled and broke the bits, which rendered him unmanageable. After running a short distance, they were both thrown from the gig, and Mrs. H. so severely injured that she survived only about three hours. Mr. H. was considerably bruised, though not dangerously.—[Rochester Advertiser.]

Smuggled Goods.—The paper printed at Salisbury Mills says—We learn that a quantity of silks, broad cloths, &c. report says 15,000 dollars worth, were seized by the officers of the customs at Newburyport this week. The owner attempted to enter the goods as beef, they being packed in barrels, but Uncle Sam was too sharp for him.

A most barbarous and unfeeling Act.—The cholera seems to have deprived some people of their reason and humanity. Take the following as a sample:—"Mr. David Ballou, (aged eighty-five years,) was on a journey from Ohio to Cumberland, R. I. his native town. From New-York, where he tarried one night, he took passage in a steamboat for New-Haven. After leaving the boat, he took a seat in a stage for Providence. During this ride he was taken sick. The stage passengers were alarmed, and attempts were made to leave him at some house, but nobody would receive him, for fear of the cholera. In this critical situation he was denied a seat inside the stage—was taken out and lashed on the top, and in this way was brought into Providence. But the old man's cup of calamity and suffering was not yet full. No person there would grant him even a shelter, and the next morning he was found on the market house steps. At length he prevailed on a person, for the sum of \$5, to carry him to his brothers in Cumberland. By this time he had become so exhausted that he was unable to sit up and was supported by the driver. His brother's family were no less alarmed than his former companions. He was refused admittance into the house, but was conveyed to the barn to be nursed while a messenger was dispatched to Woonsocket Falls for a physician who had just returned from New-York. Before he arrived, Mr. B. was dead."—[Boston Gazette.]

SHIPWRECK.—The British brig Isabella, Captain —, sailed from Galway for New-York on the 2d June last, having on board 280 tons marble, consigned to Messrs. H. & G. Barclay of this city, and about 200 passengers, and had not been heard of till yesterday afternoon, when a person, representing himself to have been a passenger on board the brig, called at the office of the consignees, and stated that the brig foundered about three weeks ago on the Banks of Newfoundland—the passengers were taken off by a vessel that providentially hove in sight and carried them all in safety to St. Johns. The vessel and cargo are entirely lost, and the passengers lost all their baggage, &c. We have no further particulars.—[Mercantile.]

The schooner Ida, that sailed from this port a few days since, carried packages of Domestic Goods, amounting to 3000 feet, and which we understand to have been an almost unprecedented amount, for a vessel of her size.—[Providence American.]

The ship Shepherd, Blaisland, of Portland, from Havana for Hamburg, with a cargo of 2450 boxes sugar, went ashore night of 3d inst. on Key Tave-nier, Florida Reef, bilged and was lost. About 1100 boxes of the sugar, the sails and rigging, were saved by the wrecking schrs. Thistle and Mary. At the time of the accident, both mates and 3 seamen were sick.

Suspicious Circumstance.—On Wednesday night, between nine and ten o'clock, the watchmen observed that a man was thrown off the State street bridge into the basin. They immediately proceeded to the place, but they could discover no one. They, however, obtained assistance, and in the space of half an hour, found the body of an unknown man in the basin. His head was much cut, probably by striking against a canal boat, or a pier of the bridge. It is hoped and believed that the persons who threw the man over will be discovered.—[Alb. D. Advertiser.]

An Irishman by the name of Cornelius Conelly drowned himself in the new canal; Monday, not far from the machine shop. He came very near drowning another person who attempted to save him.—[Lowell Journal.]

On Monday week, a Mr. Wilks, living at the foot of the mountain, about half a mile from Florin's,

on the road to the Black Rock, had set a loaded gun in a room, which a young girl took up and in a playful manner snapped it at a little child, the grand daughter of Mr. W., and horrid to relate, discharged the whole load into the head of the little innocent. The load went in through the upper lip and came out at the neck.—[Hagerstown Free Press.]

DRUNKENNESS.—In Boston the authorities have deemed it their duty to clear the city of habitual drunkards, during the apprehension from Cholera ravages. To this end they have provided an asylum on one of the numerous and beautiful islands that stud the harbor, where good food, good water, and good labor are provided for these cholera conductors; and when any two-legged animal is brought into the police-office in a state of intoxication, he or she is forthwith sent down to the drunkard's purgatory.—[U. S. Gazette.]

SPRINGFIELD, (Illinois) July 24.—We learn from Mr. Sample, of Pekin, who left the army on the 7th inst., that Col. Dunn was unfortunately shot on the previous morning by a sentinel, while he was on his way as officer of the guard to relieve him. It appears that when Col. D. came in sight, the sentinel was lying in the grass, and that hearing Col. D. approach, and supposing him to be an Indian, the sentinel arose and fired. Two balls entered the body of Col. Dunn near the groin, and lodged in the abdomen. It was supposed that the wound was mortal, but later accounts say that he was likely to recover.

A letter received from the Rev. James Grow, of Thompson, dated the 8th inst., contains the following: "Rev. Thos. Barrett, of Webster, Mass., came into Thompson yesterday; he was seen to ride into the woods about 8 o'clock in the morning, and was found about 2 P. M. hanging by his stirrup leathers. The verdict of the jury is, that he took his own life. The occasion of this act, no one can tell. He had been very melancholy for more than a week. He preached a week ago last Sabbath in the morning, and in the afternoon spoke about fifteen minutes, when he complained of being unwell.

A gentleman who has recently spent a few days with his friends in Galway, Saratoga co. informs us, that there was considerable alarm at that place from several sudden deaths among their horses and horned cattle—and that on the examination of the bodies of two of them, there was an indication of the same causes of death as are found in a human body which has died of Cholera, viz: the blood thick and coagulating at the breast.—[Albany Evening Journal.]

KEY WEST, August 3.—The award of the arbitrators in the case of the British barque Glasgow, Higginson, master, has been paid in kind (440 bales cotton); the balance of the cargo, after paying expenses, will be shipped to its original destination (Liverpool), if a vessel can be had at Havana, for which the Captain has proceeded to that place.

Coroner's Office, 145 Greenwich street.
The Coroner was called yesterday afternoon to view the body of an unknown man, found floating in the dock foot of Tenth street, East River. He had on a figured valencia vest, linen shirt, black stock, dark fustian pantaloons, and boots newly soled. His left leg was shorter than the right. He appeared to be about 20 years of age, and to have been recently drowned.

LIVERPOOL, July 12.—On Monday last the passengers by the American packet ship Pacific, entertained Capt. Waite of that ship with a dinner, at the Star and Garter Hotel, and afterwards presented him with an elegant Silver Cup, bearing the following inscription:

Presented to B. L. Waite, Esq. of the American Packet Ship Pacific, by his passengers, as a small token of regard and esteem for his gentlemanly conduct to them, on their voyage from New York to Liverpool—9th July, 1832.

The following paragraph relative to the passengers in the Hudson is from the London Courier of the 13th.

Emigration.—Yesterday morning the large American ship Hudson left the London Dock, for New York, with 170 passengers on board, principally consisting of mechanics, among whom were several tailors, carpenters, watch-makers, and smiths, with their wives and families, who intended settling and spending the remainder of their days in the United States. There are also several tradesmen of capital, and agriculturists who have disposed of their farms for the purpose of emigrating to America. The majority of the adults appeared to be between the ages of 20 and 27.

FOREIGN INTELLIGENCE.

LATER FROM EUROPE.—The arrival of the Liverpool packet ship Sheffield of the 8th ult. puts us in possession of our London papers to the 7th.

The most important intelligence is, that the French Court of Cassation, the highest court of appeal, had pronounced, by a majority, it would appear, of 9 to 3, the proceedings of the military courts illegal, and consequently the state of siege in which Paris was placed also illegal. The immediate consequence was the revocation of the Ordonnances establishing martial law. The government of Louis Philippe, which owes its existence to successful resistance to arbitrary power, seems much provoked with this honorable and independent course of the judicial tribunals. * * * The protest of the Duke of Fitz-James, which so ably though briefly demonstrated the monstrous illegality of the ordinance subjecting Paris to martial law, prepared us for this decision of the highest court; and the government of Louis Philippe must stand as it can against the ridicule of unavailing arrests and defeated oppressions. Messrs. Fitz-James, Chateaubriand, and Hyde de Neuville, had been liberated without a trial; and the three Deputies who concealed themselves against arrest by martial law, Messrs. Garnier Pagés, Cabet, and Boissière, have surrendered to an acknowledgment of the jurisdiction of the regular tribunals.—M. Carel, the Editor of the National, was expected to follow their example. The King of the French seems puzzled to find a successor to M. Casimir Perrier. M. Dupin had left Paris again, under the displeasure it was said of the King. M. de Talleyrand fights shy; and, meantime, France is delivered up to the rule of the "mediocrités," who are incapable of appreciating the true condition of the country, or of public opinion.

Of Don Pedro and his movements there is nothing further. The "last decision" of the London Conference seems not to have settled the Belgian question, and there must yet be other "last" ones, we imagine.

The spirit of enthusiasm in behalf of Poland, which was lit up in the British House of Commons on the 28th June, is becoming general throughout the kingdom.

In the House of Lords, July 3d, the Marquis of Londonderry expressed his surprise at the extraordinary mission of Lord Durham to St. Petersburg. The embassy of so high a personage as the Lord Privy Seal, must be of the greatest importance. He hoped the Ambassador was instructed to soften the language opprobriously used in Parliament against an illustrious monarch with whom they were in alliance. His lordship then said that the continued occupation of Ancona and Algiers by the French, required explanation; but he particularly wished to know whether the Belgian treaty had been ratified by all the five Powers;—and whether it was the non-acquiescence of the King of Holland that prevented the full development of the facts relative to the treaty?

Earl Grey despaired of giving satisfaction to the noble marquis; but said it must be evident to their Lordships, that on a subject of such delicacy and importance as the mission to St. Petersburg, he could not then enter into any explanations. He agreed with the noble marquis, that so long as the negotiations between Holland and Belgium remained unsettled, there was danger to the peace of Europe;—and he had spared no pains to bring them to a satisfactory conclusion: but he regretted to say, that this had not yet been accomplished.

LONDON, July 6.—The accounts of Revenue for the quarter which ended yesterday, have been made up. A deficiency, as compared with the corresponding quarter, was from various causes anticipated, and has occurred, but without exceeding the amount of loss apprehended. The gross deficit on the quarter is about 344,000*l.*; on the year, 2,660,000*l.* The Customs have exhibited the greatest falling off, chiefly from the obstruction of intercourse, and stagnation of trade, in consequence of the approach of Cholera to various parts of Europe. The Excise is the only branch of duty which presents an increase

on the quarter, (56,000*l.*) and the Stamps the only one upon the entire twelvemonth, (viz. 48,000*l.*)—The sudden start of the Excise during the last three months affords a satisfactory presumption that the means of comfort are now reviving amongst the great body of the people. A part of the decrease perceptible in the Customs may be ascribed to the non-importation of corn during the last year, and the consequent loss of duty.

The declared value of the hardware and cutlery exported in the last year from Great Britain to foreign countries was 1,620,631*l.* Infinitely the greatest portion of this was to the United States of America, its amount having been nearly two-thirds of the total exportation. The exports of all commodities to the United States exceed 8,000,000*l.*

BELGIUM.

The war department of Belgium, first rendered effective by the industry of M. de Brouckere, the late Minister, has lost nothing of its efficiency in the hands of the French Generals Evain and Desprez; a large army is already on foot—the Chamber of Representatives has voted, almost unanimously, a further addition of 32,000 men as a corps of reserve, together with a credit of 5,000,000 florins for the purposes of the war. The Belgian troops are already assembled in menacing masses upon the Dutch frontier ready for action—the Minister of War has not disguised from the Legislature that all these preparations intend immediate and active hostilities; and General Desprez has actually set out for Maestricht, in order to concert measures for placing that fortress in a state of blockade, and thus compelling the Dutch to commence the evacuation of the country, or take the consequence of hostile efforts for their violent ejection.

FRANCE.

LONDON, July 3.—The highest court of appeal known to the laws of France has established a new claim to the national respect and gratitude, by releasing the inhabitants of Paris from the terrors of military tyranny. The Court of Cassation, on Friday last, pronounced the sentence of the court-martial upon Geoffroy to be illegal, quashed and annulled the whole of the proceedings, declaring that Geoffroy should be sent before his natural judges, and be examined in the first instance by the officers of the Tribunal of Paris.

This must be regarded as a glorious triumph for law and freedom, and peace and order—for the sake of public confidence in the stability of a regular Government, as contrasted with that capricious and unbridled despotism, which is never safe from the risk of a sudden transition to anarchy,—or rather, indeed, contains within itself the true principle of all anarchy, which is no more than unregulated power. This is not the first occasion by many, wherein the judicial authorities of France have proved themselves the saviours of all her civil rights and institutions.

[From the *Messenger des Chambres.*]

It is reported at the Palace that the arrêt of the Court of Cassation was carried by a majority of nine to three.

A convocation of the Chambers is talked of for July 29. Other reports mention the 1st of August as the period at which this will take place, and that the Cabinet will not be re-modelled until that time.

The Court of Cassation, in its sitting on the 30th June, admitted the legality of the appeal of Messrs. Colombat, Hassenfratz, Tiellmans, and Deloivre, against the judgments of the two Councils of War of the First Military Division.

[From the *Messenger des Chambres*, July 3]

Three Poles of distinction, M. Anthony Astrowski, Count Palatine, and General-in-Chief of the Polish National Guards; M. Choynecki, an old Colonel, who served under Napoleon; and M. Joachim Lelewel, a celebrated author, have received orders to quit Paris and France within five days, and never to return upon the French territory.

The Quotidienne, the National, and the Tribune, were yesterday seized at the post-office.

M. Pitrat, editor of the Gazette du Lyonnais, was condemned on the 28th ult. by the Court of Assizes at Lyons, to six months' imprisonment and a fine of 1,500*l.*, having been found guilty of an attack upon the Royal dignity, in an article which had been inserted in that journal.

Orders have already been given for preparations for the fêtes of celebration, the 27th, 28th, and 29th. The theatre and orchestra having been arranged at the Champ Elysées, and it is expected to be a very brilliant affair.

[From *Galignani's Messenger.*]

Sunday, the Commissary of Police at Belleville, accompanied by a party of gendarmes, went to the

house of the Saint Simonians, at Monilmontant, in order to dissolve the society. He found the fraternity occupied in digging their garden, singing canticles to the sound of music, surrounded by about 1,500 spectators. The Commissary desired to speak with the Pere Enfantin, but was referred to M. Michel Chevalier, to whom the affairs of the house were intrusted. The Commissary announced that he came with orders to clear the house of every person found in it; but after putting some questions to M. Chevalier, and holding a conference at some length with him, he left the house, saying he would return the next morning. He, however, did not repeat his visit, and we have yet to learn what is or will be the termination of this affair.

[Private Correspondence.]

PARIS, Tuesday, July 3, 4 o'clock, P. M.—When the Cour de Cassation pronounced the incompetency of the military tribunals, from whose judgment an appeal had been brought into that Court, the Ministerial papers announced that the Chambers should be convoked immediately, for the express purpose of their being required formally to acknowledge the authority claimed by the Government, as belonging naturally to its attributes, of proclaiming martial law whenever it was deemed expedient. To-day it is asserted that, on further consideration, it has been deemed necessary to put off their meeting until the latter part of October, or the beginning of November. Meanwhile no decision is taken with regard to the disposal of the prisoners arrested after the late riots, and they continue under the same rigorous confinement as when martial law was in force.

M. Dupin has left for a distant part of the country, and with his departure all the hopes entertained by his friends that he would join the Ministry have vanished.

It is impossible to say whether the ministry will continue as it is at present until the remote period for which the meeting of the Chambers is now said to have been fixed upon. For several weeks and even months past, the Cabinet has appeared so unsettled, and each of its members still holds office on so uncertain a tenure, that it would be difficult to hazard even a conjecture as to whether things will go on as they are, or undergo a speedy change or modification.

The papers have informed you of the Duke of Orleans's return to Paris. His journey may serve to put the government in possession of the true state of political feeling in the parts of the country which he has visited.

It has been reported that the Duchess de Berri has quitted France, and arrived at Guernsey on the 25th ult. This, however, is not yet positively known, and her friends here say that she is still in La Vendée. Several Carlists of note are in Guernsey; among them are the two brothers Cardoual.

FROM ENGLAND.—By the arrival on Sunday of the packet ship Hudson, Capt. Morgan, bringing papers to the evening of the 14th July, we have intelligence eight days later from London.

A dissolution of the British Parliament was expected.

The Scotch Reform Bill was under discussion in the House of Lords.

The crops in England and on the Continent promise an abundant harvest.

The affairs of Holland and Belgium remain unadjusted, and warlike preparations continued on both sides.

The Edinburgh Observer states that Sir Walter Scott had arrived there after a short passage, having borne the voyage very well.

Prince Achille Murat has arrived in London for the purpose of seeing his wife embark for America. The Prince, who is a colonel in the Belgian service, will return to Brussels as soon as his lady shall have embarked for America.—[London Courier, July 12.]

The Poles at Gottingen, it was said, have had all their papers returned to them by the Russian Government, on which occasion great joy was manifested.

The fine university at Wilna in Poland has been dissolved, and its splendid library of 200,000 volumes removed to St. Petersburg.

M. de St. Martin, member of the Academy of Inscription and Belles Lettres, died on the 11th at Paris, of cholera.

The Pope has issued a Bull of excommunication

against all the Liberals in his dominions, and interdicting all catholics from having any communication with them.

The Russo-Dutch Loan was discussed in the House of Commons, July 12, in favor of which there was a majority of 46—so that the four millions sterling, as far as the guaranty of the British Government is concerned, is now for the second time justified by Parliament.

Corporal punishment had been abolished in the Prussian army.

The peers and members of the House of Commons are favorably disposed to the London and Birmingham Railway.

The Bavarian Government has directed that all trees of liberty, the tri-colored cockades, and party badges should be laid aside.

At Mankiem, 47 persons, including some students, had been arrested.

Some Austrian troops had arrived in the environs of Verona, with 300 pieces of artillery.

The correspondence between the Cabinets of Paris and Vienna continued frequent, relating, it was supposed, to the affairs of Italy.

One hundred and fifty-four houses were burnt in St. Petersburg, on the 20th June, by a fire which broke out in the Moscow quarter. The post office was among the number.

LONDON, July 15.—A considerable number of cases of cholera have occurred in London during the last fortnight, and the disease is still slowly on the increase; though there is nothing at present which can be regarded as amounting to an epidemic return of the pestilence. The influence of a diet consisting of an unusual proportion of fruit and vegetables, has been manifested here as elsewhere, and the effects have clearly shown that, where the predisposition is generated, the subtle causes of the cholera, whatever these may be, still exist around us in sufficient intensity to produce the disease in its malignant form.—[Medical Gazette.]

Cholera.—Daily Report from the country, July 13.—Remaining at last report, 1,065; new cases, 270; deaths, 94; recoveries, 155; remaining, 1,086.

Cholera at Liverpool.—Thursday.—New cases, 78; deaths, 24; recoveries, 71; remaining, 232.

The deaths in Dublin of cholera on the 9th were 45, new cases 125. There were 553 patients in hospitals. On the 11th, 213 new cases, 62 deaths.

LONDON, July 12.—The Paris papers of Tuesday were received last night. Paris continued tranquil. The insurrection in the western parts appears to be over. The Chambers it was reported, would not be convened before November next. The harvest throughout France is described as superb. The foreign news brought by these conveyances is interesting. The Duc de Reichstadt is said to have experienced a change for the better.

The visit of the mother of young Napoleon to her dying son, is described as a most affecting scene.

LONDON, July 10.—We are sorry to have to announce, that in consequence of the state of Ireland, a prompt addition to its military force has been deemed necessary, and that the following Regiments are now under orders for that distracted country,—the 14th, the 85th, the 90th, and 91st. This last Regiment commenced its march this morning for Manchester, to embark at Liverpool. The 80th Regiment has been recently sent to Ireland, and a battalion of the Guards is now on its march to supply the place of the battalion which has just returned from Dublin.

PARIS, July 11.—Letters from Madrid state, that of the 100 pieces of artillery which the army of Andalusia were to send to Cadiz, 40 had already arrived at their destination, and 60 others were closely following.—[*Message des Chambres.*]

FRANCE.

The naval armaments ordered at Cherbourg are said to have Scheldt for their object. The French regular army is officially stated at 314,000 men.

The cholera is again making rapid strides in this capital; the last return shows an increase of 29. It is attributed to the melons, which are very cheap this year.

Messrs. Cabet and Garnier Pages were examined on Saturday by M. Leblond, Juge d'Instruction.—The *Message des Chambres* says, that all the questions were written down beforehand, and that the following were among them:—"Have you heard that the Republic was to be proclaimed?"—"Do you know Gen. Romarino?"—"Have you heard that he was to be proclaimed Generalissimo of the

Republic?"—"Do you know the Sieur Lachapelle?"—"Have you heard that he was to be proclaimed Dictator of the Republic?" It is scarcely necessary to add, continues the *Message*, that nothing was elicited tending, in the slightest degree, to inculpate either of the Honorable Deputies.

HOLLAND AND BELGIUM.

LONDON, July 12.—All the accounts from Holland now breathe of immediate war. The King and with him the nation, appear to consider that they have, by the last communication, thrown down the gauntlet of defiance to the Conference, and they are preparing to abide the result. On Wednesday last his Majesty set out for Loo, whence he was expected to return to the Hague in a few days. Hostilities, upon a petty scale, have already commenced near Maestricht. Direct accounts from that quarter, of the 3d, contain the following particulars:—"On the 2d of this month strong detachments of infantry and cavalry were placed at the Belgian Custom-houses round Maestricht, to support the officers; and round the fortress, at the distance of about a league. Posts of Belgian cavalry and infantry are placed, which are to stop all corn, cattle, hay, and straw, coming to this place. The same morning the Belgian troops stopped the post-wagon from Aix-la-Chapelle, to Maestricht, and arrested M. Wynhoud, Surgeon-Major, and Lieut Verschur, of the artillery, and took them to Meer, where the Belgian headquarters now are. According to accounts received here, the Belgian troops have orders to stop all Dutch officers going from Maestricht to Aix-la-Chapelle, or from Aix-la-Chapelle to Maestricht."

[From the London Courier of July 14.]

We have received accounts from Brussels of a private and authentic nature, by which we learn that the King of Belgium has positively declined all overtures for a new negotiation with Holland, on any other basis than the evacuation of that portion of the Belgian territory occupied by the Dutch on or before the 20th inst. His Majesty, however, being most anxious, as well in consideration of the interests of Belgium as of the general desire of Europe, to remain at peace, could not, we are assured, oppose any obstacle to negotiations upon the principle of mutual concession, although he does insist on the evacuation of Antwerp and other parts of the Belgian territory, being a necessary preliminary to such concessions.

The King, on his return to Brussels, from an inspection of the army, which occupied five days, expressed not only great satisfaction, but also astonishment, at the progress which it had made in discipline. The army in its present state forms indeed a striking contrast to what it was in 1831. There is great enthusiasm among the troops, not only in favor of the king personally, but also of the national independence, whilst, however, there exists throughout the country a strong desire to maintain peace, provided it can be effected without dishonor.

LONDON, July 15.—The Conference renewed their sittings during the past week, and have sat four days. On Friday, we understand, another protocol received the signature of the Representatives of the five contracting Powers. The respective ambassadors and ministers sent off couriers late the same night for their respective governments. It is believed that certain modifications of the treaty have been submitted to the King of Holland, in the form of an ultimatum, to which it was supposed he would accede. This, however, cannot be otherwise than doubtful. Things, in truth, look as warlike as ever. It is known that the troops of Leopold have nearly surrounded Maestricht. We expect to hear that the King of Holland has demanded that they should be withdrawn, and this refused, proceed to hostilities—relying on its being made to appear to the great Powers that he was not the original aggressor, the Belgians having, in fact, by their military movements, made war on him.

We yesterday received advices direct from the Hague: Sir Charles Bagot was expected to leave for London in a few days. The utmost exertions continued to be made by the Dutch troops, both in garrison at Lier, the Tete de Flanders, and other frontier fortresses, as also in the camp at D'Oirschot, where at the date of the last accounts, the Prince of Orange was daily inspecting the troops, and making every preparation for the renewal of hostilities. Despatches are said to have been received from Baron Fagel, the Dutch Minister at Paris, despairing of any concession being made by the present French Government; and the intrigues of the Belgian minister, M. le Hon, are said to carry all before him. The Belgians seem to rely materially on the assistance of a British naval force: and a few merchant vessels appearing off Westcapelle,

had been, from their sanguine expectations, converted into a British squadron of men of war, entering the Scheldt. Prince William, (the King's second son) would arrive in the Russian capital several weeks before Lord Durham could reach his destination.

POLAND.

The Member of the Diet, Modlinski, and another, whose name is not mentioned, who had been released from a long imprisonment upon condition of a dishonorable declaration, and who had rejected the terms of their liberation, were again confined, and died in prison at the end of four days.

The Russians apprehend a new revolution at Warsaw, and every night strong patrols, followed by artillery, scour the streets.

Four hundred and fifty Poles have been embarked, under the authority of the Prussian and Russian Governments, at Dantzig for the South of France.

PORTUGAL.

Lisbon, June 20.—A decree of the King, published by the Minister of Finance, orders that, in consequence of the extraordinary expenses necessary for the defence of the kingdom against the machinations of the revolutionary faction, his Majesty's faithful subjects are called upon to pay, for this once only, the sum or value of the tenth of the income which they derived last year from their estates and revenues, without any distinction of secular or ecclesiastical property; and it appearing that this revenue is not sufficient for the purpose of the support of the army, and the other expenses of its actual organization, his Majesty is pleased to order a window tax for four years.

PORTUGAL, June 25.—The Lisbon letters are teeming with important evidence as to the state of public opinion in Lisbon, and the manner in which the usurper looks forward to the dreaded visitation from his brother. This testimony continues to be of the most assuring character, and it would now appear that, despairing at length of all chance of successful resistance, Don Miguel has made up his mind to abscond either to Italy or America. He seems to be in high favor with the officers of the American vessel in the Tagus, having, it would appear, effectually won the hearts of the "cute" Yankees by the payment in hard dollars of all their recent demands. It must be a "severe" cause or Constitution, indeed, which could successfully compete with such blandishments in the eyes of Brother Jonathan.—[*Morning Herald.*]

Lisbon, June 25.—Abundance of constitutional papers (printed in Lisbon) were found this morning about the streets, having been scattered in all parts during the night. They advise Don Miguel not to attempt making his escape, for that the attempt will be useless; they accuse him of many crimes, and threaten him with the loss of his head. He is told that the writer is an old acquaintance of his, who knows him well, &c.

June 28.—In my last of the 25th inst. I mentioned Don Miguel's visit to the American corvette. The object of his visit has occasioned much speculation. Considerable treasure, says report, has been shipped on board this vessel; four large boxes, brought in a boat which accompanied Don Miguel's yacht, were conveyed on board at the time of the visit, and others at other times, not excepting the hour of midnight, and from various places. It is said that Don Miguel's intention, in the event of failure, is to fly to America. In the meantime, however, certain proposals are to be made, on the part of Don Miguel, to his brother, through the medium of the Americans.

The embarrassments of the Government at the present momentous crisis are excessive. The end of the month is all but arrived; the troops must be paid, and there is no money in the coffers; in this extremity a demand of 200 contos is made upon the Bank of Lisbon; the Bank demurs; a meeting of the committee, and a general meeting of the Directors, have been held yesterday and to-day. This day the Bank has sustained a very heavy run.

The discount upon Government paper, which, for the last 10 days or more, has been steady at 23 1/2 per cent., is to-day suddenly fallen to 22 3/4 per cent.

GREECE.

Letters recently received from Patras and Nafppli, state that on the 9th of May, the Commandant Zavella hoisted on the fortress of Patras the standard of Prince Otho. It bears a phoenix, surrounded by a wreath of olive, with the inscription, "Otho I., Sovereign Prince of Greece." Several other commanders in continental Greece and Peloponnesus are said to have done the same thing;

and it is added, that Conduriotti, Colletti, Ipsilanti, Bozzaris, and Griva, the members of the committee of government, are so strongly suspected of betraying the national interests, that it is expected that a new committee will shortly be formed in the name of Prince Otho.

THREE DAYS LATER FROM ENGLAND.—By the packet ship Canada, Capt. Wilson, which arrived Monday, from Liverpool, having left that port as late as the 19th of July, we have received our regular files of English papers to the eve of her departure.

Dom Miguel had issued a decree, declaring Lisbon, and all the places on the sea-coast of the kingdom, "in a state of siege." Many noble persons are arrested and gone to prison within a few hours, among whom are the Marquess de Alveita, Marquess de Allegria, Baroness Tabareida, Donna Larissa de Camera, daughter of the Conde de Taipa, and many others.

The particulars of Don Pedro's descent upon Portugal will be found below. In England their King's assent had been given to the Scotch Reform Bill.

Paris continues tranquil, but the government are taking measures to prevent disturbances which may take place on the anniversary celebration of the great days of the end of July. Nothing new has transpired respecting the ministry, which is still in the same imperfect state. We give elsewhere some observations of the *Messenger des Chambres* upon the state of the departments. The Minister of Finance has published the usual statement of the revenue for the first six months of the present year. As compared with 1830, there is a decrease of 29,960,000 francs, of which a reduction in the duty of spirituous liquors produced a diminution of 16,200,000 francs—leaving the real deficit, as compared with 1830, only 13,760,000 francs: for the first six months of 1832, compared with the year 1831, however, there is an improvement in the first quarter of 9,070,000 francs. Total increase, 11,117,000 francs.

The accounts from Holland are of a warlike complexion, and Belgium is believed to be likewise ready for an ultimate appeal to the sword. But the most active germ of commotion is now to be found in the manifesto of the "German league for arresting the march of liberal principles" which has just been promulgated at Frankfort. It is an official protocol of measures adopted by the Diet of the Confederacy, the chief object of which seemed to be to render the representative bodies of the several states useless, by relieving the respective Princes from the embarrassments which the efficient control of such assemblies is calculated to create to arbitrary Governments, and to protect Austria and Prussia against the dangerous example of the beneficial operation of popular institutions. This extraordinary document, intended to crush the spirit of freedom in Germany, is entitled "Public Protocol of the 22d Sitting of the German Confederacy, holden on the 28th of June, 1832."

After it had been stated to the assembly of Envoys and Ministers present, that the fermentation in several countries of Germany, having reached to such a height, that it not only menaces the internal tranquility and the safety of the different States, but even the existence of the whole Confederation, &c. &c. the measures agreed on to correct this state of things, were briefly as follows:

1. Every German Sovereign, as a member of the Confederation, is not only authorised to reject the petitions of the Estates for privileges not secured to them by their respective constitutions, but his duty to reject them flows from the object of the Confederation itself.

2. No Estate shall be at liberty to make the granting of taxes required by the Sovereign, dependent upon the fulfilment of any other object, or the concession of any privilege. "When in any Confederate State, by the resistance of the inhabitants to the Government, internal tranquility is directly threat-

ened, and propagation of seditious movements to be feared, or if an insurrection has actually broken out and the Government itself, after having tried all legal means, claims the assistance of the Confederation, the latter is bound immediately to offer its assistance towards the restoration of order. If in the latter case, the Government is notoriously unable to suppress the rebellion by its own means, and hindered from applying to the Confederation for assistance by circumstances, the Confederation is then bound, even though not applied to, to interfere for the re-establishment of order."

3. The internal legislation of the German Confederate States must not be opposed to the object of the Confederation, nor impede the fulfilment of the federal duties, particularly the levying of the necessary supplies.

4. A committee shall be appointed by the Diet, expressly for this purpose, to make itself constantly acquainted with the proceedings of the Estates in the German Confederate States; to take into consideration the proposals and resolutions, contrary to the obligation, with respect to the Confederation, or the rights of the Government guaranteed by the federal compact, and to give notice of such to the Diet, which will then, if it judges the matter deserving of attention, consult with the Governments interested.

5. The Government of the Confederation bind themselves severally and collectively to each other, to adopt and carry into effect, as they have hitherto been bound to do by their federal relations, proper measures to prevent all attacks on the Confederation in the Assemblies of the Estates, and to repress such attacks, each according to the forms of its constitution.

6. The German Confederation alone, and exclusively, is authorized to interpret the Act of Confederation, and the penal act, which right it exercises through the Diet, its legal organ.

This precious state paper, which the London Times pronounces among the most frightful attempts upon human independence and happiness recorded in the Annals of Europe, has been received with the deepest feeling in Paris. This, say the Papers, is a crusade preached against liberty; not merely German, but, in the terms of the manifesto, "disturbances" (or liberty) "which may manifest themselves in any quarter of Europe." The *Messenger des Chambres* observes that it contains the germs of ten Revolutions: and indeed it requires but a glance at the present state of things in Europe, to see that this attempt to crush the liberty of speech and writing, from the shores of the Baltic to those of the Adriatic, and reduce the press to one "uniform" restraint throughout the federated territories, will alarm the patriotism of the Germans, and make the smaller States unite against this monstrous tyranny.

The London Times regards the assumption of despotism power betrayed in this atrocious edict, as evincing the determination of the Courts of Berlin and Vienna to put down all spirit of resistance among the German States, and then to swallow and incorporate them with their own vast monarchies. No one can doubt for a moment but that so intelligent and high spirited a people as the Germans will at once perceive the full consequence of this gigantic villany, and anticipate them by striking that blow for their independence which the ardent spirits of that country have long meditated, and which must now fall or never. If they now submit, and the schemes of Austria and Prussia are consummated, to their own humiliation must be superadded the contempt of the world. Of this, however, there can hardly be an apprehension. A movement like that of Metternich was only wanting to convince the brave, the upright, and the good among the Germans, that, in the words of Gentz's address to his countrymen, after the battle of Austerlitz: "A league between them is the only power—the only invincible coalition, which can restore liberty to the nation and repose to Europe."

ENGLAND.

LONDON, July 17.—Orders have been suddenly received here for all the remaining officers and men of the Royal Marine Artillery, not embarked in any of

his Majesty's ships, about 100 in number, to proceed to Plymouth, where they will be joined by about 300 of the Royal Marines of that division, to form part of a secret expedition, the command of which will be given to Major Park, C. B. They will take a brigade of guns and Congreve rockets. Different opinions exist as to their probable destination—Lisbon, Antwerp, and Minorca, being each named. We have no good reason for attaching any particular credit to either of these rumors in preference to the others.—[Portsmouth Herald.]

It is said that the idea of a change of Ministry has for the present been abandoned; but there seems little doubt, however, that it will be revived shortly. The plan proposed by the Wellington party to the King, was to make Sir Robert Peel Premier, the Duke of Richmond one of the principal Secretaries of State, and to continue Lord Palmerston at the Foreign Office; the other posts were to have been filled by moderate Tories.—[Court Journal.]

Sir Walter Scott.—An Edinburgh paper states, that the health of Sir Walter Scott is better than is generally supposed. When he stopped at the Fushie Bridge, on his road to Abbotsford, he immediately recognized the old lady of the house (who is supposed to be the prototype of Meg Dodds), and gave her a hearty shake of the hand. The old lady had been in raptures ever since.

Anna Maria Porter, the popular Novelist, died lately at Clifton, (Eng.) after a short illness.

We regret exceedingly, says a late London paper that Mr. Galt, the novelist, has had an attack of paralysis, which confines him to his room. The attack has settled in his lower limbs, and strong hopes are entertained that Mr. Galt will soon recover the use of them; but his illness is most unfortunate at this particular moment, as it will interrupt his active and praiseworthy schemes of emigration to Canada, by means of the New Canada Company, of which he is the founder.

Council Office, Whitehall, July 17.

England and Scotland.—New cases, 169; deaths, 62; recovered, 93. Total cases since commencement, 18,554; total deaths, 6,949.

LIVERPOOL, July 19.—The *African Expedition* has not yet sailed, though it was expected to have done so last week. It will probably leave Liverpool in a day or two. The steamboats, one of which is composed of iron, are two of the neatest and most elegant that we ever saw, and have been very generally admired.

FRANCE.

[From the *Messenger des Chambres* of July 15.]

PARIS, July 14.—While the *Debats* and others contradict our accounts of the affairs of the West, by Postscripts of Letters, written in the fourth military division, the capital of which is Tours, a town 30 leagues from La Vendee, the following is an extract from the *Journal of the Mains and Loire*, which confirms the accounts that we have not ceased to give for the sake of the public interest:

"The accounts which we received from the neighboring departments are far from being satisfactory: the arrondissements of Fontenay, Bressuire, and Parthenay, are said to be still disturbed by bands, which are not very numerous, it is true, but whose presence in the country excites uneasiness and some fear in the minds of the country people. Let the Government have an eye to these commencements of insurrections—let it examine with scrupulous attention the conduct of the Nobles, but especially that of certain Popish Priests, whose impunity emboldens—let it not fear to adopt towards them the measures which the safety of the country calls for, and the partial attempts which have taken place in the arrondissement above mentioned will find no sympathy. But the indolent system which has prevailed for eighteen months still finds supporters in the King's Council; all that we have seen in our country will recommence—alarm in the country, commerce destroyed, plundered farms, isolated murders; and after all these troubles, we shall be obliged again to take up arms and pursue these wretches. Some energetic and persevering measures, adopted without delay, would in a few days have put them out of a condition to do mischief."

HOLLAND AND BELGIUM.

The King of Holland has given a final answer to the requisitions of the Conference respecting Belgium. He has absolutely refused to recognize the independence of the Belgians, on any other terms than those of the closing of the Scheldt against them, the annexation of Limburg to Holland, the retention of Luxemburg, and an appointment of a much larger amount of debt to the Belgians. It

is taken for granted that this ultimatum will be rejected by the Conference. Indeed all accounts from Holland now breathe immediate war. The King, and with him the nation, appear to consider that they have, by this communication, thrown down the gauntlet of defiance to the conference, and they were preparing to abide the result. Hostilities upon a petty scale have already commenced near Maestricht.—King Leopold is stated to have positively declared, that he would listen to no new terms likely to be proposed for the adjustment of affairs between himself and the King of Holland; and that if the complete evacuation of the Belgian territory did not take place by the 20th instant, the siege of Maestricht would be formed on the following day.

PORTUGAL.

On the 8th of July, the squadron of the Ex-Emperor arrived off Oporto bar, and came to anchor, and on the morning of the 10th he landed his force at the village of Mettosinhoes (north side of the Douro). His whole force consists of troops to the amount of 7,500, of which about 460 are English, and the same number of French. The landing was stated to have been effected in regular and good order, as there was not the slightest opposition offered. Some of Miguel's cavalry came down, but not near enough to fire, and suddenly wheeled round, (after, as it appeared, some parly among themselves) and retreated.

After the landing had been effected, the troops were formed in marching order, and the word "Forward" given for Oporto, which place they entered without any opposition, as the governor and troops of Dom Miguel, and the police, abandoned the place and fled, (over the bridge across the Douro,) to Villa Nova, which is directly on the opposite side.

The Miguelite troops partly destroyed the bridge, which is formed of boats, after they had passed over, and considerably annoyed Don Pedro's force throughout Monday, when it was resolved that a landing should be effected at Villa Nova by the small vessels, protected by the guns of the steamers, &c., and 3,000 of Don Pedro's force were landed in a dashing manner, well under covers of the steamers, who plyed in their own draught of water on the occasion. The troops of Miguel again fled into the interior, after some hard fighting. About this time a most melancholy occurrence took place in the ranks of Miguel. One of his regiments of the line threw up their caps, and shouted simultaneously for Donna Maria, when they were immediately hemmed in by all his other troops, and nearly the whole of the regiment massacred.

POLAND.

WARSAW, June 2.—My former information of the existence of a revolt in a part of Lithuania is daily gaining ground. The experienced people have made the large forest of Bialowice the abode for their security. The body of insurgents is mostly composed of the inhabitants of the surrounding country, who being the constant objects of Russian persecution, oppression, and deportations to Siberia, saw in the revolt the only means of rescuing themselves from the cruel fate impending over them. Among the number are many citizens of wealth and respectability, with their families, and the peasantry of adjoining villages. The Russians themselves do not conceal the existence of the fact, but seem to exaggerate much the number of the insurgents, which they give out to be 20,000 men. It is not long since a whole regiment of Cossacks was cut to pieces in an engagement with these desperate men. They are said to possess 12 pieces of cannon, which they had captured from the Russians, but to be in want of ammunition. They give no quarter to the Russians; the terror, therefore, is great, and their number is increasing by deserters from the army. Russia already appropriates to herself the revenue of the Kingdom, her army is paid from the Polish treasury, and the Poles have further to defray the expenses of the new fortifications erected to keep them still more in bondage. Up to this time upwards 10,000,000 florins have been disposed in this way, and considerable sums have also been drawn on the bank, in the shape of loans. All vestiges of our nationality, even in the most trifling particulars, are every where put down, and made to disappear before the cruel jealousy of the public enemy. The outworks of the citadel are proceeding rapidly; the first edifice erected in it is the state prison. Up to this moment, not more than 150 Polish soldiers have voluntarily entered the Russian service; the last were enrolled by compulsion, or by holding out to them promises which will never be realized. They were immediately marched off into the interior of Russia. The volunteers, however, were introduced to Field Marshal Paskewitch, which was done on account

of the singularity of the case; on which occasion each received two Dutch ducats from his own hand. A levy of 25,000 recruits has again been ordered, which will considerably thin the young population in Poland. They will all be put among Russian regiments.

THREE DAYS LATER FROM FRANCE.—The Kentucky, Capt. Dennis, from Havre, which arrived on Thursday has brought Paris papers of the 19th, and Havre of the 20th ult. Their contents are not very important. The cholera rages more violently than ever. The increase of the disease is attributed to an imprudent use of the fruits of the season, &c.

The deaths on 18th July were 205; viz. at large 152, hospitals 53. Increase from the previous day, 35. Admitted to the hospitals, 118; cured, 21.—Died of other diseases, 48.

A Vienna date of July 7th states that the cholera continues to carry off many victims in that city.

The Plague is announced as having made its appearance in Constantinople; the symptoms are stated to be more alarming than previous.

PARIS, July 17.—The Moniteur of to-day denies that the French Government has given its adhesion to the measures adopted by the Germanic Diet.

PARIS, July 17.—It is said that the police have discovered a secret Printing-Office, from which have issued most of the Carlist proclamations that have inundated the city for some time past.

We have news to-day which confirms the previous reports of a violent insurrection in Rhenish Bavaria, and that a party of troops had joined the insurgents. Austrian and Prussian troops were expected immediately.

PARIS, July 19.—Private letters received from the Hague state that the King of Holland has just received intelligence from Prince Frederick of Holland, dated at Berlin, which indicate a disposition on the part of the Prussian government to sustain the Dutch cabinet in the course which it has hitherto pursued. And in truth, when we see the Austrians and Prussians on the point of establishing themselves on the Rhine, it is not surprising that all concession is refused, since it is certain that those powers will assist the Dutch, the moment Franco shall render aid to the Belgians.

In spite of the uncertainty in regard to the fate of Belgium, the King of the French perseveres in the intention of giving his daughter in marriage to King Leopold, hoping that this alliance will add respectability to the new realm, in the view of the King of Holland, and give it greater chances of permanence. It is now said that the marriage will take place on the 8th or 10th of August.

TURIN, July 6.—A French courier has passed through this place, on his way to Rome, for the purpose of conveying to M. de St. Aulaire the reply to the note of the Roman Court on the subject of the evacuation of Ancona. It is said to be of an evasive tenor. The French Cabinet give it to be understood that it is impossible at this moment to comply with the wishes of the Pope, but they hope for a more favorable period.

MADRID, July 10.—The whole Court is in a state of anxiety in consequence of an indisposition of the King, the nature of which is concealed by the physicians. Our town is full of Carlists.

ALEXANDRIA, June 2.—Particulars of the Capture of Acre.—Two days ago the Pacha received the joyful news that St. Jean d'Acre had surrendered to his troops. The bombardment commenced on 19th May. On 27th four breaches had been made. Ibrahim Pacha then ordered an assault. Placing himself at the head of his troops, he inspired them with courage by his own example. At length the Egyptians succeeded in gaining possession of the ramparts. Ibrahim manifested great personal courage on the occasion. A mine was sprung by Abdallah, and occasioned great loss to the besiegers. At length he retired to a tower, where he continued his resistance. Ibrahim demanded immediate surrender, promising to spare his life and those of his friends, and not to molest his private property.—Abdallah then gave himself up to his generous conqueror, who permitted him to depart wherever he pleased. Many excresses took place after the capture of the town, but we have no time to enter into details.

The Egyptian fleet consists of two ships of the line of 100 guns each, seven frigates of 60 guns, and several corvettes, brigs, &c. A three decked

ship of the line will soon be added. The Ottoman fleet, at the date of the last accounts, was in the Dardanelles, nearly ready to sail. The precise land force of the Sultan is not known. He has 20,000 men entrenched at Hamaah (Syria). Ibrahim will continue his operations, and we expect shortly to hear of a decisive battle.

P. S.—Abdallah has just arrived at Alexandria, on board an Egyptian brig of war.

From Vera Cruz.—By an arrival at New Orleans on the 3d instant, the editor of the "Bee" has received Vera Cruz papers of the 21st July inclusive, but they contain nothing of importance. The armistice having expired, hostilities had recommenced between the ministerial forces and Santa Anna.—On the 21st, Santa Anna was to have marched, with 3000 men, to Cordova, where he was to concentrate his forces. The city of Zamora, in the state of Michoan, had declared in favor of Santa Anna, and a party of 250 or 300 Government troops had surrendered to a corps of 500 men, under Col Meriteguie, a partisan of Santa Anna.

MISCELLANY.

THE DEATH-FEAST.

We think those of our readers who have not before met with the following poem, will thank us for bringing them acquainted with it. It is taken from a volume entitled "Corn-Law Rhymes, and the Village Patriarch." The author, it appears from his preface, is a self-educated man, and one who has witnessed, in all probability experienced, some of that misery which he so forcibly and truly describes as pervading the laboring community of England. There is a simplicity and pathos in the poem which we have quoted, which cannot fail to touch a sympathetic chord in the bosom of the reader. Honest pride and independence, coupled with deep and genuine affection, are fairly portrayed; nor is the picture of endurance and suffering at all exaggerated; as was remarked by a London reviewer, "what this poem describes happens, ay, daily, in England."—[Wash. Telegraph.]

"The birth-day or the wedding day,
Let happier mourners keep;
To death my festal vows I pay,
And try in vain to weep.
Some griefs the strongest soul might shake,
And I such grief have had;
My brain is hot—but they mistake,
Who deem that I am mad.
My father died, my mother died,
Four orphans poor were we;
My brother John worked hard, and tried
To smile on Jane and me.
But work grew scarce, while bread grew dear,
And wages lessened too,
For Irish hordes were bidders here
Our half-paid work to do.
Yet still he survives, with failing breath,
And sinking cheek, to save
Consumptive Jane from early death—
Then joined her in the grave.
His watery hand in mine I took,
And kissed him till he slept;
O, still I see his dying look!
He tried to smile, and wept!
I bought his coffin with my bed,
My gown bought earth and prayer;
I pawned my mother's ring for bread,
I pawned my father's chair.
My Bible yet remains to sell,
And yet unsold shall be;
But language fails my woes to tell—
Even crumbs were scarce with me.
I sold poor Jane's gray linen then,
It cost a groat a year;
I sold John's hen, and missed the hen
When eggs were selling dear;
For autumn nights seemed wintry cold,
While seldom blazed my fire,
And often times eight no more I sold
When eggs were getting higher.
But still I glean the moor and heath;
I wash, they say, with skill;
And workhouse bread ne'er crossed my teeth—
I trust it never will.
But when the day on which John died
Returns with all its gloom,
I seek kind friends, and beg, with pride,
A banquet for the tomb.
One friend, my brother James, at least
Comes thus with me to dine;
Let others keep the marriage-feast,
The funeral feast is mine.
For then on him I fondly call,
And then he lives again!
To-morrow is our festival
Of death, and John, and Jane.
Even now, behold! they look on me,
Exulting, from the skies,
While angels round them weep to see
The tears gush from their eyes!
I cannot weep.—Why can I not?
My tears refuse to flow:
My feet are cold, my brain is hot—
Is fever madness? No.
Thou mildest, and in scorn—but thou,
Couldst thou forget the dead?
No common beggar curries now,
And begs for burial bread!"

The following literary extract is one of unusual character. It is from a Turkish historian, and refers to the event which introduced the Mussulmans into Europe, the capture of Constantinople in 1453. It is translated by a young author, *Arthur Lumley Davids*, who has recently published in England a Turkish grammar, with specimens in prose and verse from Turkish writers. The work whence the present extract is derived, is called *Tadg al Tavarich*, which means, we are told, "Diamond of Histories." The writer of it, Saadeddin, is deemed the Prince of Ottoman historians. It will be curious to compare his figurative narrative of the fall of Constantinople with the highly wrought relation by Gibbon of the same event.

THE SIEGE AND TAKING OF CONSTANTINOPLE,
IN THE FIFTEENTH CENTURY,
As related by a Turkish Historian.

After relating the unsuccessful negotiation between Paleologus and the Sultan, he proceeds:

"The besiegers and the besieged pursued their labors; they were under arms from break of day until the sun, the golden-winged bird of Heaven, ceased to be visible in the terrace of the horizon. At length the Moslems placed their cannon, of which we before spoke, in an effectual position, and threw up their entrenchments. It was to the Arabs and Janissaries that the sultan confided this work. The gates and ramparts of Constantinople soon became like the heart of an unfortunate lover—they were pierced in a thousand places. The flames which issued from the mouths of these instruments of warfare, of brazen bodies and fiery jaws, cast grief and dismay among the miscreants. The smoke, which spread itself in the air and ascended towards the heavens, rendered the brightness of day sombre as night; and the face of the world soon became as dark as the black fortune of the unhappy infidels. In liberating the arrows like ambassadors from the bows, the enemies, without guardian angels, were made to hear the information conveyed by the sentence of the Koran, 'Whosoever ye be, death will overtake you.' The balistas incessantly projected stones towards the rash defenders of the towers and walls, who experienced the effects of the menaces in the holy book: 'You shall beat them with stones, which contain the sentence of those they reach.' They were sent to the profundity of hell, to confirm the decrees of the Judge of the Tribunal of Fate. Nevertheless, the bullets of stone from the artillery of the infidels overturned the bulwarks of the existence of numerous Moslems, and the field of battle was filled with martyrs. Two great vessels, whose elevated masts towered toward the heavens, came on the part of the Franks, full of artifice, and worthy of hell-fire, to bring succour to the Greeks. The miscreants who were on board these vessels threw themselves into the place, and strove to fill up the gaps and breaches with which the fortifications were covered, and to repulse the warriors of the faith. The besieged, confident in this passing success, like a tortoise who quits his shell, shewed their heads beyond the ramparts, applying themselves to vociferating reproaches on the Moslems.

It was then that those who among the chiefs of the empire who agreed with Khalil Pasha sought to persuade the victorious monarch of the impossibility of gaining Constantinople, and the necessity of making peace and departing; but this hero, who had a natural aversion to timid and indiscreet counsel, disdained the perfidious advice of those men who taught evil. With firm foot in the place of combat, the Moslems, according to the advice of the faithful Ulemas and Sheiks, continued to precipitate into the pit of death great numbers of the rebels against heaven who defended the place. The Doctor Ahmed Kurani, the Sheik Ak Shemseddin, and the Vizir Zaglus Pasha, who partook of the sentiments of the Sultan, opposed peace and conciliatory measures; saying, that to withdraw their hand from the lappet of the robe of Victory would not be fulfilling the resolutions they had made; and relating to the troops the promise of the prophet—'Greece shall be conquered'—pointed out to them how necessary it was to use all their efforts to verify his sentence. 'The greatest combat is that which will take place at the conquest of Constantinople,' and the Moslems, prepared to abandon life in the sight of religion, night and day illumined the field of battle with the lightning of their swords; yet the Beauty, enchantress of victory, did not display her radiant countenance. The prudent monarch assembled the

chief of his warriors, and thus addressed them:—'This side of the place is rendered impregnable by the depth of the fosse, strengthened by every possible means of defence; we cannot, without excessive loss, cross this fosse; and the courier of thoughts cannot even surmount the solid ramparts beyond. The walls encircle the city on three sides: if we only attack it at a single point, we shall have great difficulty in conquering; besides, victory would cause the destruction of a great part of our people: we must therefore find some means of attacking the place by sea.' An immense chain was extended across the strait which separated Constantinople from Galata, which rendered the passage of vessels through it impossible. To find an expedient against this, the chiefs in vain made the courses of thought traverse the desert of reflection; till at length the conquering King of the World conceived the design of drawing the vessels of the Moslems from the fortress which had been built, and to bring them as far as the port behind Galata. Although the execution of this project must be put among the number of things almost too difficult to be accomplished, yet, by Divine assistance, it was performed with ease. By the surprising skill of their best mechanics, the Moslems were enabled to draw their vessels, large as mountains, out of the sea, upon the land; and having rubbed their keels with grease, they made them glide along the earth, through hill and vale, and launched them on the waves which bathed the ramparts of the city: they afterwards set up a bridge upon these vessels, and formed entrenchments on them. The priests had been incessant in their endeavors to sustain the courage of the besieged, at the same time that they consoled them: 'The taking of Constantinople is impossible,' said they; 'for the astrological predictions of our books shew that our city can never be conquered, except when a king shall make his vessels traverse the land, with sails displayed. But when this wonder was presented to their eyes, they knew that their ruin was accomplished: the words expired in their mouths, and the fire of despair gnawed their hearts. The unclean emperor having learned that the fortifications which were on the side of the sea were also attacked, was nigh losing his reason: nevertheless, he reinforced the guard who held that place, and applied himself to repair the walls, sometimes on one side, sometimes on the other; but the Grecian soldiers not being sufficient for this purpose, he ordered the Frankish army to repair the ramparts situated to the south of the Adrianople Gate. The principal Greeks were indignant that the guarding of this place had not been confided to them, who had the greatest interest in defending it, and that it should be left to strangers. Thus discord insinuated itself among the besieged, which occasioned wrong orders to be given for the direction of these troops of error. The Osmanlis were not long in perceiving this; and, regarding their lives as merchandise of a vile price, mounted to the assault with intrepidity, by the breaches which were to the south of the Adrianople Gate. They got beyond the ramparts, when the advance guard of darkness appeared from the western horizon; and soon the stars of night were the witnesses of the superiority of the brave Moslems. On this, the just and valiant monarch commanded his victorious army to put lanterns, or lighted tapers, on the heads of pikes and lances; and until the planet of the fourth heaven should cast his rays upon the earth to continue the combat, in order to give no repose to the despicable infidels, nor to allow them time to repair their breaches. According to the imperial command, the light of the flambeaux and lamps illumined the front of the city and its environs, which became like a plain covered with roses and tulips. The Moslems, in this night, united the double merit of a combat and prayer.—With the blood of the martyr they purified the stains of their sins. Soon the sun shone forth from the western darkness; and having put to flight the legions of stars by the arrows and darts of his rays, the crafty general of the Franks mounted the ramparts, in order to repulse the cohorts of the faith. At this moment, a young Moslem, taking the cord of firm resolution, threw himself like a spider upon the walls, and, having vigorously employed his sword like the crescent moon, at one blow sent forth the soul of the infidel from his body, like an owl from its impure nest. On beholding this, the Franks hurried themselves into the road of flight; and, like an impetuous torrent, they hastened towards the sea, to regain their ships. It was then that the Moslems, binding around them the girdle of ardour, and, like the lion in pursuit of his prey, disregarding the rain of arrows, stones, bullets, and shots continually pouring on them, crowded towards the breaches assured that they were

the gates of victory. 'The dust of the combat was raised even to the skies, and covered the vault of heaven as a veil.' The swords reposed not an instant: the darts and arrows incessantly pierced the breasts of the rebel troop. The Ottomans soon raised the standard of victory on the walls of Constantinople, and proclaimed, with the free tongues of their swords, the Surats of 'Triumph,' and of 'the Ramparts.' The defence of the place slackened; and the good news expressed in the words of the Koran, 'Verily our army shall obtain victory!' gave confidence to the Mussulman troops, and filled them with holy enthusiasm. The Greek emperor, however, surrounded by his bravest soldiers, was in his palace, situate to the north of the Adrianople gate: he sought to defend the avenues against the Moslem warriors; when suddenly he learned that those who raised the excellent standard of the holy word had gained the interior of his palace. He knew, then, that his good fortune was reversed; grief overcame him, and he hastened to fly from his habitation. While regretting his unhappy fate, this man, whose abode was soon to be the shades, exclaimed, 'Where is a place of refuge?' He discovered a few of the faithful, who, full of confidence, were occupied in pillage. At this, the fire of hate filled his dark soul; and, rushing upon those unsuspecting Moslems, his scythe-like sword gathered the harvest of their lives. One poor soldier of this band, who was only wounded, bathed in the blood which poured from his wounds, and full of anguish, awaited the approach of death. The Greek monarch, beholding this miserable man, raised his sword to take his last breath. In this moment of despair, the wretched man, aided by the Divine assistance, dragged this enemy of the faith from his saddle adorned with gold, and cast him on the dark earth, making his warlike cimetar descend upon his head. This exploit, which solaced the sufferings of the good Moslem, caused those who followed the emperor to fly. With death alone before their eyes, they fled far from the place of combat: not one remained in the field; none dared put hand to sword. In the mean time, the Moslems opened the gates of the city; and the troops, the asylum of victory, who were without, began to enter with the pious monarch. With his permission, the fortunate troops pillaged the city three nights and three days, feeding the eye of their hopes with the sight of the Grecian beauties. That mortal which is a source of misfortune to fools, which gives reputation and pre-eminence to men unknown in the world, was the portion of those who exchanged the wares of this life for the capital of eternal existence. The third day, the heralds of the sublime court made known the will of Mohammed, absolute as destiny: this was, 'That the soldiers should cease from pillage, remaining peaceful, and doing no more injury to any one.' This august command having been executed, the swords were consigned to their sheaths, and the bows to the corner of rest. By the care of the fortunate monarch, the dust of the combat was allayed, the sword of war suspended, the arrows were thrown aside, and the bows were broken. By his noble efforts, the profession of the Mussulman faith, and the five-times-repeated cry of the religion of the prophet, were heard, instead of the detestable sound of the bells. The churches of Constantinople were despoiled of the vile idols which defiled them: they were cleansed from the abominable impurities of the Christian ceremonies. The ancient customs were entirely changed; many temples and chapels of the Nazarenes, by the placing of the Mibrab and the pulpit of the faithful, rivalled the sublime Paradise. The luminous rays of Islam dispelled the dark shadows of wickedness."

MEMOIR OF A SUICIDE.—It is only a short time since Henry Neale, the author of the English series of the 'Romance of History,' closed his career by self-murder, at a time when the vista had just opened sufficiently to present a fair prospect of success. We are now appalled by another suicide, in the same profession and rank of life, the perpetrator of which was a still younger man—indeed, a mere youth—whose introduction to the public seemed, like Neale's, to be full of good omen.

Mr. Fletcher—the circumstances of whose death our readers have been made acquainted with by the newspapers—was educated at Cambridge, and passed through his studies, the proximate object of which was a wranglership, with credit. When just about to receive the reward of his labors, he was guilty of one of those imprudences so frequent in College life, and so seldom attended with any permanent or disastrous effect. He was absent at the meeting of the council, and it was discovered that he had not

been in his apartment the whole night. He had gone on a pleasure party the day before, and was accidentally detained beyond the moment when his appearance would have passed unquestioned. Expulsion stared him in the face on one hand; and on the other, the dreadful fate of being thrown back from the object of his ambition for a space of time equal to that which he had already spent in efforts to obtain it. Between this Scylla and Charybdis he was lost. He left College, abandoned all his plans and pursuits in life, and came to London, a friendless and almost aimless adventurer.

It is probable that, in the whole of this proceeding, he acted contrary to the advice of his relations, and that, in consequence, they left the young man to his fate; but, on so painful and delicate a subject, it is only fair to say, that this is little more than a surmise. Shortly after his arrival in London, he was so fortunate as to obtain the situation of assistant in a respectable school, where he continued for two years, and up to last Christmas. During this interval of two years he published a poem, which displayed at least the evidences of an elegant mind, and contributed to some of the periodicals. But it was to the impression made upon his imagination by the glorious struggles of the Poles, that he owed any literary distinction, attained by his name. He produced a "History of Poland," which met with almost universal approbation; and few persons, on reading its manly and impressive pages, could have supposed that the author was a shy and retiring youth of one-and-twenty.

At this time the bookselling trade appeared to be on the brink of ruin. A panic, whether connected with real or imaginary danger, had been spread abroad in the literary world and its dependent professions. Booksellers were afraid, therefore, to buy the materials of which it is manufactured. In the department of imaginative writing, more especially, a depression prevailed which threatened to recall the days when garrets and hunger were the portion of the Muses' sons. One extensive house, celebrated both for its good and bad novels, declared that it had utterly ceased to purchase manuscripts on speculation, and either terrified or cramped in means by its losses, refused to entertain any offer proposed with other views than prospective and eventual remuneration. If any payments were made at all, they were in bills, which the holder, if unprovided with monied friends, could no more get discounted than he could live upon the paper.

At this period, Mr. Fletcher, with characteristic imprudence, gave up his situation, and attached himself to the precarious and now desperate trade of authorship. This was only last Christmas—and we hurry to the result.

He was employed to write a work on India for the "Entertaining Knowledge," a portion of which is completed; and he also contributed, we believe, to several of the Magazines. He became involved in difficulties, notwithstanding; but to so trifling an amount, that it is said his last days were embittered chiefly by the dread of an approaching demand upon him for twenty-five pounds, the amount of a bill accepted by his publisher, which he feared would remain unpaid, and consequently fall back upon him; but the gentleman in question asserts that the bill had been given as a friendly accommodation to Mr. Fletcher.

Another enemy, still more fatal, was the disorder which appears to be "the badge of all our tribe"—indigestion. The sedentary habits of authors are generally supposed to be the predisposing cause of the disease: but this we deny. Exercise, without amusement, is nothing. The state of the mind, more than that of the body, we hold to be the predisposing cause. The disease again re-acts upon the mind; and this action and re-action, if long continued, produces a nervous excitement, which sometimes ends in madness.

Mr. Fletcher, like many others who are afraid of the excitement of wine, or unable to afford the means of indulgence in it, had recourse to opium in his fits of despondence. This drug is as bad, although not quite so speedy, as arsenic to a literary man; for it exasperates the disease which is preying like a vulture upon his life. The hero of this sad tale sunk at last into melancholy and despair. One whole day, till late in the afternoon, he lay in bed without being able to muster energy enough to rise. He at length took his place mechanically, as it were, at the dinner-table. He did not eat; he shrunk from conversation; but when the time of parting came, he bade farewell, with a strong pressure of the hand.

The next morning the unhappy young man was found dead on the floor. He was surrounded with

blood, and a pistol lay near the sacrilegious hand of the suicide.—[London paper.]

The New Monthly Magazine contains a journal of conversations with Lord Byron by the Countess Blesington. The narrative is pleasantly written, but its great merit is its evident accuracy: there is no exaggeration or dressing up. Byron seems to have been a poor vain creature, who could talk of nothing but himself, and always influenced by that meanness of all weaknesses, false shame—the shame of appearing rational or amiable. He tells, however, some amusing anecdotes of his acquaintance: among others, the following account of Madame De Staël shows that he had a keen insight into the character of others:—Poor Madame De Staël, I shall never forget seeing her one day at table with a large party, when the busk (I believe you ladies call it) of her corset forced its way through the top of the corset, and would not descend, though pushed by all the force of both hands of the wearer, who became crimson from the operation. After fruitless efforts, she turned in despair to the valet de chambre behind her chair, and requested him to draw it out, which could only be done by his passing his hand from behind over her shoulder, and across her chest, when, with a desperate effort, he unsheathed the busk. Had you seen the faces of some of the English ladies of the party, you would have been like me, almost convulsed; while Madame remained perfectly unconscious that she had committed any solecism on *la decence Anglaise*."

RAPID MARCH OF IMPROVEMENT.—From the "Report of a Select Committee of the House of Commons bearing date in October, 1831, on the subject of Steam Carriages on Common Roads," published by order of Congress at their last session, much valuable information is to be obtained. We were struck with the answer of one of the witnesses to a question propounded to him by the Committee.—"Rail-roads," said he, "excepting in very peculiar situations, are behind the age!"

RAILROAD IRON.

The Subscribers having executed large orders for Iron for the Canal Commissioners of Pennsylvania, as well as for several incorporated companies, have made such arrangements in England, where one of them will shortly be, as will enable them to import on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Pins and Wedges in use, both in the country and Great Britain, will be exhibited. Apply to
A. & G. RALSTON.
J23m*

Philadelphia, May 26, 1832.

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Rope, the public are referred to J. B. Jervie, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County Pennsylvania.
Palmyra, Wayne County, New-York,
1st mo. 22d, 1832. J20 tf

A RAILROAD IN PRACTICAL OPERATION, within ten miles of the City of New-York.

THE PATERSON AND HUDSON RIVER RAILROAD is formed from the town of Paterson to the village of Acquackanonk, a distance of 4½ miles, and is now in actual and successful operation between those places.—The Company have placed upon the road three splendid and commodious Cars, each of which will accommodate thirty Passengers, and have supplied themselves with fleet and gentle horses, and careful drivers.

With a view to suit the convenience of those persons who may wish to avail themselves of this rapid and delightful mode of traveling, the following hours have been fixed for leaving those places.

| PATERSON. | | ACQUACKANONK. | |
|------------------------------|-------------------------------|-------------------------------|-------------------------------|
| At half past 7 o'clock, A.M. | At half past 10 o'clock, A.M. | At half past 10 o'clock, A.M. | At half past 10 o'clock, A.M. |
| 10 do do | 1 before 1 do P.M. | 1 before 1 do P.M. | 1 before 1 do P.M. |
| 3 do do P.M. | half past 3 do do | half past 3 do do | half past 3 do do |
| 4 do do | 5 do do | 5 do do | 5 do do |
| half past 4 do do | half past 6 do do | half past 6 do do | half past 6 do do |

Parties of twenty or more persons can be accommodated at either of the above hours with a private Car.

FARE reduced to 16¢.—Children under 12 years of age, half price.—Paterson, June 20th, 1832.

ELIAS B. D. OGDEN, Secretary.
NB.—Persons leaving Hoboken by the 8 o'clock Stage, for Acquackanonk, will have ample time to view the Falls of the Passaic, and other objects of interest in the flourishing town of Paterson, and return to New-York the same day.
Jy:18

The public are informed that, on further notice, the 12 o'clock and 4 before 6 o'clock P.M. turns from Paterson, and the 8 o'clock A.M. and 7 o'clock P.M. turns from Acquackanonk, are, for the present withdrawn.

By order, E. B. D. OGDEN, Sec'y.
Paterson, July 26, 1832. Jy:30

BANK NOTE TABLE.

| MAINE. | | NEW-HAMPSHIRE. | |
|-------------------------|--------------------------|--------------------------|--------------------------|
| U. S. Branch, par | Cumberland.....J2 | U. S. Branch, par | Rochester.....J2 |
| Thomaston.....J2 | Caso.....J2 | Cheshire.....J2 | Portsmouth.....J2 |
| Vassalborough.....J2 | Merchants.....J2 | Concord.....J2 | Farmers.....J2 |
| Canal.....J2 | Union.....J2 | Exeter.....J2 | Piscataqua.....J2 |
| Portland.....J2 | Waterville.....J2 | New-Hampshire do | Dover.....J2 |
| Bargor.....J2 | Saco.....J2 | N. H.—Stratford do | Winnipegsee.....J2 |
| South Berwick.....J2 | Lincoln.....J2 | VERMONT. | |
| | | Brattleborough.....J2 | St. Albans.....J2 |
| | | Montpelier.....J2 | Windsor.....J2 |
| | | Rutland.....J2 | Vergennes.....J2 |
| | | Bank Caledonia.....J2 | Bennington.....J2 |
| MASSACHUSETTS. | | RHODE-ISLAND. | |
| U. S. Branch, par | Plymouth.....J2 | U. S. Branch, par | Village Bank.....J2 |
| Boston city Bk.....J2 | Pawtucket.....J2 | Providence.....J2 | Smithfield Lime |
| Agricultural.....J2 | Salem.....J2 | Union.....J2 | Rock.....J2 |
| Beverly.....J2 | Springfield.....J2 | Exchange.....J2 | Newport Bank.....J2 |
| Bedford Com'l.....J2 | Taunton.....J2 | Mechanics.....J2 | Roger Williams.....J2 |
| Commercial.....J2 | Worcester.....J2 | Globe.....J2 | Seaside.....J2 |
| Dedham.....J2 | Uxbridge.....J2 | Manufacturers.....J2 | Kent.....J2 |
| Gloucester.....J2 | Fall River.....J2 | R. Island Union.....J2 | Eagle, Bristol.....J2 |
| Hampshire.....J2 | Exchange.....J2 | Rhode Island.....J2 | Do. Providence.....J2 |
| Franklin.....J2 | Danvers.....J2 | Merchants' Provi- | Mount Vernon.....J2 |
| Sunderland.....J2 | Astoria.....J2 | dence.....J2 | Cranston.....J2 |
| Hampden.....J2 | Mendon.....J2 | Do. Newport.....J2 | Bank of Bristol.....J2 |
| Mechanics.....J2 | Oxford.....J2 | N.E. Commercial.....J2 | Commercial.....J2 |
| Marblehead.....J2 | Milbury.....J2 | Washington.....J2 | Freemans.....J2 |
| Newburyport.....J2 | Housatonic.....J2 | Savilleville Agric. | Franklin.....J2 |
| Phenix.....J2 | Hamp. Manufacs.....J2 | and Manuf.....J2 | Landholders.....J2 |
| Pacific.....J2 | Barnstable.....J2 | Smithfield Exch.....J2 | Narragansett.....J2 |
| Manu. & Mech.....J2 | Leicester.....J2 | CONNECTICUT. | |
| | | U. S. Branch, par | Hartford.....J2 |
| | | Norwich.....J2 | Phenix.....J2 |
| | | Bridgeport.....J2 | Middletown.....J2 |
| | | Fairfield County.....J2 | Mechanics.....J2 |
| | | Do. Branch.....J2 | New-London.....J2 |
| | | East Hudson.....J2 | City Rk. N. Hav.....J2 |
| NEW-YORK. | | NEW-JERSEY. | |
| U. S. Branch.....par | Bank of Albany.....J2 | Trenton B. Co. \$5 par | Morris Canal.....J2 |
| City Banks.....J2 | State Bank.....J2 | State B. Newark.....J2 | Newark B. Co.....J2 |
| Long Island Bk.....J2 | Commercial, \$50.....J2 | Do. Morristown.....J2 | Orange.....J2 |
| Duchess Co.....J2 | Bank of Troy.....J2 | Do. Elizabeth.....J2 | Washington.....J2 |
| Lansingburg.....J2 | Farmers', \$50.....J2 | Do. Camden.....J2 | People's.....J2 |
| Poughkeepsie.....J2 | Mohawk.....J2 | Do. N. Brunswick.....J2 | Success.....J2 |
| Catskill.....J2 | Ulster.....J2 | Farm. & Mech.....J2 | Farmers.....J2 |
| Newburgh.....J2 | Do. Branch.....J2 | at Rahway.....J2 | Bk N. Brunswick.....J2 |
| Do. Branch.....J2 | Ontario.....J2 | PENNSYLVANIA. | |
| Mech. & Farmers.....J2 | Do. Branch.....J2 | U. S. Bank.....par | Montgomery Co.....J2 |
| | | Philadelphia Bk.....J2 | Columbia Bk.....J2 |
| | | Harrisburg.....J2 | Chester county.....J2 |
| | | Northampton.....J2 | Lancaster.....J2 |
| | | Farmers Reading.....J2 | Germantown.....J2 |
| | | Do. Lancaster.....J2 | Delaware county.....J2 |
| | | Do. Bucks co.....J2 | Penn Township.....J2 |
| | | Easton.....J2 | York.....J2 |
| DELAWARE. | | MARYLAND. | |
| Farmers.....J2 | Wilm. & Brand.....J2 | U. S. Branch.....J2 | Bank Maryland.....J2 |
| Do. Branches.....J2 | Delaware.....J2 | Baltimore Bks.....J2 | Frederick co.....J2 |
| | | Farmers.....J2 | Westminster.....J2 |
| | | Do. Branches.....J2 | Farmers & Mech.....J2 |
| DISTRICT COLUMBIA. | | VIRGINIA. | |
| Patriotic.....J2 | Alexandria.....J2 | U. S. Branch.....J2 | Farmers.....J2 |
| Metropolis.....J2 | Potomac.....J2 | Vally, & Branch.....J2 | Do. Branches.....J2 |
| Washington.....J2 | Union.....J2 | State, & Branches.....J2 | Northwestern.....J2 |
| NORTH CAROLINA. | | SOUTH CAROLINA. | |
| U. S. Branch.....J2 | Union.....J2 | U. S. Branch.....J2 | Union.....J2 |
| Plant & Mech.....J2 | South Carolina.....J2 | Plant & Mech.....J2 | South Carolina.....J2 |
| GEORGIA. | | LOUISIANA. | |
| U. S. Branch.....J2 | Augusta.....J2 | U. S. Branch.....J2 | State 4—Orleans.....J2 |
| Planters.....J2 | State B. & Bth.....J2 | Planters.....J2 | State B. & Bth.....J2 |
| Marine & Fireins.....J2 | Merch. & Planters.....J2 | Chillicothe.....J2 | Merch. & Planters.....J2 |
| U. S. Branch.....J2 | Marionetta.....J2 | Western Reserve.....J2 | Merch. & Planters.....J2 |
| Franklin.....J2 | Lancaster.....J2 | Franklin.....J2 | Merch. & Planters.....J2 |
| | | | |

* The Bank of Macon has failed. The other Banks in Macon are good at the rate quoted above.

NEW-YORK PRICES CURRENT:

Corrected from the "New-York Shipping and Commercial List"—Wednesday, August 22d, 1932.

| | | | | | | | | | | | |
|--|-------|---|-------|---|--------|---|--------|---------------------------------------|-------|---|-------|
| ASHES— Pot, first sort.....100 lbs | — | a | 4 45 | Rye Flour.....bbl | — | a | 4 62½ | PROVISIONS— Beef, Mess.....bbl | 9 75 | a | 10 75 |
| Pearl.....do | 4 60 | a | 4 65 | Indian Meal.....do | — | a | 3 50 | Do. Prime.....do | 5 50 | a | 5 75 |
| BEE-SWAX— White.....lb | 44 | a | 45 | Do.....bhd | — | a | 16 00 | Do. Cargo.....do | 4 25 | a | 4 50 |
| Yellow.....do | 13 | a | 20 | FRUIT— Raisins, Malaga.....cask | 7 00 | a | 8 00 | Butter, N. Y. Dairy.....lb | 14 | a | 16 |
| BOTTLES— Bristol, Porter.....gross | 8 00 | a | 50 | Do. bloom.....box | 2 25 | a | 2 50 | Do. Shipping.....do | 11 | a | 12 |
| Wines.....do | 6 50 | a | 50 | Do. muscatel.....do | 2 75 | a | 2 87½ | Do. Philadelphia.....do | 8 | a | 10 |
| BREAD— Navy.....lb | 3½ | a | 2½ | Do. bunch.....do | 3 00 | a | 3 12½ | Hog's Lard.....lb | 8 | a | 10 |
| Pilot.....do | 4½ | a | 4½ | Do. Currants, Zante.....do | 7½ | a | 8 | Port, Mess.....do | 13 00 | a | 14 00 |
| Crackers.....do | 6 | a | 6½ | Do. Almonds, soft shell.....do | 11 | a | 13 | Do. Prime.....do | 10 50 | a | 11 00 |
| BRISTLES— Russia, first sort.....lb | 60 | a | 70 | Do. shelled.....do | 13 | a | 16 | Do. Cargo.....do | 9 25 | a | 9 50 |
| Do. common.....do | 20 | a | 40 | Do. Figs, Smyrna.....do | 10 | a | 12 | Cheese, American.....lb | 5 | a | 7 |
| American.....do | 15 | a | 60 | Do. Filberts.....do | 4 | a | 5½ | Hams, Virginia.....do | 10 | a | 11 |
| CANDLES— Mould, tallow.....lb | 12½ | a | 13 | Do. Prunes Bordeaux.....do | 14 | a | 18 | Do. Northern.....do | 9 | a | 10 |
| Dipped.....do | 11½ | a | 12 | Do. Tamarinds.....do | 3½ | a | 5 | RAGS— Foreign.....do | 4 | a | 8½ |
| Sperm.....do | 30 | a | 32 | GRAIN— Wheat, North riv.....bshl | — | a | — | Country.....do | 3 | a | 6 |
| COAL— Liverpool.....chaldron | 10 00 | a | — | Do. Genesee.....do | — | a | — | RICE.....100 lb | 3 00 | a | 3 75 |
| Scotch.....do | 7 40 | a | 8 00 | Do. Virginia.....do | 1 31 | a | 1 31 | SALT— Turk's Island.....bshl | 46 | a | 45 |
| Sidney & Bridgeport.....do | — | a | 8 50 | Do. N. Carolina.....do | 1 25 | a | 1 30 | Isle of May.....do | — | a | — |
| Albion.....do | 8 00 | a | — | Rye, Northern.....do | 80 | a | 82 | St. Ubes.....do | — | a | — |
| Virginia.....do | 8 00 | a | 9 00 | Corn, Yellow, North.....do | 70 | a | 72 | Cadiz.....do | 33 | a | 40 |
| Anthracite.....ton | 7 50 | a | 9 00 | Do. White, L. & N. J.....do | 70 | a | 73 | Lisbon.....do | 40 | a | — |
| COCOA— Caracacas.....lb | 12 | a | 14 | Do. Southern.....do | 64 | a | 66 | Liverpool ground.....do | — | a | 37 |
| Trinidad.....do | 5 | a | 6 | Do. Barley, North river.....do | 40 | a | 50 | Do. blown.....do | 1 8½ | a | 2 00 |
| St. Domingo.....do | 4 | a | — | Oats, South & North.....do | 4 | a | 50 | Do. sack do.....sack | 1 8½ | a | 2 00 |
| Para.....do | 5 | a | — | Peas, white dry.....bushls | 6 00 | a | 7 00 | SALTPETRE— Refined.....lb | — | a | 9 |
| COFFEE— Cuba.....lb | 11 | a | 13½ | Do. black eyed.....do | — | a | 75 | Crude E. I.....do | 7 | a | — |
| Brazil.....do | 12½ | a | 13 | Beans.....do | 7 50 | a | 10 00 | SHEETINGS— Russia, white.....piece | 11 00 | a | — |
| Porto Rico.....do | 12½ | a | 14 | — HEMP— Russia.....ton | 190 00 | a | 210 00 | Do. brown.....do | 9 25 | a | 9 50 |
| Laguaira.....do | 12 | a | 14 | Manilla.....do | 215 00 | a | — | SOAP— New York, Brown.....lb | 5 | a | 6 |
| St. Domingo.....do | 12½ | a | 12 | Sisal.....do | — | a | — | Castile.....do | 11 | a | 12 |
| Java.....do | — | a | 13 | American dew-ret.....do | 130 00 | a | 150 00 | SPELTER.....lb | 2½ | a | 3 |
| Jamaica.....do | 12 | a | 13 | Yarns Kentucky.....lb | 9 | a | — | SPICES— Cassia, in mats.....lb | 20 | a | 21 |
| COPPER— Sheathing.....lb | 22 | a | 23 | — HIDES— La Plata & R. Grande.....lb | 14 | a | 15 | Cloves.....do | 52 | a | 54 |
| Fig.....do | 16½ | a | 17 | Do. wet salted.....do | 6½ | a | 6½ | Ginger, race.....do | 7 | a | 11 |
| Old.....do | 16 | a | 17 | Do. Cronoco.....do | — | a | 13 | Do. ground.....do | 1 35 | a | 1 45 |
| Belt.....do | 24 | a | — | W. India & Southern.....do | 10½ | a | 12 | Nutmegs.....do | 16 | a | 17 |
| CORDAGE— Foreign.....lb | 10 | a | 11 | S. A. Horse.....pieces | 1 35 | a | 1 45 | Pepper.....do | 16 | a | 17 |
| American.....cwt | 11 | a | — | — HORNS— Ot.....100 | 5 00 | a | 20 00 | Pimento, Jam.....do | 16 | a | 17 |
| CORKS— Velvet.....gross | 40 | a | 50 | — INDIGO— Bengal.....lb | 1 00 | a | 1 60 | SPIRITS— Brandy, Ot. D. & Co. gal | 1 62½ | a | — |
| Common.....do | 20 | a | 30 | Manilla.....do | 75 | a | 1 12½ | Do. Rochelle.....do | 1 45 | a | 1 50 |
| Philad.....do | 5 | a | 10 | Caracacas.....do | 1 12½ | a | 1 35 | Do. Bordeaux.....do | 1 31 | a | 1 40 |
| COTTON— New Orleans.....lb | 10½ | a | 13 | Guatemala.....do | 75 | a | 1 25 | Rum, Jam. 4th proof.....do | 1 00 | a | 1 18 |
| Upland.....do | 8½ | a | 11½ | IRON— Fig, Engl. & Scotch.....ton | 40 00 | a | 45 00 | Do. St. Croix, 3d do.....do | 95 | a | — |
| Alabama.....do | 9 | a | 11½ | Do. American.....do | 30 00 | a | 40 00 | Do. Wind Isl. 3d do.....do | 85 | a | 87 |
| Tennessee.....do | — | a | — | Bar, do.....do | 80 00 | a | 85 00 | Do. Norf's, 1st do.....do | 45 | a | 50 |
| COTTON BAGGING— Hemp.....yd | 13 | a | 21 | Do. Russia, P. S. L. do.....do | 100 00 | a | 102 50 | Do. N. Eng. 1st do.....do | 34 | a | 35 |
| Flax.....do | 12 | a | 16 | Do. new Sable.....do | 86 00 | a | — | Do. Holland, Meier Swan.....do | 1 12½ | a | 1 15 |
| Do. American.....do | 19 | a | 21 | Do. Swedes.....do | 82 00 | a | 85 00 | Do. Hour Glass.....do | — | a | 1 12½ |
| DIAPERS— Russia, broad.....piece | 2 20 | a | — | Do. English ass'd.....do | 72 00 | a | 73 00 | Do. Imperial.....do | — | a | 1 12½ |
| DUCK— Russia, U. X. {bolt | 13 50 | a | — | Sheet, English.....cwt | 6 75 | a | 8 00 | Do. Country.....do | 37 | a | 43 |
| Do. Bruisguins.....do | 17 50 | a | — | Peru I. Co. flat & sq. ton | — | a | — | Whiskey, Rye.....do | 29 | a | 30 |
| Do. Zottoff & Konopif.....do | 15 50 | a | 16 00 | Do. round.....do | 120 00 | a | 150 00 | Cider Brandy.....do | — | a | — |
| Do. 3d quality.....do | 12 50 | a | 15 00 | Hoop, American.....cwt | 5 50 | a | 7 00 | STEEL— German.....lb | 10½ | a | 12½ |
| Do. Inferior.....do | 10 00 | a | 11 00 | Do. English.....do | 6 62½ | a | 6 75 | English.....do | 11½ | a | 14 |
| German, Half.....do | 24 00 | a | 25 00 | — LEAD— Fig.....lb | 5½ | a | 6 | Trieste, in boxes.....do | 5 | a | 6½ |
| Molland, A. A.....do | 8 75 | a | 11 00 | Bar.....do | 6 | a | — | American.....do | 5½ | a | 6 |
| Ravens.....do | — | a | — | Sheet.....do | 6½ | a | 7 | SUGARS— British Island.....lb | 6 | a | 9 |
| Amer. Joy's, all flax.....do | 15 50 | a | 12 00 | Old.....do | 4½ | a | 4½ | St. Croix.....do | 7 | a | 10 |
| Do. No. 1 & 2.....do | 18 00 | a | 10 00 | — LEATHER— Sole, Oak tanned.....lb | 20 | a | 27 | New Orleans.....do | 6 | a | 7½ |
| Do. Phenix Mills, Paterson, flax, No. 1 & 2.....do | 26 | a | 39 | Do. Hemlock.....do | 17 | a | 20 | Havana, White.....do | 9 | a | 11½ |
| Do. cotton, Paterson, No. 1 & 2.....yd | 26 | a | 39 | Do. Damaged.....do | 14 | a | 16 | Do. Brown.....do | 7½ | a | 8½ |
| DYE WOODS— Brazilite.....ton | 30 00 | a | — | Upper, dressed.....side | 75 | a | 2 75 | Do. Moscovado.....do | 6½ | a | 7½ |
| Camwood.....do | 75 00 | a | — | Do. Undressed.....do | 1 00 | a | 2 50 | Porto Rico.....do | 7 | a | 9 |
| Fustic, Cuba.....do | 23 00 | a | 23 00 | — LUMBER— Boards, N. R.....M ft | — | a | 15 00 | Brazil, White.....do | 7 | a | 8 |
| Do. Tampico.....do | 21 00 | a | 22 00 | Do. East'n Pine.....do | 16 00 | a | 17 00 | Do. Brown.....do | 7½ | a | 8½ |
| Do. Maine.....do | 15 00 | a | 17 00 | Do. Albany do. spec | 16 | a | 17 | Do. Moscovado.....do | 6½ | a | 7½ |
| Logwood, Camph'ry.....do | 27 00 | a | 28 00 | Plank, Georgia do. M ft | 25 00 | a | 33 00 | Porto Rico.....do | 7 | a | 9 |
| Do. St. Dom. do.....do | 21 | a | 22 | Staves, W. O. pipe.....do | — | a | 52 00 | Brazil, White.....do | 7 | a | 8 |
| Do. Jamaica.....do | 60 00 | a | — | Do. do hhd.....do | 45 00 | a | 37 00 | Do. Brown.....do | 7½ | a | 8½ |
| Nicaragua, Bonsaire.....do | 65 00 | a | — | Do. do bbl.....do | 27 00 | a | 29 00 | Manilla, Brown.....do | 12 | a | 13½ |
| Do. Coro.....do | 65 00 | a | — | Do. R. O. hhd.....do | 25 00 | a | — | Lump.....do | 12 | a | 13½ |
| Do. Hache.....do | 67 50 | a | 70 00 | Heading W. O. do.....do | 44 00 | a | 43 00 | Local.....do | 14 | a | 17 |
| FEATHERS— Live, Foreign.....lb | 14 | a | 20 | Hoops.....do | 18 00 | a | 23 00 | SUMAC— Sicily.....ton | 62 00 | a | 65 00 |
| Do. American.....do | 35 | a | 49 | Scantling, Pine.....do | 15 00 | a | 16 00 | Trieste.....do | 40 00 | a | — |
| FISH— Dry Cod.....cwt | 2 87½ | a | 2 00 | Do. Oak.....do | 20 00 | a | 25 00 | American.....do | 27 00 | a | 30 00 |
| Scale.....do | — | a | 2 00 | Timber, Oak.....sq. ft | 20 | a | 25 | TEAS— Imperial.....do | 1 00 | a | 1 25 |
| Pickled Cod.....bbl | 3 50 | a | 3 75 | Do. Geo. Yell. Pine.....do | 35 | a | 30 | Gunpowder.....do | 1 00 | a | 1 25 |
| Do. Salmon.....do | 12 00 | a | 13 00 | Shingles, Cypress M ft | 3 75 | a | 4 00 | Hyson.....do | 75 | a | 1 12 |
| Smoked do.....lb | 12½ | a | 13 | Do. Pine.....bundle | 2 50 | a | 3 00 | Young Hyson.....do | 70 | a | 1 06 |
| Mackerel No. 1.....bbl | 4 75 | a | 6 00 | — MAHOGANY— St. Domingo.....foot | 6 | a | 40 | Hyson Skin.....do | 45 | a | 80 |
| Do. No. 2.....do | 3 25 | a | 3 50 | Honduras.....do | 5 | a | 15 | Souchong.....do | 35 | a | 62 |
| Do. No. 3.....do | 2 87½ | a | 3 | MOLASSES— Martinique & Guad. gall | 25 | a | 29 | Bohea.....do | 25 | a | 25 |
| Shad, Conn. Mess.....do | 8 50 | a | 9 50 | English Islands.....do | 26 | a | 31 | TOBACCO— Richmond & Petersb. do | 3 | a | — |
| Do. Bucksport, do.....do | 6 00 | a | — | Havana & Matanzas.....do | 25 | a | 26 | North Carolina.....do | 3 | a | — |
| Herrings.....do | 2 00 | a | 2 25 | Trinidad de Cuba.....do | 27 | a | 29 | Kentucky.....do | 3 | a | 5 |
| Do. Smoked.....box | 50 | a | 1 00 | New Orleans.....do | 30 | a | 32 | Cuba.....do | 9 | a | 15 |
| FLAX— Russia.....lb | — | a | — | — NAILS— Cut, 4d to 40d.....lb | — | a | 6 | St. Domingo.....do | 9 | a | 18 |
| American.....do | 9 | a | 11 | Cut, 3d.....do | 7 | a | 8 | Manufactured, No. 1 do | 10 | a | 12 |
| FLOUR AND MEAL— New York sup'fine.....bbl | 6 12½ | a | 6 25 | Cut, 2d.....do | 8½ | a | 9 | Do. No. 2 do | 7 | a | 8 |
| Troy.....do | 6 12½ | a | 6 25 | Wrought.....do | 10 | a | 16½ | Do. No. 3 do | 6 | a | 7 |
| Western Canal.....do | 6 25 | a | 6 50 | — NAVAL STORES— Tar.....bbl | 1 75 | a | 2 00 | Ladies' Twist.....do | 14 | a | 16 |
| Philadelphia.....do | 6 25 | a | 6 50 | Pitch.....do | — | a | 1 62½ | Cavendish.....do | 8 | a | 30 |
| Baltimore Howard st do | 6 50 | a | 6 75 | Rosin.....do | 1 12½ | a | 1 62½ | WINES— Madeira.....gall | 1 12½ | a | 2 50 |
| Richmond City Mills do | — | a | — | Turpentine Wilm. soft do | — | a | 2 25 | Sherry.....do | 1 00 | a | 2 00 |
| Do. Country.....do | — | a | — | Do. North Co. do do | — | a | 2 00 | Canary, Cogawell's do | 95 | a | 1 37½ |
| Alexandria & George town.....do | 6 25 | a | 6 73 | Spirits Turpentine gall | 35 | a | 39 | Tenerife L. P.....do | 85 | a | 1 25 |
| Fredericksburg.....do | 6 25 | a | — | — OILS— Florence 30 flasks.....box | 5 00 | a | 5 25 | Do. Cargo.....do | 60 | a | 75 |
| Petersburg.....do | 6 25 | a | — | French 12 bottles.....bkt | 3 00 | a | 4 00 | Malaga, dry.....do | 40 | a | 44 |
| Scratched and fine.....do | 5 75 | a | 6 00 | Olive.....gallon | 95 | a | 1 00 | Do. sweet.....do | 43 | a | 46 |
| File middlings.....do | 6 25 | a | 6 50 | Linseed, American.....do | 90 | a | 92 | Claret.....cask | 15 00 | a | 26 00 |
| | | | | Do. Dutch.....do | 90 | a | 92 | Do. in bottles.....doz | 2 50 | a | 7 00 |
| | | | | Do. Whale.....do | — | a | 27 | Port.....gall | 70 | a | 1 87½ |
| | | | | Do. refined.....do | 49 | a | 45 | Do. "Pages".....do | — | a | — |
| | | | | Sperm, Summer.....do | — | a | 80 | Lisbon.....do | 80 | a | 1 25 |
| | | | | Do. Winter.....do | 87½ | a | 90 | Marseilles Madeira.....do | 40 | a | 50 |
| | | | | Liver, Straits.....bbl | 16 00 | a | — | Catalonia.....do | 35 | a | 40 |
| | | | | Do. Shore & Bank.....do | 14 00 | a | 15 00 | WOOL— Merino, Am. fleece.....lb | 55 | a | 40 |

MARRIAGES.

MARRIED—August 29, by the Rev. M. B. Roche, of Philadelphia, M. Keeler, to Miss Serena, daughter of Henry Howard. In Richmond, Va. Josiah R. Abbott, Esq. Junior Editor of the Richmond Whig, to Miss Catharine C. Randolph, daughter of the late Henry Randolph, of Warwick.

On Thursday last, in Immanuel Church at Bellows Falls, by the Rev. Mr. Chase, Hamilton Smith, Esq. of Washington City, to Miss Martha Hall, daughter of the late Hon. Wm. Hall.

DEATHS.

DIED—On Monday, August 20, Samuel Penny, infant son of Hugh Munro.

This morning, Aug. 23, Michael, infant son of J Bluzome.

Tuesday morning, 21st August, Mr. *Joseph M. Bispham*, Proprietor of Clinton Hotel, aged 58 years.

Yesterday morning, Aug. 20, George Augustus Ten Broeck, eldest son of the late John V. R. Ten Broeck, deceased, and Enimeline P. Ten Broeck, aged eleven years,

On Tuesday, August 14th, of typhus fever, Thomas, son of Captain C. Preswick, aged 10 years.

On Thursday, the 16th August, of the prevailing epidemic, Mrs. Sarah Rucker, in the 54th year of her age.

On Wednesday night, of the prevailing epidemic, Miss Mary Clark, eldest daughter of the late Smyth Clark, in the 17th

Clark, eldest daughter of, the late Smyth Clark, in the 17th year of her age.

On Wednesday morning, August 22, of cholera, Edw. Southwick, aged 21 years, son of the late Henry C. Southwick.

On the 17th inst. of the prevalling epidemic, in the 50th year of his age, Isaac I. Lockwood, City Weigher.

Monday evening, 20th August, Nathan B., son of Daniel and
renee Smith, aged 2 years and 6 days.

At Red Bank. N. J. Saturday evening, Aug. 20, of dropsy in the head, aged 2 years and 1 month. Finding W. ...

the head, aged 2 years and 1 month; Eugene W., son of Gen. G. Doughty, of this city.

At Syracuse, on the 10th of August, M. M. Ford, Esq. Judge
of the Onondaga Common Pleas.

At Liverpool, of inflammatory fever, Mr. D. K. Jones, aged 6 years.

Wednesday morning, 22d August, at Jersey City, Katherine

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 444 persons during the week ending on Saturday last, 15th instant, viz.:—131 men, 113 women, 118 boys, and 82 girls—Of whom 85 were of the age of year and under; 44 between 1 and 2, 35 between 2 and 5, 2 between 5 and 10; 14 between 10 and 20, 47 between 20 and 30, 7 between 30 and 40, 52 between 40 and 50, 27 between 50 and 60, 17 between 60 and 70, 8 between 70 and 80, and 5 between 80 and 90.—*Diseases:* Casualty 1, childbed 4, cholera morbus 6, *cholera malignant* 22, consumption 29, convulsions 4, diarrhœa 7, dyspey 1, dropsy in head 14, drowned 2, dysentery 8, fever 4, fever bilious remittent 1, fever scarlat. 1, fever typhus 6, flux infantile 36, hives or crop 4, jaundice 2, inflammation of the bladder 1, inflammation of the bowels 10, inflammation of the brain, inflammation of the chest 1, inflammation of the liver 1, inflammation of the stomach 1, interperneæ 4, marasmus 2, measles 6, old age 5, peripneumony 2, pneumonia 3, phodes 3, sprue 6, stillborn 5, suicide 1, tabes mesenterica 1, tetanus 14, unknown 3, cough 3, worms 1.

ABRAHAM D. STEPHENS, City Inspector.

PASSENGERS:

In the packet ship *President*, for London, sailed yesterday—Mrs Edwards and Mrs Prymer, of London; Mr F Lauste and son of New-York; Mr John Best, of the island of Barbadoes; and Messrs. Rutinberry, Shuttleworth, Spitz, and Keyser, of London, and 40 in the steerage.

In the ship *Caledonia*, sailed yesterday for Liverpool—Mr Mulver, of Leipzig; Miss Sarah W West and Master Thomas West, of New-York; Mr Wm Boog, of Edinburg; Mr R T Shephard, lady, child and servant, of Boston; Mr J N Tweedy

In the brig *Isley*, from Honduras—Mrs Shannon, lady of the late Charge d'Affaires at Guatemala, and two servants, and

Mr Peter Casanas.
In the ship Hudson, from London—Mr Houghton and lady,
Master Jones, Mrs. Skinner, Miss Churcher, Mr Williams.
Master Henry, Col. Edwards, Messrs. J Bantridge, R Dopps,
Hawkins, J Hopda, S Mersey, W C Lagan, Esq. and 110 in

In the ship Florida, from London—J Reckless, Jos. Manuel, lady and daughter, Wm C Hall, J Wetenhall, Edward Wil-

Mr. and Mrs. J. C. Thompson, Edward Williams, Charles Leigh, lady and daughter, Robert Armstrong, Mrs. Grant, Mrs. J. Cranch, Miss Cranch, G. T. Colaris, J. Butler, C. Wood, C. Bellarti, and 130 in the steerage.

In the ship Sheffield, from Liverpool—Mrs Handerson, of Salem; Rev. L Polk, of North Carolina; Messrs. Benjamin Jackson, Jos. Blain, and R U Lang, of New-York; W Hart, of

roy; J W Wallace, and J P Wilkinson, of Drury Lane theatre; G M'Bride, Jr., and J M Norman, of Dublin, and 27 in the steerage.

In the ship Canada, from Liverpool—Messrs. Charles C
own, and H McCrackan, of New-York; J C Courtney, of
Charleston, S.C.; H Brooke, and W A Todd, of Boston; J C
Brown, of Providence; T S Russell, of Valparaiso; T. G.

rown, of Providence; T S Russell, of Valparaiso; T Cantwell, H B Cantwell, H Butler, S Beverly, and W Willaus, of England.

In the *harque Prudent*, from Liverpool—Mr and Mrs Stine-
ets and child, Mrs Gardner and two children, Messrs. Lewis,
Russell, Kelly, and Robinson, and 67 in the steerage.

In the ship *Mary Howland*, from Liverpool—Lieutenant A. McKenzie, 96th reg't, and 34 in the steerage.

and child, Misses M Daniels, E Daniels, W A H Daniels, W H Johnson, lady and child, Miss S Willard, F Merchant and lady, J Chislett, and family, Y Baker, R Moody, and 188 in the steerage.

In the ship *Formosa*, from Havre—Col. T J Barrow and lady, Col. J Bouquette, G G Downes, W H Gordon, Francis Felix, Louis Gerandy, A Houldest J A Smith, D Bouffard, and 167 in

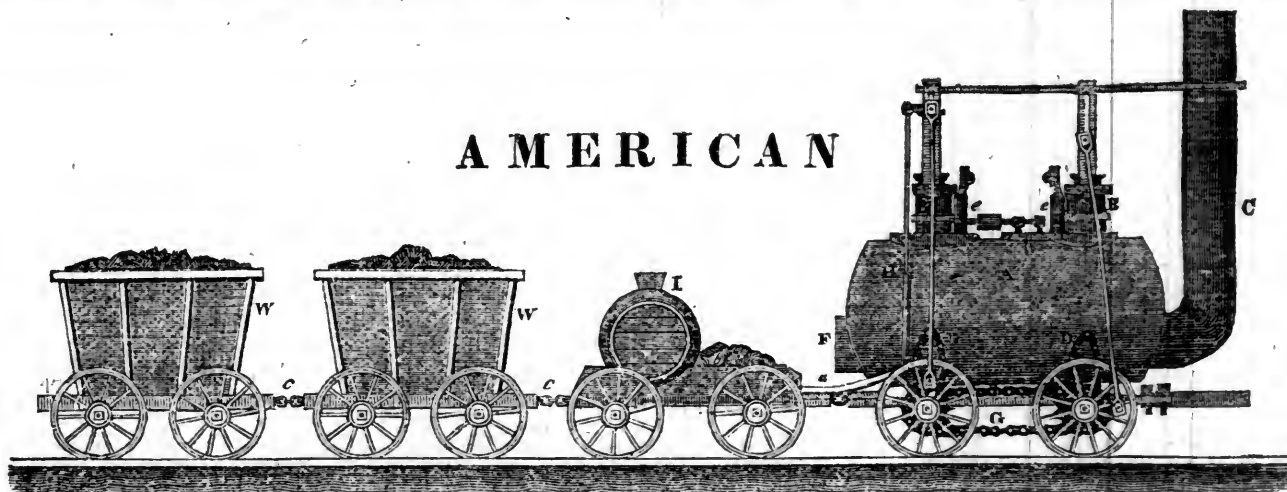
In the ship Groton, from Havre—L. Derrere, and 129 in the
steerage.

In the schooner *Eliza*, from Montego Bay, Jamaica—Mrs. Till and 3 children, Davis Coghill, J Pitman, E Chambers, Andrew McIntosh, and C McGregor.

In the brig Trent, from New-Orleans—Mrs Salter and son, Martin and sister, Misses Rebecca Biddle and Mary Book, and Mr F Belmore.

In the ship Kentucky, from Havre—Mr Varillat, lady and 2 children, Dr. A Smith, Dr Mutter, Mr Meyer.

A M E R I C A N



RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS.

OFFICE, 35 WALL-STREET.

NEW-YORK, SEPTEMBER 1, 1832.

VOLUME I...NO. 36.

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The AMERICAN RAILROAD JOURNAL is published at 35 Wall-street. New-York. at \$3 a year, in advance

AMERICAN RAILROAD JOURNAL.

NEW-YORK, SEPTEMBER 1, 1832.

AMERICAN RAILROAD JOURNAL.—The very favorable reception which our Journal has met from hundreds of the most intelligent, scientific, and practical friends of internal improvement in different parts of the Union, has induced us to make another effort to render it more generally known throughout the United States.

It has been frequently observed to us, that its title indicates an exclusive devotion to the subject of *Railroads*. That, however, is not the fact. An acquaintance with its columns will convince any person that its object is the *improvement of internal communication*; and it is to us a matter of indifference what the *mode of improvement* may be, provided it is that most suitable to the circumstances and business of the section intended to be benefited. Railroads, Canals, McAdam Roads, or Steam-Carriages upon common roads, where they are known, have each their advocates; and it is the object of this Journal, which will hereafter bear the title of "*Railroad Journal, and Advocate of Internal Improvements*," to collect, embody, and disseminate information upon that subject generally; and to become a repository of whatever may be worth preserving for future reference, in relation to them. Selections for it will be made from the best works upon Railroads, from Mr. McAdam's work on Road-making, the London Mechanics, and Edinburgh Farmers' Magazine, the American Journal of Science, the United Service, and other Journals; from the report of a special committee of the British House of Commons upon the use of Steam Carriages on common roads; from regular files of London and Liverpool papers, together with an extensive exchange list from all sections of the Union.

It will contain selections upon agricultural sub-

jects from the best works published in this country; and also in relation to the cultivation of the vine, and the manufacture of silk;—as well as the most interesting news of the day, both foreign and domestic; with a weekly review of new publications, and such political matters as may be of *general interest* and worthy of record, omitting every thing of a *party nature*. Also, meteorological tables kept at Montreal, Troy, city of New-York, Charleston, S. C. Mobile, and New-Orleans, or its vicinity, thereby showing at a glance a comparative state of the weather in different sections of the country, which may be highly interesting to men of science. It will also contain a Bank Note Table, Price Current, and what is *generally* first looked for, a long list of deaths and marriages. A small space will also be devoted to advertisements relating to the subject of internal improvements.

The terms of the Journal are \$3 per annum *in advance*. It will be seen on a moment's reflection, that it cannot be afforded at that price unless payment is made in advance; as, if we were to send it without, and then be obliged to send a collector at a heavy expense for the money—some of which would never be collected, as there are those who think it is quite enough to "*patronize*" a newspaper by taking it, without an idea of ever paying for it—the receipts would not pay its expenses.

The Journal is published upon a sheet of the largest size, and folded into an *octavo* form of 16 pages, containing three columns each—a very convenient size for binding, if it should be deemed worth preserving; and we are gratified to find, that thus far almost every subscriber has ordered it from the first number, with that intention.

We have now on hand and shall be able to furnish the back numbers complete for five hundred new subscribers—an accession which we should be very happy to receive soon, as it would enable us to make the work much more valuable, not only to its readers, but also to the *publisher*, as it would enable him to devote more time and expense to its columns.

Companies of ten or more will be furnished at \$2 50; or where two subscribers will remit \$10, they will be furnished with the Journal for two years each, beginning with the first number.

In order to establish that confidence in its permanency, which is essential to induce strangers to pay in advance for a work with which they are unacquainted, the Editor has been permitted to refer to the gentlemen whose names are annexed:

Wm. A. Duer, Esq., President of Columbia College.
James Renwick, Esq., Professor in do.
Robert L. Stevens, Esq.
James G. King, Esq.
Samuel Swartwout, Esq., Collector of the Port.
Messrs. Gracie, Prime & Co.
Messrs. Dwight, Townsend & Co., Eds. Daily Advertiser.

He is also permitted to publish letters from distinguished engineers who have been familiar with the Journal from its commencement; and he assures those who may take an interest in its success, that it will be continued, and every engagement of the Editor promptly fulfilled.

We are under many obligations to the conductors of the Press throughout the country for the friendly manner in which they noticed the Journal on its first appearance. It was then an *experiment*, and by many thought visionary. It therefore affords us much pleasure now to be able to assure them that it has not been—if an experiment—an *unsuccessful* one, as it has a circulation which will ensure its continuance in its present dress; but we are very desirous so to extend its circulation as to be able to afford better paper and a greater variety of engravings or illustrations for the next volume. We trust they will not find it *less* deserving a passing notice now than at its commencement. By a reference to the terms it will be seen that it is put lower than it can in truth be afforded, where a subscriber pays for *two years* at one time, commencing with the first number. This is done, however, to enable the editor to obtain such materials and such aid by a circulation of what remains of the first volume, as will make the next what he desires, and altogether worthy of the patronage which he hopes to receive.

HARLEM RAILROAD.—We were much pleased to see that the workmen were engaged in laying the iron rails upon that part of this road below 14th street. It is the intention, as we are informed, of the Company, to have one mile of it completed and in use by the 1st of October; when those who have apprehended danger from its passing through the streets may satisfy themselves to the contrary. We have no hesitation in saying, that it will be found altogether more safe than stages, as the carriages never deviate from their course to pass those of another line, and will have a uniform velocity.

The grading on the other parts of the road is progressing rapidly, and will be completed in time to receive the rails early next spring. We certainly wish its speedy completion, as it may be considered the first link in a grand chain of Railroads to connect this city with the "*far West*."

FREDERICK, (Md) AUGUST 4, 1832.

Dear Sir: As I have heretofore sent several names to you as subscribers to your Railroad Journal, and trusting that I may be enabled to send you more, and as it may be desirable to new subscribers to know whether they can procure the Journal from the commencement, I write to ascertain that fact. Be pleased, then, to communicate the information sought.

I avail myself of this occasion to express what my acts have implied, my entire approbation of the work. I cannot but believe that a work so valuable to all those engaged in the execution of works of Internal Improvement,—whether they be Canals, Railroads, or other works,—will be as extensively patronized as it merits. At a time when such works are so generally in progress as they now are in almost all of the States in this Union, such a publication as the Railroad Journal is much wanted, and must succeed.

I am, Sir, yours, very respectfully,

C. W. WEVER.

D. K. Minor, Esq.

[FOR THE AMERICAN RAILROAD JOURNAL]

HARVARD, Aug. 28, 1832.

Mr. Editor:—Observing in your much esteemed and useful Journal some remarks on my locomotive engine, it calls me before the public to give a more minute description of it. It was in operation on Saturday last, when a more thorough experiment was made with the greatest success. Many very reputable mechanics were present, and it met their decided approbation. The power of the engine is about one and a half man,* and it carried its own weight, which is much more in proportion than on a larger scale, with the weight of an additional car, and six men, up a plane of one foot in five, 30 feet in length, and passed the elevation of 6 feet in 1 minute and 4 seconds. Should we make a calculation from this, and compare it with a locomotive of 10 horse power, which is about the power of those most approved, and that working on an elevation of one foot in fifteen, which is the inclination generally adopted on planes where stationary power is used, the result will plainly show, that a locomotive is capable of passing the whole route with its train of cars, through any Railroad, without the help of stationary power. And another great object attained is, that there is scarcely a possibility of accident occurring from the breaking of machinery, as is the case where stationary power is used. The most simple way of demonstrating the machinery, is to suppose a ship sailing in smooth water, and her cable stretched fifty fathoms each way from stem to stern, and the ends fastened each to an anchor, one at her bow, and the other at her stern, and she then having two turns of the cable around the capstan. If the capstan is turned, the ship will move forward, and the cable still remain stationary and fast to the anchors at each end. This is precisely the way in which my locomotive ascends the plane, there being no machinery on the plane except the rope or cable which is fastened at the top and bottom.

When the locomotive arrives at the bottom of the plane to be ascended, the driving wheels are thrown out of gear, and a drum similar to the capstan of a ship is thrown in gear, and two or more turns of the rope are taken round the drum and the end again made fast at the bottom of the plane, and drawn moderately tight: the engine is then put in motion, the drum revolves and consequently the carriage set in motion and ascends the plane. When it arrives at the top, the rope is cast off and the drum thrown out of gear and the driving wheels thrown in gear, and the locomotive runs clear of the rope and proceeds on the level in the ordinary way. It is needless to go into the minute calculation of the immense advantage arising from this mode of passing elevations, as all those who are at all acquainted with Railroads will readily perceive it.

The application of this drum may be made to any of the locomotives now in use.

The great advantage in safety is that the rope upon

which all depends may be made of much larger size than is practicable, on planes where stationary power is used, as weight is no object.

SANDS OLCOTT.

P. S. I will at some other time, if necessary, furnish you with a calculation of the comparative power between the one now in operation, and one on the scale usually adopted by Railroads in the United States and England.

Should any person interested in Railroads wish to see this engine in operation, by leaving a note at your office appointing the time, I will be happy to exhibit it to them.

We owe an apology to Captain McNeill, for the liberty taken with his letter, as we had not permission to publish it. We do it, however, first, that the friends of Railroads, and particularly those interested in the road to which he alludes, may be informed of the highly successful result of his minuter surveys, and of the fair prospects of a speedy completion of those important links in the great chain of Railroad which will in a few years be made through the Atlantic and Western States; and secondly, to say a word upon the subject of surveys for internal improvements by the U. S. Government. The object of our previous remarks upon this subject were not to complain that the surveys were not made by the Government, but that a decided answer upon that subject had not been at first given, that those interested might have provided the means in time to have effected the surveys this season. It is the time lost, and not the money not received, of which we complained. We deemed it highly important that surveys should be made this season, at least of a part of the route from this city to Lake Erie, which has been, by this delay, probably prevented, as the corporators had had their meetings previous to the late decision of the Government and depended upon what they supposed had been provided by the Government, and therefore omitted to take other measures to raise the necessary funds.

Office of the Boston and Providence Railroad Company, August 15th, 1832.

To the Editor of the American Railroad Journal:

Sir,—As my professional duties will probably continue to confine me, during the season, to this city, you will oblige me by forwarding to this place your Journal, for which I am a subscriber.

From the interest you manifest in the progressive improvements of our country, you will doubtless be gratified to learn that the minuter surveys in which I am still engaged, with reference to the Boston and Providence Railroad, develop even greater facilities (favorable as the country seemed to be from the experimental surveys) than we had anticipated. The road will be virtually (for the most part actually) straight—no curve, of necessity, greater than of six thousand feet radius; and under these circumstances, dispensing with the inclined plane which had been projected, the dividing ridge will be passed on an inclination well adapted to the use of locomotive engines. I am satisfied, too, that these improvements of the route will have been effected at a cost considerably within that which was anticipated in my estimate. Of this, however, we shall soon have a test in the actual cost of the road, for on the 1st of October we expect to place under contract thirty miles (three-fourths) of the road.

The direction of the route is such that while it will afford the shortest communication between Boston and Providence, it affords great facilities for a connexion also with Taunton, by a branch railway (diverging from the main line, say twenty-three miles, from Boston) of but eleven and a half to twelve miles in length; making the distance, therefore, from Boston to Taunton but thirty-five miles, or exceeding that by the turnpike only three miles.

At the same time, from the public spirit of gen-

tlemen in Stonington, New-London, and Norwich, the requisite funds have been raised, and surveys are now being prosecuted under my direction, by officers of the Army, who have been detailed to the service, with a view to ascertain the best route for continuing the Railroad (whether through Providence or Worcester) from Boston to Long Island Sound. You are aware that, whether it should terminate at Stonington or New London, as the navigation thence would be uninterrupted by the severity of winter, we should, on the completion of a Railroad to either place, by means of steamboats and locomotives, at all seasons be able to travel comfortably, cheaply, and expeditiously, between your great emporium and this delightful city.

By the by, I perceive you have not correctly understood the course of the Government respecting its aid in the execution of surveys for works of Internal Improvement. True, the Executive declines authorizing the payment of all the expenses of surveys; but, since it liberally affords officers and instruments (to obtain which constitutes by far the greater source of expense,) it may, I think, be doubted—considering the small appropriation by Congress of but \$30,000 (which would be entirely inadequate to make the numerous surveys required throughout our extended country)—if this decision be not, not only the most impartial, but also the most effective, in its consequences.—I have inadvertently, however, extended this beyond the mere request I had to make respecting your Journal, and as neither of us, I suspect, have much time for chat, I shall dispense even with an apology, and subscribe myself, sir, very respectfully,

Your obedient servant,

WM. GIBBS MCNEILL.

We very cheerfully give place to the following communication, as it is from a source entitled to great respect, particularly in matters to which it alludes. That part relating to Engineers is unfortunately too true; and the maxim there spoken of is too frequently adopted in this country—by which our stockholders often suffer severely, and sometimes to nearly the amount of their investment.

We should be gratified to hear frequently from the same source, as it would be equally to our own benefit, and to that of our readers generally.

To the Editor of the Railroad Journal:

Sir,—Your Journal I have taken since its commencement, and have been thus far gratified in perusing the contents of the several numbers, and the various remarks on the subject of Railroads, and of Internal Improvements generally.

The plan you are pursuing, of giving copious extracts from the official reports of engineers, who have examined different projects and plans devised for improving the country—entering into details in regard to ascents and descents—the mode of removing obstacles, and surmounting difficulties—is well adapted to the inquiring minds of the American people, and tends to draw forth, for public use, many mechanical improvements, applicable to particular localities, and beneficial to the age and country.

We live in a very interesting period, and our lot has fallen to inhabit a country where the mind is left free and unshackled—where mechanical genius is as fertile, the field for employing it as extensive, and its usefulness more valuable at the present time than perhaps in any part of the world.

But we ought to be on our guard against entering upon visionary projects, or those too expensive to expect a reasonable remuneration for our capital in a fair period of time.

I have been led to these remarks against visionary projects, partly by the perusal of a communication published in your Journal, taken from an English work, signed by Henry Fairbairn, wherein he advocates a Marine Railway across the isthmus of Darien, although a tunnel should be necessary of thirty-seven miles. Such a project appears to me one of those that, although practicable, yet would require such an outlay of expense and constant repair as to preclude any probability of compensation. Others of Mr. F.'s plans are to practical minds not such as would bear close investigation, in a compar-

* Five men power is calculated in mechanics equal to one horse.

ison of expense, with utility and profit,—especially one where he proposes to fill up, and make land for tillage of some thousand square miles of the Irish Sea, by removing for this purpose the mountains of Scotland through the aid of Railways.

Engineers do not deny the possibility of executing equally bold projects; but the skillful engineer will determine between what is feasible at an expense adapted to the object, and what is otherwise, having in view the present or future remuneration of the stockholders.

Some of your correspondents seem disposed to condemn all Canals, now completed, and believe it unfortunate that they were ever constructed in this country. This opinion, I consider, as tending to very great injury to the community, and leading to erroneous undertakings.

Canals are useful, and there are many locations where they are much more so than Railroads. These latter may, in turn, be better adapted to certain localities and purposes than Canals, and in some places Canals be impracticable for want of water: thus each have their advantages, and the question of choice is for the deliberate decision of the stockholders and engineers.

Another impression tended to be created by other of your correspondents, and which in my view is erroneous, is, *that science will make an engineer.* Science is of unquestionable utility, but no one, with this acquirement alone, without practical knowledge and natural qualifications, will ever attain to eminence in the profession—no more than one can be a poet without the gift of the talent. There is a peculiar tact required, and a combination of scientific and practical knowledge and experience; a sound judgment, and habit of readily estimating the value of labor and materials; and a judicious selection of plans adapted to peculiar localities, uniting economy in all cases with *requisite* durability.

I hope you will exert your efforts on these heads to disabuse the public mind, and to elevate the standard of qualifications of engineers. To the want of these may be assigned the failure of many public works, and the disappointment of stockholders.

We are so disposed to be "penny wise and pound foolish," that rather than employ well qualified engineers, at a proper compensation, we resort to the inexperienced; and for a small consideration, compared with the value of knowledge and experience, we hazard the frequent disastrous result of erroneous plans, misapplied expenditure, and often the ultimate abandonment of the undertaking.

I regretted to see in your valuable Journal, mention made of the abandonment of the survey under Col. Clinton of a route for a Railroad from the Hudson river, through the southern tier of counties in this state, to the state of Ohio.

I have been desirous to see that project carried into effect, as one which would do our city great benefit, and, when in operation, would test the comparative advantages between Railroads and Canals fairly, and render justice to a neglected portion of our state.

I hope your useful Journal will be more extensively circulated, and spread into every part of our beloved country, and produce a spirit of inquiry among all classes how we can, each and all, render the greatest benefit to the family of man.

BENJ. WRIGHT.

New-York, August 16th. 1832.

VIRGINIA begins to awake to her true interests. She has long been inactive, whilst her younger sisters have been progressing rapidly in the scale of improvements; but a new era has commenced in her history, and Virginia will again be found amongst the leading states of the Union;—at least, we hope she may, for we cherish much good will to many of her worthy citizens.

By the annexed extract from the Winchester Virginian, we learn that surveys are now in progress for a Railroad from Winchester to some point on the Baltimore and Ohio Railroad. This is a good beginning, and will be of great benefit to that town; but we predict that Winchester will not be the termination of that road; it will eventually pass through the whole length of the "Valley," as it is emphatically and justly termed, and, if we are not very much mistaken, pass into Tennessee, by the way of Abingdon. There is no section of our Union more in want of an improved mode of transportation, or that would derive greater benefits from it; and, if our re-

collection serves us, a route may be located from Harper's Ferry, though or near the towns of Winchester, Harrisonburg, Staunton, Lexington, and Fincastle, to Abingdon, without encountering any very serious elevations to prevent a profitable use of locomotives, and requiring very little stationary power; and we dare assert, that a route of equal distance cannot be found in this country, combining so many interesting objects of curiosity with so much splendid and beautiful scenery, as that through "the Valley of Virginia." Who that has ascended the "Peaks of Otter," and beheld the beautiful expanse of country for near an hundred miles south, east and north, with its numerous plantations—or that he visited the "Natural Bridge," and from it cast one dizzy glance into the abyss beneath—or, from below, surveyed in silent admiration its stupendous heights, and clambered up its rugged walls, vainly to leave a name—or, who that has penetrated the depths of Weir's Cave, with its "ante-chambers," "halls," "saloons," "musical apartments," and "water-falls" and viewed the thousand varieties of "stactites" formed therein by a process beyond the art of man to imitate—and has then passed on through a beautiful country to "Harper's Ferry," which was deemed by JEFFERSON to be alone worth a voyage across the Atlantic,—where the waters of two large rivers mingle, that have at some early day burst under rocks and mountains of a thousand feet in height, in their passage to the Ocean;—We say *who* that has enjoyed the pleasure of a visit to these wonders of creation, and participated in the comforts of "good old Virginia hospitality," will not say that there are few sections of country with as many, and none possessing more inducements for the traveller, and of variety, than the "Valley of Virginia?"

From the Winchester Virginian, July 25]

OUR RAILROAD.—We are gratified to learn that the engineers employed in surveying various routes for a Railroad from this place to the Potomac, have nearly completed their report, after examining recently several routes not explored in their previous surveys. We are led to believe, from circumstances which have come to our knowledge, that the recent surveys afford much additional encouragement as to the practicability of the scheme; and that the estimate of expenditures falls considerably short of that which had heretofore been made.

A reference to the proposal made by Mr. Forrest, the agent of the Baltimore and Ohio Railroad Company, to the Chesapeake and Ohio Canal Company, leaves but little doubt that a compromise will be effected between those Companies, so that the Baltimore Road will be permitted to pass the Point of Rocks and proceed to Harper's Ferry; but should this not be the case, we are assured that that Company will take such steps as will insure a junction with our road at the point of termination.

Taking all these matters into consideration, we think there need be no hesitation on our part in saying that the work *will go on.* We know that many have embraced the idea that the scheme will not be prosecuted; we entertain no such fears—we have too much confidence in the intelligence of our citizens to believe that they will blindly throw away the only means of advancing the prosperity of our town and country.

The friends of the enterprise will bear in mind that a general meeting of the stockholders is to take place on Saturday the 4th of August, for the election of a President and Directors for the ensuing year; at which time the report of the present Board will be read, affording no doubt much interesting information upon the subject. We earnestly recommend all interested to attend on that occasion.

Asheville, July 4, 1832.

RAILROAD MEETING.—At a meeting of the citizens of Buncombe County, held at the Court House in Asheville on the 4th inst. to take into consideration a communication received from the Central Committee of the Knoxville and Southern Railroad Company, Benjamin King, Esq. was called to the Chair, and James H. Norwood and Richard E. Fortune appointed Secretaries. Joshua Roberts, Esq. explained the object of the meeting and read the communication from which the following is an extract. The Central Committee say they "have

been assiduously prosecuting inquiries relating to the nearest and best route for a land communication between our navigable waters and the Southern Atlantic Sea-ports. They have applied for and received from the Department of War, a copy of the survey of the Tennessee and Savannah rivers. Information derived from the personal knowledge of some of their committee, and from other sources entitled to consideration, induced them to endeavor to procure a professional examination of the only route spoken of, to wit, via the French Broad river. In answer to their application they have received assurances that so soon as an appropriation shall be made, a competent engineer shall be detached to that service. They have also received from the Directors of the Railroad of South Carolina the report of their Chief Engineer, from which they learn that against January next their road will be completed to Hamburg. It is known that a Railroad is projected from Fayetteville, North Carolina, to the Western part of the State." (A central Railroad is proposed also from Beaufort via Raleigh and Salisbury to the Western part of the State.) "Tennessee has not been inattentive to her interest in these grand enterprises; and her legislature at its late session incorporated the Knoxville and Southern Railroad Company. This brief review of the whole ground justifies the conclusion that the several communities interested in this undertaking are aware of its great importance and value to each,—and that by a proper concert of action its accomplishment can no longer be deemed problematical. It has occurred to them that a meeting of Delegates from South Carolina, North Carolina and Tennessee, should be held at Asheville. The members of this convention bringing with them from the various sections of country they represent, the statistical information they may obtain, the knowledge of particular localities they possess, and a fund of intelligence on the various branches of the general subject, will be able to concert a scheme of extensive co-operation, and concentrate public sentiment in its favor."

The following resolutions were unanimously adopted:—

On motion of Col. Samuel Chunn, it was resolved as the sense of this meeting, that the subject of a Railroad to pass up the French Broad River is one of deep interest to this community.

On motion of J. M'D. Carson, Esq., it was resolved, that the importance of this subject be recommended to the citizens of North Carolina and South Carolina, and that they be requested to send delegates to meet the delegates from Tennessee, at this place.

On motion of J. M'D. Carson, it was further resolved that the first Monday in September next, be fixed upon as the most suitable time for the convention of delegates.

The following gentlemen were then appointed on that occasion as delegates for the county of Buncombe, viz. James Allen, James Gidger, Benj. King, Samuel Chunn, James M. Smith, James W. Patton, Samuel W. Davidson, William J. Lewis, Jas. Lowry, Col. John Clayton, Mitchell King, Charles Bearring, Philip Brittain, Green K. Cissna, James Broadard, David Vance, Chas. Moore, Robert Williamson, John Shrest, and Thos. Foster.

On motion of A. M. Burton, Esq. it was resolved, that Joshua Roberts, James H. Norwood, Richard E. Fortune and William Coleman, be appointed a Corresponding Committee.

BENJAMIN KING, Chairman.

JAS. H. NORWOOD, }
RICH'D E. FORTUNE, } Secretaries.

[From the Raleigh Register, July 20.]

EXPERIMENTAL RAILROAD.—With a view of promoting the success of the Central Railroad, by a practical demonstration of the great advantages attendant upon that mode of transportation, a company has been recently organized in this city, for the purpose of constructing in our immediate vicinity an Experimental Railroad. It is to be about one mile in length, and in every respect will be a complete model. Nearly the whole amount required for its completion has been subscribed, and no doubt is entertained of its successful prosecution. At a meeting of the Stockholders, a few days since, the following officers were chosen to manage the concerns of the company, viz: Jos. Gales, President; Col. Polk, Thomas Cobbs, E. P. Guion and Henry M. Miller, Managers; John C. Stedman, Treasurer, and Alfred Williams, Secretary. Proposals for grading the line of the road, for furnishing materials, &c. are advertised for in this paper.

The following communication from the American Journal of Science, was referred to by a correspondent in No. 33 of this Journal. It should have appeared at an earlier date, but the number containing it, only came to hand this week.

[From Silliman's Journal.]

On the elevation required for rails on Railroads of a given curvature; by J. Thomson, Engineer, and late Professor of Mathematics in the University of Nashville, Tenn.

To the Editor:

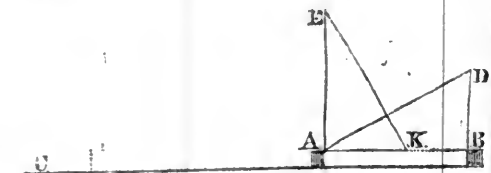
SIR,—I observe, in a valuable little work on Railroads, by Col. Long, formerly Engineer in the service of the Baltimore and Ohio Railroad Company, an article on the comparative elevation of rails, on the same track, when the rails are curved. The exterior rail requiring some elevation above the interior, when the road is curved, the question is to find what that difference of elevation ought to be, when the road has a given curvature and the carriage moves with a given velocity.

This question is investigated by Lieut. Dillahunty, who introduces into the investigation the centres of gravity and percussion; for what reason I cannot clearly perceive. When a loaded car moves along a Railroad in a right line, the direction of the pressure of the load is perpendicular to the horizon; but when the car moves in a curved line, the direction of pressure is no longer vertical, but inclined towards the centre of motion. The object, therefore, of the investigation is to determine what elevation should be given to the exterior rail, so that the plane of the rails will be perpendicular to the direction of the pressure of the load. If this be (and it certainly ought to be) the object of the investigation, the results, as given by Lieut. Dillahunty, appear to be erroneous. These results are expressed by the two following formulas:

$$E = \frac{(R-r)^3}{2h(R+r)} \text{ and } E = \frac{2(R-r)^2 V^2}{hW(R+r)}$$

In these formulas, E represents the elevation of the exterior rail above the interior; R and r , the radii of the curves made by the rails; h the height of the centre of gravity of the load and carriage above the track; W the weight of the load and carriage, and V the velocity of the carriage. From the first formula it is evident (as observed by Lieut. Dillahunty) that the elevation of the exterior rail will vary inversely as the height of the centre of gravity above the track, supposing R , r and V to be constant; and from the second formula, the elevation will vary inversely as the weight of the load and the height of the centre of gravity.

That these conclusions are erroneous, and that the elevation of the exterior rail does not depend on the weight of the load, nor on its height above the track, may be shown from the following considerations:—



Let CAB represent a horizontal surface, on which a Railway is situated; A and B, the rails placed in a circular curve around C as a centre. A car in moving over the rails A and B, around the centre C, will be acted upon by two forces; one horizontal and centrifugal, arising from the motion of the car in a curved line, and acting in a direction from the centre C; the other, the force of gravity, acting in a vertical direction. I omit here, as not necessary in the present investigation, the moving force, derived from animal or other power, acting in the direction of a tangent to the curve. Let the horizontal line AK represent the centrifugal force above mentioned, and the line EA the force of gravity.—It is evident that the resultant of these two forces will be EK, which will represent both the intensity and the direction of the pressure of the loaded car upon the rails. The line EK, therefore, representing the direction of pressure, the rails should be so placed that this line may be perpendicular to the plane passing through them. Draw the vertical line BD, and through A draw AD perpendicular to EK. BD will be the elevation of the exterior rail above the interior, and the angle DAB will be the inclination of the plane of the rails to the horizon. The centrifugal force AK, compared with the force

of gravity AE, is easily found, when the radius of curvature of the track and the velocity of the car are given. The distance between the centre C and the middle of the track may be considered as the radius of curvature.

Now, by a reference to the above figure, it will be seen that a change of weight on the car cannot alter the elevation BD of the exterior rail, or the angle DAB. For, if we suppose the absolute weight of the load to increase or decrease, it is evident that the centrifugal force will increase or decrease in the same ratio—in other words, the lines AE and AK will vary in the same ratio, and hence the line EK will always remain parallel to itself, and perpendicular to AD, whatever be the weight of the load, other quantities remaining the same. Again the height of the centre of gravity above the track cannot alter BD, or the angle DAB. For, if EK represent the direction of pressure of all parts of the load, it is evident that the centre of gravity will tend in the same direction, in whatever part of the line EK it be situated, or whatever be its height above the track. It may be observed that the lines EA and AK representing any given ratio, may be so drawn that the line EK may always be perpendicular on the middle of AD, in which case, the centre of gravity of the load and car will always be situated in the line EK.

We may obtain a very simple algebraical expression for the elevation of the exterior rail. Let g = force of gravity, c = centrifugal force, d = distance between the rails, and E = required elevation, R and V representing radius and velocity. Then by the similar triangles EAK and ABD we have $E = \frac{cd}{g}$, but by central forces, $c = \frac{dV^2}{R}$, hence $E = \frac{dV^2}{Rg}$. In this expression, g is always a constant quantity, and equal to 32.2 feet.

To take an example, suppose a car to move with a velocity of twenty miles per hour, on a railway, curving with a radius of four hundred feet, the distance between the rails being four feet nine inches. The velocity in this case will be twenty-nine feet

four inches. We then have $E = \frac{dV^2}{Rg} = 3.8$ inches.

The table given by Col. Long makes the elevation in this case 5.5 inches, too much by nearly two inches. If we assume a radius of seven hundred and sixteen feet, the other quantities remaining the same, we find $E = 2.1$ inches. The above mentioned table makes the elevation three inches.

If the velocity of a car on a Railway were always the same, we should have no difficulty in assigning the proper elevation of the exterior rail. But as there must be necessarily a great variety in rates of travelling, an elevation which would be required by a rate of twenty miles per hour, would be much too great for a rate of eight, twelve or fifteen miles per hour. Perhaps the elevation required by the mean velocity would be the most eligible. There is one view of the subject, however, which ought to be taken into consideration in the location of the exterior rail. When a car moves with great velocity on a curved road, and the plane of the rails is horizontal, the flange of the fore wheel on the exterior rail is exposed to very great friction, which operates as a retarding force, and injures both the car and the railway. This friction is diminished, though not altogether removed, by giving to the exterior rail the elevation which the velocity and radius require. In order to reduce the friction still further, or remove it altogether, it would perhaps be advisable to increase by a small quantity the elevation obtained as above. It is evident that a car moving on the inclined plane AD, will tend by its own weight to approach A and recede from D. This will oppose the centrifugal force by which the flange is pressed against the rail D, and thus the friction will be in whole or in part removed. I know it has been maintained that the flange of the hind wheel on the interior rail produces as much friction as the flange of the exterior fore wheel. It may however be shown from various considerations, that if either of the hind wheels produces friction, it is rather the exterior one. Indeed, we may suppose that motion is communicated to the hind wheels by a force which acts precisely in the same direction as if they were moved by animal power, the direction being nearly a tangent to the curve. This being admitted, the flanges of the two exterior wheels sustain all the friction occasioned by curvature. It may be observed, however, that when the distance between the fore and hind wheels is comparatively very great, the direction of the force moving the hind

wheels will vary considerably from the direction of a tangent, and consequently the friction will be diminished.

[From the Philadelphia edition of Wood's Treatise on Railroads.]

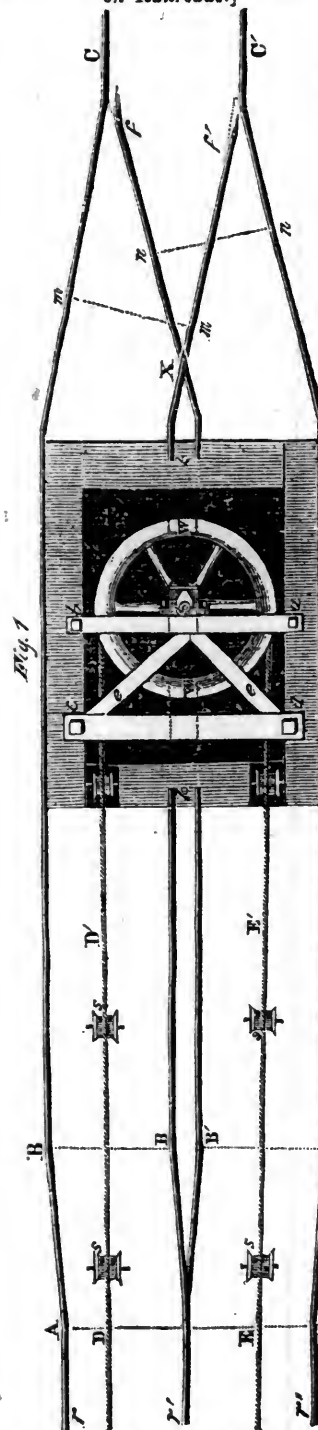


Fig. I. represents a ground plan of the wheel WW of a self-acting plane, round the rim of which the rope winds, by which the loaded carriages drag the empty ones up the plane. The wheel is generally cast iron, about six feet diameter, with six spokes, and a grooved rim for the rope to wind upon, the groove being only of sufficient width to hold the rope within it as the wheel moves round; consequently the rope, when in action, only passes round one half the wheel, from a to b . At the top of the plane, a square hole is dug, the sides of which are lined with masonry, the top being nearly upon the same level as the Railroad; the wheel is then placed between two frames of timber, the upper of which a b and c d , is shown in the drawing. They are kept steady by the diagonal braces e e . The carriages on which the axle runs, are placed on the front of these frames; the upper one at g , and the other immediately below it, on which the ends of the axle that sustains the wheel rest, and on which it is at liberty to run freely round.

At the top of the inclined plane a certain space of ground, for about 20 or 30 yards, (varying according to the number of carriages run down at a time,) is

made nearly level, on which the loaded carriages remain until they are to be lowered down, and on which the empty ones stop after their passage up the plane; at the end of this level, or slightly inclining ground, farthest from the top of the plane, the wheel is placed, and small horizontal sheaves, *s s s s s*, are placed in the direction the rope runs, to prevent its being injured by dragging along the ground, and also to diminish its friction. These horizontal sheaves are placed at intervals of every eight or ten yards upon the plane, from one end to the other. The drawing will show the form of the periphery, of two kinds; the one being flat, and the other circular, and of a width just sufficient to admit the rope upon it; their diameter about eleven inches, with a flange on each side to prevent the rope from running off; they are made most frequently to run upon pieces of wood, and sometimes upon cast iron stands, placed upright upon the middle of the road; the axles are made of wrought iron, and where they run upon the upright bearings, about three-quarters of an inch diameter. The plane is then made into a proper slope, between the platform or level on which the wheel is placed, and the lower extremity, when a similar flat or piece of level road is made, for the descending train of wagons to land upon. The slope is either uniform, or such as the nature of the ground will permit. Sometimes it is necessary to make considerable bends or curves in the line of the road, but whatever be the form or length of the slope, it must always be terminated at each end by these platforms. The narrow parallel lines in the drawing will show the rails as laid down upon the platform; the wheel being placed below the level of the rail: the square hole is covered up, and the rails pass over upon the cover. In the drawing, the rails are broken off at *k k*, the cover being removed to show the wheel.

The dotted line *A A*, may be supposed to represent the one end of the platform, and the top of the plane. Three rails *r r' r''* are laid from this part nearly half way down the plane, of the requisite width between each rail, for the carriages to run upon, so that both the ascending and descending train pass upon the middle, and one of the outer rails: these are continued to where the one train of wagons has to pass the other. The three rails are then made to branch into four, in the same manner as from *A A* to *B B*, for a certain distance, sufficient to allow the carriages to pass each other; these four rails then converge into two or a single line of road, as shown at *c c*, and are so continued to the bottom of the plane, so that the parallel lines as shown in the drawing will represent a complete passing. The empty or ascending carriages will be at *c c* when the loaded carriages are at *A A*, and they will pass each other near *D' E'*.

In this form of plane, it will be seen, that the loaded carriages pass alternately down the sides *D' D* and *E' E*. For instance, if they commence their descent at *D*, one end of the rope being attached to them, and the other end being at *E' E*, at the foot of the plane, and fastened to the empty carriages, the loaded carriages will pass down *D' D*, and when they arrive at the bottom, the empty ones will arrive at the top, at *E*. Upon the other side of the plane, the loaded carriages, in the next operation, pass down the side at *E' E* of the plane, and the empty ones up *D' D*.

When used for passing boats from one level to another upon Canals, and also on several Railroads, a double line of road is laid from top to bottom of the plane, with a double line of rollers or sheaves: but the reader will perceive, that, in most cases, the one above described will answer precisely the same purpose. In very short planes the obliquity of the road, in passing from a double to a single line, will cause a retardation to the carriages, and also additional friction to the rope; but upon long planes this is scarcely felt, and the cost of a double road the whole distance would be considerably greater.

When the slope of the plane is not uniform, descending more rapidly in some parts than in others, or when the descent is so great as to give more than a requisite preponderance to the moving power, a brake is applied to the periphery of the inclined wheel, to equalize or regulate the velocity of the carriages down the plane; and in many instances, men traverse the plane with each train of wagons, and apply the brake or convoy of the carriages to check their velocity when required. The brake upon the inclined wheel will be perceived to have no power in checking the velocity of the carriages more than what is equal to the hold the rope takes upon the wheel in passing round its semi-periphery; for if the excess of gravity of the loaded carriages, above what is required to overcome the whole retarding

forces, be greater than the hold of the rope, the wheel may be completely stopped, and the rope slide round the wheel, which, in some instances, might be attended with danger. The declivity of the plane should never be so great as to cause such an excess or preponderance of gravity, when such a wheel as this is used.

To the Editor of the Railroad Journal:

SIR:—I read in your paper a few days since, a very interesting account of McAdam roads. I also observed that you suggested to our Corporation the propriety of making an experiment, in some of our principal streets, of McAdam roads instead of pavements. I think the idea a very good one; and so I believe will any person who drives much about the city. Many of our thoroughfares are in a horrible condition: for instance, look at Chatham street and Square. The man who drives fast over these pavements may think himself well off, if he does not get indicted for manslaughter. Then look at the Third Avenue—the best road, I presume, in this country—your assertion that it is not a McAdam road to the contrary notwithstanding. I wish you would again refer to this subject, and if you can, give us some information relative to what may have been done in other places in the same way.

I am with respect,

A CONSTANT READER.

The above communication relative to converting our paved streets into McAdamized streets is published with pleasure; and we also give the following examinations by way of complying with his request. We think them altogether satisfactory in favor of the plan.

[From McAdam's Treatise on Road-making.]

Mr. James McAdam examined.

Have you in any instance tried the experiment of converting paved streets into roads?—I have in several instances taken up small pieces of pavement that I found upon the several road trusts, and substituted road. In the town of Stamford I took a piece up of considerable extent, which is now road instead of the pavement.

What has been the effect of the conversion of the pavement into road?—The expense has considerably diminished, and the facility of travelling very considerably increased.

Has any suggestion been made to you of converting the pavement of any part of the streets of London into road?—I have been ordered, by the Parliamentary commissioners having charge of Westminster Bridge, to prepare an estimate and report, with a view to convert that pavement into a broken stone road, which documents I have furnished; and I have reason to believe that the same will be immediately carried into effect. I have been also directed by the trustees and proprietors of St. James's square, to prepare (which I have done) the same documents, with a view to substitute a broken stone road in St. James's square, in lieu of the present pavement.

What is your opinion of the effect that would be found from its being carried into execution in all the streets of London, as to the reduction of expense, and benefit generally to the public?—I consider that the expense would be most materially reduced; the convenience of passing over the surface, there could be no doubt, would be generally facilitated, and made more convenient, particularly in the great leading streets, such as Piccadilly, Pall-mall, Parliament-street and Whitehall, and others of that description, the expense of the same weight of stone now put upon those streets as pavement would be obtained at infinitely less expense, in a different form, for the purpose of road-making.

Is it your plan to raise the present pavement, and convert that pavement into materials for making the road, or to bring new materials and dispose of the pavement?—For Westminster bridge I recommended to the trustees to sell the present pavement, because as long as pavements continue to be generally used, stone in that shape and size will always be valuable, and the same weight of granite I could obtain for the formation of the road over the bridge at 10s. 6d. per ton, the present pavement being worth a guinea per ton; but were the streets of London generally taken up, pavement would of course become of less value, and it might be broken for the formation of the roads.

Is that pavement of a quality calculated to make good roads?—The best material in the kingdom.

What proportion would the pavement now used in the streets of London bear to the materials necessary to the formation of the roads?—There would be sufficient for the formation of a strong durable road in the first instance; and I estimate

that a supply of materials for the future care of the road, for a considerable time, would be left.

Would that answer in all the small streets of the metropolis as well as for the large and open streets?—I think not so well in the very narrow streets, which are liable to water, and where, from the width of the street, the thoroughfare must necessarily be upon one given spot. I beg, however, to observe, that the thoroughfare in those streets is extremely small.

Would the dust be increased or diminished by this alteration?—I consider, that upon a well made stone road, with the same care of cleansing and watering—that is given to the streets, that the annoyance from dust would be infinitely less; and a road is more susceptible of retaining the water than pavement.

What would be the proportion of the annual expense between the paved street and the road?—Taking seven years, during which time I calculate that the pavement gets worn out, I should think the annual expense of the road would not be one fifth part, because in that seven years the whole value of the pavement is nearly lost.

What would be the effect produced upon the necessity of raising the road for the purpose of alteration of the pipes and other works under the streets?—At present, when this operation is necessary, a pavilion, whose wages are from five to six shillings a-day, is required. Were the streets converted into stone roads, a laborer at eighteen pence a-day would perform the same service; and by due care in laying the materials on one side, and the earth on the other, the injury to the road would be extremely small, and the spot would very soon become obliterated; whereas in raising a part of a paved street it is quite impossible ever to unite the piece so raised with the rest of the pavement.

Supposing the pavement to be converted into a road, in that case, would it be necessary, when any pipe was repairing, to stop up the way to prevent carriages and horses passing?—Certainly not more so than at present, as that circumstance must always depend upon the width of the street. In very narrow streets, where the pipe lies in the centre, a large opening is necessary; it would follow as a matter of course that the street must be stopped; but upon large streets one side would be left free.

Would not a repair be more rapidly executed, supposing the way to be a road instead of a street?—Were the streets converted into roads, the repair of the roads would be almost unknown to the public, and no stoppage whatever would take place; the repair of such roads would be limited to a one-inch coat at a time, which would scarcely be known to persons passing in carriages, and the great inconvenience at present constantly felt in every part of this large metropolis by the necessity of repaving the streets would cease.

You assume that the roads for the streets in London must be made with granite?—Most assuredly, I should never recommend any other materials to be made use of for the roads in the town.

Mr. William McAdam, further Examined.

Have you, in the course of your practice, converted any paved street into a road?—Yes, I have; Fore-street Hill, in Exeter, forms part of that Turnpike trust; it is very steep, and was exceedingly slippery, so much so, that I never rode on horseback down it myself till it was converted into a stone road, it has been so for a year or two; it has answered every purpose, and stood remarkably well, and by being watered a little in very dry weather, I believe there is less inconvenience found from dust than when it was paved. I have heard some gentlemen say, that in coming up that hill with their carriages, it not being above a furlong and a half or two furlongs in length, they have saved from five to ten minutes time since it was made road; and I have heard coachmen say, that when they brought their horses quite cool to the bottom of that hill, they have been quite in a lather by the time they got to the top, from the terror of the horses in slipping about.

That was when it was paved?—Yes.

What kind of stone do you use for making that road? The pebble of the country picked from the gravel pits.

Have you converted any other part of Exeter from pavement into road? There is no other part of Exeter under the care of the trust; but in consequence of the effect which the Chamber of Exeter saw in Fore-street, they have broken up a great many of the streets in Exeter, and I believe are proceeding gradually to do them all. In the town of Newton Abbot there is a county bridge; the county have broken up the bridge bridge, and converted it in a similar manner.

STEAM CARRIAGES ON COMMON ROADS.—The novelty, at least to this country, of the application of steam power to the propulsion of carriages on common roads has induced us to make frequent extracts from the report made by a select committee to the British House of Commons upon that subject, which establishes beyond a doubt its entire practicability. In No. 26 of this Journal may be found the examination of Mr. Walter Hancock, an intelligent and enterprising gentleman, who is the inventor of an improved boiler for steam carriages, which is considered, by engineers fully competent to judge, as admirably calculated for the purpose. In that examination he states that his boiler is three feet in length, consisting of a series of ten chambers and ten flues in a perpendicular position, which present about one hundred square feet to the action of the fire. The chambers are necessarily narrow, and of course the generation of steam very rapid. The flue of which the boiler is constructed is thin, yet it is so supported as to sustain a pressure of four hundred pounds the square inch, although the ordinary pressure does not exceed from sixty to one hundred pounds the square inch. Mr. H. estimates that with this boiler one bushel of coke will raise the steam sufficient for travelling in twenty minutes, but states that, if necessary, it may be raised in five minutes after which for ordinary use and roads it will require one peck of coke and about ninety pounds of water per mile. It would seem that Mr. Hancock has been very fortunate in the construction of his machinery, so as to obviate entirely the inconvenience to travellers which was apprehended from noise of the machinery when the carriage is in motion, as well as from the escape of surplus steam when the carriage stops, as will be seen from the annexed extracts—the first from the examination of Mr. John Farey, and the second from Hancock's own examination by the committee.

"Apprehension has been felt that these steam coaches will be found to give great annoyance to travellers passing them on the public roads, from smoke and the peculiar noise from letting off the steam; do you apprehend such results will take place?—I do not anticipate any great annoyance will result to travellers in other carriages. I have passed Mr. Hancock's on the road several times and Mr. Gurney's also, and have travelled in them often; horses take a little notice of them when in motion, but not much, and very soon become accustomed to them. I once met Mr. Hancock going very quick along the New road, and drew up to see him pass; I had no difficulty whatever in making my pony stand, though rather a spirited one. Mr. Hancock did not observe me; and as I wished to go with him, I turned and drove after him, and after a race to overtake him, I had no difficulty in drawing alongside of his steam carriage for a good way in order to speak to him, and get him to stop for me. The emission of hot air was very sensible, when following close alongside of the boiler at the hinder end of the carriage, but I did not observe any puffing of steam."

Mr. Hancock, on being asked "When you let off steam, does it produce any violent noise in stopping?" says—"I can give an instance to the contrary which occurred in London, which is the best place to put the thing to a test. About a fortnight or three weeks ago, Mr. Wilks was kind enough to mention my running on the Stratford road, and I wished him to present a petition from me to the House of Commons, and at the same time requested that he would take a ride with me in my engine on the Stratford road. I waited three quarters of an hour for him, and the machinery was working the whole of the time; there were hundreds of people walking round it, and I suppose they did not know it was working at all; there was no noise at all in the machinery; and you could not, unless you had gone to the back, have known that it was working."

And singular as it may appear, an explosion of his boiler would not be heard even by the passengers in the carriage, unless they were particularly attentive to the machinery when it occurred, as may be

inferred from the following extract from his examination.—

Suppose that one of your boilers were to burst, what would happen? I will give the committee an instance. I was travelling about nine miles an hour with a boiler the twenty-fourth part of an inch thick. I was working then at 100 lbs. on the square inch, with thirteen persons on the present vehicle that I have now in use; and all of a sudden the carriage stopped, and for what reason I was at a loss to know. I got from my stage seat and went to the engineer to ask him what was the reason he had stopped the steam; he told me he had not stopped the carriage, and he immediately applied his hand to the gauge cocks. I found there was neither steam nor water in the boiler. I immediately knew that the boiler was burst; they said they did not know it, as they heard no noise, and I told them that I did not mean they should know it. I said I would show them that it was so, and I took the boiler from the carriage and unscrewed it, and there were four large holes that I could put my hand into. This occurred from the chambers being too thin, and they drove all the water out of the boiler, and yet there was no injury to any person; there was not one person that heard any report; there was no steam, and there were no symptoms in any way that the machine itself had burst.

Do your boilers extend under the place where passengers sit? No, quite at the back.

These, it will readily be perceived, are very important points gained, and they will in a good measure remove the most serious objections that have been urged against the introduction of steam carriages upon common roads, at least where the country is gently undulating.

In Nos. 27 and 28 of the Journal we gave the report of the committee, in which they say that the practicability of the enterprise they consider fully established, and that "these inquiries have led the committee to believe that the substitution of inanimate for animal power in draught on common roads, is one of the most important improvements in the modes of internal communication ever introduced."

This report is accompanied by the evidence given upon the subject by several eminent engineers, not otherwise interested in the matter, as well as gentlemen who have been engaged in the construction and use of steam carriages, all of whom speak in high terms of Mr. Gurney and Mr. Hancock, and of their almost certain ultimate success in bringing their carriages into successful competition with, and probably entire exclusion of, common stage coaches.

Although we do not at present anticipate any attempts to introduce them to any extent into this country, as our roads are not in a suitable condition to admit of it; yet we deem the subject of sufficient importance to warrant us in extracting largely from the documents in our possession, in order to call the attention of scientific and practical men to its investigation; and we therefore in this number make several short extracts from the examination of different gentlemen, that an idea may be had of their general character, and at the same time give notice that we shall hereafter probably publish at length the most interesting of them.

The annexed extracts cannot, we think, be read without at least producing a desire to see the experiment tried in this country; and if we may be permitted to suggest a suitable road for experiment, we would say that there is none more suitable than the Third Avenue in this city, or that between Albany and Troy, which, though very far from being *McAdam* roads, are probably among the best in this country.

From the examination of John Farey, Esq.

Had you occasion to turn any sharp corners when in Mr. Hancock's carriage? Yes, many; the yard of his premises is exceedingly narrow and inconvenient to turn into and out from, but it is done with ease by the steam-coach; but the same place would not do at all for a coach and four horses to put up at.

Going at what speed can you turn round a sharp corner without any danger? I do not remember turning with any considerable speed, nor should it ever be attempted with any carriage if it can be avoided, and there can be no pretence or necessity for going quick when turning a steam-coach, as its power is quite controllable, in which respect it has a great advantage over a common carriage; for four horses at the moment of turning, are very little under the control of the reins, particularly the leaders, and it depends upon their good will whether they choose to go slow or go quick when turning. In a steam-carriage, the conductor has such a perfect control of the power, that he can never fail in checking the speed at the moment of turning. I observed that Mr. Hancock's carriage is steered with the greatest ease; and will turn round in a very short space: I have seen him turn round in the new road to return without backing the carriage at all, although he was in the middle of the road when he began to turn.

If you had turned a sharp corner, could you have stopped immediately on meeting a carriage? Yes; the power of stoppage is most remarkable; that is one of the great advantages of a steam-coach. I have steered Mr. Hancock's carriage myself, and found it to be most completely under control.

The carriage may be turned in the smallest space that the wheels will permit it to go round in? Yes, in a much smaller space than a carriage with horses can turn, because it is so much shorter in the total length, and the power being completely under control, there is no danger in turning quite short; whereas no prudent driver will turn a four-horse coach round in a road; without the guard getting down and holding the leaders' heads; for they are not sufficiently under the control of the reins in turning to do it with safety.

Did you ever see a steam-carriage going down a hill? Yes, down the hill of the new road to Islington; and it was done with more safety than with any carriage with four horses; but I do not contemplate the descent of steam-coaches down very steep hills, for that supposes their getting up such hills, which is not likely to be accomplished soon, and the present coaches seem to me to be only fit for our most improved lines of roads, where all very steep hills have been reduced to moderate slopes.

Mr. Richard Trevithick, called in and examined.

Have you been long conversant with steam engines? Twenty-six years ago I invented a high pressure steam engine and a locomotive engine, and since that time Boulton and Watts's engines have been thrown aside in Cornwall, and the high pressure steam engines, with the improvements upon the boilers I have made, have been throwing Boulton and Watts's engines constantly out of use; the one is not one of them now in use in the mines. The average of the duty of Boulton and Watts's engines, about twenty years ago, was taken by Mr. Gilbert, which gave, perhaps, about seventeen millions of pounds, lifted a foot high with a bushel of coals; and sometime after that, Mr. Gilbert made a report in the transactions of the Royal Society, that he had found one of my high pressure engines in Cornwall was doing nearly seventy-five millions; and, in the same report, he stated that they were doing nearly as seven to twenty-eight, or four to one, and as ten to one on the atmospheric engines.

Have you lately paid attention to steam carriages on common roads? I have noticed the steam carriages very much; I have been abroad for a good many years, and had nothing to do with them until lately, but I have it in contemplation to do a great deal on common roads; railroads are useful for speed, and for the sake of safety, but not otherwise; every purpose would be answered by steam on common roads.

Is your machine applicable to steam carriages? It is chiefly for that purpose, it works without water; now the Manchester carriages use four tons a day—two tons that they take in when they start, and two they take in midway of their journey; there is that weight to carry, and the loss of time.

You conceive steam carriages to be applicable to common purposes? Yes, to every purpose a horse can effect.

Have you any plan particularly applicable to that purpose? Yes, I have taken out a patent for that purpose. This, the plan which I produce, (*producing the same*) will show the principle. I built a twenty horse engine in Cornwall, in order to try this: this I produce is for a ship engine. The bursting of boilers has been occasioned by the boilers being left under gauge, neglected to be charged with water, and, I believe, by their getting foul and in-

erusting with salt from using salt water; the low pressure engines have burst as well as the high pressure; if the tubes of the boiler are heated red hot, and the engine is standing at the time water is still in, the boiler is quiet; but on the engine setting to work, a discharge of steam from the boiler to the cylinder causes a great ebullition in the boiler, and the water splashing over the hot sides make a superabundant generation of steam. The space that would be filled instantaneously from the hot tubes being suddenly cooled, the space occupied by that superabundance would fill three hundred times the space usually allowed for steam, and a safety valve of five times the size would give no relief, or not in time; a proof that a high pressure steam engine boiler has not been broken generally by the pressure of the high steam, but from being heated, is because the portable gas-holders are about ten inches diameter, and the sixteenth of an inch thick, and they are charged with 30 atmospheres, or 450 lbs each without accident; an accident never happens to them, and the pressure is not half so great as on half the strength of iron; the boilers of steam engines in Cornwall have burst that have not been loaded to an eighth part of that pressure for the same substance and size of boilers.—Therefore, that is a proof that they must have been broken by the heating of the boiler, and suddenly cooling it by a sudden expansion. The gas holders have never been heated, and have never been injured. I have known instances whereby turning cold water into a red hot boiler they have exploded. An engine I had the care of was injured by neglect of one of the engineers in that way. The boilers to the high pressure steam engines on my construction are cylinders, one in the other, the inner cylinder containing fire, and the outer cylinder surrounds the water, and leaves a space of about a foot between the two tubes of water. Where they have been neglected the fire tube has been made red hot, and the splashing of water over the hot tube from the ebullition occasioned by the escape of steam, has burst the boiler by the water flowing over the red hot sides, and generating steam faster than it can be discharged.

By neglected, you mean that the tubes were not completely covered with water? They are not covered with water. With my infernal engine that never can be the case.

Do you conceive that your engine, of which you have produced a plan, is as applicable to carriages on roads as to the propelling engines at sea? Yes, that is one object I have in view, and for agricultural purposes, for ploughing, and every other purpose.

Have you ever calculated what the weight of a carriage would be with one of your engines? Yes; I am looking to see the necessity of the doing away with the supply of water that I have done away with; but, in dispensing with the water, I shall save three quarters of the fuel; every time we double the force of steam we save seventy-five per cent. upon it. This engine, I conceive, will not take one quarter part of the fuel; one charge of water will do for a month. I have just taken out a patent for my engine.

Do you condense with a sufficient rapidity to take from the piston the pressure of the returning steam? Yes; there was an engine which had been working with high steam and one of my boilers, and the cylinder was enclosed with brick work to keep off the external air: while I was abroad they took down the brick work, and set it at a distance from the cylinder of four or five inches, and turned the draught from the fire round the cylinder to keep it off, and from that made more than sixty per cent. difference in the fuel; if the engine was doing forty millions to a bushel of coals before, it then did sixty-three millions, and they burnt five bushels of coals to keep the cylinder hot. If they had put that under the boiler, it would have done forty millions as before; but in putting in five bushels round the boiler, it did three hundred and fifty-six millions; then the difficulty was to know how it would make that difference. I could not at first make it out; however, it turned out afterwards how it was, and it was the steam; when coming in upon the piston, the cold sides of the cylinder took out a part of the heat; these are single engines; the steam is returned under the piston upon the engine going that stroke again.

Are there any additional observations you wish to make to the committee? There are. I was asked what I had performed, and what was my opinion as to whether steam power could be made useful on common roads in general, and the difference in effect between broad and narrow wheels on such roads,

respecting their breaking up or settling down the surface, and what farther advantages I might expect from my late improved steam engine? In answer, I beg to say, in 1804, I invented and introduced the high-pressure steam and locomotive engines, and, also, in 1813, invented the iron tanks and buoys for his Majesty's navy. In 1814, I was engaged by the Spanish government to construct in England nine high pressure steam engines, and a mint, with pump work, and every thing complete for draining the great mines of Pasco, in Peru: they weighed 500 tons, in 20,000 pieces, the boilers each of six tons weight, all in single plates, and the cylinders each in six pieces, all carried up the mountains on mules' backs, and put together on the spot, by which the mines were effectually drained, the ore wound up, smelted, stamped and coined; they remained in full work until the Spanish army retreated through the mines before the patriots, and on their retreat, broke the engines, and threw them into the engine pits. For a report of my progress in Peru, see the first number of the Geological Transactions of Cornwall, copied from the Lima Gazette. In reply to the questions put to me by the committee of the House of Commons, respecting the probable process of steam power for locomotive purposes, I beg to say, on railroads, they have been proved to be useful to a certain extent, but are still defective, on account of their great weight of machinery and water, and the difficulty of getting water at all times, also a want of permanent safety against explosion; but, from a late improvement of mine, these obstacles are now removed, and when these late improvements are combined with my former locomotive engines, they can be constructed so light as to travel at almost any speed, and thousands of miles without a supply of water, and the risk of exploding is reduced to an impossibility, with a saving of considerably above fifty per cent. in fuel; all those improvements will appear in my statement hereafter.

The arrangement of this new engine embraces every advantage that can be wished for; safety, saving of fuel, lightness, little room, simplicity, and nearly independent of water, it can be made applicable to any purpose, and, much more effectual than horse power, the first cost of erection far less than a quarter the cost of horses, for the duty performed independent of the difference of expense between coals and horse feed, because a one horse engine will, by constant work, perform the work of four horses every twenty four hours. For breaking up and tilling large commons, very little establishment will be required. Another great national advantage will be fish, as it will be in the power of every fishing-boat to get a small engine, and bring fish to market all round the coast while fresh, independent of wind: this may be carried by locomotive engines, in a few hours to the interior of the country. Besides, every merchant ship will be propelled by steam, as an engine of ten tons weight on the deck, occupying very little more room than a ton cask, would propel a ship of 500 tons five miles per hour with expense worth of coals, and will also pump the ship, weigh the anchor, and take in and out the cargo. The principles of the leading power being matured, all the applications will soon follow.

Mr. Nathaniel Ogle, called in and examined.

What is your profession? I have no profession; I am pursuing the introduction of locomotive engines on common roads.

Have you invented any carriage of this description actually now in practice? Yes, partly so.

Have you run your carriage for any length of time on public roads? About 300 miles, or rather more, over roads of various descriptions, and up lofty hills.

Will you describe, generally the nature of your carriage, and of any improvements you have made since you first turned your attention to the subject? The object in all locomotive vehicles is to obtain a mode of generating steam that shall give the command of a sufficient power, under all varying circumstances to be met with on the common roads.—We have obtained that desideratum, by combining the greatest heating surface in the least possible space, with the strongest mechanical force, so that we work our present boiler at 250 lbs. pressure of steam on the inch, with the most perfect safety. Our experimental vehicle, weighing about three tons or rather more, we have propelled from London to Southampton, and on the roads in the vicinity of Millbrook, at various speeds. The greatest velocity we obtained, over rather a wet road, with patches of gravel upon it, was between 32 and 35 miles an hour, and might have been continued under similar circumstances, and we could, on a good road, have in-

creased that velocity to 40 miles. We have ascended a hill with a soft wet bottom, rising one foot in six, at rather a slow rate. We have ascended one of the loftiest hills in the district near Southampton, at 16 1/2 miles an hour. We have gone from the turnpike gate at Southampton to the four mile stone on the London road, a continued elevation, with one very slight descent, at a rate of 24 1/2 miles an hour, loaded with people. The locomotive vehicles used on the Liverpool and Manchester railroad would not go at the rate of three miles an hour on a common level road, and would not ascend any hill; and on account of the diameter of their boilers, cannot, scientifically speaking, be considered safe. The vehicle is under perfect control in every respect. No accident from explosion can take place. We have had whole families of ladies, day after day, out with us in all directions, and who have the most perfect confidence. We are now upon the point of establishing a factory where these vehicles will be made in numbers; and a great many are already required by coach proprietors, carriers of merchandise, and others, for their use on the public roads. Railroads, excepting in very peculiar situations, are behind the age; and it is my decided opinion, that those who embark capital in constructing them will be great losers.

Have you one or two safety valves? Two.

At what pressure do you usually work your carriage? Two hundred and forty seven pounds on the square inch of the boiler, but we have worked it at a greater pressure than that.

To what pressure do you usually weight your safety valve? Two hundred and forty-seven pounds.

Then you travel always on a hill? Yes; we are always glad to see our steam blowing off, and when our fire is even moderately good, it is always blowing off even up the steepest hills, proving an excess of power.

Does that create any annoyance to passengers along the road? None whatever; the waste steam is carried round a double casing of the fire place, then brought over the surface of the fire, where some portion is consumed, and the rest passes off through a very small chimney in an effervescing state.

Do you use coal or coke? Soft and good coke, which easily ignites and burns rapidly.

You have not any annoyance then to passengers from smoke from your carriages? None, whatever; there is no appearance of smoke, except on lighting the fire with wood, which is necessary to ignite the coke.

That takes place before you start? Yes; but even that will not be necessary when everything is arranged.

You state that your carriage is under the most perfect control? Perfect.

Supposing you were going at the rate of ten miles an hour on a level road, in what number of feet do you suppose you could entirely check the carriage? It would be difficult to state precisely the number of feet; but certainly in a less space than you could stop a pair of carriage horses going with the same weight attached to them. I have no hesitation in saying, that a steam vehicle is safer in every respect than one with horses, that it is under more complete management at the same velocities and with the same weight, that it is more easily controlled, and that none of the accidents from fractious horses can take place with steam carriages.

Do you find that horses are generally frightened by passing your carriage? Very few indeed; persons usually alarm their horses, (the animal being quickly subject to alarm,) either by dismounting or patting them, and thus anticipating apprehension.

Are your wheels dished, or are they cylindrical? Cylindrical, with flat tires.

What are the diameters of your propelling wheels? We have generally used them about six feet; those we have now are about five feet six.

Have you changed the diameter from experiment, from finding the smaller diameter more convenient? From finding some wheels with the spokes cut through, whether intentionally by the workmen, or from mere neglect, we could not tell; but they were merely reduced from six feet to five feet six.

For a carriage calculated to carry eighteen persons what would be the length, and what the breadth? I think that our next will measure eighteen feet six; that is not so long as a carriage with two horses; the breadth six feet nine inches between the wheels.

During the course of your experience, have you met with any accident, such as the breaking of your machinery? None whatever of any denomination; not one bolt, not one screw, has ever given way.

during a period of twelve months, and under circumstances which would have utterly destroyed any other carriage, and very much to the surprise of engineers, who are sadly misinformed on all points relative to steam coaches, and have never advanced their success.

In the improvements you are now engaged upon in your carriage, are they relative to the size and weights of the different parts, or merely in the conveyance of the goods and passengers? They are more in improving slight details; the power we have beyond all question to propel vehicles of any weight, at any required velocity.

Have you made many experiments as to the size of your cylinder? We have made several experiments.

In reference to the usual velocity you require, and the weight you have to carry, what do you find the most advantageous size of cylinder? The larger the cylinder, certainly, the better; but were I to give definite answers to such questions, it would be giving too much information to those opposed to us.

Potomac Bridge.—We learn from the *Phoenix Gazette*, that the bridge across the Potomac, between Washington and Alexandria, is to be rebuilt by government on the old site. The width of the river at that spot is 1722 yards; 38 yards short of a mile. The bridge is to be not less than 36 feet wide. There are two principal channels in the river, and at each there is to be a draw which will admit the passage of the largest vessels navigating the Potomac above the bridge. At a suitable distance from the draws, and on both sides of each, there is to be an arch under which an ordinary steamboat may pass. The draw at the eastern channel is to be not less than 35 feet, that at the western not less than 56. All practical attention is to be given in the construction to preserving the navigation. A premium of \$200 will be paid for an approved design.

The eastern channel is 222 yards wide, the western 450; the depth of water 9 feet in the former, 28 in the latter, at low water. The greatest rise of tide is about six feet. Of the 1050 yards between the two channels, 750 have a depth at low water of only 3.1-2 feet. The middle channel is 300 yards wide, and has but 7 feet water.

[From the *American Farmer* of June 15.]

NEW CHINESE MULBERRY.

Charles County, Md. June 5th, 1832.

MR. SMITH:—In your number of the "*American Farmer*," of the 25th of May, you recommend to the growers of silk in our country, the culture of the above named tree in preference to the "white mulberry." The writer of these few remarks would be glad to know, if the "new Chinese mulberry" has been proven by its use in the making of silk, to be equal to the white mulberry (*Morus alba*) of China, and if so where it has been used. It is a well known fact, that the silk worm will feed upon the *Morus rubra*, (red mulberry,) a native of our own country, which in some of the states spontaneously springs up, when a native forest is cut down, particularly if the land be enclosed, but the experience of Mr. Deslongchamps as recorded in his essay upon that subject, in page 11th, shows that the leaves of this species do not suit the constitution of silk worms. If that be the case with the leaves of the "red mulberry," ought we not to have some evidence of the equal fitness of the "new Chinese mulberry" recommended by you, with the "white mulberry" so generally cultivated in foreign countries for the food of the silk worm, before we discard it for the new kind? The history of this new kind, as well as that part of China of which it is a native, and the reasons for believing it better than the white kind or equal to it, as proven by its use, would be gratifying to those who are about planting trees for the production of silk, among which number is the writer.

Should your recommendation of the *Morus multicaulis* be sustained as to results from its use, (not as to the texture alone of the silk, but as to its suiting the constitution of worms) the writer, as well as many others, would be glad to obtain some of the trees you expect to have in November next for sale. Amongst the preferences given to the "new Chinese mulberry" by you, is the "large" size of its leaves. The general opinions of writers upon the subject, and particularly of Dandolo and Deslongchamps, are, that the large broad leaves are not as nutritious as the small ones, and it has generally been said and written, that "the best mulberry leaf of any species is that which is called the double leaf; it is small, not very succulent, &c." The beautiful and delicate silks of China which first attracted the attention of other parts of the world to

the fabric, were made from the mulberry tree bearing the smallest leaves. These practical opinions and facts are rather opposed to the preference given by you to the "large leaves" of the "new Chinese mulberry," and without they have been proven by their application to the use spoken of, to be equal, in every respect, to the "white mulberry" tree, I do not think we ought to prefer its culture.—If on the contrary, the quality of the new kind be equal to the other in every respect, it certainly ought to be preferred, for the reasons given by you.

You say that 20 trees will produce "20,000 in three years," if your instructions be followed in planting them, and that the trees offered by you will be put up in "packages of twenty." Mr. Rush, in his communication to Congress, says, in Doc. No. 158, that "one tree will feed 6,000 worms, and will produce one and a half pounds of silk," and that "an acre of ground will produce 60lbs. of silk in a season." This calculation places the trees in the plantation at 33 feet apart, and 40 trees to the acre. Taking Mr. Rush's statement as correct, the 20 trees offered for sale in each package, will make a plantation of 500 acres. There are but few men in our country, who could, if so disposed, establish so large a plantation, and of course who would want 20 trees to begin with. Would it not be more accommodating to the public, to dispose of the trees in packages of five in number?—This information might induce many to send in their names as requested, who otherwise may not do it.

POMONKEY.

The remarks of the Editor of the *Farmer* upon the above, will be published in the next number of the Journal.

We take the following extract from *Prince's Treatise on the Vine*, and shall hereafter make further extracts from the same, and other works on the same subject:

Origin and native country of the vine, &c.—Not only, as Chaptal truly remarks, are we indebted to Asia for civilization and the arts, but also for the most of the cultivated grasses, fruits and vegetables, and even for the vine. By some authors it has been supposed to be a native of Syria, but none of these appear to have possessed any proofs on the subject. The accounts of Andre Michaux, who found it in the woods of Manzanaran, and of Olivier, member of the French Institute, who saw it in many parts of the mountains of Kurdistan, as well as the circumstance that the most part of our acclimated fruits, and our domestic animals, come from upper Asia, banish all doubt of the fact that Persia is its native country.

Pallas also found the vine growing naturally upon the Caspian and upon the Black Sea, and it is also very common in the Crimea.

The introduction of the vine to those countries where it is now cultivated to the greatest extent, was gradually from more eastern climes, whence it was first brought to the southern parts of Europe. In the time of Homer it grew spontaneously in the island of Sicily, and probably upon adjacent parts of the continent; but it was not improved by skill, nor does it even appear that the rude inhabitants extracted a liquor from it. It was not until a thousand years after this period that Italy could boast, that of the fourscore most celebrated wines, more than two-thirds were the produce of her own soil.

A highly interesting and curious account is given by Dr. Siekler, of its gradual migration to Egypt, Sicily, and Greece. The Phœnicians, who had widely extended their commerce, and who frequently explored the coasts of the Mediterranean, introduced the culture of the vine into the isles of the Archipelago, and afterwards into the island of Sicily and into Greece; and lastly to Italy, Provence, and the territory of Marseilles.

[From the *Raleigh (N. C.) Star*.]

ALFALFA, OR SPANISH CLOVER.—The Western Carolinian publishes a letter from a gentleman in Valparaiso, Chili, the late Editor of the Carolinian, and now Navy Agent on the Pacific station, we presume, to his friend in Salisbury, which gives an interesting description of a valuable grass, a box of the seed of which, containing the twelfth of a bushel, he had also forwarded to the same individual. This grass, he says, is the clover of the Spaniards, and called, in the language of the country, Alfalfa. It grows luxuriantly in all parts of Chili and Peru, and is the only kind of grass cultivated in those countries. It supersedes in a good degree the use of grain, for feeding both horses and cattle. All animals, whose food is herbaceous, eat it greedily; and

they thrive better than on any thing else that can be given them; and horses that are fed on it altogether are remarkably hardy, performing journeys and enduring fatigues which in our country would appear incredible. It grows luxuriantly near Valparaiso, lat. 33 degrees south, on high and airy elevations, but, like every other crop in Chili, it must be irrigated twice or three times a week during the dry season. It likewise thrives well in the valley of Lina, lat. 12 south, where it never rains. After it becomes thoroughly rooted, it will resist both drought and frost. The fibres of the root will continue to seek moisture as it recedes from the surface until they extend themselves to the distance of fourteen or fifteen feet. The writer declares that he would not exchange a luxuriant field of this extraordinary grass for a moderately productive gold mine. He directs that the seed be distributed amongst several intelligent farmers and agricultural societies, for the purpose of making full and satisfactory experiments of its congeniality with our soil and climate.

[Remarks.—We publish the above for the purpose of accompanying it with the remark, that the clover mentioned is most probably the *Lucerna*. We have twice received seed from the same part of South America, said to be a new and superior variety of clover, but which proved to be lucerne, and the description given of the above is similar to those we received.—Ed. Am. Farmer.]

RAILROADS IN THE UNITED STATES.—Next to the Grand Canal, we deem the Baltimore and Ohio Railroad one of the noblest enterprises ever undertaken in this country: it will be, when completed, the longest continuous line of Railroad in the world. It will not, however, long remain so, as we with confidence anticipate the construction of an *Atlantic Railroad* passing through the principal cities in the Atlantic States, from Maine to Georgia,—upon which one may travel a thousand miles with as much ease as he can now travel the fourth part of it. Railroads will also intersect this country in various directions. One is projected, and already commenced, from Boston through New Hampshire, and Vermont to Ogdensburg, N. Y.: and it will not stop there; it will in a few years be continued on through Jefferson, Oswego, Onondaga and Courtland counties, to Binghamton, there to intersect the great Western Railroad from New York to Lake Erie,—is it too much to say, to the Mississippi? There will also be the Pennsylvania and Maryland Railroads, and one from Harper's Ferry, through the valley of Virginia, to Tennessee. Will there not be another in Virginia from Richmond, to intersect the first in the valley? There is no doubt of it. "Old Virginia" cannot rest easy and see Baltimore take all the trade from the West; she must make a Railroad in self-defence. North Carolina, too, is calling loudly upon her sons to step forth and vindicate her character, to show the world that she is not to be left in the background. The Central Railroad, and also the Cape Fear and Yadkin Railroad, are projected, and a large portion, we believe, of the stock subscribed among her own inhabitants on the routes. This is as it should be. Those to be benefitted should step forward and sustain the enterprise. North Carolina will have a Railroad or roads from her navigable waters to the mountains; and she, too, may pass those barriers, and claim a share of the riches of the West;—she will at least compete for it. We shall give occasionally some of the numbers of Carlton upon this subject, which were a long time since received, and should have been mentioned at an earlier date. As for South Carolina she has done nobly in Railroads; she will soon have completed, and in operation, one hundred and thirty-five miles of Railroad in one line,—a greater extent than can be found elsewhere together. It certainly speaks loudly in favor of the enterprise and perseverance of the citizens of Charleston; for we presume it must be mainly attributed to their influence that it has progressed as it has. Bolder and more important

schemes have been undertaken and brought to a successful termination; yet none more praiseworthy, when we take into consideration the circumstances attending its origin and progress.

With an Atlantic Railroad passing near the seaboard, or through the principal cities from Portland to Georgia, with others branching from it, as from Boston to Ogdensburg, from New York to Lake Erie,—from Philadelphia to Pittsburgh,—from Baltimore to Wheeling, with a branch through the valley of Virginia from Harper's Ferry; also, one from Richmond up James river to the mountains, and perhaps to the Ohio; one through North Carolina to Tennessee, and another from Charleston, S. C. to the same fertile country,—we should have little apprehension of a dissolution of the Union. It may be asking too much of others to desire them to anticipate the half above enumerated, but for ourselves we have no doubt of the construction within a few years of the majority of them; together with numerous others of less magnitude not mentioned. The facilities for intercourse afforded by Railroads, will have a great influence in removing the prejudices now cherished by one section of country against another. They will enable us to visit different sections, to compare our own faults with theirs, and to find that there is not, after all, so much difference as we apprehended.

This may be taken as a fair specimen of what the Journal is to be, except as to quantity; we do not usually give over five or six pages in each number relating to Internal Improvements: the other ten or eleven pages are devoted to the news of the day, Miscellany, and the Review of the Week, from the New-York American.

From J. Knight, Esq., Chief Engineer of the Baltimore and Ohio Railroad.

BALTIMORE, Aug. 28, 1832.

To the Editor—I take this occasion to express my approbation of the Am. Railroad Journal, and a hope that its patronage may be sufficient to sustain it. I have experienced much pleasure, and derived much information from its perusal. If bound and preserved it will be a valuable book of reference to engineers and others.

It is calculated to promote the great objects of Internal Improvement in a high degree, and no country will experience more benefit from such improvements than the U. S. Our country is highly productive, widely extended, and populated by a race who are enterprising and ingenious. To a people so circumstanced, certainty and rapidity of movement from place to place, both of property and persons, will ever be a desideratum. It is so in the Island of England; how much more so upon this continent!

To turnpike roads and canals, railroads must be added, and there can be no doubt but that these last will occupy a very prominent place in the system, if indeed they do not supersede canals in nine cases out of ten.

The very great advantages of speed and winter travel will be secured by the Railway system. This is abundantly evident from what has already been performed; but if we indulge in the contemplation of what will in all probability result from the improvements of Railways, and especially of the machinery to be employed upon them, there is very strong grounds to believe that this mode of conveyance will far exceed all others in celerity, and in its adaptation to the wants of an extended community.

Respectfully, J. KNIGHT.
D. K. Minor, Esq.

OFFICE OF CONSTRUCTION B. AND O. RAILROAD,
Baltimore, August 15th, 1832.

Respected Friend:—

Thy letter of the 8th instant was duly received, and the arrangements referred to have been made, according to thy request.

With regard to the continuance of the "Ameri-

can Railroad Journal," I can only say, that I hope its favor with the public may be commensurate with its intrinsic merits.

It appears to me that it should be known, to be fully appreciated, and from the "signs of the times," I think it cannot fail of commanding an extensive patronage.

To those interested in the Internal Improvements of our country,—but more especially in the construction of Railroads, I consider it an important auxiliary in the present state of knowledge, or rather, of ignorance, upon the subject. The Railroad system is yet in its infancy; but every day's experience proves that it is making advances to maturity. I believe its growth may be much accelerated by a collection of the facts and principles already known, and diffusing them extensively through such a medium as the "Journal." For this purpose, it would be desirable to obtain the aid of scientific and practical men, engineers, and mechanics, from every section of the Union.

Their contributions would add greatly to its value upon the main subject, and not materially diminish the interest to the general reader, who may still find in its ample columns a fund of interesting miscellaneous matter of a much more useful and substantial character than is often met with in weekly gazettes. In this opinion I am sustained by the recent expressions in its favor of several gentlemen of intelligence, subscribers to the Journal in this State.

I hope, therefore, thy exertions in the "good cause" may be continued with unabated zeal. Respectfully thy friend,

JAMES P. STABLER.

D. K. Minor.

The AMERICAN RAILROAD JOURNAL is a valuable publication which we ought to have noticed ere now. It is published at New York, by D. K. Minor, at \$3 a year, in advance,—a rule, by the way, which ought to be adopted by all publishers of journals. The more peculiar topics of this publication are daily growing in interest; it is not, however, confined to these, but embraces other modes of "internal improvement," as also agricultural, literary, and miscellaneous information, together with the current news. Party politics are excluded. The terms are low, especially as it is the design of the proprietor, with proper encouragement, to illustrate by engravings as well the rails and carriages now in use, as new inventions in both. It is in a neat quarto form, of 16 pages to the number, well printed, and merits encouragement from the country at large, and not the least from our own city, to which the diffusion of correct knowledge touching this mode of transportation, is more particularly a matter of moment. We cannot but continue confidently to hope that just information on this point will eventually ensure the successful completion of our own great enterprise, by awaking the mind of the public to its transcendent superiority. This must be the issue; but we are interested that it should be hastened; and such a publication as the present is one of the means, and deserves patronage as such, best adapted to that object.—[Balt. Patriot, 28th August.]

RAILROAD JOURNAL.—Some time since, we made one or two notices of the "Railroad Journal," a weekly paper issued in New-York, by D. K. Minor, Esq. publisher of the New-York American. We have now before us a complete file of that excellent paper, and feel bound to ask attention to its merits. The publisher gathers whatever concerns internal improvement, and presents it in an interesting form; and when the limits of his paper will (as it always does) allow of variety, he selects from the interesting literary and political department of the New-York American. It is the intention of the publisher to give in future numbers, if his patronage warrants, (and we cannot doubt that it will) engravings of all new inventions in Railroad Machinery. We are glad to hear that able Engineers have expressed their decided approbation of Mr. Minor's publication. We hope their approval will tend to extend its fame and increase its circulation.—[Phil. United States Gazette.]

FOREIGN INTELLIGENCE.

TWO DAYS LATER FROM ENGLAND.—The Barque Orbit, from Liverpool, has brought London and Liverpool papers to the evening of the 21st July. There is not much in the way of news by this arrival, but the items of intelligence are not wanting in interest, and serve to keep up the chain of events. There is nothing further relating to Dom Pedro's expedition, except some unofficial particulars, which will be found below. Accounts from Holland and Belgium are more warlike than ever, if such paragraphs as the following, from the London Standard of July 19th, are to go for any thing:

Things seem to be coming towards a crisis in Belgium. To-morrow is the "last final day," and both parties are preparing with all their powers of actual conflict. In the sitting of the 12th at Brussels, the Minister for foreign affairs declared that it was impossible for him to name the day when recourse would be had to arms, even though that day might be already fixed.

The Prussian State Gazette contains the following important paragraph:—"The British Embassy have declared, that a fleet is preparing to employ measures of rigor against Holland, to obtain the evacuation of the citadel of Antwerp: but our Government is strongly opposed thereto, and has declared that neither the French, nor the Belgians, nor the English, shall occupy the citadel before the affairs be completely arranged."

The marriage between the King of Belgium and one of the daughters of Louis Philip is positively fixed for the 7th Aug. whatever may be the state of the negotiation on the Belgic treaty. The marriage will take place at Compeigne with the least possible display and expense. The King of Belgium will leave Brussels for Compeigne on 3d August.

Leopold has prorogued the Belgian Congress; an attempt was previously made by the opposition members to obtain from his ministers some explanation on the subject of the acts of the London Congress, but without effect. We would hope that the Commander of the citadel of Antwerp will find no excuse for carrying his threatened destruction of the city into effect, though we are not without our fears that before matters are settled, the envy with which Holland has always regarded the commercial advantages of Antwerp may, in the present state of excited feeling between the two countries, be productive of some injury to its prosperity.

From France there is nothing new.

In England the condition of Ireland continued to keep alive the apprehensions of the country. It was not believed that the bill for the modification of the tithe system, which has passed the House of Commons, would at all soothe the Irish people.

We perceive, by a late trial in the Court of King's Bench, it has been decided, that if the steersman of a steamboat, by carelessly coming too near another vessel, thereby sinks her, owing to the swell of the water, the proprietors of the former are liable, although there should be no actual contact.

CHOLERA.—The report of the 20th gives, for England and Scotland, 369 new cases and 136 deaths. In Dublin, 17th, 174 new cases, 55 deaths.

Cholera in Paris.—The official bulletin of the cholera for Sunday states the deaths in the hospitals to have been 45, and at home 125. The number of new cases admitted into the hospitals was 149, and the patients discharged cured 23. I regret exceedingly to state, on the authority of a respectable physician, that the deaths on Sunday were between 300 and 400, while the official return represents them as having been 128.

From Sumatra.—Captain Marshall, of the brig Olive, arrived at this port on Monday from Sumatra, whence he sailed on the 28th April, states that the natives on the coast have been very civil since the visit of the Potomac frigate, and are alarmed at the appearance of every vessel bearing the American flag. The Olive was taken for a sloop of war in disguise at a port not far from Qualla Battoo, and the natives fled into the interior, taking with them all their valuable effects.—[Boston paper.]

NEW-YORK AMERICAN.

AUGUST 25, 27, 28, 29, 30, 31—1832.

LITERARY NOTICES.

THE BRITISH DOMINIONS IN NORTH AMERICA, by Col. Joseph Bouchette, Surveyor-General of Lower Canada; 2 vols. 4to.—We have already copied one or two notices of this splendid and costly publication from British journals; and now, having looked through a copy of it, are enabled to give a more particular account. This valuable topographical and statistical work is in two volumes quarto, embellished with landscapes and plans of towns and harbors, &c., and is accompanied with elaborate geographical and topographical maps of the British possessions, on a large scale, including therein a considerable section of the northern United States, chiefly bordering on the River St. Lawrence, and the Lakes Ontario, Erie and Huron, and on which is satisfactorily delineated the boundaries of the two countries, as claimed by each respective Government. Judging by a cursory glance at the literary execution of the work, with a perusal of several extracts in the English papers, it appears to be written in an easy and agreeable style, and marked by such sentiments of liberality and good feeling, as procures both the breeding and the scholarship of the writer. The tone in regard to this country, whenever alluded to, appeared to be of cordial respect; and we cannot but unite with an intelligent correspondent in regretting that so valuable a work should not yet have found a circulation throughout the United States, particularly as so much of its subject matter cannot fail to be of deep interest amongst us. The unsettled question of the boundaries is treated of extensively, and what is of equal importance at least, the valuable connexion of these colonies with the United States. In short, to adopt the words of our correspondent, "the mass of substantial information presented in these volumes, is of a character to interest, not only the statesman, but also the merchant, agriculturist, the emigrant and the tourist; in fact, it is the most valuable work extant, as a topographical and statistical exhibit." This work has attracted the attention of the British public, in a way that must be highly flattering to the accomplished author; and when we mention, that while the price in England is 3 or £4, it may be obtained here for 22 shillings sterling, when a number of sets are taken, we trust that a publication so creditable to transatlantic, if not American talent, will meet with that patronage on this side the water which it so richly deserves.

PERCY ANECDOTES. 1 vol. 8vo. Harpers.—Somebody says that the stupidest book in the world is a jest-book; and we are half of his opinion, if to read it through at a sitting were meant. But no one will deny that anecdote reading, however nearly allied to the other, is among the most entertaining. If the collection be well made and judiciously put together, the mind is interested in or entertained by the individual anecdotes, while the appetite for more is kept from being palled by the variety of matter that is placed before it. Now here is just the volume that every body who has been running about the country for the last six weeks, would have given the world to have thrust into his valise, and taken along as a companion suited to every mood. The Percy collection is too well known for us to criticize, but its great defect has hitherto been the form in which it was published,—a number of small volumes, among which the selections were classified under different heads, so that each volume was devoted to but one subject. In the present edition the classification is still preserved, but the whole collection being brought together, the reader can refer to any part of it at his pleasure. Among the American Anecdotes at the end, we observe considerable additions, and

several well selected sketches—such as those from "A Year in Spain," and other American writings of celebrity. Though we might select from among these, we prefer opening the book at random, and giving, by way of specimen, a handful of anecdotes as we find them.

MRS. SHERIDAN.—Lady Lucan was heard to say a very neat thing to Mrs. Sheridan: "You must certainly be a very happy woman, madam, who have the felicity of pleasing the man that pleases all the world."

REPARTÉE.—M. Lalande dined one day at the house of Recamier, and Madame de Staël, equally distinguished for her wit. Wishing to say something agreeable to the ladies, the astronomer exclaimed, "How happy I am to be thus placed between wit and beauty!" "Yes, M. Lalande," sarcastically replied Madame de Staël, "and without possessing either."

HENRY CLAY.—A few years since, shortly after the agitation of the famous compensation bill in Congress, Mr. Clay, who voted in favor of this bill, upon returning home to his constituents, found a formidable opposition to his re-election. After addressing the people from the hustings, previous to the opening of the poll, he stepped down into the crowd, where he met an old and influential friend of his, named Scott, one of the first settlers of Kentucky, and of course, in his younger days, a great huntsman. This gentleman, stepping up, addressed Mr. Clay as follows:—"Well, well, Harry, I've been with you in six troubles; I am sorry I must now desert you in the seventh; you have voted for that miserable compensation bill; I must now turn my back upon you." "Is it so, friend Scott? Is this the only objection?" "It is." "We must get over it the best way we can. You are an old huntsman?" "Yes." "You have killed many a fat bear and buck?" "Yes." "I believe you have a very good rifle?" "Yes, as good a one as ever cracked." "Well, did you ever have a fine buck before you, when your gun snapped?" "The like of that has happened." "Well, now, friend Scott, did you take that faithful rifle and break it all to pieces on the first log you came to, or did you pick the flint and try it again?" The tear stood in the old man's eyes. The chord was touched. "No, Harry, I picked the flint, and tried her again; and I'll try you again; give us your hand." We need scarcely say that the welkin rung with the huzzing plaudits of the by-standers. Clay was borne off to the hustings and re-elected.

GOLDSMITH'S MARLOW.—Mr. Lewis Grummit, an eminent grazier of Lincolnshire, met late one night a commercial traveler who had mistaken his road, and inquired the way to the nearest inn or public house. Mr. G. replied, that as he was a stranger, he would show him the way to a quiet respectable house of public entertainment for man and horse; and took him to his own residence. The traveler, by the perfect ease and confidence of his manners, showed the success of his stratagem; and everything that he called for, was instantly provided for himself and his horse. In the morning he called, in an authoritative tone, for his bill, and the hospitable landlord had all the recompense he desired in the surprise and altered manners of his guest. It was from this incident that Dr. Goldsmith took the hint of Marlow mistaking the house of Mr. Hardcastle for an inn, in the comedy of *She Stoops to Conquer*.

GENERAL ARNOLD.—During the traitor Arnold's predatory operations in Virginia, in 1781, he took an American captain prisoner. After some general conversation, he asked the captain "what he thought the Americans would do with him if they caught him?" The captain declined at first giving him an answer; but upon being repeatedly urged, he said, "Why, Sir, if I must answer the question, you will excuse my telling you the truth; if my countrymen should catch you, I believe they would first cut off your lame leg, which was wounded in the cause of freedom and virtue at Quebec, and bury it with the honors of war, and afterwards hang the remainder of your body on a gibbet."

PAINTING THE DEAD.—Bacici, a Genoese painter, who flourished in the 17th century, had a very peculiar talent of producing the exact resemblance of deceased persons whom he had never seen. He first drew a face at random, and afterwards altering it in every feature, by the advice and under the inspection of such as had known the party, he improved it to a striking likeness.

MAJOR ANDRÉ.—It is certainly a very singular circumstance, that André should, in a very satirical poem, have foretold his own fate. It was called the "Cow-Chase," and was published by Livingston,

at New-York, in consequence of the failure of an expedition undertaken by Wayne for the purpose of collecting cattle. Great liberties are taken with the American officers employed on the occasion. With "Harry Lee and his Dragoons, and Proctor with his Cannon."

But the point of his irony seemed particularly aimed at Wayne, whose entire baggage, he asserts, was taken, containing

His Congress dollars, and his prog,
His military speeches;
His cornstalk whiskey for his grog,
Black stockings and blue breeches."

And concludes by observing, that it is necessary to check the current of satire,

"Least the same warrior-drover Wayne,
Should catch—and hang the Poet."

He was actually taken by a party from the division of the army immediately under the command of Wayne.—[Garden.]

ELIZABETH BENNETT, OR PRIDE AND PREJUDICE, by the author of *Sense and Sensibility*. Carey & Lea, Philadelphia.—It has long been a matter of surprise to us that our intelligent publishers have not long since taken up Miss Austin's excellent novels, which are better entitled to be termed "select" than any which are now coming from the press. But they have not only been hitherto passed over while forming collections, but as the title-page of this bears witness, not till now even re-published in this country. The fact is, we fear that the "Almack" school has so completely supplanted the "Edgeworth" in the domestic novel, that writings like those of Miss Austin do not repay the publisher as they ought, when compared in value with other works of fiction. This miserable taste, however, we hope is now changing among us; and the language of an English critic, in speaking of the reception of such works in London now, may be equally applicable here. "The day is over," says Mr. Jerden, "when titles and initials, Lady D., or the Duke of ****, charmed the bewildered reader, and 'anecdotes of high life,' whether true or false, silly or stupid, were taken on the authority of a title page. Fashionable is as much worn out as mythological fable; and Almack's is an Olympus whose literary reign, whatever may have become of its galopade sovereignty, is quite over." All this in England is easily accounted for: there the public taste has not only been sated, but gorged to nausea, by the immense quantities of this trash which has been discharged from the Press. The character of the times, too, calls for something more masculine and spirit-stirring in writings of fiction than these puling details of elegant puppyism. But more than this—the class to which they principally relate are looked up to with less respect and interest than they were some months since in Britain. The middle classes have lost much of their curiosity about "the doings of the exclusives," and the more respectable of the nobility themselves regard with contempt the younger members of their order, who add by their follies to their unpopularity in the existing state of things, and, in the trifling lives they lead, ape Rome's imperial fiddler when the city was burning. May we see no more of these silly caricatures of life and manners here, especially while such works as the one before us, with the excellent writings of the author of "Marriage," and the splendid romances of the author of Richelieu,—not to mention greater names,—may suffice for all those irreclaimable people who, by novel reading, wage hostilities with Time.

TABLETS OF RURAL ECONOMY.—This is the title of a weekly journal published at Newburgh, which is devoted to the improvement of American Agriculture. The Editor is John W. Knevels, Esq., a gentleman whose attainments as a Naturalist, and general scientific acquirements admirably fit him for the task he has undertaken—the dissemination of information upon all points connected with American

Husbandry, and more especially the improvement of Agriculture. These are objects which every friend of his country must have more or less at heart. The last one, particularly has every claim upon our interest. Rural economy, in this country as compared with England, may be said to be but little known, so far as we are in our slovenly mode of cultivation behind her systematic farming. The cause, to be sure, is easily to be found in the prodigality with which the means of life are lavished here, and the superior quality but inferior value of our soil rendering its thorough cultivation of less importance than abroad. Still the more intelligent of our farming interest have been for sometime endeavoring to introduce the improvements of older countries; and publications like the one before us, which disseminate a knowledge of the principles of animal and vegetable physiology, and of chemistry as applied to agriculture, will be heartily welcomed by such as an acceptable, and, indeed, indispensable adjunct. The first number was issued early in June, but it has only now come under our notice; and we are happy even at so late an hour in bearing our feeble tribute to its merit as an exceedingly useful and well conducted periodical.

GOD'S VISITATION, ITS REASONS, AND USE: A SERMON, BY THE REV. W. R. WHITTINGHAM.—This discourse, which was pronounced in St. Luke's Church on the day of humiliation and prayer, recommended by the Mayor and Common Council, well befits the present season, and might be recommended for more reasons than one. It is conceived in the spirit of true religion, and written in a tone of manly piety, that appeals to our sympathies. But as such grave themes are ill suited to these light notices, we can do but little more than extract one or two passages, which have struck us, and refer our readers to the perusal of the sermon itself. Few rational persons will dissent with the whole spirit of the following passage, while every one must admire its beauty:

Far be it from me, so much as to harbor a wish for the violation of the great principle of our Constitution—equal toleration, equal rights, equal influence, proportioned to real weight and numbers, for all professions of religious faith! And though the Gospel of our Lord Jesus Christ be the true, the only source of all solid, lasting peace and prosperity, I would not even murmur a regret that this great principle renders even its exclusion necessary:—its influence needs no strengthening by the arm of civil power; like the lowly violet, it flourishes best, and sheds its sweetness in most profusion, when left to bloom in solitude and shade—But there are truths, which nothing can excuse us from avowing and asserting; truths which if we were wise, we should make the palladium of our strength, and which we must avow and cherish, and bind on the forefront of our civil polity;—the BEING—PROVIDENCE—and HOLINESS OF THE CREATOR.

Again: the preacher afterward, in asking "whether we have not sinned by carelessness of others' sins?" thus brings home to the heart that absence of honest indignation which should of ten kindle it against crime, but which the conventional forms of society too frequently stifle in its birth, and breaks out in the following strain of just invective:

When wickedness bares its front in high places, do we wither it with the indignant frown of virtuous disgust? Not, Brethren, that I would sanction clamorous, overt acts of opposition! Of that we have already, perhaps, too much. But there is the silent influence of multitudes, each in his own place and station, bearing testimony against sin—there is the resistless force of joint effort to discourage vice and destroy the instruments of corruption.

"Where," he asks, "shall these be found?" Considerations of convenience, of profit, of temporary quiet, he too truly observes, are allowed to stand between us and the straight path of rectitude; and we aid vice by refraining from disapprobation. The words we have italicised might be quoted as an

axiom in morals. But the lateness of the hour at which we write prevents us from adding more, as we must now draw these notices to a close.

We conclude our Review to-day with a notice of Cooper's new novel, copied from the London Literary Gazette. As the work has not yet appeared here, our readers, we take it for granted, will be glad thus early to have some account of it.

We have not these volumes in a sufficiently perfect state to pronounce a decided opinion on their merits; but this we must say, that we are exceedingly pleased with what we have read, and think that the *Heidenmauer* (the "Heathen Wall"—not to suffer this name to be a puzzle to the circulating libraries) is a spirited picture of those feudal times in Germany, when the burghers were beginning to feel rather than to know their influence; when the usurpations of Rome began to tremble to their fall, and the doctrines of Luther first to awaken the minds of men. A very pleasant introduction is prefixed. Take one day for a sample.

"It was a bright autumnal day when we returned to the left bank of the Rhine, on the way to Paris. The wishes of the invalid had taken the appearance of strength, and we hoped to penetrate the mountains which bound the Palatinate on its south-western side, and to reach Kaiserslautern, on the great Napoleon road, before the hour of rest. The main object had been accomplished, and as with all who have effected their purpose, the principal desire was to be at home. A few posts convinced us that repose was still necessary to the invalid. This conviction, unhappily as I then believed, came too late for we had already crossed the plain of the Palatinate, and were drawing near to the chain of mountains just mentioned, which are a branch of the Vosges, and are known in the country as the Haart. We had made no calculations for such an event, and former experience had caused us to distrust the inns of this isolated portion of the kingdom of Bavaria. I was just bitterly regretting our precipitation, when the church-tower of Duerckheim peered above the vineyards; for, on getting nearer to the base of the hills, the land became slightly undulating, and the vine abundant. As we approached, the village or borough promised little, but we had the word of the postillion that the post-house was an inn fit for a king, and as to the wine, he could give no higher eulogium than a flourish of the whip, an eloquent expression of pleasure for a German of his class. We debated the question of proceeding, or of stopping, in a good deal of doubt, to the moment when the carriage drew up before the sign of the Ox. A substantial-looking burgher came forth to receive us. There was the pledge of good cheer in the simple development of his person, which was not badly typified by the sign; and the hale hearty character of his hospitality removed all suspicion of the hour of reckoning. If he who travels much is a gainer in knowledge of mankind, he is sure to be a loser in the charities that sweeten life. Constant intercourse with men who are in the habit of seeing strange faces, who only dispose of their services to those that are likely never to need them again, and who, of necessity, are removed from most of the responsibilities and affinities of a more permanent intercourse, exhibits the selfishness of our nature in its least attractive form. Policy may suggest a specious blandishment of air, to conceal the ordinary design on the pocket of the stranger; but it is in the nature of things that the design should exist. The passion of gain, like all other passions, increases with indulgence, and thus do we find those who dwell on beaten roads, more rapacious than those in whom the desire is latent, for want of use. Our host of Duerckheim offered a pledge, in his honest countenance, independent air, and frank manner, of his also being above the usual mercenary schemes of another portion of the craft, who, dwelling in places of little resort, endeavored to take their revenge of fortune, by shewing that they look upon every post-carriage as an especial god-send. He had a garden, too, into which he invited us to enter, while the horses were changing, in way that shewed he was simply desirous of being benevolent, and that he cared little whether we stayed an hour or a week. In short, his manner was of an artless, kind, natural, and winning character, that strongly reminded us of home, and which at once established an agreeable confidence that is of an invaluable moral effect. Though too experienced blindly to confide in national characteristics, we liked, too, his appearance of German faith, and more than all were we pleased with the German neatness and comfort, of which there were abundance, unalloyed

by the swaggering pretension that neutralises the same qualities among people more artificial. The house was not a beer-drinking, smoking caravan-serai, like many hotels in that quarter of the world; but it had detached pavilions in the gardens, in which the wearied traveller might, in sooth, take his rest. With such inducements before our eyes, we determined to remain, and we were not long in instructing the honest burgher to that effect. The decision was received with great civility, and, unlike the immortal Falstaff, I began to see the prospects of taking 'mine ease in mine inn' without having a pocket picked. The carriage was soon housed, and the baggage in the chambers. Notwithstanding the people of the house spoke confidently, but with sufficient modesty, of the state of the larder, it wanted several hours, agreeably to our habits, to the time of dinner, though we had enjoyed frequent opportunities of remarking that in Germany a meal is never unseasonable. Disregarding hints, which appeared more suggested by humanity than the love of gain, our usual hour for eating was named, and, by way of changing the subject, I asked,—"Did I not see some ruins, on the adjoining mountain, as we entered the village?" We called Duerckheim a city, mein Herr, rejoined our host of the Ox; "though none of the largest, the time has been when it was a capital!" It is the history of this site which organizes the ensuing story.

The following scene of penance, for an attack upon a powerful monastery, appears to us best calculated for separate extract; it is a most graphic picture of the manners of the age.

"The ancient church of Einsiedlen (for the building has since been replaced by another still larger and more magnificent) had been raised around the spot where the cell of Saint Meinard originally stood. The chapel, reputed to have been consecrated by angels, was in this revered cell, and the whole stood in the centre of the more modern edifice. It was small in comparison with the pile which held it, but of sufficient size to admit of an officiating priest, and to contain many rich offerings of the pious. The whole was encased in marble, blackened by time and the exhalations of lamps; while the front, and part of the sides permitted a view of the interior through openings that were protected by gratings curiously and elaborately wrought. In the farther and dark extremity of this sacred chapel were the images of the Mother and Child. Their dresses, as is usual at all much worshipped shrines, were loaded with precious stones and plates of gold. The face of each had a dark and bronzed color resembling the complexion of the far east, but which, probably, is a usage connected with the association of an origin and destiny that are superhuman. The whole was illuminated by strong lights, in lamps of silver-gilt; and the effect, to a mind indisposed to doubt, was impressive, and of a singularly mysterious influence.

"The sacristy was empty, and they awaited still in silence, while the music of the organ announced the retiring procession of the monks. After some delay, a door opened, and the Abbot of Einsiedlen, accompanied by Bonifacius, appeared. They were alone, with the exception of the treasurer of the abbey; and as the place was closed, the interview that now took place was no longer subject to the vulgar gaze. 'Thou art Emich, count of Hartenburg Leiningen,' said the prelate, distinguishing the noble, spite of his mean attire, by a single glance of an eye accustomed to scan its equals; 'a penitent at our shrine for wrongs done the church, and for dishonor to God?' 'I am Emich of Leiningen, holy abbot?' 'Dost thou disclaim the obligation to be here?' 'And a penitent;' the words 'for being here' being bitterly added in a mental reservation. The abbot regarded him sternly, for he disliked the reluctance of his tongue. Taking Bonifacius apart, they consulted together for a few minutes; then returning to the group of pilgrims, he resumed: 'Thou art now in a land that listeneth to no heresies, Herr von Hartenburg, and it would be well to remember thy vow and thy object.' 'Hast thou aught to say?' Emich slowly undid his scrip, and sought his offerings among its scanty contents.—'This crucifix was obtained by a noble of my house, when a crusader. It is of jasper, as thou seest, reverend abbot, and is not otherwise wanting in valuable additions.' The abbot bowed in the manner of one indifferent to the richness of the boon, signing to the treasurer to accept the gift. There was then a brief pause. 'This censer was the gift of a noble far less possessed than thee!' said he who kept the treasures of the abbey, with an em-

phasis that could not easily be mistaken. 'Thy zeal outstrippeth the limbs of a weary man, brother. Here is a diamond that hath been heirloom of my house a century. 'Twas an emperor's gift.' 'It is well bestowed on Our Lady of the Hermits; though she can boast of far richer offerings from names less known than thine.' Emich now hesitated, but only for an instant, and then laid down another gift. 'This vessel is suited to thy offices,' he said, 'being formed for the altar's services.' 'Lay the cup aside,' sternly and severely interrupted Bonifacius; 'it cometh of Limburg!' Emich colored, more in anger than in shame, however, for in that age plunder was one of the speediest and most used means of acquiring wealth. He eyed the merciless abbot fiercely, but without speaking. 'I have no more,' he said; 'the wars, the charges of my house, and gold given the routed brotherhood, have left me poor.' The treasurer turned to Heinrich with an eloquent expression of countenance. 'Thou wilt remember, master treasurer, that there is no longer any question of a powerful baron,' said the burgomaster; 'but that the little I have to give cometh of a poor and saddled town. First, we offer our wishes and our prayers; secondly, we present, in all humility, and with the wish they may prove acceptable, these spoons, which may be of use in thy many ceremonies: thirdly, this candlestick, which, though small, is warranted to be of pure gold by jewellers of Frankfurt; and, lastly, this cord, with which seven of our chief men have grievously scourged themselves, in reparation of the wrong done thy brethren.' All these offerings were graciously received, and the monk turned to the others. It is unnecessary to repeat the different donations that were made by the inferiors who came from the castle and the town. That of Gottlob was, or pretended to be, the offending horn which had so irreverently been sounded near the altar of Limburg; and a piece of gold. The latter was the identical coin he had obtained from Bonifacius in the interview which led to his arrest, and the other was a cracked instrument, that the reckless coward had often essayed among his native hills without the least success. In after-life, when the spirit of religious party grew bolder, he often boasted of the manner in which he had tricked the Benedictines by bestowing an instrument so useless. Ulrike made her offering with sincere and meek penitence. It consisted of a garment for the image of the Virgin, which had been chiefly wrought by her own fair hands, and on which the united tributes of her townswomen had been expended in the way of ornaments, and in stones of inferior price. The gift was graciously received, for the community had been well instructed in the different characters of the various penitents. 'Hast thou aught in honor of Maria?' demanded the treasurer of Lottchen. The widowed and childless woman endeavored to speak, but her power failed her. She laid upon the table, however, a neatly bound and illuminated missal; a cap, that seemed to have no particular value, except the tassel of gold and green, and a hunting horn; all of which, with the articles named, had made part of the load borne on the furniture of the ass. 'These are unusual gifts at our shrine,' muttered the monk. 'Reverend Benedictine,' interrupted Ulrike, nearly breathless in the generous desire to avert pain from her friend, 'they are extorted from her who gives, like drops of blood from the heart. This is Lottchen Hintermayer, of whom thou hast doubtless heard. The name of Lottchen Hintermayer had never reached the treasurer's ear, but the sweet and persuasive manner of Ulrike prevailed. The monk bowed, and he seemed satisfied. The next that advanced was Meta. The Benedictines all appeared struck by the pallid color of her cheek, and the vacant, hopeless expression of an eye that had lately been so joyous. 'The journey hath been hard upon our daughter,' said the princely abbot with gentleness and concern. 'She is young, reverend father,' answered Ulrike; 'but God will temper the wind to the shorn lamb.' The abbot looked surprised, for the tones of the mother met his ear with an appeal as touching as that of the worn countenance of the girl. 'Is she thy child, good pilgrim?' 'Father, she is; Heaven make me grateful for its blessed gift!' Another gaze from the wondering priest, and he gave place to the treasurer, who advanced to receive the offering. The frame of Meta trembled violently, and she placed a hand to her bosom. Drawing forth a paper, she laid it simply before the monk, who gazed at it in wonder. 'What is this?' he asked. 'It is the image of a youth rudely sketched.' 'It meaneth, father,' half whispered Ulrike, 'that the heart which loved him now belongs to God.' The abbot bowed, hastily signing to the inferior to accept the offering; and

he walked aside to conceal a tear that started to his eye. Meta at that moment fell upon her mother's breast, and was born silently from the sacristy. There is a most touching and natural scene between the baron and the burgomaster's wife; but, more connected with the progress of the tale, we would only point it out to the reader's attention: and must now leave the *Heidenmauer* till next week, when we shall be better able to offer our praise to it as a whole. Certainly Mr. Cooper loses no attraction on new ground.

The National Gazette says, that the last portion of the 23d number of the American Quarterly Review was put to press last week, and the number will be soon ready for distribution. The subjects of *Mysteries and Masonry*, Mrs. Trollope's *Travels*, the *Abolition of Negro Slavery in Virginia*, the British Revolution of 1688, and others of general interest, are treated in detail.

THE CHOLERA.

Reports of the Special Medical Council of New-York.

| DAYS. | NEW CASES. | | | | | DEATHS. | | | | |
|--------------------|----------------|------------|-----------|------------|---------|----------------|------------|-----------|------------|---------|
| | City at large. | Hospitals. | Bellevue. | Yorkville. | Harlem. | City at large. | Hospitals. | Bellevue. | Yorkville. | Harlem. |
| Friday, August 24. | 18 | 17 | 1 | 5 | 4 | 8 | 9 | 1 | 1 | 1 |
| Saturday, " 25. | 29 | 17 | 0 | 0 | 0 | 5 | 9 | 0 | 0 | 0 |
| Sunday, " 26. | 30 | 15 | 0 | 5 | 0 | 13 | 9 | 0 | 1 | 0 |
| Monday, " 27. | 29 | 9 | 1 | 0 | 1 | 12 | 1 | 0 | 0 | 0 |
| Tuesday, " 28. | 23 | 17 | 0 | 1 | 0 | 9 | 1 | 0 | 0 | 0 |
| Wednesday, " 29. | 4 | 16 | 1 | 0 | 0 | 2 | 3 | 1 | 0 | 0 |
| TOTAL..... | 124 | 93 | 3 | 11 | 5 | 49 | 32 | 2 | 2 | 1 |

NEWARK, Aug. 22.—New cases 3—collapsed 2.
 PHILADELPHIA, Aug. 23.—New cases 33, deaths 10.
 PHILADELPHIA, Aug. 24.—New cases 48, deaths 10.
 PHILADELPHIA, Aug. 25.—New cases 24, deaths 10.
 PHILADELPHIA, Aug. 26.—New cases 30, deaths 6.
 PHILADELPHIA, Aug. 27.—New cases 21, deaths 7.
 BALTIMORE, Aug. 21.—Deaths 13. On the 22d, deaths 15.
 BALTIMORE, August 23.—Deaths from cholera the last 24 hours, 29—10 white and 19 colored persons.
 BALTIMORE, Aug. 25.—Deaths in private practice 10, Hospitals 4—total 14. Of these 2 were whites and 10 colored persons.
 BALTIMORE, Aug. 27.—Deaths by cholera 23. Of those, 7 were white.
 WASHINGTON CITY, Aug. 22.—Within the last 4 days 4 cases and 2 deaths.
 WASHINGTON CITY, Aug. 23.—New cases 5, deaths 2, for the last 48 hours. On the 25th, new cases 2, deaths 1.
 NORFOLK, Aug. 17.—Interments were 16, only 3 of which were white.
 NORFOLK, Aug. 21.—Deaths 7, of which 1 was white. On the 22d, deaths 5—2 white. On the 23d, deaths 8—1 white. Total in three days 20.
 PORTSMOUTH, Aug. 17.—New cases the last 48 hours 17, deaths 9. On the 17th, new cases 0, deaths 3.
 PORTSMOUTH, August 22.—No new case or death. On the 23d, 1 new case, fatal. The health of Norfolk and Portsmouth is improving.
 ALBANY, Aug. 29, noon.—New cases 7, deaths 1.
 RETURN TO THE CITY.—A Circular from many of our most respectable citizens, is published in the papers, inviting the return home of their townsmen, and the visits of strangers bent upon business, will be received with pleasure by our distant readers. A voucher like this is all that has been wanting to inspire confidence into those who generally resort to the city at this season, to attract the usual concourse of strangers hither. The cholera is now so little regarded here as hardly longer to form a subject of conversation. With some melancholy and much regretted exceptions, it has been found, so far as this city is concerned, to be a disease which is only fatal with the intemperate and the profligate, or those who, having rashly exposed themselves to an attack by an indiscreet indulgence of their appetites, add carelessness to imprudence,

and neglect precautionary measures until too late. This at present is, we fear, the largest class. We have already mentioned the quantities of fruit of every description which are exposed for sale in the streets, and published the fresh warning of the President of the Medical Council against it: his caution, however, though repeated through all the papers, and backed by instances given of the sad consequences of such folly, does not prevent people from consuming the vegetable poison. In an afternoon's walk in the suburbs, you may meet with troops of boys and laborers devouring green apples and unripe pears with all the relish which the proverb attributes to the eating of "stolen fruit;" while odorous pyramids of melons on the pavements, with fragrant piles of peaches, tower up so temptingly, that one would think the Hucksters had entered into an alliance with Cholera and the Sextons, to increase the bills of mortality. While such things be, no one can expect the entire departure of what the newspapers call "the gloomy visitor." At the same time there is no reason why the community at large should add to his sullen entertainment by keeping away from their homes and their business. The weather in town is now delightful. One cannot bring himself to believe that a ruthless distemper can continue its ravages under such brilliant and balmy skies as those which this moment hang over us. Broadway is beginning to be dressed in spiles; people have ceased to look glum in Wall street, and you daily see fewer and fewer sour faces in Pearl and Water. The slips heretofore deserted by the river craft, are now crowded; and the hotels, through which the pulse of business may best be felt, are alive with strangers. May we not, therefore, safely echo the invitation to our absent townsmen, *Return to your homes?*

The Board of Health have very properly adopted the only remaining measure necessary to restore the economy of our city to its wonted state, by adopting the following resolution, which was presented on Wednesday by Alderman Cebra:—

Resolved, That in future all reports of deaths be reported in the usual manner by the City Inspector once in each week, and that the reports made by this Board cease.

This is very right; for the cases are now not sufficiently numerous to interest residents in knowing their number; while, small as they are, they serve to keep the timid from town, and continue the illusion of our living in a "city of the plague."

SUMMARY.

MONROVIA.—The brig American sailed from Norfolk a few days since, with 147 emigrants from Liberia. Of this number, 88 were from North Carolina, 15 from Frederick county, Va., manumitted by Mrs. Ann R. Page, 12 from Washington City, and the remainder from Norfolk. The Society of Friends of Philadelphia have contributed most liberally to this expedition—probably about \$2700. The Board of Colonization, at Washington, intend to despatch three or four expeditions before winter, should the necessary funds be realized.

We learn from the African Repository that Henry Sheldon, Esq., of this city, has made a donation of two thousand dollars to the American Colonization Society, for the establishment of a High School at Liberia in Africa.

Hamilton College.—The exercises usual at commencement were dispensed with this season at Clinton, on account of the prevalence of the Cholera at Utica, and consequent state of public feeling. The degrees were conferred in a private manner. Dr. Davis resigned the Presidency of the institution, and the Rev. Mr. Spencer was chosen in his stead. The poem on Ambition, delivered before the Phi-

nix Society by Mr. Wetmore, is to be published.—[Daily Adv.]

Dartmouth College.—The annual Commencement took place on Tuesday week. Among the exercises on this occasion was an Oration before the Theological Society, by Silas H. Hill, of Brooklyn, N. Y. The degree of Doctor of Divinity was conferred on the Rev. Wm. Urwich, of Dublin in Ireland, and the Rev. Edward Robinson. The degree of Doctor of Laws on the Hon. Samuel Prentiss. The day was fine, the audience numerous, and the exercises unusually interesting.

Amherst College.—The Commencement at Amherst College took place on Wednesday last. The degree of A. B. was conferred on 38 students.

Brown University.—The annual Commencement at Brown University, Providence, will be held on Wednesday the 5th of September.

Princeton College.—The Philadelphia Gazette informs us that it is a matter of uncertainty whether any Commencement will be held in the ensuing autumn at Nassau Hall College in Princeton. Speeches have been assigned to the senior class; but the occurrence of this annual celebration will depend on the health of the country.

The celebrated Mr. Audubon is going to Nova Scotia. In Boston he received eight or ten subscribers to his new work, in addition to the Athenaeum and Harvard College. The cost of a copy when completed will be \$800.

A Novel Case.—The Fayetteville (N. C.) Observer says:—"We have just learned that Governor Stokes has accepted the appointment conferred on him by the President, and resigned the office of Governor of this State. We believe this is the first occasion in which the office of Governor has ever been vacant, either by death or resignation.

It is also reported that David F. Caldwell, Esq., the Speaker of the Senate, refuses to act as Governor, in consequence of its interference with his private affairs. The constitution makes no other provision for the case.

The Hobart Town Almanack for the present year states, that about fifty good houses have been built in Hobart Town in 1831, and about twenty in Launceston. Nest cottages and picturesque farmsteadings have also sprung up in many places, and public works and improvements have been carried on. The increase of capital is estimated altogether at ten per cent. Population has increased in a still greater ratio; the whites amount to about 27,000; the blacks to from 300 to 400. The imports have not increased much, but the exports have risen 30,000l. chiefly in wool and oil, and amounted to 200,000l. There are now five journals, three in Hobart Town and two in Launceston.—[Literary Gazette.]

A selection from the Writings and Speeches of Lord Brougham, with a Memoir of his Life, is about to be published in London. They will exemplify as great a versatility of talents and diversity of labors as have been known in the case of any one individual.—[National Gazette.]

Geatz, the aulic counsellor, who died lately at Vienna, was one of the most distinguished and able men of the age. He held a high rank in the scientific and political world. His political writings recommended him to the particular favor of the Prussian and Austrian governments: he drew up almost all the most important documents of the Congresses, and a number of state papers of the greatest consequence and note.

In looking over the list of candidates for civil officers in the Cherokee nation, as announced in the Phoenix, we observe the following among others:—Sleeping Rabbit, Sweet Water, Roman Nose, and Parched Corn.

A little before 12 o'clock on Sunday night, an alarm of fire roused us from our first slumbers. It proved to be at the Union Hotel, in Georgetown, which extensive range of buildings was entirely destroyed, in spite of all the exertions of the citizens with the fire engines. The fire was first seen issuing from the roof by the watchman in the street; and the building is so lofty that the engines, though well supplied from the Canal, could not throw the water on the roof so as to act effectively against the spread of the fire. The property thus destroyed has been valued, we believe, as high as a hundred thousand dollars, and the buildings are believed to have cost sixty or seventy thousand, though not of that value at the time of their destruction. Still it was too valuable not to be a heavy loss to its owners, with whom we all sincerely sympathize. There was, we

understand, no insurance upon the property.—[National Intelligencer.]

"Ruling Passion strong in Death."—Among the singular circumstances which we have seen recorded as connected with the cholera, we may mention the following, which we have received from the most unquestionable authority. We copy it from a letter before us, dated Princeton, N. J. August 24. We present the initials, but omit the full names of the parties. "Dr. S—r, of Pennington, was seized with the cholera on Monday night last, and on Tuesday, when in a collapsed state, he was married to Miss W—g, to whom he had been engaged for some time past—in order that she might inherit his property."—[Phila. Gaz.]

Accidents.—A small sail-boat overset in the East River on Saturday noon, opposite Brooklyn. Four boats put off to the rescue of one person, who floated down the river with the boat;—he was saved.—The spectators thought one man was drowned.—[Gazette.]

Melancholy Disaster.—A letter to a gentleman in this city, dated in Ohio, the 23d inst. states, that some part of the Bridge erecting across the Muskingum, at Zanesville, fell, and killed twelve persons, and badly wounded eight others.—[Gazette.]

Anti-Fumigation.—On the 21st inst., in the city of Boston, a man named Joseph Dominick, a hack driver by profession, was compelled, by a mulctuary order, to pay two dollars and costs of court for smoking a segar in the street.

Owning a husband.—The Charleston papers speak of the execution of a colored man named William, the husband and the property of Mary Connor.

Mormonism has broken out in Lynn, Mass. and has carried off several persons.

An Englishman, named John Glen, aged 40 years, was drowned at Providence last week, by being accidentally knocked from on board a small boat by the boom.

Fatal Accident.—A girl named Ann Gillespie died very suddenly one day last week at Greenville Corners, Washington county, in consequence of taking a solution of corrosive sublimate by mistake instead of Congress Water. She lived but a few hours after drinking the poison.—[Troy Budget.]

Execution.—Sovereign, the man who killed his wife and six children some time last winter, in London township, Upper Canada, was executed at that place on the 13th instant.

William Bly, of Danvers, was on Wednesday prosecuted before J. W. Proctor, Esq., of Danvers, for using profane and obscene language in the public streets of said town, on Monday last, and grossly insulting those who endeavored to point out to him the impropriety of such conduct; and was fined \$5 and costs, by virtue of the by-laws of said town.—[Salem Gazette.]

A Scalping Editor.—The following appears in the Galenian of the 1st instant:—

We have heard from a number of gentlemen who were in the late battle with the Indians, that the editor of this paper was fortunate enough to kill and scalp two Indians, before the engagement commenced in the evening. It appears that he went in advance of the army some distance, for about half a day, in close pursuit of three Indians, until he had got them in a good position for attack. He then asked for five men to assist him in killing them—his request was doubly granted by Gen. Dodge, who sent to his aid ten men. They continued to pursue them—the editor in advance—who came up within twenty paces of the hindmost Indian, and shot him through the body, the ball entering immediately below the heart. By one of our informants, who was close at hand when the editor shot and scalped his Indians, we received the scalps, sent us.

Our informants state that after the first Indian had received the contents of the editor's short gun, (a hall and three buckshot) he staggered back a few paces, leaned against a tree, levelled his piece, fired and wounded one of our men before he fell, although the load had passed entirely through his body! It is said he played the part of a Tactician in a considerable degree.

It is not common for Editors to fight with weapons more potent than the goose quill—and, when they do, it is the duty of the press, taking precedents for example, to note them.—[Ed. pro. tem.]

THE ARMY.—We have been politely favored with the following extract of a letter from an officer of the army. At the date of this letter there were ten

companies in the field, five of them belonging to the 2d Infantry, and all under the command of Col. Eustis of the Artillery.

Camp on the River du Pleine, Aug. 5.

After arriving at Chicago, we lost three men of cholera, since which the complaint has totally disappeared from the army. We are now improving in health, and I trust the pestilence has passed from us. We march to-morrow on our route to the Mississippi, and I trust shall have a very interesting time. The Indians have fled before Gen. Atkinson, and he is in pursuit. They are broken, dispersed, and in a state of starvation, and are done forever.

[From the Washington Globe.]

INDIAN WAR.—The official information has been received at the Department of War:

HEAD QRS. 1st A. Corps, North West'n Army, Prairie du Chien, Aug. 25th, 1832.

Sir—I have the honor to report to you that I crossed the Ousconsin on the 27th and 28th ult. with a select body of troops, consisting of the regulars under Col Taylor, four hundred in number, part of Henry's, Posey's, and Alexander's brigades, and Dodge's battalion of mounted volunteers, amounting in all to thirteen hundred men, and immediately fell upon the trail of the enemy, and pursued it by a forced march through a mountainous and difficult country, till the morning of the 2d inst., when we came up with his main body on the left bank of the Mississippi, nearly opposite the mouth of the Ioway, which we attacked, defeated, and dispersed, with a loss on his part of about 150 men killed, 39 women and children prisoners—the precise number could not be ascertained, as the greater portion was slain after being forced into the river. Our loss in killed and wounded, which is stated below, is very small in comparison with the loss of the enemy, which may be attributed to the enemy's being forced from his positions by a rapid charge at the commencement and throughout the engagement—the remnant of the enemy, cut up and disheartened, crossed to the opposite side of the river and has fled into the interior, with a view, it is supposed, of joining Ke-o-Kuck and Wapello's bands of Sacs and Foxes.

The horses of the volunteer troops being exhausted by long marches, and the regular troops without shoes, it was not thought advisable to continue the pursuit; indeed a stop to the further effusion of blood seemed to be called for till it might be ascertained if the enemy would not surrender.

It is ascertained from our prisoners that the enemy lost in the battle on the Ousconsin 68 killed and a very large number wounded; his whole loss does not fall short of three hundred; after the battle on the Ousconsin the enemy's women and children, and some who were dismounted, attempted to make their escape by descending the river, but judicious measures being taken by Capt. Ioomis and Gen. Street, Indian Agent, thirty-two women and children and four men have been captured, and some 15 men killed by the detachment under Lieut. Rither.

The day after the battle on this river, I fell down with the regular troops to this place by water, and the mounted men will join us to-day. It is now my purpose to direct Ke-o-Kuck to demand a surrender of the remaining principal men of the hostile party, which from the large number of women and children we hold as prisoners, I have every reason to believe will be complied with. Should it not, they should be pursued and subdued, a step Major General Scott will no doubt take on his arrival. I cannot speak too highly of the brave conduct of the regular and volunteer forces engaged in the last battle and fatiguing march that preceded it; as soon as the reports of the officers of brigades and corps are handed in, they shall be submitted with further remarks.

5 killed and 2 wounded 6th Inf.

2 wounded 5th Inf.

1 Capt. 5 privates Dodge's battalion, mounted.

1 Lieut. 6 privates, Henry's.

1 private wounded, Alexander's

1 private Posey's.

I have the honor to be, &c.

H. ATKINSON, Bt. Brig. Gen. U. S. A.

MAJOR GENERAL MACOMB,
Commander-in-Chief, Washington City.

We are sorry to learn that a most melancholy accident occurred in this city on Saturday afternoon, by which Miss Hamersley, a visitor in this city from Alexandria lost her life. She was riding on horseback, and the horse becoming alarmed, she threw herself from it, fell on her head, and fractured her skull. She was carried to Gen. Jones's residence, near which the accident happened, and expired in the course of the night.—[Wash. Intel.]

THE INDIAN WAR.—In the report which reached here a day or two since, by letters from St. Louis and vicinity, and which we copied from the Journal of Commerce, two events seem to have been confounded together, and withal considerably exaggerated. The affairs in which the steamboat *Warrior* was engaged, turns out to have been of very little importance. It is thus stated in an extra from the office of the *Galenian*:

Lieut. Kingsbury, who commanded the *Guard* on board the *Warrior*, reports that about 40 miles up the Mississippi river they saw the Sacs and Foxes to a very large number—he presumes their whole force of effective men—on the bank of the river. They hoisted a white flag, but would not send a canoe on board the steamboat. He told them if they would not do so he would fire upon them—and did so. He supposed there were five at least of them killed.—They were seen to fall by some of the gentlemen on board the steamboat. They appeared much alarmed by the six pounder. Lieut. K. saw some, but not many horses.

The other engagement, which was much more disastrous to the Indians, is thus stated in the *Commercial Advertiser*:

The Steamboat *Wallace*, which arrived at St. Louis on the 10th inst. brought information that the whole army under General Atkinson, crossed over to the north side of the *Ouisconsin*, at Helena, on the 28th and 29th ult. Marching north, they soon discovered the great Indian trail, four days old, leading N. W. towards the Mississippi. A forced march was commenced, leaving the baggage, over a continued series of mountains, covered with woods of the heaviest growth, and bushes of thorn and prickly ash. On the 4th night of the march, the spies learned that the Indians had gone to the Mississippi, ten miles distant, and intended to cross the next morning, August 2d. After a halt of a few hours, the march was resumed, and after going four miles, the spies came in sight of the enemy's picket guard. The firing commenced between them at about 500 yards ahead of the front of the army. The Indians were driven from hill to hill, and retreated to their main body. Generals Alexander and Perry were directed to march to the right, above the Indian encampment on the bank. General Henry, on the left, marched in the main trail of the enemy; and the United States Infantry and General Dodge's mining troops marched in the centre. In this order they descended an abrupt precipice. The enemy were driven back in every direction. Some succeeded in swimming a sloop of the Mississippi, 150 yards wide. The battle lasted three hours.—Fifty of the women and children were taken prisoners, and many were accidentally killed. The Indians must have lost in killed 150—American loss 27. *Black Hawk* was reported to have gone up the river on this side, in the heat of the battle. He left all his valuables, certificates from the British, &c.—Gen. Atkinson, with the U. S. Infantry, arrived at *Prairie du Chien* on the evening of the 4th, in the *Warrior*, for which place the whole army had started. Gen. Scott and staff left *Galena* on the 6th in the *Warrior*, to join Gen. Atkinson at *Prairie du Chien*.

MYSTERY SOLVED.—The *Commercial* of last evening contains the following, in reference to the sudden departure on Thursday of the pilot boat *Gazette*, about which there has been so much speculation in town.

Carara.—This man, whose name, as he signs it himself, is Constant Polari, was yesterday discharged from detention under process from the U. S. Court, and was simultaneously delivered up to the agent of the Dutch Government, the Chevalier Huygens, on the mandate of the Governor of this State, in consequence of documents and a requisition from the Government of Holland, which were some time since received by him. He was immediately put on board the pilot boat *Gazette*, which was chartered for the purpose. Mr. Taylor, jr. a Deputy Keeper of the Bridewell, and the younger Hays, have accompanied Carara on his voyage. It is not supposed that his life will be exacted as the forfeit of his crime; but his actual and public conviction at home has been anxiously desired by the Prince of Orange, against whom the most base assertions were cast, after the abstraction of his wife's jewels.

The United States sloop of war *Poacock*, Capt. Geissenger, sailed from Buenos Ayres 19th June, for the Coast of Africa, Sumatra, and Canton.

The sloop of war *Warren*, Captain Cooper, and

schooner *Enterprise*, Lieutenant Downing, were at Buenos Ayres, June 27.

The sloop of war *Lexington* sailed from Montevideo on the 6th June, for Rio de Janeiro.

The Post Office heretofore known as Bullville, Orange Co., has been changed to *Cadiz*.

New Post Office.—A Post Office has been established at *Arcole*, Geauga Co. Ohio, by that name, and John Wilkeson, Esq. appointed Postmaster.

Launch.—The ship *Alabamian* was launched from the ship yard of Messrs. Webb & Allen this morning. She is of 400 tons burthen, built for Messrs. E. D. Hurlbut & Co., for one of the Mobile packets, and to be commanded by Capt. C. Doan.

A New City.—We understand that the Hon. Daniel Webster, Stephen White, and Gen. William H. Sumner, have purchased the island in our harbor called Williams' Island, for \$70,000, for the purpose of erecting dwelling houses thereon, and building up a little city for summer residences. The streets have been already laid out, and the buildings will be commenced forthwith.—[*Bos. on Gazette*.]

Mr. Frederick Kellogg, of this town, was instantly killed on Thursday last, by being thrown from his horse. The horse reared and pitched forward, when Mr. K., fell upon his head, and died instantly. He was a man deservedly esteemed by his acquaintances, and will long be remembered with regret.—[*Cuyaga Republican*.]

New Counterfeits.—The public are cautioned against a new counterfeit bill for \$2 on the Manhattan Company. The number is 2210, date 24 h Feb. 1830, signed M. Gelson, Pres't. Cashier, Robt. White. The counterfeit is very well executed.

Fracas at the Charlestown Navy-Yard.—We understand that an unfortunate affair occurred at the Navy-Yard, in Charlestown, one day this week.—Lieut. Hemans, of the *Erie*, had some words with the Purser, and finally struck him, when the Purser stabbed him in the back with his dirk. The wound was not very severe. We learn that Commodore Bainbridge immediately caused the parties to be arrested.—[*Bunker Hill Aurora*.]

Sporting Information.—A challenge has been offered by James B. Richardson, Esq. to run Bertram, Jun. and Little Venus against Andrew and Bonnet O'Blue, four mile heats, carrying one hundred pounds for each, for \$5000 a-side, each race half forfeit. The race to be run over the Washington Course, in Charleston, on the Monday and Tuesday week preceding the first day of the annual races at that place.—[*Southern Patriot*.]

The brig *Indus*, arrived at Madeira 17th July, from Baltimore, in lat. 35 N. long. 66 W. fell in with the schooner *Francis Ann*, from Edenton, N. C., bound to Martinique, full of water, having swamped in a heavy gale, and lost two or three of her crew, viz.: Bean, Sea. of England; Blake, boy, slave—the remainder having lashed themselves in the rigging were taken off the wreck by the master of the *Indus*, and brought to Madeira. It is presumed they will return to the United States in the schooner *Aspasia*, bound to Charleston, S. C.

The schooner *James Monroe*, of and from Rip-pahneck, with 3000 bushels wheat, for Wood & Trimble of this city, was driven on Hampton Bar, 19th inst. during a heavy blow, and thumped so violently that a part of her bottom was knocked out. She was afterwards hauled ashore on the beach of Old Point, where she lies in a sinking condition; cargo totally lost.

Accidental Drowning.—A boy about 11 years of age, (the youngest of two who were yesterday about the city playing on the violin) fell from a tow boat at the watering place, and was not again seen. The family were on board the boat, awaiting its departure for New York.—[*Alb. Eve. Jour.*]

Sudden Death.—Died in this town, on Sunday afternoon, 19th inst. Mr. Hezekiah Raymond, aged about 60. Mr. Raymond attended the Baptist meeting on that day in his usual health. While returning home with his family he was taken with an apoplectic fit, fell from his wagon, and immediately expired.—[*Norwalk Gazette*.]

Mr. John M. Nugent, formerly of New-York, and for many years a resident of this city, was drowned on Sunday afternoon, while bathing with his son in a pond near Gormley's brick-yard.—[*New Orleans Argus*.]

Death by Lightning.—During a slight thunder storm on Monday last, about one o'clock, P. M. Mr. Brooks Toby, of Wendell, was instantly killed by lightning. When struck he was at work in the

garden, several rods distant from any building or tree. Mr. Butcher had, a few moments previous, been standing near, but had turned to go to the house, when the flash came accompanied by a report, he instantly turned round, saw the young man lying upon the ground, and hastened to him, but the spark of life was entirely extinct. His hat was thrown off, and was rent in pieces—as if held at the muzzle of a field piece—his hair singed considerably—the skin on his neck broken as if by a heavy bruise, and marks of the electric fluid were visible on his body down to his knee, at which place the fluid appeared to pass off to the ground. His clothes were much torn and scorched.—[*Newhope, N. H. Spectator*.]

[From the *Daily Advertiser*.]

CELEBRATION IN PARIS OF THE FOURTH OF JULY.—The Americans in Paris, to the number of eighty, sat down to a splendid dinner on the Fourth of July, at Lointier's, Rue Richelieu, to celebrate the Anniversary of Independence. Samuel F. B. Morse, the President of the Academy of Design, was the President of the day, and James Fenimore Cooper, Vice President. Among the invited guests were General Lafayette; Mr. Rives, our Envoy and Minister; General Bernard, Aid to the King; Messrs. G. W. Lafayette and Oscar Lafayette, son and grandson of the General; and Mr. Barnett, our Consul. Citizens from almost every State were present.

The Editors of the *Daily Advertiser* have received the following order of the proceedings from a friend in Paris:

Gen. Lafayette was on the right, and Mr. Rives on the left, of the President. Professor Hovey, of Amherst College, invoked the blessing. The following are the thirteen regular toasts that were drunk on the occasion:

1. The Festival we celebrate—A healthful memorial of the origin and principles of the Government.

Before giving the second toast the President rose, and made the following observations:

"I cannot propose the next toast, Gentlemen, so intimately connected with the last, without advertising to the distinguished *honor* and *pleasure* we this day enjoy, above the thousands, and I may say hundreds of thousands of our countrymen, who are at this moment celebrating this great National Festival: the *honor* and *pleasure* of having at our board our venerable guest on my right hand, the Hero whom two worlds claim as their own. Yes, gentlemen, we belong to America as well as to Europe. He is our fellow-citizen: and the universal voice of our country would cry out against us, did we not manifest our nation's interest in his person and character. With the mazes of European politics we have nothing to do; to the changing schemes of good or bad government we cannot make ourselves a party; with the success of this or that faction we can have no sympathy; but with the great principles of Rational Liberty, of Civil and Religious Liberty, those principle for which our guest fought by the sides of our Fathers, and which he has steadily maintained for a long life, "through good report and through evil report" we do sympathize. We should not be Americans if we did not sympathize with them, nor can we compromise one iota of these principles, and preserve our self-respect as loyal American citizens. They are the principles of order and good government, of obedience to law; the principles which under Providence have made our country unparalleled in prosperity, principles which rest not in visionary theory, but are made palpable by the sure test of experiment and time.

But, gentlemen, we honor our guest as the staunch undeviating defender of these principles, of our principles; of American principles. Has he ever deserted them? Has he ever been known to waver? Gentlemen, there are some men, some too who would wish to direct public opinion, who are like the buoys on tide water; they float up or down as the current sets this way or that way. If you ask at an emergency, where they are, we cannot tell you, we must first consult the almanac, we must know the quarter of the moon, the way of the wind, the time of the tide, and then we may guess where you will find them. But, gentlemen, our guest is not of this fickle class. He is a Tower amidst the waters; his foundation is upon a rock; he moves not with the ebb and flow of the stream; the storm may gather, the waters may rise, and even dash above his head, or they may subside at his feet, still he stands unmoved. We know his site and his bearings, and with the fullest confidence we point to where he stood six and twenty years ago. He stands there now. The winds have swept by him, the waves have dashed

around him, the snows of winter have lighted upon him, but still he is there. I ask you therefore to drink—"To a name long interwoven with history, which stands un eclipsed in its brightest pages, unsullied in its darkest—Lafayette."

This speech was interrupted with applause at almost every sentence, and the sentiments greeted by nine cheers. The band played the *Parisienne*, after which the General rose and replied.

After having expressed his acknowledgments for the toast, and the manner in which it had been received, he thus continued in a feeling manner:

"While on this happy day, my 55th commemoration of our great Fourth of July, I am delighted to breathe among you, an American atmosphere: it retraces at once to my mind the youthful recollection of a first, patriotic love—the filial and fraternal emission of friendships formed in times of trial and danger. It also retraces the subsequent forty years of unshaken affection, confidence, and solicitude, bestowed by the American people upon an absent, adopted son, and more lately, an unparalleled, daily, hourly welcome of more than thirteen months through the twenty-four States of the Union, which in a continued series, have come to this very moment, to cheer a grateful heart. And, while I most feelingly enjoy the marks of your approbation, expressed in such flattering terms by our honorable President, I am happy to acknowledge that the proudest day of my life has been that day of my solemn reception in the bosom of Congress, when their President, in the name of the people of the United States, did officially declare, that every sentiment, every act of my long eventful life, has proved worthy of a disciple of the American School.

Well may the people of the United States sympathize in the progressive liberties of Europe; well may we, as American citizens, take a pride in the endeavors in the several nations on this side of the Atlantic, to imitate, as far as their own circumstances can admit, those institutions which have insured to the United States a greater share of practical liberty, legal order, public and individual security, and development of industry, than has ever been known in the annals of mankind. And amidst those testimonies of sympathy, after I had former opportunities to acknowledge the high and affectionate marks of approbation for the French great week of July, 1830, so very splendidly displayed throughout the United States; let me on this day do justice to the generous interest they have taken in the cause of heroic Poland; let me particularly express my gratitude for the assistance I have received from the committee at Paris, in the appropriations of American donations, and pay a tribute of esteem and thanks to Doctor Howe, for his execution of the mission entrusted to him, when carrying material and moral comfort into the heart of the Cantonments established by Prussia on their eastern frontier, to the unfortunate and patriotic soldiers of Poland; he has caused high credit and warm blessings to be poured upon the American name. And now, Gentlemen, I shall give you a toast:—*Republican Institutions; the prolific daughters of American Independence.*"

Then followed the other regular toasts:

3. The People, the Institutions, and the President of the United States. "Order is Heaven's first law."

4. The King of the French and the French nation.

5. The Union: we calculated its value till figures fail.

6. The memory of Washington. (Drank standing.)

7. The Army and Navy. Citizens doubly pledged to Liberty and the Country.

8. To the memory of the dead of the Allied Army of 1778, and to the health and happiness of the survivors.

9. The city of Paris; admiration for its courage, respect for its arts, and thanks for its hospitality.

10. Person, Opinion, and Property. May our Institutions ever respect the two first, and protect the last.

11. The three estates of the Republic; the Pulpit, the Schoolhouse, and the Press.

12. American Aristocracy; that of Nature, which Art may supplant, but never supply.

13. The wedded interest of every really American heart; Home, for better for worse.

After the regular toasts, the health of the other guests was successively drunk, and handsome replies made by Mr. Rives, Gen. Bernard, Mr. G. W. Lafayette, and Mr. Bernet.

The health of the President of the day was given;

"The worthy representative of the artists of the country." Mr. Morse returned his thanks. The Vice President was then given; "James Fenimore Cooper, the staunch, uncompromising defender of the distinctive principles of his country," which was received with the greatest applause. To which Mr. C. returned his thanks. The Committee of arrangements was also given, who deserved the greatest credit for their services, and replied to by Mr. McCracken.

Many piquant Volunteers were given. The company separated at an early hour.

MISCELLANY.

[FOR THE NEW YORK AMERICAN.]

NATURAL HISTORY.

Mr. Editor: While copying into my commonplace book the article you quoted from the Albany Evening Journal on the 22d, announcing the fact that many horses and horned cattle had died in Saratoga county, whose bodies upon examination after death presented appearances analogous to those exhibited by the cadavers of persons deceased of cholera, it occurred to me that it might not be without interest to you or your readers to have a few extracts from my Journal on matters appertaining to things in general, but more particularly to Natural History.

You doubtless remember that the *Ourang Outang*, recently arrived in Philadelphia, died of a disease closely resembling cholera.

In our own city the *musca domestica*, common house-fly, has been much less common this season than I remember in twenty years. It is most probably owing to the cleanliness of our streets, and less travel, and consequent diminution during the month of July of horse-manure, one of the most prolific hotbeds for the production or generation of larva.

Although we have had frequent rains during the last weeks, the *musca pluvialis*, usually seen to crowd the air in dances previous to showers, has not been seen more than three or four times since the beginning of cholera—say let of July.

The *musca aurata*, a fly with a highly bronzed and shining thorax, that is usually common this month in the gardens and around our peach and other fruit trees, particularly during the heat of noon, has scarcely been seen in the country. A few were seen by me one day, in the very heart of our city, in Wall street.

The *culex* (or gnat) is usually here in July and August: not a specimen has come to hand this year.

The *scarabeus* (or kaiser) has not visited our parlors sans ceremony, as usual, this summer.

Among the birds I have made but few observations. The *falco fulvus* (or ring tailed eagle) has been brought to our city this summer—a single specimen shot at Catskill.

The *falco legopus*, the rough legged or black leg hawk, (F. L. Hawks,) with white feathers in the tail—though usually with us every month in the year, living on small birds and offals—has been seen but once in many weeks. OBSERVER.

DEMAND FOR COUNTRY COUSINS.—Never were country cousins in so great demand as during these cholera times. Their value now is most fully appreciated. It is mighty convenient, when cities are overrun with the pestilence, to have some strong held in the country to flee to. Relations of every grade, on such an occasion, assume their just value; and many of those who, a few weeks ago, were considered below par, have latterly been thought worthy of a premium. The humblest forty-fifth cousin, who is blessed with a little house-room and a spare bed, in the country, is now by no means to be sneezed at.

Those country relations, who were formerly shunned and disowned on account of their rusticity, are now acknowledged and embraced with the most remarkable cordiality. Formerly, if they had been met in the streets of the city, they would not have been known: their more polished relations would have turned away, and blushed to recognize them. Oh, the frights! they would have exclaimed—it's enough to give one the horrors to look at them, much more to be claimed as relations.

One of the kings of France, whose pampered taste could scarcely be satisfied, at Versailles, with the richest dainties, ate raw turnips with great relish, at a peasant's cottage, when nearly starved in the chase. So our delicate city, when frightened from their propriety by the cholera, flee to the country, and own with immense cordiality the blessings of a rustic life.—[Constellation.]

HIGH LIFE IN ENGLAND.—The London Court Journal, of the 30th June, makes the following statement, worthy of the notice of Mrs. Trollope "at home."

It is a matter of notoriety, that both at Epsom and Ascot, during the present season, ladies of rank and fashion—of the highest rank and fashion, and unfortunately boasting also a high proportion of those personal attractions which tend to fix the eyes of all classes of society upon their proceedings—were seen among the foremost and most eager players at the Roulette table, and with the pea-and-thimble blackguards infesting the Course. One of them (a Countess of unblemished name and exquisite beauty) is known to have lost a sum of £300 in a gambling booth at Epsom; and unless we are much mistaken, may have derived a useful lesson from the severe sarcasms provoked on all sides, by her appearance at Ascot in contact with the most flagrant ruffians of the metropolis. That a woman, whatever her rank, whose husband is addicted to the turf, may share in the excitement constantly asir around her, triumphing in his triumph, and gratified by his success, even to the occasional hazard of a bet, we can well conceive. A winter passed at Melton initiates many a dainty fair one into the arcana of field sports, and inspires her with involuntary ardor in the cause; but when we hear of Lady So-and-so's book, or of Miss — proving a defaulter, we begin to think that Free Masonry would extend its prohibitions to the stud and the betting room, and exclude the fairest of God's creation from such vile associations."

EMIGRATION.—The Earl of Stirling, with the view of fulfilling the intentions of the original charters granting to his ancestor (the first Earl) the provinces of Nova Scotia, Canada, and other territorial possessions in North America, intends to make over an allotment of 48,000 acres of the waste and unlocated lands of Lower Canada or New Brunswick, to twenty-five Trustees, for the use of the poor of Great Britain, to be located thereon, in such proportions as the Trustees shall deem most expedient and beneficial to the poor.—[Court Journal.]

[Would it not be as well for the Earl of Stirling, first to obtain possession of the land which he is so liberal in allotting to others?—[Courier.]

POETRY.

[FOR THE NEW YORK AMERICAN.]

TO AN APPLE.

Found upon the person of a young gentleman who died of Cholera.

I may not eat thee—no, I may not eat thee,
Yet I not less thy rich possession prize—
Harshly how'er these cholera times they treat thee,
Dear as thy apples art thou to these eyes.

What though with corn and cucumbers they blend thee,
While Flora and Pomona they proscribe,
Telling of evils dire that attend thee,
Which with thy delicate juices we imbibe,

Still who can look upon those rosy blushes,
Daintily glowing o'er thy face of green,
Like the warm hue a summer lake that flushes,
When clouds at sunset o'er its bosom lean,

Nor long, with moistening lips, thy skin so tender
Close and more closely in their folds to press,
Till thou absorbed shouldst all thy substance render,
And melt away in that one warm caress.

Who that had taken thee from Ella's fingers,
And gazed the while upon those perilous eyes,
Whose light once seen within the memory lingers
Till from the heart each fond remembrance dies—

Who could resist with such an Eve to lure him,
Whose glance hath eloquence beyond all breath,
Even if he felt that nought on earth could cure him,
And knew, like our great sire, to taste were death.

P.S.—Yes, ah like him, bewildered, blind with beauty,
I saw one only heaven, that hazel eye,
In one wild moment lost each sense of duty,
Murmured thy gentle name and ate to die.

Why did not love which ruined me, remind me
Of the sad difference 'twixt our mournful fate,
Idly leaving this love's iver Eve behind me,
But Adam's Eve went with him through the gate.

The Intellect strengthened by Study.

"A.—If I do this, what further can I do?

B.—Why, more than ever. Every task thou dost
Brings strength and capability to act.
He who does climb the difficult mountain's top,
Will, the next day, outstrip an idler man!
Dipthy young brain in wiser men's deep discourse—
In books, which, though they daunt thy wit awhile,
Will kilt thee, if the end, with wisdom."

THE AMERICAN RAILROAD JOURNAL AND ADVOCATE OF INTERNAL IMPROVEMENTS will hereafter contain extracts from approved works upon the cultivation of *The Vine*, the rearing of Silk, and Agricultural subjects generally, in addition to its former variety of interesting matter. Its leading character, however, will continue as heretofore—that of advocate and promoter of internal communication.

Terms, \$3, to single subscribers, or to companies of ten, \$24 each. It will also be sent to any person at \$24 per volume, who will subscribe for two copies for two years at one time, or remit \$10, always in advance.

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Letters, referring to either of the above papers, may be addressed (postage paid) to the Publisher, D. K. MINOR, No. 35 Wall-street, New-York.

MARRIAGES.

MARRIED—At Courtland, Alab. William V. Chardavoyne, of New-York, to Miss Martha Watkins, of the former place. At Boston, by the Rev. Mr. Greenwood, Gilbert Stuart Newton, Esq. of London, to Miss Sally Williams Sullivan, daughter of the Hon. William Sullivan.

At Malone, on Tuesday, August 21st, by the Rev. J. Howland Colt, Rector, Trinity Church, Plattsburgh, Mr. Bowel Green, Merchant, to Miss Martha Louisa, daughter of Francis L. Harrison, Esq., all of Malone aforesaid.

On Tuesday, 21st August, by the Rev. John Al'Buris, Alfred Underhill, M.D., to Miss Susannah, 3d daughter of Wm. Al'Buris, Esq., all of this city.

On Monday morning, the 20th instant, by the Rev. Dr. Power, Mr. Edward C. Mathews, of this city, to Miss Ellen, daughter of Mr. John W. Berry, of Paterson, N. J.

DEATHS.

DIED—On Thursday, 23d August, John Onderdonk, M. D. aged 69 years.

Thursday morning, 23d August, of a painful illness, Lemuel Oustavus, infant son of F. S. Winston, aged 10 months.

On Saturday morning, Aug. 23, Daniel Hawxhurst, aged 17 years, son of the late Daniel Hawxhurst, and grandson of H. B. Hawxhurst.

On Friday afternoon, Aug. 21, of summer complaint, infant son of Mr. Joseph C. Spear, aged 15 months.

Tuesday morning, of teething, Myra Elliot, daughter of D. H. Robertson, aged 17 months and 10 days.

Tuesday morning, of apoplexy, Stephen Hoyt, in the 49th year of his age.

At 10 o'clock this morning, of typhus fever, in the 23d year of her age, Catharine, wife of Edward Giles.

On Tuesday morning, Aug. 27, after a severe illness, Sarah Cotton, daughter of Horace Holden, Esq., aged six years.

At Brooklyn, on Thursday, Aug. 23, Mrs. Martha Rodman, widow of Thomas Rodman, Esq., aged 80 years.

On Friday, 10th inst. at the residence of his father in Catherinestown, Tioga county, Wm. Horatio, son of Samuel Lawrence, Esq., aged 9 years.

At Vergennes, Vt. on the 22d Aug. of Cholera, Miss Jane C. Sutton, aged 16 years, of this city.

At Muskeget Cove, L. I. on Tuesday evening last, Aug. 23d, of bilious fever, Mr. George G. Jones, aged 43 years, formerly of Boston.

On the 15th Aug. Mrs. Magdalene Adams, aged 97 years, at the residence of her daughter, Mrs. Ann Carpenter, in Germantown.

On the 24th Aug. in Newlin township, Miss Martha Harlan, aged about 35 years.

In Philadelphia on Tuesday morning, Aug. 28, of consumption, in the 33d year of her age, Lucy T. Lewis, wife of D. P. Lewis, late of New-Bedford, Mass.

On Tuesday afternoon, of decay, Mrs. Elizabeth Franks, in the 89th year of her age.

On Sunday evening, Aug. 24th, of apoplexy, Abie Brandt, Watchmaker, in the 63th year of his age.

On Tuesday, at 4 o'clock, Thomas S. Gravenstine, aged 21 years.

On the 21st Aug. at Cincinnati, Mrs. Catharine Woodruff, wife of Mr. Archibald Woodruff.

At the City of Mexico, on the 21 July, after a short illness, in the 35th year of his age, Mr. Lewis Anthony Beason.

At Rio de Janeiro, on the 25th of June last, Captain Robert Halsey, aged 42 years, late master of the brig Massachusetts, of New-York.

In Bennington, Mr. Moses Hurd, aged 86, one of the heroes of Bennington Battle.

In West-Goshen township, Pa. on the 21 Aug. Mr. William Green, aged about 45 years.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 391 persons during the week ending on Saturday last, 25th August, viz:—117 men, 96 women, 169 boys, and 69 girls—Of whom 70 were of the age of 1 year and under, 48 between 1 and 2, 33 between 2 and 5, 15 between 5 and 10, 20 between 10 and 20, 21 between 20 and 30, 63 between 30 and 40, 34 between 40 and 50, 27 between 50 and 60, 23 between 60 and 70, 8 between 70 and 80, 5 between 80 and 90, and 1 between 90 and 100.—*Diseases:* Apoplexy 3, burned or scalded 2, casualty 1, cholera malignant 179, consumption 24, convulsions 13, diarrhoea 8, dropsy 5, dropsy in the head 13, drowned 6, dysentery 13, fever 3, fever puerperal 1, fever remittent 1, fever typhoid 4, flux infantile 42, haemorrhage 2, hives or croup 2, inflammation of the bowels 6, inflammation of the brain 2, inflammation of the chest 1, inflammation of the liver 1, interpermea 1, marasmus 6, measles 3, old age 7, paley 1, pertussis 2, small pox 1, spasm 1, spina bifida 1, sprue 2, stillborn 3, strangury 1, suicide 2, teething 9, unknown 4, whooping cough 3, worms 1.

ABRAHAM D. STEPHENS, City Inspector.

METEOROLOGICAL TABLES.

From the 20th July to the 9th August, inclusive.

| DAYS. | THERMOMETER. | | BAROMETER. | | WIND. | | WEATHER. | |
|----------|--------------|--------|------------|--------|--------|--------|----------|--------|
| | 7 a.m. | 3 p.m. | 7 a.m. | 3 p.m. | 7 a.m. | 3 p.m. | 7 a.m. | 3 p.m. |
| July 20 | 67 | 78 | 29.78 | 29.73 | SW | SW | Fair | Fair |
| 21 | 62 | 73 | 29.78 | 29.73 | SW | SW | Fair | Fair |
| 22 | 63 | 79 | 29.78 | 29.73 | SW | SW | Fair | Fair |
| 23 | 69 | 82 | 29.78 | 29.73 | SW | SW | Fair | Fair |
| 24 | 63 | 79 | 29.78 | 29.73 | SW | SW | Fair | Fair |
| 25 | 63 | 79 | 29.78 | 29.73 | SW | SW | Fair | Fair |
| 26 | 63 | 79 | 29.78 | 29.73 | SW | SW | Fair | Fair |
| 27 | 63 | 79 | 29.78 | 29.73 | SW | SW | Fair | Fair |
| 28 | 63 | 79 | 29.78 | 29.73 | SW | SW | Fair | Fair |
| 29 | 63 | 79 | 29.78 | 29.73 | SW | SW | Fair | Fair |
| 30 | 63 | 79 | 29.78 | 29.73 | SW | SW | Fair | Fair |
| 31 | 63 | 79 | 29.78 | 29.73 | SW | SW | Fair | Fair |
| August 1 | 63 | 79 | 29.78 | 29.73 | SW | SW | Fair | Fair |
| 2 | 63 | 79 | 29.78 | 29.73 | SW | SW | Fair | Fair |
| 3 | 63 | 79 | 29.78 | 29.73 | SW | SW | Fair | Fair |
| 4 | 63 | 79 | 29.78 | 29.73 | SW | SW | Fair | Fair |
| 5 | 63 | 79 | 29.78 | 29.73 | SW | SW | Fair | Fair |
| 6 | 63 | 79 | 29.78 | 29.73 | SW | SW | Fair | Fair |
| 7 | 63 | 79 | 29.78 | 29.73 | SW | SW | Fair | Fair |
| 8 | 63 | 79 | 29.78 | 29.73 | SW | SW | Fair | Fair |
| 9 | 63 | 79 | 29.78 | 29.73 | SW | SW | Fair | Fair |

MONTREAL, U. C.

TROY, N. Y.

NEW-YORK.

CHARLESTON, S. C.

MOBILE, ALAB.

PASSENGERS:

In the packet ship *Virginian*, sailed 24th ult. for Liverpool—A H Senior, from the West Indies; D Floras, from Mexico; J Ingersoll, of Boston; Wm. Wilson, of do.; F Joan France, and Daniel Henwood, of England.

In the ship *Ajax*, for Liverpool—Dr Schroeder, lady and son, of Germany; J H Bodmea, Switzerland; J B Bousaungault, Paris; Rd and E. Chaffey, John Shorthouse and lady, John Shorthouse, Jr. Wm Benson, Mr. Stanton, and H Allerut, of England; Dr Wm McEwen, F I Co.'s Service.

In the ship *Pulaski*, from Liverpool—Mrs Angus and two children, Mr Murphy and lady, Mr J Robinson, S Milton, O Milton, Lords, C Meeker, and 60 in the steerage.

Per Br. ship *Victoria*, Caln, from London—Mr. Barker and family, Mr. Dyer and family, Mr. Roe and family, H Hart and daughter, and 140 in the steerage.

In the brig *John & Margaret*, from London—P Humphrey and Mr Evaris, and 80 in the steerage.

In the schooner *Live Oak*, from Laguyra—Edward McCloud, Esqr of Philadelphia.

The **EXCHANGE HOTEL**, No. 10 and 12 Broad street, New-York, by D. D. HOWARD, has been refitted, and is now in readiness to receive his friends from all parts of the Union.

He has also fitted up a Mansion House, in a delightful situation, on the high bank of the East River, about 4 miles from Wall-street, where his friends may enjoy the delightful air of the country, and still be within a convenient distance from the city. sl 6t

WEBB'S CONGRESS HALL, a new and extensive establishment, now fitting up at 139, 140, and 142 Broadway, will be in readiness in a few days to receive company, and at which may be found the former host of the Catekill Mountain and Pearl-Street House. sl 3t

AT BOSTON'S Old Establishment, No. 7 Wall street, may be had in any quantity *Boston's Bonnet Cough Lozenges*—an excellent remedy for complaints of the lungs, coughs, and colds. Also, *Boston's Seidlitz Water*, a superior article in cases of dyspepsia, and all disorders arising from a deranged state of the digestive organs, &c.; it is put up in bottles, and may be transported to any part of the world, and kept for any length of time.

Also—superior Seidlitz Powders, Chloride of Soda, Chlorine Tooth Paste, and a great variety of other articles, manufactured by J. Boston, and sold wholesale and retail at No. 7 Wall street, by B. FREEMAN. sl 6t

GRAMMAR SCHOOL OF COLUMBIA COLLEGE.

THE GRAMMAR SCHOOL of Columbia College will re-open, after the summer vacation, on Saturday, the 1st of September next, at 10 o'clock, A. M.—at which time the Members of the Academic Faculty, and the Students connected with the Institution, will report themselves to the Rector.

By order, JAS. M. QUIN, M. D. Secretary.

RAILROAD IRON.

The Subscribers having executed large orders for Iron for the Canal Commissioners of Pennsylvania, as well as for several incorporated companies, have made such arrangements in England, where one of them will shortly be, as will enable them to import it on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Pins and Wedges in use, both in this country and Great Britain, will be exhibited. Apply to A. & G. RALSTON.

Philadelphia, May 26, 1832. J23m*

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Rope, the public are referred to J. B. Jervie, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County Pennsylvania.

Palmyra, Wayne County, New-York, 1st mo. 22d, 1832. J30 tf

A RAILROAD IN PRACTICAL OPERATION,

within ten miles of the City of New-York.

THE PATERSON AND HUDSON RIVER RAILROAD is formed from the town of Paterson to the village of Acquackanonk, a distance of 4½ miles, and is now in actual and successful operation between those places.—The Company have placed upon the road three splendid and commodious Cars, each of which will accommodate thirty Passengers, and have supplied themselves with fleet and gentle horses, and careful drivers.

With a view to suit the convenience of those persons who may wish to avail themselves of this rapid and delightful mode of traveling, the following hours have been fixed for leaving those places.

| PATERSON. | | ACQUACKANONK. | |
|------------------------------|-------------------------------|-------------------------------|-------------------------------|
| At half past 7 o'clock, A.M. | At half past 10 o'clock, A.M. | At half past 10 o'clock, A.M. | At half past 10 o'clock, A.M. |
| 10 do do | 1 do P.M. | 1 do P.M. | 1 do P.M. |
| 3 do P.M. | half past 3 do do | half past 3 do do | half past 3 do do |
| 4 do do | 5 do do | 5 do do | 5 do do |
| half past 4 do do | half past 6 do do | half past 6 do do | half past 6 do do |
| ON SUNDAYS. | | ON SUNDAYS. | |
| At 6 o'clock, A.M. | At 7 o'clock, A.M. | At 7 o'clock, A.M. | At 7 o'clock, A.M. |
| half past 7 do do | half past 8 do do | half past 8 do do | half past 8 do do |
| 9 do do | half past 9 do do | half past 9 do do | half past 9 do do |
| half past 9 do do | half past 1 do P.M. | half past 1 do P.M. | half past 1 do P.M. |
| 5 do do | 6 do do | 6 do do | 6 do do |
| half past 6 do do | half past 7 do do | half past 7 do do | half past 7 do do |

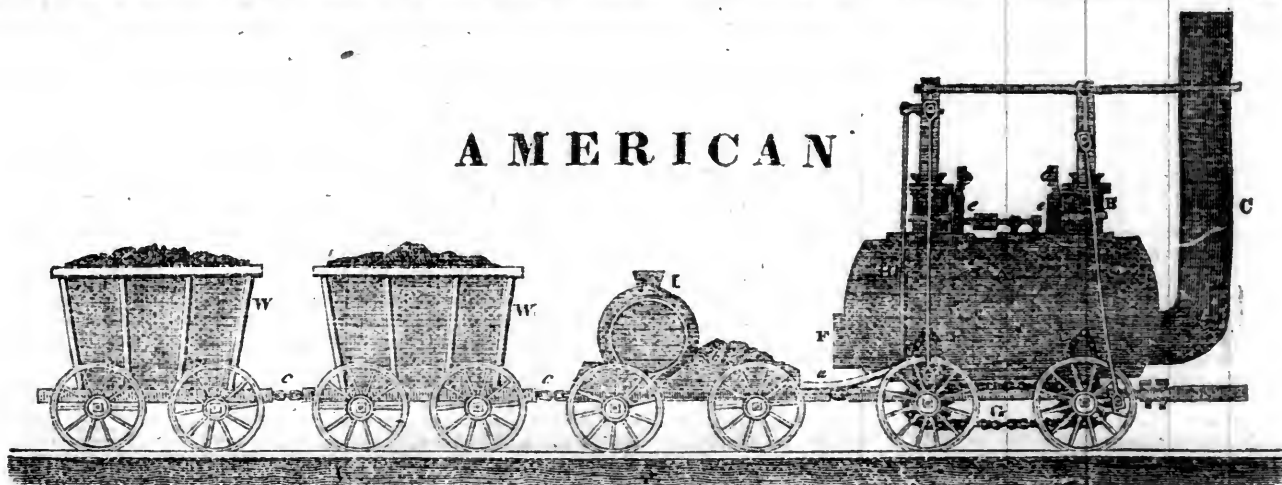
Parties of twenty or more persons can be accommodated at either of the above hours with a private Car.

FARE reduced to 16¢.—Children under 12 years of age, half price.—Paterson, June 20th, 1832.

ELIAS B. D. OGDEN, Secretary
NB.—Persons leaving Hoboken by the 9 o'clock Stage, for Acquackanonk, will have ample time to view the Falls of the Passaic, and other objects of interest in the flourishing town of Paterson, and return to New-York the same day. Jy:18

The public are informed that, until further notice, the 12 o'clock and 4 before 6 o'clock P.M. turns from Paterson, and the 8 o'clock A.M. and 7 o'clock P.M. turns from Acquackanonk, are, for the present withdrawn.

By order, E. B. D. OGDEN, Sec'y. Paterson, July 26, 1832. Jy:30



AMERICAN

RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS.

OFFICE, 35 WALL-STREET.

NEW-YORK, SEPTEMBER 8, 1832.

VOLUME I....NO. 37.

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The JOURNAL AND ADVOCATE is published every Saturday, at No. 35 Wall street, New York, at three dollars a-year, in advance.

AMERICAN RAILROAD JOURNAL,
AND ADVOCATE OF INTERNAL IMPROVEMENTS.

NEW-YORK, SEPTEMBER 8, 1832.

The Boston and Worcester Railroad is now fairly under way. Boston appears to be resolved upon availing herself at an early period of the benefits of Railroad communication. Railroads are now constructing in three directions from Boston—all of which will be probably greatly extended beyond the points at which they are now to terminate. The road to Providence will undoubtedly be continued to Norwich or New London; that to Worcester be continued to Albany; and that to Lowell will not stop short of Vermont; and we may with safety predict its continuance to Burlington, and from the opposite shore of the Lake to Ogdensburg, New-York. We learn from the Boston Daily Advertiser, that

The excavation of the Boston and Worcester Railroad was commenced on the 14th August at Brighton and at Needham. The whole line from Brighton to Needham, a distance of eight miles, is divided into fourteen sections, including the passing of Charles river and the high ground in Western, which constitutes the most difficult portion of the road between Boston and Worcester, is under contract, and is to be completed by the month of May next. These contracts are made on favorable terms, and at rates lower on an average of the whole distance of more than 15 per cent. than the estimates of the Engineer contained in his published report. The line is also considerably improved, in the final location, so as to occasion the less interference with the existing roads, and to diminish the degree of curvature in several parts of the Railroad. The shortest curve on any part of the road between Boston and Needham, as it is now located, (and probably none shorter will be required on any part of the road to Worcester,) will be upon a radius of 1150 feet; and the greatest degree of inclination from a level will be at the rate of 30 feet in a mile. The places will be few, and the distances short, where so great a degree of curvature as that above described will be required, and a great portion of the road will be straight. Neither the curves nor the inclination will be such as hardly to

be considered a defect in the road, or to diminish the speed, or increase the expense of travelling in any important degree.

The following extract from the Report of the Directors shows that the route is very favorable for the construction of a Railroad:

The main street in Worcester is found to be 450 feet higher than Charles street in Boston. This elevation must of course be gained by the inclination of the road, making an average of 10 1-2 feet per mile of the whole distance. On the line of road, as it has been located by the Engineer, the whole amount of ascent in proceeding from Boston to Worcester is 554 feet, being only 98 feet greater than the actual elevation of Worcester above Boston. The whole descent, therefore, on the line of location in passing from Boston to Worcester is only 98 feet, or an average of 2 3-10 feet per mile. These facts, which are more fully exhibited in the report of the Engineer, are sufficient to show, that in regard to the profile of the route, that which has been selected is an uncommonly favorable one.

In regard to directness, also, the route is favorable, when it is considered how completely all inconvenient elevations and expensive excavations are avoided, in passing a country which is in general so uneven. The length of the road as it is located, is 43 1-4 miles. This is about four miles longer than a straight line between the points of termination, and about equal in distance to the road which is now most travelled between Boston and Worcester. The curves which appear on the map of the route are such as cannot be avoided without a material increase of the rate of inclination. They are not such as will produce any inconvenience in the travelling of carriages on the Railroad, the shortest being of a radius exceeding a thousand feet. The increased distance is much less than it is usually necessary to allow, for the purpose of finding so favorable a profile, and it is very slight compared with the advantage of avoiding all inconvenient elevations in the route. In regard therefore to the communication between Boston and Worcester, the location of the route may be considered not only the best which can be selected, but a much more favorable one than could have been expected, by one acquainted only with the general aspect of the country.

Fifty eight Shares of Manchester Railroad Stock have been sold at \$165 per share.

We have received the act of incorporation, together with the report of John B. Jervis, Esq., upon the route of the Saratoga and Fort Edward Railroad. They came to hand too late to be examined for this number of the Journal, but will be attended to in our next; and in the mean time we give the following notice of opening the subscription books:

Books of Subscription for the capital stock of the Saratoga and Fort Edward Railroad are to be open-

ed on the 2d day of October, 1832, at 10 o'clock A. M., at the following places:—At the Merchants' Exchange, in the city of New York; at the Eagle Tavern in the city of Albany; at the office of G. M. Davison, in the village of Saratoga Springs, in the county of Saratoga; and at Pratt's Tavern, in the village of Fort Edward, in the county of Washington—at which time and places ten per cent. on the amount subscribed by each individual will be required to be paid to the Commissioners.

SARATOGA AND SCHENECTADY RAILROAD.—The receipts on this road during the last week were between six and seven hundred dollars. This, considering the very small number of strangers who have visited the Springs, is very handsome, and indicates with much certainty, the future prosperity of the road.

The following notice from a Montpelier paper shows that Vermont will do her duty:

Notice is hereby given, that an application will be made to the General Assembly of the State of Vermont, at their session in October next, for the incorporation of a company with power to construct a Railroad from Lake Champlain to Connecticut river, through the valley of Onion river.

RAILROAD IN CONNECTICUT.—We learn that Lieut. Swift, employed by the company incorporated for establishing a rail-road through Norwich from Long Island Sound, to unite with a rail-road from Boston, to make surveys of the routes, having commenced his survey at New London, has extended it to Killingly, and will probably complete it as far as Worcester in about a month. We understand that the route thus far proves to be extremely favorable.—[Boston Patriot.]

One of the most useful applications of machinery, is to extend the time of action of forces. The half minute which we daily devote to the winding up of our watches, is an exertion of force almost insensible; yet, by the aid of a few wheels, its effect is spread over the whole twenty-four hours. Another familiar illustration may be noticed in domestic furniture: the common jack, by which our meat is roasted, is a contrivance to enable the cook in a few minutes to exert a force which the machine retails out during the succeeding hour in turning the loaded spit.—[Babbage on Machinery.]

UNPRECEDENTED SPEED.—The new steamboat Patrick Henry, built in Baltimore to run between Norfolk and Richmond, is now in the line and performed the distance (145 miles) on Tuesday last, in seven hours and 43 minutes, after the stoppages were deducted.—[Nat. Gaz.]

Naval Change.—We understand that Commodore Crane takes the Portsmouth station, in the room of Commodore Henley, ordered to the West India station.

The following are the remarks of the Editor of the American Farmer on the communication in our last number respecting the Chinese Mulberry:—

We take pleasure in replying to the queries and remarks of our respectable correspondent, so far as we are able. The new Chinese mulberry, (*Morus multicaulis*), has been proven by its use in making silk, to be not only equal but far superior to the white mulberry of China. It has been used both in France and America, and is the only kind used in the north of China, and the Philippine Islands. Dr. Pascalis informs us, (see American Farmer, vol. 12, page 124,) that it has been propagated in great quantity in France for the purpose of furnishing the establishments of that nation, and this fact has been often repeated in the public prints. He asserts, and our experience corroborates the assertion, that the leaves of the *Morus multicaulis* afford to the silk worm double the quantity of food furnished by the white mulberry. That is of equal weight of leaves, the *multicaulis* affords double the quantity of nourishment. And this is readily explained by the fact that the large proportion of insoluble matter, probably woody fibre, of the white mulberry leaf, is nearly absent in the leaf of the *multicaulis*. The leaf is singularly soft and silky. It is true that the result of Mr. Deslongchamps's experiments was unfavorable to the use of the common mulberry for silk worms, and we may add that our own experience has brought us to the same conclusion; but we ought not to infer from this, that all other mulberries, and especially one long preferred and used in China, must also be inferior to the white. Certainly every body ought to have some evidence, and good evidence too, of the equal fitness of the new Chinese mulberry for the purpose, before they adopt it to the exclusion of the white; and we did suppose that this evidence was before the public—at least we have done all we could to furnish it, as will be seen on examining our columns, and those of several other publications, especially the Annals of Horticulture of Paris.

The history of the new Chinese mulberry will be found in the American Farmer, vol. 12, page 124.—This mulberry was brought from the Philippine Islands by a French corvette, in July, 1821. The corvette had been sent out by the French government, under the care of Samuel Perottet, for the express purpose of collecting rare plants, seeds, &c. along the coast of Asia as far as the Philippine Islands, and returned laden with them, the *Morus multicaulis* being one of the articles obtained. It was found at the Philippine Islands, where it had been carried by the Chinese colonists, one of whom remarked that to this plant his country "owed its immense product of silk, and the greatness of the celestial empire, from whence we carried it as the best article of our national wealth." Mr. Perottet ascertained that it was originally from the north of China, that it had been transplanted from Canton to Manila; he deposited it in the Island of Bourbon, at Cayenne, and at Senegambia. On its arrival in France it was immediately taken to the Royal Gardens at Paris and Montpellier for propagation and experiment, the result of which has been its universal adoption so far as it could be obtained.

All the trials of this mulberry of which we have seen any account, have resulted favorably. It not only makes silk of the best fibre, but is most congenial to the constitution of the worms.

The preference given by Dandolo and others to the double leaf white mulberry, was not founded upon the size of the leaf, but upon its quality, and the size was only referred to as descriptive of the kind preferred, not as indicative of quality. The large leaves of the white mulberry are not as good as the small ones, because they are too succulent; but may not a vegetable have large leaves without a superabundance of sap, especially if such leaves be the natural ones? The leaves of the Chinese mulberry, though very large, are thin and silky, and by no means too succulent.

It is true that the beautiful and delicate silks of China have generally been supposed to have been obtained from the white mulberry; but we have good evidence now for the belief that they are produced from the *Morus multicaulis*. The testimony of Mr. Perottet at least goes thus far.

When we said that 20 trees would produce 20,000 in three years, we did not of course mean to say that these 20,000 trees would be as large as full grown white mulberry trees, requiring a space of 33 feet square each, and each tree feeding 6,000 silk worms. We intended to be understood as saying that by proper management 20 young trees might be multiplied to 20,000 young trees in three years. By layering

in a proper manner, each young tree may be made to produce at least ten young ones every season; so that 20 trees laid down in the spring of 1833, will produce 200 in the fall of the same year as large as the originals were in the spring; these laid down in the spring of 1834, will produce 2,000 in the fall of 1834, and these latter laid in like manner in the spring of 1835 will produce 20,000 in the fall of 1835; and in the spring of 1836 the leaves of the young trees may be used for silkworms, and there will be an abundance for an establishment however large. They may be planted in the fall of 1835 at 4 or 5 feet apart, but even at 6 feet there will be 1200 to the acre, so that 16 1/2 acres will contain the 20,000. Although this mulberry tree will attain to 15 or 20 feet in height, with a proportionate breadth, it is recommended that they be kept low by heading down, for convenience of gathering the leaves. We know that the leaves are just as good for silkworms when the tree is but a year old as when older. The tree indeed seems to attain maturity much sooner than any other tree we know of, as we have several trees only a year old with perfect fruit on them. Our trees have generally attained a height of 6 to 8 feet, and an inch diameter at the base, in one season.

As to the number of trees in a package, we direct that twenty trees be put up in each package, because that number would enable any person to secure a supply of leaves in three years. But we have no objection to supplying any smaller number—indeed it was not our intention to exclude the supply of any number, even of a single tree. From careful experiments we have ascertained the proportion by which the *Morus multicaulis* may be increased, and thence calculated the number that would supply a silk establishment in a given time: the results of these experiments and calculation is the recommendation to begin with twenty trees that a supply may be obtained in three years. The time at which a full supply of leaves will be obtained will be lengthened or shortened, according to the number of trees begun with under or over twenty.

To conclude, so confident are we of the superiority of the *Morus multicaulis* over the white mulberry, and of the certainty with which a full supply of leaves will be obtained by the means proposed, in three years, that, were an insurance practicable, we should not hesitate to become responsible for all losses that might be sustained (casualties and carelessness excepted) by those who try the experiment.

We shall take pleasure in giving any further explanation that may be desired, and beg our friends to be assured that nothing but the most thorough conviction of the importance of the *Morus multicaulis*, and of its great superiority over every other kind of mulberry, could induce us to urge its preference. As we have repeatedly said, it is peculiarly fortunate for this country that this species of the mulberry has been introduced just at the commencement of the silk culture. We also repeat, that a full supply of leaves for the largest establishment can be obtained from it in half the time required to obtain them from the white mulberry.

Increase and diminution of Velocity.—The following illustration of the results to be gained by an ingenious application of the same force occurs—

An instance of the saving of time by making the same motion of the arm execute two operations instead of one, occurs in the simple art of making the tags of boot laces: they are formed out of very thin tinued sheet-iron, and were formerly cut out of long strips of that material into pieces of such a breadth that when bent round they just enclosed the lace.—Two pieces of steel have recently been fixed to the side of the shears, by which each piece of tinued-iron as soon as it is cut is bent into a semi-cylindrical form. The additional power required for this operation is almost imperceptible; and it is executed by the same motion of the arm which produces the cut. The work is usually performed by women and children; and with the improved tool, more than three times the quantity of tags is produced in a given time.

The economy arising from velocity is exemplified in the contrivance used by haberdashers in taking stock; by which ribbons are measured on a wheel, and also by which cotton balls are wound.

In turning from small instruments to the larger and more important machines, the economy arising from the increase of velocity becomes more striking.

In converting cast into wrought iron, a mass of metal of about a hundred weight is heated almost to a white heat, and placed under a heavy hammer moved by water or steam power. This is raised by

a projection on a revolving axis; and if the hammer derived its momentum only from the space through which it fell, it would require a considerably greater time to give a blow. But as it is important that the softened mass of red-hot iron should receive as many blows as possible before it cools, the form of the cam or projection on the axis is such, that the hammer, instead of being lifted to a small height, is thrown up with a jerk, and almost the instant after it strikes against a large beam, which acts as a powerful spring and drives it down on the iron with such velocity that by these means about double the number of strokes can be made in a given time. In the smaller tilt-hammers, this is carried still further; by striking the tail of the tilt-hammer forcibly against a small steel anvil, it rebounds with such velocity, that from three to five hundred strokes are made in a minute.—[Babbage on Machinery.]

The "identity" of work performed by machinery, is an important advantage; and the "accuracy," when the work is of different kinds, is equally valuable. They are illustrated by numerous instances, in the course of which occurs the following curious statement:

Of all the operations of mechanical arts, that of turning is the most perfect. If two surfaces are worked against each other, whatever may have been their figure at the commencement, there exists a tendency in them both to become portions of spheres. Either of them may become convex, and the other concave, with various degrees of curvature. A plane surface is the line of separation between convexity and concavity, and is the most difficult to hit, and it is more easy to make a good circle than to produce a straight line. A similar difficulty takes place in figuring specula for telescopes; the parabola is the surface which separates the hyperbolic from the elliptic figure, and is the most difficult to form. If a spindle, not cylindrical at its end, is pressed into a hole not circular, and if the spindle be kept constantly turning, there is a tendency in these two bodies so situated to become conical, or to have circular sections. If a triangular pointed piece of iron be worked round in a circular hole, the edges will gradually wear, and it will become conical. These facts, if they do not explain, at least illustrate the principles on which the excellence of work formed in the lathe depends.—[Babbage on Machinery.]

[From the Philadelphia edition of Wood's "Treatise on Railroads,".]

Many other plans of employing gravity as a moving power have been resorted to by different persons. In very steep planes horizontal rollers have been used: where the descending train unwinds the rope from its barrel, and, at the same time, winds the rope upon the barrel of the returning carriage, which is again, in its turn, unwound by the descending train. In such a combination, the brake can be employed with any degree of force thought proper; as the rope and barrel is one machine, and the rope cannot move round without moving the barrel round also.

Skeleton wagons, loaded with metal, are sometimes made use of to overhaul, or drag, the rope down the plane by which the empty wagons were drawn up; and also, at the same time, to drag the rope up the plain by which the descending train was lowered, for the purpose of allowing the descending train always to pass down the same line of road, and the ascending train to travel up a different road, each having a separate rope. I do not see, however, that this mode can be of advantage, except under very peculiar circumstances; for the moving power, in this case, is subjected to a resistance equal to double the amount of the friction of the rope; and the rope is also subjected to a similar excess of strain, above what exists in the common form of plane, where the loaded carriages always pass down the road, that the empty ones traverse upwards, and *vice versa*.

The mode by which the carriages are made to pass from one kind of road to another, is at once simple and effective, and is done without the aid of manual labor.

Gravity being a moving power so very economical, it is of the utmost importance that its aid be extended to every situation, and in every case where its application is available. Friction being the great obstacle, in the extension of its application, it is desirable that every means be tried to exterminate it as much as possible. The plan will, I am inclined to imagine, be found to be a mode of application by which the annihilation of friction has been effected to as great an extent as by any plan yet devised: it has this to recommend it, that it has been very extensively used in a district where almost every means has been resorted to in the economy of conveying

goods, and every other plan has yielded to its adoption, when the diminution of friction became an object.

The simplicity of the construction of this kind of wheel, and the manner of placing it, concealed from injury and sheltered from the weather, are also circumstances which recommend it: in addition to the consideration of diminishing the friction. Barrels, where the rope winds upon itself, have been used, as before stated, when the excess of preponderance rendered it necessary: but these requiring double ropes, the other plan is, on that account, superior.

The amount of friction being always proportionate to the extent of rubbing surface, by placing the rope upon sheaves, and causing it to pass down the plane, along their peripheries, we diminish it in the ratio of the diameter of the sheaves to the diameter of the axle; hence, the larger the diameter of the sheaves, the better, provided the weight of the sheaves is not thereby increased. It is also necessary that the surface of the sheaves, whereon the rope traverses, when running, is always of the same radius: for, if the rope runs upon a surface not every where the same distance from the centre of motion, it must experience a rubbing from the different velocities of the surface of the sheaves at the different radii; the velocity of the rope in every part being the same, similar to a flat surface ruling along the periphery of a conical sheave. In some of the sheaves shown in the drawing, the surface whereon the rope runs is quite flat, with side flanches, to keep the rope on; but the width will appear greater than requisite, being on an enlarged scale; the general width is from three to four inches, and the diameter where the rope runs from eleven to twelve inches; and the weight about twenty-one to twenty-five pounds. In the other plan for the purpose of reducing the weight, the surface where the rope runs is made concave, nearly equal to the size of the rope; and the weight is generally about twenty pounds, the diameter being about twelve inches.

The limit in the application of self-acting planes will be, when the preponderance of the gravitating force of the descending train of carriages is sufficient to drag the ascending carriages up the plane with the requisite velocity, and always upon descending lines of road.

Steam Engine fixed upon ascending Planes.

The preceding planes, as before stated, are necessary descending planes, down which the goods are supposed to be conveyed, and up which only the empty carriages, or a very small portion of returning carriages of goods are supposed to ascend. In the construction of general lines of road, extending from place to place, distant from each other, and between which the face of the country is perhaps uneven, undulating, and hilly, we cannot always divide the line into platforms, or stages, with little inclination: and when we descend planes, we frequently meet with acclivities which cannot possibly be avoided, up which the loaded carriages must be conveyed: also in public lines of road, where the carriage is, perhaps, the same in both directions, or even though the preponderance may be in one direction, where loaded carriages occasionally have to pass and re-pass, it is necessary that a passage should, at all times, be afforded to the transit of goods. I shall, therefore, now describe the means which have been employed to surmount such ascents with the loaded carriages.

I have previously described the action of two kinds of motive power, viz. HORSES and GRAVITY.—The former has been explained to be limited in action to very inconsiderable acclivities: the latter to declivities solely. The kind of power which is the subject of this chapter will be applicable to all other inclinations of road; whether they be level, ascending, descending, or undulating. It will not here be attempted to point out the particular degree of inclination or elevation which should be observed in surmounting the summit of a hill, nor how far it may be advisable to divert the line to obtain a clear inclination of plane, or to avoid such a rising ground; that part of the subject will be more properly discussed when we are fully acquainted with the expenses of surmounting different acclivities.

I shall, therefore, first of all, describe the different methods of surmounting those ascents which occur in some of the principal Railroads that have come under my observation: and, afterwards, compare the effect on different planes with each other, by which we may be able to deduce some practical data for the guidance of engineers in laying out the most advantageous line, or the most beneficial inclination of planes across the country through which a Railroad is to be carried.

The dragging of boats upon Canals, from one level to another, to save lockage water, by means of sloping planes, has long been in use; but the introduction of steam engines to drag carriages up ascending planes upon Railroads is comparatively recent. Mr. S. Cooke, in 1808, erected an engine upon Birtley Fall, in the county of Durham, to draw the loaded carriages of the Urpeth colliery across the Durham and Newcastle turnpike road, up a steep ascent; and since that time, they have been much used upon the Railroads in the neighborhood of Newcastle.

The following are the different kinds of planes with which I am acquainted, and the manner of surmounting them:

Descending planes, or inclinations, where the gravity of the carriages which have to pass downwards is sufficient to drag the rope after them; by which the returning train is drawn up by a steam engine. This kind of planes may be formed of a single or double line of road. If single, one train of carriages only is in action at a time, and one rope only is used; the descending train drawing the rope out from the engine upon the plane, to which, when the descending carriages reach the bottom, the ascending carriages are attached, and they are thus drawn up by the engine. If double, then there is a double line of road, or one similar to a self-acting plane, with a passing place in the middle; the descending train of carriages passing down on one side, while at the same time the ascending train is drawn by the engine up the other. In this case, if there be any excess, or preponderance of gravity, in the descending carriages, beyond what is requisite to drag the rope down the plane, this preponderance comes in aid of and assists the engine in dragging the ascending carriages up the plane.

The above kind of planes is principally used in private Railroads, or on those where the quantity of goods descending the plane is considerably greater than the quantity ascending, and where the transport can be regularly carried on, and the rate at which the goods are to be conveyed is no object; as it will readily be seen, that there must be as great a number of descending trains of carriages as will drag the rope out as many times as there are ascending trains to be brought up; and that the nature of the traffic is such as will allow of the trains to be thus alternately passed up and down; the descending train waiting until the ascending train is brought up, or vice versa. These inconveniences may be modified, by erecting powerful engines to drag up a great number of carriages at a time, if there is not an adequate number to descend; or skeleton carriages loaded with metal or other heavy substances might be made use of to drag, at all times, the rope down the plane; but both these latter modes throw a great strain upon the rope, and perhaps should only be resorted to on extraordinary occasions.

The books for the subscription of the stock of the Mad River and Erie Railroad Company were opened a few days since, at Sandusky, and various other places in the state. At Sandusky \$11,400 were subscribed, and the first instalment (10 per cent.) paid in. Arrangements are to be made forthwith, to survey the route.—[Salon, (Ohio.) Adv. of Aug. 23.]

[From the Charleston Virg. Free Press, Aug. 23.]

A NEW RAILROAD CAR.—We have before us, at our request, a model of a Railroad Car, called "Wernwag's Self-Regulating or Self-Directing Railroad Car," invented by that ingenious and well-known architect, Lewis Wernwag, of Harpers Ferry.—Knowing but little of the principles of mechanics, we are unable to give any thing like a correct description of the invention. We can only state, in general terms, that it is peculiarly calculated to run upon short curves—thereby saving both time and space. It consists of six wheels; the centre ones being the regulators. From the axle of the centre wheels are hounds or guiding poles affixed to the axles of the other wheels, to guide them according to the curves. The axles of the main wheels are separated in the centre, so as to allow either wheel to move with greater or less velocity as the curves may require. This saves the friction which occurs to the inner wheel of all cars in which the axle is fastened to both wheels, and obviates a difficulty which strikes every observer at first sight.

We think the invention a highly important one; and therefore invite all persons interested to call and examine the model. We particularly commend it to the attention of our Winchester friends—to whom, if we can get the privilege, we will take pleasure in sending it.

We verily believe a car might be constructed upon this plan, to run round a common-size haystack.

We observed it stated in the specification, that the principle may also be applied to locomotive engines upon McAdamized and other roads, by means of rack and pinion, pulley and cord, or by any other means adapted to the purpose.

We learn that Mr. John Wernwag (son of the inventor) is now engaged in the construction of a Car upon this principle. From his talent as a scientific mechanic, we may look for a splendid effort.

[From the Danville Chronicle.]

DANVILLE AND ROCHESTER RAILROAD.—The following letter from Mr. Almy will be read with pleasure by all who feel an interest in the contemplated Railroad from this village to Rochester.

Geneseo, Aug. 13, 1832.

James Faulkner, Esq.—Dear sir: I have passed over and examined, as critically as circumstances would permit, seventeen miles of the route for the Danville and Rochester Railroad.

We are now 101 feet below your village, 45 of which we ran down the first half mile. I think I hazard nothing in saying that these seventeen miles of road can be graded as cheap, nay, cheaper than any road ever was graded since this species of improvement came into existence; and although the manner of my operating does not admit of at all times selecting the most feasible ground, still the Level Book shows an astonishing uniformity in the surface of the ground, and its gentle inclination towards the north. The first four miles abound in quarries of fine stone, suitable for building cut-vort walls and covering for the same, and for all other purposes requiring the use of this material.

If the remainder of the route should prove as favorable as that already passed over, I have come to the conclusion that it will not be necessary to rise or fall to exceed eight feet in any mile in the whole distance, nor be obliged to vary far from a direct course. You shall hear from me as often as circumstances shall permit.—I am, dear sir, yours &c.

J. ALMY.

Congress has passed a law to authorize the surveying and laying out of a road from Detroit, westwardly, by the way of Schiawassee, to the mouth of Grand River. Such a road will greatly facilitate the sale of a large tract of some of the best land in our Territory. An act has also been passed authorizing the survey and making of a road from La Pluissance bay, to intersect the Chicago road at some eligible point. We shall publish both Acts in our next.—[Detroit Journal.]

[From the Petersburg Intelligencer, Aug. 31.]

THE RAILROAD.—The ship Equator, from Liverpool, which arrived at this port a few days ago, brought out a Locomotive Engine, called the "Roanoke," with a Tender and Wagon, for the Petersburg and Roanoke Railroad Company. Previous to being shipped, the locomotive engine underwent a trial on the Liverpool and Manchester Railroad, and we understand gave entire satisfaction both as to speed and construction.

As it has been some time since we referred to the progress of the Railroad, it may be satisfactory to mention that about 20 miles (commencing at the Corporation line and extending beyond Stony Creek) is entirely completed and ready for use. From Stony Creek to the Meherrin river, the road has been graded; on the first ten miles of which the wooden rails have been laid, and the contractors engaged in laying down the iron. From the Meherrin to the Roanoke the road is under contract, with the exception of about two and a half miles. The Town section, commencing at the depot, at the corner of Union and Washington streets, and connecting with that portion already completed, is also under contract, and about two hundred hands actively engaged upon it. From present appearances, it is probable that in little more than twelve months the entire line will be completed, and the enterprise of our citizens rewarded, by seeing their favorite town becoming the mart for the rich products of the country bordering on the Roanoke.

We believe it is the intention of the Directors to place the locomotive and two passenger cars on the road in about ten days, when an opportunity will be afforded for a pleasant excursion to Stony Creek. A splendid Omnibus has been obtained for the conveyance of passengers to the temporary depot at North Spring, where the cars will be in readiness to receive them. The iron work for about fifteen transportation cars has also been received.

We have heard but one opinion as to the manner in which the work on this road has been executed—and that opinion is highly favorable to the skill and enterprise of all employed upon it.

From the February No. of the Journal of the Franklin Institute of Philadelphia.

Specification of a patent for an improvement in the construction of the axles or bearings of Railway, or other wheeled carriages. Granted to Ross Winans, city of Baltimore, July 20, 1831.

To all whom it may concern, be it known, that I, Ross Winans, have invented an improvement in the construction of the axles, or bearings, of Railway, or other wheeled carriages, and that the following is a full and exact description thereof.

The axle, with my improved journals, or bearings, may be made straight, and the wheels placed thereon in the usual way; but instead of forming the bearing under the body of the carriage, and within the naves, or hubs, of the wheels, there to sustain the weight of the load, I extend the axles out at each end, projecting beyond the naves to such a length as shall enable me to form them into gudgeons. The lengths and diameters of these gudgeons, I regulate according to the load they are intended to sustain, and to other circumstances. In all cases, however, the value of my invention depends upon the gudgeons having their diameters as small as a due attention to the strength required will allow. The causing the axles to run in boxes or upon bearings, without the naves, admits of their being made much smaller than usual, the degree of diminution which I have found to answer well in practice, will hereafter be stated. They should be formed of good wrought iron, and case-hardened; or overlaid, or cased, with the best steel, and hardened, which materially diminishes the extent of bearing surface necessary to enable them to receive and resist the pressure of the load, and their tendency to wear; they may therefore be short, and are consequently strong, when of comparatively very small diameter.

The tendency to lateral movement is checked, or limited by forming the end, or point of the axle, or gudgeon, so as to be met occasionally by the external cap or cover of the gudgeon box, when lateral pressure occurs.

By placing the bearing outside, (as aforesaid,) the diameter of the wheels may be enlarged with more advantage than formerly, as the axles between the wheels may be made of any required strength, (to resist the increased stress thrown on that part of them by an enlargement of the wheels,) without affecting the size or strength, of the bearing journals.

By the foregoing means, the leverage of the wheels, (or the mechanical advantage with which the moving power acts, to overcome the resistance to motion,) is increased, and consequently the friction or resistance to motion in Railroad carriages, diminished to a greater extent than heretofore.

This improvement in the axles and journals of Railway carriages, was devised and carried into operation on my experimental Railway, and exhibited to various persons in the early part of the year 1827; and it was put into practical operation, under my direction, on the Baltimore and Ohio, and on the Liverpool and Manchester, Railroads, in the early part of 1829, in connection with another improvement for the further diminution of friction, by means of a revolving bearing, or friction wheel, for which other improvement a patent was granted to me on the 11th of October, 1825.

I constructed for use, on the latter of the before mentioned roads, a number of cars with the axles and journals, or gudgeons, of various descriptions and dimensions: the gudgeons, or immediate place of bearing for the load, varied from 1 1/4 to 2 1/4 inches in diameter, and from 1 3/4 to three inches in length. Some of them were made of wrought iron and case hardened, and some of iron overlaid with steel and hardened. The axles between the wheels were mostly of wrought iron of from 2 1/2 to three inches in diameter. Several cars, however, were constructed with hollow cylindrical cast iron axles, secured to the wheels by flanges on the ends of the axle, and bolts, the gudgeons being separate pieces firmly fixed into the naves of the wheels. (Wood may also be used for the axles to keep the wheels in their parallel relation to each other, with steely gudgeons, as aforesaid, to receive the bearings.)

The result of experience by the practical use of those cars for the conveyance of loads, for three to six tons, and under various circumstances, is that, (for the support of a given load,) the gudgeons or bearing for the load might, in the manner herein specified, be safely used of from one third to one half less in diameter than those in common use, without impairing, but rather increasing, the strength and durability of a car; and the diameter of the

wheels finding a less early practical limit, it is evident that a saving in the moving power is effected, as the power acts at a mechanical advantage equivalent to the increased ratio of the diameter of the wheel to that of the axle. These gudgeons, so constructed, were exhibited by me in England, as before stated and have been adopted there without my deriving any advantage therefrom; as, by the laws of that country, I could not secure the invention by patent, after having publicly exhibited it.

The object of the invention, and a practical demonstration, of its utility having been shown, its application and adaptation to the different Railroad carriages, burthen wagons, locomotive engines, &c. and to the different bearing boxes that may be preferred for different purposes, (either revolving, or common, will be evident, and easy, to any person acquainted with the building of Railway carriages. That to render it still more so, the following general directions and proportions are given, which I think will be found to be a near approximation to what will be required in practice. When it is intended to convey loads of from two and a half to three and a half tons, and to use wheels of from two and a half to three feet in diameter, the general diameter of the axles may be from two and three fourths to three inches, and extending through and beyond the naves of the wheels on each side, far enough to go under and conveniently receive the side frame of the load bed, and to have their ends turned, or formed into gudgeons about two and a half to three inches in length, and from one and a half to two inches in diameter. On the four gudgeons thus formed, the carriage body rests by means of any hard metal bearings attached to the before mentioned side pieces; which side pieces are so framed with the cross pieces of the bed as to go on the outside of the wheels, either over or under the gudgeons, as convenience may require. The friction occasioned by the tendency to a lateral movement of the gudgeon is limited by causing the end cover of the bearing to meet the end of the gudgeon as near to the centre of action as possible. When my revolving box is intended to be used, this end is attained by forming the end perfectly square; and when the common box is used, by forming the end of the gudgeons convex or rounding.

In consequence of the small extent of bearing surface embraced by the bearing on the journal, the bearing box, (to guard against wear,) should be made as hard as the use of the most favorable materials that that purpose would permit. The oiling or lubrication of the gudgeons may be effected in any of the usual or convenient ways. But to guard as much as possible against the oil working from the gudgeons on to the rail wheels, it is advisable to turn one or two small rings, or grooves, on a portion of the axle between the gudgeon and the nave of the wheel, which will obviate that difficulty. I do not intend to be understood as claiming all merely projecting axles with bearing beyond, or external to, the wheels: the single wheel of Sargeant's and of Farmer's railway carriage, for single railways, had projecting axles, and several kinds of railway carriages have been devised with four wheels, each having separate axles, with both inside and outside bearings, with a view to turning curves with facility. A carriage was made at Liverpool, in England, at a later date than my invention, with outside bearings of the usual size for the purpose of using a broad body, temporarily, and without any view to the object of this improvement, nor effecting the like purpose. My invention is sufficiently distinguished from all others before known and used by the new and useful effect produced in the manner aforesaid.

I therefore declare that the improvement, or improvements, above explained and described, in diminishing the resistance to motion in wheeled carriages to be used on rail-ways, which I claim as my own invention, is the extending the axles each way outside of a pair, or pairs, of wheels, far enough to form external gudgeons to receive the bearing box of the load body, and diminished as aforesaid, with a view to lessen the resistance of friction, as small as its situation, with the use of the most favorable metal for wear, will permit. Thus conveniently increasing the leverage of the wheels, without impairing their effective strength or durability.

ROSS WINANS.

Scolding.—I never know a scolding person that was able to govern a family. What makes people scold is, because they cannot govern themselves. How then can they govern others? Those who govern well, are generally calm. They are prompt and resolute, but steady and mild.

BALTIMORE AND OHIO RAILROAD AND CHESAPEAKE AND OHIO CANAL COMPANIES.—The controversy between these two Companies, which has so long paralyzed the energies of both, will not, we regret to say, soon be so adjusted as to enable each to complete its noble work. After the decision, by the highest court in Maryland, which gave to the Canal Co. the right of way along the difficult passes from the Point of Rocks to Harper's Ferry, a proposition was made by the Railroad company, which seemed to us—although we are not, we admit, so well informed upon the subject as to be able to give an opinion—a fair one. The offer was, if our recollection serves, to construct the Canal along those difficult passes at the estimate of the engineers of the two companies, (the Canal company to pay at regular intervals as the work progressed) and to keep it in repair, at their own (the Railroad Co's) expense for five years, if the Canal Co. would permit them to construct the Railroad at the same time along its banks. By this proposition, the Canal would be constructed as cheap as it could otherwise be, and probably more permanently, as the Railroad would of course run between it and the river, and must necessarily be a guarantee to its permanency, and we should suppose also facilitate its progress. The Canal company, however, at their late meeting, declined the proposition, assigning at the same time their reasons, and in turn submitting a proposition, which we annex:

It appeared perfectly obvious to the committee that it must at once seem to every individual that the mere circumstance of close contiguity between two such works of internal improvement, could be productive of benefit to neither. It could not in any particular enhance the value of the canal, that a rival enterprise was constructed immediately upon its margin, and it is equally obvious that no Stockholder in the Railroad would feel that his interest was promoted by a contiguous canal. The most sanguine anticipations of the future growth and prosperity of our country must postpone, for many years, the period when it will exhibit such an accumulation of commodities, and such an increase of business, as will furnish full employment to both works. In the indefinite interval, all the produce which will descend the valley of the Potomac may conveniently be transported on either of these channels of communication, while all the commodities supplied from the sea board for consumption of the interior must, as is equally obvious, afford much less than full employment to either work. Their proximity to each other limits them to the same range of country.

Without instituting any comparison between the two important projects, or endeavoring to ascertain their relative value as means of intercourse, points upon which great diversities of opinion prevail, it must be sufficiently obvious that if each of them separately possesses the capacity to perform all the business which the country requires, the proximity of a rival enterprise cannot but be pernicious in its influence. If they hold out equal inducements to the merchant and the farmer, they will share in the same proportion, the business which is to be performed. Ruinous competitions to engross the whole, or an undue proportion of the transportation may be confidently anticipated, and the two companies will inevitably find themselves occupied in useless and unprofitable, if not destructive collisions. Inadequate profits upon the large amount of capital invested, will speedily induce neglect, and neglect will rapidly bring both to destruction.—Should experience demonstrate the decided superiority of either over its rival, the deterioration in the value of the less fortunate, because less useful undertaking, may prompt to self-immolation as the means of involving both in one common ruin. Fairness and liberality on both sides, with an equal participation in the entire trade must render the stock of each unproductive to the proprietors.

With these views, which to the committee appear undeniable and incontrovertible, we cannot but regard the project of carrying on the two works in immediate contact with each other, as calculated seriously to impair the utility and value of both. So long as they are in juxtaposition, all the business performed by one would substantially be so much subtracted from the other, and an application to ei-

ther voluntarily to permit the rival work to be carried along its sides does appear to the committee an application to inflict upon itself an enormous, if not a vital injury.

Can it for a moment be credited that a single stockholder of either company, with any view to derive a return from this investment, would ever have affixed his name to the subscription list, if the original plan had contemplated the immediate proximity and close contiguity of the rival enterprise? Is one to be found so confident in the absolute superiority of the work with which he is connected, as not to see, to feel, and to acknowledge, that its value would be essentially impaired by the circumstance that another medium of communication lay in actual contact with his own?

Strongly impressed with the accuracy of these views, the committee is unhesitatingly and unanimously of opinion, that the true interests of all parties imperiously demand that the idea of carrying on both Canal and Railroad beyond the point of junction, should, at least for the present, be abandoned. In this opinion, they confidently anticipate the cordial concurrence of the intelligent stockholders of the Railroad company. It is visionary to anticipate, within any moderate period of time, that sufficient occupation should be furnished to both, and should that period happily arrive, the work temporarily postponed may be executed under circumstances far more auspicious than those which at present exist. Under present circumstances, we apprehend it will not be controverted that if the superiority so confidently claimed by our rivals, be adjudged to them by the results of experience, the concession under any terms, of the right to construct a road in immediate contact with the Canal would be suicidal. Should their anticipations not be realized, the injury which would necessarily result to us would not be alleviated by the consideration that our less fortunate competitor sustained losses still more destructive. * * *

The proposition submitted by the representative of Maryland, by way of substitute, or alternative, contemplates the conjoint construction of the two works between Harper's Ferry and the Point of Rocks, upon the basis of the report of Knight and Roberts. The committee have already submitted their opinion that such a construction would be replete with injury to the Canal company, and they are unable to perceive in the unessential modifications, in the details of the plan now before them, anything which is calculated to guard against, or compensate for, the positive evils which they apprehend to be inevitable.

The committee concur in recommending the adoption of a resolution requesting the President and Directors to make application to Congress, and the several other parties to the charter for such additional subscription to the stock of the company as will ensure the speedy and efficient prosecution of its works to the coal banks above Cumberland; but entertaining a decided opinion that no reasonable doubts can exist upon the subject of a forfeiture of the existing charter, they deem it inexpedient and unnecessary to present this subject to those authorities.

Signed on behalf of the Committee.

RICHARD COXE, Chairman, &c.

This Report was, after debate, agreed to by 7961 votes to 1415. The following is the resolution (divested of the preamble) referred to in the above Report, and by it adopted, with the modification therein suggested:

Resolved, therefore, that the following propositions, as best fitted to compromise, on principles of justice and reciprocity, all the interests involved, be submitted to the Railroad Company.

1. That the Railroad for the present terminate at the Point of Rocks.
2. That the right of the Railroad Company to extend the road, after the completion of the Canal to Cumberland, and subsequent to the year 1840, be reserved.
3. That, in the mean time, the resources of the two Companies be united and directed to the vigorous completion of the canal to Cumberland, and thence to the Ohio.
4. That the requisite legislative provisions to carry this object into effect be applied for by the two Companies.
5. That dividends on the stocks of the two Companies be made pro rata out of the net proceeds of the tolls derived from the Canal and Railroad.
6. That in case the Railroad Company should declare its assent to the foregoing terms, either as they now stand, or with any necessary modifications, that a committee of three members of this company be appointed by the President and Directors, to meet a

like committee of the Stockholders of the Railroad Company; and the same joint committee be, and they are hereby, authorized to make and execute a definitive plan and compact between the two Companies, for the purpose of carrying the foregoing propositions into effect.

Should the Railroad company accede to this proposition, of which we have no expectation, the Canal company will have little cause to regret the existence of a powerful rival—as, if they can persuade or compel that rival not only to suspend operations for eight years, but also to aid them in the construction of the Canal through the most difficult part of the route, they will probably be able to complete it to the Ohio—an event, however desirable it may be to the friends of internal improvement, of very doubtful accomplishment, if the Railroad company should not only not unite with them, but be able to find another route for their road. We regret exceedingly that these works have been thus delayed, as their completion and successful operation would probably do more to settle the question, now so much debated, of the comparative merits of the two modes of intercommunication than any other probable event; unless it be the construction of the New York and Erie Railroad, which would be a competitor of the Grand Canal.

Of so much importance do we deem the settlement of this question at this time, that we have no hesitation to say that an expenditure of ten millions of dollars by the government of the United States, if the object was thereby effected—even if no other benefit resulted from it—would be, for the country at large, profitably invested; as so many works of internal improvement are now under way and in contemplation, a large proportion of which are Railroads, that it is highly important that the best mode of effecting the object should be speedily adopted.

Jefferson's Residence.—The mansion house at Monticello was built and furnished in the days of his prosperity. In its dimensions, its architecture, its arrangements and ornaments, it is such a one as becomes the character and fortune of the man. It stands upon an elliptic plain, formed by cutting down the apex of a mountain; and on the west, stretching away to the north and south, it commands a view of the Blue Ridge for a hundred and fifty miles, and brings under the eye one of the boldest and most beautiful horizons in the world; while on the east it presents an extent of prospect, bounded only by the spherical form of the earth, in which nature seems to sleep in eternal repose, as if to form one of her finest contrasts with the rude and rolling grandeur of the west. In the wide prospect, and scattered to the north and south are several detached mountains, which contribute to animate and diversify this enchanting landscape: among them, to the south, *Willie's mountain*, which is so interestingly depicted in his notes. From this summit, the philosopher was wont to enjoy that spectacle, among the sublimest of nature's operations, the looming of the distant mountains, and to watch the motions of the planets and the greater revolutions of the celestial sphere. From this summit, too, the patriot could look down with uninterrupted vision, upon the wide expanse of the world around, for which he considered himself born, and upward to the open and vaulted heavens, which he seemed to approach, as if to keep him continually in the mind of his high responsibility. It is a prospect in which you see and feel at once that nothing mean or little could live. It is a scene fit to nourish those grand and high-souled principles which formed the elements of his character, and was a most noble and appropriate post, for such a sentinel over the rights and liberties of man.—[Wm. Wirt.]

Early Marriages.—A medical correspondent of the Portland Advertiser thinks it would be advantageous for females to pass their 25th year before they subject themselves to the cares and fatigues of the married life; as the constitution of few women can be regarded as firmly established until after their twentieth year. Every female who does not have an offer to her taste previous to that age, will approve his advice; but such as may meet with a husband to their minds, will, we suppose, snap their fingers at the doctor.

Interesting Anecdote.—It is frequently remarked, that the most laudable deeds are achieved in the shades of retirement; and to its truth history testifies in every page. An act of heroism or philanthropy, performed in solitude, where no undue feelings can affect the mind, or bias the character, is worth to the eye of an impartial observer, whole volumes of exploits displayed before the gaze of a stupid and admiring multitude. It is not long since a gentleman was travelling in one of the counties of Virginia, and about the close of the day stopped at a public house to obtain refreshment and spent the night. He had been there but a short time before an old man alighted from his gig, with the apparent intention of becoming a fellow guest with him at the same house. As the old man drove up he observed that both shafts of his gig were broken, and that they were held together by withs formed from the bark of a hickory sapling. Our traveller observed further, that he was plainly clad, that his knee buckles were loosened, and that something like negligence pervaded his dress. Conceiving him to be one of the honest yeomanry of our land, the courtesies of strangers passed between them, and they entered the tavern. It was about the same time that an addition of three or four young gentlemen was made to their number, most, if not all of them, of the legal profession. As soon as they became conveniently accommodated, the conversation was turned by one of the latter upon an eloquent harangue which had been displayed at the bar. It was replied by the other, that he had witnessed the same day a degree of eloquence no doubt equal, but that it was from the pulpit. Something like a sarcastic rejoinder was made to the eloquence of the pulpit; and a warm and able altercation ensued, in which the merits of the Christian religion became the subject of discussion. From six o'clock until eleven the young champions wielded the sword of argument, adding with ingenuity and ability everything that could be said pro and con. During this protracted period the old gentleman listened with all the meekness and modesty of a child, as if he was adding new information to the stores of his mind; or perhaps he was observing with a philosophic eye the faculties of the youthful mind, and how new energies are evolved by repeated action; or perhaps, with patriotic emotion, he was reflecting upon the future destinies of his country, and on the rising generation, upon whom those destinies must devolve; or most probably, with a sentiment of a moral and religious feeling, he was collecting an argument which, characteristic of himself, no art would be able to elude, and no force resist. Our traveller remained a spectator and took no part in what was said. At last, one of the young men, remarking that it was impossible to combat with long established prejudices, wheeled around and with some familiarity exclaimed, "well my old gentleman, what think you of these things?" If, said the traveller, a streak of vivid lightning had at that moment crossed the room, their amazement could not have been greater than it was with what followed.—The most eloquent and unanswerable appeal was made for nearly an hour by the old gentleman, that he had ever heard. So perfect was his recollection, that every argument urged against the Christian religion was met in the order in which it was advanced. Hume's sophistry on the subject of miracles, was, if possible, more perfectly answered than it had already been done by Campbell. And in the whole lecture there was so much simplicity and energy, pathos and sublimity, that not another word was uttered. An attempt to describe it, said the traveller, would be an attempt to paint the sunbeams. It was immediately a matter of curiosity and inquiry who the old gentleman was. The traveller concluded him to be the preacher, from whom the pulpit eloquence had been heard. But no, it was John Marshall, the Chief Justice of the United States.

Falls of Niagara.—A gentleman who has just returned from the Falls of Niagara, describes to us the total absence of all visitors and strangers at that hitherto crowded scene of periodical migration.—His party, consisting of three, occupied the saloon where we were accustomed at this season of the year to meet three hundred of all nations and languages; and, although no disease has as yet reached that salubrious section of the province, our opposite neighbors seem to regard that and every other portion of the Canadas, as the "cage of every unclean bird," and to shy all intercourse with us in the spirit of the most alarming apprehension.—[Niagara U. C. C. Circular.]

NEW-YORK AMERICAN.

SEPTEMBER 1. 3. 4. 5. 6. 7.—1832.

LITERARY NOTICES.

Our editorial table, which has presented a meagre appearance during the prevalence of Cholera in this city, shows again something of its ancient aspect, and is loaded to-day with books and book-lings—the stout virloins and light sandwiches of reading fare. To take things in their due order, we begin with—

A DICTIONARY OF THE HOLY BIBLE. BY THE REV. JOHN BROWN. Harpers.—The objects of this work are to assist in the perusal of the Scriptures, by explaining the principal signification of emblematic words; the Gospel signification of types, personal or real; the biography of individuals; and the history of nations, cities, and churches; to facilitate, in short, the study of that volume, whose contents it behooves us best to know and understand. It comprehends within itself an important mass of information upon Jewish antiquities, chronology, and a multitude of objects, whether natural, artificial, civil or ecclesiastical. The present edition, which contains a life of the author, is a reprint from the 12th and latest Edinburgh edition, and contains the author's last additions and corrections, with some improvement by his sons. It is a neatly printed octavo, and as to binding, &c., got up in a convenient and substantial form, marred somewhat in appearance by having a set of useless advertisement leaves bound in with the other matter. Our leading publishers should know better than this. Where a volume is in boards they may swell it with their advertisements as largely as they chose; but what person of taste wishes a bound book in his library, with a dozen advertisement leaves before the title-page.

EMIGRANTS AND TRAVELLERS' GUIDE THROUGH THE VALLEY OF THE MISSISSIPPI: H. S. Tanner, Philadel. phia.—Here is an ingenious and useful work; it is one of those compendiums of knowledge for which our book-making generation are so remarkable, and contains in one compact duodecimo volume, of very readable print, the history, geography, (with maps,) and geology of the entire Valley of the Mississippi, with a general description of the country; and particular notices of the trade, progress of education, &c., in each particular State.

LONDON PLAGUE: Swords, Stanford & Co.—A little work containing a narrative of two families who were exposed to the Great Plague of London; with conversations on religious preparation for pestilence by an English clergyman. This is the first American edition republished, with notes and observations to meet the temper of the times.

DIALOGHI ITALIANI: Philadelphia, Carey & Lea.—An 18mo. in boards, of a size suitable to carry in one's pocket, and convenient for those who wish to brush up their Italian for the opera season. It is a series of familiar dialogues, translated by Sig. Mancenelli from the French, intended to facilitate the study of the Italian language.

COBB'S EXPLANATORY ARITHMETIC, No. 2. Collins & Hanway.—Mr. Cobb is now well known as one of the most indefatigable laborers upon that useful, though not shining, field of action, common school teaching. He has already published a number of small volumes, which are in much repute among teachers; and his name we suppose will be a sufficient passport for this, till it has established itself on its own merits. With all his industry, however, he had better hasten on to Arithmetic No. 3, as rapidly as possible; for, by a notice in an English paper lately, the use of cyphering books will soon be owned no more: Cocker will be a forgotten sound; Daboll, Dilworth, and Bonnycastle, hide their diminished heads, and Mr. Cobb will find his labors come to 0. "Mr. Barbage," says the London Spec-

tator, "has nearly completed his grand calculating machine."

ARLINGTON; by the author of Granby.—A sensible and well written novel—somewhat tedious in detail, but upon the whole well repaying perusal. It is written in an excursive style, with several excellent essays in disguise interwoven with the narrative. These, which run in a moral strain, make the story lag; but they convey much instruction with them. It is written with a higher aim than the author's previous novels, but it wants their interest and animation. The following dialogue par-takes of the author's best "Granby" vein, and puts "the uses and advantages of travel," in a capital light:—

"Listen," said he, "and you shall hear more of the uses and advantages of travel."

Mr. Theobald at that instant was speaking to Lord Bolsover.

"I will just tell you what I did. Brussels, Frankfurt, Berlin, Vienna, Munich, Milan, Naples, and Paris; and all that in two months. No man has ever done it in less."

"That's a fast thing; but I think I could have done it," said Lord Bolsover, "with a good courier. I had a fellow once who could ride a hundred miles a day for a fortnight."

"I came from Vienna to Calais," said young Leighton, "in less time than the government courier. No other Englishman ever did that."

"Hem! I am not sure of that," said Lord Bolsover; "but I'll just tell you what I have done—from Rome to Naples in nineteen hours; a fact, upon my honor—and from Naples to Paris in six days."

"Partly by sea."

"No! all by land," replied Lord Bolsover, with a look of proud satisfaction.

"I'll just tell you what I did," Mr. Leighton chimed in again, "and I think it a devilish good plan—it shows what one can do. I went straight on, as fast as I could, to what was to be the end of my journey. This was Sicily; so straight away I went there at the devil's own rate, and never stopped anywhere by the way; changed horses at Rome and all those places, and landed in safety in—I forget exactly how long from the time of starting, but I have got it down to an odd minute. As for the places I left behind, I saw them all on my way back, except the Rhine, and I steamed down that in the night-time."

"I have traveled a good deal by night," said Theobald. "With a dormeuse and traveling lamp I think it is pleasant, and a good plan of getting on." "And you can honestly say, I suppose," said Denbigh, "that you have slept successfully through as much fine country as any man living?"

"Oh, I did see the country—that is, all that was worth seeing. My courier knew all about that, and used to stop and wake me whenever we came to anything remarkable. Gad! I have reason to remember it, too, for I caught an infernal bad cold one night when I turned out by lamplight to look at a water-fall. I never looked at another."

The above, by the by, we believe we have published before, but it is good enough to bear repetition. Here is an extract in which the young and discerning female reader will discover much truth and excellent philosophy:

Next in preference to a *little-à-little*, is the seclusion of some snug corner in a crowded room, where, seated behind a thick phalanx of unobservant bystanders, and under the cover of the loud hum of conversation, the voice may be modulated to such a tone as shall just reach the ear for which it is intended, inaudible to every other. (There is no awful silence to be broken by the dreadful tones of the speaker's own voice, or of the voice of one who perhaps already interests too deeply: there is no awful solitude for the timid to avoid. Everything tends to reassure and cheer; and perhaps there is no time when it is more easy to be confidential.)

Let those who have nothing to say for themselves in company, or do not know how to say it when they have, read what follows and reform:

We are unwilling to regard conversation as an art, because such a supposition might imply that it is premeditated and artificial, and devoid of that ease, unaffectedness, sincerity, and natural flow of thought which form the principal charm of social intercourse. Yet it is in some respects an art, and its being so does not preclude the existence of these

latter requisites. A person's conversation may be easy, unaffected, unpremeditated, and sincere: and yet grace of expression, quickness of allusion, easy introduction of amusing and interesting circumstances, tact in the choice of tone and subjects, and skill in leading from barren topics to those more fruitful in entertainment;—all these, which eminently constitute an agreeable converser, though in some degree the gift of nature, are also portions of a difficult and complicated art, capable of improvement by that practice which the commerce of society affords.

It is perceptible that persons do improve this gift by frequent communion with their fellows, and lose much of it in seclusion. Even talent and information, which, when joined with a desire to please, may be regarded among the primary ingredients of social agreeableness, avail little without habitual intercourse with society. The person of feeble mind and small knowledge, whose conversational weapons have been polished and exercised, will use his puny instrument with more effect than the intellectual giant with his ponderous panoply of rusted arms. A little information goes a great way, when adroitly dispensed by a person "of the world." It is like a little gold in the hands of a beater, who prepares it to be spread over a large extent of shining surface; while the unpractised sage clumsily drops his heavy ingot among the crowd, and leaves it unvalued, to be trodden under foot, till a chance inquirer shall detect its worth.

By "conversation," is to be understood, not haranguing, nor arguing—not talking for effect or for victory, or for the settlement of important questions, or purely for the sake of affording information, but talking as a means of social pleasure.—This art of conversation seems quite distinct from others, with which one should suppose it most intimately allied. What more essential for conversational success than imagination and facility of expression? Yet the poet has it not necessarily, nor the orator. Anything, however good, that anybody may have written or spoken, is no more a security for his colloquial talents than for his personal good looks.

And what shall we say is the most agreeable style of conversation? That which combines anecdote with discussion, each springing naturally from the other, the former suggested by the latter, which it illustrates, animates, and promotes; that which mingles sincerity with irony; is serious or sportive as the subject demands; which not only conveys much, but elicits much from others; which, even when it leads, seems to follow the lead of those addressed, as though it owed its happiest observations to their suggestion; which in argument is sometimes playful, and always courteous, and under covert of attack, communicates a tacit compliment; that which, except when humorous, never sinks into careless inelegance, nor is ever so ornate as to cease to be natural; which never subsides into a seriousness, or rises into a gaiety uncongenial with the feelings of others, remembering that it is not so much the individual excellence of that which is said, as its fitness to circumstances, and to the persons addressed, that constitutes the principal charm of conversation.

We close this notice of Arlington with an extract describing a graceful and healthful sport, which we have often wondered that some of our fashionables have not thought worth while to bring into vogue here—Archery.

The day of the *fête* arrived; and a lovely summer's day it was: and Glentworth put forth all its beauty. Whoever has seen a well-arranged archery *fête*, amid pretty scenery, and on a fine day, will allow that it is a very agreeable, animating, and beautiful sight; and those who have not will perhaps vouchsafe to listen to a short description of the arrangements of that which was given at Glentworth.

On a large, smooth, velvety lawn, carpeted with turf, such as only our temperate English climate and assiduous care can produce, were placed six butts, or stands, composed of soil and turf, and fashioned like small portals, three on a side, at the distance of about 30 yards from each other, and a little more than sixty yards from the three butts that were similarly disposed immediately opposite. On these butts were fixed the targets, painted with their usual five circles. On the other two sides of this open square were tents for the accommodation of the visitors; and as these stood forth bright and gay, their brilliant whiteness heightened by the sunshine, and clusters of evergreens, deep, rich and glossy, appearing between, and the light graceful foliage of the acacia waving above them, and the soft green of the

tulip tree, and the loftier waving beech, and the sweet-scented lime, the ilex, and the chestnut—the combination of form and color was such, as none endowed with any taste would hesitate to pronounce beautiful.

But we have exhibited only the inanimate part of our picture: it must now be completed by the introduction of figures. Let these be of either sex, and let many of them be young, graceful and handsome; and let the majority of the ladies wear one costume, green, with white waving feathers; and the "cavalieri" shall wear an uniform of green also; and let them have bows in their hands, and sashes, and tassels and arrows in their belts—and let them wear distinctive colors in their breasts, and on their bows, and let them be divided into three parties, according to the colors on their breasts, to contend for victory at the three contiguous butts: and at a prudent distance, at the side of each opposite butt, at which the archers and archeresses are about to shoot, is stationed a little page, fancifully attired, with a small colored flag in his hand, which he waves in token of the various success of each arrow: and when all have shot their round (an end or half end is the scientific expression) a band plays, and they walk across to the opposite butts, to the sound of music: the whole scene is full of motion—the white plumes dance lightly and sparklingly in the sun—eye and ear are occupied at once—and the spectacle is replete with beauty, gaiety and animation.

"What do you think of archeries, considered as society?" will ask some thorough-paced chaperon, who can never look upon any fête as independent of an object.

"Oh, everything must be good," says some one, "that brings young people together."

"Exactly so; and it is very interesting to be engaged in the same pursuit, and to wear uniforms as bonds of union, and such becoming ones! and then archery has the advantage of furnishing such a prodigious variety of small-talk to those who have nothing else to say. There is no part of the accoutrements that won't afford a subject for a little gentle question and answer.

"Yours, I see, is a self-bow; what is the number?"

"Twenty-eight."

"Ah! strong for a lady."

"Yes, but I sometimes shoot with a stronger."

"Are your arrows 26?"

"No. 29; I always shoot with 29 at 60 yards."

"I prefer a strong bow, and rather heavy arrows—I do not like to elevate much—let me alter your arm guard—it has slipped, and the string will hurt you."

"One of your tips is coming off. Do you shoot with two or three fingers?"

"Two; the middle and third."

"I shoot with two, but they are the first and middle. How many double-ends have we shot?"

"Seven and a half, and I have got a red, four inner whites, three blacks, and five outer whites.—I have been very unlucky, so many of my arrows have been just cushioned. Ah! there is the bugle sounding for another gold at the pink target. They got more than we do, I am afraid. It is your turn to go in next."

Let it be requested that those who are initiated in the mysteries of archery will kindly condescend to explain the difficulties of the preceding dialogue to the uninitiated who do not comprehend them; and let those who are not so fortunate as to meet with an interpreter give it the advantage common to other mysteries, and reverence it the more for its sublime abstruseness.

THE ANTIQUARIAN is the title of a little periodical which has been lying upon our desk for some time, and which, for aught we know, may have ere this terminated its newspaper existence. It appears to contain a good deal of matter that one would like to bind up with pamphlets for occasional reference. We extract the following Revolutionary story, which, though the editor of "The Antiquarian" has not thought it worth while to mention, is here given in the precise words of General Lee, as detailed in his Memoirs of the Southern Campaigns:

CHAMPE.—Among all the actors in the drama of the Revolution, none have been so little known, or so little rewarded, as this brave soldier. He is dead! While those who saw in quiet their country's sufferings, have a gilded monument to point out where lie their ignoble remains, this brave soldier of the Revolution has not a single stone to commemorate his deeds, or point to posterity his grave. In a few years the name of Champe, with some other actors in "that time which tried men's souls," will have

been forgotten. John Champe, at the time of the desertion of Arnold, was a sergeant-major in the corps known as Lee's Legion. With Gen. Washington it became an object to secure Arnold that he might save the life of Andre. Having matured the plan, Washington sent to Major Lee to repair to headquarters at Tappan, on the Hudson. "I have sent for you," said he, "in the expectation that you have some one in your corps who is willing to undertake a delicate and hazardous project. Whoever comes forward will confer great obligations upon me personally, and in behalf of the United States. I will reward him amply. No time is to be lost; he must proceed, if possible, to-night. I intend to seize Arnold, and save Andre."

Major Lee named Champe, whom he represented as a native of Virginia, a man full of bone and muscle, with a countenance grave, thoughtful, and taciturn; and tried courage, and inflexible perseverance.

Champe was sent for by Major Lee, and the plan proposed. This was for him to desert, to escape to New-York, to appear friendly to the enemy, to watch Arnold, and upon some fit opportunity, with the assistance of some one whom Champe could trust, to seize him, and conduct him to an appointed place on the river, where boats should be in readiness to bear them away.

Champe listened to the plan attentively, but with the spirit of a man of honor and integrity, replied "that it was not danger nor difficulty that deterred him from immediately accepting the proposal, but the ignominy of desertion, and the hypocrisy of enlisting with the enemy."

To these objections Lee replied, that although he would appear to desert, yet as he obeyed the call of the Commander in Chief, his departure could not be considered criminal; and that if he suffered in reputation for a time, the matter would one day be explained to his credit. As to the second objection, it was urged, that to bring such a man as Arnold to justice, loaded with guilt as he was, and to save Andre, so young, so accomplished, so beloved, and to achieve so much good in the cause of his country, was more than sufficient to balance a wrong, existing only in appearance.

The objections of Champe were at length surmounted, and he accepted the service. It was now eleven o'clock at night. With his instructions in his pockets, the sergeant returned to camp; and taking his cloak, valise, and orderly book, drew his horse from the picket, and then mounted, putting himself upon fortune.

Scarcely had half an hour elapsed before Captain Carnes, the officer of the day, waited upon Lee, who was vainly attempting to sleep, and informed him that one of the patrol had fallen in with a dragoon who, being challenged, put spurs to his horse and escaped. Lee, hoping to conceal the flight of Champe, or at least to delay pursuit, complained of fatigue, and told the captain that the patrol had probably mistaken a countryman for a dragoon. Carnes, however, was not thus to be quieted; and he withdrew to assemble his corps. On examination, it was found that Champe was absent. The captain now returned, and acquainted Lee with the discovery, adding that he had detached a party in pursuit of the deserter, and begged the major's written orders.

After making as much delay as practicable, with out exciting suspicion, Lee delivers his orders, in which he directed the party to take Champe if possible. "Bring him alive," said he, "that he may suffer in the presence of the army: but kill him if he resists, or if he escapes after being taken."

A shower of rain fell soon after Champe's departure, which enabled the pursuing dragoons to take the trail of his horse, his shoes, in common with those of the horses of the army, being made in a peculiar form, and each having a private mark, which was to be seen in the path.

Some miles above Bergen, a village three miles north of New York, on the opposite side of the Hudson, on ascending a hill, Champe was descried, not more than half a mile distant. Fortunately he noticed his pursuers at the same moment, and conjecturing their object, put spurs to his horse, with the hope of escape.

By taking a different road, Champe was for a time lost sight of; but upon approaching the river he was again descried. Aware of his danger, he now lashed his valise containing his clothes and orderly book, to his shoulders, and prepared himself to plunge into the river if necessary.

Swift was his flight, and swift the pursuit. The pursuing party were within a hundred yards when Champe threw himself from his horse, and plunged

into the river, calling aloud upon some British galleys at no great distance, for help. A boat was instantly despatched to the sergeant's assistance, and a fire commenced upon the pursuers. Champe was taken on board, and soon after carried to New York, with a letter from the captain, stating the past scene, all of which he had witnessed.

The pursuers having recovered the sergeant's horse and cloak, returned to camp, where they arrived about eight o'clock the next day. On their appearance with the well-known horse, the soldiers made the air resound with acclamations, that the scoundrel was killed. The agony of Lee, for a moment, was past description, lest the faithful, honorable, intrepid Champe had fallen. But the truth soon relieved his fears, and he repaired to Washington to impart to him thus far the success of his plan. After Champe's arrival in New York, he enlisted under Arnold's legion, composed principally of American deserters: Champe discovered it was Arnold's custom to return home about twelve o'clock every night; and that previously to going to bed, he visited the garden. During this visit, the conspirators whom Champe had associated with him, were to seize him, and, being prepared with a gag, they were to apply the same instantly.

Adjoining the house in which Arnold resided, and in which it was designed to seize and gag him, Champe had taken off several of the palings and replaced them, so that with ease, and without noise, he could readily open his way to the adjoining alley. After he was secured, Champe and his friend intended to place themselves each under Arnold's shoulder, and thus bear him through the most unfrequented streets to the boat in waiting, representing him, in case of being questioned, as a drunken soldier, whom they were conveying to the guard-house.

The day arrived, and Lee, with a party of accoutred horses, (one for Arnold, one for the sergeant, and one for his associate,) left the camp, never doubting of success. But Champe did not arrive.—In a few days Lee received an anonymous letter from Champe, informing him that on the day preceding the night fixed for the execution of the plot, Arnold had removed his quarters to another part of the town.

Champe was not able to escape from the British army, until after the junction of the army of Lord Cornwallis at Petersburg, when he deserted and returned to the Americans. We shall only add, respecting the after life of this interesting adventurer, that when Gen. Washington was called by President Adams, in 1798, to the command of the army prepared to defend the country from French hostility, he sent to Lieut. Col. Lee, to inquire for Champe, being determined to bring him into the field at the head of a company of infantry. Lee inquired, but found the gallant soldier, after leaving the army, had died in Kentucky.

THE ART OF BEING HAPPY: from the French of DROZ: with Notes and Comments, by T. FLINT.—Is it then an art? Can we be happy by rule? Can we learn to regard the thews and sinews of this bodily frame, our appetites, our passions, and affections, as but the tools wherewith, when properly instructed, we may raise the edifice of happiness? Peruse this singular book, and judge for yourself, reader. The theoretical discussion of the pursuit of happiness is, as the editor of this work justly observes, too often pronounced of all visionary investigations the most profitless and absurd. Shallow and bigoted people, who hug themselves with the idea of seeing, feeling, and judging as did their fathers,—good men that they were—in ages before them, are unwilling that the world grows either wiser or better as it grows older. They sneer at the efficacy of the lights of philosophy in ameliorating the condition of man, and allege, that the search after happiness must now be as fruitless as in ages when reason was subjected to brute force, and society, in comparison with its present condition, a chaos.

I, on the contrary, (says our author) think entirely with the French philosopher, whose precepts you are about to read, that this general persuasion is palpably false and fatal; that much suffering may be avoided, and much enjoyment obtained by following rules, and pursuing happiness by system: that I have had the fortune to meet with numbers, who were visible proofs that men may learn how to be happy. I am confident that the far greater portion of human

suffering is of our own procuring, the result of ignorance and mistaken views, and that it is a superfluous and unnecessary mixture of bitterness in the cup of human life. I firmly believe that the greater number of deaths, instead of being the result of specific diseases, to which they are attributed, are really caused by a series of imperceptible malignant influences, springing from corroding cares, griefs, and disappointments. To say, that more than half of the human race die of sorrow, and a broken heart, or in some way fall victims to their passions, may seem like advancing a revolting doctrine; but it is nevertheless, in my mind, a simple truth.

Here we would gladly give the rest of the quotation and continue our remarks on the volume; but we must cut them and our review short together, and resume at another opportunity.

"DAILY STRANGER'S LIST."—A very useful paper under this title has been laid upon our table. It gives daily the names of every individual who arrives at the respectable Hotels in town, with a list of the various packets, steamboats, and stages, and their respective times of leaving the city. To these are added the advertisements of the Baths, places of public amusement, &c. It is published by M. Schippe & Co., 100 William street, at \$2.50 for six months.

NORTON *et cetera* TROLLOPE.—The Hon. Mrs. Norton, whose name as that of a sweet poetess and accomplished woman is familiar to our readers, has recently become the editress of the London Court Magazine and Belle Assemblée. One of her first feats upon this new field of action has been to demolish Mrs. Trollope's book, which, as may be seen by the following extract from the article,—without the slightest departure from female dignity, is done in a very effectual manner:

"From this superciliousness at the qualities and accomplishments and behavior of others, one might be led to expect an extravagant degree of refinement in Mrs. T.; but of this she certainly makes no display in her writings, which are the only things belonging to her that we have the right or the inclination to treat of. Her manner of telling stories is frequently indelicate, and she more than once treats of subjects unbecoming her sex. Were it for this alone, in a work like ours, mainly intended for female perusal, we should find ourselves in duty bound to express our disapprobation. But we have a still higher aim. We would do what in us lies to prevent the exacerbation or renewal of those national animosities which have unfortunately existed between us and our trans-Atlantic brethren; we would render justice to the country which has produced Washington Irving, and Cooper, and William Cullen Bryant, and some of the most noble and kind hearted men, and lovely and accomplished women, that we have had the fortune to be acquainted with; and we would exert ourselves with what we cannot doubt is a laudable spirit, to repress the uncharitableness of prejudice and disappointment.

"One of Mrs. Trollope's faults is, to describe as peculiar to America, what is common to England and other countries. We can assure her she need not have crossed the Atlantic to discover raving preachers, and fanatic or insane auditors;—she will not find a town, she will scarcely find a village, if she will give herself the trouble to look, in England, without these."

Will not the refutation of vulgar absurdities from such a source, carry conviction to the doggedly prejudiced Englishman? Not a whit of it! We have at this moment before us a very excellent novel, which we shall notice to-morrow, written by a man of sense and fashion, well versed apparently in human nature, and with a mind stored with all those acquirements which are supposed to liberalize while they enlighten the soul. Yet the author of 'Granby,' in his now novel of 'Arlington,' has had the miserable taste to lug into the scene one of Mrs. Trollope's vile non-descripts as a specimen of an American gentleman. If Mr. Lester wanted only a knave, and an American one, we can assure him there was no necessity for throwing in so much of the brute: for though we cannot boast of so many genteel rascals in proportion to our population as England can, yet a well-bred scoundrel is by no means a rarity, even

here. They have excellent patterns in the British impostors, who, like "the Hon. Dorville Mortimer," of Albany memory, are always more or less roving the country. For the rest, we may safely assert that the counterfeit gentleman of the accomplished novelist could hardly pass current here, whatever were his pretensions to property; though it is these alone which obtain him admission into the circles which Mr. Lister professes to describe.

WASHINGTON IRVING.—Seventeen years of foreign travel has not yet cured our distinguished countryman of a penchant to which he pleads guilty in the introduction to the Sketch Book, for peering into every nook and corner of the world. After rambling over the northern and eastern part of the Union, and seeing more of the country in the short time which has elapsed since his return than do the majority of people in the course of their lives, he has now left the track of civilization, and joining a North-western party, gone off among the Iako Superior Indians. What may not be expected from such a tour and such a traveller! Through the beautiful vales of Connecticut, along the rocky ridges of New Hampshire, over the rich plains of western New York, the prairies of Michigan, and now in the forests of "the far West," what renewed vigor and freshness will it give to a pen always delicate and flexible! The European world has long since complimented the deep rooted patriotism of the author of the Life of Columbus, by asserting that, when he took his theme from his country, his literary efforts were always happiest: as if the sketches which illustrated her scenery or manners were "a labor of love" to him. May we not then, now that he has renewed the associations of his youth, and added new and kindling ones to his prime, look forward with delight to many a literary trout yet to come. "The foot of Macgregor once more on his native heath," he will move with a freer and a bolder tread; and his spirits, braced by his native air, wanton in many a gamesome humor.

Indian life is by no means altogether new to Mr. Irving; for when a youth of eighteen he once among the tribe at St. Regis, went through the impressive rite of an Indian christening. His literary character which was a safe passport to him through every country of Europe, in times however dangerous, will hardly be a protection in the wild land where he is now roving. Gentle Geoffrey! may thy Irroquois' baptism avail thee, if in peril, from the tomahawk of the ferocious Winnebago! May the soul of thy chivalric Peter Stuyvesant, watch over thee in thy daring emprise, and the ghosts of his dough-ty warriors hover near to succor thee in peril! But Blackhawk himself, infuriate as he is, must refrain his hand when thy guardian genius, the spirit of the departed Diedrick, shall whisper to him in his dreams, that his brightest hope of immortality hangs upon thy present safety!

COLONEL TRUMBELL'S REVOLUTIONARY PAINTINGS, which have been for sometime exhibiting in the Academy of Arts, are now about to be removed to their final situation at New Haven. We cannot too strongly recommend and enjoin upon each person who has not yet seen these most interesting pictures to avail themselves of the present opportunity. The portraits of the most striking characters of the heroic days of America are here given by the hand of their associate as he beheld them; upon these varied scenes of their glory, which his pencil has transferred to the canvass. We would go far to see a picture of the battle of Bannockburn, or the fight at Hastings, where the features of Bruce or of Harold were traced by one who had fought at their side; will we, then, allow these representations of passages in our own history, upon which the fate of a continent was at times suspend-

ed, with all the collateral claims they have upon our interest, to pass unseen from among us? *

SUMMARY.

DEATH OF SENATOR MAYNARD.—It is with sincere regret we announce the death of the Hon WILLIAM HALE MAYNARD, member of the New York Senate from Oneida County. Having come to this city two or three weeks since, to attend a convention of that body sitting as a Court of Errors, he was attacked with cholera soon after his arrival, to which a consecutive fever succeeded, and on Saturday terminated his life. He was interred on Sunday morning, from the residence of Henry Dana Ward, Esq. Park Place.

General Wool, Inspector-General of the United States' Army, who, we believe, has been sent to France upon a public mission, has been most kindly received by the French Government. The King showed him marked attention, at the late grand review of the National Guards and troops of the line in Paris, where upwards of 70,000 men, and 100 pieces of artillery were manoeuvred, and was more brilliant than the preceding anniversary review in commemoration of the Revolution of July. The General was one of the King's suite on the occasion, and frequently dined with him.

Among the arrivals in the Pacific last Tuesday was the gifted Fanny Kemble with her father.

New York University.—The New York University, it is announced, will open its course of instruction on the 13th of October. The following are published as the arrangements of the Institution:—

The Professorships are as follows:—A Professorship of Mathematics and of Astronomy. Of Natural Philosophy and Civil Engineering. Of Chemistry, Mineralogy and Botany. Of Evidences of Revealed Religion. Of the Literature and Antiquities of the Sacred Scriptures. Of Moral and Intellectual Philosophy, and of Belles Lettres. Of Political Economy. Of Sculpture and Painting. Of Oriental Languages and Literature. Of the French Language and Literature. Of the German do. Of the Spanish do.

To these are to be added the following Public Lectureships:—On History. On Moral Philosophy. On the Biographies of Literary and Scientific Men. On the History of Commerce. On the History of Representative Governments. On Sacred Antiquities.

Among those who will fill the chairs as Professors, are Prof. Vethake, of Princeton; Prof. Douglas, formerly of West Point; Dr. Torrey, of this city; and the Rev. Mr. Robertson, now of Andover University.

Shooting Match and Gander Pulling.—"There will be a Shooting Match and Gander Pulling at the house of 'Travis George,' on Thursday next, the 26th instant."

On reading the above in a Mobile paper—what the d—l is a "gander pulling," thought we! The difficulty was soon nullified by the following explanation of a bystander. It means that an old gander is tied on the top of a post, with his head *slushed* until it is made as slippery as an eel. Those who compete for the prize, ride at full speed, making, *on passant*, a grab at the said head; whereupon said gander, if he has the sense of a goose, *dodges*, like some politicians at the calling of the yess and nays. It is well calculated to exhibit the dexterity of the equestrian. He must be careful in stooping to "clutch" the gander's head, that he "sees before" him, not to stoop past recovery, as some men do, from the line of principle, in search of office. Should he seize the goose's knowledge box, has he strength of gripe to hold on, or of arm to tear off the poor goose's

"Dome of thought, the palace of the soul," or will he let go? At all events this is gander pulling, of which it may at least be affirmed, that though it may be fun for Mr. Travis George, by George it can be no fun for the gander!—Wonder if Mrs. Trollope was present at one of Mr. George's powder pullings!—[Turf Register.]

Editorial Duel.—On a letter from Greenville is endorsed by the Post Master, that a duel had been that day, the 16th, fought between Messrs. Perry of the Mountaineer, and Bynum, of the Sentinel. Perry was shot through the breast of the coat but not hurt.—Bynum was shot in the hip, but not considered dangerously wounded.—[Charleston Evening Post.]

INDIANA ELECTION.—The election in Indiana has resulted in a victory to the National Republicans. The last received Wabash Courier gives returns from all the counties but four. The result is as follows:

| | | |
|------------------------------|----|----|
| National Republican Senators | 22 | 58 |
| do. Representatives | 36 | |
| Jackson Senators | 8 | 42 |
| do. Representatives | 34 | |

Majority for Clay 16

Appointments by the President.

Samuel W. Dickson, to be Marshal of the U. S. for the District of Mississippi, in place of Anthony Campbell, removed.

Daniel W. Smith, of Connecticut, to be Consul ad interim, for the port of Matamoros on the Rio Grande, in Mexico.

John Leonard, of New Jersey, formerly Consul of the U. S. for the part of St. Jago de Cuba, vice Thos. Backus, deceased.

NAVAL.—The last monthly Bulletin from the Navy Department, gives the following particulars respecting the distribution of ships at sea:—

Mediterranean.—Frigates Brandywine, U. States, Constellation; sloops John Adams, Boston, Concord.

West Indies.—Schooners Shark and Grampus—northern vessels to remain till after the hurricane months.

Brazil.—Sloops Warren, Lexington, Peacock; schooners Enterprise and Boxer.

Pacific.—Frigate Potomac; sloop Falmouth, and schooner Dolphin.

Frigate Brandywine, Com. Biddle, at Mahon, 25th June.

Frigate Constellation, Capt. Read, arrived at Lisbon 5th June, to sail 16th or 17th, to join Com. Biddle. Spoken near Cape de Gatz, on her passage, about 28th June.

Sloop Boston, Capt. Storer, was at Lisbon on the 5th June—still there the 15th—afterwards visited Madeira and left 5th July.

Sloop John Adams, Capt. Voorhes, returned to Mahon 22d June, from Tripoli, where she landed the American Consul. Arrived at Madeira the 7th and there on 17th July. From thence to return to Mahon.

Sloop Concord, Capt. Perry, arrived at Mahon 24th June.

Schr. Shark, Lieut. Baerum, sailed from Havana 22d July on a cruise—she and the schr. Grampus were to be at Pensacola 1st September.

Sloop Peacock, Capt. Geisinger, arrived at Montevideo 2d June—there the 14th, and to sail in a few days after for the East Indies. Reported to have sailed on the 19th of June.

Sloop Warren, Capt. Cooper, and Schr. Enterprise, Lieut. Downing, were at Buenos Ayres 27th June.

Sloop Lexington, Capt. Duncan, arrived at Rio the 17th June, from the River La Plata on the 8th—still at Rio the 13th July.

Frigate Potomac, Com. Downes, was at Batavia 29th of March, on his way to the Pacific.

Sloop Falmouth, Capt. Gregory, Callao on the 1st May—all well.

Schr. Dolphin, Lieut. Long, returned to Callao 3d April—all well. Sailed again the 5th, on a cruise upon the leeward coast.

The Court of Sessions commenced its September Term on Monday last. The legal number of Grand Jurors not appearing, the Court adjourned till yesterday, when the following persons were sworn as members of the Grand Inquest, viz:

Ira B. Wheeler, Foreman; Robert Waterhouse, William Smith, Joseph Tucker, George Fickett, Sylvanus Bedell, Jr. Peter L. Vandervoort, Charles Saxton, William B. Lewis, Stephen Conover, Samuel Kip, Jr., William Duff, Thomas Affleck, Robert Adams, Andrew Bowden, Isaac Ballard, Loring Andrews. There are 36 cases in Bridewell.

CINCINNATI, Aug. 23.—**Accidents.**—A man was killed on Monday last, at the foundry of Messrs. Pierce, Harkness & Co. by the falling upon him of a large mass of iron, which was forging for a shaft.

The same day a man was killed at the new building erecting by Mr. Powell, near Deer Creek Bridge.

The young man who was violently assaulted and beat eight days ago, by a yellow barber, who was committed for the assault, died yesterday, and the barber was fully committed for murder.

SAVANNAH, Aug. 21.—We understand that the four negroes in confinement at Lexington charged with aiding and abetting the horrid outrage perpetrated by the man Hemby about a month since, were tried

last week and found guilty, and two of them have been sentenced to receive 75 lashes, be branded and sent out of the state; the other two to be hanged on 1st September. Hemby, the white man, will be tried in October. Applying, the sufferer, is recovering.

The Troy Budget says:—A few of the good people of our city have recently been duped by an impostor who called his name William Hart. He pretended to be an English Lieutenant, enjoying half pay, &c. and to have been very eminent as a writer for certain leading political journals in London.—Professing to some people to be an Episcopalian Clergyman, we are informed that upon invitation he delivered a lecture one week-day evening, in St. John's church in this city. Having worked himself into the confidence of several unsuspecting individuals, he borrowed \$25 to go to New York to get his semi-annual payment and departed; since which he has not been heard from. Now he is gone, sundry sufferers in his behalf have appeared; such as tailors, hatters, wine dealers, &c.

He is about 5 feet 7 inches high, stout built, and of a dark complexion, and had with him a little girl five or six years old, which he called his daughter.

MONTREAL, AUG. 25.—We regret to learn by a letter from Colborne that a melancholy accident took place there on the 19th inst. Mr. R. Leach, who resided in Montreal a "few years ago, and is well known here as a respectable instructor of youth, was killed on the evening of that day, (Sunday) by a wagon of Mrs. Spilsbury's running over him, while in the act of passing another wagon, as they were returning from meeting. Mr. Leach only survived twenty minutes after the accident happened. An inquest was held on the following day, and a verdict of manslaughter having been returned against Mrs. Spilsbury's driver, he was committed to jail to await his trial. Mr. L. was a native of Ireland, and formerly a teacher at Danganonn College.

Fatal Accident.—On the 22d ult. a workman in J. Danforth's iron works, at Windsor Locks, Conn., named Orrin Parsons, lost his life in the following sudden and melancholy manner. He had been employed at one of the grind-stones, when, having occasion to leave for a short time, he imprudently, and contrary to the usual practice, left the stone going at full speed. On his return it had acquired such velocity as to cause it to fly to pieces, one of which weighing about 200 weight, struck the unfortunate man on the side of the head, and instantly deprived him of life—taking off a great part of the skull, and mangling his head in a frightful manner. He was 39 years of age, and has left a wife and five children.

Killed by lightning on the 7th inst. eight head of cattle, the property of Mr. Leman Stone of New Milford. When found they were all lying in a direct line, the first being about six rods from the farthest, and the others filling up the intermediate space equi-distance from each other. One of them was shockingly mangled, but on the rest scarce any mark was visible. They were near a tree, which it seems, the electric fluid first descended.

The Lancaster, Pa. Herald says: On Wednesday last the wife of Mr. John Ranck, of Elizabeth township, in this county, and a young woman in company with her, were killed by lightning on their return home from a store in the neighborhood.

A wool carding factory at Shivers' Mills, Warren county, Ga., has been established by Messrs Lowe & Shivers. They charge 10 cents per pound for plain carding; 6 1-4 cents for breaking for hatters, and 12 1-2 cents per pound for mixing, receiving either wool or money in payment. Wool in carded rolls is kept for sale at 50 cents per pound.—[Macon (Geo.) Messenger.]

The Quebec Gazette of the 27th ult. says "in many places round that city the wheat crop was extremely injured, the grain eaten out by small yellow worms or maggots, to an extent our informant never before witnessed."

ALBANY, August 29.—A coroner's inquest was held at the house of Barent S. Boyd, in the town of Bethlehem, on the 27th August, inst., by G. Lansing, jr. on the body of a man, a stranger, found lying in the woods. The verdict of the jury was, that "the stranger, to the jury unknown, came to his death by the visitation of God, about the latter end of February, or the first of March last."

Surgical Operation.—On Saturday last an ossification or bony substance, was taken from the upper jaw of a horse, which is said to have originated from a tooth. The tumor after it was removed, weighed three pounds, and had been two years on the jaw when the operation was performed. Gentlemen having a desire to see the horse and the ossification, can

be gratified by calling on Doctor Cook, No. 14 Prune street. The operation, together with the stopping of the blood, was performed by Dr. Cook in about 8 minutes.—[Phil. U. S. Gaz.]

The Life Insurance Company in this city, (says the Baltimore American) has issued more policies during the present month than in any three months since its operations commenced. This augurs well; and we hope that the great advantages held out by this humane institution will not be passed by, when a few dollars (even at this critical time) may secure an independence to the families of persons of limited means, who are, in common with the whole community, now passing in review, with fearful forebodings, before the King of Terrors.

Indian Murder.—The Jacksonville (Ill.) Patriot Extra of Aug. 18, contains the following from a correspondent in M'Donough county:

On Thursday the 9th inst. about 5 o'clock P. M. a band of savages, six or more in number, came within two or three hundred yards of the block house, on Cedar Creek bottom, nearly two miles north of this place, and most barbarously shot, tomahawked and scalped Mr. William Martin while mowing.—A number of persons heard their guns, and saw the smoke—and three of the barbarians ran to where the young man fell. Three balls entered his body.—Notice was given to Capt. Butler's company of Maj. Bogart's battalion, stationed at the Lower Yellow Banks, and Lieut M'Callon immediately started in pursuit of the wretches, who had fled precipitately, leaving a loaded gun, two pairs of leggings, &c. behind them, and it is feared they have made their escape across the Mississippi river. This is late on the 11th—I have just heard that the Rangers trailed the enemy to Edwards river, and returned to the Yellow Banks. Yours, DANIEL M'NEIL, Jr.

Horrible Scene.—A scene was exhibited near Butler's Falls, on the Delaware, a few days since, the bare recital of which is enough to freeze the blood of the listener. A gentleman from that quarter gives the following particulars. We do not vouch for their correctness:—

A workman on the Canal (we did not learn his name) loaded his gun towards night, as he said, to shoot intruders upon the lock, and left it standing in a corner of his house. His wife, fearful of the consequences, during his temporary absence from home, removed the flint, and left the piece in the same situation. The husband, on his return late in the night, ordered his wife to bed, in company with a small boy: where she had lain but a short time, when he came into the room, and pointing the gun directly at her, snapped it, with the intention of lodging the contents in her body. The piece of course, misfired. Discovering that the flint was removed, he seized a lighted candle, and holding it to the pan, succeeded in discharging it; but from the awkwardness of his position being unable to take aim, the charge missed the intended victim. The woman and boy then fled in opposite directions. The monster, foiled in the pursuit of his wife, pursued the boy, and overtook him on one of the locks of the Canal. A slight scuffle ensued, when suddenly losing his hold of the lad, he fell over into the lock, and was instantly killed by the fall.—[Orange Co. Patriot.]

Latest Cholera Reports.

| | cases. | deaths. |
|---------------------|--------|--------------------------|
| Washington, 2 days | 26 | 13 |
| Baltimore, 2 days, | 80 | { whites 41 blacks 39 |
| Providence, 3d | 4 | 0 |
| Salina, 28th | 0 | 5 |
| Kingston, 28th | 0 | 1 |
| Columbiaville, 1st | 0 | 1 |
| Stuyvesant Landing, | 2 | 0 |
| Athens, village | 4 | 2 |
| Athens, town | 3 | 1 |
| Newark, last week | 6 | 5 |
| Trenton, 1 week | 1 | 0 |
| Patterson, 1 do. | 26 | 6 |
| Albany, 1st | 2 | 1 |
| Troy, 28th | 3 | 1 |
| Rochester, 30th | 3 | 3 |
| Buffalo, 1 week | 4 | 2 |
| Norfolk, 29th | 0 | 3 |
| Montreal, 29th | 3 | 6 |
| Quebec, 27th | 8 | 9 |
| New-Haven, 1 week | 17 | 4 |

The Troy Board of Health have ceased making daily reports; but should circumstances require it, a report will be made every Saturday. There had been but 4 cases of cholera during the week ending the 3d instant, and they arose from eating green fruit, &c.

FOREIGN INTELLIGENCE.

We mentioned last week in our summary of foreign news, that much concern and some apprehension was felt in England about the various movements taking place in the sister kingdom upon the tithe question. The Anti-tithe meetings, which are now held in various parts of Ireland, are characterized by a coolness in council and systematic form of procedure, from which England has more to apprehend than from the tumultuous assemblage and rash conduct of mere mobs, however large. There is a unity of purpose among them, and a general sobriety of demeanor which enables them to act with all the energy arising from concert and good counsel. Of this our readers may judge by the instances as we find them given in an English paper:—A farmer, or man of respectable landed estate for instance, offends against the general fiat and pays tithes. Instantly a meeting takes place upon a neighboring hill; he is at once denounced; he is placed under the ban of civil excommunication; few will speak to him; none will work for him; the laborer is forbidden to mow his hay, rotting on the ground for want of hands to sever it; and the outler is prohibited from giving a drop of water to his cattle, famishing from thirst in a parching season. He is denied all assistance—his cattle, unmilked in torrid weather, are left to sicken, and madden, and die, because no man, or even woman, in his neighborhood, dare yield to the impulses of common compassion, to relieve the agonized and perishing brutes of the denounced delinquent, and he is compelled, in order to save his whole herd from death, and his entire property from ruin, "to surrender the dignity of a man—to fall down upon his knees to this tyrannous populace, actually to kiss the earth on which he kneels before them, to beg their pardon and in prostrate posture to declare that he will no longer pay a legal debt, because it forms a part of this prohibited impost." Again, an extensive coach contractor offends, and his horses remain unharnessed, when the vehicle arrives laden with passengers or goods, on the transmission of which the comforts, the peace, the trade, perhaps the bread, of families are dependent. The communications between the metropolis and a whole line of thoroughfare in a country, whose inhabitants live, and barely live, by their industry alone, is interrupted by the stoppage of the only vehicles that exist for that communication; and the very springs from which life is supplied to hundreds of the laboring poor are suddenly closed in obedience to the dictates of this rural legislature. Where the movements of the peasantry are thus methodical and efficient, it is apparent there must be some individuals of intelligence and influence behind the curtain, who act as moderators, and regulate while they direct their measures. Proceedings so advisedly conducted, must, while they alarm, still claim the respect of the British Government.—They offer a fearful comment upon the proud threat of Mr. O'Connell in the House of Commons, that if England did not at once relieve his country from the oppression of the tithe system, the people of Ireland would soon place themselves beyond the power of British legislation.

Were St. Paul (says the London Morning Chronicle) to return to life and to pay a visit to Ireland, he would be extremely puzzled to understand how, in a Christian Church, a bishop should revel in the produce of 100,000 acres of fertile land, and the tithes of a number of churches, while the poor, to whom all the funds of the church were originally given, were perishing around him in the ditches for want of relief. Equally difficult has it ever been for the forlorn peasantry of that unhappy country to understand why all their miseries should spring from their maintenance of the Christian religion, or rather, the support of the English Establishment. Three hundred years of unmitigated suffering and

increasing misgovernment, with all the aid of the bayonet, rope, and burning, has hardly served to enlighten them upon this point. And it is impossible that the inhabitants of Ireland, who do not belong to that Church, who, according to concurring testimony, amount to at least nine-tenths of the population, (some say fifteen-sixteenths,) will rest satisfied till the different religions are placed on a footing of equality. In the meantime, the work of devastation is going forward, till the whole country is becoming a desert. The green field and the flowery meadow are converted into wastes of useless herbage. The grain rots where it grew, and the half gathered crops are blasted as they stand, because the laborers dare not work for the payer of tithes. Desolation comes over the face of nature, and the whole business of life stagnates. The loaded vessel that has just got under way, is deserted by her crew, the barge is left to rot or sink on the canal, and the heavy train filled with perishable articles stands midway in the road, deserted by its conductors—while they who in defiance of the popular will, refuse to resort to these terrible remedies for national calamities of deeper root, are subjected, we are told by a Dublin paper, to "a species of persecution such as no written volume has recorded in a civilized community, and such as in our inmost hearts we wish could be blotted out forever from the black and dismal annals of that distracted island."

THE STATE OF FRANCE.—We translate the following from a late number of the Gazette de France, in order to show in what light some of the leading Parisian opposition journals choose to regard the present condition of that country:

At what a point are we arrived? Messieurs de Chateaubriand, Hyde de Neuville, de Fitz James, arrested; M. Berryer *au secret* at Nantes; M. M. Garnier Pages, Laboussière, Cabet, hiding themselves from military justice: the prisons crowded in Paris, and in the West; Frenchmen killed by—*French bullets*; the schools dissolved; young students proscribed; Cathelineau killed; heroic women exposing themselves to every danger; Mademoiselle de Faurar abandoning the career of the arts, to realize the heroism she has painted; a young Montmorency arrested in France as an unknown individual; General Lafayette retiring to the refuge of his country seat as under Bonaparte; Messieurs Odillon Barrot and Mauguin incriminated by the journals which they saved in July; a celebrated Polish General in the prisons of France: Paris and four departments under martial law; the Police and Gendarmerie every where pursuing *French citizens*! This is but a faint sketch of our situation at this moment. What curio has then passed over France? When we refer to the prosperity of 1824, we are at a loss to imagine how a society elevated so high can have fallen into such an abyss of evil. Where is the court then so brilliant? The throne has fallen.

Charles 10th, whose accession was hailed by unanimous transports, mourns in exile the misery of France; the daughter of Louis 16th has resumed by his side that part of Antigone which she so long performed towards Louis 18th; the Dauphin, who then returned triumphant from Cadiz, now languishes like a prisoner in the castle of the Stuarts; that brilliant Princess whose courage Paris well divined, who animated our festivals and our arts, is now a fugitive, if death has not reached her, and rendered her son doubly an orphan; the ministers, the ambassadors, of that epoch, waste in retirement or in fortresses the remainder of their life rendered useless to their country. What has become of that self-named glorious opposition, which combatted with eclat the administration of seven years? Benjamin Constant died of grief the morrow of triumph; M. Perrier and Gen. Lamarque expired in opposite ranks, after having exhausted their life in a contest without result; M. Lafitte has lost his immense fortune; M. de Lafayette his popularity. All the reputations of France are obscured; all the illusions destroyed; all the hopes which the youths of that epoch entertained, are blasted; all the positions taken are false. Those great pictures of the republic defending its territory against all Europe, and of La Vendée defending its faith against that republic which had conquered all Europe, are insulted in the language of the passions: the epithets *brigand* and *terrorist* cover all that is

grand and exalted in sentiments whose only fault is their application. It is evident that this state of things indicates a profound malady; for a society like that of France to find repose, all that constitutes its glory must be honored. The genius of M. de Chateaubriand, the brilliant talents of M. Berryer, the eloquence of M. de Fitz-James, the fidelity of Mr. Hyde de Neuville, the military fame of the Duke of Belluno, the chivalrous heroism of the La Rochejaquelein, should all find their place in France. All those whom ideas of liberty or of glory have drawn into desperate contests, should have found, in the re-establishment of order, some aliment for their patriotism and their courage. A strong remedy is necessary to society. An assembly of the whole family of France can alone terminate these convulsions, which, if prolonged, will ruin the finest country in the world. France asks for repose—it is time it should be granted to her."

The German Confederation.—The entire population of all the states represented in the Diet of Germany, from which the "late infamous protocol was issued," is more than thirty millions. Austria and Prussia are members, not in their sovereign capacity as kingdoms, but on account of their possessions in Germany. The entire population of Austria exceeds thirty millions. That part which belongs to the Confederation, and is represented by the Emperor, is his hereditary dominions in Germany, containing 9,843,490. So with Prussia; her German possessions contain a population of 7,923,439; the whole kingdom of Prussia contains 12,929,837. The formation of the Confederation, as it now is, was determined at Frankfort in December, 1825. By the same Diet, the proportion of each member of the Confederation to furnish towards the military organization of the Confederation, was settled. The entire contingent of all the states for active service was settled at 301,637 men and 612 pieces of artillery—that of reserve, was settled at 452,489 men and 918 pieces of artillery—making a total military force of more than seven hundred thousand men, and sixteen hundred cannon.

The following are the names of the States constituting the Confederation:—Austria, Prussia, Saxony, Bavaria, Hanover, Wurtemberg, Baden, Hesse, (Electorate,) Hesse (Grand Duchy,) Holstein, Luxembourg, Brunswick, Mecklenburg Schwerin, Nassau, Saxe-Weimar, Saxe-Gotha, Saxe-Coburg, Saxe-Meiningen, Saxe-Hildburghausen, Mecklenburg-Strelitz, Oldenburg, Anhalt Dessau, Anhalt-Beunburg, Anhalt-Cöthen, Schwarzbourg Sondershausen, Schwarzbourg-Rudolstadt, Hohenzollern-Bechinguen, Lichtenstein, Hohenzollern Sigmaringen, Waldeck, Russ (ancient house,) Russ (junior house,) Schaumbourg-Lippe, Lippe Detmold, Hesse-Hamburg, Lubeck, Frankfort, Bremen, Hamburg.

Scotland.—We are neither surprized nor displeased at the course which the Scotch Tory landlords are taking to force the votes of their tenants. It appears that the Earl of Hopetoun, the Duke of Buccleugh, and others, are transmitting circulars, through their factors (bailiffs), commanding their farmers to vote according to their baronial pleasure. The tenants, on the other hand, in Perthshire and in Edinburgh, are forming themselves into voluntary associations for the protection of their rights; the spirit of which we very highly commend, though we do not anticipate from them much success. The fact is, the Scotch landlords have, in many instances, power to be tyrants, and a will to use their power; and we sincerely thank them for using it openly,—because the people of England and Scotland have power to put down tyrants, and in twelve months hence they will show it by placing themselves under the protection of the Ballot. This is the true and the only answer to these lordly oppressors. It is just, in speaking on this subject, to notice the noble conduct of the Earl of Moray. His Lordship has written to his tenants to say that he leaves them free as air. He says—

"Tell all the tenants, that, as regards voting for a Member of Parliament, they are as free as the air. Lord Moray would rather have ten independent voters as tenants, than five hundred who would be led, either by a dread of displeasing their landlords, or any slavish motive."

This is language worthy of the descendant of the "Good Regent."—[London Spectator.]

THREE DAYS LATER FROM ENGLAND.—The ship Orpheus, Capt. Cobb, from Liverpool, has brought intelligence from England to the evening of 24th July.

From Portugal, there was no further news direct,

when the O. sailed; but a London paper refers to a letter from an officer on board the Stag, who writes that Dom Pedro had been repulsed at Villa Nova with great loss. This, however, is positively contradicted by the Courier, which is confident that so far from this having been the case, that "the Constitutional troops have advanced on the Coimbra road, and that a junction will have taken place with the division under Col. Henrique da Silva, which was destined to be landed in the river Mondego, and which we conclude to have been on board that portion of the fleet reported in a Madrid letter to have been seen steering north, off the coast of Carveira."

It is stated that private letters from Paris, coming from a quarter which has access to first rate information, say, that the Spanish Ambassador at Lisbon directs by order of his court all the measures of Don Miguel, whose ministers at the present moment are mere cyphers, they having explicitly to obey the orders of their master, and he himself being under the sole guidance of Spain.

It is also said that the British Government are determined to see fair play between the Brothers, the new English Envoy to Lisbon having despatched an Officer to the Spanish army on the frontiers, who is to report to him every movement made by that body of troops.

BELGIUM AND HOLLAND, so far as we can discover, are making about their usual progress in coming to an understanding, amicable or otherwise; though it is stated that, at Brussels, on the 20th, apprehensions of immediate hostilities were felt throughout the country. At Liege, and along the northern frontiers, expectation was on the alert among the troops, as well as the inhabitants. In Flanders, too, the dread of an immediate campaign is considerably heightened by the fact that, at this period, the rich harvest, now nearly ready for the sickle, may be lost, if the Dutch should in their hatred open the sluices and overflow the lands that are lower than the ocean. The loss to the Belgians would be tremendous, and the anxiety of the cultivators in those districts is proportionate.—One letter from Brussels states that it was believed the King of Holland, in order to gain time, would propose to leave the settlement of all the disputed points to the arbitrament of the United States.—Antwerp, which Gen. Chassé, the commander of the citadel, recently threatened to burn, has for the present been relieved from her apprehensions.—The London Conference, it is stated, have agreed upon certain new propositions for the settlement of the Belgian question. This scheme, which is to be embodied in a 67th protocol, by expressing the satisfaction of the Conference at the willingness exhibited by the King of Holland in his last proposition to come to an arrangement, though they declare those propositions inadmissible, express their readiness to change some points in their project of a treaty for the dissolution of the union between Holland and Belgium. "This alteration appears to be the appointment of commissioners by the two powers, to meet at Aix-la-Chapelle, to negotiate and conclude an arrangement in relation to the division of the national debt. On the subject of the navigation of the rivers which separate or traverse at the same time the Dutch and Belgian territory, the Conference however say, it is to be understood that the principles already laid down by them shall be definitively adopted."

GERMANY begins to open her eyes to the consequences of the late proceedings at Frankfort; upon which, indeed, the British and Continental papers say enough to rouse them, if necessary. The Frankfort Journal gives the following, dated Mannheim, July 11:—"The Sentinelle du Rhin yesterday contained an article under the head of 'Germany,' which caused the immediate seizure of the publication. Amongst other matter, it said: 'We

may now consider as legitimate all means we may think proper to adopt for the recovery of our rights, without even excepting murder.' The writer of the article is a student named Kohler, who was arrested at Heidelberg, and brought in here to-day, escorted by a party of armed police."

At Vienna the decision of the Paris Court of Cassation, whereby the competency of the Courts Martial was denied, produced a powerful sensation. The funds fell considerably on the arrival of the news, as it was thought an unfavorable sign to see the highest Court of Justice in France in direct opposition with the proceedings of the Government.

MANHEIM, July 15, 1832.—The wish to unite the whole of Germany into one kingdom gains ground daily, and is the subject of discussion in the *salon* and the *café*. The people speak boldly, and declare that they are determined never to be satisfied until the great object is obtained. They pretend that at present they are the shuttle-cocks of Europe—their country the field of battle on which disputes, to which they are no parties, are decided—that they are at the will and mercy of their powerful neighbors—that they are bought and sold like slaves—that the brother can be called on to draw his sword against his brother, and that their nationality is destroyed. They complain also that, from the continued change in the duties of the different kingdoms and duchies, their commerce is fettered, and that the merchant hesitates to speculate, knowing that the tariff of to-day is not the tariff of to-morrow.—All these complaints they contend, would be radically cured, supposing the whole of Germany was placed under the sceptre of one monarch.

It is also anticipated that the next protocol of the Diet will put the press under strict regulations. For this also the agitators are prepared, and arrangements are already made for printing German Newspapers in France. The press in Baden is free—possessing no censor, and amenable only to laws, mild and equitable in their construction. But then the application of those laws is despotic to an intolerable degree, and places the editor in a much worse position than if his articles had to pass the censor. The Government having the wish to crush any particular paper, orders the law officer to institute proceedings criminally against the editor. The delinquent is summoned to appear before the Magistrate, who are Judges appointed by the Duke, and removable at his pleasure; they are not sworn to distribute justice equitably, neither are they responsible to the Chamber for their acts. Their sittings are in secret, and inquisitorial. Having examined the culprit, and permitted him or his advocate to defend the article in question, the Judges retire, and at some future period the editor is again summoned and his sentence read over to him. It is easily to be believed, that a process once commenced, the unfortunate writer is invariably punished. The only friend the press possesses in Baden is M. V. Winter, the Minister of Justice; but unfortunately he has little power. M. V. Turckheim, the Minister for Foreign Affairs, has the reins of Government in his hand. It is he who directs prosecutions, and by his influence the Judges are appointed.

Neither the Prussians nor Austrians are liked in the South of Germany. The former are not so much in disfavor as the latter, and great expectations are entertained that the Prussians, at some future period, will join in the grand political scheme. At present, Frederic William is beloved; he is the idol of his people; his character is mild, equitable, and open, and he rules the nation with the hand of a parent—he encourages commerce, and his subjects flourish. While this truly noble man lives, no change will take place in the political position of Prussia. But the instant he ceases to breathe, and the Crown Prince ascends the Throne, the flame will burst, the promised constitution will be demanded, and the South of Germany will obtain a powerful ally in the disaffected of the north. So much is Frederic William personally beloved in the South, that were he anxious to become Emperor of Germany (I do not include Austria) he is only to promise a liberal constitution, and the destruction of the manifold frontiers, and he would be received with open arms throughout the whole country.

I have heard, and that in a very credible manner, that in case of a general war the French army would be well received, and joined by the greater part of Germany—that is, the Germans would not enter the French service, but forming themselves into different corps, they would put themselves under the orders of a French commander; and they are as de-

termined that, as soon as their cause is triumphant, the French army must withdraw itself into its own territories—the Germans being firmly resolved to remain Germans, and to establish their nationality.

POLAND.—The reports of the English debate upon the fate of this country, has produced the liveliest effect upon the Continent. In Germany, especially, they show all that enthusiasm upon the subject, of which we may soon look for some manifestation. When treating of their own affairs, "people flock in crowds" says the Nuremberg Correspondent, "to the places where they can get a sight of the English papers, for our public journals scarcely intimate that any thing extraordinary has taken place in the House of Commons."

The Swabian Mercury gives the following under the date of Berlin, July 9:

"On the 28th ult. a great number of deserters from the Russian army, who had fought in the ranks of the Poles, passed through Königsburgh under escort to the Prussian fortresses, where they are to be employed as laborers upon the public works. Were they delivered up to Russia, they would all be shot. Accounts from Poland state that there has been a contest at Ploch, between the Poles who were being taken into Russia and the troops that escorted them, when many were killed on both sides. The Government has in consequence decided upon making these transfers of Poles only in very small bodies. The orders from Russia as to the treatment of the Poles become daily more and more severe. Prince Zeba and Captain Koss still overrun the land of Bialowitz, and it is said that on the 20th of May, they had still with them several thousand men, and even some cannon."

FRANCE.—PARIS, July 21.—The departmental journals, in every part of France, unanimously concur in stating, that never was the harvest more promising of abundance; and what is extraordinary is, that this abundance extends to every species of produce, such as fruit, vegetables, and roots, as well as various species of grain.

The Faculty of Medicine, on the recommendation of the Minister of the Interior, have purchased, for 2000 fr. the manuscripts of the late celebrated Doct. Bichat.

We learn from Christina, in Norway, that a committee of twelve members has been formed to collect donations for the relief of the Poles. At the head of this committee is Major General de Birch, Commissary-General of the Norwegian Army.

ENGLAND, June 21.—We understand that it has been strongly recommended to Government, as connected with the present investigation into the affairs of banking, to send one or more persons into the United States, to collect information relative to the American system of banking and currency. This is a step which might certainly be taken with advantage, and if the inquiry is to be carried ever—as it ought to be, if fair play is given to it—to the next session of Parliament, there will be abundant time for the purpose. The difficulties of this important subject are only to be mastered by bringing together all the information that can be obtained, and the United States present a very important field of inquiry.

The Anatomy Bill has passed the Upper House, after an obstinate resistance, and will in due time become a law. This Act will enable members of the Medical profession to obtain anatomical knowledge in future, without the aid of those superlative ruffians, the resurrection men; and will put an end to the still more horrible traffic of the Burks and the Bishops. The opposition which it has encountered is a disgrace to the spirit of the age.

From this sketch of foreign affairs, it would be easy enough, from the materials it affords, to append a mass of grave speculations upon European politics; but our readers, we apprehend, begin to tire of the views of journalists of matters with regard to which their information was never more questionable than now. Diplomacy, which has never been considered a very lucid or candid science, we conceive at the present moment to be carried to its utmost extent of mystification and duplicity. The intentions of the Courts of St. Petersburg, Vienna and Berlin, for whose development England and France are so patiently waiting, are still wrapped in the closest obscurity. The

despotic party in Europe know well that they are playing their last game, and, in the final stand which they meditate against liberalism, are bringing all their old and secret arts into play. Their first object is to amuse and blind their adversaries, for which the Belgian question would, and probably has served very well, and will for some time to come.

Their second object is to band together among themselves, to ascertain their own strength, and gradually feeling their way, push their intentions as far as they can without prematurely bringing down the opposite party upon them. Under this head comes the Frankfort convention, and the proceedings incident thereto. Their last object is by continual rumors and alarms to afford an excuse for their giving the utmost efficiency to their military establishments, and by marches and countermarches, orders and intimations of orders, keep their troops upon the alert, and enable them to act with energy and dispatch, be on the move at a moment's warning, and concentrate in an instant upon any point where a large force is desirable. The proper time of action they will then leave for the Liberalists to decide, or rather by gradually, under the resolutions of the Frankfort Convention, drawing tighter the bonds of despotism, leave their opponents at last no alternative but rising to break them at the worst advantage. For wherever the popular feeling first manifests itself, there the arm of Government will be prepared to crush; and should even a general rising take place in some district, a torrent of bayonets will be poured into it as rapidly, and we fear overwhelm it as readily, as the tides of the ocean when let through the broken dikes of the Hollander. In the meantime we place but little confidence in some of the speculations of a Mannheim letter writer, whom we have quoted above. Of the popular feeling he may indeed have rendered a true account, as every German of ordinary intelligence must feel that the only hope for his country is in union. But we see no reason for believing that Austria and Prussia are intriguing against each other, when each has the same enemy in its own bosom. The people may indeed have their mutual jealousies and territorial prejudices, but what have Messrs. Metternich & Co. to do with the people's feelings? The only hope of the aristocratic party is in mutual confidence and making common cause together—a conviction brought home to them in every newspaper paragraph which descants upon the progress of Free Opinion. They have enough to do in making head against the enemy without wasting their resources in sham-fight among themselves—Nor do they require further practice in the art of juggling. No! the grand outline of the drama now getting up in Europe, could be traced within a few months after the "trois jours" of Paris, while daily since it has grown more distinct. But the filling up is as dim and uncertain as ever. Of the principal characters we see much, of the machinery scarcely anything; and, to abandon metaphor, we are as likely to overrate the numerical force of one party as we are to undervalue the resources of the other. Upon the speculations of foreign journalists we place but little reliance;—they, like their cis-atlantic fraternity, can but reason upon facts, and their opinions are entitled to weight rather as coming from men of talent, than from persons well informed upon the subjects on which they profess to enlighten us. The letter writers are perhaps better authority, for they pick up a good deal of politics in the coffee-houses, and other places of public resort; but, being well paid by the French and English papers for these letters, they so puff up their facts and spin out their speculations, that there is but little body in them after all. But we have said enough to convince our readers that there is a veil thrown over the most important political movements in Europe, which

no editorial ken can penetrate. And if they doubt the truth of what we assert of newspaper comments upon continental affairs, they may observe when reading the news in either foreign or American journals, that where the fewest and baldest facts are given, there is always, to feed, that gormandizer, the public mind, we presume,—the richest stores of speculation heaped up to hide the poverty beneath.

SEVEN DAYS LATER FROM EUROPE.—By the packet ship Pacific, Captain Waite, arrived last night, we have received Liverpool papers to the 1st of August, with our London files to the 31st July, inclusive.

An important meeting is said to have taken place between the forces of Dom Pedro and Miguel. The accounts, however, which are under the dates of 27th and 28th July, are doubted by the London Times of the 31st. "In truth," says the Times, "although there has arrived a steamship, professing to bring intelligence from Oporto to the 24th inclusive, and as part of the news, an obstinate battle between the hostile armies in the neighborhood of Oporto, there is no proof of an occurrence so important beyond the verbal allegations of passengers by the above mentioned vessel. The account, unauthenticated as it is, affirms that the two divisions under Santha Martha, which had been ordered forward from the neighborhood of Lisbon, encountered the Queen's troops a little to the southward of Oporto, but that after an engagement which lasted from the forenoon to the evening, the Miguelites were totally routed with the loss of 2000 prisoners, besides killed and wounded, Dom Pedro returning to Oporto in triumph. If such a battle has been fought and such a victory gained, it seems doubtful whether Miguel's adherents will have stamina to risk another trial. It ought, however, to be recollected that if this narrative be true, the former one received through France, which left Dom Pedro in possession of Aveiro and Coimbra, must have been mystifications. At present it would be rash to conjecture on which side lies the truth, but the want of materials for a more decided judgment will doubtless be supplied in a day or two. The Miguelite statements of desertions among the Queen's troops, are certainly not entitled to credit.

Among the extracts from German papers, quoted in London journals received by this arrival, is an important article under the head of "Frankfort," from which it appears that the Federal Diet has crowned its series of despotic acts by a decree against the Baden Law of the Press. "After what has already been done by the Frankfort conclave, this proceeding," says the Times, "will surprise no one; but if that body, or rather its masters, Austria and Prussia, pretending to act in its name, should be allowed to enforce so arbitrary a measure, the circumstance will not only be surprising, but humiliating to France and England, who ought to protect the weaker constitutional States of Europe. There can be no grosser violation of the independence of a nation than to say that a law freely passed by its Legislature, and adopted by its Government, shall be abrogated at the pleasure of an assembly which usurps an authority never conceded, nor intended to be conceded, by the members of the Confederacy. It is expected that none of the German Princes will co-operate with their Chambers or Estates in opposing the Diet. This is too probable; but is the Prince the only party to be consulted when the constitution of a country is proposed to be destroyed?"

It is mentioned that the answer of the King of Holland to the last propositions of the Conference of London was despatched by a courier to London; but no account is given of its contents, further than that it is supposed to exhibit the usual unconciliating disposition on the part of his Dutch Majesty, and to restate his determination not to recognize

the sovereignty of Belgium, unless the points on which he insists are previously conceded, and stipulated in a treaty with the Five Powers. The Dutch journals have copied from those of Brussels the 67th Protocol, without any observation on it, except that some of them have remarked that they do not warrant its correctness in all particulars.

If we might judge from the details of military manoeuvres given in the Dutch papers, we should conclude that the army of the King of Holland is kept in a high state of discipline and activity.—Every paper contains accounts of reviews, inspections, and changes of cantonments. There are two great camps, that of Reven, commanded by the Prince of Orange, and that of Eindhoven, by the Duke of Saxe-Weimar. A third camp, it is said, is about to be established at the Vughterbeide. Much praise is bestowed on the choice of the positions, and it is asserted, that in consequence of the state of the communications, and the skilful arrangements which have been made, the whole army can within a few hours be concentrated on one point.

It is reported that the Electoral Prince of Hesse has thought fit to anticipate the contingency of a special resolution of the Diet with respect to Hesse, and to revoke the law on the Civic Guard, passed on the 25th of last month.

The Grand Duke of Baden has protested against the proceedings of the Diet, so far as they affect the liberty of the press, and it is expected that the King of Württemberg will follow his example.

The inhabitants of Friburg and their deputies have protested against any usurpations made, or to be made, by the Germanic diet, of their prerogatives.—The account of the march of the Austrian and Prussian troops towards the Rhine had caused a considerable ferment in the Rhenish provinces; but absolute resistance to the will of the sovereigns, to any formidable extent, appears unlikely for the present.

The French fleet at present assembling at Cherbourg is, it is said, eventually destined for the Scheldt, in conjunction with that of Sir Pulteney Malcolm. The reason assigned for both fleets delaying their departure for the north, is said to be to watch the progress of events in Portugal, in case the interference of Spain should render it necessary to make a demonstration on her shores.

A letter from Berlin of the 17th ult., states, that the new sovereign of Greece, Prince Otho, of Bavaria, is likely to be married to the eldest daughter of the Emperor of Russia.

A report of the discussion upon the state of Poland which took place in Parliament on the 28th of June, has been translated and printed in Posen, (Polish Prussia) and sold for the benefit of the Polish refugees.

Paris remained perfectly tranquil up to 5 o'clock on Saturday evening. The celebration of the three days' anniversary had proceeded without interruption; but it was observed with less of spirit than on any previous similar occasion.

The Cholera was subsiding rapidly; but fears were entertained that the rejoicings of Saturday would tend to its return or revival.

Paris papers of the 24th, state that the Cholera had broken out in the Chateau St. Cloud, and that among others the King's sister Adelaide had been attacked.

A frightful epidemic resembling the Cholera, is stated to prevail among the Russian troops in Poland, and the Austrian troops in Galicia. In one regiment it carried off 600 men.

The Austrians are said to have increased their force in Lombardy and central Italy to 200,000 men.

We are enabled to state positively, (says the London Court Journal) that the Duchess de Berri was in London (*incognito*, of course) during the whole of two days of last week: namely, Tuesday and Wednesday, and that Her Royal Highness left London for Holyrood House, on Thursday.

Orders, (says the Journal du Commerce) are said to have been given by the Minister of War for troops to be assembled on the banks of the Rhine.

A letter from Bayonne, of the 21st ult. says—"It appears certain that Gen. Mina is in Portugal, and that he has succeeded in joining Dom Pedro."

The African Expedition sailed from Milford, July 26th, for the Niger.

Rev. Dr. Curtis, "Catholic Primate of all Ireland," died July 26th, of Cholera, aged 92.

The Cholera in Liverpool was abating. Deaths on the 28th, 19; 29th and 30th, 30; 31st, 9. Total cases 2965; deaths 807.

SIR WALTER SCOTT.—A letter from Melrose, dated Friday, the 20th, says that Sir Walter was rather better during the last two or three days than he had been a few days ago, when, he had suffered a slight relapse.

The British Parliament is about to rise, and business advances with accelerated speed as the time approaches. The second reading of the Irish Reform Bill, its passage through the Committee of the Upper House, and the Report, occupied together but three nights,—a despatch but little expected after the delay of the English and Scotch Bills. The Irish Tithes Bill, the discussion of which gave rise to much acrimonious debate in the House of Commons, has at length got through the Committee. On the evening of the 28th, the Budget for the current year was brought forward by the Chancellor of the Exchequer. The income of 1830, ending the 5th of January, 1831, was 50,055,616*l.*; and the expenditure 47,142,943*l.*: leaving a surplus of 2,910,673. The net receipts for the year ending the 5th of January, 1832, amounted to 46,293,521*l.*; the expenditure to 47,559,708*l.*: leaving a deficiency of 1,263,187*l.* This apparent deficiency, it was stated, had not been occasioned by any general diminution in the consumption of taxable commodities. The remission of the duty on coals and slate coastways, the less amount received for duty on corn, and remission of certain excise duties, exceeded by more than a million the deficiency in the receipts; the instance of consumption, however had not, it was admitted, equalled expectation, and thereby accounted for the expenditure exceeding the income. The Duke of Wellington figures again as the champion of anti-Reform, by making a speech in Parliament upon Irish affairs. The attempt, which is pronounced imbecile, was answered and soon silenced by Lord Plunket. This great captain seems to the last unwilling to admit what the rest of the world has sometime since discovered,—his incapacity as a statesman. It is the great weakness of mere military characters, that long after the light of their reputation has ceased to dazzle and bewilder the public mind, their confidence in their own abilities remains unimpaired, especially when crowds of flatterers prevent Time from dissipating the illusion!

Half past one o'clock.—LATE AND IMPORTANT FROM FRANCE.—By the ship *Charlemaigne*, Capt. Robinson, we have received our usual files of Paris and Havre papers to the 31st July, inclusive. We are also indebted to Capt. R. for the use of letters and papers giving particulars of foreign news that we would not otherwise be possessed of. By this arrival our readers will grieve to learn of the death of the son of NAPOLEON.

The steam packet which arrived at Havre from England on the 1st August, brought an account of a general action having been fought between Dom Pedro and Dom Miguel, near Coimbra,—the former having 8,000 and the latter 12,500 men,—when Dom Miguel was completely defeated. The above account is confirmed by a telegraphic despatch from Bayonne, stating that Miguel was completely routed, and that the liberating army was on full march for Lisbon, and that a large part of Miguel's forces had joined Dom Pedro.

The Cholera had diminished in Paris to 45 deaths a day, and had entirely disappeared at Rouen and Havre.

By a Royal Ordinance of the 28th July, Marshal Soult, Duke of Dalmatie, whose return from the waters of Mont d'Or we have already announced, is authorised to resume his functions as Minister of War.

Le Constitutionnel, in common with the other Opposition prints, renews its complaints of the principles of the Revolution having been neglected in the celebration of the late anniversary, which it attrib-

uted entirely to Ministry, where change is, it says, becoming daily more indispensable.

The marriage-contract of King Leopold and the Princess Louisa was signed at Paris on the 25th ult., his Majesty being represented by M. Le Hen, his Minister at the Court of France.

The inhabitants of Brussels are getting up an Address to the King, to lay before him the apprehension of the nation relative to the march of affairs, and pray that hostilities may be immediately renewed. The *Phare* of Antwerp announces the departure of a Deputation of the Chamber of Commerce of that town for Brussels, to carry to the throne a Petition from the inhabitants, praying for the rejection of the clauses of the 67th Protocol, an adhesion to which would lead to the ruin of Belgium.

BRUSSELS, July 29.—We learn from the Capitalon Dava that the Dutch continue their hostile proceedings. On the 18th, they inundated the Passeguele, and the waters threaten the interior of the Wateringen. On the 22d and two following days they renewed their attempts, but were unable to raise the water more than 5 or 6 inches. From Fort Isabella they write, that the enemy is endeavoring to approach the sluice. A gun-boat, placed within half cannon-shot, came so nigh at the high tide that the Belgians expected every instant to be attacked. At the ebb of the tide the boat took its former station.

Death of the Duke de Reichstadt.

The Augsburg Gazette of the 26th instant, communicates the following intelligence of the 22d from Vienna:—"This morning at five o'clock, an easy death put an end to the painful existence of the Duke de Reichstadt, at the palace of Schœnbrunn. Already on the 19th the symptoms of the last stage of consumption manifested themselves, and the physicians gave up all hope of saving him. The Emperor has directed that his funeral shall be attended with the same forms and honors of an Archduke. The corps is to be interred in the imperial family vault, on the 24th inst. Preparations were made immediately for the departure of his disconsolate mother for her duchy. This determination was considered absolutely necessary, in order not to endanger her own life."

The *Mémorial des Pyrénées* says, "Private letters from Spain afford ground for apprehension that insurrectionary movements will not be confined to Portugal. They state that the Spanish provinces on the borders of Portugal are disposed to take part with Dom Pedro, and that even the troops forming the army of observation manifest the same sentiments. The presence of General Mina, whom they believe to be in the Pyrenees, has, it is said, contributed to these feelings. They add that the cause of Dom Miguel appears so desperate that lodgings are prepared at Badesjos for his reception."

The view of continental affairs we have taken in a preceding article, in opposition to that of a prominent European Journal, we are happy to find fully concurred in by so intelligent a journalist as the editor of the London Spectator. The Nuremberg Correspondent, which the London papers seem to regard as high authority, considered the events which are now transpiring in Germany as altogether of a domestic nature, and partly arising from the mutual jealousies and intrigues of Austria and Prussia. We chose in differing to presume that the designs of these powers extended far beyond the extinction of the germs of freedom in their own dominions. The London Spectator now says that "it is plain that the two powers, Austria and Prussia, which govern the measures of this Confederation, have determined in combination with Russia, and probably Holland, to wage war with the progress of liberal opinions throughout Europe. Those powers have levied immense forces; and their armies are assuming positions which indicate hostile intentions beyond their own frontiers." We copy from the London Morning Chronicle the following enumeration of the forces, and their positions:

"The Prussians have three corps, occupying the line of the Rhine, of 86,000 men. The bulk of the Prussian army is between the Elbe and the Oder.—This army, of which the vanguard is at Erfurt, amounts to 110,000 infantry, and 20,000 cavalry.—There is another corps in Silesia, which has begun to march towards the Rhine. The last is yet in the Duchy of Posen. These two corps are from 75 to 76,000 men, which would make the whole Prussian

army ready to take the field 291,000 men. The Dutch army is 110,000; so that the army which would operate against the French in the North would be 401,000. The Russian army, which is organizing with great precipitation, but with much discretion, will, on the 1st of August, amount to 179,000, on the Wartha, the Bug, and the Vistula, between Beresona and the Niemen, in the environs of Mohilew, and on the line of the Dwina, under the command of Prince Paskewitch-Warsawski. The Russian reserve, under the immediate command of the Emperor, is 41,100. Besides this, other corps are organizing in the environs of Novogorod, Kiev, &c. This great organization commenced on the 1st of May, and will be completed by the 1st of August; and on the 3d of July, a Cabinet Order of St. Petersburg commanded each corps to take up the positions assigned to it, such as they were in 1815, so as to be ready, in time, to support the Prussian Army.

The destination of these troops is supposed by some journalists to be France, "abhorred, revolutionary France—France which has been guilty of the inexpiable crime of teaching the people of the Continent to be discontented with their quiet, orderly Governments, which have so long worked so well!" so much to the satisfaction—that is, of the Governors! France, however, is opening her eyes to the impending danger. The *Constitutionnel*, after speaking of the prodigious armaments above mentioned, says—

"It is true, we know, that on the occasion of these movements of troops, fair protestations of love of peace, of inoffensive projects, have been sent to our Government; but we know also, that the French Cabinet, comparing the words with the actions, begins at length not to be altogether convinced of the sincerity of these pacific assurances,—that recent despatches from her diplomatic Envoys have profoundly agitated her,—and that these circumstances, so grave, so imminent, are at this moment the object of her whole solicitude."

One can hardly, then, predict too confidently an early, if not an immediate war in Europe. As to its being a general one, however, there is still much doubt. The confederated despots might march upon France, if matters were perfectly established at home, and all was quiet within their own dominions. Such, however, is by no means the case. They may ere long find enough to occupy them there. There seems to be a deep, though not a violent sensation, throughout the German States;—a kind of undertow in the current of opinion, which is noiselessly bearing the minds of the mass away with it. A letter from Frankfurt, published in the *Constitutionnel*, states that

The number of subscribers to the Association for the Liberty of the Press has considerably increased since the Protocol; and that the most moderate persons, who hitherto have not meddled with politics, changed their course when they saw the liberties of their country menaced by the Ordinance of the 28th June.

It also states that the "Society of the Press" had held a sitting at Brochenheim.

"It was the most numerous meeting ever held; the rooms of the great hotel of the town not being able to contain the whole, they adjourned to the open air. There thousands of voices drank toasts to the Deputy Jordan, who first proclaimed the tyranny of the Diet, and demanded that the Ministry of Hesse Cassel should be impeached. It was remarked that the divisions which before existed among the members of the Association had entirely disappeared."

Such are the manifestations of public feeling in Germany; while the Elector of Hanover (William IV. of England) subscribes his name to the document which calls them forth.

Miscellaneous Extracts from English Papers.

About eleven o'clock in the night of the 19th inst. M. Gambart, Director of the Observatory at Marseilles, discovered a new comet. It is very small, and without a train, and is invisible to the naked eye. Its position in its right ascension is about 242 degrees, and in its northern declination 26 degrees.—This comet was observed at Paris on Wednesday, when its right ascension was 242 degrees, and its declination only 16 degrees.

THE EXPEDITION TO THE NIGER.—Before this meets the public eye, the commercial expedition for Central Africa will have sailed from Liverpool. As a jealous secrecy has (perhaps with great propriety) been preserved concerning it, we have not much to add to the accounts already laid before our readers. The equipment consists of the *Quorra*, a steam vessel of 200 tons, and another steamer of less burthen, which are expected to ascend the river as high as Bousa. Thence boats and overland excursions may convey our enterprising countrymen to places whither they may desire to go. This is simply a mercantile speculation, though, in unison with the enlightened spirit of the times, it purposes to combine objects of greater and more general interest. The leading feature is to introduce British manufactures into regions hitherto unknown to the civilized world, and, with traffic, to diffuse improvement of every kind of which the natives may be found susceptible. The vessels are accordingly laden with articles most acceptable to the African population; and returns of African produce are anticipated by the shippers to remunerate them even in the first instance.

Government has nothing to do with the outfit of this expedition. Lieutenant William Allen, of the Royal Navy, proceeds with it, but without rank or command, as a passenger, instructed to make surveys and observations, for which we learn he is well qualified by his scientific attainments.

Richard Lander to whom we owe this grand geographical discovery, may, of course, be considered as the head of the party which he accompanies in his third voyage to Africa. With him is associated Mr. Laird, jun., of Liverpool, as supercargo. Mr. Laird, we understand, is an able engineer, and otherwise intelligent and well informed. Messrs. Briggs and Harris are the master and surgeon; and we presume the surgeon to be a sufficient naturalist, and especially a botanist, competent to investigate the very important branches connected with these sciences, either for philosophical or commercial results.

Altogether, we have fervent hopes respecting this design, and most heartily do we wish it success. We had almost forgot to notice that the travellers carry with them a number of copies of an address, prepared in Arabic by M. Salamé, and intended to explain the objects of their visit to the native chiefs and kings. These are on all kinds of colored paper and being adorned with pictures of the two steamboats, are likely enough to be regarded not merely as ambassadorial letters, but as beautiful specimens of the fine arts by the sovereigns to whom they are presented.—[Bell's Weekly Messenger.]

The St. Petersburg Academical Gazette contains the following account of an extraordinary phenomenon, from a letter dated Moscow, May 2:—"In March last there fell, in the field of the village of Kourianof, thirteen versts from Volokolamsk, a combustible substance of a yellowish color, at least two inches thick, and covering a superficies of between 600 and 700 square feet. The inhabitants at first thought it was snow, but on examination it appeared to have the properties of cotton, having, on being torn, the same tenacity; but, on being put into a vessel filled with water, it assumed the consistence of rosin. On being put to the fire in its primitive state, it burnt and sent forth a flame like spirits of wine; but in its resinous state it boiled on the fire without becoming inflamed, probably because it was mixed with some portion of the snow from which it had been taken. After a more minute examination, the rosin had the color of amber, was elastic like Indian rubber, and smelt like prepared oil mixed with wax."

Russian Discipline.—Slushy Hospodin.—"Prayer to God, or service to the Emperor, is never lost," so says a Russian proverb; and it is usually repeated with the conviction that the service is more important than the prayer. The term service includes, in its signification, unconditional obedience to the authority of a superior, even though that superior should be only one class above the person he commands. This blind obedience extends from the general or minister, down to the common soldier or clerk, through all offices and classes in which service confers dignity. An affair of service, as it is styled, takes place of all other considerations; and the man who has quietly realized a fortune at the expense of the state, affects the most scrupulous conscientiousness in the fulfilment of any prescribed duties which are calculated to make him feel the full extent of his own slavery. Every verbal command given by a military officer to a soldier, or by a civil officer to a dentist or vassal, is answered by the words *slushy hospodin* (I obey my lord); and the individual who gives the order may confidently trust to its punctual fulfilment, as its neglect would be

punished by a severe flogging. While a Russian is receiving commands, he stands stock still, like a soldier, without moving leg or arm; and at the close of every sentence delivered by his lord, he murmurs "*Slushy hospodev*."

March of Infamy.—Some time ago one would have thought that every mode of crime which the inventive depravity of human nature could suggest had been ascertained and defined. It was reserved for the nineteenth century—the "age of intellect," as it has been called—to bring to light a new crime; a crime at least, unheard of before, without a name! Now, unhappily, the verb "to assassinate," which had a somewhat similar origin, has become naturalized in our language; both expressing distinct and peculiar sorts of murder. The revolting word "*Burking*" expresses what could not be otherwise expressed but in several words—namely, the killing of a human being for the purpose of selling the body to the surgeons. [Crushing the human form divine out of the likeness of humanity, sucking the breath of life from the lips of infancy, extinguishing the light of heaven in the eyes of age and helplessness; coldly brutally, with the step of the cat and the gorge of the vulture, proceeding to the deed of butchery and rapine for bread; not in passion, not in hate—callously, cruelly, as the entomologist crushes the head of the moth or pierces the throat of the beetle, for the interest of science; in pursuit of an exalted pleasure.]

The Causes and Consequences of Large Factories.

—Amongst the causes which tend to the cheap production of any article, and which require additional capital, may be mentioned, the care which is taken to allow no part of the raw produce, out of which it is formed, to be absolutely wasted. An attention to this circumstance sometimes causes the union of two trades in one factory, which otherwise would naturally have been separated. An enumeration of the arts to which the horns of cattle are applicable, furnishes a striking example of this kind of economy. The tanner who has purchased the hides separates the horns, and sells them to the makers of combs and lanterns. The horn consists of two parts, an outward horny case and an inward conical-shaped substance, somewhat intermediate between indurated hair and bone. The first process consists in separating these two parts by means of a blow against a block of wood. The horny exterior is then cut into three parts by means of a frame-saw.

1. The lowest of these, next the root of the horn, after undergoing several processes, by which it is rendered flat, is made into combs.
2. The middle of the horn, after being flattened by heat, and its transparency improved by oil, is split into thin layers, and forms a substitute for glass in lanterns of the commonest kind.
3. The tip of the horn is used by the makers of knife-handles and of the tops of whips, and for other similar purposes.
4. The interior, or core of the horn, is boiled down in water. A large quantity of fat rises to the surface; this is put aside, and sold to the makers of yellow soap.
5. The liquid itself is used as a kind of glue, and is purchased by the cloth-dressers for stiffening.
6. The bony substance which remains behind is then sent to the mill, and, being ground down, is sold to the farmers for manure.

Besides these various purposes to which the different parts of the horn are applied, the clippings, which arise in comb making, are sold to the farmers for manure at about one shilling a bushel. In the first year after they are spread over the soil they have comparatively little effect, but during the next four or five their efficiency is considerable. The shavings which form the refuse of the lantern-maker are of a much thinner texture: a few of them are cut into various figures and painted, and used as toys; for, being hygrometric, they curl up when placed in the palm of a warm hand. But the greater part of these shavings are sold also for manure, which, from their extremely thin and divided form, produces its full effect upon the first crop.—[Barbidge.]

The London New Monthly Magazine says of the late Sir James Mackintosh:—"In conversation, he was almost without a competitor. The companion of all the most distinguished men of his own time, Sheridan, Parr, Burke, Romilly—as intimately acquainted with all the great men of antiquity; with a mind full of ancient lore and modern anecdote; equally ready on all subjects, history, politics, personal narrative; eloquent without pomposity; learned without pedantry; gay, and ever witty, without affectation; there never was a man possessed of more

advantages for colloquial intercourse; and great as his loss must be to the public in general, it is to those who knew and approached him, incalculably greater. They must deplore it deeply and affectionately."

Cuvier, in his *History of the Natural Sciences*, observes of Moses—"His books show us that he had perfect ideas respecting several of the highest questions of Natural Philosophy. His cosmogony especially, considered in a purely scientific view, is extremely remarkable, inasmuch as the order which it assigns to the different epochs of creation, is precisely the same as that which has been deduced from geological considerations."

On this text, there is, in the last number of the *Edinburgh Philosophical Journal*, an elaborate and learned commentary, which concludes with the following remarks:

"It is thus, then, that the discoveries of geology, when more matured, instead of throwing suspicion on the truths of revelation, as the first steps in them led some persons to maintain, have furnished the most overpowering evidences in behalf of one branch of these truths. The result of these discoveries has been in this respect similar to those of the Chinese and Egyptian histories, and the Indian astronomy, but much more striking. Eminent men had pledged their fame in setting up these histories, and that astronomy, in opposition to the chronology of Genesis; but further and more careful inquiry into their true characters discovered, that when rightly understood, they only tend to confirm it.

"Will not human science, then, condescend to borrow some light to direct the steps of its own inquiries, from a record, the accuracy of which it has itself proved, and which is supported by other proofs of the highest order? or, what should we say to the illustrator of the relics of Pompeii and Herculaneum who should reject the light thrown on them by the letters of Pliny, authenticated as they are by the existing remains of the buried cities, as well as the historical evidence which is proper to themselves?

"Among the questions which geology is at present attempting to solve, is that of a different temperature of some regions of the earth at a remote age. The discoveries of Pallas and Adams, of a rhinoceros and elephant in Siberia, having coverings of hair fit to protect them from the cold of the northern regions, would seem to decide the question so far at least as to show, that there has been no change of temperature since the creation of animals. But the question does not seem yet so satisfactorily answered, so far back as to the age of the creation of vegetables. Does not the statement in Genesis, that the establishment of our present days and seasons was intermediate between the creation of vegetables and that of animals, give us a clue to direct our path in the inquiry?

"It does not come under our present subject to discuss the historical and moral evidences of the divine relation of the Scriptures: but both are so full, even to overflowing, and impose upon us so many insuperable difficulties, in the way of our being able to account for the quality and consistency of these remarkable books, excepting on the ground which has been all along assumed by themselves, that they are of more than human origin, that in estimating the accuracy of any part of the matter contained in them, the fastidiousness of human science appears to be carried to an unreasonable extent, not to take these evidences into calculation. In this country, where for a long period we have had the Scriptures in our hands as a popular book, they among us who have been the most eminent for human learning and science, and whose fame has been in every view the most unsullied, have been so convinced by the force of these evidences, that they have in general been the most strenuous defenders of revelation.

"We have only endeavored to illustrate and point out the consequences of the statement of Baron Cuvier, that the order which the cosmogony of Moses assigns to the different epochs of creation, is precisely the same as that which has been deduced from geological considerations." We have been guilty of no improper mixing up of divine and human things. We have examined the meaning of the terms in the first chapter of Genesis, in consistency with the acknowledged rules of criticism, and only by the light contained within itself, or that thrown upon it by the other books, in the same language with which it is associated. The human science we have not extracted from any part of the holy Scriptures; we have taken it simply as we find it in the works of eminent geologists. As the latter is not a philosophy phantastica, but a deeply interesting science, constructed by that method of careful observation and cautious induction, which Bacon himself was

the first to recommend; so neither can the sense of the Scriptures present to us a religio hæretica. If our science, thus constructed, and our religion speak so obviously the same language, as we have seen they do on one important point, what else in the strictest application of Bacon's philosophy, can we deduce from the circumstance, but that both are certainly true?"

POETRY.

[From the London Metropolitan for January.]

THE POWER OF RUSSIA.—By T. Campbell.

So all this gallant blood has gush'd in vain!
And Poland, by the Northern Condor's beak
And talons torn, lies prostrate again.
O British patriots, that were wont to speak
Once loudly on this theme, now hush'd or meek!
O, heartless men of Europe—Goth and Gaul!
Cold, adder-deaf to Poland's dying shriek;—
That saw the world's last land of heroes fall!
The brand of burning shame is on you all—all!

But this is not the drama's closing act;
Its tragic curtain must arise anew
Nations, mute accessories to the fact,
That Ulas-tree of power, whose fostering dew
Was Polish blood, has yet to cast o'er you
The lengthening shadow of its head elate—
A deadly shadow, darkening Nature's hue.
To all this hallow'd, righteous, pure, and great,
Wo! wo! when they are reach'd by Russia's withering hate.

Russia, that on his throne of adamant,
Consults what nation's breast shall next be gored:
He on Polonia's Golgotha will plant
His standard fresh, and horde succeeding horde,
On patriot tomb-stones he will whet the sword,
For more stupendous slaughters of the free.
Then Europe's realme, when their best blood is pour'd,
Shall miss thee, Poland, as they bend the knee,
All—all in grief, but none in glory likening thee.

Why smote ye not the Giant whilst he reel'd?
O fair occasion, gone forever by!
To have lock'd his lances in their northern field,
Innocuous as the phantom chivalry
That flames and hurtles from your boreal sky!
Now wave thy pennon, Russia, o'er the land
Once Poland; build thy bristling castles high;
Dig dungeons deep; for Poland's wretched brand
Is now a weapon new to widen thy command—

An awful width! Norwegian woods shall build
His fleets; the Swedes his vassals, and the Dane:
The glebe of fifty kingdoms shall be fill'd
To feed his dazzling, desolating train,
Camp'd, rumless, 'twixt the Black and Baltic main:
Brute hosts, I own; but Sparta could not write,
And Rome, half-barbarous, bound Achaia's chain:
So Russia's spirit, midst Slavonic night,
Burns with a fire more dread than all your pollah'd light.

But Russia's limbs (so blinded statesmen say)
Are crude and too colossal to cohere.
O lamentable weakness! r. choning weak
The stripling Titan, strengthening year by year.
What implement lacks he for war's career,
That grows on earth, or in its floods and mines,
(Eighth sharer of the inhabitable sphere)
Whom Persia bows to, China ill confines,
And India's homage waits when Albion's star declines?

But time will teach the Russ ev'n conquering
Has handmaid arts: ay, ay, the Russ will woo
All sciences that speed Bellona's cur,
But never holier Muse shall imbue
His breast, that's made of Nature's basest clay:
The sabre, knout, and dungeon's vapor blue,
His laws and ethics: far from him away
Are all the lovely Nine, that breathe but freedom's day.

Say, even his serfs, half-humanized, should learn
Their human rights,—will Mars put out his flame
In Russian bosoms? No, he'll bid them burn
A thousand years for martial fame.
Like Romans! Yet, forgive me, Roman name:
Rome could impart what Russia never can—
Proud civic rights to save submission's shame.
Our strife is come; but in Freedom's van
The Polish eagle's tail is big with late to man.

Proud bird of old! Mohammed's moon recoiled
Before thy swoop! Had we been timely bold,
That swoop, still free, had stunned the Russ; and foiled
Earth's new oppressors, as it folled her old.
Now, thy majestic eyes are shut and cold;
And colder still Polonia's children find
The sympathetic hands that we outold.—
But, Poles, when we are gone, the world will mind
Ye bore the brunt of fate, and bled for humankind.

So hallowedly have ye fulfilled your part,
My pride repudiates ev'n the sigh that blends
With Poland's name—name written on my heart,
My heroes, my grief-consecrated friends!
Your sorrow, in nobility transcends
Your conqueror's joy: his cheek may blush, but shame
Can tinge not yours, though exile's tear descends;
Nor would ye change your conscience, cause, and name,
For his, with all his wealth, and all his felon fame.

Thine, Niemcewicz,* whose song of stirring power
The Czar forbids to sound in Polish lands;
Thine, Czartoryski, in thy banish'd bower,
The patriot, who in thy palace stands,
May envy; proudly may Polonia's bands
Throw down their swords at Europe's feet in scorn,
Saying—"Russia, from the metal of these brands
Shall forge the fetters of your sons unborn;
Our setting star is your misfortune's rising morn."

* This venerable man, the most popular and influential of Polish poets, and President of the Academy of Warsaw, is now in London; he is now seventy-four years old; but his noble spirit is rather mellowed than decayed by age. He was the friend of Fox, Kosciuszko, and Washington. Rich in anecdote like Franklin, he has also a striking resemblance to him in equanimity.

[From the Detroit Courier.]

TABIS-E-GUONGH; OR, THE ROLLING THUNDER.

A few years since, on the bank of a beautiful stream that runs into the St. Clair, an old Indian Chief, by the name of Tabis-e-Guongh, was discovered by an officer of the U. S. Army. He was seated under an aged oak, that rose solitarily in the midst of scorched and broken pines, and was surrounded by a small, but faithful remnant of his once warlike tribe. His canoe was drawn up on the sand but a short distance off. This Chief was lying; and before the officer left the spot, the voice of The Rolling Thunder was hushed in the forest.

Hunter! why thy bow unbent,
Ere the deadly shaft be spent?
Droops thy lolly spirit here.
On the ridge where haunt the deer?
Outers bask beneath the moon—
Boundeth by the fierce racoon—
Traps are set, and scent are keen;
Need-je ca teen nee-shee-sheen!

Brother, here are herbs for thee,
Plucked beside the sugar tree,
Charmed plants, which only grow
In the grove of Manitou:
Eat! and thou unspent may pass
Prairie wild of tangled grass.
On my hand thy forehead lean;
Need-je ca teen nee-shee-sheen!

Hunter! lead the royal race,
Guide thy eagles to the chase,
Show thine arrow's glittering tongue,
Let the bear outstrip her young;
Raise thine arm of swartly stain,
Let the wolf recoil again;
Was this not thy wonted men?
Need-je ca teen nee-shee-sheen!

Brother! raise thy drooping head—
'Tis not here—the royal bed;
Brother! lift thy shaded eye,
'Tis not here—the princely lie;
Tell me, hunter! is it thine—
Scattered leaf and falling pine?
Thou, with beads of blue and green?
Need-je ca teen nee-shee-sheen!

Hunter, hark!—o'er forest dim
Bursts a-lark the thunder-hymn!
Thunder-spirits muttering say—
"Rolling Brother! haste away!"
Need-je! Need-je! thou shalt go
Where they bend the golden bow,
Where the silver fish are seen;
Need-je, need-je, nee-shee-sheen!

HARK OF THE ISLE.

* Friend, or brother, it is not well. † Friend, or brother, it is well.

[From the London New Monthly for June.]

THE DYING GIRL'S LAMENT.—By Mrs. C. Gore.

Why does my mother steal away
To hide her struggling tears?
Her trembling touch betrays an uncheck'd
The secret of her fears;
My father gazes on my face
With yearning, earnest eye:—
And yet, there's none among them all,
To tell me I must die!

My little sisters press around
My sleepless couch, and bring
With eager hands their garden gift,
The first sweet buds of Spring!
I wish they'd lay me where those flowers
Might lure them to my bed.
When other Springs and Summers bloom,
And I am with the dead.

The sunshine quivers on my cheek,
Glittering, and gay, and fair,
As if it knew my hand too weak
To shade me from its glare!
How soon 'twill fall unheeded on
This death-dew'd glassy eye!
Why do they fear to tell me so?
I know that I must die!

The summer winds breathe softly through
My lone, still, dreary room
A lonelier and a stiller one
Awaits me in the tomb!
But no soft breeze will whisper there,
No mother hold my head!
It is a fearful thing to be
A dweller with the dead!

Eve after eve, the sun prolongs
His hour of parting light
And seems to make my farewell hours
Too fair, too heavenly bright!
I know the loveliness of earth,
I love the evening sky,
And yet I should not murmur, if
They told me I must die!

My playmates turn aside their heads
When parting with me now,
The nurse that tended me a babe,
Now soothes my aching brow.
Ah! why are those sweet cradle hours
Of joy and fondling sleep?
Not even my parents' kisses now,
Could keep me from the dead.

Our pastor kneels beside me oft,
And talks to me of heaven;
But with a holier vision still,
My soul in dreams hath striven:
I've seen a beckoning hand that call'd
My faltering steps on high;
I've heard a voice that, trumpet-tongued,
Bade me prepare to die!

BY BARRY CORNWALL.

The night is closing round, Mother!
The shadows are thick and deep!
All round me they cling, like an iron ring,
And I cannot—cannot—see!
Ah, Heaven!—thy hand, thy hand, Mother!
Let me lie on thy nursing breast—
They have emulsen my brain with a piercing pain,
But 'tis gone—and now I shall rest.

I could sleep a long, long sleep, Mother!
So, seek me a calm, cool bed;
You may lay me low, in the virgin snow,
With a moss bank for my head.
I would lie in the wild, wild woods, Mother!
Where naught but the birds are known;
Where nothing is seen, but the branches green,
And flowers on the greenward stream.
No lovers there wick the air, Mother!
Nor mock at the holy sky;
One may live and be gay, like a summer day,
And at last, like the summer—die!

THE AMERICAN RAILROAD JOURNAL AND ADVOCATE OF INTERNAL IMPROVEMENTS

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THE EXCHANGE HOTEL, Nos. 10 and 12 Broad street, New-York, by D. D. HOWARD, has been refitted, and is now ready to receive his friends from all parts of the Union. He has also fitted up a Mansion House, in a delightful situation, on the high bank of the East River, about 4 miles from Wall-street, where his friends may enjoy the delightful air of the country, and still be within a convenient distance from the city. A31

AT BOSTON'S Old Establishment, No. 7 Wall street, may be had in any quantity Boston's Bonaer Cough Lozenges—an excellent remedy for complaints of the lungs, coughs, and colds. Also, Boston's Seidlitz Water, a superior article in cases of dyspepsia, and all disorders arising from a deranged state of the digestive organs, &c.; it is put up in bottles, and may be transported to any part of the world, and kept for any length of time.

Also—superior Seidlitz Powders, Chloride of Soda, Chlorine Tooth Paste, and a great variety of other articles, manufactured by J. Boston, and sold wholesale and retail at No. 7 Wall street, by B. FREEMAN. A31

TOWNSEND & DURFEE, Rope Manufacturers, having machinery for making ropes of any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Ropes, the public are referred to J. B. Jarvis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carlisle, Luzerne County Pennsylvania.

Palmyra, Wayne County, New-York, 1st mo. 23d, 1832.

J30 if

A RAILROAD IN PRACTICAL OPERATION,

within ten miles of the City of New-York. THE PATERSON AND HUDSON RIVER RAILROAD is formed from the town of Paterson to the village of Aquackanok, a distance of 4½ miles, and is now in actual and successful operation between those places.—The Company have placed upon the road three splendid and commodious Cars, each of which will accommodate thirty Passengers, and have supplied themselves with fleet and gentle horses, and careful drivers.

With a view to suit the convenience of those persons who may wish to avail themselves of this rapid and delightful mode of traveling, the following hours have been fixed for leaving those places.

| PATERSON. | | AQUACKANOK. | |
|------------------------------|-------------------------------|-------------------------------|-------------------------------|
| At half past 7 o'clock, A.M. | At half past 10 o'clock, A.M. | At half past 10 o'clock, A.M. | At half past 10 o'clock, A.M. |
| 10 do do | 1 do do | 1 do do | 1 do do |
| 3 do P.M. | 3 do do | 3 do do | 3 do do |
| 4 do do | 4 do do | 4 do do | 4 do do |
| half past 4 do do | half past 4 do do | half past 4 do do | half past 4 do do |
| ON SUNDAYS. | | ON SUNDAYS. | |
| At 6 o'clock, A.M. | At 7 o'clock, A.M. | At 6 o'clock, A.M. | At 7 o'clock, A.M. |
| half past 7 do do | half past 8 do do | half past 7 do do | half past 8 do do |
| 9 do do | half past 9 do do | 9 do do | half past 9 do do |
| half past 12 do P.M. | half past 1 do P.M. | half past 12 do P.M. | half past 1 do P.M. |
| 5 do do | 5 do do | 5 do do | 5 do do |
| half past 6 do do | half past 7 do do | half past 6 do do | half past 7 do do |

Parties of twenty or more persons can be accommodated at either of the above hours with a private Car. FARE reduced to 16¢.—Children under 12 years of age, half price.—Paterson, June 20th, 1832.

ELIAS B. D. OGDEN, Secretary NB.—Persons leaving Hoboken by the 9 o'clock Stage, for Aquackanok, will have ample time to view the Falls of the Passaic, and other objects of interest in the flourishing town of Paterson, and return to New-York the same day. Jy:18

The public are informed that, until further notice, the 12 o'clock and 4 o'clock P.M. turns from Paterson, and the 8 o'clock A.M. and 7 o'clock P.M. turns from Aquackanok, are, for the present withdrawn.

By order, E. B. D. OGDEN, Secy. Paterson, July 26, 1832. Jy:30

MARRIAGES.

MARRIED—On Friday morning, 31st August, by the Rev. William Parkinson, Mr. Washington Post, to Miss Sarah Clark, all of this city.

At Red Hook, Dutchess Co., on Tuesday, the 21st ult. by the Rev. Andrew N. Kettle, Mr. Isaac C. Wall, of the firm of Bird-sall & Wall, to Miss Eliza W. Allendorph, all of this city.

On Thursday evening, Aug. 30th, at Thos's Neck, by the Rev. William Berrian, Robert H. Hawthorn, of this city, in-ter-chant, to Mary E. daughter of the late Wright Post, Esq. M. D. At Plattsburgh, on the 13th ult. Henry L. Webb, of Albany, to Frances H., daughter of the late Judge De Lord.

In Penn-Yan, on the 21st ult. Mr. Cyrus McCollister, to Miss Marion K. Stanton.

In Canandaigua, on the 16th ult. Warren T. Worlen, at-orney at law, of Auburn, to Miss Emily Bennett, of Bloom-field.

On the 9th ult. Mr. Abram Arnold, of Havana, to Miss Charlotte E. Morris, of Seneca Falls.

DEATHS.

DIED—On Friday, 31st August, Mr. Herman Canfield. On Friday, Aug. 31, of consumption, Louisa Ann, daughter of Robert Bulod, aged 34 years.

Friday evening, 31st August, after a painful illness, Horace, infant son of Horace Holdens, Esq. aged 6 months and 18 days.

Friday evening, 31st August, of the prevailing epidemic, Mary, wife of Mr. Thomas Druggold, in her 36th year.

This morning, 31st ult. Drury in the head, John Cushing, infant son of Capt. F. A. De Peyster, aged 16 months.

On Tuesday, in the 35th year of his age, after a tedious ill-ness, John Ferguson, Esq., Naval Officer of this port. Mr. Ferguson was long and advantageously known as an active, intelligent, and upright citizen, possessing the entire confidence of the community, and distinguished for learning and great literary attainments. He filled the office of Judge of the Marine Court with great ability, was Mayor of the City, and for many years the talented head of the Naval Office. His loss will be long deplored by his numerous friends.

In New Haven, Conn., Henry E. Dwight, Esq. aged 85.—Mr. Dwight was well known as an accomplished scholar, an amiable gentleman, and sincere Christian.

In Rochester, on the 19th ult. of malignant cholera, Major Albert C. Burr, aged 27 years.

On the 15th, of the same disease, Mr. Russell Streeter, aged 21, formerly of Rushville, Ont. Co.

At the Mohawk village, near Brantford, John Brant, Esq., Chief of the Mohawk tribe of Indians, and son of the gallant chief who distinguished himself so nobly in the revolutionary and late wars. Mr. Brant was an accomplished gentleman, and died sincerely regretted by a numerous circle of acquaint-ances of the first respectability.

At Brooklyn, on Sunday morning, after a short, severe ill-ness, Mr. George Myers, in the 50th year of his age.

At Flushing, L. I. on Friday morning last, of the prevailing epidemic, Daniel Lowrey, aged 59 years.

At Sunday evening, at Westchester, Elizabeth Glover, daughter of Augustus Ludlow, aged 4 years and 3 months.

In Bennington, Mr. Moses Hurd, aged 86, one of the heroes of Bennington Battle.

In West-Goshen township, Pa. on the 22d Aug. Mr. William Green, aged about 43 years.

At the City of Mexico, on the 21st July, after a short illness, in the 35th year of his age, Mr. Lewis Anthony Bosson.

At Rio de Janeiro, on the 28th of June last, Captain Robert Halsey, aged 42 years, late master of the brig Massachusetts, of New-York.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 221 persons during the week ending on Saturday, 1st instant, viz:—83 men, 75 women, 77 boys, and 77 girls—Of whom 62 were of the age of 1 year and under, 33 between 1 and 2, 33 between 2 and 5, 10 between 5 and 10, 16 between 10 and 20, 45 between 20 and 30, 46 between 30 and 40, 37 between 40 and 50, 14 between 50 and 60, 17 between 60 and 70, 2 between 70 and 80, and 7 between 80 and 90.—Diseases: Apoplexy 3, cholera 1, cholera morbus 2, cholera malignans 138, consumption 26, convulsions 9, diarrhoea 6, drinking cold water 1, dropsy 5, dropsy in the head 8, drowned 2, dysentery 11, dyspepsia 1, fever 2, fever, bilious 4, fever remittent 2, fever, scarlet 2, fever, typhus 7, flux infantile 39, hives or croup 4, jaundice 1, inflammation of the bowels 5, inflammation of the brain 2, inflammation of the chest 1, inflammation of the liver 2, inflammation of the stomach 1, intemperance 4, locked jaw 1, lunatic abscess 1, marasmus 7, old age 3, pneumonia typhoid 1, schirrhous of the liver 1, sprue 1, stillborn 9, suicide 1, syphilis 1, tabes mesenterica 1, tetanus 10, unknown 2, whooping cough 1, worms 1.

ABRAHAM D. STEPHENS, City Inspector.

* Last week's report gave 178 deaths from malignant cholera.

PASSENGERS:

In the Packet Ship Columbia, from London—H W Field, lady, son and daughter, Mr J Pringle and Mrs M Pringle, and servant, of Charleston; Mr Worcester, Cambridge, Mass; Mad-ame Archille Murat and suite, Capt H B Martin, R.N., Maj G D Hall, B A, Mr Naphtel and mother, Messrs Portsmouth, Yes-tard, Randall, Da Renzie, Gibbon, Mackenzie and mother, Henderson, Willow, Mrs Miller, N Y; Miss Taylor, Miss Heu-densend, Mrs Clarke and family, Miss E Munroe, Mrs H Bayley son and daughter, Dr Barker, and 120 in the steerage.

In the ship Hamilton, from Liverpool—Mathew Meir, Hugh Alcock, Chas Green, and 108 in the steerage.

In the ship Charlemagne, from Havre—M. Deffandis, minis-ter from France to Mexico, lady, family and servants; Mte. Ypron, Frederick Bacher, John B. Barbe, Charles W. Soile, Paul Salomon and Jacques Merbort, of France; A. Thorndike and J W Storer, of the U. States, and 160 in the steerage.

In the ship Pacific, from Liverpool—Charles Kemble, Esq. Frances Ann Kemble, Adelaide De Camp, Harriet Hodgkinson, Wm. Hodgkinson, Sarah Garner, Sarah Sharpe, Henry E. Thomas, De Carver, E. G. Black, J. F. Schill, William B. Hugaine, T. E. Green, J. Harriott, John Fernee, Richard Bell, James Bell, E. Wooster, E. J. Thomas, W. S. Martin, A. Hay-lev, T. Jessup, and 90 in the steerage.

In the ship Orpheus, from Liverpool—Mrs. McIlree, Miss Newham, Mr. Veitch, and Mr. McIlree, of Cayon; Mr. Wm. K. Gaston, of Savannah; Messrs. G. B. Blake, and N. Whit-ting, of Boston; Mr. Wm. Gilbert, of Philadelphia; Messrs. O. B. Wainwright, and C. R. Roberts, of New York; Messrs. W. T. Crook, Joseph Harvey, and James Stiff, of Massachu-sett; John Mayer, of New Castle; Joseph Jones, of Limerick;

Edward Delany, and servant, of Dublin; and 31 in the steerage.

In the ship New York, from London—Dr. Rees, H. Green-wood, J. Greenwood, Mr. Reidsdale, Mr. Hay, Mr. Hughes, Mr. Du Crox and son, Mr. Hall, Mr. Ereubath, Mr. Bastable.

In the Br. ship Nelson, from Bristol, Eng.—Messrs. J. Spoon-burgh, John W. Brett, Jacob Brett, and 89 in the steerage.

In the brig Louisa, from Amsterdam—Messrs. D. A. Davies, and M. Hunt.

In the ship John W. Cater, from Kingston, (Jam.)—Mrs. Purcell, Mrs. Rose, Miss Purcell, Miss Fairbanks, Doctor Hawkins and servant, Messrs. Mayo, Connolly, Meneclan, Silla, Nicholson, and 2 in the steerage.

In the ship Andes, from Liverpool—W. Pierson and lady, and R. Jones.

In the ship Ysidra, from Amsterdam—Mr. Fellemore and family, Mrs. Martha Vanklem, S Vanklem, J Vanklem, and M L Hunt.

In the schr. Emily, from St. Mary—Mr. Clark.

In the brig Lydia, from St. Thomas—Mr. Turner and Dr Page.

In the brig Montilia, from Carthagena—Mr John Glen, and 2 servants, Mr. Edward Walker, and 1 in the steerage.

In the brig Commodore Preble, from Tobacco—Henry G Graham.

CALENDAR OF COURTS AND ORDER OF CAUSES.

Thursday, September 6, 1832.

U. S. Circuit Court—Adjourned.
U. S. District Court—Adjourned.
Supreme Court—Opens first Monday in Oct. at Albany.
Court of Chancery—In session at Albany.
Vice Chancellor's Court—In session.
Circuit Court—Opens 31 Monday in September.
Superior Court—Adjourned till Monday.
Common Pleas—Adjourned.
General Sessions—In session.
Special Sessions—Sits Tuesdays and Fridays in vacation.
Grand Jury—In session.

LETTER BAGS AT THE EXCHANGE READING ROOM, NEW-YORK.

For London—Ship Hudson, Morgan.....to sail Sept. 16
Liverpool—Ship Roane, Rogers.....Sept. 8
Ship Canada, Wilson.....Sept. 16
Cork—Brig Carricora, Smith.....uncertain
Havre—Ship Fortuna, Orne.....Sept. 10
Ship Manchester, Smith.....Sept. 20
Hamburg—Brig Laura, Belcher.....uncertain
Laguna—Brig Solo, Whitaker.....uncertain
Vera Cruz—Ship Virginia, Collins.....uncertain
Carthagena—Brig Medina, Hall.....uncertain
Havana—Ship Dorothea, Conyngham.....uncertain
Brig Mary Ann, Freeman.....uncertain
Brig Pharoa, Smith.....uncertain
Matanzas—Brig Orion, Lane.....uncertain
New-Orleans—Ship Kentucky, Dennis.....Sept. 10
Ship Nashville, R. thbone.....Sept. 15

Latest dates from London.....July 31
Latest dates from Liverpool.....August 1
Latest dates from Havre.....August 1
Latest dates from New-Orleans.....August 15

RAILROAD STOCKS.

The following comprise the sales of Stocks of various Rail-road Companies at the New-York Stock and Exchange Board, during the week ending Thursday, Sept. 6th:

Saturday, Sept. 1.
Monday, Sept. 3.
15 shares Mohawk Branch Railroad Co.....117
60 — do do do.....116
25 — Saratoga Railroad Company.....93 — on time
10 — Harlem Railroad Company.....103
50 — do do do.....103 — on time
Tuesday, Sept. 4.
Wednesday, Sept. 5.
5 shares Mohawk Railroad Company.....115
10 — Saratoga Railroad Company.....95
Thursday, Sept. 6.
40 shares Harlem Railroad Company.....103

(From the Philadelphia Express, August 27th.)
CANAL, RAILROAD STOCKS, &c.

| | Amount paid. | Offered. | Asked. |
|---------------------------------------|--------------|----------|--------|
| Union Canal—old stock | 200 | 190 | 180 |
| Do. new stock | 200 | 200 | 210 |
| Chesapeake and Delaware Canal | 200 | 90 | 100 |
| Schuylkill Navigation | 50 | 90 | 91 |
| Lehigh Coal and Navigation | 50 | 47 | 49 |
| Delaware and Raritan Canal | 90 | 125 | 130 |
| Louisville and Portland Canal | 100 | 85 | 95 |
| West Philadelphia Canal | 5 | — | 3 |
| Camden and Amboy Railroad | 90 | 125 | 130 |
| Newcastle and Frenchtown Railroad | 25 | 37 | 38 |
| Danville and Potomac Railroad | 10 | — | 3 |
| Philadel. Germant. & Norrit. Railroad | 40 | 30 | 35 |
| West Chester Railroad | 45 | 37 | 42 |
| Delaware County Railroad | 5 | — | 3 |

BANK NOTE TABLE.

MAINE.

| | | |
|----------------------|-----------------|--------------------|
| U. S. Branch, para 2 | Cumberland..... | Augusta..... |
| Thomaston..... | Casa..... | Gardiner..... |
| Vassalborough..... | Mechanics..... | Kennebunk..... |
| Canal..... | Union..... | Manufacturers..... |
| Portland..... | Waterville..... | Bathrop..... |
| Bargor..... | Saco..... | |
| South Berwick..... | Lincoln..... | |

NEW-HAMPSHIRE.

| | | |
|----------------------|---------------------|----------------------|
| U. S. Branch, para 2 | Rockingham..... | Claremont..... |
| Cheshire..... | Portsmouth..... | Grafton..... |
| Concord..... | Farmers..... | Merrimack Co..... |
| Exeter..... | Piscataqua..... | Merrimack..... |
| New-Hampshire do | Dover..... | Commercial..... |
| N. H.—Stratford do | Winnipiscoguet..... | Connecticut river do |

VERMONT.

| | | |
|---------------------|-----------------|--------------------|
| Brattleborough..... | St. Albans..... | Orange County..... |
| Montpelier..... | Windsor..... | Burlington..... |
| Rutland..... | Vergennes..... | Middlebury..... |
| Bank Caledonia..... | Bennington..... | |

MASSACHUSETTS.

| | | |
|----------------------|----------------------|----------------------|
| U. S. Branch, para 2 | Plymouth..... | Bank of Norfolk..... |
| Boston city B's..... | Fawtucket..... | Cambridge..... |
| Agricultural..... | Salem..... | Andover..... |
| Beverly..... | Springfield..... | Falmouth..... |
| Bedford Com'l..... | Taunton..... | Merrimack..... |
| Commercial..... | Worcester..... | Lynn Mechanics..... |
| Deilham..... | Blackstone..... | Merch'ts Salem..... |
| Gloucester..... | Fall River..... | do N. Bedford..... |
| Hampshire..... | Exchange..... | Bunker Hill..... |
| Franklin..... | Danvers..... | Atlantic..... |
| Sunderland..... | Asiatic..... | Franklin..... |
| Hampden..... | Mendon..... | Lowell..... |
| Mechanics..... | Oxford..... | Brighton..... |
| Marblehead..... | Milbury..... | Central..... |
| Newburyport..... | Housatonic..... | Greenfield..... |
| Phenix..... | Hamp. Manufacts..... | Essex..... |
| Pacific..... | Barnstable..... | Earners..... |
| Manu. & Mech..... | Leicester..... | |

RHODE-ISLAND.

| | | |
|---------------------------------------|----------------------|-----------------------|
| U. S. Branch, para 2 | Village Bank..... | North Kingdon..... |
| Providence..... | Smithfield Lime..... | Mount Hope..... |
| Union..... | Rock..... | Pawtuxet..... |
| Exchange..... | Newport Bank..... | Phenix..... |
| Mechanics..... | Roger Williams..... | R. I. Central..... |
| Globe..... | Scituate..... | Warren..... |
| Manufacturers..... | Kent..... | Warwick..... |
| R. Island Union do | Eagle, Bristol..... | R. I. Agricult'l..... |
| Rhode Island..... | do Providence..... | Cumberland..... |
| Merchants' Provi- dence..... | Mount Vernon..... | N. E. Pacific..... |
| do Newport..... | Cranston..... | Smithfield Union do |
| N. E. Commercial do | Bank of Bristol..... | High Street..... |
| Washington..... | Commercial..... | Woonsocket Falls do |
| Burrillville Agric. and Manuf..... | Freemans..... | Mech. & Manufs do |
| Smithfield Exch do | Franklin..... | Far. & Mech broke |
| | Landholders..... | Burrillville..... |
| | Narragansett..... | |

CONNECTICUT.

| | | |
|----------------------|---------------------|-----------------|
| U. S. Branch, para 2 | Hartford..... | Union..... |
| Norwich..... | Phenix..... | New Haven..... |
| Bridgeport..... | Middletown..... | Thames..... |
| Fairfield County do | Mechanics..... | Windham..... |
| do Branch do | New-London..... | Stonington..... |
| East Hudson..... | City Bk. N. Hav. do | |

NEW-YORK.

| | | |
|----------------------|---------------------|---------------------|
| U. S. Branch, para 2 | Bank of Albany..... | Central Bank..... |
| City Banks..... | State Bank..... | Auburn..... |
| Long Island Bk..... | Commercial, \$50 do | Rochester..... |
| Dutchess Co..... | Bank of Troy..... | Jefferson County do |
| Lansingburg..... | Farmers, \$50 do | Geneva..... |
| Poughkeepsie..... | Mohawk..... | Chenango..... |
| Catskill..... | Utica..... | Bk Columbia broke |
| Newburgh..... | do Branch..... | Middle District do |
| do Branch..... | Ontario..... | Franklin Bank..... |
| Mech. & Farmers do | do Branch..... | Wash & Warren do |

NEW-JERSEY.

| | | |
|------------------------|-------------------|--------------------|
| Trenton B. Co. \$5 par | Morris Canal..... | Commercial..... |
| State Bk Newark do | Newark B. Co..... | Cumberland..... |
| do Morristown do | Orange..... | Salem B. Co..... |
| do Elizabeth do | Washington..... | Paterson..... |
| do Camden do | People's..... | Monmouth broke |
| do Brunswick do | Sussex..... | N. J. Manuf. Co do |
| Farm. & Mech. do | Farmers..... | Franklin..... |
| at Railway do | Bk Brunswick do | Jersey..... |

PENNSYLVANIA.

| | | |
|----------------------|--------------------|------------------|
| U. S. Branch, para 2 | Montgomery Co..... | Gettysburgh..... |
| Philadel. Banks..... | Columbia Br. Co do | Carlisle..... |
| Harrisburg..... | Chester county do | Milncr..... |
| Northampton..... | Lancaster..... | Pittsburg..... |
| Farmers, Reading do | Germantown..... | Chambersburg do |
| do Lancaster do | Delaware county do | Erie..... |
| do Bucks Co do | Penn Township do | Monongahela..... |
| Easton..... | York..... | |

DELAWARE.

| | | |
|----------------|--------------------|-----------------|
| Farmers..... | Wilm. & Brand..... | Smyrna..... |
| do Branches do | Delaware..... | Commercial..... |

MARYLAND.

| | | |
|--------------------|--------------------|---------------------|
| U. S. Branch..... | Bank Maryland..... | Hagerstown..... |
| Baltimore Bks..... | Frederick Co..... | Susqueh Bridge..... |
| Farmers..... | Westminster..... | Elkton..... |
| do Branches do | Farmers & Mech do | Planters..... |

DISTRICT COLUMBIA.

| | | |
|-----------------|-----------------|-----------------------|
| Patriotic..... | Alexandria..... | Mech. Georgetown..... |
| Metropolis..... | Potomac..... | do Alexandria do |
| Washington..... | Union..... | Farmers & Mech do |

VIRGINIA.

| | | |
|----------------------|----------------|-----------------------|
| U. S. Branch..... | Farmers..... | Virg. & Branches..... |
| Vally, & Branch..... | do Branches do | Northwestern..... |

NORTH CAROLINA.

| | | |
|------------------------|-----------------------|------------------------|
| State, & Branches..... | Newbern & Br'nch..... | C. Fear, & Branch..... |
|------------------------|-----------------------|------------------------|

SOUTH CAROLINA.

| | | |
|-------------------|-------------------|---------------------|
| U. S. Branch..... | Union..... | State Bank..... |
| Plant & Mech..... | South Carolina do | State Bank S. C. do |

GEORGIA.

| | | |
|---------------------|----------------------|---------------------|
| U. S. Branch..... | Augusta..... | *Macon..... |
| Planters..... | State B. & Br'nch do | Darien..... |
| Marine & Fireins do | Merch. & Planters do | Augusta In. & Bk do |

* The Bank of Macon has failed. The other Banks in Ma-
con are good at the rate quoted above.

OHIO.

| | | |
|--------------------|-------------------|--------------------|
| U. S. Branch..... | Maricuta..... | Farmers & Mech. 4 |
| Chillicothe..... | Lancaster..... | Belmont..... |
| Western Reserve do | Mount Pleasant do | Commercial..... |
| Franklin..... | Farmers..... | Steubenville broke |

LOUISIANA.

| | | |
|-------------------|-------------------|----------------|
| U. S. Branch..... | State 4—Orleans 4 | Louisiana..... |
|-------------------|-------------------|----------------|

MISSISSIPPI.

| | | |
|---------------------------|-----------|--------|
| State of Mississippi..... | Wint..... |3 |
|---------------------------|-----------|--------|

ALABAMA.

| | | |
|-------------------|------------------|----------------|
| U. S. Branch..... | Mobile 5—State 8 | Tombeckbe..... |
|-------------------|------------------|----------------|

MISSOURI.

| | | |
|-------------------|-------|--------|
| U. S. Branch..... | |4 |
|-------------------|-------|--------|

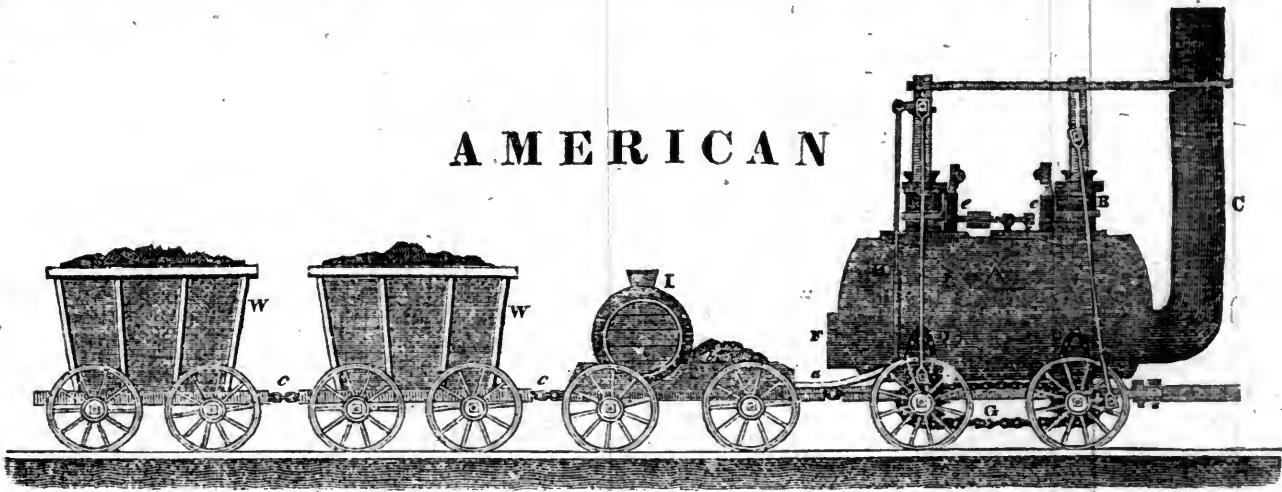
MICHIGAN.

| | | |
|---------------------|-------|--------|
| Michigan Banks..... | |1 |
|---------------------|-------|--------|

CANADA.

| | | |
|-------------------------------|-------|----------|
| Canada Banks, per 1000 \$1000 | |263 |
|-------------------------------|-------|----------|

AMERICAN



RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS.

OFFICE, 35 WALL-STREET.

NEW-YORK, SEPTEMBER 15, 1832.

VOLUME I....NO. 38.

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The JOURNAL AND ADVOCATE is published every Saturday, at No. 35 Wall street, New York, at three dollars a-year, in advance.

AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, SEPTEMBER 15, 1832.

In our extracts to-day upon the subject of the *Vine* will be found some interesting facts, and some also which ought not to be published, as they may induce a renewal of an old and very barbarous custom. Only think for a moment of starving a lady for opening a cupboard where the keys of the wine cellar were kept, or of a husband killing his wife with a cudgel for being caught drinking wine out of a tun! 'Tis true the *cup* was not a very genteel one; yet, who would not use it when debarred the privilege of all others? There was another custom, however, which would probably find friends even at the present day, although we trust not with the same object. We certainly would not take wine with any one who could be so un-gallant as to adopt the custom alluded to for so base a purpose.

We are enabled in this number to give a cut or drawing, with a more particular description, of Mr. Olcott's plan of adapting locomotive engines to inclined planes, to be used instead of stationary power. It must we think prove a valuable addition to Railroad machinery.

RAILROAD CARS.—A gentleman from Rockland county called upon us a few days since with a model of a Railroad car. His improvement consists, he says, in the manner of placing the car upon the axis of the wheels. The model may for the present be seen at our office by those who feel interested in such matters.

From the list of patents published in the Journal of the Franklin Institute for September:

For Railways and Cars used thereon; Jedediah Richards, Elbridge, Onondaga county, New York, March 9.

The Railway is to be a single rail, sustained by

suitable supports. Two wheels in a frame made for the purpose, are to run on this rail, the car being suspended under it by iron rods attached to the frame of the wheels.

The claim is "to the before described improvements in Railways, and in the cars or carriages used thereon."

Single suspension rails were patented in England by Mr. H. R. Palmer, six or seven years ago, and are described in this journal for April, 1828; they, however, have never been brought into practical use. There is but little difference between the present plan and that proposed by Mr. Palmer; the principle of both is the same, and we do not think that Mr. Richards has made any improvements on that first suggested, nor has he alluded to it, but has taken his patent as though single rails were absolutely new.

We have been expecting a description of the National Road constructed in Ohio, under the superintendence of C. W. Weaver, Esq., but we regret to learn that he has, by the sickness of himself and family, been unable to comply with our request.

FREDERICK, Md. 11th SEPT. 1832.

Sir,—Various duties which could not be neglected, together with indisposition of myself and some of my family, have prevented me from communicating a description of the McAdam road constructed under my superintendency in the State of Ohio.

As soon as I can, I will comply with your request. I am, Sir, Yours very respectfully,

CASPAR W. WEAVER.

D. K. Minor, Esq.

LONG ISLAND RAILROAD.—We learn from Major D. B. Douglas, says the Long Island Star, that the survey of the course of the Brooklyn and Jamaica Railroad has been made, and a detailed report submitted to the persons chiefly interested. The report is of a considerable length, and will probably be printed in a pamphlet. As soon as possible we shall obtain the report, and give to the public the leading views contained in it. We are glad that this important improvement is still in progress, and hope soon to see it successfully completed.

WILLIAMSPORT AND ELMIRA RAILROAD.—A late No. of the Lycoming Chronicle says—"We neglected, at the proper time, to notice that the United States Engineers, appointed to survey the route for the Williamsport and Elmira Railroad, had arrived and commenced operations. At our last advices, they had reached as far as Allen's, and were progressing rapidly. Interest has for some time been awake in relation to the success of this enterprise; much depends on it. It will give to the Pennsylvania canal an additional importance; and would soon be found the most convenient and pleasant route for tra-

vellers going northward, or returning. We cannot but feel anxious about the report of the Engineers, which we hope will be in accordance with the strictest impartiality. There is little or no doubt entertained in this section of the country, about the practicability of the measure."

SUSQUEHANNA RAILROAD.—It will be seen by reference to our advertising columns, says the Baltimore Chronicle of 12th instant, that another portion of this road is completed, and will be put into operation THIS DAY. This portion extends from the Relay House to the intersection of the York turnpike road, about ten miles from the city, at a well known place called Timonium, which has been much enlarged and improved, and converted into a public establishment. Here, also, the company have established a depot, and, we learn, intend to commence the extensive transportation of lime, as soon as preparations can be made for its reception at the city depot. A further extension of this branch of the Railroad of about four miles will take it directly through the centre of the limestone region, from whence there is now annually brought at least two thirds of the lime used in the city, and almost the whole of the marble applied to the various and useful purposes of building. The saving in the cost of transportation by the Railroad of these articles is about two-thirds, and the price will in a short time be reduced to the consumer, whilst the interest of the owners of the quarries will advance in proportion by the increased quantity demanded for consumption.

It is truly gratifying to find in the midst of many causes of depression, operating upon our city, that the spirit of our people remains firm, and their perseverance untiring in the prosecution of works of public improvement; we do not say it in a spirit of vain boasting or pride, or of comparison with other cities, but in that spirit which is prompted by the consciousness of manly effort, to advance the interest of the nation, and secure the perpetuity of the Union, we do say, that the people of Baltimore deserve success, and we have never doubted they will attain it.

PORT CARBON, SCHUYLKILL COUNTY, Sept. 4.—Yesterday morning, about 6 o'clock, a train of loaded coal wagons, eight in number, came dashing furiously down the lateral Railroad, leading from a mine of Col. Samuel P. Wetherill, to the Mill Creek Railroad, without horse or attendant. Near the town they encountered a train of ascending wagons, with a tremendous concussion. The driver of the latter escaped unhurt, but lost his horse. Most of the wagons were crushed. A spectator says that the descending wagons left a streak of fire along the road, and that the shock was like thunder, fragments of the shattered wagons being hurled into the air, and the road strewn with the ruins. This destruction of property proceeded, as we learn, from inattention.

[From the Philadelphia edition of Wood's "Treatise on Railroads."]

STEAM ENGINES—By Locomotion.

The steam-engine, for many years subsequent to its discovery, was solely employed in lifting or raising water by means of pumps. Savary, Newcomen, Boulton, Desaguliers, and other eminent men, successively contributed their aid to its improvement and its advancement in utility; still it was cumbersome, heavy, unwieldy, and complicated, and its use confined within narrow limits. It was in this state that Mr. Watt found it, and to his enterprising genius the world is indebted for one of the most useful machines ever given to commerce and the arts. Its action was no longer confined to rectilinear motion, or that of pumping water; but, through his assiduous exertions, converted into a rotary motion, and applied to almost every manufactory.

So early as the year 1759, steam appears to have been thought of, as a motive power to wheel-carriages. In a note to the last edition of Robinson's "Mechanical Philosophy," Mr. Watt states—"My attention was first directed, in the year 1759, to the subject of steam engines, by the late Dr. Robinson, then a student in the University of Glasgow, and nearly of my own age. He, at that time, threw out an idea of applying the power of the steam engine to the moving of wheel-carriages, and to other purposes; but the scheme was soon abandoned, on his going abroad." Mr. Watt, it appears, soon after made an experiment with steam acting by its expansive force, but relinquished the idea of constructing an engine upon this principle: "I, however," says he, "described this engine, in the fourth article of my patent, in 1769; and, again, in the specification of another patent, in the year 1784, together with a mode of applying it to the moving of wheel-carriages."

For many years subsequent to this, the improvement of the steam engine, acting by condensation, seems to have wholly occupied the scientific world; and the use of steam, acting by its elastic force, entirely abandoned or neglected. Mr. Hornblower had a patent, for the application of steam, acting both by its expansive force, and by condensation; but it is to Messrs. Trevithick and Vivian that we owe the introduction of the steam engine, acting solely by the expansive force of the steam. In March, 1802, they obtained a patent for the application of that species of power to propel carriages upon Railroads.

Mr. Wood, a short time after, made a series of experiments, to develop the law of action of steam, at different degrees of elasticity, which he explained, in his patent of June 7, 1804; and, since that time, high pressure steam engines have been much used, in many places to economise the fuel.

Messrs. Trevithick and Vivian, in the specification of their patent, give a drawing of their engine, applied to move a carriage upon the common roads which may be seen in the 4th vol. Rep. Arts, 2d Series, p. 211. The carriage there delineated, resembles in form the common stage coach, used for the conveyance of passengers; a square iron case, containing a boiler and cylinder, is placed behind the large, or hinder, wheels of the carriage, and is attached to a frame, supported from the axles of those wheels. The cylinder was in a horizontal position; and the piston rod was projected backwards and forwards, in the line of the road towards the front of the carriage. Across the square frame, supported by the wheel of the carriage, an axle was extended, reaching a little beyond the frame on each side; this axle was cranked in the middle, in a line with the centre of the cylinder, and a connecting rod, passing from the end of the piston, turned this axle round, and produced a continued rotary motion of it, when the piston was moved backwards and forwards in the cylinder. Upon both ends of this axle, dog wheels were fixed, which worked into similar dog wheels upon the axle of the wheels of the carriage, so that, when a rotary motion was produced in the cranked axle by the piston rod, the rotary motion was communicated to the axle of the larger or hinder wheels of the carriage; and these wheels being fixed upon, and turning round with the axle, gave a progressive motion to the carriage. Upon one end of this axle was fixed a fly-wheel, to secure a rotary motion in the axle at the termination of each stroke.

The fore wheels of the carriage were of the usual form, which, turning to different angles with the body of the carriage, directed its motion upon the road; and, in cases where abrupt turns of the road required sudden changes in the direction of the carriage, the toothed or cog-wheels, on either side, could be thrown out of gear, and the opposite wheel made to drive the carriage into the proper obliquity of the road.

Upon the periphery of the fly wheel, a brake was attached, to regulate the descent of the carriage down steep hills. The contrivances to effect the requisite motions of the various parts of this machine, are extremely ingenious; and, considered as the first which directed the public attention to the subject, it is entitled to great commendation.

The many objections to its application upon public turnpike roads, may, I presume have operated in preventing the patentees from carrying it into practice in the manner described in their specification; they, therefore, very properly directed their attention to its use upon Railroads.

Two years after the date of this patent, we find that Mr. Trevithick made an engine in South Wales, which was tried upon the Merthyr Tydvil Railroad. The engine is stated to have had an eight inch cylinder, with a four feet six inches stroke, and "drew after it upon the Railroad as many carriages as carried ten tons of bar iron, from a distance of nine miles, which it performed without any supply of water to that contained in the boiler at the time of setting out; traveling at the rate of five miles an hour."

As there is no account given of the inclination of the road, we cannot judge of the real performance of the engine. It had, it appears, only one cylinder, and, from what I can learn, did not materially differ in construction, from that previously described, except in the form of the carriage.

The great obstacle to their introduction at that time, was the supposed want of hold or adhesion, of the wheels upon the rails, to effect the locomotion of the engine. Messrs. Trevithick and Vivian, in their patent, recommended making the external periphery of the wheels rough or uneven, by using projecting heads of nails, bolts or cross grooves; or, in case of a hard pull, to cause a lever, bolt or claw to project through the rim of one, or both of the said wheels, to take hold of the ground. But it will appear obvious to any one, that this mode of remedying one defect would be the means of producing another; for any projections would not only cause considerable resistance to the progressive motion of the engine, but would also tend to injure the rails of the road.

To obviate these defects, Mr. Blenkinsop, of Middleton colliery, near Leeds, in 1811, obtained a patent for the application of a rack, or toothed rail, stretched along the whole distance to be travelled, into which wheels, turned by the engine, worked, and thus produced a progressive motion in the carriage.

By the use of this rack rail the engine is enabled to ascend acclivities which Mr. Trevithick's engine, from the want of adhesion, could not surmount; accordingly its use is extended.

Mr. Blenkinsop, soon after the date of his patent, erected some of his engines, and employed them upon the Middleton Colliery Railroad, in sending coals to Leeds, where they have ever since been used.

The engine erected by Mr. Trevithick had one cylinder only, and a fly-wheel, to secure a rotary motion in the crank at the end of each stroke. An engine of this kind was sent to the North, for Mr. Blackett, of Wylam, but was, for some cause or other, never used upon his Railroad, but applied to show a cupola at an iron foundry in Newcastle. Mr. Blackett, however, had in 1813, an engine of this kind made and set upon his Railroad, which worked by the adhesion of its wheels upon the rails. Still the supposed want of adhesion formed the great obstacle to their introduction, and the attention of engineers was directed to obtain a substitute for this supposed defect.

In December, 1812, Messrs. William and Edward Chapman obtained a patent for a mode of effecting the loco-motion of the engine, by means of a chain stretched along the middle of the Railroad, the whole length, properly secured at each end, and at proper intervals. This chain was made to wind partly round, or to pass over a grooved wheel, turned by the engine, of such a form that the wheel could not turn round without causing the chain to pass along with it. When this wheel was turned round by the engine, as the chain was fastened firmly at the end, it could not be drawn forward by the wheel, and therefore the carriage was moved forward in the line of the chain and road.

The carriages containing the goods were attached to the engine carriage, and thus conveyed along the Railway.

At intervals of every eight or ten yards, the chain was secured by means of upright forks, into which it fell when left at liberty; this was for the purpose of taking off the strain from part of the chain, when more than one engine was travelling by it.

The chain was prevented slipping, when the groov-

ed wheel was turned round, by friction rollers pressing it into the groove.

Mr. Chapman had one of his engines tried upon the Heaton Railroad, near Newcastle, but it was soon abandoned; the great friction, by the use of the chain, and also its liability to get out of order, operated considerably against it.

In 1813, Mr. Brunton, of Butterley iron works, also obtained a patent for a mode of accomplishing the locomotion of the engine without the aid of the adhesion of the wheels upon the rail.

In a communication to the editor of the *Repertory of Arts*, vol. 24, the patentee gives an account of an experiment made with one of those engines, which he termed his mechanical traveller; the boiler was of wrought iron, five feet six inches long, three feet diameter; the step was twenty-six inches long, the piston-rod having a stroke of twenty-four inches; the weight of the whole forty-five cwt. "The machine being placed on a Railway, I first ascertained the power necessary to move it at the rate of two miles and a half in an hour, which I found to be eighty-four pounds. I then applied a chain to the hinder part of the machine, by which, as the machine moved forward, a weight was raised at the same time and rate; and found that, with steam equal to forty or forty-five pounds pressure on the square inch, the machine was propelled at the rate of two miles and a half per hour, and raised perpendicularly 812 lbs. at the same speed; thus making the whole power equal to 896 lbs. at two miles and a half per hour, equal to six horses nearly."

About this time Mr. Blackett had considerably improved his engines; and, by experiments, had ascertained the quantity of adhesion of the wheels upon the rails; and proved that it was sufficient to effect the loco-motion of the engine upon Railroads approaching nearly to a level, or with a moderate inclination. His Railroad was a plate rail, and would consequently present more friction or resistance to the wheels than an edge-rail; and, on that account, the amount of adhesion would be greater than upon the latter rail; still the credit is due to Mr. Blackett, for proving that the loco-motion could be applied by that means alone.

The first attempt of Messrs. Trevithick and Vivian failed, and though this was, no doubt, owing to the imperfect construction of the engine, yet it appears that the cause was partly, if not wholly, attributed to the want of adhesion to obtain loco-motion; and hence we find the engineers attempting to produce other means of loco-motion. Mr. Blenkinsop, by means of a cog-rail; Mr. Chapman, by the chain; and Mr. Brunton, by means of moveable legs.

It was, however, a question of the utmost importance to ascertain if the adhesion of the wheels of the engine upon the rails, were sufficient to produce a progressive motion in the engine, when loaded with a train of carriages, without the aid of any other contrivance; and it was by the introduction and continued use of them, upon the Wylam Railroad, that this question was decided; and it was proved that, upon Railroads nearly level, or with very moderate inclination, the adhesion of the wheels alone was sufficient, in all the different kinds of weather, when the surfaces of the rails was not covered with snow.

Mr. Hedley informs me that they first tried, by manual labor, how much weight the wheels of a common carriage would overcome, without slipping round, upon the rail; and having found the proportion it bore to the weight, they thence ascertained, that the weight of the engine would produce sufficient adhesion to drag after it, upon their Railroad, a requisite number of wagons.

The first engine applied upon the Wylam Railroad had only one cylinder, with a fly-wheel to regulate the action of the crank; but it was found to be very troublesome, and its action very uncertain. When the engine was stopped, and the crank and connecting rod in the same line, the power of the cylinder had then no effect in turning the crank round, and the engine had to be moved by levers applied to the spokes of the fly-wheel, until the crank formed such an angle with the connecting rod, that the engine got sufficient power to produce a rotary motion and propel itself forward. This occasioned frequent delays, and the irregular action of the single cylinder produced jerks in the machinery, and had a tendency to shake the machine in pieces; for some time, however, the whole of the coals was taken down the Railroad by this kind of engine.

[From the *Liverpool Times*, of July 24.]

LEICESTER AND SWANNINGTON RAILWAY.—This most important undertaking having been completed as far as Bagworth, a distance of about eleven

miles from Leicester, and the nearest point to that town at which any colliery is worked, it was determined to open the line thus far, for the use of the public, on Tuesday the 17th instant. Accordingly, on the morning of that day the inhabitants of Leicester, and of the villages lying contiguous to the Railway, seemed resolved to testify how fully they appreciate the value of the boon conferred upon them by the execution of this work.

The day was welcomed in by merry peals from the bells of the several churches, and crowds of people assembled at the depot to witness the departure of the train, which consisted of eleven carriages occupied by the Directors, the Proprietors, and their friends, to the number of upwards of four hundred, the whole drawn by one locomotive engine, made by Messrs. R. Stephenson & Co.

The procession presented a most gay and pleasing appearance, a large proportion of the company consisting of ladies, and the carriages being adorned with flags, bearing appropriate mottoes.

At about half-past ten o'clock the train moved off, amidst the cheers of the multitude. The railway having a considerable rise from Leicester towards the coal pits (a circumstance which peculiarly adapts it for the cheap transit of coal to the place of consumption), the progress of the train was not rapid, but the ease of the motion added to the novelty, together with the absence of any accident, and the freedom from annoyance of every description, made the journey a most delightful one. The whole of the company alighted at Bagworth, and partook of a cold collation. The scene here was a most gratifying one: the ground was crowded with groups of persons, who had flocked from the neighboring villages to witness the arrival of the procession, and all seemed to participate in the same feeling of delight and exhilaration.

After remaining at Bagworth about an hour and a half, the company resumed their seats, and some wagons loaded with coals having been attached, the train proceeded towards Leicester at a rapid rate, the speed being at times about 24 miles per hour. At Grooby, about four miles from Leicester, the train was stopped, and further augmented by the addition of several carriages loaded with broken granite, from the quarries of the Earl of Stamford and Warrington. This is a material which, owing to the great demand for it in the neighborhood of London as a road material, will be carried along the railway in large quantities. The total load now attached to the engine amounted to about 90 tons, and owing to a variety of causes, the engine was not enabled so to exert her force as to put this immense load into rapid motion whilst passing through the tunnel, and the time occupied in the passage through it was upwards of ten minutes. As an experiment, however, (the first which has been fairly tried,) the result was most satisfactory, proving that in a tunnel even of such small area as that passed through on the present occasion, which is only 12 feet wide and 15 feet high, passengers may be drawn by locomotive engines without feeling the slightest annoyance, and showing most satisfactorily how completely ill founded are the apprehensions so generally entertained, that the steam and noxious air issuing from the engines would render the use of them in tunnels impracticable. The only perceptible difference between the outer air and that in the tunnel, consisted in the latter being of a somewhat higher temperature than the former, a circumstance which removes the objection often urged, that the coolness of the air in the tunnel, as contrasted with the air without, would be unpleasantly and injuriously felt by passengers.

The train arrived at the depot at Leicester without the occurrence of a single accident to damp the ardor of the participators in the pleasures of the day.

In the evening a large party, consisting of the Directors and Proprietors, dined together, all expressing themselves highly gratified with the proceedings of the morning, and well satisfied with the prospect of reaping the fruits of that enterprise which had led them to the execution of so beneficial a work as the one which they had just been dedicating to the public use.

Amongst the toasts which were given after the cloth was drawn, may be noticed—Success to the Leicester and Swannington Railway.—The Earl of Stamford and Warrington.—The Chairman of Directors, C. Winstanley, Esq.—George Stephenson, Esq.—The Liverpool Proprietors, and the Father of the Liverpool and Manchester Railway, Joseph Sanders, Esq. (Mr. Sanders acknowledged the compliment in a very able speech.)—The Engineer of the Works, Robert Stephenson, Esq.—The Treasur-

er, J. Pares, Esq.—The President, I. Hodgson, Esq.—The Solicitors to the Company, Messrs. Miles.

A MAGNIFICENT ROAD.—Willis in his *twenty-sixth* "First Impressions of Europe," gives the following beautiful description of the road along the borders of the Mediterranean from Nice to Genoa.

"It is impossible to conceive a route of more grandeur than this famous road along the Mediterranean from Nice to Genoa. It is near a hundred and fifty miles, over the edges of mountains bordering the sea for the whole distance. The road is cut into the sides of the precipice, often hundreds of feet perpendicular above the surf, descending sometimes into the ravines formed by the numerous rivers that cut their way to the sea, and mounting immediately again to the loftiest summits. It is a dizzy business from beginning to end. There is no parapet usually, and there are thousands of places where half a "shio" by a timid horse would drop you at once some hundred fathoms upon rocks wet by the spray of every sea that breaks upon the shore. The loveliest little nests of valleys lie between that can be conceived. You will see a green spot, miles below you, in turning the face of a rock; and right in the midst, like a handful of plaster models on a carpet, a cluster of houses, lying quiet in the warm southern exposure, embosomed in every thing refreshing to the eye, the mountain-sides cultivated in a large circle around, and the ruins of an old castle to a certainty on the eminence above. You ascend and descend, and wind in the curves of the shore, losing and regaining sight of it constantly, till entering at a gate, on the level, you find yourself in a filthy, narrow, half-whitewashed town, with a population of beggars, priests, and soldiers; not a respectable citizen to be seen from one end to the other, nor a clean woman, nor a decent house. It is so all through Sardinia. The towns from a distance lie in the most exquisitely chosen spots possible. A river comes down from the hills and washes the wall, the uplands above are always of the very choicest shelter and exposure; you would think that man and nature had conspired to complete its convenience and beauty. Yet within, all is misery, dirt and superstition. Every corner has a cross, every bench a priest, idling in the sun, every door a picture of the Virgin. You are delighted to emerge once more, and get up a mountain to the fresh air."

The Lord William Bentinck, a wrought iron steamboat, constructed by the Messrs. Maudsley, was launched from their wharf, near Westminster Bridge, on Saturday. The vessel was built by order of the East India Court of Directors, interested in the inland navigation of the East. In the absence of the Chairman of the Court of Directors, Lord Sandon christened her, which ceremony he performed by dashing against her bows a bottle of wine as she was starting from her cradle. She is one hundred and twenty-five feet long and twenty-two wide; she is all iron except her deck and beams; the thickness of the iron varies from one-fourth of an inch to three-eighths. When launched, her draught of water was eleven inches; so there is no doubt that when completely equipped she will draw less water than was originally stipulated for.—[London paper.]

Accident by a Steam Carriage.—Tuesday morning about half-past six o'clock, a steam coach, which has been brought out by Mr. John Squires, engineer, of Wharf Road, Paddington, was making one of its experimental runs, when in turning the corner of the Harrow road into Dadey Grove, being at the time proceeding at the rate of ten miles an hour, the steersman inadvertently gave a wrong direction to the machine, whereby it was turned from its course, and ran with great force, first against a garden railing in front of the house No. 19 there, occupied by a Mr. Joseph Downes, and then against the house itself, striking the brick work by the side of the ground floor windows; the crash was tremendous, and in an instant afterwards the whole of the front of the building was obscured by a dense cloud of dust, which, on clearing away, showed the extent of damage that had been done. The garden railings were torn from the stone work, and twisted in a very curious manner, while the brick work on one side of the parlor windows was knocked into the room to the extent of 10 feet high by 12 feet in width.—The whole of the window sash, frame, and the underneath wood work altogether, was forced to the opposite side of the room, and, what is most extraordinary, not one of the panes of glass was even cracked. In this room Mr. Downes, his wife, and infant

child, were lying asleep in bed, and most providentially escaped sustaining any injury whatever, although the greater portion of the brick work fell within two inches of the bedstead. Six persons, besides the steersman, were on the vehicle at the time, and with the exception of the latter, who received a slight contusion in the face, they all escaped unhurt.—[Bell's Weekly Messenger.]

[From the Report of a Committee to the House of Commons, printed for the House of Representatives U. S.]

John Loudon McAdam, Esq. called in, and examined.

You were formerly a magistrate, and commissioner of the roads in Scotland, were you not?—I was.

When did you first turn your attention to road-making?—I was a commissioner and trustee of the roads in Scotland from the time of my return from America in the year 1783; and I naturally turned my attention to it there, because they had begun about 13 years before to make the roads turnpike, and were carrying them on with considerable activity when I returned from America; and it appeared to me at that time, and all the time I was trustee, that there was a great deal of money expended needlessly, and with very little effect, on the roads, and that of course turned my attention to the cause. I began then to travel through different parts of the country to inspect the different managements of different parts of the road, first in Scotland, and then I went into England. In the year 1798, I came to live in England, at Bristol. I have no documents to prove my travelling before I came to reside in England in the year 1798. In 1798 I began to make it a sort of business. Without saying to any one what my object was, I travelled all over the country in different parts. I have a list of such of those places I travelled to that I happened to keep memorandums of, but I cannot possibly say all the places I travelled to.

How long were you occupied in travelling for the purpose of obtaining information for the construction of roads? It was only occasional travelling of course. I had some other occupations and private affairs to look into. I began in the year 1798 to travel as often as I had leisure and convenience down to the time I took the charge of the Bristol roads, about the year 1816, the beginning of 1816 or latter end of the year 1815.

What was the result of your observations and inquiry of the state of the roads?—I found the roads were extremely bad in all parts of Great Britain, as far back as the year 1798, and that very little improvement took place in them between that time and the year 1815, which I attributed to the ignorance of the persons who had the charge of them, the ignorance of the surveyors, the total want of science.

What were the objections which you found?—I found the materials so applied that the roads were all loose, and carriages, instead of passing over the roads, ploughed them; that was the general fault of the roads, and the loose state of the materials, I apprehend, was owing to the bad selection, the bad appropriation, and the unskilful laying of them. I came to that conclusion first, from observing that in some parts of the country where things were better managed, there were better roads; and I instanced the roads between Cross and Bridgewater, in Somersetshire; there I saw a better road than in most other parts of the country, and having inquired into their management, I found that they prepared their materials better. The next improvement that I saw in roads, was at Kendal, in Westmoreland, where I think the same result proceeded from the same cause. That led me to the conclusion, that under a better system of management a better road would be produced; and having gone to every part of the country, and inquired into the manner in which they made the roads, I formed a theory in my own mind. This theory I got leave to put in practice by being appointed to the care of the Bristol roads, of which I was a commissioner in January 1816.

Did you make any inquiry into the expenditure of money upon those roads, that you found in so bad a state?—I did.

What was the result of that inquiry?—I generally found that the expense was in proportion to the badness of the roads, not to their good quality, but as the roads were bad and badly managed the expense increased, and I found few roads that were not deeply in debt and in distress for money.

In what did the improvident expenditure consist? I think principally in carting great quantities of unprepared materials, and putting them into the roads where they were not wanted; that was one source of needless expense; and then the materials being put in in so bad a state did not last; the road went

soon to pieces. I believe there was a great deal of other prodigality, of a worse character than carelessness.

Did you find a larger quantity of materials put in the road than was necessary?—I did, in most instances; a much larger quantity than was necessary.

Did you discover, in any of the roads, that there were materials sufficient, if raised, to make a good road, without putting on the additional quantity?—In a very great number, I think the greater number, I found a sufficient quantity of materials for giving them one good making, without any further addition.

Were these the whole of your observations on the state of the roads?—No. It is not very easy to explain to gentlemen, exactly, the particulars that I know to be wrong, in roads; I found the water-ways, and things connected with keeping the roads dry, exceedingly neglected in the country.

Be so good as to state the defects you observed in the construction of the roads, besides those you have already mentioned?—I think the water-ways were extremely neglected, and the roads in general were covered with water, and many of them standing in wet. It was a practice formerly to dig a trench when they made the new road. There was a hollow way, and a great deal of the bad quality of roads in general was owing to the circumstance that the road was standing in water. I think that was one very great error formerly; but the roads were made upon no principle; there seemed to be no object; the persons who made them did not seem to understand there was some object to be gained; they had no other idea of mending a road than bringing a great quantity of material, and shooting it on the ground. When a road got into entire disrepair, the next thing was to bring a quantity of the same kind of unprepared material, and to shoot it upon the road.

Did you find that they made use of bad material when a better was to be procured?—I found that to be very universally the case, that the tops of the quarries, and that to be easily procured, was taken in general, and the best stone left behind. I am afraid that is too much the custom in the country still.

Did you find they put these materials on the road in an unprepared and unfit state?—I did; they were not broken, nor in many cases cleaned.

Have you anything further to state with regard to the construction of the road?—No; I do not recollect anything further I can state.

What inquiry did you make into the management of the funds of the different trusts?—I made it a business to inquire generally of the surveyors, workmen, and people on the roads, as to the expense of materials, cartage, day labor, and then I took what pains I could with gentlemen of the country, to inquire into the state of the funds: with surveyors, and other officers of trusts, I found a jealousy and an unwillingness everywhere to give me information. An unauthorized individual finds it extremely difficult to procure information of that sort, and I found it so: a very great unwillingness to inform.

What class of persons did you find in the situation of surveyors on the road?—Always, I think, almost without exception, very low people, many of them old servants, ruined tradesmen, people without that kind of energy and character which I think is absolutely necessary for such a service.

Did you find, in collecting the materials, that there was any deficiency, or any mismanagement, on the part of those who superintend it?—I had very great reason to believe, that in most instances the country was imposed on.

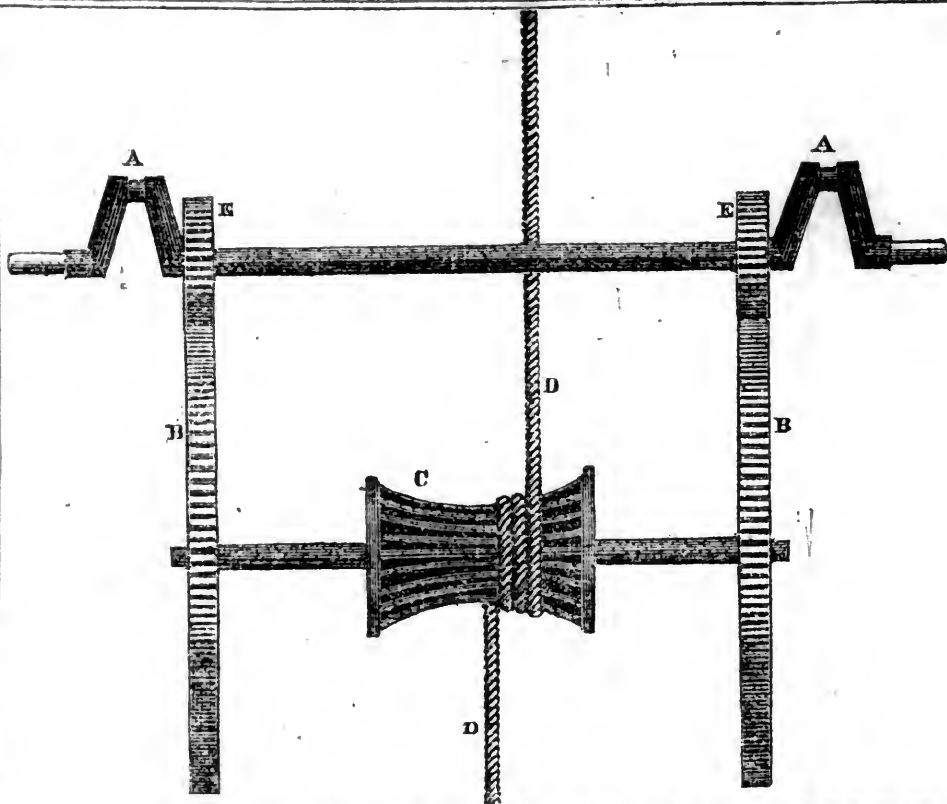
Have you any knowledge of it?—No, I have no knowledge; I had no legal means of taking such measures as should have made me so certain as to be able to give evidence to it.

What extent of turnpike road is there in England and Wales?—On my first examination before a Committee of this House, I stated my opinion to be 25,000 miles; but I see from a corrected state of the returns made to Parliament, which I made out, that the number is 24,593 miles.

Do you know what sum is annually expended upon these roads?—The annual income has been ascertained by the same returns to be 1,382,715*l*.

What is the amount of tolls?—1,252,715*l*.

What do you compute the expense of statute labor at?—I never have made any guess at it; for two reasons, statute labor is so difficult to guess at; and the proportion given to turnpike roads is so different in different parts of the country, under local acts, and under the general act; but in the roads under my management it amounts to about five per cent. of the toll duty.



Explanation.—A A the crank shaft, on which the two pinions E E are fastened.—B B two spur-wheels, which work in the pinions E E, and, by the revolving, turn the drum C.—D D the rope or cable, which is extended from one end of the plane to the other, and passed three times round the drum C, and, by the revolving of the drum C, is wound and unwound; and the rope D D being permanently fastened at each end, the carriage is drawn forward.

For the American Railroad Journal, and Advocate of Internal Improvements.

MARSHUS, September 11th, 1832.

The annexed drawing presents a perpendicular view of the machinery to be attached to a Railroad Locomotive Engine, to enable it to ascend and descend elevations without the aid of stationary power on the planes. All persons acquainted with Railroads will perceive many of the great advantages to be derived from this mode of overcoming elevations, but in order to place them more plainly to view, I will class them as follows:

First, That no stationary power is necessary, and consequently, saving the expense of stationary engines, the first cost of which is not less than ten thousand dollars, and an annual expense of from fifteen to twenty dollars per day for each plane, and on roads where planes are necessarily numerous, the saving on this point will be immense, and in some instances will reduce the cost of the road to one half, and the annual expense as much more.

Second, The advantage which this mode of ascending possesses over stationary power, in point of safety, is certainly very apparent, from the fact, that no machinery is necessary on the planes except the rope, and the place to make the ends of it fast—consequently saving the complication of machinery, which is always liable to break, and of course accidents must follow; as also from the fact, that the rope upon which all depends may be made much larger, as weight and size would not be of the least objection, and there not being near as much strain on the rope when used in this way as in the usual manner on planes where stationary power is employed. For these reasons, the rope remaining stationary has no additional machinery to put in motion; it has not its own weight to carry along over an immense number of friction rollers, which, in many instances, is from two to three tons, and the weight of balance cars, all these being absolutely necessary on the planes now in use; but the great object in this point is, that the power to move the carriage is applied directly to the object to be moved, consequently there is a great saving of power, and of course a less strain applied to the rope.

To ascertain this fact I have been led to many experiments, which have satisfactorily proved it to be of great importance. One of which is as follows: I fastened to the end of a rope, one inch in circumference, a weight of fifty-six pounds, and stretched it over friction rollers, (similar to those used on inclined planes,) in a direct line, and upon an exact level for the length of one thousand feet, and when at the farther end from the weight, endeavored to

draw it, but was unable, with the assistance of an able-bodied man. We then brought the weight to within five hundred feet of us, and again endeavored to draw it, which we did with great exertion.

I then ordered it to be brought to two hundred and fifty feet distance from where we stood, and I could draw it myself, but with much difficulty; and at the distance of fifty feet, I could draw it without any difficulty with one hand. And in like proportion the strain was reduced, until it came within a few feet, when it could be moved, as the reader well knows, with perfect ease.

The second experiment, which will be easily comprehended by all, I made by placing a small load upon a one horse wagon, and fastened the horse to it by means of a rope five hundred feet long; then started the horse, but he could scarcely move the load. On bringing him nearer, he continued to exert himself less and less, until fastening him in the shafts he could draw with ease at the rate of six miles per hour.

These experiments plainly prove that the greatest strain is upon the rope, when the load is farthest from the point where the power is given, and according to this ratio, which the experiment on a small scale gives, it must be very great.

Now, on the other hand, where the locomotive ascends, with her train of cars, by means of a stationary rope, as explained in the foregoing, the power is directly applied to the object to be moved, and not at a distance of from 500 feet to three-fourths of a mile, as is the case where stationary power is used; and of course, it must follow that the power required to ascend is much reduced, and the strain much less, and the rope consequently not so liable to be broken. Having enumerated most of the advantages in point of safety, by showing that the rope may be much larger, that there is not so much strain upon it, and that there is not a complicated mass of machinery which is liable to break and cause accidents, I will proceed to that which relates to economy and advantage in the construction of the whole line of the road, arising from this mode of ascending elevations.

Thirdly, in point of economy, I have before mentioned the saving of the first cost of stationary power, and the incidental expenses arising therefrom, which in most cases is of great importance, as profit to the stockholders is one great object to be attained, and on which the success of Railroads in this country depends. In most of the routes for Railroads, both in the United States and in Europe, it has been the object of the engineer to avoid inclined planes, if possible; and frequently, they would find it to their advantage to go some distance out of the direct route to do so, which renders the road much more lengthy and expensive. Provided

they could pass the planes without stationary power, which can be done by the adaptation of the locomotive to inclined planes, the necessity of this would be entirely obviated, as it costs no more to make a plane, in most cases, if without stationary machinery, than it does to make the same distance of level road, and the locomotive may ascend a hill and pass it in less time than it would take to run round it by a circuitous route, consequently there will be a less distance of road to be erected. It has also been the practice to overcome slight elevations by allowing the road to rise by degrees for a great distance, and thus overcome an elevation of from thirty to sixty feet in a number of miles: all this is done in order to avoid making inclined planes with stationary power, and by the means of doing so materially injure the road for commerce, as the difference of power to carry a load over a road that rises only six feet in a mile is considerable; and if the locomotive is obliged to pass but one elevation of this kind in the whole route, then she must not load any heavier than if the whole line was of that elevation; whereas, on the other hand, if the road was perfectly level, excepting where there are planes that actually ascend one foot in fifteen, the locomotive may load much heavier, and pass the elevations by means of the proposed plan.

It will be as well to observe that the engine of the locomotive works with the same ease on the plane that it does on the level, and makes the same number of strokes in a minute, but the speed of the carriage is reduced in proportion to the elevation it has to ascend. The power to ascend may be carried to almost any extent, as those who are acquainted with mechanics will perceive by the annexed drawing.

Having thus far shown that, in point of economy in the general construction of roads, as well as in all other respects, the adaptation of locomotive power to inclined planes possesses a decided advantage over stationary power, I shall merely add, that, by this course an object is attained which will throw all obstacles out of the question that have been argued against Railroads, as to their superiority over all other modes of conveyance.

S. O.

THE VINE.

[From Prince's Treatise on the Vine.]

EARLY USE OF WINES AMONG THE ROMANS.—During the first period of the Roman empire the culture of the vine attracted but little attention, for Romulus forbade the use of wines in the libations then customary in the sacrifices of the Asiatics, and restricted them to milk as a libation on the funeral piles of the dead. Numa maintained this custom, and forbid wine at funerals; and he only permitted them to make use of such wine in their libations to the gods as had been made from vines that were well pruned, as Pliny asserts, in order to render the pruning of the vine an object of necessary care to the cultivator.

Wines were so rare and expensive in Rome during the early life of Lucullus, that but a single draught was allowed at a repast, however sumptuous the feast and entertainment might be in other respects; and Varro tells us that Lucullus never saw at his father's table Greek wines served up but once at each meal, but that, on his return from Asia, he bestowed on the people as a largess, more than a hundred thousand gallons of such wine; and that Hortensius at his death left to his heir above ten thousand barrels filled with the esteemed wines of Greece.

Pliny mentions having drunk wines that had been made during the consulship of Opimius, which was about two hundred years before. He also concludes that the vine was very rare in Italy in the reign of Numa, and adds, that wines did not come into much repute until six hundred years after the foundation of Rome.

Varro states a fact which shows the high value then set on wines, that Mezentius, king of Tuscany, sided the Rutilians of Ardea in their wars against the Latins, for no other hire but the wine and the vines which were in the territories of the Latins. It was to Ruma that Italy was first indebted for the abolishment of the interdiction promulgated by Romulus, and Pliny remarks, that politicians made use of the circumstance of this privilege being granted for its free use in religious sacrifices, as a means to promote and encourage its extensive culture, and the result seems to have fully responded to these exertions, for vineyards soon after became so numerous, and their produce so abundant, that wine not only came into general use, but the use of it was often carried to excess, and even the Roman fair are said to have partaken too freely of the enjoyment. This excess caused the enactment of the law against its use by women in any case whatever, under pen-

alty of death, and by men until they had attained the age of thirty years. Fabius Pictor tells us of a Roman lady who was starved by her relations, because she had opened a cupboard which contained the keys of the wine cellar; and Macennius killed his wife with a cudgel on account of having caught her drinking wine out of a tun, and being tried for it, was acquitted of murder. Cato mentions that the custom among relations of kissing women when they met, was to ascertain by their breath if they had been drinking wine. But this custom is also said to have had its inconveniences from the eagerness which some evinced in offering and others in receiving the proof of that abstinence.

But the law that has been referred to could not, from its too great severity, be effective or of long continuance, in regard to the use of an article which had become so common and abundant; and it was consequently soon altered so as to fix the age of thirty years as the period after which it might be drank by all, and finally they were compelled to alter it again, and allow an entire freedom in its use.

The same abuse of wine caused a similar law in the Marseilloise republic: but there, as among the Romans, its extreme severity was an obstacle to its application, and it was in like manner annulled.

ANCIENT VINEYARDS.—It would be a task both pleasing and interesting, to form a chronological table of the formation of the principal French, Spanish, German, and other vineyards; but the various histories of national agriculture furnish us with no documents sufficiently precise on that subject, and whatever may be said of it, we have not a complete one from Pliny of those of early date: the only course, therefore, by which we may attain to correct conclusions, is to examine with care the books and manuscripts which exist on the subject, and to draw from each its quota of knowledge, and to condense them as far as possible under one head. It may, however be deemed worthy of remark, that at the second epoch of the planting of vineyards in France, present circumstances fully prove, that the propagation of the vine extended itself in the neighborhood of Marseilles; in the direction from the meridian sun. The culture afterwards advanced in two directions, almost diametrically opposed, to north and south west; the first penetrated Dauphiny, by the numerous hills of the Rhone, the shores of the Saone, and all that famous coast formed of small mountains, which traverse Burgundy, from the meridian to the north, thence extending by the country of the Sequanois, (Franche Comte, or Jura,) upon the left bank of the Rhine, on the hills of the Maine, of the Moselle, and of those which border on the Siole. The second branch directed itself towards Languedoc, Gascony and Guienne. It is probable that from these two principal branches, ramifications may have extended to the interior, according to the relative situations of the different provinces, and to the connections which existed between the inhabitants. There is no doubt, also, that the inhabitants of the contiguous districts procured their vines, and a knowledge of their culture from the vigneron of Guienne, and that the inhabitants of Auvergne, Bourbonnois, Nivernois, and Berri, received theirs from the people of Lyons, and transmitted them in like manner to those of Tours, Anjou, and their environs. The inhabitants of Gatinis, Orleans, and the Isle of France, received theirs from the vineyards which formed the ancient boundaries of Burgundy and Champagne. The vine was planted and its culture communicated with an inconceivable rapidity, when contrasted with the difficulty that exists at the present day, in causing the best precepts and the best modes of culture to be adopted. It is true, that in reverting to former periods, we see that the proprietors of extensive domains did not disdain to devote themselves personally to rural pursuits, and that sovereigns themselves were not strangers to agricultural employments. The first dukes of Burgundy established vineyards on their own account; and we learn from their ancient ordinances, how much they prided themselves on the possession of the finest wine country in Christendom, and the duke of Burgundy was often designated by the title of "prince of good wines." Neither were the kings of France unmindful of the advantage of extending the culture of the vine in their dominions. The edicts of Charlemagne furnish proof that vineyards were attached to each of his palaces, with a press and every instrument necessary in the making of wine; the sovereign himself engaging in the principal management with his vignerons. The palace of the Louvre, as well as the other royal residences, has had a collection of vines attached to it since early in the twelfth century, and in the year 1160, Louis the

younger assigned annually from its produce six hogsheads of wine to the curé of St. Nicholas.

Philip Augustus, in the year 1200, possessed numerous vineyards at Bourges, Soissons, Orleans, and various other districts of country, and the royal vineyard of Coucy, formed of vines obtained direct from Greece, is often mentioned in history. In fact, so numerous did the variety of wines become about this period, that among the fables of the thirteenth century, there is one composed in the reign of this sovereign, entitled the "Battle of the Wines," in which are enumerated the very great number of French wines then held in high repute, and those who feel a great interest on this point, would doubtless be gratified by referring to it.

Since the year 1200, a century has not passed away without augmenting the number of districts and of vineyards worthy of note, and adding to the list of wines which merit our approbation. Others have in like manner declined and lost the esteem they once possessed. The vineyard of Mantes, once counted among the most distinguished, has long since lost its reputation from inattention to maintaining it.

Deechamps announces, that even in his time the wines of Burgundy and of Champagne were rivals in renown. The plantations of the vine in the environs of Paris, existed at a very remote period, as the Emperor Julien lauded the wines they yielded; but the reputation they possessed for several centuries no longer exists. The primary cause of this change is attributed to the vast increase of the population of Paris for the last century. The great number of artisans and workmen, who centered in that city, in consequence of the wants of the opulent inhabitants, caused the hotels, taverns, and pleasure gardens, to be greatly increased. These places of resort being constantly filled by consumers, is no wise particular in their taste, they created a permanent market, and constant demand at all periods. The proprietors of vineyards being thus assured of an advantageous sale of whatever quantity they could make, without the expense of sending it to a distant market, decided on increasing the quantity even at the sacrifice of the quality. The ease and cheapness with which they could enrich the soil of their vineyards, by procuring manure so cheaply in Paris, powerfully seconded their views. It was only necessary further to neglect the culture of those vines whose produce was small, and to increase in their stead those kinds, however indifferent in quality, that yielded great crops, to annihilate the celebrity these vineyards had before acquired and justly merited.

The vineyards of Orleans have also failed of possessing at all times the same degree of favor. The decline into which they have fallen, may also be traced to the immense consumption, not as wine, but for the purpose of conversion into brandy and vinegar. Under these forms, the produce of the Orleans vineyards is sought after by various nations to such a degree, that doubtless many proprietors deemed it of little interest to strive to maintain the ancient character of the wines. In 1666, the King of France presented to the King of England two hundred hogsheads of wine, consisting of Champagne, Burgundy and Hermitage, they without doubt being deemed the best of that day.

In the Memoirs of Tully, we find the history of the wine of Arbois, and some amusing anecdotes that rendered them celebrated.

I will only further notice one of the largest and most celebrated wine districts of France—namely, that of Bordeaux. The major part of the wines made in this territory having for centuries continued to be a most important object of export rather than of home consumption, it is not very surprising that our writers, as these wines were in general little known, should have omitted to give us more than a partial account of their merits. Ausmae, who lived in the fourth century, praised their excellence in many of his writings. Mathieu Paris also comments upon their value in 1251; and it is proved by the registry of the custom house at Bordeaux, that in the year 1350, no less than one hundred and forty-one vessels left that port, laden with 13,420 pipes of wine; the duties of which were, 5104 livres of their currency. Froissard also states, that in 1372 there arrived more than 200 sail of vessels to load with wine.

I shall confine myself here to the foregoing remarks; but the vineyards of this district occupy so distinguished and important a rank among the finest in France, and are objects of so much interest on account of their immense export, (a point which Americans must particularly aim at,) that I shall hereafter enter more minutely into the details, and describe the principal crus, or favorite vineyards, which have acquired for it so much celebrity.

NEW-YORK AMERICAN.

SEPTEMBER 8, 10, 11, 12, 13, 14—1832.

LITERARY NOTICES.

AMERICAN LIBRARY OF USEFUL KNOWLEDGE, VOL. IV. Stimpson & Clapp, Boston.—This is the third volume of John Van Muller's Universal History, a work we have already had occasion to recommend to our readers for its concise narrative and philosophical views of general history. The present volume takes up the chain of events in Europe in the year 1273; and an account of the gradual transition from the social order of the middle ages, to that of modern times, brings us down to 1453, and completes the XVIIIth Book of the history. We extract brief notices of the three most distinguished literary characters of this age:

In the 11th century, Dante, of the noble family of Alighieri, wrote the "Divina Commedia," a work which displays all the majesty and holdness that excite our admiration in the ancients and in Milton: it abounds with the fervor of genius, with patriotism, and genuine love of virtue; and is the earliest production of modern literature which we may venture to compare with the works of the ancients.—Dante is not always equal to himself: he frequently offends against the precepts of good taste, and bears traces of barbarous rudeness; but he is never common or low, and loses himself only in the lofty flights of his imagination. Dante survived his banishment from Florence twenty years, and died at Ravenna at the age of sixty-six. A. D. 1321.

His fellow-citizen, Francesco Petrarca, was already inspired by the perusal of the ancients and the charms of Laura. In vain his father, incensed against him, burned his copies of the ancient poets and orators: he was destined to impart to the language of his country the most perfect refinement, and to furnish readers of sensibility, in all succeeding ages, with the most elegant gratification. He became an orator in consequence of the misfortunes of the times, the perception of which had deeply penetrated his mind; and he was made a poet by Laura, a daughter of the knight of Noves and the wife of Hugo of Sade, whom Petrarca has immortalized by his admirable sonnets, written in his lonely dwelling near a rivulet in the valley of Vaucluse. After he had celebrated the conqueror of Carthage, Rome and Paris rivalled each other in testifying their lively sense of his merits. In the 37th year of his age he was crowned with laurel in the capitol. The emperor Charles the Fourth found him at Mantua, and invited him to accompany him in his journey to Rome. "It is not sufficient," said Charles, "that I am going to see Rome; I wish to see it with your eyes." The Florentines, by whose turbulent proceedings his family had been banished, sent information to him by Boccaccio, that the republic had restored his confiscated property. He died at the age of 74. A. D. 1373.

Giovanni Boccaccio was also the son of a Florentine merchant; his relations intended to educate him for a merchant, or a teacher of ecclesiastical law; but nature destined him to be the scourge of human follies. He also began to compose in verse; but when he met with the poetry of Petrarca, he destroyed his own compositions, and afterwards wrote in prose in a style of as much simplicity and liveliness as the best works of the Greeks; it might be said that he brought the muses down from Parnassus into the circle of social life. He is copious, and sometimes licentious; but his Decamerone must always be considered a masterpiece. Boccaccio was, in comparison with the Grecian authors, what Petrarca was if we compare him to the Roman; and Constantine Lascaris says, with justice, that he is second in eloquence to none of the Greeks; and that his hundred tales outweigh the works of an hundred poets. A. D. 1375.

Book XVIII treats of those revolutions which especially contributed to develop the new order of political affairs, and embraces the period between 1453 and 1519. The brilliant age of Charles V, the court of the princely Francis I, the chivalric rival of the wily Emperor, the Reformation, and the general history of the world from the year 1519 to 1566, carry us through the next book to the twentieth. The age of Philip II, comprising a period of 40 years, completes this book. Book XXI, which terminates this volume, treats of the times of Gustavus Adolphus and Richelieu,

and the condition of Europe during the thirty years war, when Condé and Turenne began to announce their illustrious career, bringing the history down to 1648. Here is a great deal of matter condensed into a thin duodecimo of fair type. From Book XIX we extract the following sketch of the rise of literature, and the dawn of the Reformation in England:

Under Henry the Seventh, the acquirement of learning had begun to be extended; the ancients became known, and communicated to their readers the sound understanding and the lofty and daring spirit which breathes through their works. The light of reason thus imparted, was fatal to the age of chivalry,—when the nobility "performed pilgrimages in countries which could never be found in the map; and amused themselves by defying persons unknown to them, to single combat for ladies whom they had never seen." The forests of Wales alone remained impervious to the spirit of the age; and were still governed by barons, who, surrounded by marksmen, and on their guard day and night against enemies, bestowed estates on such of their soldiers as distinguished themselves by their valor; in order, to use the expression of Wymne, "to determine, by the prowess of these men, whether they or their neighbors should be the first to salute. But even here, English and Latin were taught at Conway; and at Caernarvon, the commencement of civilization was discernible in the manners of the people.—In England, the study of the ancients soon began to produce a perceptible effect on the acquisition of science, and even on the manner of conducting business.

This change was effected by men of the common class; for the restorers of learning were more frequently oppressed than rewarded. One man was observed prosecuting his studies by the side of a river, and catching the pieces of wood that occasionally floated down its current, in order to provide himself with fuel for the winter; another employed his nights in making shoes, that he might be at liberty to study during the day. The love of independence, which usually accompanies genius, induced Erasmus to gain his livelihood by correcting books, at the time when Charles the Fifth and Henry the Eighth were eagerly inviting him to come to their courts. Grocyen, the first professor of Greek at Oxford, received no salary; for a man who understood that language, was suspected of an inclination to heresy. Twenty grammar schools were however opened in a short time; and Thomas More read lectures before an assembly of the most respectable citizens of London, on Augustine's excellent work of the city of God.—More himself, in his boldness before a haughty and all powerful minister, in his immovable attachment to convictions which were disagreeable to the king, and in the equanimity with which he conducted himself on the scaffold, displayed a spirit worthy of the ancients. The liberality of his mind still survives in his Utopia; although that work proves that he was more capable of transporting himself into former ages, than of transferring the spirit of the ancient philosophy to his own times. These restorers of literature prepared the way for the reformation: they were not themselves its authors; for the external forms of the Catholic religion were more resemblance to the customs of the Greeks and Romans; but they put the human mind in motion, and the consequence was, that every thing was subjected to examination; which was to be conducted in the sixteenth century, according to the history of the church; in the seventeenth, according to the new philosophy; and since the time of Bayle, according to the dictates of sober reason.

THE AMERICAN MONTHLY REVIEW, No. IX. Cambridge, Brown, Shattuck & Co.—We trust this well conducted Review may be an exception to the general fate of the numerous periodicals resembling it in externals, which have sprung up, withered and died, within the last few years. It is published near Harvard University, and its contents frequently relish of the flavor imparted by such a literary atmosphere. Among the articles which compose the present number is a notice of "The Alhambra," which contains an excellent analysis of the author's mind and style of writing. We quote an introductory passage, which describes very happily the sort of footing which the author of the Sketch Book has established with his readers all over the world:—

He writes of his countrymen and of foreigners,

he enters their dwellings, describes their classes, amusements, and occupations, relates their exploits seriously or gravely, paints their habits, usages, and follies; he tells the truth on all sides, and all are instructed and entertained; no prejudices are shocked and no pride is wounded. The satirist, the painter, the chronicler, the foreigner, is always a friend. He spends a large and it may be the best part of life in other countries, and mixes with the people as one who has made his home among them, rather than as a mere observer of outlandish character and modes; as one who loves to study familiarly what there is alike and various in different countries, and not as one driven abroad "to seek new haunts for prey," because he had devoured the little there was at home. He returns to his own land after many years, and finds that he was expected and desired, that his own people have watched him with pride and affection through all his rambles and sojourns, and that every word he had sent them of others was also pleasing news of himself. We cannot then in any way regard him as a book-maker, however the case may be. We are reminded rather of a man of genius, of nice tact, and a liberal, even temper, taking noiseless surveys of life and nature and events with relish and single-heartedness, and finding as much pleasure in talking things over as he ever felt in looking at them. Though he is our countryman he calls forth nothing but what is generous in nationality. For once, we are allowed to forget that we are but of yesterday and have yet a character to gain in literature; we forget that Englishmen sneered before and praise now; we think only of an eminent American writer who has borrowed largely from many countries and made them all his debtors.

The remaining articles are—2, Le Pas's Life of Wiclif; 3, Larrey's Surgical Memoirs; 4, Brown's Naturalist; 5, Lawrence's Two Lectures on Political Economy; 6, Hall's Lectures to Female Teachers; 7, Whately's Elements of Logic; 8, Mrs. Child's Biography of Madame de Stael and Madame Roland; 9, Fairfield's Last Night of Pompeii; 10, Fenwick's Elements of Mechanics; 11, Arago's Tract on Comets; 12, Smith's Curiosities of Common Water; 13, Swallow Barn, Ivan Vejeeghen, and Adventures of a Younger Son; Bulwer's Conversations with an Ambitious Student; 15, the Juvenile Rollin.

In the 11th article, we find the following passage relating to a popular author, about whose merits the public differ less than do the critics:

Mr. Bulwer's style is marred by glaring defects, but possesses also extraordinary merits. It is sometimes affectedly epigrammatic, but generally flows in a beautiful current of clear thought and sparkling imagination. It is wonderfully picturesque from his laudable use of Saxon English, which alone expresses the genuine feelings, accompanied by the secondary native associations and *racy* imagery, of a thoroughly English heart. His taste is generally pure, and his range of historical and literary allusion wide. Certain characters, and particularly one, the elements of which are, high intellect, noble birth, or at least noble manners,—tinged with melancholy but not moroseness,—romantic views of philosophy and life,—and a love of the beautiful in art and nature, with a fondness for abstract contemplation and retirement.—Mr. Bulwer conceives in a style of extraordinary vigor, and executes with the bold hand and finished detail of an accomplished artist.

THE CONSISTENCY OF REVELATION; by P. N. Shuttleworth, D. D.: Harpers, New York.—If intellectual pride be regarded as one of the greatest stumbling blocks in the way of religion, each effort of her ministers, which tends to establish the consistency of Revelation with human reason, is to be hailed with satisfaction. The professed object of Dr. Shuttleworth's dissertation, is to do justice to the internal evidences of Christianity, by disencumbering them of the weight of those objections, which, though in popular discussion generally considered as affecting the cause of Revelation exclusively, stand in reality in no need of refutation,—for the plain and simple reason, as our author justly remarks, that they are applicable in exactly the same degree to every possible modification of religion whatever. The brevity of this work, though it embraces so wide a subject, we consider by no means an objection to it; for, such

is the indolence of most minds, that, even in the momentous matter of religion, many are deterred from pursuing the most important inquiry which can engage their attention, by the supposed necessity of wading through voluminous books upon the subject. A treatise, therefore, which, like the one before us, confines itself to the discussion of the more prominent and general topics, and thereby brings them distinctly under the mind's eye, is a valuable acquisition in Divine learning.

THE AMERICAN PHAROS, OR LIGHT-HOUSE GUIDE; by Robt. Mills, P.A.: Washington, Thompson & Ho-mans; 1832.—This work contains a general view of the coast from the St. Lawrence to the Sabine, and being founded on official reports received at the Treasury Department, we should think would be invaluable to seafaring men who are anxious to become familiar with the positions and bearings of the Light-houses along the coast. These, with several exceptions are here given; and their omission only arises from the fact of the requisite surveys having in many instances yet to be made. Mr. Mills in urging that accurate astronomical surveys should be added to a topographical and marine delineation of the coast, very properly presses upon the government to call into requisition the talents of our young officers to effect this object, the advantages arising from which would be incalculable and the cost inconsiderable. There is an appendix to the volume, containing an account of the Light-houses on the gulf and river St. Lawrence, founded on official reports from the Trinity Board of Quebec in 1832.

COBBETT'S HISTORY OF THE REFORMATION IN ENGLAND AND IRELAND: John Doyle, 12 Liberty street.—This, we believe, is part of an 18mo. edition of Cobbett's works, now publishing by Mr. Doyle. It is a queer book, written in the popular vein of that queerest of men, the author. The professed object of it is "to show how the Reformation in England and Ireland has impoverished and degraded those countries;" and, as the examination of it would lead us into matters which we always avoid in these notices, we must leave the book with such recommendation as the title supplies.

ADDRESS DELIVERED BEFORE THE PHILANTHROPIC AND DIALECTIC SOCIETIES AT CHAPEL HILL, N. C., by the Hon. Wm. Gaston; second edition; Richmond, Thos. W. White.—The old fashioned way of launching a young man upon the world, was for his tutor or guardian, when he was about to assume the toga virilis, to take him into some dark closet or cobweb covered oratory, and there, with purkured face and solemn mien, freeze the stripling into a moment's demureness, which the lecturer hoped would last for years. *Tempora mutantur!* The grand divisions of labor which have taken place have robbed the pedagogue of his musty office; his care terminates with the youthful studies of his charge, and he then passes him on to other hands. It is now left for men of the world (we use the word in its best sense) to initiate the young into the business of life. We regard this custom of leading men in the country, men of talent, of practical business habits, and literary withal, annually addressing the graduates of our colleges, as one of the most excellent usages that ever came into fashion. There is a vanity in young blood which, even in youths of sense and spirit, prompts them too often to hold lightly the counsels of those immediately around them, upon matters which affect their worldly station and happiness. Their confidence in their own resources, their quick perception of the ludicrous, and their fear of ridicule, combine to steel their minds against the influence of what they readily regard as the matter of course prosing of their legitimate advisers. But when such men as Wirt, Cass, Berrien, and others, whose stations and pursuits would seem to place them above or beyond

the friendly duty, come forward and cordially taking them by the hand, welcome them as rivals in the grand race of life, while they are pointing out each rule and custom of the course,—it is the dunce, the blockhead, and the churl alone, who does not feel his heart glow with generous confidence toward him who thus claims it. The lessons imbibed at such a moment we should conceive to be among the most durable in life, and capable, above all others,—excepting only those received at a mother's knee,—of withstanding the assaults of Time and Circumstances. Such we would hope to be the case with the majority of those who listened to the varied advice laid down in the eloquent discourse before us. That our readers may judge whether it merits to be so treasured up, we proceed to give a few extracts without further preliminary remarks. What a just view Mr. Gaston takes of what "Lionel" in Miss Burney's novel so expressively calls "the deucedest thing in the world!"—study:

It is undoubtedly a mistake to suppose, that there is no original inequality in the mental faculties of different individuals. Probably, there is as great a disparity in their intellectual, as in their physical conformation. But however false this extravagant theory may be, there is another error far more common, and practically, far more mischievous—the error of exaggerating the difference between the original energies of intellect, and of attributing to splendid and resistless genius those victories which are not to be achieved but by well directed and continued industry. It is in the infancy of life, that the inequalities of original talent are most striking, and it is not strange, that vanity on the one hand, and indolent admiration on the other, should hyperbolically extol these obvious advantages. In what this disparity consists, it may not be easy to state with precision. But from an observation of many years, I venture to suggest that the chief natural superiority manifested by the favored few over their competitors in the intellectual conflict, is to be found in the facility with which their attention is directed and confined to its proper subjects. That youth may be regarded as fortunate indeed, who in early life can restrain his wandering thoughts and tie down his mind at will, to the contemplation of whatever he wishes to comprehend and to make his own. A few moments of concentrated application, is worth days and weeks of a vague, interrupted, scattered attention. The first resembles the well known manoeuvre in Strategy, so simple in its conception and yet so astonishing in its results, by which all the arms of a military force are made to bear upon a given point at the same moment. Every thing here tells, because there is no power wasted, and none misapplied. Now let no one despair, because he finds this effort to confine his attention difficult, or for a considerable length of time impracticable. Nothing is more certain, than that this power over the mind may be acquired. Let the attempt be repeated again and again,—first for short, afterwards, as the ability is increased, for longer periods, and success will ultimately follow. The habit of fixed attention will thus be created, and it is one of the peculiarities of all active habits, that in proportion to the difficulty with which they were produced, is their inveteracy when once thoroughly formed.

His view of personal independence:—

Miserable is the condition of every being who hangs on the favors of creatures like himself. He serves, and strives by desert, to win the esteem of your fellow men. Thus acquired, it decorates him who obtains, and blesses those who bestow it. To them, it is returned in faithful service, and to him, it comes in aid of the approbation of conscience to animate diligence and reward exertion. Those too, who engage in public service, are bound to cherish a hearty sympathy with the wants, feelings, comforts and wishes of the people whose welfare is committed to their charge. It is essential for the preservation of that confidence which ought to subsist between the principal and the agent, the constituent and the representative, that all haughtiness and reserve should be banished from their intercourse.

Of Political:—

To court the fondness of the people, is found, or supposed to be, easier than to merit their approbation. Meanly ambitions of public trust, without the virtues to deserve it; intent on personal distinction, and having forgotten the ends for which alone it is worth possessing, the miserable being concentered

all in self, learns to pander to every vulgar prejudice, to advocate every popular error, to clunge in with every dominant party, to flatter and deceive, and becomes a demagogue. How wretched is that poor being who hangs on the people's favor! All manliness of principles has been lost in this long course of meanness; he dare not use his temporary popularity for any purposes of public good, in which there may be a hazard of forfeiting it; and the very eminence to which he is exalted, renders but more conspicuous his servility and degradation. However clear the convictions of his judgment, however strong the admonitions of his, as yet, not thoroughly stifled conscience, not these, not the law of God, nor the rule of right, nor the public good—but the caprice of his constituents, must be his only guide.

There is a searching severity in this passage which relishes wholesomely as a bottle of chloride in a foul atmosphere. The worst of it is, it is too individual, there being at least a thousand in the land, who will conceive themselves entitled to call Mr. Gaston out for a personality.

The conclusion of the Address is peculiarly opportune, especially considering the spot where it was delivered; and however it may have depressed the minds of his young hearers with gloomy anticipations, and dashed their buoyant spirits with care, it was right in the orator to call their attention to the grave duties which might soon await them:—

Perils surround you and are imminent, which will require clear heads, pure intentions, and stout hearts, to discern and to overcome. There is no side on which danger may not make its approach; but from the wickedness and madness of factions, it is most menacing. Time was, indeed, when factions contended amongst us with virulence and fury; but they were, or affected to be, at issue on questions of principle; now, Americans band together under the names of men, and wear the livery, and put on the badges of their leaders. Then, the individuals of the different parties were found side by side, dispersed throughout the various districts of our confederated Republic; but now, the parties that distract the land, are almost identified with our geographical distinctions. Now, there has come that period, foreseen and dreaded by our Western hero, by him "who, more than any other individual, founded this our wide-spreading Empire, and gave to our Western World independence and freedom"—by him who, with a father's warning voice, bade us beware of "parties founded on geographical discriminations." As yet, the sentiment so deeply planted in the hearts of our honest yeomanry, that union is strength, has not been uprooted. As yet, they acknowledge the truth, and feel the force of the homely, but excellent aphorism, "United we stand, divided we fall." As yet, they take pride in the name of "the United States"—in recollection of the fields that were won, the blood which was poured forth, and the glory which was gained in the common cause, and under the common banner of a united country. May God, in his mercy, forbid that I, or you, my friends, should live to see the day, when these sentiments and feelings shall be extinct! Whenever that day comes, then is the hour at hand, when this glorious Republic, this at once national and confederated Republic, which for nearly half a century has presented to the eyes, the hopes, and the gratitude of man, a more brilliant and lovely image than Plato, or More, or Harrington, ever feigned or fancied, shall be no tale that is told, like a vision that hath passed away. But these sentiments and feelings are necessarily weakened, and in the end must be destroyed, unless the moderate, the good and the wise united, "frown indignantly upon the first dawnings of every attempt to alienate any portion of our country from the rest, or to enfeeble the sacred ties which now link together its various parts." Threats of resistance, secession, separation, have become common as household words, in the wicked and silly violence of public declaimers. The public ear is familiarized, and the public mind will soon be accustomed, to the detestable suggestion of Disunion! Calculations and conjectures, what may the East do without the South, and what may the South do without the East—sneers, menaces, reproaches, and reprimands—all tend to the same fatal end! What can the East do without the South? what can the South do without the East? They may do much; they may exhibit to the curiosity of political anatomists, and the pity and wonder of the world, the *diaphanous*, the *ordered bleeding limbs* of

a once gigantic body instinct with life, and strength and vigor. They can furnish to the philosophic historian, another melancholy and striking instance of the political axiom, that all Republican Confederacies have an inherent and unavoidable tendency to dissolution. They will present fields and occasions for border wars, for leagues and counter-leagues, for the intrigues of petty statesmen, the struggles of military chiefs, for confiscations, insurrections, and deeds of darkest hue. They will gladden the hearts of those who have proclaimed, that men are not fit to govern themselves, and shed a disastrous eclipse on the hopes of rational freedom throughout the world. Solon, in his Code, proposed no punishment for parricide, treating it as an impossible crime. Such, with us, ought to be the crime of political parricide—the dismemberment of our "father land." "*Cari sunt parentes, cari sunt liberi, propinqui, familiares, sed omnes omnium caritates patria una complexa est; pro qua quis bonus dubitet mortem appetere si ei sit profuturus? Quo est detestabilior istorum inhumanitas qui lacerarunt scelere patriam, et in ea funditus delenda occupati et sunt et fuerunt.*"

If it must be so, let parties and party men continue to quarrel with little or no regard to the public good. They may mystify themselves and others with disputations on political economy, proving the most opposite doctrines to their own satisfaction, and, perhaps, to the conviction of no one else on earth. They may deserve reprobation for their selfishness, their violence, their errors, or their wickedness. They may do our country much harm.—They may retard its growth, destroy its harmony, impair its character, render its institutions unstable, pervert the public mind, and deprave the public morals. These are, indeed, evils, and sore evils; but the principle of life remains, and will yet struggle with assured success over these temporary maladies. Still we are great, glorious, united and free; still we have a name that is revered abroad and loved at home—a name which is a tower of strength to us against foreign wrong, and a bond of internal union and harmony—a name which no enemy pronounces but with respect, and which no citizen hears but with a throb of exultation. Still we have that blessed Constitution, which, with all its pretended defects, and all its alleged violations, has conferred more benefit on man, than ever yet flowed from any other human institution—which has established justice, insured domestic tranquillity, provided for the common defence, promoted the general welfare, and which, under God, if we be true to ourselves, will insure the blessings of Liberty to us and our posterity!

Let this noble passage be deeply graven in the heart of every one who has heard or read it. We remember either to have read or heard uttered the question what has "an American to be proud of—why should he love his country?" The question, if it needed reply, is answered here.

We find ourselves at a late hour compelled to close these notices without being able to touch upon several works, (chiefly relating to Cholera,) upon our table.

JOURNALISM.—The Philadelphia National Gazette, in observing how fond British writers are of expatiating upon their independence and perfect freedom of the American Press, indulges in some comments which are worthy the attention of every newspaper reader. The Gazette asserts, that the Press in both Great Britain and France, is, in fact, less trammeled and dependant, than that of the United States; and maintains, that "the political and religious parties throughout the Union, personal connexions or combinations, and comparative needs, keep the journals of our country, generally, in a state of closer restraint, and more special and steady adhesion, than is known in either of the countries above mentioned." The truth of this position we are neither prepared to question or uphold; but in what follows, but little editorial experience enables one to concur:—

The subscribers to newspapers, and Americans generally, are contracted and intolerant in their notions with regard to the press, and until they shall be differently impressed and disposed, it must remain more or less timid and subservient. They regard and treat every journal as an engine for certain

objects or influences—as a vehicle for such opinions and even facts alone, as they favor,—for the advancement of particular theories or interests and the elevation of particular individuals. Parties and sects will support engines solely—they dislike and discountenance impartiality, and the exhibition of both sides of any question.

This seems dangerously severe upon that awful personage The Public; but (though we may be pulling hairs from the lion's mane) we ask, is the representation at all exaggerated? Almost every editor of an American paper has, as the National Gazette observes, seen and felt occasions fitted to remind him of the editor in Figaro—who, provided in his writings he spoke neither of governments, nor of religion, nor of politics, nor of morals, nor of men in place, nor of powerful corporations, nor of the opera, nor of other spectacles, nor of any person of any consequence, might print every thing freely under the inspection of two or three censors.

Nor is it altogether in sects and parties that the enlightened public would regulate and control a machine whose movements ought to be as free as the common air. But with individuals it is the same, and in a subscription list of several thousand, many a one honestly thinks that his very whims must be studied. In matters of taste this sometimes gives opportunity for diverting observation, and reminds one vividly of the fable of "The Man and his Son and his Jackass." "Don't you think," said an opulent farmer to the publisher, in our hearing a day or two ago, "Don't you think that you give us too much of the long story in that weekly review of yours; accidents and politics would be read with a great deal more interest in my county.—Just then entered the father of two beautiful daughters, and stated that he would "have to give up the paper, because my (his) girls complained that they had not read a tale in it for a month." Upon mentioning the coincidence as an amusing one, to two legal gentlemen, one of them, (he is an advocate,) observed, "how ludicrously unreasonable; and yet," he went on to say, "I am often surprised, myself that a column or two is not devoted oftener to the reports of criminal trials and the speeches of eminent counsel." "Nearly the same thing has occurred to me," pursued his friend, an eminent solicitor; "except that since Lord Brougham came to the woollack chancery reports are far more interesting, and should take the preference of others."—All this, when told to a mercantile friend, diverted him much; and, after sagaciously observing "that human nature is human nature,"—a proverb which, like quack medicine, may be applied to any thing,—he abandoned his facetious tone, and gravely (with praiseworthy consistency) added: "For my part, I only stopped my morning paper because the marine list and commercial record does not occupy so much space as they ought in its columns." From all this we drew two sage and valuable deductions: the first was comprehended in that sound axiom of our mercantile friend, "that human nature is human nature;" and the second was, that to conduct a newspaper with spirit, one must maintain his independence in matters of taste as well as in those of principle.

* *—"but, never mind,—God save the King! and Kings! For if he don't, I doubt if *men* will longer. I think I hear a little bird that sings: The people bye and bye will be the stronger: The vertiest jade will wince, whose harness wrings So much into the raw as quite to wring her Beyond the rules of posting,—and the mob At last fall sick of imitating Job. At first it grumbles, then it swears, and then, Like David, flings smooth pebbles 'gainst a giant; At last it takes to weapons, such as men Smother when despair makes human hearts less pliant. Then 'comes the tug of war:—'I will come again I neither doubt; and I would say, 'lie on't.' If I had not perceived that *revolution* 'dour could save the earth from hell's pollution.'—Byron."

All poets are more or less prophets; and the naughty bairn of Newstead had not less the gift and power of foretelling events than the majority of his more

orthodox brethren. There is many a sybilline leaf among those which Scott says he flung off as carelessly as a luxuriant tree shakes its foliage to the passing breeze. An able contributor to the last number of the New England Magazine, quotes the above passage as apposite to some sensible and well written remarks he makes upon the present state of Europe. He thinks with many others that the time is already at hand, when the remarkable prophecy of Napoleon must be fulfilled, that "in fifty years Europe will be Russian or Republican." "*Dans cinquante ans l'Europe sera Republicain ou Cosaque.*" And the reflection gives rise to a train of observations which show the writer to be a vigorous thinker upon a trite subject. In England, where, he hints, that his opportunities for observation have been peculiar and extensive, and from which country he appears recently to have returned, he finds with all the elements of discord a few countervailing causes which may rescue that nation from the fate which he believes to impend over her. The following extract embraces some facts which we do not recollect to have seen stated before:

There is in England and in Ireland an immense class, whom physical suffering and moral degradation have rendered callous to every call but that of interest,—reckless of every restraint but that of fear. To address the reason, to appeal to the loyalty of these men, would be to reason with the raging whirlwind, to talk to the hissing adder; the patriot and the prudent man are unheeded, while the demagogue and the agitator who appeal to the passions, are answered with the thundering huzzas of the thousands whose only argument is a shout, and whose only reply is a blow.

The physical force of the country is in the hands of these men; but as we have said, they are under the restraint of fear, and the wholesome moral influence of the middling class—as they formerly were under that of the aristocracy. But let this middling class only take away the barrier of its influence, and we should see how far the wild wave of popular fury will go; let but the middling interest of England, as did the *bourgeoisie* in France, but once cry bravo to the mob, and it will sweep away throne, and mitre, and ermine, in one common ruin, and plunge the resisting bayonet of the soldier in his own bosom.

In England, too, there exists every facility for arming the mob; such towns as Birmingham, and Leeds, and Sheffield, are but immense depots of arms; and at the beckon of such a man as Thomas Attwood, their stores would yield up more weapons than could be forthcoming by the warrant of the Lord Lieutenant of the Tower.

In such a country as England, men arm not but with the intention of using their weapons; and when one considers, (what was really the fact,) that on the news of the downfall of the Grey Ministry, tens of thousands, and hundreds of thousands, did actually arm themselves, one trembles to think what would have been the consequence, had a few days been suffered to expire without calming the people. The patriotic Unions were filling up with thousands of new members daily; they openly wore their badges, and they secretly prepared their arms, and they sternly resolved "to do or die," should the Tories attempt to thwart their project of reform.

We have it from a friend, who had it from the mouth of Attwood himself, that on the night of the greatest excitement, he was awakened by his son's entering his room, sword in hand, and saying, "Father, take mother and the children and fly to America, for the people are determined to appeal to arms!" "Well then," said Attwood, rising, "in God's name, since it must be so, I will bide with them to the last; and if our enemies force us to fight for our rights, we will do it manfully, and all together." But happily for England, happily for the world, warning was taken in time; even the bold the obstinate Wellington was daunted; he was obliged to throw up the hardly assumed reins, and confess to his King, that he could not guide the car of State without risking the common ruin of rulers and ruled.

It would appear from the above, as if, at the last dissolution of the British Ministry, the fate of the nation was mere narrowly suspended than has been hitherto suspected; the same thing which then occurred, may, for a less reason, threaten

again—and that when there is no question which can be so safely yielded, no sop at hand to fling to the angry lion. But the writer of this article thinks that counteracting causes are in operation, which, if allowed slowly and silently to work their effect, will prevent all resort to violence, and, without the horrors of a Revolution, gradually alter the complexion of the Government, and ameliorate the condition of the mass of the people. Among these he looks, somewhat too sanguinely we fear, to the operations of the "co-operative societies" in producing a greater diffusion of wealth and breaking up the establishments of enormous capitalists, who absorb within themselves the very substance of the soil. From the contending commercial and manufacturing interests of the country, and especially from the Corn Laws, he apprehends early and almost insurmountable difficulties; and he regards the West India troubles as little less than a mass of combustibles.

We regret that our limits prevent a more minute examination of this exceedingly clever article—a part of which, however, relating to this country we give below. The author, who, as we before stated, writes apparently from personal observation of the operation of recent events upon the different classes in England, makes out upon the whole but a gloomy case. Still he hangs with cheering confidence upon the hope of brighter days for the proud old isle: his principal reliance is upon the good sense, steady habits, and general firmness of character of the middle classes; and if they, as he thinks, can swell their numbers, by adding gradually from the two extremes, we can readily believe that the ship of state, with all her ballast thus shifted to the centre, may yet weather many a storm. That such may be the case, and that education with the mob, and reason with the nobility, may gradually remove the blindness of the one, and the fatuity of the other, must be the ardent wish of every one who recollects how long England stood alone in the gap between Freedom and Despotism.

There is so much that is venerable about John Bull; so much that, notwithstanding all his extravagances, we are compelled to revere; so much that, in spite of his manifold disagreeablenesses, we can not help but love; that we would not see him dealt harshly by in his old age. Let him be handled kindly and watched with tenderness; and when a violent application is to be made to one part of the system let them be careful to keep the rest as comfortable as possible. He has many infirmities, and all should be considered while attempting to remove one. In his present condition he would hardly stand amputation of either of his members: he would perish of the blow it would give his constitution. Good nursing, however, might in a few years put the old gentleman in sufficiently hearty case to undergo the excision of the unsound parts, and allow him to realize a kindly old age. That such may be the case, must be the wish of those even whom his testiness and arrogance of conduct have provoked the most. Among these we cannot help saying,

Sero in cælum redeas;

Or, in the less trite paraphrase of Linkum Fidelius:

Thy scornful Bull we return in thy teeth,

But cased as thou art in a compost of evil,

There's something so solid and hearty beneath,

Oh late may it be ere you go to the devil.

Our own institutions, which we prize so lightly, as rashly to tamper with and peril, are held abroad to be "the envy and wonder of the world."—Yes, the American may well be proud of his country and her institutions; and when he moves about in Europe, he will oft feel a thrill of delight at hearing her praises repeated from a thousand lips, if perchance he does not blush and tremble at the thought that she may in a little, very little time, no longer merit them.

America is the watch-word, the rallying cry of all the discontented in Europe; the republican in France

the patriot in Spain and Italy, the optimist in Germany, and the liberal every where, point to her as a bright and glorious light to the world; they point to her existence, as a refutation of the arguments of their statesmen; and to her national prosperity, as a striking contrast to their national misery. Liberal principles have already extended themselves from Naples to Stockholm, and from Lisbon to Moscow; in that vast space,—among the thousands and millions of liberals, who mourn over the sad situation of their respective countries, there is not one who does not sigh for such institutions as ours; and who many regard the attainment of them as impossible, there are many others, who are ready to plunge into the dreary waste of revolution—to wade through the bloody waves of war, to gain the Palestine of their hopes—the enjoyment of a government like ours.

This feeling, which has for some time been prevalent on the Continent, is now rapidly spreading through England. The late crisis has tried men's attachment to their form of government, and it has been found wanting. In the heat and excitement of the contest, the heart spake out, and the secret inclinations betrayed themselves, and men said "A republican form of government is the simplest, the most rational, the most desirable: we wish not to overturn our own institutions; but if in the earthquake of revolution, the temple is thrown down, we will not rebuild it upon the old model."

This feeling manifested itself in a thousand instances during the late excitement; and without alluding to the ravings of Cobbett and those of his school, with their host of admirers; or to the more respectable Westminster, and the large class whose feelings it represents, we do confidently assert that there exists in England a great and growing admiration for American institutions.

The illustrious bard whose beautiful lines* we have quoted at the head of this article, said to us but a few weeks ago, "Your country is a glorious, a happy land, and I would soon be treading her shores, did I not think it the duty of every patriotic Englishman to stand by his country in the storm which may, ere long, burst upon her."

It is not the starving Irishman—it is not the furious radical alone, who looks to the United States as the *el dorado*, the *terra felix* of the earth; there are thousands of disinterested patriots, of genuine Britons, who, but for the hope they have of the regeneration of their own beloved land, would fly to ours. The spirit which animated our fore-fathers to abandon that lovely isle, (to which our affections cling in spite of our prejudices,) is not yet extinct in it; and there are many who, when they mourn over the rottenness and corruption of old Europe, say with Byron—still,

One great clime.

Whose vigorous offspring by dividing ocean,
Are kept apart and nursed in the devotion
Of freedom, which their fathers fought for, and
Bequeathed—a heritage of heart and hand,
And proud distinction from each other land.

Still one great clime, in full and free defiance,
Yet rears her crest, unconquered and sublime
Above the far Atlantic! She has taught
Her Esau brethren that the haughty flag
The floating fence of Albion's feeblest flag,
May strike to those whose red right hands have bought
Rights cheaply earned with blood.

* * * * * better be
Where the extinguish'd Spartans still are free,
In their dark charnel of Thermopylae,
Than stagnate in our marsh,—or, o'er the deep
Fly, and one current to the ocean add,
One spirit to the souls our fathers had,
One freeman more, America, to thee!

Let then the American who distrusts the excellence of our political institutions, whose heart trembles not at the thought of change—let him go to Europe—let him look at distressed and convulsed England—let him cross to distracted and unhappy France—let him penetrate, still farther, into the regions of tyranny, and look on gagged Italy, and on bleeding Poland—let him but breathe a few months the atmosphere of despotism—and he will hurry home, blessing God that his lines have fallen in pleasant places.

In the name then of all that is dear, and all that is patriotic, by the toils and blood of our fathers, by the sacred interests of unborn generations, we conjure all Americans to beware how they allow the sanctuary of our political institutions to be polluted by unholy hands. We are of no party, we have no interest at stake on any question: but we love our country beyond any earthly love: we tremble at the slightest peril which threatens it; and we shudder to think that artful and unprincipled men may so far act on the honest prejudices and feelings of the ma-

* * * 'Tis the sunset of life lends it mystical lore,
And coming events cast their shadows before."—Campbell.

ny, as to induce them to sanction measures which are fatal to the purity of our institutions.

That there are such men, in every party, and that they too are party leaders, we feel a melancholy certitude; men, who for the accomplishment of a party, or personal design, would not stick at periling the palladium of our liberties, and jeopardizing the reputation or the interests of our country; and we hardly know how to put down that vengeful feeling, which would prompt us to instant and violent action. We hold such persons in greater horror than the robber or the murderer; and if there are beings who would be lightly punished by a long life of scorn and misery, and an eternity of torment, it is those who knowingly and wittingly endanger their country, to advance their own ends.

The CHOLERA, we are sorry to learn, has manifested itself somewhat more decidedly at Boston.

In Philadelphia it has entirely disappeared.

At Washington and Baltimore it is still malignant, though apparently declining in the latter city.

In this city it exists with some malignancy in the northern part, towards Greenwich, but in the chief business part of the town, and around the great avenue of Pearl street, Bowery, Broadway, the greater parts of Greenwich street, and in the streets parallel to, and crossing these, there is little or no trace of the disease. We are the more particular in making this statement, from having witnessed ourselves within a few days, the evil effect of the rumors spread in the country, respecting cholera in New-York.

We feel assured, and therefore do not hesitate to assure others, that to prudent and temperate people, the danger of coming to New-York is not worth a second thought.

The editor of the Detroit Journal, who through the politeness of Governor Cass has had access to the last despatches from "the seat of war," furnishes some information upon Indian matters which give a new complexion to the affairs which have lately transpired upon the frontier, and tend to show that hostilities in the first instance were precipitated, if not commenced, by the whites.

Na Pope, the principal war chief of Black Hawk's band, in his examination, says—"That last summer he went to Malden; when he came back, he found that, by the treaty with Gen. Gaines, the Sacs had moved across the Mississippi: he remained during the winter with the Prophet, on Rock river, 35 miles above the mouth. During the winter the Prophet sent him across the Mississippi to Black Hawk, with a message, telling him and his band to cross back to his village and make corn. That if the Americans came and told them to move again, they would shake hands with them—if the Americans had come and told us to move, we should have shaken hands, and immediately have moved peaceably. We encamped on Sycamore creek,—we met some Pottawatamies, and I made a feast for them. At that time I heard there were some Americans near us (Stillman's). I prepared a white flag to go and see them, and sent two or three young men on a hill to see what they were doing. Before the feast was finished, I heard my young men were killed; this was at sunset.—Some of my young men ran out; two were killed, and the Americans were seen rushing on to our camp. My young men fired a few guns, and the Americans ran off, and my young men chased them about six miles." Na Pope goes on to state that the Pottawatamies of the village immediately left them, and that no Kickapoos joined them but those who were originally with Black Hawk; but the Winnebagoes did, and brought in scalps, frequently—that, at last, when they found the Sacs would be beaten, they turned against them.

Na-ni-sa, a Sac woman, aged 25, sister of a head warrior, stated that, in the hottest of the fight on the 2nd August, she kept her infant close in her blanket by the force of her teeth,—seized a horse's tail, and got across the Mississippi, where they were afterwards attacked by the Sioux. She ran off, but during the firing, she heard some of those who fired halloo—"I'm a Winnebago."

The persons examined say that, when the boat appeared in the Mississippi, Black Hawk told the women and children he hoped them—that he would surrender to save them. He got a white flag and halloed to the boat twice. The boat, however, fired on them twice, when Black Hawk told the men to fire too.

The AMERICAN POLISH COMMITTEE having at length terminated its trust, its members have rendered an account to their fellow citizens of the original organization and proceedings of the committee.—This document, which we publish below, will prove very satisfactory to their fellow citizens generally, from the evidence it affords of the labors of the committee having been conducted with judgment and spirit. In addition to a copy of this address, we have also received an original letter from Gen. Lafayette to Mr. Cooper upon the same subject, which is also given. Our readers will peruse with delight this cordial approval of the venerable Philanthropist of what "his fellow citizens" have done for the assistance of the Poles. There is something quite touching in what the committee mentions of the destitute exiles refusing the proffered aid, and struggling as long as possible in a foreign land to maintain themselves. Many instances of this kind will doubtless shortly occur upon our shores as the expatriated soldiers gradually arrive here from abroad. Why would it not be well then at once to organize a Polish Committee here, to whom the emigrants can at once look for counsel, if not for relief? Those who have not means, without some aid, must continue destitute; and those who have, without the advice and guidance of others, are likely to squander their slender resources in vain attempts to seek employment. An association of intelligent and philanthropic individuals in this city, might, with small means, do much in such cases to alleviate the condition of the exiles. It would have a salutary effect, too, in putting down the vile impostors, who, like those which were taken up in New England in the spring, sponge upon the benevolent, and make the claims of the suffering Poles unpopular throughout the country. We trust that some of our leading citizens will take up the subject with spirit, and at once. The time which has elapsed since the Polish cause was broken, while it is sufficient to exhaust the finances of the majority, who succeeded in carrying off a few valuables from their homes, is, unfortunately for those who would appeal to our sympathies, sufficient also for those sympathies to become in a measure chilled by time, or turned into other channels. Let the influential then exert themselves; and if the theme of Polish wrongs and Polish calamity be indeed too hacknied for eloquence to kindle compassion into liberality, let the appeal which would be thrown away upon our feelings as individuals, be made to our reason as men and to our character as Americans.

La Grange, July 28th, 1832.

MY DEAR SIR.—The Address from our American Polish Committee to the people of the United States, and the special communication to the fellow-citizens who have bestowed their confidence upon us, could not but meet my cordial approbation and sympathy. Conscious as we are to have done for the best in the execution of their philanthropic intentions, it must be also an object of patriotic gratification to think that their donations, at the same time they have relieved misfortunes highly interesting, have done great and extensive credit to the American character. For this happy result I shall take every opportunity to say, that we are chiefly owing to the manner in which Dr. Howe has acquitted himself of the mission entrusted to his care. While we are to thank him for the correctness of his conduct, and the enlightened zeal of his exertions, we find in those circumstances, and the other proceedings of the Committee, in concert with me, now motives to be proud of the part acted by the American donors, and to cherish the hope of a continued interest of the people of the United States, in behalf of heroic Poland, and her exiled sons, whenever occasion offers for its emancipation.

I am happy in this opportunity to offer my personal acknowledgments to the Chairman, Secretary

and members of the Committee, who will ever find in me a grateful, affectionate fellow-citizen and friend.

LAFAYETTE.

[The Address referred to above is too long for insertion entire—the following extracts embrace all that is material:]

The moment of terminating its trust having arrived, the American Polish Committee believe itself bound to render an account of its organization and proceedings to that portion of their fellow-citizens whose liberality was the cause of its existence.

The manner in which the contributions for the succor of the Poles were made is generally known. The money was remitted to General Lafayette, with a request that he would see it handed over to the Polish treasury, in the event of its being received in time to be of aid in the struggle, and with an understanding that it was to be applied to the relief of the sufferers, should it be too late for the principal object. The first remittance having arrived in France after the fall of Warsaw, the money was necessarily devoted to its second destination. Had it reached him earlier, the task of General Lafayette would have been limited to paying it over, and receiving in return vouchers which he would have been able to show to all interested. But, under the circumstances, he found himself possessed of considerable sums, without any direct responsibility, and, we may add, charged with duties of a laborious and delicate character, which his other employments would scarcely permit him to perform with sufficient fidelity. With his usual tact and judgment, he decided to appeal to the Americans at Paris for assistance.

The American Polish Committee was formed in obedience to the written requisition of General Lafayette. The Committee assumed the office of keeping the accounts, of investigating the merits of applicants for relief, of deciding on their reception or rejection, and of doing all other things properly connected with the faithful discharge of a trust so sacred. As the members of the Committee felt, however, that they were unauthorized to act by those who had furnished the contributions, the resolutions of organization were so framed as to contain a clause which rendered it necessary to the validity of their acts to refer all their decisions to General Lafayette. Although the accounts were kept by the Committee through their Secretary, the money itself was deposited to the credit of General Lafayette, and was only drawn for use by his drafts. The Committee deemed these explanations necessary to its own vindication, in assuming powers with which it was not more regularly invested.

Dr. Samuel G. Howe, of Massachusetts, having been especially named in communications from America as commissioner to act in behalf of some of the contributors, and having been particularly designated in the requisitions of General Lafayette as one whom he would wish to see on the Committee, was appointed its Chairman.

Several weeks elapsed after the regular organization of the Committee without an application for relief. This unexpected forbearance on the part of the emigrants is to be ascribed to several causes—few reached Paris, with the exception of those who were in the possession of more or less means. The sympathies of the French were powerfully awakened, and the disposal of their succor, which was of magnificent amount, admitted of a more regular and continued system than it was believed could comport with the delicacy that strangers in the country were bound to observe; and we should do great injustice to the noble-minded men who are the victims of the unsuccessful effort to gain the independence of Poland, did we not add, that in several instances our offers were declined, gratefully it is true, but with a proud reliance on their personal efforts for support. At this moment, when we were periodically assembling without being able to effect much in behalf of those for whom the succor had been intended, it became apparent that it was the policy of the States adjoining Poland to force the refugees back into the power of their enemies. In addition to this, which of itself made a strong appeal to the sympathies of every just mind, we had reason to think, that while our money was useless at Paris, it might relieve many brave men at a distance, who were actually suffering for the necessities of life. In this view of the case, it was decided to remit a portion of our funds to Germany.

It was an important consideration to find a suitable Agent. Luckily, our chairman was about to visit the north, in furtherance of the views which had brought him to Europe. He accepted the trust, with a condition, that he was not bound to proceed further than was consistent with his other duties. With this understanding, a large portion of our

funds were placed in his hands, and he left Paris clothed with this charitable mission in the month of January. A part of the money confided to Dr. Howe was distributed by that gentleman himself to different Poles, and the remainder was left with confidential persons to be applied as he had directed. We are grieved to be compelled to say, that while he was thus employed, Dr. Howe, who it was understood, acted with the entire approbation of the Prussian local authorities, was peremptorily commanded to leave the part of Prussia where the Poles were quartered. He instantly obeyed, taking the road to Berlin. Here, it would appear, he was arrested, shut up in prison, and cut off from all communication with his countrymen.

At the end of nearly a month, he was sent through the intermediate States of Germany to France, being escorted the whole distance by Prussian Gen d'Armes.

We understand that an official statement of the facts is made to the administration at home, and we trust that the moment has at length arrived when an American who commits no fault, may travel through the civilized world confident of the protection of his country, and that the time is near when no better passport may need be required, than that he is a member of a community as ready to resent as to repair a wrong. Our own opinion of the course of Dr. Howe is favorable. We see in his journey to the capital of Prussia, after he was ordered to quit Elbing, the confidence of innocence, and in his demands for a trial, we not only recognize the same reliance on himself, but the spirit of a man who has been educated in a profound respect for the law.—We have especially voted him our thanks for his services which have been marked by singular disinterestedness, and our sympathies for his sufferings, and we deem it just that the fact should be generally known.

In addition to the money sent to Germany by Dr. Howe, we found means at a later day, to relieve many excellent and brave men, and in several instances, entire families, that were suffering under the effects of the downfall of Poland. A few have been assisted in their wish to go to America, and otherwise the best disposition has been made of the funds that the circumstances and our judgment would allow.

In taking leave of the public, we cannot refrain from urging every one of our fellow citizens to remember, that when an emigrant Pole presents himself at his door, his hospitality and friendship are asked in behalf of a man that is the victim of a noble patriotism, whose efforts have been defeated more from the heartless calculations and policy in third parties, than by the valor of his enemies.

Paris, June 30, 1832.

J. FENIMORE COOPER, Chairman ad in.

Every one must have remarked how phlegmatical, as contrasted with former manifestations of sympathy, the late appeal of the Poles to this country was received. The Journal of Commerce in noticing the address of the American Polish Committee, very properly rebukes this indifference as follows:

We regret, and are almost ashamed, that those contributions were so small, and still more, that when a thrilling Appeal has been made to the people of the United States by the Poles themselves, soliciting the hospitality of our country, it is received with such apparent coldness by many, as if to show to Poland and the world that our once noisy sympathies in their behalf were mere professions and hypocrisy. There are however some exceptions to this remark; here and there a paper has seemed to kindle with the spirit of 1829-30 on reading the Appeal, and has responded to it in a manner worthy of Americans and of freemen. Hear the Baltimore American:

"Give to the exiled Poles a home upon the frontier. Let them live together, on lands given to them by American gratitude, under their own institutions, and in due time, let them become a member of the Confederacy—thus preserving their cherished nationality, while they become identified with us in our glorious Union. The gift would be worthy of both people,—a just token of the sympathies of noble minds, and an argument for Freedom and for Constitutions, powerful enough to dismay the Tyrants of Europe and to inspire the nations in their resistance to oppression. To the United States it would give a hardy, warlike, industrious, and grateful population, full of the spirit of independence, and an impregnable defence to the frontier in case of war, or hostile incursions of any kind. The suggestion seems to us worthy of the attention of our Legislature."

SUMMARY.

APPROPRIATIONS AT THE LAST SESSION OF CONGRESS.—The following Schedule shows the amount of appropriations at the last Session of Congress, and objects for which they were granted:

| | |
|--|----------------|
| Civil list for 1832 | \$2,717,368 18 |
| Military service, 1832 | 3,734,666 |
| Fortifications, 1832 | 653,000 |
| Pensions, 1832 | 1,155,543 |
| Naval service, 1832 | 3,926,209 80 |
| Indian department, Indian treaties, annuities, &c., 1832 | 1,251,722 38 |
| Internal improvements, 1832 | 1,282,586 43 |
| Public grounds, buildings, &c., 1832 | 122,852 |
| Miscellaneous items | 1,633,736 06 |
| Private claims | 179,986 04 |

Amount of definite appropriations made during the first session of the twenty-second Congress \$16,657,669 89

THE SHIP *ROSCOE*, named after the illustrious merchant-scholar of Liverpool, will sail on her first voyage on Saturday next, as one of the Liverpool packets, in the line of Fish, Grinnell & Co. A more costly and magnificent ship has seldom left our port. She has been built under the immediate inspection of her commander, Captain James Rogers, long and favorably known as one of the first nautical men. Her burthen is about 630 tons. She is finished and fitted from stem to stern, in a manner that does great credit to the skill of her builders and the judgment of those who had superintendence of her. Her cabin is fitted up with great taste and beauty; the most costly woods, such as satin, rose, bird's eye, mahogany, and every other description which could ornament, have been worked up. Her state rooms will accommodate about thirty passengers in a style of comfort equal to that of our most fashionable hotels. —[Daily Adv.]

We are informed, that yesterday, while the ship *Washington*, from Liverpool, was coming up the lower bay, in tow of the steamboat *Hercules*, the revenue cutter wishing to board her, threw out her launch for that purpose, but the ship not heaving to, the officer did not succeed in the attempt. The cutter then fired three blank cartridges in the direction of the ship, but she shewed no disposition to slacken her speed. The cutter then fired a shot from her long pivot gun, which cut away the ship's fore sheet and shot the hat off of a steerage passenger, but fortunately no person was injured. The ship then hove to, and hostilities terminated. —[Mercantile.]

EMIGRANTS.—Up to the first of August, a fraction over 33,000 emigrants arrived at this port from Europe this season—by this time, the number is increased to above 40,000! Rather more than this number have reached this season, Quebec and Montreal, many of whom find their way into the United States. If we add to the above the emigrants that have arrived at Baltimore and Philadelphia, and those which will yet arrive before the winter season, it will be found that not much less than 200,000 persons have been added to our population the present season. —[Gazette.]

"LIVERPOOL, (N. S.) AUG. 16.—On Sunday morning last, about seven o'clock, the 12th inst., many of our inhabitants felt a slight shock of an earthquake. I have since been informed that it was more severely felt at Shelburne, shaking down the plastering in some of their buildings."

Every day's account tends to prove that the Cholera is, on its steady march, and that no place, however remote from populous cities, is exempt from the common scourge. We find by the Baltimore papers, that the cholera has appeared on the highest mountains in the State, and that in one day, there were seven deaths of the disease at Harper's Ferry.

SUICIDE.—A black fellow (says the Philadelphia Enquirer) named John Ayres, a convict in the Eastern Penitentiary, committed suicide by hanging himself, on Wednesday morning last. He effected his purpose by tying a band of cotton yarn around his throat, attaching it to one of the bars of the door, and then drawing up his feet until dead. He was confined for the murder of the overseer of the almshouse of Montgomery county, committed in a fit of supposed insanity.

CASUALTY.—John Borders, a person employed in cleaning wells in this place lost his life on Tuesday morning last, by descending into a well charged with foul air. On reaching the bottom, he called out to be drawn up, which the only man in the vicinity immediately attempted as fast he could; but before Mr. Borders reached the top, he fainted, and

falling a distance of 25 feet, was instantly killed. —[Zanesville (Ohio) Republican.]

Ice is scarce in New Orleans. The people are alarmed about it, as they know, not how soon the cholera or yellow fever may visit them, in both which diseases ice is sometimes useful. The business of providing it being a sort of monopoly in the hands of one house,—neglect, or want of foresight, or too great anxiety not to have a supply beyond the demand, is naturally imputed to them. A public meeting was to be held on the subject, Aug 25th.

MURDER.—Two persons were playing cards in a barn, in Middletown, Dauphin county, on Saturday, when they quarrelled and fought concerning the stake, 12 1/2 cts., and one killed the other. The offender has been secured and lodged in the Harrisburgh jail. An inquest was held over the body of the deceased, whose name was Joseph Sandford, and a verdict of murder returned against the survivor.

A Tragical Affair happened at Manchester, (Mass.) on Wednesday week. Mr. Paul Stanley, bricklayer, put an end to his life in the following manner. He procured a gun, destitute of a lock, secured the breech to the foot of a tree, by placing stones on it, the muzzle was raised on a crotch about one foot—he then took off his coat and vest, seated himself on a board below the gun, struck fire with tinder, lighted a match he had placed in the end of a stick, and touched the priming, when the charge went off, one ball passing through his heart and the other lodged in his side, killed him instantly. He was a native of Beverly, and has lived in Manchester about five years. For a year past he has been intemperate and lived very unhappy in his family. He was 38 years of age, and has left a wife and seven children. —[Salem Reg.]

THE LOST FOUND.—The *Mauch Chunk Courier* has this paragraph:—"We published a notice a short time since, of Mrs. Margaret Smith, having left her residence near Lehigh, in a deranged state of mind. It was supposed from a report, that she had wandered into Schuylkill county; but this proved not to be the case, as she was found on Monday last, in the woods, about two miles from her own dwelling, where, from all appearances, she had remained during the whole of her absence, a period of forty-one days and nights, subsisting entirely upon berries, and sleeping upon the ground, exposed to all weather and almost in a state of nudity. When found, she was lying on the ground asleep. On being awoken and interrogated as to her mode of subsistence and reasons for not coming home, she said she had lived upon whortleberries and blackberries—had got sick, but intended to return home as soon as she recovered. She was very much emaciated, and too weak to walk home, but manifested no unwillingness to return with her husband and children in the carriage which they had provided for her conveyance."

WHEELING (VA.) Sept. 1.—*Emigration*.—The current of emigration through this place has never, within our knowledge, equaled that of the present season. Within the last three or four months, not a week has elapsed without the arrival of many wagons from the east, loaded with emigrants, and their effects. They are principally from Germany. Our landlord, of whom we inquired, informs us that not less than 2,000 had already put up at his house. Many of the Germans cross the river at this place, but by far the greater part descend it, for Cincinnati, Indiana and Illinois. —[Gazette.]

UNPRECEDENTED SPEED.—The new steamboat *Patrick Henry*, built in Baltimore to run between Norfolk and Richmond, is now in the line and performed the distance (145 miles) on Tuesday last, in seven hours and 43 minutes, after the stoppages were deducted. —[Nat. Gaz.]

FATAL ACCIDENT.—On the 22d ult. a workman in J. Danforth's iron works, at Windsor Locks, Conn., named Orrin Parsons, lost his life in the following sudden and melancholy manner. He had been employed at one of the grind-stones, when having occasion to leave for a short time, he imprudently, and contrary to the usual practice, left the stone going at full speed. On his return it had acquired such velocity as to cause it to fly to pieces, one of which weighed about 200 weight, struck the unfortunate man on the side of the head, and instantly deprived him of life—taking off a great part of the skull, and mangling his head in a frightful manner. He was 39 years of age, and has left a wife and five children.

Yesterday, as Mr. John Jones, grocer at the corner of Essex and Division streets, was passing through Water street, riding upon a cart loaded with bags of feed and driven by his son, the horse became unruly,

and in attempting to take the reins from his son, a bag slipped, and he fell before the wheel, which immediately passed over his body, and injured him so seriously, that he died in about two hours. Mr. Jones was carried into the house No 13 Front street, and medical assistance obtained. His wife was also sent for, and arrived a short time before his death. He possessed his reason fully, and conversed with her as long as he could speak. The scene was interesting and affecting.

THE TURF.—The celebrated race-horse *Durock*, who last fall challenged any horse in Canada for £400, has arrived at the St. Pierre Race Course from Upper Canada. *Sleepy John*, and several other horses, are also in training, to run at the ensuing races, which take place on Tuesday, Wednesday, and Friday of the ensuing week. —[Montreal Gaz.]

SUICIDE FOR LOVE.—At Taunton, (Mass.) last week, an inquest was held on the body of a young woman named Mary Ann Chilcott. It appeared that she had been ardently attached to a young man named Hutchins, who was found drowned in the river a few weeks ago. Since then, she had been in a state of despondency, and was very anxious to learn the exact spot of the river in which the body of her lover was found, and frequently spoke of her wish to die, and determined not to live, in a wandering manner. On Wednesday evening her body was discovered floating in the river near the spot where Hutchins was found drowned; and though she was seen to move when first observed by an old woman, who gave an alarm, before she could be got out, life was extinct. Her bonnet was hanging on a gate near the spot, her shawl and shoes and a religious tract, lay on the ground. A Coroner's Inquest was held on the body, and returned a verdict—Temporary Derangement. She was buried at the expense of the father of her unhappy lover, and laid in the same grave. A large concourse of persons attended the funeral, and evinced much feeling for the unfortunate lovers.

The *Lafourche Gazette* remarks that there is a great improvement in the looks of the cane in that district, and that from all they can learn, there will be double the quantity of sugar made in Louisiana this year, compared to the last.

REAL ESTATE IN PHILADELPHIA.—The store No. 211 Market street, 18 feet front by 110 deep, subject to a ground rent of \$48, was sold on Wednesday evening, at the Merchants' Coffee House, by T. W. L. Freeman, Auctioneer, for \$18,200.

On Friday week, near Springfield, Clark county, Ohio, a bold attempt, by six men, to rob a U. S. Mail Coach, was baffled by the courage and readiness of the driver, whose name we should not omit if our informant had ascertained it; two of the assailants seized the leaders by their heads, while their comrades threatened the driver. He whipped up, and his horses, as resolute as himself, galloped on and shook off the robbers.

The *Virginia Times* mentions the following fact:—"Since the Georgetown College, in the District of Columbia first went into operation, the number of students up to this period, has been TEN THOUSAND out of which not one single instance of death has ever occurred at the college. We doubt whether a similar instance of health is to be met with any where in America."

Washington Irving arrived in this place on Monday last. He was accompanied by Mr. Ellsworth, agent of the U. S. Government to settle the difficulties which exist among some of the Indians west of the Mississippi, and Mr. Latrobe of the Engineer department. They left the same day for the rocky mountains. —[Cleveland (Ohio) Herald.]

RIOT.—We learn from the *Utica Observer*, that an attempt was made last Saturday by some deluded Irishmen, to mob the Nurses and Physicians of the Cholera Hospital in that place.

A half dozen or more, made a forcible entrance into the Hospital, when an alarm was given and before any damage was done, the Watchmen and police officers arrived, and the mob dispersed. It seems a few of these Irishmen had become possessed of an idea that their countrymen were not fairly dealt by when carried to the hospital, and very foolishly thought to remedy the supposed fault by closing it. The prompt interference of the Mayor and police officers prevented any serious damage, and we learn that several of the ring leaders have been arrested for this high-handed measure, and bound over to take their trial at the next court.

The *Augusta Chronicle* speaks discouragingly of the crops in Georgia, and states that numerous large fields of cotton and corn have been abandoned,

The Washington Globe contains an official note from Lord Palmerston to Mr. Vail, United States' Chargé d'Affaires to Great Britain, from which it appears that shingles are included in the description of lumber which may be imported in the Islands of Barbadoes, St. Vincent, and St. Lucia, free of duty until the month of March next.

Appointments by the President.—William Tudor Tucker, to be Consular Commercial Agent of the United States at the Island of Bermuda, vice William R. Higginbotham, deceased.

Doctor Felix Roberts, of Nashville, Tenn. to be a Commissioner to hold Treaties with the Indian tribes west of the Mississippi, in place of Governor Carroll, who declined the appointment.

Capture of a Mexican schooner of war by the United States' schr. Grampus.—The New Orleans Courier of the 27th ult. states that the U. S. schr. Grampus, Josiah Tatnall, Esq., commander, was at anchor outside the Bar, from a cruise of six months on the Mexican coast, with \$300,000 in specie on board. The Grampus captured on the 16th August the Mexican schr. of war Montezuma, Capt. Pedro Villaneda, for committing an act of piracy on the schr. William A. Turner, 47 days of and from New York, for Matamoros. The officers and crew of the Montezuma (eighty in number, including a company of soldiers) are in irons on board the Grampus; and the prize is ordered into a port in the United States.

The commencement at Bowdoin College took place on Wednesday last. The number of graduates was 27. The oration delivered by Mr. Johnson, and the poem by Mr. Longfellow, before the Phi Beta Kappa Society on Thursday, are spoken of in terms of commendation.

Williams College.—The annual commencement of this Institution was held on the 5th inst. The degree of A. B. was conferred on 18 young gentlemen; that of A. M. in course on 4, and honorary on 2; that of M. D. in course on 7, and honorary on 4. "At the close of the regular exercises of the morning, an address before the Alumni was delivered by Prof. C. Dewey, of Pittsfield, Mass. Of this address, says the Albany Argus, we cannot speak in too enthusiastic terms." Hereafter the annual commencement is to be held on the 3d Wednesday in August, instead of the 1st Wednesday in September. From the Triennial Catalogue which has been sent us by a friend, it appears that the whole number of graduates from the origin of the Institution to the present time, is 1137, of whom 958 are still living. Clergymen 299, of whom 245 are still living. Physicians 214, of whom 210 are still living.

The Rev. John Croes has been elected Rector of Christ Church, New Brunswick, N. J., which had been rendered vacant by the death of his father, Bishop Croes, who had held the Rectorship more than thirty years. Mr. Croes has accepted the invitation.

The National Gazette states, that on Friday, "Samuel Jaudon, Esq., Cashier of the Branch Bank at New Orleans, was unanimously elected Cashier of the Bank of the United States. This gentleman is eminently qualified for the station. A better choice could not have been made."

Sporting Intelligence.—By a letter recently received in this city, says the Charleston Post, from a friend in Columbia, information is given that Col. W. R. Johnson has accepted the challenge offered by Col. Richardson of this State, to run Bertrand, jr. and Little Venus, against Bonnets of Blue and Andrew, four mile heats, for \$5,000 a side, each match. The contest takes place over the Washington Course on the Monday and Tuesday preceding the next regular Charleston Races.

The celebrated trotting horse Bull Calf was sold this morning, at the auction store of W. L. Freeman for \$275. (Philadelphia Gazette.)

The Cincinnati Advertiser of the 3d inst. says:—"When the play was about half over on Saturday night, Mr. Caldwell came forth, and announced that our distinguished countryman, Washington Irving, had just arrived in our city, and was then in the Theatre. This pleasing information was greeted with the most enthusiastic applause by the audience, a happy earnest of the welcome which Mr. Irving will receive from the citizens of the West. He is thrice welcome."

The Robbers Taken.—Thomas Sperry, who in May last absconded from London, taking with him \$3000. of the funds of a Banking house in which he had been a confidential clerk, together with his accomplices, Lankester and Cull, who had shared

equally with him the avails of the robbery, have been overtaken and forced to disgorge their spoils. They arrived at Staten Island in July, and had made good their retreat into the interior as far as Jordon, Onondago county, to which place they were traced with difficulty by the agents sent in pursuit, and there arrested on civil process. Sperry was first taken and immediately gave up his share of the money, but was suffered to retain \$500 on condition of pointing out his associates, who by this means were also arrested. About \$11,000 were recovered, and the rogues discharged, under the impression that the laws of this State do not authorize criminal process in such cases.—[Courier & Enquirer.]

Shocking Accident.—A New Orleans paper of the 22d ult. has the following:—"On Monday night, about 9 o'clock, two children were accidentally burnt to death. It appears that the mother of the poor children left them in bed, and stepped out of the room, leaving a candle near the mosquito-bar. On returning, the accident was discovered, and the children immediately taken from their perilous situation. At first, it appeared that the youngest child was not much burnt, and hopes were entertained of its recovery—but yesterday morning found both of them dead."

Shocking Accident.—On Thursday afternoon last, as one of the workmen employed in the West Point Foundry in Beach street, was passing through one of the shops, where a belt happened to be thrown off the pulley, he incautiously set his foot on it, which tightened it on the drum, and the double caught him and drew him up between the drum and the floor several times before the steam engine could be stopped, which tore his body in so shocking a manner that he breathed only a few minutes. His name was Thomas Marcus, aged about 50 years, a native of England. He had been only three months in this country.

Melancholy Accident.—As Mr. Samuel P. Baldwin was adjusting the apparatus connected with a windlass, in the third story of a store in Merchants Row, yesterday afternoon about 4 o'clock, he accidentally fell, and was so much bruised that he died in about an hour afterwards. He was about 22 years of age. What renders this bereavement peculiarly distressing to his afflicted relatives is, that it is but about a fortnight since they paid the last tribute of respect to his father, Mr. Luke Baldwin.—[Boston Courier.]

Brown University.—The annual commencement was held on Wednesday last. The degree of A. B. was conferred on 22 young gentlemen.

The honorary degree of Doctor in Divinity, was conferred on the Rev. Charles P. McIlvaine, of Brooklyn, N. Y.; and on the Rev. Thomas Steffe Crisp, A. M. of Glasgow University, and the President of the Theological Academy, Bristol, Eng.

The commencement was attended by fewer strangers than usual, but the exercises are spoken of as respectable.

The legislature of Tennessee met on Monday last. The principal business before them is the election of a member of the United States Senate, and the apportionment of the state into Congressional districts.

We are sorry to hear of the death of Commodore Charles B. Thompson, at the Hot Springs, in Virginia. He had been in ill health for a long time, having brought his disease with him, several months ago, from the Pacific, where he was in command of the U. S. squadron for two or three years.—[National Intelligencer.]

We learn that a malignant disease exists among cattle in the neighborhood of Kipp's Bay. Nine cows have died from one farm. One of these had been examined, and a large quantity of blood found upon the heart, the stagnation of which appeared to have caused death.—[Jour. of Com.]

St. Johns, N. B. Aug. 25.—The brig Heber, Agre, 63 days from Belfast, arrived at quarantine on Monday. The report of the health officer states, that she had 169 passengers when she sailed, 17 of whom, according to the captain's account, died of want during the passage, and one of small pox. "Nothing can exceed the misery of these people—not only their own stock of provisions, but that of the vessel is completely exhausted, and the major part of them, when they arrived, had not tasted a mouthful for two days—they are wallowing in filth, and present a sad spectacle."

Melancholy Accident.—The Newburyport Herald states, that on Wednesday morning, a company of persons started in two wherries from that town, to visit Plum Island, on an excursion of pleasure. On

board one of the boats were Mr. Isaac G. Noyes, and Mr. John Hardy, with nine females. When about a half mile distant from Plum Island Bridge, in the "Gut," the sail jibbing suddenly, the wherry was capsized. Five of the passengers clung to the boat, the rest were left floating on the surface. The other boat, directed by Mr. John Thurlow, was immediately put on shore near by; and he having landed his companions, returned to the rescue of the persons exposed. He was however too late to save them all; a child of Mr. Noyes, named Elizabeth, aged 3 years, and Elizabeth, daughter of Capt. Joseph L. Colby, aged 16, being drowned.

Drowned, in the Canal Basin, in Buffalo, Mr. Charles Catlin. The deceased left his boarding-house on Thursday evening before last, undiscovered by any person, and on Sunday his body was found in the water. No evidence has been elicited of the immediate cause of his death.

Mammoth Lemon.—We were yesterday shown a lemon, which grew in Medford, Mass. and surpassed in size any that we have ever seen. Its least circumference was eleven inches and a half; its length upwards of five inches; and it weighed fifteen and a half ounces avoirdupois.—[Exeter News Letter.]

[From the Commercial Advertiser.]

DESTRUCTIVE FIRE.—Between 7 and 8 o'clock this morning, a fire broke out in the bakery of J. H. Fredericks, in the rear of No. 86 Vandam street, which burned with great fury, that in about one hour, twenty buildings were reduced to a heap of ruins.—The particulars, so far as we have been enabled to collect them, are as follows:

On Vandam Street.—No. 86, occupied by J. H. Fredericks, baker. Bakehouse destroyed, the dwelling of Mr. F. fronting the street, was but slightly injured.

No. 84. Two story frame house, occupied by Isaac Reed and Mrs. Mary Scott, slightly injured.

No. 82. Two story frame house, occupied by Mrs. Blackney, rear, damaged.

No. 80. Two story frame house, occupied by O. Wade and James Swift, and owned by B. P. Melick, Esq., destroyed.

On Hudson Street.—No. 239, two story brick building, occupied as a grocery and dwelling by B. Melick, and owned by B. P. Melick, Esq., slightly injured.

No. 237. Two story frame house, occupied below by Mr. Scott, as a chair factory, and the upper part by some families; this building destroyed. This was owned by Mr. Melick.

No. 235. Two story frame house; chair factory of T. J. Blanc, below; families above; burnt down; owned by Mr. Melick.

No. 233. Two story frame house; chair factory of Mr. Halsey, below; families above—burnt down—owned by Mr. Melick.

No. 231. Two story frame house; umbrella store of Burger & Shaw; families above—owned by Mr. Gilbert—burnt down.

No. 229. Two story frame house, occupied by Mr. T. P. Laws as a shoe store, and Mr. Perkins, confectioner; dwellings above—burnt down.

No. 227. Two story frame house, occupied by T. H. Chalmers, grocery and dwelling—burnt down.

On Spring-street.—No. 265. Two story frame house, occupied by Mary Concklin, and owned by Mr. James Gilbert—burnt down.

No. 267. Two story frame house, occupied by Mr. Stets, baker, and owned by Mr. J. G. Martin—burnt down. This property was insured.

No. 269. Two story frame house, occupied by Amos Gore, and owned by J. G. Martin—destroyed: insured.

No. 271. Two story frame house, occupied by Peter Demareet, chairmaker, and owned by Mr. Lewis—destroyed.

No. 273. Two story frame house, occupied by Mrs. Paterson, grocer, and owned by Mr. Lawton; destroyed.

No. 275. Two story house, occupied by Spear & Robertson, as a shoe store, and owned by A. J. Spear; rear much damaged.

No. 277. Two story house, occupied by Mr. Sholder as a basket store; rear much damaged.

Fire.—On Saturday evening about 10 o'clock; the house 64 James street, occupied as a dwelling house and bake-shop by Mr. Reeve, was discovered to be on fire. By the prompt arrival of the firemen it was got under with but little damage. About 12 o'clock, same night, another alarm was given, which proved to proceed from the same building, and before it was extinguished, destroyed the interior with all its contents. It is supposed to have been the act of an incendiary.

FOREIGN INTELLIGENCE.

TWO DAYS LATER FROM ENGLAND.—The Saturday Evening Transcript, from Boston, says—We are indebted to Messrs. Topliff for the loan of the Falmouth Packet of the 4th of August, received by the Lady Ogle, from Halifax, bringing the Falmouth mail. It contains London dates to half past seven o'clock (evening) of the 2d.

Accounts from Frankfort state that a report prevailed there that the Austrian government had discovered, through their diplomatic agents, that there was a private understanding between Prussia and Russia, to take away the preponderance she has in Germany, and that Prussia wants to have the Presidency of the German Diet.

There is no fresh news from Dom Pedro. According to the last accounts he was on his march to Coimbra.

The German papers state that Mahomet Ali is to be crowned King of Egypt by the Sheriff of Mecca, in his quality of Prince of the Religion of Mahomet.

Several regiments and reserve companies have received orders to hold themselves in readiness to proceed to Ireland forthwith.

The representatives of the five powers met on the 31st of July, to consider the treaty proposed by the King of Holland. It was modified and signed, and Sir Robert Adair was desired by Lord Palmerston to impress on the mind of King Leopold the urgency of his adhesion to this last protocol, in which the Dutch treaty, with certain modifications, is recognized and adopted by the Conference.

The boundaries of Greece are likely to be settled with Turkey, to the satisfaction of Greece and the Allies.

Admiral Lord Gambier has received from the King a Field Marshal's baton, as Admiral of the Fleet.

[From the Guardian and Public Ledger.]

Monsieur de Chateaubriand is on the point of quitting Paris for Switzerland. He seems disgusted with everything and everybody here, and it must be confessed that the treatment he has lately received was enough to make him so. He is more particularly incensed against M. de Montalivet, the Minister of the Interior, to whom he had made confidential communications, relative to the Duchess de Berri, precisely because he was anxious not to be implicated in her affairs, and who treacherously availed himself of these confidential communications, to order that he should be arrested and examined, under pretext that he (M. de Chateaubriand) was co-operating with the Duchess.

Geoffroy, the young painter who was condemned to death by one of the Military Courts Martial in June, and who made so successful an appeal to the Court de Cassation, was tried on the 31st July; in the regular way at the Assizes. He was found guilty on a minor count only, and the Court sentenced him to ten years' hard labor in one of the bagnios. The Jury expressed their astonishment at the nature of the sentence, and declared that they had returned the verdict under the full impression that a political offence was not punishable in the same way as highway robbery.

The terms of the Convention to the sovereignty of Greece, between the King of the French, and the Emperor of all the Russians, on the one part, and the King of Bavaria on the other, signed at London May 7, 1832, as presented to both Houses of Parliament, by command of his Majesty, are published in full. We have no room to day for the articles, which it is supposed will adjust the boundaries both to the satisfaction of Greece and Turkey.

BRITISH PARLIAMENT.—In the House of Commons on the 3d of August, the amendments of the Lords to the Irish Reform Bill, were taken up as the order of the day. Mr. Stanley, in moving it, said

The amendments were four in number, and to two of them he believed no member of the House would object. The first had reference to the clergy, who it was provided, should register the same as 50l. freeholders. The second provided that the chairman of the county of Dublin should be permitted to register freeholders by deputy: he allowing to such deputy a certain portion of remuneration. The third amendment had reference to the right of freeholders who became possessed of their freeholds since the 30th of March, 1831, to qualify.

It was declared by the clause, that no freeholder who did not enjoy his freehold by inheritance, marriage, or devise, should be allowed to qualify, if he came into his freehold after the 30th of March, 1831. Here their Lordships had omitted "40s."

and the effect of the clause, as it now stood, would be to disqualify freeholders of 20l. or 50l. per annum. This it would be necessary to amend, and he should therefore propose that, after the word "freehold," there should be inserted "under the annual value of 10l." The right hon. gentleman then moved the introduction of the words "under the yearly value of 10l." in clause A., which was agreed to.

The Times, in speaking of this debate, says:

It will at least show to the world, that the Parliament, as well as the press of England, is alive to the claims of general freedom,—that they are equally prepared to denounce unequivocal oppression or usurpation in every quarter,—that free states may reckon upon allies wherever there are British free-men, and that though the little despot of the Germanic League may submit to greater despots in partially suppressing the complaints of their subjects, the voice of the latter will find an echo in every British heart, and, if need be, will command succor from every British arm.

Accounts from Dublin of August 1st, contain particulars of additional breaches of the peace. There was a great scarcity of hands, in consequence of the combination not to work for the tythe papers, nor permit it to be done. This has led to much fighting and some bloodshed.

The London Morning Chronicle, of the 26th July, holds this language:

"We really do not see how the French Government will be able longer to resist the wish of the nation, to make head without delay against the continental despots. From all appearances we should be inclined to say, that the war of opinion announced by Mr. Canning is about to break out. May those who have provoked this war suffer what is due for the affront offered by them to justice and liberty."

FROM PORTUGAL.—The brig Watchman, Nason, says the Boston Daily Advertiser, arrived at Kennebunk 5th inst. in 33 days from Havre, and 24 from off the coast of Portugal. Capt. N. spoke the British brig Nancy, and American brig Washington, who informed him that they had been ordered off from St. Ubes and Lisbon by Dom Pedro's blockading squadron. They also informed him that there had been a severe battle within a few miles of Lisbon, between the troops of Dom Pedro and Dom Miguel, without any decisive results, both parties claiming the victory.

REVOLUTION AT PERNAMBUCO.—Capt. Kurtz, of the brig Lela, arrived last Sunday from Rio Grande, which place he left on the 23d July, informs that a few days before he sailed, a Brazilian brig arrived there from Pernambuco, having been obliged to cut her cables and run, in consequence of a Revolution having broken out at that place among the negroes, who were murdering all the whites indiscriminately. This intelligence was confirmed by another vessel at Rio Grande. The brig was much injured by the guns from the fort, which fired upon her when leaving the Bar. The population of Pernambuco, says the Gazette, is about 70,000, of which perhaps two thirds are colored people.

SOUTH AMERICA.—Another batch of little revolutions in different parts of South America, is to be noticed. On Monday last we received a report, received by the way of Rio Janeiro, of a servile insurrection and massacre at Pernambuco. We have nothing more of this, though the accounts since from Rio Janeiro are a week later than those before received—but from

Rio Janeiro, the ship Maria brings intelligence to the 1st ult. inclusive.

The papers contain an account of the Resignation of the Ministers and Regency, in consequence of a vote of the Senate refusing (yeas 17, nays 18) to dismiss Sr. Andrade, Tutor of the young Emperor Dom Pedro II., said Andrade having been strongly suspected by the Regency, as well as others, of having abetted the attempted Revolution a number of months since in favor of Dom Pedro I. The city was thrown into great excitement in consequence of this event, but the vigilance of the Justices of the Peace, and the presence of the National Guard, prevented any disorders.

The House of Delegates had been anxiously deliberating on the subject, and on the evening of the

31st, voted not to accept the resignation. It was doubtful whether the Senate would concur.

A decree of the Regency, in accordance with an act of the General Legislative Assembly, directs the enlistment of 1500 men to reinforce the army.

By the same ship papers to the 14th July are received from Buenos Ayres.

Francis Baylies, Chargé to Buenos Ayres, presented his credentials on the 15th June.

It was reported from Chili, that the jewels of the Temple of the Sun, (which at the time of the conquest the natives concealed from the Spaniards,) have been lately discovered, near the Cerro de Pasco. Their value has been calculated \$180,000,000.

The Buenos Ayrean government had refused to receive Monsieur La Foret as Consul of France to that Republic, in consequence, it was said, of the conduct of that gentleman when he was Consul in Chili. M. La Foret re-embarked on the 11th July, on board the French brig of war Nisus, in which vessel he came from Chili to Buenos Ayres. The affair had created considerable excitement.

In Montevideo, a revolution, effected by a single battalion of men, had thrown the country into dire disorder, of which the details are of no interest.

LATEST FROM MEXICO.—The Mexican brig of war Bello Indio, (or Santa Anna) arrived at New Orleans on the 25th ult., from Vera Cruz, which place she left on the 14th of the same month, and brings papers and letters to that date.

Gen. Santa Anna was at Orizaba, with 3000 men; and Gen. Facio, (late Secretary of War) was at St. Augustin del Palmar, with the government troops, about two thousand men; the former being partly composed of militia, the latter of regular troops. It was believed that Facio was not disposed to hazard a battle, being fearful of the result; while Santa Anna was unwilling to expose the lives of his troops in a general engagement, when a few days would probably render any fighting unnecessary; as the states and towns generally were declaring in his favor, and for the recall of Gen. Pedraza to occupy the Presidency.

The brig of war which has arrived at New Orleans, by which we have received this intelligence, brings two commissioners, Zerecero, a former member of the Mexican Congress, and Col. Soto, with despatches for Gen. Pedraza, inviting him to return and fill the Presidency, to which he was duly elected in 1828. The messenger before sent for this object, Col. Castillo, sailed for Vera Cruz two days ago, having been unable to persuade Mr. Pedraza to return, such is his disinclination to public life.

The Natchitoches Frontier Reporter, of the 11th of August, mentions the receipt of a letter written on the evening of the 9th, by a gentleman residing on the Sabine road, who says "that news had reached him from Texas, at the moment of writing, that the Mexican and American settlers had had an engagement, and that Colonel Piedras was taken, with his men, who fled with him 20 miles west of Nacogdoches. The Colonel held out to the last, and did not surrender until his senior Captain presented a pistol to his breast, and demanded his sword; the Captain at the same time accusing him of stubbornness, and a determination to have his troops sacrificed; they accordingly surrendered and returned to Nacogdoches. Loss of the Americans, three killed and one wounded; that of the Mexicans 30 killed and one hundred wounded. Col. Piedras behaved with determination. He was opposed to the Santa Anna faction, so far as we can learn, and determined to obey his superior officers in the Government, be their orders right or wrong."

The Louisiana Advertiser of the 25th ult. says—"The news published above from Texas has been confirmed by a gentleman who arrived in town this morning. An engagement took place at Nacogdoches on the 3d inst. between the Americans and Mexicans—the former were victorious. The number of killed and wounded falls short of the number in the foregoing letter, not over ten or fifteen being killed. The flag of Santa Anna now waves over Nacogdoches, and all is tranquil. Private property is respected. Col. Piedras will be sent on immediately to the interior, to be given up to Santa Anna."

MISCELLANY.

[FOR THE NEW YORK AMERICAN.]
WHO IS HAPPY?

Translated from the German of Sturz.

The rich and carefully educated Earl of W., who had abstracted the essence of almost every science on attaining his twenty-first year, took possession of his paternal estates, with a determination to enjoy life with Epicurean wisdom. He set out on his travels; was caressed at foreign courts by princes, by handsome women, by men of wit and men of letters. His person was elegant, his manners highly polished, and so unassuming and modest that his merit seldom created envy or jealousy. When twenty-five he returned to his native country, took his seat in the House of Lords, with a firm determination never to be influenced by any party, but to vote only as his conscience should dictate, or the true interests of his country require. He made few friends; his patriotism was intentionally misrepresented, his most virtuous acts converted into crimes. At first he felt disappointed, the disappointment gradually degenerated into bitterness of heart, and that again into misanthropy. Thus he seldom took his seat in the House, but eagerly pursued all the quietness and amusements of the great metropolis. Here, too, he soon became satiated; and when during the hours of solitude he analyzed the substance of every pleasure, he wondered how he could have been so long the dupe of trifles, and the world appeared to him like an optical theatre, when of a sudden the lights are extinguished and the rays of the sun illuminate the paper charm. It is high time, exclaimed he on a gloomy day of autumn, that the over-satiated spirit should rise from a long feast: he repeated the sentence of Lucretius:

Cur non sit plenus vite, conviva recedis?

But, said he to himself, the world shall not say of me that my escape resembles that of a maniac from his cell; my conduct shall prove that I have reflected maturely: I will arrange all my affairs, not forgetting the most trifling. With this determination he left the metropolis for one of his distant seats, which he had visited but once, and then only for a few days, lest, as he thought, the recollection of early pleasures should revive in him a love of life. Shortly after his arrival, and while settling accounts with his steward, the latter accidentally mentioned the name of happy Williams. Happy! repeated the Earl; happy! is there such a human being in existence? Some merry Andrew, I suppose; some mountebank, who amuses the bores at the country alehouse. Pardon, my Lord, replied the steward; Williams is one of your tenants, and I wish you had not worse one on your rent roll, or our parish a worse inhabitant. His rent is paid punctually on the day; and, though the farm is small, it is under the highest state of cultivation, and his cottage the pattern of neatness. Such is the general opinion of his good sense and integrity, that whenever differences arise Williams is applied to as arbitrator, and every one submits to his decision. His temper is invariably cheerful and mild, and as there are more of the same name in the village, he is by way of distinction called Happy Williams. That man I will see this day, said Lord W. It was evening when he arrived at the cottage; Williams was sitting before the fire with one of his grandchildren on his knee, and some others were playing about the room. Williams seeing a stranger enter, rose from his seat, and recognizing his landlord, bade him welcome.

Lord W.—Good evening, Williams: apparently in good health, though if I may judge from your hair, no longer a youth.

Williams.—I am sixty-eight, my Lord, but if it is God's will I hope to add a dozen more.

Lord W.—It would appear from this that the world has treated you well, and that you are satisfied with the world.

Williams.—Why not? though not rich, I enjoy health, and am above want. But, my Lord, since a fortunate chance has brought you under my roof, may I solicit from you a renewal of my lease, which is about expiring. My father and myself have been born on this farm, and I have reason to hope that it has improved under our management, and that you are as well pleased with your tenant as I am with my landlord.

Lord W.—Your request is granted; give me a pen and ink.

Williams.—Robert, go to the schoolmaster and borrow pen and ink. My Lord, as for myself, I can neither read or write; my father was poorer than I am, and could not afford to send me to school. My children have been instructed in every thing which

is taught at country schools; but when at home they have plenty of other work, and pen and ink get neglected.

Lord W.—Is it possible that you cannot read or write? Whence did you derive all your information? how learn the art of being content? for report says you are always happy.

Williams.—You are pleased to jest, my Lord: a person who from necessity is always usefully employed, has scarcely time to think himself unhappy. Whoever wishes to eat honey must help make it; and after earning a meal it tastes twice as well. (A large mastiff barking at Lord W.)

Lord W. (retreating).—I hope he will not bite me.

Williams.—How should he, poor fellow, he has lost all his teeth, so many years has he been the faithful guardian of my house (caressing him); but as long as I have a morsel of bread he shall have half of it, and that steeped in milk.

Lord W.—Tell me, Williams, are all your neighbors your friends—peaceable—always just towards you? Is this the only spot whence selfishness is banished, where neighbors do not calumniate, over-reach, betray, Williams?

Williams.—Why, my Lord, that we must not look for in this world, which is made up of all kinds of dispositions. I, too, have occasionally had my share of vexations; but then they were transient. My next neighbor, Stevenson, used formerly to give me much trouble. Although his farm was as large again as mine, yet he wished to annex mine to it also, and did everything in his power to tire me out and drive me off. But then he is dead and gone, and I have lived long enough to return good for evil to his children. Whenever he attempted to quarrel with me, I looked neither to the right or to the left, and exerted myself doubly at my labor; so, by the time my day's work was done, and I returned home to my wife and children, I had forgotten all about it;—and I can safely say, that if ever I had enemies, not one of them had the satisfaction of spoiling me a single meal.

Lord W.—That is very well, and I can easily understand it; but how a man of your good sense could live sixty years and upwards on the same small farm—plough up year after year the same fields—go year after year the same rounds—lead always the same tiresome, monotonous life, without getting tired of it—that is beyond my comprehension!

Williams.—Tiresome! monotonous!—surely, my Lord, you cannot mean it.

Lord W.—That is my sincere opinion. I have known persons who had seen more of the world than you, who had every enjoyment, every comfort, which life could afford; yet became satiated, disgusted, completely tired of it. I tell you, Williams, if you and I had one hundred years more to live, nature would always be the same, and could not afford a single novelty for either you or me.

Williams.—Do you think so, my Lord? Now, to me, not a day passes without the occurrence of something which interests me. If I look back forty years, it appears to me that our whole parish has been changed!—that noble tree which shades my cottage, it would not have made a walking-stick when I dug it out in the forest and planted it there!—my best wheat field was a barren common, and thought incapable of cultivation!—the fine meadow where my milch cows graze was a swamp, a bog!—not a tree in my orchard but was planted by my hands!—Now, when I look around me, and see how God has blessed my labor, it cheers my heart and fills it with gratitude.

Lord W. (walking up and down the room, after a pause).—Williams bring me your contract, I will tear it.

Williams.—Is it possible, my Lord! Has my frankness offended you?

Lord W.—Not so—not so, Williams: this farm shall be your own; this hour I give it to you and your children for ever.

Williams.—Is this reality, or is it a dream? (folding, and lifting up his hands.) Kind Providence! how have I deserved to experience in the evening of my life so much happiness?

Lord W.—You have deserved it all from me; and I owe you that gratitude, or even more, henceforth, I intend to visit you often; and I will endeavor to learn wisdom from you and your children. On his way home, Lord W. exclaimed, 'Happy he, who enjoys without scrutinizing,—who cultivates every flower which grows by the side of his path through life, and is within his reach. I wanted to purchase happiness on the great mart of the world, and refused it from the hand of Nature. Nature! to thee I will return, and never again separate from thee.'

The following letter, from the venerable Dr. Kirkland, formerly President of Harvard College, has been communicated to the Boston Daily Advertiser, by the Hon. T. H. Perkins, who states that the health of the writer is so far improved that he was expected in London the present month (August), and in Boston the ensuing autumn:—

ALEXANDRIA, (Egypt,) April 25, 1832.

Dear Sir: Captain Perry, in the Concord, came to Malta the 12th of March, and offered us a passage to Alexandria. We gladly accepted the proposal, and had a very agreeable, though rough passage, to the place of our destination, where we arrived on the 25th ult. This is a place quite worth visiting. It is the principal residence of the Pacha of Egypt, though he is occasionally at Cairo. We were struck with a number of new buildings, particularly those relating to the Navy, which consists of between twenty and thirty ships, several of them first-rates. He is prosecuting his war with the Pachas of d'Acre and Aleppo with great vigor. Whether the Sultan will declare war against him or not, remains uncertain; but if he should do it, the fleet of the Pacha of Egypt will undoubtedly be an overmatch for any force the Sultan can bring.

After a week we proceeded to Cairo. The first stage was Rosetta, which exhibits the remains of a flourishing town, though now much in ruins. The canal of Mahmudi has deprived it of the principal part of its business. We were three days and a half in going up the Nile to Cairo. We were much pleased with the face of the country, and the rich cultivation on its banks. The Arabs are mostly in very humble condition, living in little huts of mud and stone, commonly with one apartment. Our first object on arriving at the Capital was to go to the citadel, whence we had an extensive view of the city and country; and to visit other singular and curious places within the walls. The second day we made for the Pyramids, visited the inside chambers in the evening—slept in the neighboring tombs, and in the morning ascended on the outside to the summit. I indeed did not venture up; but Lady Franklin and my wife, with others of our party, accomplished the enterprize with little difficulty, though some fatigue. They were forty-two minutes in gaining the summit, and twenty minutes in descending.

The same day was a Chamseen wind, which makes exercise a considerable effort. We rode, however, four or five hours in the sun. We entered the Mausoleum at Zaccara, built in the reign of Psammetichus. We saw mummy pits, and then went to Memphis, where we saw the prostrate statue of Sesostris, the only remnant of the renowned city. There are some Englishmen employed by the Pacha in superintending and conducting his manufacturing establishments. These are cotton, guns, muskets, and cannon, and drawing of copper for ships—also canvass and rice-mills. Mr. Thomas Jefferson Galloway and George Washington Galloway are conspicuous amongst the machinists and engineers. They greeted us with a kind welcome at their house in Cairo, and made us at home. We have seen Mr. Wallace, who is one of the builders of the London bridge. He has recently returned from Upper Egypt, where he has made surveys of the country, for the purpose of determining its capacity for canals.

In this place, we received the greatest hospitality from Mr. Thurburn, of the house of Briggs & Co. We have seen a launch of a ship of 84 guns. It went off in fine style. We are also under obligations to Mr. Barker, the British Consul General, for kind attentions—to Mr. Glidden, the Agent for the United States, who was lately appointed.

We are much acquainted with Capt. Prissick, a British naval officer, who commands one of the Pacha's ships of 104 guns. The Pacha is supposed to aim at an independent sovereignty for Egypt. His great point at present is the conquest of Syria. He grinds his people to dust, to maintain the expenses of the war; at the same time he encourages arts and improvements, has established colleges, and means to make it, if possible, like a European state.

We saw his highness on board the Concord, when he came to return the visit of the Captain. He is quite easy in his manners; with a common person, but a very quick and penetrating eye.

We sail this day for Giazza, where we go by land to Jerusalem. We shall probably make our way to Cyprus and Rhodes, and then to Constantinople and Smyrna. With the greatest regard, your friend and servant,

J. T. KIRKLAND.

A model for Members of Parliament.—That celebrated and excellent man, Andrew Marvell, represented this borough (Kingston-upon-Hull) in the years 1660 and 1661. He was the last person who

took pay from his constituents for attending to their business in the Commons House of Parliament. He lodged on a second floor, in a house up a court near Charing-cross; and when Charles II. sent one of his lords in waiting to him with a bag containing one thousand guineas as a present, he refused it, saying, "My lord, I regret the trouble you have taken, for I cannot recede in my conscience the taking of this money from the King, who is too poor already, from the extravagance of those about him; give my humble duty to his Majesty, however, and tell him, that I have just dined at the tavern in the Strand, for half-a-crown, upon a fine boiled fowl and bacon, with a seasonable garnish of vegetables, and a draught of wine to boot; tell him that my dinner never exceeds this price; for how could I face my good constituents of Hull were I to squander the allowance they make me in riotous living, or in the modish and frivolous pursuits of the court? Tell his Majesty, therefore, that the man who can make so good a meal with a quiet conscience, for half-a-crown, *per diem*, would be a rogue indeed,—ay, and a fool into the bargain,—to accept a bribe of a thousand guineas from e'er a king in Christendom."—[Key to both Houses of Parliament.]

THE WHITE SULPHUR SPRINGS OF VIRGINIA.—The Richmond Compiler publishes the following extract from the letter of a tourist now at this watering-place:—

"The climate here, I think, by far the best for summer, that I know or believe to exist; it would not answer for persons with delicate chests, being perhaps too cool. The thermometer has not yet passed to summer heat, 76 degrees. The country is most beautiful, and I have no doubt, that in the course of time, it will be considered the most delicious spot on earth. I have visited all the great watering places of Europe, and I can safely assert, that there exists no warm bath on earth, at all comparable to it. A Roman Emperor would have spent millions in adorning it—for, millions have been spent on similar places, which could bear no comparison with it. Conceive a collection of warm water, temperature 96 deg., forty feet diameter, and five deep, from which rushes a stream or volume of water, with an impetus sufficient to turn the most ponderous machinery of any manufacturing establishment. The water impregnated with magnesia, and slightly with sulphur, affords those who use it as a bath the most delightful sensations. It most nearly resembles Aix-la-Chapelle, which in every respect, in temperature and volume of water, is far inferior to it.

Marshall's Pillar.—It is matter of just surprise that so little has been said and written about the wild and picturesque scenery found in the western portions of Virginia. The amateur may here find united the wildness of highland with the sublimity of Alpine scenes. Were these regions better known, they would scarcely fail to become the favorite resort of the lovers of the grand and beautiful in nature, and it is probable would not be deemed inferior, in point of variety and sublimity of objects, to the scenery along the Hudson or the St. Lawrence. The most prominent as well as stupendous object presented along the course of New River, is a cliff, a few miles above the junction of that stream with Gauley river, and known as *Marshall's Pillar*, a name commemorative of the arduous and successful exploration of that stream by Chief Justice Marshall in 1812. The same spot has sometimes been individualized as the Hawk's Nest.

Marshall's Pillar is situated in a curve of the river which flows at its base, and is one of the highest and most rugged points of Gauley Mountain. It is one unbroken battlement of rocks, rising from the water's edge to the stupendous height of eight or nine hundred feet. Its position at the point being somewhat insular and prominent, it very justly merits the appellation of Pillar.

From the verge of this dizzy height, the river may be seen above and below through the vista formed by its rugged sides, for a considerable distance, and until its agitated current seems lost in the contraction of the mountains. Along this deep and narrow channel, at a velocity almost unequalled, and with a deafening tumult, flows something more than one half of the water forming the Kanawha river. Sol-dom does Nature present a grander or more variegated spectacle to the eye, than is afforded from the summit of this cliff. The tumultuous rush of water, with its surface crested with foam, the frowning and embattled cliffs that rise on either side, and delineate its course, the deep verdure of the ever-green that overhangs the precipices, and crowns the summit of

the adjacent mountains, form a *tout ensemble*, which for beauty and sublimity is not easily surpassed.—None approach it without a feeling of indescribable awe, or leave it without emotions of deeply gratified feeling. In short, were we to select a view combining the greatest variety of the beautiful, picturesque and sublime in Nature, we have no hesitation in saying it would be that afforded from Marshall's Pillar.—[Kanawha Banner.]

"I never judge from manners, for I once had my pocket picked by the *civilized* gentleman I ever met; and one of the *mildest* persons I ever saw was Ali Pacha."—[Lord Byron.]

Old Maids.—"Theselay sisters of charity are the comfort and salvation of so many families, that every home appears to us imperfect which has not the good fortune to have one of them appended to it."—[Edinburgh Review.]

A countryman going into the Probate office where the wills are kept in huge volumes on the shelves, asked if they were all Bibles? "No sir," replied one of the clerks, "they are Testaments."

Quibbleton, when a circuit Judge, was dining with Col. B., an active member of the Legislature, at a time an effort was made to raise the salary of the Judges. "I wish," says B., helping himself at the same time to the fragrant vegetable, "that I could dress my own *celery*." "And I," rejoined Quibbleton, "that my own salary could dress me."

MARRIAGES.

MARRIED.—On evening of 8th inst. by the Rev. Dr. Wainwright, Mr. James Wilson, Jr. to Miss Julia G., eldest daughter of the late Wm. Cutting, Esq.

In Peñ-Yan, on the 28th ult. Mr. Cyrus McCollister, to Miss Marion K. Stanton.

In Canandaigua, on the 16th ult. Warren T. Worden, attorney at law, of Auburn, to Miss Emily Bennett, of Bloomfield.

On the 9th ult. Mr. Abram Arnold, of Havana, to Miss Charlotte E. Morris, of Seneca Falls.

DEATHS.

DIED.—On evening of the 8th inst. after a protracted illness, Doctor Thomas Jones, aged 48 years, formerly of Bucks county, Pa.

On Tuesday, the 4th inst. after a short, severe illness, Mrs. Nancy Bulkley, aged 41 years—and on the 11th instant, Susan Mansfield Bulkley, aged 7 years, 4 months and 6 days—wife and daughter of Edmund Bulkley, formerly of Wethersfield, Conn.

On Thursday, 6th inst. after a lingering illness, Henry Gerold, infant son of H. G. Stebbins, aged two months and six days.

On Thursday morning, 6th instant, by the Right Rev. Bishop Onderdonk, Joseph Ridgway, Esq., U. S. Consul at St. Croix, to Mrs. Frances Stout, of this city.

Yesterday morning, after a short illness of the prevailing epidemic, Isaac B. Strong, of this city, aged 45 years.

At Oyster Bay, L. I. on the 6th instant, in the 71th year of her age, Almira, daughter of Benjamin T. Underhill.

On Friday morning, at Union Hill, after a protracted illness, of inflammation of the brain, Henry, son of the Rev. William Powell, aged four years and ten months.

In New Haven, Conn., *Henry E. Dwight, Esq.* aged 35.—Mr. Dwight was well known as an accomplished scholar, an unblemished gentleman, and sincere Christian.

In Rochester, on the 19th ult. of malignant cholera, Major Albert C. Burr, aged 27 years.

On the 14th of the same inst. Mr. Russell Streeter, aged 24, formerly of Rutledge, Ohio, co.

At the Mohawk village, near Brantford, John Brant, Esq., chief of the Mohawk tribe of Indians, and son of the gallant chief, who distinguished himself so early in the revolutionary war as a brave warrior. Mr. Brant was an accomplished gentleman, and died sincerely regretted by a numerous circle of acquaintances of the first respectability.

On the 24th of August, Mrs. Lucretia B. W. Badger, wife of Samuel Badger, Esq., and daughter of the late George Hayt, Esq., of Bridgeport, Conn., aged 29 years.

In the decease of this amiable and lovely woman, a devoted husband, an affectionate family, and an extensive circle of endeared friends and acquaintance, have sustained a loss which nothing earthly can repair, and which has filled their hearts with a deep and lasting sorrow. In the prime of life, and surrounded by every worldly blessing which could render life desirable and happy, and in the exercise of all those offices of kindness, of tenderness, and benevolence, which flow from a gentle heart, a glowing affection, and generous nature, imparting pleasure and delight to the domestic and the social circle, and in the display of all those qualities which constitute the valued mother, and the faithful wife, she has been removed from this fleeting world, to one, we trust, of more enduring felicity.

"Call'd not away when time had loos'd each hold
On the fond heart, and each desire grew cold—
But when to all that knit us to our kind,
She felt fast bound as charity can bind:
Not when the ills of age, its pain, its care,
The drooping spirit for its face prepare;
And each affection, failing, leaves the heart,
Loos'd from life's charm and willing to depart—
But all her ties the strong invader broke,
In all her strength."

Long, long will the fond and now sorrowing and desolate partner of her joys on earth, and her many and affectionate friends, lament her early death; and long will they cherish the dear and loved remembrance of her virtues.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 355 persons during the week ending on Saturday, 8th instant, viz:—131 men, 104 women, 70 boys, and 50 girls—of whom 47 were of the age of 1

year and under, 33 between 1 and 2, 21 between 2 and 5, 10 between 5 and 10, 17 between 10 and 20, 45 between 20 and 30, 36 between 30 and 40, 66 between 40 and 50, 23 between 50 and 60, 13 between 60 and 70, 16 between 70 and 80, 5 between 80 and 90, and 3 between 90 and 100.—**Diseases:** Apoplexy 2, casualty 2, cholera 2, cholera malignant 201, cholera morbus 1, colic 1, consumption 26, convulsions 6, diarrhoea 2, dropsy 2, dropsy in the head 10, drowned 1, dysentery 6, erysipelas 1, fever 3, fever bilious 2, fever intermittent 1, fever scarlet 3, fever typhus 3, flux infantile 3, hives or croup 1, jaundice 1, inflammation of the bowels 2, inflammation of the brain 1, inflammation of the liver 1; intemperance 1, marasmus 9, measles 1, old age 6, palsy 1, peripneumony 2, pneumonia typhoides 1, scirrhus of the liver 3, sprue 1, stillborn 7, tabes mesenterica 1, teething 7, unknown 4, whooping cough 1, worms 2.

ABRAHAM D. STEPHENS, City Inspector.

THE AMERICAN RAILROAD JOURNAL AND ADVOCATE OF INTERNAL IMPROVEMENTS will hereafter contain extracts from approved works upon the cultivation of *The Fine*, the rearing of Silk, and Agricultural subjects generally, in addition to its former variety of interesting matter. Its leading character, however, will continue as heretofore—that of advocate and promoter of internal communication.

Terms, \$3, to single subscribers, or to companies of ten, \$24 each. It will also be sent to any person at \$24 per volume, who will subscribe for two copies for two years at one time, or remit \$10, always in advance.

POSTMASTERS who are friendly to, and willing to act as Agents for the Journal will be furnished with a prospectus, by writing to the Editor, and will be allowed a fair commission for their services.

THE NEW-YORK AMERICAN is published DAILY at \$10 per annum, and SEMI-WEEKLY at \$4 per annum in advance.

Also, **TRI-WEEKLY**, containing all the reading, *maritime news*, and advertisements of the daily paper, and the only Tri-Weekly paper published in the city of New-York.—Terms, \$5 per annum in advance.

Letters, referring to either of the above papers, may be addressed (postage paid) to the Publisher, D. R. MINOR, No. 35 Wall-street, New-York.

WEBB'S CONGRESS HALL, a new and extensive establishment, now fitting up at 139, 140, and 142 Broadway, will be in readiness in a few days to receive company, and at which may be found the former host of the Catskill Mountain and Pearl-street Houses.

The **EXCHANGE HOTEL**, Nos. 10 and 12 Broad street, New-York, by D.D. HOWARD, has been refitted, and is now ready to receive his friends from all parts of the Union.

He has also fitted up a Mansion House, in a delightful situation, on the high bank of the East River, about 4 miles from Wall-street, where his friends may enjoy the delightful air of the country, and still be within a convenient distance from the city.

AT BOSTON'S Old Establishment, No. 7 Wall street, may be had in any quantity *Boston's Balm for Coughs*—an excellent remedy for complaints of the lungs, coughs, and colds. Also, *Boston's Seditious Water*, a superior article in cases of dyspepsia, and all disorders arising from a deranged state of the digestive organs, &c.; it is put up in bottles, and may be transported to any part of the world, and kept for any length of time.

Also—superior Seditious Powders, Chloride of Soda, Chlorine Tooth Paste, and a great variety of other articles, manufactured by J. Boston, and sold wholesale and retail at No. 7 Wall street, by B. FREEMAN. [sl 6t

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Ropes, the public are referred to J. B. Jervis, Esq., M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County Pennsylvania.

Palmyra, Wayne County, New-York, 1st mo. 22d, 1842. J30 1f

A RAILROAD IN PRACTICAL OPERATION, within ten miles of the City of New-York.

THE PATERSON AND HUDSON RIVER RAILROAD is formed from the town of Paterson to the village of Aquackanonk, a distance of 41 miles, and is now in actual and successful operation between those places.—The Company have placed upon the road three splendid and commodious Cars, each of which will accommodate thirty Passengers, and have supplied themselves with fleet and efficient horses, and careful drivers.

With a view to suit the convenience of those persons who may wish to avail themselves of this rapid and delightful mode of traveling, the following hours have been fixed for leaving those places.

| PATERSON. | | AQUACKANONK. | |
|------------------------------|-------------------------------|------------------------------|------------------------------|
| At half past 7 o'clock, A.M. | At half past 10 o'clock, A.M. | At half past 1 o'clock, P.M. | At half past 4 o'clock, P.M. |
| 10 do do | before 1 do do | half past 3 do do | 5 do do |
| 3 do P.M. | half past 5 do do | half past 6 do do | |
| 4 do do | | | |
| half past 4 do do | | | |
| ON SUNDAYS. | | | |
| At 6 o'clock, A.M. | At 7 o'clock, A.M. | | |
| half past 7 do do | half past 8 do do | | |
| 9 do do | half past 9 do do | | |
| half past 12 do P.M. | half past 1 do P.M. | | |
| 5 do do | 6 do do | | |
| half past 6 do do | half past 7 do do | | |

Parties of twenty or more persons can be accommodated at either of the above hours with a private Car.

FARE reduced to 1s 6d.—Children under 12 years of age, half price.—Paterson, June 20th, 1842.

ELIAS B. D. OGDEN, Secretary.
NB.—Persons leaving Hoboken by the 8 o'clock Stage, for Aquackanonk, will have ample time to view the Falls of the Passaic, and other objects of interest in the flourishing town of Paterson, and return to New-York the same day. Jy 18

POETRY.

[From the Detroit Courier.]

"Thou com'st between my heart and Heaven!"
 Thus breath'd a mother's sighs,
 As o'er her pale, and slumbering child
 She watch'd with tearful eyes.

While health was in thy bounding step,
 Life sparkling in thine eye,
 I view'd thee as a gift of love
 That should not droop,—ner die,—

And when a nestling in my arms
 A precious one thou lay,—
 A holy consecrated pledge,
 I gave thee, then, away.

But, since affliction's with'ring touch
 Has blanch'd thy youthful brow;
 "Thou com'st between my heart and Heaven!"
 And intercept my vow!

MARY.

[From the Metropolitan.]

T. F. APPLE.

Suggested by some verses of Daughter.

"Twice hard I confess, upon Paris and Adam,
 That each for an apple should suffer such ill.
 But beauties like Venus and Eve, my dear Madam,
 Can do with our destinies just what they will.
 Could Paris and Adam thy loveliness see,—
 Still more, if these victims of beauty but knew thee,
 The one would again take the apple from thee,
 And the other again, at all risks give it to thee."

T. Moore.

PASSENGERS:

In the ship Gen. Williams, from Liverpool—W. Crabtree, John Packer, M. Crabtree, J. Crabtree, S. Crabtree, Mary Crabtree, Sarah Crabtree, B. Crabtree, C. Crabtree, and 67 in the steerage.

In the ship Niagara, from Charleston—Miss Lacoste, Mrs. Day, W. C. Oakley and lady, Lieut. Rutledge U. S. N. Lieut. Knowlton, A. McDowal, S. N. Cooper, S. Babcock, W. Swift, T. Simpson, C. Nichols, J. C. C. Woodburn, J. Buchanan, J. H. Merritt, S. F. F. A. Powell, C. D. Carr—one in steerage. In the ship Roman from Canton—Charles N. Talbot and Samuel A. Gordon.

Per barque Niord, from Stockholm, Nicola Murloni, lady, and family, Messrs Bolander and Waller.

LETTER BAGS AT THE EXCHANGE READING ROOM, NEW-YORK.

For London—Ship Hudson, Morgan,.....to sail Sept. 16
 Liverpool—Ship Canada, Wilson,.....Sept. 16
 Ship Sheffield, Hackstaff,.....Sept. 24
 Cork—Brig Capricorn, Smith,.....Uncertain
 Haere—Ship Manchester, Smith,.....Sept. 20
 Hamburg—Brig Laura, Belcher,.....Uncertain
 Bremen—Barque Elizabeth, Honke,.....Uncertain
 Bordeaux—Brig Arethusa, Ritchie,.....Uncertain
 Gibraltar—Barque Armadillo, Hammond,.....Uncertain
 Porto Cabello—Schoner Splendid, Clark,.....Uncertain
 Lagaira—Brig Soto, Whittaker,.....Uncertain
 Vera Cruz—Ship Virginia, Collins,.....Uncertain
 Cartagena—Brig Medina, Hall,.....Uncertain
 Port-au-Prince—Brig Oselow,.....Uncertain
 Havana—Ship Dorthea, Conyngham,.....Sept. 15
 Brig Mary Ann, Freeman,.....Uncertain
 New-Orleans—Ship Nashville, Crabtree,.....Sept. 15

Latest dates from London,.....August 4
 Latest dates from Liverpool,.....August 2
 Latest dates from Havre,.....August 1
 Latest dates from New-Orleans,.....August 28

SALES AT AUCTION OF REAL ESTATE.

By James Bleeker and Sons—Sept. 8

Two Lots, 25 by 103 feet each, and a Farmhouse, on Sixteenth street, near Seventh avenue—\$3000.

[From the N. Y. Shipping and Commercial List, Sept. 12.]

REVIEW OF THE MARKET.

ASHES—The arrivals within the last few days have been considerable, but the market remains without animation. **COAL**—We have heard of no cargo sales since last. The retail price for Liverpool is advanced to \$12.50 a ton.

COFFEE—The market is nearly cleared of this article, and sales are consequently limited to small parcels only, at our quoted prices. The ship Maria, from Rio Janeiro, arrived yesterday with a cargo of 2000 bags.

COTTON—The stock continues very small, and the transactions are principally for home manufacture. Prices are fully maintained. Sales from 9th to 11th inst. inclusive, amount to about 550 bales. Total import since 1st inst. 231 bales—Export from 1st to 6th inst. 69 bales.

DOMESTIC GOODS—Export from 1st to 6th inst. 2 packages Cotton Goods.

FLOUR AND MEAL—The Flour market continues without animation, and prices are still declining. Export from 1st to 6th inst. Wheat Flour 2229 barrels.

FRUIT—Sales of Malaga Raisins at \$3 for Muscatel, and \$3 for Bunch. Stock very small. Soft shell Almonds 12 cts, and Brazil Nuts 3 cts per lb.

GRAIN—Wheat very dull; the quantity afloat, unsold, amounts to 15 a 20,000 bushels, including new crop Genesee, Maryland, North Carolina, and Virginia. Rye is also in limited request; but Corn is brisk—sales of best Northern Yellow at 75 a 79 cts, an advance of 2 cts; Southern, 71 a 73 cts.

MOLASSES—The stock of all descriptions is small.

OILS—Wheat continues in good demand. Sales of Sperm at 57 for fall, and 57 for winter strained, moderate quantities. **PROVISIONS**—A fair business continues to be done, particularly in Beef and Pork, at our quotations. Export from 1st to 6th inst. Beef 953 hhls, Pork 1053 hhls, Lard 230 kegs.

RICE—Quantity in market much less than usual. Sales of good quality in lots have been made at 4 1/2 cts. Total import since 1st inst. 219 bushels 75 half bushels.

SALT—Our quotations are believed to be warranted by the actual transactions. The market is better supplied, both with coarse and fine.

SPIRITS—Small sales of Brandy and Gin. Whiskey is in good demand—extensive sales in barrels at 32 cts.

SUGARS—The demand is active, and prices are well maintained. All played Sugars continue scarce.

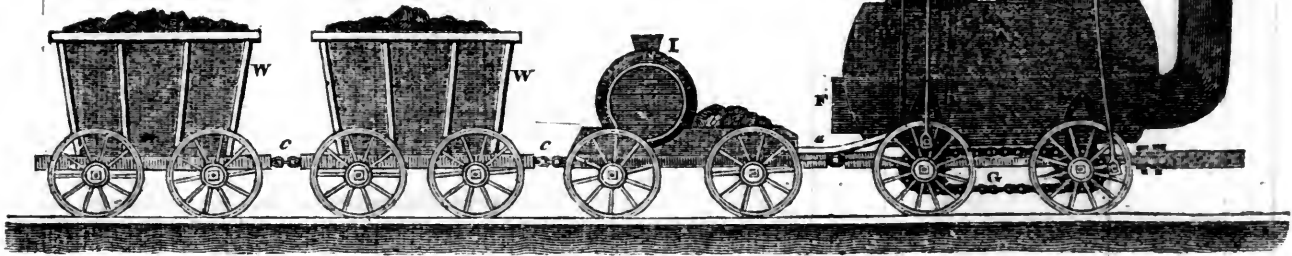
TOBACCO—Import since 1st inst. 36 hhds.

NEW-YORK PRICES CURRENT:

Corrected from the "New-York Shipping and Commercial List"—Wednesday, September 12th, 1892.

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| ASHES — Pot, 1st sort 1832.100 lbs 4 85 a 5 00 Pearl.....do 4 75 a 5 00 | BEESEWAX — White.....lb 44 a 45 Yellow.....do 13 a 20 | BOTTLES — Bristol, Porter.....gross 8 00 a 9 00 Wines.....do 6 50 a 8 50 | BREAD — Navy.....lb 3 1/2 a 2 1/2 Pilot.....do 4 1/2 a 4 1/2 Crackers.....do 6 a 6 1/2 | BRISTLES — Russia, first sort.....lb 60 a 70 Do. common.....do 20 a 40 American.....do 15 a 50 | CANDLES — Mould, tallow.....lb 12 1/2 a 13 Dipped.....do 11 1/2 a 12 Sperm.....do 30 a 32 | COAL — Liverpool.....chaldron 11 50 a 11 75 Scotch.....do 8 00 a 9 00 Sidney & Bridgeport.....do — a 10 00 Albion.....do — a 9 00 Virginia.....do 8 00 a 10 00 Anthracite.....ton 8 50 a 10 00 | COCOA — Caraccas.....lb 12 a 14 Trinidad.....do 5 a 6 St. Domingo.....do 4 a — Para.....do 5 a — | COFFEE — Cuba.....lb 12 a 14 Brazil.....do 13 1/2 a 14 Porto Rico.....do 13 a 14 1/2 Laguaira.....do 12 1/2 a 13 St. Domingo.....do 12 1/2 a 13 Java.....do 13 1/2 a 14 Jamaica.....do 12 1/2 a 14 | COPPER — Sheathing.....lb 22 a 23 1/2 Fig.....do 17 a 17 1/2 Old.....do 17 a 17 1/2 Bolt.....do 24 a — | CORDAGE — Foreign.....lb 10 a 11 American.....cwt 11 a — | CORKS — Velvet.....gross 40 a 50 Common.....do 20 a 30 Phial.....do 5 a 10 | COTTON — New Orleans.....lb 10 1/2 a 13 Upland.....do 9 1/2 a 12 Alabama.....do 9 1/2 a 12 Tennessee.....do 9 1/2 a 10 | COTTON BAGGING — Hemp.....yd 13 a 21 Flax.....do 12 a 16 Do. American.....do 19 a 21 | DIAPERS — Russia, broad.....piece 2 21 a — | DUCK — Russia, U. X.bolt 13 50 a — Do. Bruisings.....do 10 a — Do. Zottof & Konopff.....do 17 50 a — Do. 3 1/2 quality.....do 15 50 a 16 00 Do. inferior.....do 12 50 a 15 00 German, Half.....do 10 00 a 11 00 Holland, A. A.do 24 00 a 25 00 Ravens.....do 8 75 a 11 00 Amer. Joy's, all flax.....do 15 50 a 12 00 Do. Phoenix Mills, Paterson, flax, No. 100.....do 16 00 a 10 00 Do. cotton, Paterson, No. 120.....yd 26 a 39 | DYE WOODS — Brazil.....ton 30 00 a — Camwood.....do 75 00 a — Fustic, Cuba.....do 22 00 a 23 00 Do. Tampico.....do 21 00 a 22 00 Do. Maine.....do 15 00 a 17 00 Logwood, Campbly, do.....do 27 00 a 28 00 Do. St. Domingo.....do — a 22 00 Do. Jamaica.....do — a 20 00 Nicaragua, Bonaire, do.....do 60 00 a — Do. Coro.....do 65 00 a — Do. Haiti.....do 67 50 a 70 00 | FEATHERS — Live, Foreign.....lb 14 a 30 Do. American.....do 35 a 40 | FISH — Dry Cod.....cwt 2 75 a 3 25 Scale.....do 2 00 a 2 25 Pickled Cod.....lb 3 50 a 3 75 Do. Salmon.....do 12 00 a 13 00 Smoked.....lb 12 1/2 a 13 Mackerel No. 1.....bbl 4 50 a 5 00 Do. No. 2.....do 3 25 a 3 50 Do. No. 3.....do 2 75 a 3 00 Shad, Conn. Mess.....do 8 50 a 9 50 Do. Bucksport.....do 6 00 a 6 25 Herrings.....do 2 00 a 2 25 Do. Smoked.....box 50 a 1 15 | FLAX — Russia.....lb — a — American.....do 9 a 11 | FLOUR AND MEAL — New York superfine.....bbl — a 5 75 Troy.....do 5 62 1/2 a 5 75 Western Canal.....do 5 75 a 6 00 Philadelphia.....do — a — Baltimore Howard st.....do 6 50 a — Richmond City Mills.....do 7 00 a — Do. Country.....do 6 00 a 6 37 1/2 Alexandria & George town.....do 6 25 a 6 62 1/2 Fredericksburg.....do — a — Petersburg.....do 6 60 a 6 62 1/2 Scratched and fine.....do 5 50 a — Fine middlings.....do 5 25 a — | Rye Flourbbl 4 37 1/2 a 4 50 Indian Meal.....do 3 75 a 4 00 Do.hhd 16 50 a 17 00 | FRUIT — Raisins, Malaga.....cask 7 00 a 8 00 Do. bloom.....box 2 25 a 2 75 Do. muscatel.....do 2 87 1/2 a 3 00 Do. bunch.....do 3 25 a 3 50 Do. Smyrna.....lb 6 a 7 Currants, Zante.....do 7 1/2 a 8 Almonds, soft shell.....do 11 a 12 Do. shelled.....do 13 a 17 Figs, Smyrna.....do 10 a 12 Filberts.....do 4 a 6 1/2 Prunes Bordeaux.....do 14 a 15 Tamarinds.....do 3 1/2 a 5 | GRAIN — Wheat, North riv. bshl 1 12 1/2 a 1 19 Do. Genesee.....do — a — Do. Virginia.....do 1 20 a 1 25 Do. N. Carolina.....do 1 20 a 1 25 Rye, Northern.....do 72 a 75 Corn, Yellow, North.....do 74 a 75 Do. White, L. I. & N. J.do — a 78 Do. Southern.....do 71 a 73 Barley, North river.....do — a — Oats, South & North.....do 36 a 45 Peas, white dry.....7 bshls 6 00 a 7 00 Do. black eyed.....do — a 75 Beans.....do 7 50 a 10 00 | HEMP — Russia.....ton 190 00 a 210 00 Manilla.....do 215 00 a — Sisal.....do — a — American dew-rot.....do 130 00 a 150 00 Yarns, Kentucky.....lb 9 a — | HIDES — La Plata & R. Grande.....lb 14 a 14 1/2 Brazil.....do 11 a 12 1/2 Do. wet salted.....do 6 1/2 a 6 1/2 Oronoco.....do — a 13 W. India & Southern.....do 19 a 12 S. A. Horse.....piece 1 35 a 1 45 | HORNS — Ox.....100 5 00 a 20 00 | INDIGO — Bengal.....lb 1 06 a 1 60 Manilla.....do 75 a 1 12 1/2 Caraccas.....do 1 12 1/2 a 1 30 Guatemala.....do 75 a 1 25 | IRON — Fig, Engl. & Scotch.....ton 40 00 a 45 00 Do. American.....do 20 00 a 40 00 Bar, do.....do 80 00 a 85 00 Do. Russia, P. S. I.do 100 00 a — Do. new Sable.....do 86 00 a — Do. Sweden.....do 82 00 a 85 00 Do. English ass'd.....do 72 00 a 73 00 Sheet, English.....cwt 6 75 a 8 00 Peru L. Co. flat & sq.ton 110 00 a 120 00 Hoop, American.....cwt 5 50 a 7 00 Do. English.....do 6 62 1/2 a 6 75 | LEAD — Fig.....lb 5 1/2 a 6 Bar.....do 6 a — Sheet.....do 6 1/2 a 7 Old.....do 4 1/2 a 4 1/2 | LEATHER — Sole, Oak tanned.....lb 20 a 27 Do. Hemlock.....do 17 a 20 Do. damaged.....do 14 a 16 Upper, dressed.....side 75 a 2 75 Do. undressed.....do 1 00 a 2 50 | LUMBER — Board, N. R.M ft — a 15 00 Do. East'n Pine.....do 16 00 a 17 00 Do. Albany do. pce.....do 16 a 17 Plank, Georgia do. M ft 25 00 a 35 00 Staves, W. O. pice.....do — a 52 00 Do. do hhd.....do 35 00 a 40 00 Do. do bbl.....do 27 00 a 29 00 Do. R. O. hhd.....do 27 00 a — Heading W. O.do 44 00 a 45 00 Hoops.....do 13 00 a 25 00 Scantling, Pine.....do 15 00 a 16 00 Do. Oak.....do 20 a 25 Timber, Oak.....sq. ft 20 a 25 Do. Geo. Yell. Pine.....do 25 a 30 Shingles, Cypress, M ft 3 75 a 4 00 Do. Pine.....do 2 50 a 3 00 | MAHOGANY — St. Domingo.....foot 6 a 40 Honduras.....do 5 a 15 | MOLASSES — Martinique & Guad.gall 27 a 32 English Islands.....do 25 a 33 Havana & Matanzas.....do 27 a 31 Trinidad do Cuba.....do 25 a 31 New Orleans.....do 31 a 33 | NAILS — Cut, 40 to 40d.....lb 6 1/2 a 7 Cut, 30.....do 6 1/2 a 7 Cut, 21.....do 8 a 8 1/2 Wrought.....do 10 a 16 1/2 | NAVAL STORES — Tar.....bbl 1 75 a 1 97 1/2 Pitch.....do — a 1 62 1/2 Rosin.....do 1 12 1/2 a 1 62 1/2 Turpentine Wilm. soft.....do — a 2 25 Do. North Co. do.....do — a 2 00 Spirits Turpentine.....gall 35 a 39 | OILS — Florence 20 flasks.....box 5 00 a 5 25 French 12 bottles.....bkt 3 00 a 4 12 1/2 Olive.....gallon 95 a 1 00 Linseed, American.....do 90 a 92 Do. Dutch.....do 90 a 92 Whale.....do 2 1/2 a 2 24 Do. refined.....do 40 a 45 Sperm, Summer.....do 85 a 87 1/2 Do. Winter.....do 95 a 97 1/2 Liver, Straits.....bbl 16 00 a — Do. Shore & Bank.....do 14 00 a 15 00 | PROVISIONS — Beef, Mess.....bbl 9 75 a 10 75 Do. Prime.....do 8 50 a 9 75 Do. Cargo.....do 4 25 a 4 50 Butter, N. Y. Dairy.....lb 14 a 16 Do. Shipping.....do 11 a 12 Do. Philadelphia.....do — a — Hog's Lard.....lb 8 a 10 Pork, Mess.....do 13 00 a 14 00 Do. Prime.....do 10 60 a 11 25 Do. Cargo.....do 9 25 a 9 50 Cheese, American.....lb 5 a 7 Hams, Virginia.....do 10 a 11 Do. Northern.....do 9 a 10 | RAOS — Foreign.....do 4 a 8 1/2 Country.....do 3 a 5 | RICE — 100 lb 3 50 a 4 25 | SALT — Turk's Island.....bbl 50 a 52 Isle of May.....do 50 a — St. Ubes.....do 48 a — Cadiz.....do 33 a 40 Lisbon.....do 40 a — Liverpool ground.....do — a 37 1/2 Do. blown.....do — a — Do. sack do.....sack 1 75 a 1 87 1/2 | SALTPETRE — Refined.....lb — a 9 Crude E. I.do 7 a — | SHEETINGS — Russia, white.....piece 11 00 a — Do. brown.....do 9 25 a 9 50 | SOAP — New-York, Brown.....lb 5 a 6 Castile.....do 11 a 12 | SPELTER —lb 2 1/2 a 3 | SPICES — Cassia, in mats.....lb 30 a 31 Cloves.....do 50 a 52 Ginger, race.....do 9 a — Do. ground.....do 64 a 10 Nutmegs.....do 1 35 a 1 45 Pepper.....do 16 a — Pimento, Jam.....do 16 a — | SPIRITS — Brandy, O. D. & Co.gall 1 62 1/2 a — Do. Rochello.....do 1 45 a 1 50 Do. Bordeaux.....do 1 31 a 1 40 Rum, Jam. 4th proof.....do 1 00 a 1 18 Do. St. Croix 3d do.....do 95 a 1 00 Do. Wind Isl. 3d do.....do 85 a 97 Do. N. O. 1st do.....do 42 a 55 Do. N. Eng. 1st do.....do 35 a 36 Gin, Holland, Meder Swan 1 12 1/2 a 1 15 Do. Imperial.....do 1 10 a 1 12 1/2 Do. Country.....do 37 a 45 Whiskey, Rye.....do 31 a 32 Cider Brandy.....do — a — | STEEL — German.....lb 104 a 12 1/2 English.....do 11 a 14 Trieste, in boxes.....do 5 a 5 1/2 American.....do 6 1/2 a 6 | SUGARS — British Island.....lb 7 a 9 St. Croix.....do 7 1/2 a 10 New Orleans.....do 6 a 7 1/2 Havana, White.....do 9 a 11 1/2 Do. Brown.....do 7 1/2 a 9 Do. Muscovado.....do 6 1/2 a 7 1/2 Porto Rico.....do 7 1/2 a 8 Brazil, White.....do 7 a 8 Do. Brown.....do 6 a 7 Manilla, Brown.....do — a 7 1/2 Lump.....do 12 a 13 Loaf.....do 14 a 17 | SUMAC — Sicily.....ton 60 00 a 62 00 Frieste.....do 30 00 a 40 00 American.....do 27 00 a 30 00 | TEAS — Imperial.....do 1 00 a 1 25 Gunpowder.....do 1 00 a 1 25 Hyson.....do 75 a 1 02 Young Hyson.....do 70 a 1 16 Hyson Skin.....do 45 a 80 Suchong.....do 35 a 62 Bohea.....do 25 a 26 | TOBACCO — Richmond & Peterab.....do 3 a 6 North Carolina.....do 3 a 4 Kentucky.....do 3 a 5 Cuba.....do 9 a 18 St. Domingo.....do 9 a 15 Manufactured, No. 1 do 10 a 12 Do. No. 2 do.....do 7 a 8 Do. No. 3 do.....do 6 a 7 Ladies' Twist.....do 14 a 16 Cavendish.....do 8 a 30 TORTOISE SHELL 11 00 a 12 00 | WINES — Madeira.....gall 1 12 1/2 a 2 50 Sherry.....do 80 a 2 00 Canary, Cogawell's.....do 95 a 1 37 1/2 Teneriffe L. P.do 80 a 1 25 Do. Cargo.....do 60 a 75 Malaga, dry.....do 40 a 44 Do. sweet.....do 41 a 60 Claret.....cask 15 00 a 25 00 Do. in bottles.....do 2 25 a 6 00 Port.....gall 70 a 1 87 1/2 Lisbon.....do 80 a 1 25 Marselles Madeira.....do 40 a 50 Catalonia.....do 31 a 38 | WOOL — Merino, Am. fleece.....lb 35 a 40 Do. putled.....do 33 a 35 Common.....do 20 a 25 Putled, spinning.....do 35 a 38 Lamb's, 1st quality.....do 36 a 40 Do. 2d quality.....do 28 a 32 Qq. 3d quality.....do 20 a 22 |
|--|--|---|--|--|---|---|---|--|---|---|--|---|--|--|---|--|--|--|--|---|--|---|--|---|---|---|---|--|---|--|---|--|---|---|---|---|---|---|-------------------------------------|---|--|---|---|---------------------------------------|--|--|---|--|---|---|---|--|---|

AMERICAN



RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS.

OFFICE, 35 WALL-STREET.

NEW-YORK, SEPTEMBER 22, 1832.

VOLUME I...NO. 39.

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AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, SEPTEMBER 22, 1832.

We commence, in this day's Journal, the publication of some well written communications, from the pen of a scholar and a gentleman, of North Carolina, which appeared we believe two or three years since in the Raleigh Register, and more recently in pamphlet form; arguing ably the superior advantages, and urging strenuously the construction, of Railroads in that State. They were particularly designed for the people of that State, yet they contain much useful information, which may be as useful elsewhere as in North Carolina, and therefore we shall publish some of them, as we have space, in our columns.

NEW PUBLICATIONS.—We have seen a few numbers of "The Troy Press," a newspaper recently established at Troy. Its professed object is "to advance the mercantile, manufacturing and mechanic interests of the city of Troy, and to promote the cause of religion and sound morals." Its mechanical department is very handsomely executed, and it is edited with industry and ability. We wish it a long and prosperous voyage.

Family Lyceum.—A new weekly paper published at Boston with this title, contains much useful reading that is calculated to interest young persons. It must therefore be a valuable family newspaper; for whatever tends to produce a taste for scientific, biographical or historical reading in young persons is worthy of a liberal patronage. Such is the character of the *Family Lyceum*, and we hope it may be liberally supported. It is edited by Mr. Josiah Holbrook. Terms, two dollars per annum, payable in advance—as all newspapers sent by mail should be.

The Atlas, a select literary and historical journal,

published weekly in this city by Messrs. Eustis Prescott & Co., has completed its fourth, and we have now before us the first number of the fifth volume. The appearance of this number indicates what its contents richly merit, a liberal patronage. It has been enlarged and otherwise improved, and cannot fail richly to repay those who desire a weekly newspaper. Terms, \$4 per annum in advance.

We give the following extract from the *Lyons Countryman*, edited by a gentleman who has had much experience in the construction of internal improvements, not so much on account of the favorable opinion it expresses of our Journal, as for the sound doctrine it inculcates. It is from such practical gentlemen that we expect, and to whom we look for aid to make our Journal not only interesting to our readers, but useful to the cause, in aid of which it was established. We again solicit communications from gentlemen in all sections of the country, relative to contemplated or progressing internal improvements, of all descriptions, which may be either useful or interesting to the public, but more especially from engineers engaged in the construction of Railroads, Canals, or Railroad Machinery:

AMERICAN RAILROAD JOURNAL.—There has been issued weekly, in the city of New York, for two thirds of a year past, a paper entitled "American Railroad Journal, and Advocate of Internal Improvements." We have occasionally looked into its pages, though we have not seen all its numbers. The object of the paper is eminently useful and ought to ensure to it the good will of all our enlightened citizens. Few topics present so strong a claim to the regard of a free community, as the substantial and permanent improvement of the territory which they inhabit. The great end of a wise public policy is the multiplication of human beings, the augmentation of their means of comfortable subsistence, and the security of their rights. The existence of such a policy is impossible without those improvements, which may be most materially aided by publications like the one in question.

In the progress of nations towards freedom, they desire to found measures more and more upon the wants and interests of the whole number of individuals composing them; and to gratify this desire most effectually, an extensive knowledge of those wants and interests is indispensable. Whoever contributes to the dissemination of such knowledge must therefore deserve well of his country. Works of internal improvement are innumerable, and are directly connected with the wants of all. The great mass of these must be left to individual wisdom and industry. But there are very important ones—the most important when singly considered—which cannot be accomplished without extensive co-operation,

and some of these demand both legislative enactments and appropriations.

The success of the great measures of internal improvement, in our state, has turned the public mind, in all the states, to an earnest attention to such measures. Our fellow citizens are every where, by national or state authority, gauging their streams, exploring and levelling the intermediate regions, calculating the cost of canals and Railroads from one section to another, and teeming with plans of improvement to be commended to legislative adoption and patronage. Projects of this sort, amounting in their estimated cost, to many hundred millions of dollars are eagerly pressed upon the consideration of our public men. And in one way or another all our intelligent and sensible citizens are, or soon will be, public men; and will have to discharge important responsibilities, on these subjects. There are few responsibilities, which require more exact information, more practical good sense, or a more enlightened prudence, to be well discharged, than these, because they are important to the public and because they will manifestly and deeply affect the property of multitudes of sharp sighted and influential individuals. A paper therefore which is designed to throw the light of observation, of science, and of mature deliberation, on these subjects is called for, by the actual condition of our country; and being well conducted, should be extensively patronized. Such a paper, we think, is offered in the *American Railroad Journal*; and we cannot but hope that it will be adequately supported. The history of the world shows the frightful truth, that the monies drawn from the subjects of monarchy to advance the objects of their rulers, has, much more than half of it, been applied to works intended for the destruction of human beings. It should be the ambition of freemen to take care, that the monies they contribute to public objects, shall be laid out for the increase and benefit of human beings. And there is no means by which they can so surely and so extensively do this as, by undertaking and promoting judicious plans of internal improvement.

A meeting of the Commissioners of the Erie and Mad River Railroad Company has recently been held. The requisite amount of stock, \$50,000 having been paid in, agreeably to the provisions of the 2d sec. of the act, the Commissioners have determined to commence the work forthwith. A committee of five have been appointed to make the necessary arrangements.—[*Cleveland Herald*.]

THE OHIO.—The Pittsburgh Manufacturer of Saturday says "the river is now, and has been for the past week, too low for steamboat navigation; it is still falling. Some light draught steamers, however might possibly run. No arrivals or departures have occurred since our last."

CARLTON TO THE PEOPLE OF NORTH CAROLINA.
No. I.

The people of North Carolina have for some years past evinced a disposition to facilitate the means of commercial intercourse, both foreign and domestic. It is an object in which they have felt themselves so deeply interested, that no small sums have been already expended for its accomplishment. The rivers Yadkin, Cape Fear, Neuse, Tar, and Roanoke, all witness, by the works commenced, and the moneys disbursed, that such a wish has been alive in the public mind: and so well known are the many other attestations of it, that to be particular in their enumeration is unnecessary. It is practical proof that they have been deeply sensible of the disadvantages of their situation, and they have been watchful of the methods practicable for their removal. If there have been dissenting minds, it was not because the object was not deemed most important to our individual and national prosperity, but that they could not think the time yet arrived, when our strength was competent to the attainment of our wishes. Unhappily, whatever may have been the cause, a vast proportion of our enterprizes for internal improvement have proved either partially or totally abortive. Had it been uniformly otherwise—had the plans adopted been invariably successful—there is every reason to believe that by this time, public spirit would have been as conspicuous a distinction in the people of this state, as it has been in other parts of our country. But when, after making provisions for an undertaking here, and another there, it was presently found that they utterly failed of their objects, what was to be expected but that even their earnest friends would be clamped and disheartened? They saw that funds, which in consequence of limited opportunities and resources had been with difficulty procured, instead of answering their purposes, were expended ineffectually, and that the works begun with sanguine hopes and promises, soon terminated in little or nothing.

To every people, flourishing as their condition and resources may be, it is ever of moment to the most rapid progress of their prosperity, that their treasury be judiciously directed, and efficaciously applied; but to a people like ourselves, who have to contend with many difficulties both by sea and land, from the very nature of our country, as well as the sparseness of our population, it is quite essential that the funds raised by taxation or voluntary contribution, be not wasted or lavished in ineffectual operations. Whatever these funds may be, if they be not sufficient for large and extensive undertakings, there are possibly others to which they will be competent, or they should be augmented with economy and care till a reasonable assurance is attained that they will complete some public enterprize, which shall continue afterwards to give unequivocal proofs of its value to the amount of the expenditure.

If it be said that in regard to public works this cannot be the case, and that they are not reducible to such certainty as this, the position is denied and is untenable. Fact has shown, and it is continually proving, that public works can be calculated with sufficient precision, both as to the means of carrying them on and the expense necessary. Even the great western canal of New-York differed but little in the actual expenditure from the estimated cost. But the difference was found ultimately to be, in its costing less than the sum previously calculated. With such a mistake we may well suppose the people were not likely to be dissatisfied. When they engage in an enterprize, they have a right to know from the perfect honesty and ability of their agents, and representatives, how much money will be sufficient, in what time it must be raised, and what are to be the advantages, that they may choose freely and with a sound discretion, whether they will engage in it or not.

It is too common for architects and engineers to act upon the principle that the people ought not to be informed at first of all the amount of expense, and all the difficulties of a public undertaking, lest they be deterred by an apprehension that they are insurmountable. Such men tell us that it is best, if possible, to exhibit calculations somewhat less in the result than may be requisite, that the people being once induced to commence and continue till the work is two-thirds or three-fourths advanced towards its accomplishment, they may be under the necessity of supplying the rest, that what has been already expended may not be wholly lost. This differs little, if any thing, from absolute knavery, tho' such as practise it may plead, that it is deceiving men for their own good. In the end, the consequence is totally the reverse. It is so far from tend-

ing to the public good, that it is pernicious in the extreme; it threatens to extinguish that generous public spirit which it is of the utmost consequence should live in the bosoms of every people. When they have been two or three times thus deceived, they feel the imposition to be an abuse of their confidence, and an insult to their understandings, and it will be difficult, if not impossible, to avert the consequences of their indignation, in a total dereliction of all attempts at public improvement. They adopt the maxim in elections, that men of information and ability are dangerous men, and that they ought not to be chosen because they have too much sense. If it be good sense in a public agent, whether he be a member of the House of Commons, a Senator, a Commissioner or an Engineer, to hurry into action without information first obtained; if it be good sense in any one of them to recommend and begin an enterprize without taking the pains to obtain full and satisfactory and certain knowledge of its nature, means and expense; in short, if it be good sense for an agent of the people, after becoming fully informed, to delude his constituents into measures, by artfully concealing from them a part of the difficulty and expense, and by magnifying the advantages beyond all reality, because being thus deceived, they may engage in it, whereas, if they knew the whole truth, they would not, then the rule upon which the people sometimes come to act in elections is a correct rule. It shows their wisdom in the appointment of public functionaries; a wisdom far superior to any which such commoners, senators, commissioners or engineers, have any pretensions to claim. A man of such sense as has been just now described, ought to be shunned, and not to be trusted. In reality, however, this is so far from good sense in an agent or a representative, that it is directly the contrary. In a popular government like ours, it is the object of representation to secure knowledge, ability, and honesty; and whatever some may think, or wish, or persuade, the last of the three the people will and should require above all others. To attempt deception with a hope of being long successful, is not sense, but the greatest folly. If all public officers, representatives and men of talent and opportunity, were united in the purpose, that no undertaking should ever receive their concurrence or aid, without satisfactory evidence, not only to themselves but to the great body of the people, that it was at once useful in a high degree, and practicable without oppression; in short, if a perfect and unreserved honesty were the obvious and governing character of men who hold places of profit or trust; there is no danger that the people would not come to understand by good sense, a union of integrity, information, ability and the greatest usefulness to the public. And they will admit that in this union is all the safety they will ask in the man who is to act for them in legislation and in the application of the public money.

It is the intention of the writer of these remarks, and such others as may hereafter appear with the same signature, to be directed in all his researches and expostitions by the principle here laid down, in its utmost simplicity and in all its fullness. To whatever charge he may be exposed, he is determined that the charge of insincerity, duplicity or sinister concealment of the truth, shall never be correctly capable of being alleged. It is his wish as much as possible to substantiate every opinion and every assertion by facts and unquestionable authority. These he estimates above all other means of establishing truth. He will advance no theory which is not built upon facts, without giving warning to the reader, that he may be aware of it, so as to be upon his guard and to think for himself, as it is indeed hoped he will not fail in all instances to do according to the nature of the case. The writer would solicit in return a spirit of candor, and invite to a full and dispassionate consideration of the means by which our prosperity as a state may be most effectually promoted. To all propositions for the general welfare, objections and difficulties will doubtless occur. Interest will suggest some, ambition others, and others still will occur from the real merits of the subject. But the correctness and wisdom of our patriotism will be seen, not in holding up every objection as an insuperable obstacle to a whole plan, but in contriving by united counsels how difficulties may be removed, and thus a whole may be combined at last, as free from imperfections as possible. If we would arrive at the greatest good of our country, personal or local interests must not be too strenuously consulted, ambition must not be narrow and selfish, but enlightened and well directed, and all our efforts and researches must be faithfully and intently turned upon the discovery and establishment of the truth. Could the people of North

Carolina, could her governors, magistrates, legislators and officers all concur upon these principles, who can doubt that from that moment she would begin to grow conspicuously in individual happiness, and in strength and prosperity as a state!

September 1st, 1827.

CARLTON.

[From the Raleigh Register of Sept. 14.]

CENTRAL RAILROAD.—We have pleasure in stating that the survey of this road, which was commenced at the Trent River, near Newbern, has advanced to within a few miles of this city. So far, we learn, the ground has generally been favorable. It is uncertain what precise direction the road will take in leaving this neighborhood. Every exertion will be made by Mr. Rawle, the engineer employed by the State, to accomplish the survey of the proposed route in due season; that the stockholders and the public may have the subject fully before them this winter.

[From the Buffalo Journal.]

SANDUSKY RAILROAD.—The old adage, "out of sight out of mind," does not apply to us, in the case of the Sandusky and Mad River Railroad; for, although we have for some months been silent upon the subject, it has been by no means overlooked.—We have said, and now say, that this road is to exert an influence now little dreamed of. Time will verify this, and show it the key by which the West is unlocked to us, and Cincinnati placed at our very doors. Even New-Orleans will not be far enough away to escape its influence; and the mighty Mississippi will one day groan beneath the new burdens this work will impose upon her. But we theorize, and neglect the fact we seated ourselves to tell namely, that the Commissioners of that road have recently held a meeting, and the requisite amount of stock for commencing operations having been paid in, they have resolved to break ground forthwith. So "the Campbells are comin'"; and long will New-York, Ohio, and the "great West" remember the day when individual enterprize added so bright a link as this road will be, to the chain which binds them together.

WORCESTER AND NEW LONDON RAILROAD.—A charter was obtained during the last session of the Connecticut Legislature, for a Railroad from the line of this State or Rhode Island, in the best practical direction, to the waters of Long Island Sound. The terms of the charter were unusually favorable, with the privilege of a Bank, which, on condition of its taking a certain portion of the Railroad stock, is to be exempt from taxation by the State. In pursuance of the objects of the corporation, a survey is now making from New London and Norwich to this town, under the direction of Col. Swift, of the U. S. corps of Topographical Engineers. The survey had advanced last evening to the vicinity of this village, and we learn that the route proves favorable, even beyond the most sanguine expectations of its projectors. It is very direct, increasing the distance but little, if any, beyond that of the present travelled road; the facilities for making are great; expensive cuts and embankments are mostly avoided; and it is supposed that the ascent or descent, will not be greater, in any place, than at the rate of 20 feet in a mile. This is but three fourths of an inch to the rod, and is so near level, that a person on the road would hardly know which way it descended.—[Worcester Spy.]

CHENANGO CANAL MEETING.—At a convention of the delegates, assembled at Sherburne, in the county of Chenango on the 5th day of September, 1832, of the friends of the Chenango Canal, the meeting was temporarily organized by the appointment of the Hon. John Tracy, of Chenango, as chairman, and Charles P. Kirkland, of Oneida, as secretary; whereupon the following named persons appeared as delegates, and took their seats:

From Oneida County.

Utica.—James Platt, C. P. Kirkland, David Wager, Wm. Tracy, Morris Wilcox, Francis Wright, Sylvester Aylesworth, Saml. H. Addington.

Rome.—James Merrill, Bela B. Hyde, John Stryker, Abner B. Blair.

Augusta.—David Many, Peter Stebbins. Kirkland.—John H. Lathrop, John H. Tower, D. P. Edmunds.

Madison County.

Hamilton.—Amos Crocker, Jonathan O. Pierco, Ferdinand Walker, Philo Gridley, John G. Stower, Smith Mott, Alanson Munger, Charles G. Otis, Orange H. Wait, Thomas Wylie, James B. Eldridge, Samuel Pool, John Foote, Caleb Loud, Rowland R.

Collins, Rufus Bacon, Isaac Pool, G. A. Williams, Thaxter Pool.

Lebanon—William Russell, Walter Allen, Arunah Mosely, jr., Dunham Shapley, Jabin Armstrong, Frederick D. Beebe.

Madison—Otis Simmonds, John Head, jr.

Brookfield—James Muritt, Samuel R. Clark.
Smithfield—John B. Buel, Philo J. Barber, Noah M. Coburn.

Chenango County.

Columbus—C. G. Hall, John L. Jenks, Waldon Kingley, Tompkins Parker, John M. Reynolds, Abner Gillet, Thomas Howard, jr., Milo Blakman.

Sherburne—Tilly Lynde, A. K. Maynard, Samuel Ladd, Milo Hunt, D. White, S. W. Corbin, Elias Babcock, William White, J. M. Castle, Willis Landon, H. N. Fargo, Alex. Holmes, Joshua Pratt, Jas. Thompson, Joel Thompson, Stephen Benedict, Mr. Copeland.

Plymouth—Ira Buell, Silas Holmes, John Harris, Judah Bement, Erastus Foote, Darius Adams.

Preston—Hubbard B. Avery, Lyman Smith, Delancy Wait, Henry Billings, Samuel G. Randall, Jonathan Walls, Chas. Edston, Isaac Noyes, Smith Johnson.

Norwich—Henry Mitchell, Thompson Mead, Edmund Y. Perlee, Abial Cook, Squire Smith, Chas. A. Thorp, Peres Randall, Smith M. Purdy, John Clapp, P. B. Prindle, Obadiah German, Dr. S. S. Bedford, John F. Hubbard, Benj. F. Cook, John C. Briebow, Eph. Wart.

Groeno—Robert Monell, Joseph Juliand, A. G. Ransom, Levi Forr, John Johnson, Jr., Charles Barnard, Charles Squires, Alvah Hunt, Charles Cameron, George B. Lyon.

Smyrna—Joseph Simons, Amasa Foot, Chester Hammond, Nathas Sutfell, Demas Hubbard.

New Berlin—N. Ely, J. J. Spencer.

Bainbridge—William S. Sayre, Sylvester Corbin, Willie Sherwood.

Pharsalia—Abijah Powell.

Oxford—Ira Wilcox, Ethan Clark, James A. Glover, James Clapp, J. P. Farnham, A. Hyde, Randall Main, Uri Tracy, Ransom Rathbone, Samuel McKoon, A. A. Franklin, E. S. Perkins, W. Newkirk, Jabez Robinson, John Tracy.

Otsego County.

Abel De Forest.

Broome County.

Joshua Whitney, John A. Collier, Martin Hawley, Tracey Robinson, Henry Dewey, Hazard Lewis, Daniel S. Dickenson, Cary Murdock, James S. Hawley, Myron Merrill.

On motion, Resolved, that a committee of four be appointed by the chair to report officers of the convention. The following named gentlemen were appointed said committee, viz: James Platt, of Oneida, John G. Stower, of Madison, James Clapp, of Chenango, and J. A. Collier, of Broome.

The committee reported the following named persons as officers of the convention:

Hon. Robert Monell, as President.

Gen. Joshua Whitney, and James Platt, Esq., as Vice-Presidents.

Philo Gridley, and David Wager, as Secretaries.

On motion, Resolved, that a committee of five be appointed by the chair to draft resolutions expressive of the sense of the convention upon the subject of the construction of the Chenango Canal.

The chair appointed James Clapp, Chas. P. Kirkland, John G. Stower, John A. Collier and Smith M. Purdy.

The committee retired and after a short deliberation reported the following resolutions, which were unanimously adopted.

Resolved, That the construction of the Chenango canal, in the opinion of this meeting, is a work of great public utility, calculated to become a valuable auxiliary to the State canals already completed,—to develop and increase the resources of a large portion of the State, and to enhance essentially the aggregate wealth of the whole.

Resolved, That the numerous and minute surveys, examinations and surveys of the work which have been made, leave no doubt in enlightened and unprejudiced minds, of the practicability and utility of the Chenango canal; and that the expense of construction will be more than compensated by the advantages which it will confer on the State.

Resolved, That this meeting observe, with unfeigned satisfaction, the liberal and enlightened views taken of this great work during the late session of the Legislature, by the cities of New-York, Albany, Troy, Schenectady and Utica; and by many counties, and their able representatives—views calculated to dissipate the doubts of ignorance and prejudice, and that presage the ultimate success of a project

eminently designed to add to the wealth and honor of the country.

Resolved, that the unrivalled advancement of New-York in agriculture, commerce and manufactures, which justly entitles her to pre-eminence in the Union, is mainly attributable to those great arteries of inter-communication, canals, which an enlarged and liberal policy has constructed, and which will long remain sources of opulence and glory to the State.

Resolved, That in the judgment of this meeting, neither justice nor policy required that the march of internal improvement should be arrested, until those portions of the State hitherto neglected, are allowed to share that prosperity which the erection of public works has produced in more favored districts.

Resolved, That it be recommended to the friends of the Chenango canal, wherever resident and especially to those living in the valley of the Chenango, to remit no honorable exertion to obtain the sanction of the legislature to the construction of the Chenango canal.

On motion, Resolved: That the committee appointed to draft resolutions, be requested to draft and publish an address to the people of this State; and also to draft a memorial to the legislature praying for the passage of an act authorizing the construction of the Chenango canal, and the said committee affix the names of the members of this convention to said address and memorial.

On motion of Charles P. Kirkland,

Resolved, That this convention entertain a grateful sense of the enlightened zeal and valuable exertions of the late Wm. H. Maynard, in behalf of the Chenango canal, and that the friends of this improvement in common with their fellow citizens at large, have sustained a severe loss in his premature decease.

On motion,

Resolved, That the committee above appointed be and they are hereby authorized to call further conventions.

Resolved, That the proceedings of this convention be signed by the officers thereof, and that the publishers of the various newspapers printed in Oneida, Madison, Chenango, Otsego, Broome, Albany and New York, be requested to publish the same.

ROBERT MONELL, Pres't.

JOSHUA WHITNEY

JAMES PLATT,

Philo Gridley, } V. Pres'ts.

David Wager, } Secretaries.

[From the Philadelphia edition of Wood's "Treatise on Railroads."]

In the early part of the year 1814, an engine was constructed at Killingworth colliery, by Mr. George Stephenson, and on the 25th of July, 1814, was tried upon that Railroad. That engine had two cylinders, each eight inches diameter and two feet stroke; the boiler was cylindrical, eight feet long, and thirty-four inches diameter; the tube twenty inches diameter, passing through the boiler.

The wheels of the engine being thus turned round upon their axis, the friction of the rims against the rails preventing them from turning or sliding round upon the rail, would necessarily cause them to roll forward, and thus produce a progressive motion in the engine.

If the power required to produce, or the resistance opposed to, the progressive motion of the wheels, were greater than the friction or adhesion of the exterior surface of the periphery of the wheels upon the rail, the wheels would then slide round, and the engine would stand still; but so long as the former does not exceed the latter, the wheels will always roll forward along the rails, and effect the progressive motion of the engine.

In this engine, the small cog wheels were each twelve inches diameter, and the cog wheels upon the axles of the travelling wheels twenty-four inches diameter; so that the cranks made two revolutions for one revolution of the engine wheels.

This engine was tried upon the Killingworth colliery Railroad, July 27, 1814, upon a piece of road with the edge rail, ascending about one yard in four hundred and fifty; and was found to drag after it, exclusive of its own weight, eight loaded carriages, weighing altogether about thirty tons, at the rate of four miles an hour; and after that time, continued regularly at work.

The application of the two cylinders rendered the action of the engines regular, and secured the continual progressive motion; thus remedying the imperfection caused by the irregular action of the single cylinder and fly-wheel.

When the engine had been at work a short time, it was soon found that sufficient adhesion existed on

the edge-rail to perform the requisite traction to the load; at first, grooved sheaves were fixed upon the hinder travelling wheels of the engine, and similar grooved sheaves upon the fore-wheels of the convey-carriage, containing the coals and water, with an endless chain working over each, to procure the adhesion of the wheels of the convey-carriage, in addition to the adhesion of the engine wheels; but, on trial, it was not found necessary to resort to the aid of this contrivance, as the adhesion of the engine wheels alone, was found adequate to produce the desired effect.

The communication of the pressure upon the piston, through the means of the crank to the cog-wheels, produced great noise, and, in some parts of the stroke, considerable jerks; each cylinder alternately propelling, or becoming propelled by the other, as the pressure of the one upon the other, when the teeth became at all worn, caused a rattling noise. For, when the leverage of the one crank became greater than the other, the latter was propelled by the other through the intervening wheels; but when the former approached towards the extremity of the stroke, its leverage became less and less, and the leverage of the latter became greater as the angle between the connecting rod and the crank increased; and, at a certain point, the latter preponderated. When a change in the action took place, the former was then the propelled, and the latter the propelling power. If any play or space existed between each tooth of the cog wheels, the transition of this power from one side of the teeth to the other always occasioned a jerk; and this became greater as the teeth became more worn, and the space between each other greater.

To obviate this became desirable, and Mr. Stephenson, in conjunction with Mr. Dodd, took out a patent for a method of communicating the power of the engine directly to the wheels without the aid of the cog wheels. The patent was dated February 28, 1815, and consisted of the application of a pin upon one of the spokes of the wheels that supported the engine, by which it travelled upon the Railroad, the lower end of the connecting rod being attached to it by what is termed a ball and socket joint; the other end of the connecting rod being attached to the cross beam, worked up and down by the piston.

To keep one of the engine cranks always at right angles to the other, the patentees had two methods; to crank the axle on which each of the wheels was fixed, with a connecting rod between, to keep them always at the same angle, with respect to each other; or to use a peculiar sort of endless chain, passing over a toothed wheel, on each axle. This endless chain, which has been much used upon these kind of engines, consisted of one broad and two narrow links alternately, fastened together at the ends with bolts; the two narrow links were always on the outside of the broad link; consequently, the distance they were separated laterally would be equal to the breadth of the broad link, which was generally about two inches, and their length three inches. The periphery of the wheels, fixed upon the axles of the engine, was furnished with cogs, projecting from the rim of the wheels, (otherwise perfectly circular and flat,) about an inch or one and a half inches. When the wheel turned round, these projecting cogs entered between the two narrow links, having a broad link between every two cogs, resting on the rim of the wheel; these cogs, or projections, caused the chain to move round with the wheel, and completely prevented it from slipping round upon the rim. When, therefore, this chain was laid upon these two toothed wheels, one wheel could not be moved round without the other moving round at the same time with it; which thus secured the proper angles to the two cranks.

This contrivance entirely superseded the use of the cog wheels, and was without the jolts or jerks incident to them; for, when the chain got worn by frequent use, or was stretched, so as to become too long, one of the chairs of the axles could be moved back to tighten it again, until a link could be taken out, when the chair was moved back again to its former situation.

An engine of this construction was tried upon the Killingworth Railroad, on March 6th, 1815, and found to work remarkably well.

The next improvement by Mr. Stephenson was part of the subject of the patent of Messrs. Losh and Stephenson, so often mentioned previously, respecting the improvement in the rails and wheels. Considering, in general, the disappointments met with in the eventual utility of most of the patents, this appears a rare instance to the contrary; more general benefit has been derived from the different contrivances, exhibited in this patent, than in any other

on the subject of Railroad conveyance; and, indeed, than many on any other subjects, and it certainly confers great credit upon the patentees. The contrivance is very minutely described, in the specification of their patent; and the advantage derived is very judiciously and very clearly stated; I shall give it in their own words:

"In what relates to the locomotive engines, our invention consists in sustaining the weight, or a proportion of the weight, of the engine upon pistons, moveable within cylinders, into which the steam or water of the boiler is allowed to enter, in order to press upon such pistons; and which pistons are, by the intervention of certain levers and connecting rods, or by any other effective contrivance, made to bear upon the axles of the wheels of the carriage, upon which the engine rests."

The weight of the engine forming one great obstacle to its introduction where the rails were weak, it was of the utmost importance to find out some remedy. Mr. Chapman, in his patent for the application of a chain, described a plan of placing the weight of the engine upon two frames, supported by six or eight wheels: and the Wylam engines, being heavier than the rails would bear, were placed upon eight wheels: but the complication attendant on so many wheels, and the unwieldy nature of such a length of framing, formed altogether so many objections, as to render them almost useless, as a species of moving power.

The application of the steam-bearing cylinders divided the weight equally upon the four wheels, and if necessary, upon six wheels, and thus caused one frame to be sufficient, and consequently, simplified their construction proportionably.*

* Both of the improvements above mentioned have been superseded by better arrangements. Springs have been introduced in lieu of the steam-bearing cylinders, and connecting rods in lieu of the endless chain.—[Am. Ed.]

[From the same.]

HUDSON AND MOHAWK RAILROAD.

"This important road connects the city of Albany with Schenectady. The length is 15 miles and 69 chains. The delay and embarrassment resulting from the numerous locks and very circuitous course of the great Erie Canal, between these towns, (a Canal which is, moreover, navigable only 220 days in the year, even when no accidents occur,) induced a company to obtain an act of incorporation for the purpose of forming a Railroad to supersede the grand Canal, within one year from the completion of that far-famed enterprise. The work was commenced on the 12th of August, 1830, by the Hon. C. C. Cambreleng, a gentleman to whose exertions it has been greatly indebted for its success. It is now in operation. The first track is completed, and the second, or southern track, is in progress. The plan and profile are admirably designed, and justify the great expense which the heavy embankments and excavations have required. \$483,215 and 46 cents have been, and \$156,693 will be, expended in completing the work, according to the official report made to the Legislature of New York in January, 1832. This includes the addition of the second track. The detailed account has not yet been arranged; but we may state that about \$100,000 of the above sum should be deducted for land, (13 acres are owned in Albany alone,) depots, engines, wagons, &c. The Railroad will not, however, cost one-third as much as the Canal has cost which connects the same points.—The latter follows the course of the rivers; the former is very direct, and crosses the ridges, which, as in all similar localities, has increased the cost.

The following details have been politely communicated by the engineer, John B. Jervis, Esq.

"The road commences on the bank of the Erie Canal, at Schenectady, and runs parallel to it for 20 chains—then a curve of 10 chains.

| | Miles | Chains. | Grade. | Inclination. |
|--|-------|---------|------------------------|--------------|
| From Schenectady to foot of inclined plane | 0 | 32 | level | |
| Inclined plane | 0 | 31 | rise | 1 in 18 |
| Then runs | 3 | 44 | level | |
| " " | 2 | 10 | descent | 1 in 450 |
| " " | 1 | 40 | level | |
| " " | 2 | 53 | descent | 1 in 225 |
| " " | 1 | 7 | level | |
| " " | 3 | 11 | descent | 1 in 270 |
| " " | 0 | 2 | level to head of plane | |
| Then Albany plane | 0 | 47 | descent | 1 in 18 |
| Then to dock head, on the Hudson, at Albany, | 0 | 22 | descent | 1 in 500 |
| Total | 15 | 69 | | |

When excavation occurs in the grading, the width for a double road is 33 feet: when embankment occurs, the width on the level of the road is 26 feet.

The greatest height of embankment is 44 feet; and the deepest excavation is 47 feet. The soil was mostly sand, which generally cost 7 cents for excavation, and 8 for embankment, per cubic yard.—The clay cost per cubic yard—for excavation 8 cents, and for embankment 11 cents.

On the first grade, at Schenectady, below the inclined plane, there is one curve, (where horse power only is used, as the locomotive engines do not go up the plane,) about 10 chains in length, on a radius of 700 feet. There is a curve at the head of each inclined plane, about 8 chains each, on a radius of 1100 feet: between these two there are two other curves, one on a radius of 4,200 feet—9 chains long, and one on a radius of 23,000 feet—6 chains long. The only other curve is between the foot of the Albany plane and the river, on a radius of 4,000 feet. The bridges (except where the common road crosses the rail, on a level with it,) are constructed with stone abutments, 26 feet apart, with culverts for the drains under the same. String pieces, of timber, 7 by 15 inches, are laid across, from abutment to abutment, and covered with 3 inch plank. This is the plan in all cases except one, which is an elliptical arch for the bridge at Pearl street, in Albany. This arch is 22 feet chord, with a rise of 4 1/2 feet; length, 50 feet. Those on the first mentioned plan cost about \$700; the latter, \$2000, including extension work to protect the street.

The wooden cross sleepers are round timber, 7 inches diameter, and 8 feet long; or, when split, have an equal quantity of timber, and cost 20 cents each.

Stone blocks contain each 2 cubic feet, and cost 45 cents. They are laid 3 feet apart, from centre to centre, on a foundation of broken stone, well rammed down, and the blocks are brought to their level by a heavy rammer, handled by four stout men.

The iron rail plate is a bar 9.16 by 2 1/2 inches, with the upper curves rounded to 1 7/8 inches width. No piles are used. The timber rails are yellow or Norway pine, 6 by 6 inches, except a few Hemlock rails used on the embankments.

When a timber foundation is adopted, a longitudinal sill timber is laid down under the rail on which the cross sleepers rest. The width between the tracks is 4 feet 9 inches."

The summit is 335 feet above the Hudson. The soil is generally sandy. A very large portion of the cost of the Railway has been incurred for broken stone, (two dollars per cubic yard—sand has been employed in preference to broken stone on the Newcastle and Frenchtown Railroad;) 9 cubic feet are contained in each pit. The latter are connected by a neck, when they are situated in clay. Cast-iron chairs and cast-iron knees secure the rails—the proportion of knees to chairs is 3 to 1. The iron rails are tongued, and grooved at their extremities; iron plates are placed under the ends; tires are placed under the string-pieces, 21 feet apart. The wood work is covered by broken stone and earth. The north track is finished—the south is in progress. A locomotive, weighing 12,742 lbs, made by R. Stevenson, at Newcastle-upon-Tyne, England, was tried on this road by the Company. The wheels are of wood, the tires wrought-iron. The weight injured the Railway. Another locomotive, also owned by the Company, made at West Point, weight 6,758 1/2 lbs, wheels 4 feet 8 inches in diameter, is in use: the average speed, with a load of 8 tons, is 15 miles per hour; although 30 miles per hour have been accomplished with this load on the Railway.

STEAM CARRIAGES ON COMMON ROADS.—We have copied into our first page, and invite attention to a most interesting and instructive article on the use of steam carriages on common roads. The practicability of locomotion on common roads is fully demonstrated in theory and by actual experiment. This application of steam power takes precedence of any other improvement of the age, and will yield a greater amount of practical benefit than has yet been derived from this extraordinary and universal agent. Compared with this improvement, the propelling of vessels by steam, (which is justly ranked amongst the wonders of the world) dwindles into insignificance. The former is the more valuable in proportion to the infinitely greater extent to which it can be applied. Instead of being confined to the coast, and to our large rivers and lakes, it may be extended through every section of the country. Hitherto the experiment has been confined to England, where it attracts a large share of public attention, and is beginning to command legislative patronage. There can be no doubt that our enterprising countrymen will soon avail themselves of the improvement. In

many parts of our country, and in the most of New England, the roads are so highly improved that locomotive engines might at once be put in operation upon them. In New York and the Western States, the roads will have to be McAdamized. This should, and ultimately must be done, whether we have steam-carriages or not. It is worthy of particular remark, and affords an additional argument in favor of this improvement, that the steam-carriages do not injure the roads as much as post-coaches drawn by horses.

This discovery opens a wide field for curious speculation. The conjecture may not be improbable, and certainly cannot be regarded as absurd, that steam may yet be applied to the most of agricultural purposes. When every man shall keep a steam carriage for his personal convenience, for going to mill, or taking his family to church, it is not unreasonable to anticipate that we shall then see the farmer ploughing and harrowing his fields, mowing his grass, and gathering and threshing his grain, by steam! In view of these improvements, and by calling to our aid a little of the spirit of prophecy, we can foresee the time when all necessity for manual labor will cease, and when the sentence, which dooms us to earn our bread by the sweat of our brow, will no longer be enforced against us.—[Geneva Gazette.]

Useful discovery by a Lady.—It is stated in the Ravenna (Ohio) Courier, that an important discovery was made at Copeley, Median county, by a lady. Mr. Vail, his son, and another person, were digging a well, and the son having gone down first, was prostrated on breathing the noxious vapor or damps below. His father descended to his relief, and the third started for a physician; in the meantime several ladies assembled at the place, and one threw down a pail of water, most of which fell on the face of Mr. V., who caught breath, rose and seized the senseless body of his son, got into the tub, and was drawn up by the ladies. Water was immediately applied to the young man, which in a short time produced symptoms of returning life. Mr. V., in a few hours attained his usual health and strength, and the young man by medical aid, had so far recovered as to be able to walk about on the succeeding day. The experiment of letting down a lighted candle was made, which went out at the distance of six feet from the top of the well; a live chicken was also let down, and at the depth of six feet animation became suspended; but by pouring down water upon it, animation was immediately restored. From these it appears, that on inhaling this gas, life is only suspended, and that the application of water will restore it: whether by conveying atmospheric air contained in the water, to the sufferer, or from some other cause.

WATCH-MAKING.—The division of labor cannot be successfully practised unless there exists a great demand for its produce: and it requires larger capital to be employed in those arts in which it is used. In watch-making it has been carried, perhaps, to the greatest extent. In an examination before a Committee of the House of Commons, it was stated that there are a hundred and two distinct branches of this art, to each of which a boy may be put apprentice; and that he only learns his master's department, and is unable, after his apprenticeship has expired, without subsequent instruction, to work at any other branch. The watch-finisher, whose business is to put together the scattered parts, is the only one of the hundred and two persons who can work in any other department than his own.—[Babbage's Economy of Machinery and Manufacturers.]

TINCTURE OF ROSES.—Take the leaves of the common rose (centifolia), place them, without pressing them, in a bottle, pour some good spirits of wine upon them, close the bottle, and let it stand until it is required for use. This tincture will keep for years, and yield a perfume little inferior to attar of roses; a few drops of it will suffice to impregnate the atmosphere of a room with a delicious odor.—Common vinegar is greatly improved by a very small quantity being added to it.—[German paper.]

Melancholy.—Last evening, about eight o'clock, a respectable gentleman, about 35 years of age, repaired to the Bath, at the Battery, for the purpose, as was supposed, of bathing. After a few moments, the discharge of a pistol was heard, and the proprietor repairing to the box just entered by said person, found that he had put an end to his existence, by discharging the contents of a pistol through his heart.—[Gazette.]

THE CHOLERA.

Letter on the Cholera Asphyxia, now prevailing in the City of New York; addressed to James Bond Read, M. D., Chairman of the Medical Board, Savannah. By John W. Francis, M. D.

RESPECTED SIR: Your kind letter was duly received, and I have several times attempted to write you an answer; but such has been the severity of my professional engagements, that the present is the first leisure I could command for the purpose. We have, indeed, become "unfortunately familiar with the disease;" and this circumstance alone authorizes me to make this communication to you, and to your medical Board, should you deem it of sufficient consequence to submit it to them.

I was, at first, among those who rejected the idea that the India cholera had appeared in Canada, and considered the disease of Montreal and Quebec, as owing its peculiar character and virulence to a combination of causes, such as we know usually gives malignity to endemic and epidemic disorders in certain latitudes. When the committee, appointed by our board of health, made their report, that the Canadian disease was similar to that which had for so many years prevailed in Asia and in Europe, I was the less incredulous, inasmuch as one (Dr. Dekay) of the gentlemen of that committee had been practically conversant with the Asiatic cholera, in its epidemic form, while he was in Constantinople, some short time before. As the history of the progress of the Asiatic cholera now left us little room to doubt that New York would ere long be visited by this pestilence, I could not remain indifferent to the first intimations that were given of its appearance among us, and I accordingly saw, in consultation with Dr. Powers, the first cases which were reported to our board of health, as prevailing in that part of the city called Cherry street, near James slip, on the East River. This, I believe, was on the twenty-seventh June. From the suddenness of the attack, the train of symptoms, and its rapid and fatal termination, no question existed of the complaint being essentially different from the ordinary cholera morbus, which we encounter each revolving season. A map of the city of New York will enable you fully to trace the progress of the disease. After several fatal cases had occurred in Cherry street, the disorder appeared on the opposite side of the city, near the North River, in Reed street, Duane street, &c.; thence it showed itself in Laurens street near Canal street, next in Orange street, Cross street, Mulberry street, and in other contiguous streets; and broke out with extreme malignancy at and around a spot denominated the Five Points. All this was effected within about the close of the second week. Since that time it has displayed its force most extensively throughout the city, and cases have occurred simultaneously miles asunder from each other. The disease has raged with greatest mortality in the sixth ward. The reports of interments, by the city inspector, show that about two thousand six hundred deaths have already taken place from the cholera; and, notwithstanding the received opinion that a prevailing epidemic swallows up all other disorders, we have had a season of sickness, from other complaints, much greater than ordinary. The remark, nevertheless, is of frequent repetition, that affections, in no wise congenious, have not rarely put on the livery of the prevailing epidemic.

I need not attempt to describe the symptoms which mark the invasion of the disease, nor those which characterize it when it is fully formed. They must be known to you from the writings of such authors as Annesley, whose account of the Asiatic cholera I deem the best; Kirke, whose pamphlet on cholera asphyxia is also excellent; the tract of Dr. Thacker, on the cholera of Leeds, and other productions. There is no disorder in the nosology more distinctly marked: there is none less liable to be forgotten, when once particularly observed. The declaration is abundantly verified, that the disease almost always commences with a deranged condition of the digestive organs, such as a disturbed state of the stomach and bowels, sickness, and an uneasy sensation in the whole track of the intestinal canal; vomiting, diarrhoea, pains in and about the epigastric region, a sense of weight, heat, burning with thirst at the pit of the stomach, and a feeling of exhaustion. The tongue is various, furred, slimy, pale, leaden, red and occasionally swollen. Sometimes spasmodic contraction of the abdominal and thoracic muscles occur. The appetite often not impaired, but digestion labored and imperfect. These, or a part of these, are by some pronounced the precursors of the complaint. When the disorder is more advanced and

deeper seated, we generally find a greater distress of the thoracic and abdominal viscera, the spasms are occasionally of the clonic kind, like those of violent cholera, there is greater precordial weight or visceral fullness. The extremities, both superior and inferior, lose their temperature and become colder as the disease advances; the skin is covered with a cold, raw moisture; the integuments, especially of the extremities, seem shriveled, or wadded, or water soaked, or doughy; the tongue is cold, sometimes icy, the respiration is more labored, and the expired air of a chilly dampness; the eyes are sunken, invested with a dark or livid circle; the pulse, which at the coming on of the disorder is sometimes more frequent than natural, is now small, contracted, and, finally, can scarcely, or not at all, be felt at the wrist.

But you are not to depend upon the regular occurrence of the premonitory evidences of the disease, nor of their going through their entire course, as I now trace them to a fatal termination. Many cases of cholera have taken place among us, in which the premonitory signs or symptoms were wholly absent, and the complaint has so suddenly invaded, that the stage of collapse has been fully formed within some two, three or four hours. Nay, death has closed the scene within two or three hours from apparent good health. As in cases of yellow fever, some are violently assailed while walking the streets; and I have known three cases of children attacked by the cholera while in lively exercise at play. A most striking peculiarity of this complaint, in many instances, is, that the intellectual powers, unless overwhelmed by coma, retain their wonted integrity to the last. Often there is an entire absence of all suffering some time before death; and the observation is no less philosophically true than eloquent, that the mind seems to sit unimpaired and serene amidst the ruins of organic life.

I hardly know a greater misnomer than the appellation *cholera* to this prevailing epidemic. The absence of all bile, either in the ejections by vomiting, or in those from the bowels, is almost pathognomonic; the fluids thus liberated are often brownish, or more frequently colorless, or quite distinct from biliary matter; and if biliary discharges are exhibited, they are among the most favorable circumstances, whether occurring at the invasion of the disorder, or after it has been subjected to the operation of remedial agents. As to the term *spasmodic*, spasm is, less frequent in this disorder than in our common cholera morbus. In this opinion I am fortified by the ample experience and observation of my friend Dr. Hugh McLean of this city. Spasms do at times occur, and their violence may denote the greater danger of the case; the nervous power being at times rapidly exhausted by their conjoint action, and the causes by which they are induced; a peculiar mobility in the nervous system may predispose to the spastic rigidity. Fortunately, in a large majority of instances, these spasms are easily subdued by powerful friction, with potent stimuli. The term *asphyxia* is most consonant to the strongest pathognomonic feature the physician witnesses. This state of asphyxia occurs earlier or later, in the progress of the disease, depending upon habit of body, exciting cause, means of relief, &c. I have seen it within a couple of hours from the period of invasion. In some intractable cases it occurs even earlier. This asphyxia seems to me, moreover, to constitute almost the essence of the disorder; for all our prominent indications are to disburden the system of its too deadly grasp, and restore the circulation to its wonted functions. This view of the nature of cholera asphyxia seems to be more clearly established, when we consider the phenomena which the disease exhibits upon inspection after death. Many post obit observations have been made by physicians of our public institutions, and some few in private practice. The brain has been found surcharged with dark viscid blood; the sinuses, in some cases, containing considerable effusion of serous, occasionally of sanguineous fluid; the membranes often turgid; effusion between the arachnoid membrane and pia mater. Sometimes the arachnoid was deprived of its transparency. In the spinal column were evident traces of previous increased vascular action and effusion. As to the thoracic cavity, the heart and larger venous branches have been found loaded with heavy black blood, often coagulated, and there was at times apparent what the older pathologists denominated *polypus*. Sometimes the parietes of the heart seemed thinner than natural; sometimes the heart was found empty, and powerfully contracted. Discolorations or patches were, in a few instances, seen on the heart, and effusion within the pericardium. I have seen the blood released from the large veins, preserving the tenacity and appearance of a tarred rope. Dr.

Depeyre found in a majority of his dissections, that the lungs were collapsed or shrunk, and frequently natural; others have observed them heavier than natural, or gorged with black blood.

The abdominal viscera evince, to a greater extent, the influence of diseased action. The mesentery was, in many instances, overloaded with blood. The appearances of the stomach are various: its contents are occasionally a watery, brownish fluid, or a very pale yellow or turbid fluid; sometimes this organ was found empty and contracted. The mucous coat seemed in most instances affected; and cases were not unfrequent when, upon removing the mucous coat, which could often be easily eroded or rubbed off, the inner coat was seen surcharged and its vessels greatly congested. Sometimes the stomach put on appearances similar to those which obtain in cases where sudden death has been occasioned by drinking cold water in the summer season, a species of stellated inflammation (ecchymoma) if I may be allowed the words, arising, I suppose, from the inordinate action of the organ when its blood-vessels were so unduly injected. I have a drawing of an example of this sort, and it so resembles others in my possession, taken from cold water cases, that I felt a good deal strengthened in my pathological views by this coincidence. Examples also might be seen where the stomach was entirely unaffected. In two cases which came under my inspection, the subjects of which had died by violent cholera, the superior portions were exsanguine and colorless, the inferior of a deep vermilion color, and the pyloric portion thickened and contracted. The small intestines were in almost all instances contracted, occupied with air, and their vascular ramifications loaded with dark blood; duodenum seems especially vulnerable to the morbid cause, the ilium more disengorged than the jejunum, especially its inferior section. All the smaller intestines, I may say, seemed plentifully surcharged, their inner coats softer and paler than natural: rare examples might be found of like morbid changes throughout the whole intestinal canal. The liver was sometimes natural, frequently engorged with dark blood; in several cases the ducts were entirely obstructed or strictured: the gall-bladder was most generally empty, or possessing a small quantity of dark bile; the pancreas bore little or no particular marks of increased vascular fullness: the spleen varied and was sometimes surcharged.

I have designedly been thus minute in stating the changes wrought by diseased action: but you are not to infer uniformity in these appearances; they varied much, depending upon individual constitution, previous organic disorder, or chronic functional derangement. Much depended upon the duration or sudden fatality of the case. These differences in pathological anatomy, were displayed most upon a comparison with different brains, and the derangements of the viscera of different subjects. While in some the vessels of the brain seemed full, in others they were almost empty, and the serous effusion of the ventricles was, in many cases, altogether absent: while again, in some the mucous surface of the whole intestinal tube, seemed blanched and exsanguine; in others, it possessed little deviation from the healthy state; and in others was turgid, of a blue or dark purple color. But not to enlarge at this time, I must refer you to Andral (Pathological Anatomy,) for some admirable remarks, which tend to illustrate these points. While marks of inflammation were seen in some, Dr. Morrell, of the Bellevue hospital, who has made many *post mortem* inspections of cholera subjects, affirms the occurrence of this blanched or livid state of the alimentary tube, as more frequent than any other condition he witnessed. In some dissections, made by Dr. Hobart, this whitish color of the mucous membrane was also particularly noticed.

A good deal has been said by pathologists, concerning the blood in this disease. The engorged state of the heart and greater vessels, of the mesenteric veins, and the like appearances in the brain, of dark, viscid, and tenacious blood, show strong resemblance in the phenomena of death, occasioned by cholera, to the cases induced by lightning, to death caused by drinking cold water while inordinately heated, and to the morbid changes arising from the sudden and violent extinction of life by other causes. In extracting blood long previous to the cessation of life, this *non-vital* state of that fluid was often manifested. Hence, then, I infer that the more immediate cause of death in cholera is by congestion, and by the changes which the constituents of the blood undergo. But I am not permitted to enlarge at this time. If you ask me for a pathological explanation of the morbid phenomena of cholera,

I must candidly reply I am not able to give it. It seems to me, however, reasoning from analogy, in the cases of sudden death by cold water, by lightning, by inhaling carbonic acid gas, and the like, that most of the abnormal appearances we find in cholera, as well as the symptoms and train of disordered action, depend upon an impression received first upon the great ganglionic system; secondly, on the blood, thus creating the asphyxia so conspicuous above all other symptoms, in every case of strongly marked cholera, particularly in its collapsed state. I therefore consider the disease as the consequence of a noxious agent operating primarily upon the nervous system, and secondarily upon the blood-vessels or vascular system. I shall endeavor, at another time, to enlarge upon these imperfect views. I cannot but think that the latest experimental facts, in respiration and in animal chemistry, give countenance to the hints now thrown out. See the experiments of Brodie, and the late observations of Dr. Davy.—Corroborative proofs of the soundness of this pathology would seem to arise from the circumstance of the rapid changes and decomposition which the defunct cholera subject undergoes. This was by no means uniformly the case; the occurrence, however, sometimes took place within two or three hours after life had departed. Flaccidity of the muscles sometimes continued as in cases of death by lightning, several hours after death. But let me hasten to that part of the letter which I am aware you will consider, at the present exigency, more important than these speculations—the treatment of cholera.

Notwithstanding the numerous publications on this topic, the medical men of this country, as well as those abroad, advance opposite methods of treatment. As in the time of old Daniel Defoe, the German mountebank had his infallible nostrum against the plague of London, so we have pretended adepts in the prevention and cure of cholera. The diversity of opinion among our faculty arises as much from the different periods or stages of the disease, to which their therapeutical principles refer, as to the discordant pathology which they maintain. You may distinctly observe three stages in the complaint:—first, that which embraces the forming or premonitory symptoms, such as I have already stated; more or less of these will invade every subject, and they will vary in force in different individuals, and be modified by accidental circumstances. The second stage constitutes that period when the disorder is further advanced, when the visceral congestion has taken place, accompanied perhaps by spasms, oppression of the intellectual faculties, and a tardy circulation. The third and last stage is that of collapse, frequently, alas! the fatal stage. Accordingly, therefore, as our means of relief are applied to these different stages, will they more or less differ. In the first or forming stage, attention to the prime vice, relieving the bowels of their wonted crudities, and adjusting the common functions of the system, are the objects to be fulfilled. A dose of castor oil, repeated perhaps, the administration of the common emecrotic mixture of rhubarb, magnesia, and mint water, or a liberal dose of calomel, with a few grains of aloes, or of jalap and cream. tart. may suffice. Hundreds of cases in the incipient form of cholera have by these means been arrested; and we are further to remember, how essential it is, that the feculent discharges should be restored to their ordinary natural character. In the second stage, that of congestive formation, while we attend to the condition of the prime vice, let us not forget the importance of blood-letting, the internal use of calomel, blended at times with very small doses of opium; when irritability of the stomach, a tendency to spasm, or other morbid symptoms, point out the combination: the application of blisters to the abdomen, or sinapisms largely applied over the epigastric region; tepid fomentations up the bowels, by means of enenata of water, catnip tea, &c.; the free use of frictions, of a stimulating nature, renewed again and again, to restore the harmony of the circulation, diminish coma, and relieve the laboring viscera. In the third stage, that of collapse, all our efforts will too often prove unavailing. Yet the success which has resulted, in numerous instances, even in so discouraging a state, justifies the physician in assiduous perseverance. Some prescribers, even in this state, have recourse to the lancet; if blood can be drawn from the arm, this is a reason for persisting in the attempt: in despite of the most disheartening prospects, by local hot bathing, or by frictions, the blood has at length flowed, the pulse relaxed, the heart been relieved, and the circulation restored. But this happy event is of rare occurrence; the cerebral congestion, the abdominal fullness and tension, and perhaps pain, upon pres-

sure, now call in, as proper auxiliaries, leeching, cupping, followed by the extensive application of mustard and vinegar cataplasms to the bowels and feet, bottles of hot water to the feet, almost unremitting efforts in exciting the surface, by frictions with warm flannel or the flesh brush: and among the liniments now most employed, are the two following—equal parts of brandy, camphorated spirits, and cayenne pepper; or spirits of turpentine, camphorated spirits, and cayenne pepper: the body in general, and the superior and inferior extremities, are to feel the effects of a free attrition with the liniment, renewed at short intervals: some use hot vinegar and cayenne pepper—others freely aqu. ammon. Dr. Roe, of the Greenwich hospital, instead of these means, employs very generally, mercurial ointment, with camphor and cayenne pepper. The prescription is as follows. He rarely uses internal remedies—Ung. mercur. one pound; pulv. capsic. ann., four ounces, camphor, eight ounces.

As a means of quickly rousing the cold surface, and acting on the deserted capillaries, Dr. Dekay uses, and, I am informed with happy effect, equal parts of cayenne pepper and camphor, and lard, blended with a moderate quantity of muriatic acid: as a rubefacient, is reported to be very rapid in its action. The actual cautery has been applied, and some have had the temerity to make use of enema of tobacco. I do not think that due value has been placed upon the use of copious intestinal injections of warm water, with or without salt, in the different stages of the disease. I have used most freely, in the collapsed stage, the liniment of turpentine, camphor, and tincture of capsicum, sometimes with cajuput oil, tincture of flies, &c. and in several appalling cases in this stage, with entire success.

Need I say any thing to you on the preposterous practice of large doses of opium or laudanum, in any of the stages of this complaint? I am sure it is unjustifiable, both from the phenomena which the disorder exhibits, and from autopsic examinations; yet there are advocates for this curative method, who do, inconsiderately enough as it seems to me, use this narcotic. I know that the irritability of the stomach, the looseness of the bowels, and spasms, may be alleviated by opium or laudanum, and that this remedy, when these symptoms predominate, is indicated; but why still further add to the depressed nervous energy, the spasmodic and vascular congestion, by large anodynes, when irritability and spasms do not occur? I repeat, opium increases the depression of the vital powers: rather then, as is already intimated, endeavor to remove this state of oppression, so characteristic of the disorder, by relieving the alarming internal congestion by blisters, external irritation, cupping, leeches, and warm fomentations, or by the warm bath, if at hand, &c. It is hardly too much to say, that sinapisms, and other external stimulants, are deemed among the indispensable means of cure, in every formidable case of cholera. Allow me again to add an opinion that the laudanum method will augment the congestive condition of the brain and spinal mass, and to the labor and intellectual efforts of the heart and lungs, and thus multiply the difficulties to reaction. No doubt the cerebral determination has, in many cases, been increased by this anodyne practice. For the axiom, that opium is improper where blood-letting is indicated, applies with peculiar force in cholera asphyxia.

Some of our physicians, imbued with the Broussaisian doctrines of disease, urge, as the most efficient cure, the liberal application of leeches, and the internal use of ice. Unquestionably beneficial must be the employment of leeches, either to the head, or to the abdomen, or to both, provided their application is timely; and ice, in small quantities, repeatedly taken in the manner of pills, has, in a number of instances, allayed very irritable stomachs, and proved salutary in diminishing that inordinate burning and thirst which some patients suffer. But this practice, however, is not energetic enough, and I apprehend few severe cases of cholera, much less those of approaching collapse, have been cured by it.

Another practice which has been highly extolled, is that denominated the camphor treatment. With the advocates of this method of cure, camphor is the sole therapeutical agent: rarely is any other admitted by them. The treatment is generally from one to three drops of the spirits of camphor, taken in a little water every hour, or two hours, according to circumstances, until a reaction has completely set in. You have ere this, most probably, received flattering accounts of the success of this practice, in all the different forms or stages of this disease. I would not question the benevolence and humanity which have

prompted to have recourse to this article, as the great means of cure: the remedy is, in my opinion, inefficient, and pre-eminently calculated to aggravate, at least one formidable symptom, the cerebral determination. Moreover, Orfila has too well pointed out the peculiarities of the action of this drug, to give us any cheering views of its salutary operation in the present epidemic, and toxicological science rejects such aid in this impending crisis. In short, the camphor treatment in cholera asphyxia is the wrestling of a pigmy with a giant.

The mercurial practice, to the point of salivation, has been urged by many; and it is recommended by others, to keep the system under the moderate action of mercury, both as preventive and curative. I cannot but think that this practice is fraught with error. Mercury, by the peculiar irritability and debility which it often induces, adds to the predisposition to the disease, and when formed, cholera, in a majority of cases, is too rapid in its course to be checked by the uncertain and tardy salivating influence of calomel, or other mercurials. That our list of mortality by cholera has been enlarged by this method of treatment, is the opinion of some of our best prescribers. Let me not lead you into the error that I am opposed to mercury. I am sensible of its importance, and rely on it often when given, liberally, if you please, with a view of restoring the natural secretions of the bowels; and for this purpose it is indispensable. Inasmuch as cholera seems never to be formed where these secretions are natural, so, perhaps, the complaint is never fully removed, until these alvine excretions are brought to their usual character.

You well know, from ample experience, that when local disorder is deeply seated, the system is less susceptible of counter irritation; and that a proportionably longer time is requisite to attain the object in view: hence, from the very nature of cholera, the mercurial action is not so readily induced, and the disorder advances from this cause, and the probable neglect, in the meanwhile, of other means. If it be true, as has been reported, that by powerful friction, the salivating operation of mercury can be excited in six hours, even in collapsed cases, I am ready to accede to the opinion, that the article deserves a conspicuous place in our list of appropriate remedies. But may not the favorable reports of its beneficial operation be, in some instances, chiefly owing to the powerful friction this method of cure demanded? My judgment, however, may be biased on this contested subject. All I would then urge is, that a sound discrimination be exercised in judging if time sufficient be left to give a fair prospect, that the constitutional action of mercury can be secured, ere all hope of recovery is cut off.

Among the available means, then, which we are to employ when apprehensive of the collapsed state, or when it is actually formed, are the free employment of frictions or rubefacients, sinapisms, the internal use of stimuli, such as sulphuric ether, brandy, ammonia, &c. But there are few of us who can largely boast of success, when we have to encounter the blue cases. These are the worst forms of collapse, and occur most frequently in gross imbricates.

Apprehensive that I may prove too tedious in my details, and thus render these cursory observations less satisfactory to you, I will briefly sum up the method of cure which seems to me most available, since the cholera has appeared among us. I have stated that the premonitory signs of the disease involve an irregular action of the functions of the stomach and intestinal canal. The calculation is a safe one, that at least sixty or seventy thousand persons have experienced, in some form or other, the detrimental influence of that mysterious cause which now pervades our atmosphere. Hence, disorders of the stomach and bowels have been, and are, abundantly prevalent: diarrhoea sometimes for a few hours only, often of several days continuance, has preceded the setting in of cholera; this diarrhoea has been carried off by castor oil, by the emecrotic mixture, by blood-letting, by calomel and pulvis purgans, or the like. In numerous other instances, the patient having wholly overlooked this most usual premonitory symptom, has been suddenly brought under the influence of cholera in its malignant form. In these cases, where this too frequent and morbid discharge of the alvine passages has been disregarded, it has been pathologically inferred, that the thinner portion of the blood has been carried off, and hence the inspissated, or viscid condition of the circulating mass of the vascular system. In such cases, too, a greater debility has existed, and the disease, when fully formed, has more triumphantly sustained its course: whereas, when this derangement has

been of short duration, and the tone of the system consequently been less impaired, our sanative means have proved more efficient, and the physician's office has been gratefully and happily executed. It would seem, therefore, that the amount and duration of the premonitory alvine discharges form at least some criterion of the crassitude of the sanguineous mass, and furnish data to regulate our prognosis.

There is a state of reaction which occurs, in some instances, when the patient survives the collapsed stage, which much resembles a depressed, continued fever: the coma, the suffused countenance, the slight febrile heat, restlessness, pulse, &c. sufficiently designate it. I need not dwell on the treatment. In this consecutive fever, which is often greatest where internal stimuli have been judiciously used, blood-letting or cupping may be advantageously employed: the alvine excretions are to be removed, which are often enormous in quantity, and offensive, and the case subjected to the common principles of cure. In this sequel there is great debility, which will often continue ten or fifteen days.

I am well aware that in the treatment of cholera, objections are urged by some of eminent rank, against the use of the lancet; but others of equal respectability have persisted, and have had no reason to regret their practice. When, however, the constitution is subjected to the jurisdiction of the second, or rather collapsed stage of cholera, the most liberal application of sinapisms, over the thoracic and abdominal regions, and to the feet, and the potent liniments already noticed, are our chief support. In fine, we must strive to restore the circulation to the constricted capillaries, remove cerebral congestion, release, as it were, the heart, the better to enable it to propel its contents: we are to administer, internally, such stimuli as the peculiarities of temperament and habits demand.

There is one fact, I must here observe, which induces some to give a preference to the lancet rather than to leeches, where the detraction of blood is indicated, and we can command the flow. Leeches very inefficiently do their duty on the cold and deserted surface of a cholera subject; and hence, too, sinapisms are far more serviceable than blisters. A healthy discharge from blisters is not often witnessed.

I here offer a passing remark, which might with more fitness have been made elsewhere in this hurried letter. Though you will find the observation often repeated, that cholera is preceded by diarrhoea, you are not uniformly to depend on such premonitory evidence, even where the intestinal canal is affected. Several individuals, whose habit of body was generally loose, have experienced the reverse, and suffered from costiveness, which eventuated in an attack of cholera. As you are familiar with a peculiar disorder of the south, and of certain warm latitudes, characterized by occasional fever and chronic looseness of the alvine excretions, it may be well enough to bear in recollection that the premonitory diarrhoea of cholera is, in some cases, not unlike that too often fatal looseness. The late Dr. Baillie, of London, has described in part this disorder in the *Transactions of the College of Physicians*. I have seen a few examples of the disease in patients from the southern states. As might readily be inferred, the cases of cholera which occur in intemperate habits bear the lancet with less advantage than other subjects.

The success which crowned the adventurous experiment of injecting the saline solution into the veins of some few desperate cholera cases abroad has emboldened several of our practitioners to make a like trial here, both in public and in private practice. You will find, in a late number of the *London Lancet*, the details of the foreign experimenters, Dr. Latta, Dr. Craigie, Dr. Mackintosh, and others, founded upon the recent investigations of Dr. O. Shaughnessy, concerning the changes which the blood undergoes in malignant cholera, and the practical views entertained by Dr. Wm. Stevens, of Santa Cruz, on the state of the blood in yellow fever. Of about forty-two subjects, in which our practitioners have had recourse to this method, four only, as far as I can learn, have been thereby saved. Two of these successful experiments were made in Crosby hospital, under the charge of Dr. Rhinelander, where, I believe, thirteen cases have been tried. In the first successful one forty ounces were injected, of a solution composed of the carbonate of soda one drachm, of muriate of soda two drachms, dissolved in six pints of water. The patient was a female, in the collapsed state. In the other successful case, a female in like hopeless condition, had a similar injection, to the extent of one hundred and five ounces. The largest quantity of the saline injection that has

as yet been introduced by Dr. Depeyre, by whom the two fortunate experiments were made, was three hundred and thirty-two ounces. The injection was made of the temperature of blood warmth, or rather higher, and introduced into the median cephalic vein. Dr. Depeyre says he will hereafter try the vena saphena. From the examples which I have seen of this practice, I should deem it justifiable only in the extreme instances of collapse, when every other prospect of cure was lost. In such forlorn condition the saline injections are fully justifiable. The resuscitation of a patient by the saline liquids presents a change from the collapsed state, that, indeed, like galvanic life, seems next to miraculous; but after beholding this gratifying spectacle, the struggle of reanimation which soon ensues, exhibits a contest with vitality and death too terrific for delineation, even by Fuseli. The cerebral engorgement and spasmodic workings of tenacious existence set at nought description: and still, I would maintain, there are cases in which venous saline injections ought to be used. Forsan scintilla latet.

In the few autopsic examinations of subjects dead, after venous injection had been employed, great cerebral congestion has been found, and air within the heart, mesentery, and large blood vessels. This circumstance led Dr. Depeyre to lay aside the usual forcing apparatus, and substitute a barometrical glass tube, four feet long, with a funnel at one end, and a gum elastic tube, twelve inches in length, at the other. The tube terminates in a delicate pipe, and a small stop-cock. It possesses decided advantage over the syringe, and air is effectually excluded. The air was, doubtless, a prominent cause of failure in several of the cases.

You will thus see, sir, from this brief notice, that the treatment of cholera asphyxia, like the physiological reasoning on the cause and nature of the disorder, exhibits much diversity of principles. Nevertheless, I think we are furnished with some sound therapeutical indications; and the greater success in practice of some in combating the disease, is proof demonstrative that even in our speculations a preference is sometimes to be given.

I purpose saying a few words on the peculiar character of this pestilence. It is conceded by all, that the origin of epidemic diseases is still enveloped in great obscurity; and the theories on this subject, whether referring to a distempered state of the atmosphere, to exhalations from putrid animal or vegetable matter, or to specific contagion, have been alike conjectural and unsatisfactory. The cholera, like all preceding epidemics, has exercised, but without any very useful results, the ingenuity of the speculative and philosophical observer. Whether the materies morbi of cholera claims a sidereal or a telluric origin, the atmosphere is the medium through which it operates. It prevails in all climates and at all seasons; it exists in every variety of soils; on mountains and in valleys, in marshes and on rocks, in dryness, and in humidity. Unlike influenza and some other specific diseases, its ravages are independent of winds and currents; neither the analysis of the gases of the atmosphere, nor barometrical or thermometrical investigations, solve the difficulty of its birth, and we are baffled in reviewing its progress to ascertain the peculiar influence of localities in producing it. The inhabitants of the dense city and the barren plain are subjected to its devastating power. Such, it must be admitted, is the fact, as relates to cholera asphyxia: yet so many anomalies appear in the career of this disease, that future observation and research are demanded, the better to discover its concealed cause, and the principles of its intercommunication. We must admit a distempered atmosphere, from whatever modifying agencies, and where men most do congregate, and local impurities most abound, there we infer an atmospheric condition from which cholera derives aid, to give strength to its venom and wings to its extension. Deviations or extraordinary vicissitudes in the state of the seasons, and unfavorable localities, are perhaps conspicuously to be classed among the pestilential and co-operative causes. It follows in the track of human intercourse. Predisposition to the disease is acquired, and the exciting causes which call it forth embrace the innumerable circumstances connected with the economy of man in every state and condition: errors in diet and regimen; poverty, and its concomitants; wealth, with its indulgences; ill ventilated situations or apartments; the influence of fear, and whatever undermines the physical energies. The cholera courts the inebriate and the imprudent; the sober and the temperate are not exempt from its grasp; it attacks infantile existence, manhood, and old age; the voluptuary and the ascetic;

both sexes, and all colors; the unacclimated stranger, and the native citizen. To record its numerous occasional and existing causes would require pages. Our prophylactics, therefore, must be summarily stated: the earliest attention is to be given to the premonitory diarrhoea; and among the essential requisites are pure air, personal cleanliness; food for the hungry, raiment for the naked; the avoidance of extremes of temperature, rigid dietetics, great moderation in the use of ardent drinks, or rather their total prohibition; the mind sustained by conscientious resolution, and a fixed confidence in a protecting Providence.

That localities influence the character and extent of the pestilence, and aggravate its type in particular places in New York, we have multiplied proofs; but there is something in the march of this disease which eludes our powers of detection. As it to add to its mysterious career, it has recently made its appearance in the village of Harlem, situate about seven miles from this city, where its malignancy and fatality have, within the period of a few days, far surpassed the worst results we have encountered among the most wretched and depraved of our population. I am credibly informed, that of sixty cases there was not a recovery. Three of the doctors, all I believe the place could boast of, fell beneath its stroke. Our latest accounts of its progress show that it has propagated itself through our beautiful western country, from Albany on the Hudson to Buffalo on Lake Erie. Its extensive ravages give but a too well grounded apprehension that it is destined to pervade our land.

I have expressed the opinion, that the physiognomy of cholera asphyxia renders it, when once practically known, indelible on the memory; and I would, with all due deference, guard you against adopting the belief that the epidemic disease now prevailing is only a modification of the usual cholera morbus of the United States. In whatever attire it approaches, you will find it a stranger. Equally earnest would I be to caution you in too hastily supposing that the malignant cholera is the same, or a disease similar to the spotted fever, or malignant pleurisy, or sinking typhus, as certain disorders have been termed. Nosology cannot classify a more distinctive disease than the prevailing cholera; and the confounding the spotted fever, the malignant pleurisy, and the sinking typhus of some of our Northern and Eastern States with this strikingly characteristic disease, is discarding the leading principles which govern in the classification of morbid phenomena. You may deem these remarks superfluous; but, inasmuch as some have pronounced an identity in these diseases, and extolled, as the best method for the treatment of cholera, the almost unmeasured internal use of the diffusible stimuli, such as brandy, ether, and the like, and the excessive employment of opium, and other narcotics, I have no hesitation to add, that a like fatality would follow such practice in cholera as was witnessed from this empirical method many years ago, when spotted fever prevailed so extensively among us. See the report of the Massachusetts Medical Society on the treatment of the spotted fever by this unwarrantable practice.

Medical records abound in the declaration, that upon the invasion of pestilential diseases, the first cases are generally of most malignancy and fatality; and facts of this sort are sometimes explained on the principle that those unfortunate individuals were most susceptible of the action of the noxious cause. In the progress thus far of the epidemic cholera among us, we still meet with examples marked by as formidable symptoms, and of as rapid termination, as at the commencement of the disease; and hence it is to be regretted, that some of our authorities have promulgated the opinion that the complaint is already of a mitigated type. Whatever our hopes, we have as yet no such grounds of congratulation. Look, too, at the history of the Montreal pestilence.

There is another error, fraught with much hazard, which has lately received the sanction of authority. The medical council of our board of health have invited our absent citizens to an early return, and assert that those who have fairly passed through one attack of the disease, in the form of diarrhoea, or of malignant cholera, may expect exemption from another. Be assured, this declaration is wholly untenable. There is no such immunity from a second attack of cholera, and our proofs establish a contrary doctrine. Cases are within the experience of several of our practitioners, of persons who had fairly gone through a first attack, and have fallen victims to a second. Very lately an individual had a protracted recovery from a third attack.

On no former occasion has New York, frequently visited by the direful ravages of the yellow fever, exhibited a more melancholy spectacle. Of a resident population of two hundred and twenty thousand, and of transitory inhabitants more than twenty-five thousand at the time of the first occurrence of this pestilence, at least one-third are now dispersed in every direction. It is impossible to give you at present any just view of the number of cases and deaths; the former are but too imperfectly reported to our board, and hence the number of interments seems extraordinary when compared with the reported cholera cases. About the middle of July the disease was most rife, and on one day of that month we had three hundred and eleven cases in public and private practice—interments one hundred and fifty-six. When we advert to the situation of the larger portion of those dependent on their daily labor for their daily food, it requires no effort of the imagination to picture the consequent distress. To the medical faculty, let me observe by the way, the inhabitants of this city are most deeply indebted at this moment. A small part, indeed, have fled, recreant to their honor and their duty; but the great body of them have, thus far, evinced to my own personal knowledge, a degree of courage and industry, which no hazard or difficulty has overcome. To no class of our citizens are pestilential diseases more injurious in their prudential consequences: exposure to disease and death, with no other remuneration than the consciousness of duty, is the necessary attendant on every epidemic pestilence. When this formidable disease shall have disappeared from among us, and its history be recorded by the faithful historian, the skill and humane exertions of the medical profession, the munificence of the affluent, and the disinterested benevolence of all classes will not be forgotten.

Excuse the imperfections of this letter, written amidst the cares of an anxious crisis. With the wish that yourself and your fellow-citizens of Savannah may escape every practical knowledge of the disease, I remain, with sentiments of high personal regard and respect,

JOHN W. FRANCIS.

New York, Aug. 16th, 1832.

THE VINE.

Introduction of the Vine into France.

The vine appears to have been introduced into France at a remote period. It was very early transplanted to the Narbonne province of Gaul, but the soil was so intense to the north of the Cevennes, that in the time of Strabo it was deemed impossible to mature the grapes in those parts of Gaul. This was doubtless caused by two circumstances: first, the climate had not then become ameliorated to the degree it afterwards acquired by cultivation; and secondly, the vine being a native of a much more southern region, needed that acclimation by culture which it in time attained. These difficulties were, however, gradually surmounted, or vanished from the effect of concurrent circumstances. It was also brought by the Phœnicians to the territory of Marseilles, at the time they founded the well known city of that name, where it was multiplied to such a degree, that many vineyards celebrated for their produce existed in the republic of Marseilles, and in the province of Narbonne, when Julius Cæsar conquered the Gauls; and there is good reason to believe that the first vineyards of Burgundy existed in the age of the Antonines, but the other parts of Gaul and Helvetia (Switzerland) were totally without them at that time. Indeed, a circumstance is related in history, that about this period a Swiss blacksmith having crossed the Alps into Italy, on his return brought some grapes and some figs, which caused the whole nation to determine on emigrating to so desirable a country, producing such delicious fruits, and that they departed, after setting fire to their towns and villages, but were repulsed in their attempt to pass the Alps by Julius Cæsar; and also a second time in attempting to cross the river Saône, and go round the Alps by Nice.

Strabo remarks, that the vines of Languedoc and Provence produced the same fruit as those of Italy, which was doubtless the case, they having all one common origin. Whether the success was greater or less which attended the vineyards at antecedent periods, it is certain that about the year eighty-five the culture of the vine had already covered many of the hill sides of the southern and middle departments of France, and was gradually extending itself to the rest of Gaul, when Domitian, finding there was a great scarcity of grain in the Roman dominions, attributed it to the vast increase of vineyards in

Italy and the provinces, which he considered as forming a cause that rendered agriculture too much neglected, and deeming also their existence to so great an extent as an incitement to sedition from the encouragement they gave to intemperance, he issued an edict prohibiting the planting of any new vineyards in Italy, and ordering the whole (some historians say one half) of those in the provinces to be destroyed. The date of this edict is said by some to be the year 85, and by others 92 of the Christian era. This privation lasted nearly two centuries, during which no vineyards could be planted without permission of the emperor, and the provincials did not receive permission to replant them until about the year 280, when Probus after numerous victories, which gave peace to his empire, evinced a great desire to encourage agricultural pursuits in all the provinces, and rescinded the edict of Domitian. The renewal of this privilege appears to have been received with great satisfaction; for tradition still retained in the memory of the Gauls the great advantages that species of culture had afforded to them, and the vines of Sicily, Italy, Greece, the Archipelago, and Africa, were again transplanted to the provinces of Gaul, and became the origin of the innumerable varieties which now cover with vineyards the territories of France. The formation of these new plantations of the vine are said to have presented a delightful and inspiring spectacle. Crowds of persons of both sexes and all ages were seen spontaneously and enthusiastically devoting themselves to an occupation in which all could take part—to that gratifying restoration of liberty, the replanting of vineyards. It appears, also, to have been about this period (though some authors say it was in 270) that the vine was planted in the northern parts of Gaul, and about the rivers Rhine, Moselle, and Maine, and in Hungary. The vineyards of France had very early attained to celebrity, wine having been even exported from them to Italy during the reign of Vespasian.

In the beginning of the fourth century, Eunnius mentions the vines of the territory of Autun, which had become decayed from age, and the first plantation of which was entirely unknown; and M. D'Anville supposes the Pagus Arebrignus to be the district of Beaune, celebrated even at the present day for some of the finest vineyards of Burgundy. St. Martin planted vines in Touraine before the end of the fourth century; and St. Remi, who lived about the end of the fifth, left in his will to different churches the vineyards which he possessed in the territories of Rheims and Laon, with the slaves which he employed to cultivate them. The export of wines, however, from Bordeaux to England, did not commence until about the year 1172.

Introduction of the Vine into Britain.

There appears to be much difference among authors as to the precise period when the vine was first introduced into Britain. Some conclude it must have been as early as the tenth year of the Christian era, as at that period a great part of the island was in possession of the Romans, who had introduced the luxuries of Italy wherever they settled, and that as the culture of the vineyards formed at that period one of the most important in their own country, they could scarcely have failed to introduce this also; and from the circumstance that Augustus was then Emperor, in whose reign it was common to send the sons of the British nobles to Rome to be educated, it is deemed improbable that during such frequent intercourse the culture of the vine could be neglected. On the other hand, Pliny, who writes so fully on the vine, does not mention its existing in Britain; and it appears from Tacitus that it did not exist there in the time of Julius Agricola. We also read that in the year 85, Domitian, as has been already stated, prohibited by an edict the planting of any new vineyards in Italy, and ordered those in the provinces to be destroyed, which edict was not rescinded until the reign of Probus, about the year 280, at which period the Britons are particularly mentioned by Vopiscus among the provinces which partook of the privilege. Whatever difference exists, therefore, about anterior dates, there can exist no doubt as regards the era last named; and that, at all events, Britain was indebted to the Romans for its introduction, is a point generally conceded. Some have advocated the possibility of its earlier introduction by the Phœnicians, who are said to have planted the vine in the Mediterranean isles, as well as in several parts of Europe and Africa; and as accounts exist of their having traded to Britain for tin, it has been conjectured that they may also have planted the vine on the shores of Britain. As this supposition, however, has nothing to confirm it, it is only

interesting on account of its affording additional circumstances to prove that the vine was originally brought from Asia.

Vineyards appear to be first mentioned in Domesday book, which states that one in Ragensia in Essex, which was comprised of a park and six arpenies of land, yielded in a successful season "twenty modii of wine;" and also names another at Ware, covering a similar space, which had but recently been planted. Bode, who finished his history in 731, mentions the existence of vineyards in several parts of Britain; and the first vines were no doubt planted in the southern parts of the island nearest to Gaul, whence they were doubtless received, as vineyards had there already acquired celebrity; and the neighborhood of Winchester was formerly so noted for vines, that Twyne supposes the city to have taken its name from that circumstance.

Ample proof can be deduced of the existence in former periods of vineyards at Canterbury, Rochester, Haling, and in Northamptonshire, Cambridgeshire, Gloucestershire, Middlesex, and various other parts of Britain; the Isle of Ely was denominated by the Normans the "Isle of Vines," and the Bishop of Ely, shortly after the conquest, received three or four tuns of wine annually as tithes from his diocese. Some vineyards are also mentioned as having existed in the eighteenth century, one of which was in Sussex, belonging to the Duke of Norfolk, from the produce of which there were in his cellar in 1763, above sixty pipes of excellent Burgundy.

In regard to the decline of British vineyards, her historians have left us much in the dark; but the authors of that country endeavor to account for it by stating, that as their intercourse increased with the continent, it was found more advantageous to import wine than to depend upon the product of their own soil, which must have been uncertain from the variableness of their climate; in addition to which, the very low price at which it was obtainable from abroad, must have caused its final neglect in England. Part of France being also in the time of the Henries under the control of Britain, that circumstance would doubtless accelerate the importation of her wines, and the general advancement of agriculture in Britain proving it to be the more lucrative, must likewise have contributed to the abandonment of vineyards.

The suppression of the monasteries must also have tended much to the destruction of the vineyards, for it was the religious fraternities of the dark ages which (as Harte observes) spread out from Italy in all directions, that carried with them the knowledge of agriculture and gardening, and there appears consequently little doubt that orchards and vineyards were common appendages to abbeys and monasteries from their first establishment, at least in the southern parts of the island, as the monks who emigrated from Italy had been so much accustomed to the habit of drinking wine at their meals, that it had become in a manner necessary to them, and these gardens and vineyards no doubt existed until the time of the reformation.

Grapes first came in demand as a table-fruit at the beginning of the sixteenth century. They appear, however, to have become rare in England about the year 1560, during the reign of Elizabeth, and from that time their culture seems to have declined for a long course of years. Since the commencement of the present century, great interest has again been awakened to the culture of the vine, both among their scientific horticulturists and among the numerous amateurs of this fruit, and grapes for the table are now produced in great quantities and in the highest state of perfection, in that country, by artificial culture in houses suitable for forcing their growth in a greater or less degree, also against walls, and in some cases in open exposure; and it is now a well known fact, that grapes of the finest quality for the table, the product of their own soil, are a regular article of sale in the London markets for nine months in the year. In regard, however, to the successful re-establishment of vineyards, the question is yet undecided; the great humidity of the atmosphere and deficiency of sun, presenting impediments difficult to be surmounted; still it is very possible that by a judicious selection of such varieties as succeed best in Switzerland, Hungary, America, &c. the southern shores of Britain may yet become the seat of prosperous vineyards.

Some of the bottles of wine recovered from the wreck of the *Boyne*, lost 37 years ago near Spithead, have been opened, and found much improved in flavor—they were clustered with oysters.

MISCELLANY.

Making Love in Africa.—Previous to marriage there appears to be more jealousy than after. When two candidates declare themselves for one lady, and are allowed to pay their visits—which, however, never extend beyond the inner court, when the solicited lady turns her back, and the lover talks to the mother)—each watches the motions of the other, but by stealth, for such proceeding is considered very ill bred. To be correct, one lover should enter while the other is urging his suit, unconscious of his intrusion. Both affect great surprise at the appearance of a rival, and the daggers, which they carry on the left arm, are instantly unsheathed. Sometimes, after a parley, one of them declares his affection goes not so far as to fight for his mistress; in which case, the bolder gallant turns him quickly out of the court. It oftener happens that they both fight desperately for a few minutes, and the victor of course wins the day and the lady.—[Denham and Clapperton's Discoveries in Africa.]

Neatness in Speaking.—The nose and roof of the mouth may be regarded as the sound-board of the voice. The teeth form a bridge or barrier upon which the lips and tongue are constantly playing; and their beauty and regularity contribute much to the neatness of speech. The action of the tongue is susceptible of high cultivation, and upon its activity depends much of that silvery tone of voice that delights us. With many, it lies a sluggish lump in the mouth; as, when pronouncing the letter L, it so blocks up the passage that the voice escapes with difficulty. The lips are employed in the softer tones and are chargeable with the same lassitude of expression. The chin has an important office to perform, which is, to operate upon the hinge that opens and shuts the mouth; for, upon its activity, we either disclose a polite or vulgar pronunciation. Every one must have noticed, in lazy speakers, how the words are drawn out of their mouths; as *Nee-o* for *No*. Others begin to talk before their mouths are open, affixing the mouth-closing M to most of their words; as *M-yes* for *Yes*.—[Gardiner's Music of Nature.]

Population of Prussia.—By the triennial census of the population of Prussia, made up to the close of 1831, it appears that since the year 1828, when the amount of the population was 12,726,110, there has been an increase by excess of births (in 1829, 1830 and 1831) of 241,699, and by emigration of 71,151; making together 312,850, and increasing the whole population to 13,038,960. There has been a considerable decrease in the increase of births, but an increase with regard to emigration.

The private fortune of the Dauphiness of France, who is to marry King Leopold, is upwards of 30,000*l*. Louis Philip is to give her 20,000 more, each per annum, so that her yearly income will be 50,000*l*.

The London Spectator, in speaking of the death of the son of Napoleon, says—If ever child were born to point a moral and no more, it was the poor lad just dead. The last weakness of great men seems to be a belief in their offspring, in spite of all history. Napoleon had faith in his son; nay more, he ruined himself for offspring. He was in a ship at full sail, and threw out his ballast. His separation from Josephine was fatal: his seeking after an alliance with the old prejudices of Europe, drew down upon him the new temple he reared to Military Aristocracy. The results of his fatal mistake are to be found at St. Helena and the new vault of the poor Duke de Reichstadt.

Of 150,000 persons whose lives were insured at the offices in London, only 18 have died of Cholera.

A Napier Press, of 1000 guineas value, left London on the 1st August for Constantinople, purchased for the use of the Sultan.

Bell's Weekly Messenger says, in an article under the head of "Republican Purity," that to loan money to Members of Congress and Editors of Newspapers, is as bad as Boroughmongering!

The Greenland whale fishery had been very unsuccessful. At the end of June only three whales and a few sea dogs had been taken by the English adventurers.

POUGHKEEPSIE, SEPT. 19.—*The first Whale Ship.*—The Vermont, a good and substantial vessel, recently purchased by the Poughkeepsie Whaling Company, arrived alongside the wharf at this place last Sunday night. She will be fitted for sea with all convenient speed. Her destination is the Pacific Ocean, for sperm whale.

NEW-YORK AMERICAN.

SEPTEMBER 15, 17, 18, 19, 20, 21—1832.

LITERARY NOTICES.

From the number of new publications which have reached us during the past week, we augur as decidedly as from almost any other prognostic, that the check given to business and enterprise of every sort by the Cholera is passing rapidly away; and that all industries are again in active operation. We shall scarcely be able to do justice to, or on, all these at this time; but those not passed under review to-day shall have their turn next week. We begin with the

AMERICAN QUARTERLY REVIEW, No. XXIII; Philadelphia, Carey & Lea.—This number presents eight articles—all of them written with ability, but not all orthodox in sentiments, according to our notice of orthodoxy. But the very best character of a Review, is, that it affords a periodical and a permanent, though periodical, opportunity for the expression of differing views and opinions; and thus holds as it were in poise the balance of truth. Art. I, on the voyages and travels of *Tyerman and Bennet*, deputed by the London Missionary Society to visit their stations in various remote quarters of the globe, presents a judicious view of that publication. As we have in these columns heretofore noticed and made extracts from the American edition of this work, (of the existence of which the writer in the Review seems by the way to be unapprized, for he refers to a London copy,) we pass to Art. II, on *Chenevix's Essay on National Character*. This is an excellent paper, though indicating deep prejudices, and written throughout with too strong a leaning (imbibed possibly from the book itself,) against the French character and achievements. The Essay of Mr. Chenevix, which we know only from this Review, but which we hope some of our enterprising publishers will enable us to read in a good American edition, lays down as the basis of individual character, and, by means of social sympathies, eventually of national character, the feeling of "self-approbation": this is subsequently divided into the two modifications of "vanity" and "pride." These modifications the writer thus explains:

"Two modifications of this sentiment exist in our hearts,—the one resulting from actions, which, whatever other qualities they possess, must be intrinsically meritorious; the other from actions, which, whether of intrinsic merit or not, must attract the eyes of the world.

"Language possesses no accurate denomination to express these two modifications of self-approbation. The words which approach the nearest to the present meaning, are pride and vanity; yet their usual acceptation is so remote from it, that they cannot be applied without some previous observations.

"No sentiment which God has bestowed on man can be primarily injurious; neither is there one of which an ill use cannot be made. Pride and vanity, when in due keeping and proportion with the ends for which they were destined, are as fair and laudable feelings as any which dwell in the human heart; nay, they are indispensable ingredients of the character,—for without the one, it would be deficient in dignity; without the other we should want many of the motives which draw us towards our fellow creatures, and make society a blessing. The man who has none of either would soon sink beneath his proper level; and he who has too much of them, would aspire to rise above it.

"It is with this restriction that the words pride and vanity are here to be understood. They shall be employed without any reference to praise and censure, and merely to denote any degree of self-approbation which may justly arise out of any recollection. A proud man is used, in this Essay, in the sense of one who feels this just degree of pride; and a vain man for one who feels a just degree of vanity.

"From these statements it is evident, that the simple fundamental faculties upon which pride depends, are conscience, reason, and self-esteem; faculties, by which alone we can judge of the intrinsic

value of moral or intellectual actions, and which alone can make man independent.

"Vanity is independent of the intrinsic merit of its cause. The powers which appreciate this, then, are not its necessary elements. But the objects which excite it, must be brilliant; it must shine in the eyes of the world; without the approbation of the world, vanity cannot exist.

"From this it clearly follows, that we are perpetually exposed to find pride or vanity either gratified or wounded. And that it is impossible for us long to abstract ourselves from their influence. The operations which produce them are imperceptible to our minds; and yet they proceed as surely and as constantly as any of the secretions of our body which are performed without our consciousness."

Upon this basis, the essay then proceeds to consider the character of different nations, assuming that the "pride and vanity of nations must be governed by the same general laws which found and modify the pride and vanity of individuals." We cannot follow the author in his various views; but there are some condensed from his work by the Reviewer, concerning the characteristics of the Greeks and the Romans, which will appear new and startling to many enamored, they know not very well why, of the ancient glories of Greece. The extract containing them follows:

As the Greeks were a vain and luxurious people, so was their philosophy all imagination—entirely fruitless and inoperative upon the mass. Even Stoicism among them was equally fanciful and inconsequential. Philosophy was confined to the sects, and, whether good or bad, does not appear ever to have been adapted, or meant for practice. De Pauw says that the indecency of the bar and senate was such, that "aette douce aménité, la fille du bon génie, et la compagne des bonnes mœurs," was obliged to take refuge in the gardens of the philosophers;—a pretty strong proof, equally, that the people were immoral, and were not in love with the associations of philosophers. We hear of no instances of that sublime devotedness to good, in the walks of common life, which indicates a universal attitude to philosophic endurance and endeavor. They put to death Socrates, their wisest—and if wisdom be really practical and meant for men, rather than rhetorical, vague, and abstract—their only wise man. As a nation, therefore, they did not love the wisdom of morality. Aristotle came from the colder and prouder regions of Thrace, and with a national spirit, soon rejected the fantasies and incomprehensibilities of Plato. He also was condemned to death, and managed to escape from Athens, with the denunciation, for such it was, that "the Athenians would always be Athenians"—they did not desire then the wisdom of science. Their eloquence was fitted for an imaginative and excitable, not a brave or reflecting people; their historians appear insensible to any difference between virtue and vice; relating the most atrocious outrages upon honesty and morality, with a coolness and insensibility, equally different from the Roman habits, and inconsistent with a prevailing sense of propriety. In morals and in the moral elegancies of life, they were inferior to any distinguished people. "La foi conjugale y était la plus faible des nœuds et la plus fragile des chaînes;" so says one of their admirers. In all Greece nothing was more uncertain than paternity; and though the Lacedæmonians shut up their queens, yet two kings declared that they were not the parents of their wives' offspring. Connubial society was then not unlike its present condition in the south of Europe—for the first error of a wife was pardoned as an excess of passion, and the others unnoticed. Their courtizans were the most admired of their women, and to them bent illustrious rulers, generals, orators, and philosophers, not only without the disgrace, but without the ridicule that would attach to them at this day. Husbands led their wives to the school of courtizans founded by Aspasia, that they might learn the art of pleasing;—and the same people presented to her a sceptre, and a cup of hemlock to Socrates. Husband, mother, slave, and child, all engaged in domestic quarrels; and the ephist Gorgias, exhorting the Athenians to make peace with the neighboring states, was answered by taunts, insinuating his impotence to preserve domestic quiet. Both sexes are represented as continually inebriated; and Thucydides says that the Greeks were such habitual liars, that the truth was only spoken to deceive.

If we consider them in reference to religion, to government, to patriotism, to industry, or to social

improvement, we find nothing to set a value on their national character—the most volatile and atheistical, the most unjust and luxurious, the most selfish and most slavish, the most idle and fanciful nation which ancient times present, with any authority of history. Never did any annals exhibit a greater want of patriotism, or more insensibility to public virtue. Here only do we find instances of armies bribed to lose a battle. In their eternal jealousy of each other, there was neither wisdom, nor pride, nor plan; and never is the accidental ascendancy, which a great man might gain for his native state, maintained by his coevals. Divided into factions, not into parties, as now understood: a preference for men, as they beguiled the passions and prejudices of a mob, not for principles, as they contained national power and greatness—flying from their homes, as an enemy seized their territory; for their love of country was not love for the scene of virtues and happiness, but for the place of meretricious charms, of luxury and pleasure—their gods ridiculed and defied; and yet all human virtue, public and private, considered to flow from their immediate inspiration, as if they could not imagine virtue to be of human conception; their most celebrated comedian ridiculing wisdom and virtue; Philip thundering at their gates, and they bent on scenic amusement; their mountains covered with vines, and their fertile valleys uncultivated; and they, by an imperfect marine, tributary to other nations for their food and raiment. From the plains of Marathon, or the straits of Thermopylae, we only learn what despair and rage can effect against indolence and effeminacy—in the rigidity of Sparta, we only see the perversion of nature, followed by crimes, anarchy, and slavery—and from a nation in which vanity and its train of pleasures and vices were the pursuits of the people—we look in vain for one single national trait that now remains to exalt and dignify mankind. All these traits, and they are such as even their French admirers acknowledge, and scarcely disapprove, show that there was no tendency to equality of intellect or knowledge throughout the people; upon which alone national character can be admired. That their market women could correct the pronunciation of their orators, only proves, that the people thought on insignificant and arbitrary proprieties; as the *connaissance* of a Neapolitan mob, of this day, in music, or of the French, in what they call taste and etiquette, marks the idleness of their minds. There was no combination, no reflection, no discipline; for never was any but an ignorant and fanciful mob led from plan to plan, by the unsubstantial, and sometimes destructive, fire of dishonest eloquence. Their religion itself was the source and scene of luxury and display; and six centuries after Grecian glory had passed away. St. Chrysostom declaimed against the sumptuousness with which they assisted at religious ceremonies. Pericles had indignantly cried out, "You Athenians love nothing but your gardens, and the works of art and ostentation which you have placed there."

As time advances, we find the Romans rising upon the ruins of the Greeks. Their influence we retain and acknowledge; and in their language we find that stern wisdom which now invigorates so large a portion of the globe. Their laws, founded upon the real feelings, habits, and sentiments of the people, are still the fountain of legal intellect, and contain the soundest practical morality that has yet been systematized. Philosophy first employed their mind—borrowed indeed from the Greek—for, as has been said, little will be invented when borrowing will serve the purpose; but, for a long course of time, they neither borrowed nor displayed any trait of vanity: nor could any thing be more unlike another, than philosophy among the Greeks, and among the Romans. Sound views of government, strict honesty, a love of truth, and a respect for oaths, which modern nations might imitate; a preference for the useful, over the agreeable, intellect; faithful delineations of man as he is, and accurate perceptions of what he ought to be; an abhorrence of that sophistry, so much admired in Greece, and of that inconsequential fancy, which luxurious indolence only can enjoy; Cynicism, Epicurism, and the other vague systems of Scholastics found but little favor among them; and Stoicism—of all, the only one which pride could adopt, or, perhaps, mistaken intellect uphold—shed its even and solitary light upon their national character; Madame de Staël describes it: "Leur vertu dominante—le caractère distinctif de ses citoyens—c'était la puissance de l'ame sur elle-même; et telle était l'importance qu'un Romain mettait à l'exercice d'un empire absolu sur tout son être, que seul avec lui-même, le Stoïcien s'avouait à peine les affections qu'il lui était ordonné de

surmonter." Unlike the Greeks, their women were highly honored; a trait never to be certainly found but in company with pride. Their feelings were tender, as is clear from their lives, and from much of their poetry; but pride condemned the public and unrestrained exhibition of them. Of their fortitude, their fear of disgrace, their devotion to the common weal, it would be idle to cite instances, from among the crowd of names that arise at once in the memory. Not to speak at once of the moral and conscientious honesty of Brutus, the judge of his own children, what instance in Grecian annals could parallel the heroism of Virginus—a common centurion, acting spontaneously, under the influence or for the egotistical display of no system of philosophy; but by the stern impulse of general and national virtue, as realized in his person. Even Cicero, vain as an individual, exhibits the influence of the pride and intellect of his country. Where does history teem with more indignant abuse of vice and vicious men? What people but such as honored morality could exhibit such a system of law? In religion and its offices, they were as pure as any pagans. But their industry belonged especially to a proud and laborious nation; how much it proceeded from the good sense, and how much it was directed to improve the condition of the people; how little productive of luxury, and how much of solid benefit; their remains, in every country which they civilized, still exist to prove. Never have any people been more uniformly victorious; nor does there appear in any nation which preceded them, anything like the settled plan, the unchangeable determination, to conquer and to employ, which they exhibited; their decency of sentiment and language, their gravity of demeanor, their abhorrence of everything that tended to lower the Roman name, are all proofs of pride amounting to a virtue; and their poetry alone, of all antiquity, can be said to exhibit the philosophy of passion. "In Rome," says Mr. Chenevix most truly, "every man acted according to philosophy, though none professed to do so. In Greece, learning and philosophy had many teachers, but there was no philosophy among the people, and speculation was preferred to practice." All the traits of the Roman character mark an intellect existing throughout the people, a sense to which the wisest leader might safely trust, and which the most artful could not deceive.

We have given this general view of the two great nations of antiquity, to exhibit the difference of the categorical qualities of pride and vanity; as the first indicates the existence of intellect and of virtue, predominant throughout the nation, the second the influence of pleasure and fancy.

Art. III discusses *Stone's Letters on Masonry and Anti-masonry*, and does justice to a work, which, considering the excitement of the times and the topic, is singularly calm and impartial. We coincide heartily in the conclusion at which the Reviewer arrives, in the following passage:

For ourselves, we are neither Masons nor Anti-masons. We have nothing in common with either, save what we share with both—the boast of citizenship, and the lot of humanity. We have no pride of opinion, no prejudice of association, to make us take part with the Masons; nor have we shared the feverish excitement which has attended the growth of Anti-masonry. We feel ourselves therefore able to decide impartially in this matter. On a calm review of the work before us, taken in connexion with the history of secret associations in other times and countries, at which we have glanced in the commencement of this article, we see no reason to exempt Freemasonry from the general condemnation which experience has passed on such institutions. In passing judgment on Masonry, we do not condemn Masons; we cannot do that, while we see upon the rolls of their lodges many of the brightest and purest names our country can boast. But not even the light of their virtues can blind us to the spots that darken the escutcheon of the society, which ranks them, often with a very dubious title, among her sons. It is our solemn and deliberate opinion, that Freemasonry, as it now stands before the American public, invested with sounding names and petty mummeries, a baneful political influence, and some ineffaceable crimes, is not merely a puerile and useless institution, far behind the spirit and intelligence of the age, but that it is also opposed by public sentiment, and is entirely inconsistent with our republican institutions; worst of all, its character is tainted by perjury and treason, its garments are stained with blood. It is therefore we desire that the institution may be abolished. If the revelations

lately made of its character are full, there is surely nothing in the institution to make us wish to prolong its existence for a single day. If those revelations have not been full, then that which is still behind is either good or bad; if good, every citizen of the republic has a right to share it; if bad, let the institution be suppressed.

Art. IV notices the American edition of *Captain Beechey's Voyage to Pacific*, of which our readers have before had our opinion. Art. V is devoted to Mrs. Trollope, of whom we have already had something too much. Art. VI presents an analysis of that beautiful work, Sir James McIntosh's view of the progress of ethical philosophy. Art. VII, in introducing a treatise by a French writer, *M. Mazure*, on the British revolution of 1688—recalls very à propos, at this moment of civil revolution in England, the marking incidents and features of that period: and Art. VIII, which concludes the volume, discusses, in reference to the debates in the Virginia Convention last year on the abolition of slavery, that most difficult of all problems in our country; the conclusion of the writer is decidedly against any immediate, and as it seems to us if his premises be carried out, against any future emancipation of slaves—a conclusion to which neither our reason, nor our love of country, nor our hopes of her continuing and augmenting power and prosperity, yield assent.

REMARKS ON THE STATISTICS AND POLITICAL INSTITUTIONS OF THE UNITED STATES, &c. &c. By WM. G. OUSELEY, Esq. *Attaché to H. M.'s Legation at Washington*. 1 vol. 8vo. Philadelphia: CAREY & LEA.—Unused as we are in this country to justice, much less to courtesy, from English travellers, it is with some surprise we find, in the pages of the volume before us, the evidence of a kind, impartial spirit, which examines with care, and reasons without prejudice. Mr. Ouseley assigns as a reason why, on visiting the United States, he was less liable than English travellers in general, to be biassed by any peculiar prepossessions of England, that "the far greater part of his life had been passed out of England;" and it is obvious at every page, that he looks at men and institutions with the large and liberalized feelings of a man conversant with many countries, and many different peoples. But, though looking at us and our Government with not unfriendly eyes, he is by no means a believer in the universal applicability of our system: on the contrary, he sets out with declaring, that his "impressions of the practical inapplicability of the institutions of the United States to European nations, have not been removed by a residence in the United States: at least, the total unfitness of a republican Government for adoption in England still appears to me incontrovertible."

Mr. Ouseley's book, as its title imports, is rather a running commentary on our political institutions, than on national manners and habits, or social relations. There are no descriptions of society,—none of the country, or its scenery; but there is much sensible and fair reasoning. It is in this light we should always desire to be viewed. Arguments *a priori*, and examples from history, supposed to be analogous, but having in fact no more relation to our condition, than the republic of the United States has resemblance to any other republic that ever existed,—may possibly be adduced to prove our system is wrong, or at least, of doubtful benefit: the answer to all such is, "Behold—where do you see the greatest happiness of the greatest number more surely provided for than in the United States?—where is labor more certain of its reward?—where are personal or proprietary rights more secure?—where is the march of Government so noiseless, yet so sure and steady?" All this we think Mr. Ouseley feels and relates; and therefore, his work cannot fail to remove error and prejudice from many minds in Europe.

The American edition is very creditably got up.

BIOGRAPHICAL MEMOIRS OF THE REV. EDWARD D. GRIFFIN, BY THE REV. JOHN M'VICKAR, D. D. New York Prot. Epis. Press.—This beautiful Memoir, scarcely more honorable to the memory of him whose loss it mourns, than to the heart and mind which conceived it, preceded, as most of our readers will, we are sure, remember, the two volumes of Griffin's Remains. It is now published in a detached form, at the instance, and for the benefit, of the Protestant Episcopal Sunday School Union. They could not well have chosen a better book to place on their catalogue, nor one for which there should be more demand.

VIEWS OF THE CITY OF NEW-YORK AND ITS ENVIRONS No. V. Peabody & Co. N. Y.—This No. contains a good and distinct map of the city—an engraving representing one of the few remaining Dutch houses—and another of the pile of buildings recently put up by Mr. Holt, at the intersection of Fulton and Pearl streets; the reading matter is a brief memoir of the City and Island of New York.

FRANCIS THE FIRST, a Tragedy in five acts, by FRANCES ANN KEMBLE. Peabody & Co. N. Y.—This, supposing it to be the genuine production of Miss Kemble, and we know no reason for doubting it beyond the extraordinary precocity of intellect and feeling displayed in it by a girl of seventeen, may be pronounced one of the most extraordinary works of the age. Our readers have before seen extracts from it, as well as from an article in the London Quarterly, in which it is spoken of in the highest terms. The presence of the authoress among us will greatly enhance its interest.

CHOLERA furnishes us with many treatises this week. There is, CHOLERA AS IT APPEARED AT NEW-CASTLE AND GATESHEAD, ENGLAND, by T. M. Greenhow, Surgeon, a volume of some 170 pp., from the press of Carey and Lea, Philadelphia; then CHOLERA SPASMODIC, AS OBSERVED IN PARIS IN 1832, by Ashbel Smith, M. D., of North Carolina, who was attached to the Necker Hospital during the prevalence of the malady, and received a most honorable certificate from the Surgeon-in-Chief for his devotedness; and finally, A TREATISE ON CHOLERA, by Dr. Wm. Stevens, late of St. Cruz, now of London, republished here on the recommendation of Dr. Alex. H. Stevens, by Messrs. Carvill.

DREAMS AND REVERIES OF A QUIET MAN: 2 vols. Harpers.—Much is there in the title of a book! and a great deal is comprehended in this. Dreams and Reveries of a Quiet Man! 'Tis enough to whet the appetite of the most inert reader. Everybody is tired of reading about the deeds of statesmen, the feats of heroes, and those bustling sorts of people. Curiosity about the private habits of The Great, has, of late years, been sated to repletion. We know exactly how they eat, and drink, and talk, and walk, and even the very angle they affect in sleeping. We can return with a relish to pictures of homelier human nature. We take a real pleasure, after all this noise and parade, in effecting a calm peep into the bosom of our neighbor, and would rather contemplate his day-dreams, than dwell upon the schemes of Bourbon or Bonaparte. Now the author of this book (we are all much beholden to him) has done the very thing, in publishing these dreams and reveries of a private individual at this moment. Keeping out of the grand current of life, he has laid quietly in one of the oddies, watching objects as they were hurried by, on the stream, and drawing the more humble, that were neglected by others; within the sober sphere of his own speculations. The result of his favorite occupation, as revealed in many a strain of humor, feeling, and fancy, is now before us in these volumes.

We have certainly seen the author of these essays somewhere; they are attributed we know to Mr.

Fay, one of the Editors of the Mirror; but we mean the real author. Vividly have we in our mind's eye the only semblance of a "quiet man" that we can recollect, since

Steamboats first upon the waves began,
And rattling cars along the railroad ran.

His features, which were only remarkable for a broad benevolent forehead, had that sort of happy repose in their expression which a good sear, rightly enjoyed, will often give the countenance. The reader may see it in the cheerfully placid portrait of Sir Walter Raleigh, which we are convinced was taken after a good pipe of real Virginia. His eye was that of a German, blue and calm as a noontide sky in June; there was a subdued mark of humor around his mouth, and his lips were divided with a pondering kind of expression, as if soliloquizing with himself. His chin had that firm decided cut which betrays the *noli me tangere*, or rattlesnake disposition,—found more often in your quiet straw-hat-wearing men, than in those blustering personages who delight in big whiskers and foraging caps. His face was without a wrinkle; but his hair was silvered with age or care, and his step had that hesitancy and want of firmness observable in a diffident man entering a room half filled with people. His figure sauntered along wrapped in a cloak of faded olive. Such a character is perhaps the only one in the world which would attract notice in Wallstreet. A man who has no business is the only oddity in human nature one sees there. There even age walks with the resolute tread of one keenly bent upon an immediate object, and childhood itself forgets its gambols and steps with circumspection. Having once met with the quiet man therefore in this region, the apparition was not easily forgotten, and is now brought freshly to mind by reading a work which can be the production of no other. In the first place there is a degree of observation in it upon men and manners, such as belongs to age alone and is far beyond Mr. Fay's (the reputed author) years. Then the tempered enthusiasm—the satire mellowed by benevolence—the quaint waggery—all belong exactly and alone to a person of the age and appearance that we have described. In short, (for what is the use of argument when a thing is so plain?) inasmuch as there can be but one quiet man in town,—and ours is the real Simon Puro,—he, and he only, is the actual author of this book. But if further proof were wanting to show that these essays were not written by the junior editor of the Mirror, it is supplied by the internal evidence of the one which we here extract from the volume. Editors, as we all know, are generally complete men of the world, conversant with every subject, and at home everywhere. Now, the man must have had the simplicity of a child, who could fall into so many and such ludicrous misconceptions as are betrayed in the following article upon

Dramatic Improbabilities.—I happened sometime ago to attend a theatrical representation, by a company of itinerant performers, who had been quite importunate in their demands on the patronage of the public. The play advertised in the bills being Richard the Third, the gentleman who personated the Duke of Gloster delivered his opening speech,

"Now is the winter of our discontent,
Made glorious summer by the son of New York."

A voice from the audience interrupted him, pointing out the error. The Duke came forward, with a low bow, and explained. He was "perfectly aware," he said, "that by Shakspeare, the line was written

"Made glorious summer by the son of York,"

but," he added, "when he played it here, he always said *New York*, to compliment the country."

His odd ideas of civility occasioned a general smile, which the deformed usurper took in very ill part; but I could not help thinking he was not more ludicrous than many of his brethren further advanced in the profession. The incident insensibly led my mind on to a recollection of the innumerable little inconsistencies and impossibilities which I have seen pass on the stage, without exciting any atten-

tion in the audience, who, from long habit, I suppose, have become familiarized with their occurrence and thus completely overlook their folly. This strikes me more forcibly from the circumstance that I am not a frequenter of the theatres, and look upon the violations of common sense, (as well as of decency, which I have occasionally remarked there) as complete novelties.

The other night, in a spirit stirring opera, one young man was stabbed to the heart in the early part of the evening, under aggravated circumstances, while performing his duty. As I was pitying his sad calamity, and entering (as my custom is) into several apposite and sentimental reflections on the subject, I was rather puzzled by the sight of the dead man in a new uniform, marching in high spirits at the head of the enemy's army! "Why, the cunning rascal!" thought I to myself, "he only feigned to die, and has deserted for a commission! This is the way of the world."

I cannot say I pitied him in the least when he received the contents of at least a dozen muskets in his bosom, beside more wounds than Caesar, from the daggers of the enemy; for I thought it no more than his treachery merited; but I must say, that I was greatly astonished in the next scene to behold my friend officiating at a banquet, and very effectually, too, considering he had been twice murdered in the last hour. He was killed again toward the end of the piece; but I saw his face afterward thro' a hole in one of the columns, giving a brother actor the cue. I think they called him *Durey*, a clever little fellow, highly appreciated as a prompter.

I do not know anything more amusing than to see a regular stage hero or heroine read or write a letter. When they open one, purporting to contain a long story, they peruse the whole three pages at half a glance, gaining by intuition a knowledge of all the details before any other human being could get further than "dear sir." Nothing can exceed their rapidity in reading except their despatch in answering it. Such people would be invaluable in a counting house.

Besides these useful facilities, stage players possess numerous others, which seem the peculiar gifts of fortune. They can hear footsteps, for instance, long before they approach; and that, too, by cat-racts and in tempests; and I have known a sharp eyed fellow make no ceremony in seeing through a wall, with a distinctness that cannot be too highly commended. There is one gentleman who, in this particular, really deserves well of the audience. He was the other evening enjoying himself with the idea that his uncle was in a foreign country, when he suddenly started up, looked at a closed door, clapping his hands together, and exclaiming, "Gracious heavens, my uncle!" after which the door opened, and his uncle made his appearance. The person who sustained the same part on a subsequent occasion, however, rather outdid him. When he clasped his hands together, and cried, "Gracious heavens, my uncle!" he looked steadily to the right of the room, while his uncle was coming in from the left. By this means he had an opportunity of giving a second start, much more natural than the first, and thereby got a round of applause.

The characters on the stage are different, in a great many other respects, from those every day people whom we meet with in real life. A gentleman in the outer world, when he is really intent on glory, and resolved to contribute all in his power toward gaining a battle, generally falls to work forth with, and stands his chance with the rest of being knocked on the head, run through the body, or shot down. Theatrical warriors are not always in such a hurry. It has often struck me, that Richard the Third was rather getting out of the scrape, in the last scene of that play, when he leaves the noise of the battle at a distance, and comes in alone, notwithstanding his bragging that there must be six Richmonds in the field, five of whom he has just slain.—But in this he merely follows the fashion of his companions, as I have several times remarked a prodigiously valorous hero, on the eve of an engagement, shouting out "victory or death!" so fiercely, that I thought the enemy had better keep an eye on their own affairs; but, instead of following his soldiers into the midst of the conflict, according to their expectation as well as mine, he would stay behind and sing a song, sometimes with an *encore*, leaving his army to get along by themselves. It is astonishing, too, what respect a general often receives in the very fury and clash of a fight. You shall hear at one moment all the horrid din of war; but, in the next, when he begins to speak, the drummers and trumpeters on both sides instantly drop their instruments; the parties remain silent; the dying cease to

groan, till the speech is spoken, after which the awful confusion is renewed more dreadfully than ever. This example in good breeding is very properly adopted by the elements; as you may observe the sky always thunders in the right place, and stops until the hero before the audience has finished delivering his opinions upon any subject. I must confess here, however, that I have heard the thunder come before the lightning, and, notwithstanding the usual praise the wind gets for swiftness, I have known it to be a little after its time; as, for example, a short period since, as a lady in an old castle was sitting up very late for her lover, she broke in upon a dead silence with the exclamation, "Bless my soul, how the wind blows!" or something more elegantly expressed, but to the same effect, whereupon the wind, as if it had forgotten its part before, and intended then to make up in energy for its want of punctuality, commenced blowing such a sudden and bolsterous blast, accompanied by the washing of rain, as drew from the house several manifestations of delight.

There is a young gentleman in one of the theatres often set to personate robbers, who, I think, deserves the thanks of the human race for having greatly improved upon and mollified the manners of that wicked profession. They used to be extremely rough and brutal in their address; but, in his hands, they have a mildness of demeanor, and a general grace, very interesting. It never fails to soften me with an agreeable surprise when he comes on as that one of the murderers in Macbeth who tells the tyrant,

"I am one, my liege,
Whom the vile blows and buffets of the world
Have so incensed, that I am reckless what
I do, to spite the world."

While delivering this amiable confession, he is so careful to turn his toes out, and step like a gentleman, that you cannot help thinking the poor cut throat was brought up in good society, and could dance very prettily, if he only had a mind. The same original taste which metamorphoses his assassins into decent fellows, makes him play servants like heroes. I am certain if my footman should enter to announce company with his majesty of stride, or hand me a letter, or a cup of coffee, with such an elegant flourish, I should set him down for some great nobleman in disguise, and if I had a daughter, she should be looked to.

There is one point for which the subordinate members of our dramatic companies in this city have never been sufficiently appreciated. I mean the wonderful success with which they have disciplined themselves in the practice of the stoical philosophy. We have numerous anecdotes of ancient worthies, who met the most appalling reverses of fortune with composure; but my opinion is, that our supernumeraries could, as the saying is, beat them and give them ten. With what a noble tranquillity they pass through a revolution, or an earthquake; and how some of the ladies hold up their dresses from the dust, while flying from the eruption of Mount Vesuvius. The assassination of a ghost, the falling of a castle, or even the rising of a phantom, has no more effect on their even nerves than if they were so many statues. So careless, indeed, are they of those influences which affect other men that when the French army, in a late spectacle, were climbing Mount St. Bernard, where, if there is any truth in appearances, the thermometer must have been ten degrees below zero, the guide, after having stamped his feet and breathed on his finger ends, sat down on a piece of ice, and took off his hat while he ate his dinner. But this is nothing to the boldness of a thief, who crept one night into the house of a rich burgher; and, when once fairly in, instead of taking what he came for, stopped to make a speech, in which he regretted exceedingly that he had not been able to hit upon some better expedient for raising the wind, in a tone of voice loud enough to awaken even a New York watchman.

Since writing the remarks which precede this extract, we learn from a morning paper, after all the discreditation upon which we plumed ourselves, that we are mistaken, and that Mr. Fay is the real author of his own book: and indeed upon a little reflection we begin to think that "the quiet man" whom we spoke of, was but a phantom of the mind—a soulless phantasm—begotten upon the brain by those very papers which we now recollect made a vivid impression upon us when read at various times in the New York Mirror. Upon looking them over again we find none of our ancient liking for their author diminished. His writings, which show a great deal of imag-

inative power, reflect as in a mental mirror, the charms of an amiable and accomplished mind,—that kindness of feeling and polish of thought, which characterize him who is thoroughly imbued with the love of letters, and a gentleman in his heart. In the volumes before us there are some pieces which are hardly worthy of a place in the collection, while if we mistake not, others again are omitted which are among the authors' happiest efforts. These last, we trust, are reserved for another volume. Humor is decidedly Mr. Fay's forte, and in his more elaborated papers he approaches, in the graceful development of it, to some of the best of the British essayists.—His pleasantry is always good humored, and even where it verges upon satire there is nothing malicious. His vein, however, is varied, and the reader will find many passages in these volumes whose tender pathos will remind him of an American who has already established that literary reputation which Mr. Fay has here so favorably commenced for himself. Extracts from his writings have been more than once quoted as from Mr. Irving's pen; and we frequently find his articles attributed to Mr. Paulding, throughout the country. The Baltimore American, which is now before us, makes this error in complimenting a diverting paper, entitled "Snoring," which we shall take another opportunity of copying. Let our quiet man, then, go on, peaceably making new excursions into the mystic realm of dreams, and, like Lord Byron, who says he woke up one morning and found himself famous, may he calmly doze into celebrity before he is himself aware of it.

TWO YEARS AND A HALF IN THE NAVY; by E. C. Wines; 2 vols.: Carey & Lea, Philadelphia.—This work contains a journal of a cruise in the Mediterranean and Levant, on board the United States' frigate Constellation, in the years 1829, '30, and '31. Its principal interest, however, is derived from the simple and excellent descriptions the author gives of the mode of life in a ship of war, the general economy of a frigate, and, indeed, of every thing that relates to a ship. All of which, as the United States Gazette remarks, no seaman could give, for the plain reason, that as soon as one becomes a seaman, he forgets that the uninitiated are ignorant of the uses of things with which he is so familiar. The first few chapters will consequently be keenly relished by those who have read of ships or seen their forms, but know little of that 'small world.' Mr. Wines, who is evidently a scholar, writes con amore upon the various objects of classic interest which he meets in his Mediterranean cruise; and though occasionally somewhat pedantic, and giving way too much to what Byron in his letters calls *enthusiasm*, his style is generally flowing and animated. For the fidelity of his sketches, descriptions, and scenes on shipboard, we have the authority of an intelligent officer who was upon the same cruise with Mr. Wines.

FINE ARTS.—The Exhibition at the new gallery of the Academy of Fine Arts, in Barclay street, which has been open some time, is now closed, in order to substitute for the pictures there, a collection just arrived from England, and which—though we have not seen any of the pieces—is said to embody more and finer originals, than any collection ever before exhibited here. We hope it will so prove, for there are few more refined or refining gratifications, than that to be derived from beautiful pictures.

HONORABLE SYMPATHY.—The National Intelligencer publishes a list of the names of several benevolent residents of Washington, who are personally active in ministering to the sick at the Cholera Hospital there. This true christian charity, honorable in the highest degree to those who, as actual citizens of the republic, have a common interest with

their fellow citizens in affliction and suffering, becomes more admirable when, as in the list before us, we see it exercised by a foreign functionary. *Beren Stackelberg*, the Chargé d'Affaires from Sweden, is mentioned among those most zealous in this holy work.

THE LOUISIANA PATENT LOAF SUGAR, of which an advertisement is published in several papers, deserves, as a new article of altogether domestic fabric, (for it is made from the sugar of Louisiana,) a passing notice.

A specimen of it, sent to our office, is as white, as finely chrystallized, and as pure, as the finest French or Hamburg loaf sugar.

We have been politely permitted to make the following extract from a letter from a highly respectable gentleman of Detroit, to a gentleman in this city:

"The Secretary of War, now at this place, has just received a letter from General Scott, stating that *Black Hawk* and the *Prophet* have both been taken, and turned over to Colonel Taylor, the commanding officer of Rock Island, for safe keeping."

The Circuit Court opened on Monday, Judge Edwards presiding. The Calendar for the term contains 111 cases. The following order was adopted:

Circuit Court, Sept. 17.—An adjourned Circuit of this Court is ordered for the third Friday in October next, for the purpose of taking Inquests.

The September Term of the Court of Common Pleas also opened on Monday, present Judge Irving. The Calendar contains 123 causes.

Capt. Baker, of the brig Tribune, arrived at Philadelphia, states that about the 1st of August a vessel arrived at the Canary Islands, in pursuit of six pirates, who had murdered the officers and robbed a vessel, bound from Havana to Brazil, the name of which is not recollected. She had on board 1600 doubloons. They left the brig and landed at the Canary Islands. The only persons on board were one man and two boys, who succeeded in getting the vessel to Brazil. Two of the pirates were arrested before Capt. Baker sailed, one of them was taken from on board the Tribune, where he had taken his passage.

THE MONTEZUMA.—The following particulars in relation to the piratical vessel captured by the United States' schr. Grampus, are from the New Orleans Bee:—

Extract of a letter from a respectable merchant to his friend in this city, dated.

"MATAMORAS, August 9.

"The American schooner William A. Turner, Mary, master, arrived this morning from New York, whence she sailed on the 20th June last. The Captain reports that yesterday, being in lat. 20, 44, N., lon. 96, 35, W., he was boarded by an armed Mexican vessel, called the Montezuma, of Tampico, commanded by Pedro Villaleal, and detained nine hours; that they forcibly took from on board a considerable quantity of provisions and sundry other articles of merchandize, together with the writing desk and papers belonging to the supercargo; that on the eve of their departure they forced him to sign papers, the contents of which he did not understand; and that he protested in the strongest terms against their conduct, but was silenced by offensive and abusive language, and frequently threatened with confinement and the halter! They offered no explanation of their motive, and apparently manifested as little concern for the consequences, as the most hardened pirates could do!"

NEW ORLEANS, Sept. 4.—Villaleal, commandant of the Mexican armed schr. Montezuma, which was captured by the U. S. schr. of war Grampus, Capt. Tatnall, for an act of piracy upon the American schr. William A. Turner, was examined before his honor Judge Harper, yesterday morning. He told the most impudent and improbable story that has ever been sworn to. The articles which were taken from the American vessel, he says, were given gratuitously, even the writing desk containing the schooner's papers, and the letters to the consignees. The prisoners were remanded for further examination to-day.

FOREIGN INTELLIGENCE.

LATER FROM EUROPE.—The Monongahela at Philadelphia brings London papers to the 9th ult., from which we gather as the principal article of intelligence, that Don Pedro was still at Oporto; and that tho' battles had been fought between his troops and those of Don Miguel, with claims of victory on the part of the former, he was still inactive at the point where he landed—though three precious weeks had elapsed. We cannot, therefore but look upon his ultimate success as very doubtful.

From other parts of Europe we present such views as this arrival offers. They do not vary the aspect of affairs at former dates.

The Cholera has nearly ceased its ravages in London; one in 50,000 inhabitants daily of that disease.

Deaths in Paris from the Cholera are about thirty a day.

Sir Walter Scott was again worse.

Viscount Goderich was recovering from a severe indisposition.

Mr. *Manners Sutton*, late Speaker of the House of Commons, was to be created a Peer with the title of Lord Lexington.

Several new Peers, altogether disconnected with politics, were expected shortly to be made. The names of four of them were before the King.

The creditors of the late Duke of York were to meet early in August to have an investigation of his affairs, so long held in mystery. A committee appointed at a former meeting were to report, which when received, was expected to lead to very singular disclosures.

Several banished editors of German papers have arrived in London, and intended to set up papers in that city in the German language.

PARIS, August 4.—(Private Correspondence.)—A good deal of manœuvring has been lately resorted to, for the purpose of raising the prices of the funds, and thereby preparing the way for a high bargain for the new Rentes, which are to be disposed of on the 8th inst. Besides frequent purchases of stocks, all sorts of rumors tending to raise public credit, by inspiring confidence in the stability of the present order of things, have been industriously put into circulation, by persons who are known to be the personal friends of Ministers, but whose officiousness is probably not wholly disinterested. They are now apparently anxious that the portion of the Parisian public who are for peace at any price, should believe that the recent proceedings at Frankfort do not hold out any menace to France, and that the Government has the most satisfactory evidence of pacific dispositions on the part of the despots towards this side of the Rhine. A few days ago ministers were for immediately placing the country in an attitude which should preclude every danger of an attack by the combined forces of the Holy Alliance. Since then they have discovered that any military preparations at this moment would alarm the capitalists and stock-jobbers, depress the funds, and reduce the terms which might be expected for the loan. The War Department, therefore, has received orders to remain quiet for the present. The people at the Bourse have suffered themselves to be convinced that the utmost security will continue to prevail on this side of the Rhine, and the funds, as was desired, have continued to rise with extraordinary steadiness.

You will find in most of the Paris papers the particulars of a duel which has lately been fought by M. Coste, chief editor of the *Temps* journal, and M. Benoit, a Commissary of the Police, as well as an account of the origin of this rencontre; M. Benoit has severely wounded, and is since dead; his adversary had a narrow escape, the ball having gone through the collar of his coat.

HOLLAND AND BELGIUM.

LONDON, Aug 7.—Yesterday we received intelligence from Holland to the 5th inst. It stated that the Dutch regular army, including the troops in the fortresses, amount to 132,000 men, and that this force can at any time be increased by the addition of 100,000 of the Landstorm. The journals, however, still anticipate peace on conditions favorable to the views of the Cabinet of the Hague. It is asserted that the despatches received at the Hague on Tuesday last from London are of a very conciliatory nature, and the conference, it is said, no longer insists on the King of Holland signing the treaty of the 24 articles, and consents to the previous conclusion of a treaty between Holland and the Five powers. Such,

if we may give credit to the reports prevailing in Holland, in the present state of the negotiation.

THE HAGUE, Aug. 2.—The collection made at the Hague for the relief of the indigent during the prevalence of the cholera, has produced the large sum of 2,006,700 florins, besides 300 florins presented by his Majesty the King.

The Hague, July 31 to August 2.—New cases, 10; deaths 7; recoveries, 6.

Sheveningen, July 31 to Aug. 2.—New cases 57; deaths 24; recoveries, 38.

Rotterdam, July 30 to August 1.—New cases 148; deaths 36; recoveries, 27.

The physicians remark, that since the appearance of the cholera at Rotterdam, the small pox, which was prevalent, has ceased, and that other disorders are less frequent.

GERMANY.

LONDON, Aug. 7.—The arbitrary measures adopted against the press in Germany render the transmission of the few liberal journals which continue to be published, extremely difficult, and the others contain very partial representations of the state of popular feeling. Enough, however, transpires to show that the excitement continues undiminished in the Rhenish provinces. The decree of the federal Diet has been officially published by the Governments of Baden, the Grand Duchy of Nassau, Saxony, Saxe Weimar, and Electoral Hesse. The Swabian Mercury says that the promulgation by the Government of Baden has produced a sort of stupor and consternation, as the people of that Duchy firmly expected that the Ministry would not sanction the publication. It is reported, indeed, that two of the Ministers refused to sign the ordinance of promulgation, and have resigned. Petitions and remonstrances against the late acts of the Diet, numerous signed, have been addressed to the different Governments, but apparently, as yet, without effect. What may be the consequence of this disregard of the just claims of the people remains to be seen. In the mean time, there are indications of more serious proceedings than drawing up petitions being in contemplation by the popular party. It is said that delegates from all the constitutional States met about a week ago in the Baden territory, and held several deliberations on the means of rescuing Germany from the tyranny of Austria and Prussia. The Estates of Electoral Hesse, in which a strong spirit of independence has recently been manifested, were suddenly dissolved on the 26th, by the Prince Co-Regent. In the sitting of the day before, there was a warm discussion on the law of the press, which has long been claimed by the popular party. A resolution was adopted calling upon the government to lay the law of the press, which had been prepared, before the Estates, or to communicate the reason why that law was not presented. It is probable that this vote hastened the dissolution. Their elections for a new Assembly do not take place until six months hence, and it may be presumed that in the mean time no means will be neglected by the government to procure the return of more pliable deputies.

VIENNA, July 24.—The mortal remains of the Duke of Reichstadt lie in state to-day in the church of the Palace. At two o'clock the heart is to be deposited in the Loretto Chapel of the Church of the Augustines, and the entrails at St. Stephens'; and at five in the afternoon, the body will be solemnly deposited with the usual ceremonies in the Imperial family vault, in the Capuchin Church. Funeral service will be performed on the 25th and 26th, at the usual hours, in the parish church of the Palace. The Court will go into mourning for six weeks.

July 25.—Yesterday afternoon the funeral of the Duke of Reichstadt was celebrated with great pomp. The crowd to see the body lie in state was so great, that thousands could not obtain admittance into the Chapel.

POLAND.

In the House of Commons, August 8th, Colonel Evans introduced a resolution, "That in conformity to the spirit, though contrary to the letter of a Treaty, dated 19th May, 1815, his Majesty has agreed to renew certain obligations to the Emperor of Russia; that the said treaty and obligations were connected with, or arose out of, the general treaties between the Allied Powers of 1814 and 1815; that therefore, in the opinion of this House, the Convention to the above effect affords his Majesty a special claim on the Power profiting by it, for a faithful interpretation of other engagements to which both Powers may have been contracting parties, and especially with regard to that concerning Poland."

Lord Palmerston was not prepared to acquiesce in the motion of the Honorable Member, and he should

therefore ask the House to agree to the previous question. He adopted that course because, although there were many sentiments advanced by the Honorable Member, the propriety of which, as abstract questions, it was impossible to deny, such perhaps as that the due performance of treaties on the part of England gave her an additional claim for the strict fulfilment of treaties on the part of other Powers; still there were reasons, in the particular case before the House, which did not, in his opinion, call for an affirmation of that principle, because the country had fulfilled its engagements with respect to the Russian Dutch loan. For this reason he should abstain from following the Honorable Member through his reasoning on that subject, or from adverting to what had taken place in the former debates on the question of the loan. He could not, however, sit down without making one or two observations on the conduct which the Hon. Member attributed to Russia in her negotiations, and in her contests with her neighbors or with the other powers of Europe.

The hon. member had particularly charged Russia with pursuing a continued system of aggression throughout the whole of her transactions with Persia and Turkey. Now he happened to know that Russia had in neither of the cases mentioned by the hon. member been in the slightest degree the aggressor. Persia had provoked a contest by a long series of aggressions, and Turkey had, in spite of all remonstrances, seized Russian subjects and Russian property, and evaded all demands for redress. If it had not been so, the government of the Duke of Wellington would not have permitted either Persia or Turkey to fall before the power of Russia; and although Turkey persisted, there was an understanding between Russia and her allies that she was not to take any accessions of territory in Europe in the event of a successful issue of the contest.

He would not go into questions raised by the Hon. Member with respect to the supposed interference of Russia with Austria on the subject of Naples, nor with France in connection with Spain. The Hon. Member could not have anything but surmise for his opinions on these points, and he (Lord Palmerston) addressed himself purely to the facts.—With respect to Poland, he could also say, without at all touching on the question of Russia having broken her faith to the Poles on the subject of a constitution, that in that war the Poles, not Russia, were the aggressors, for they commenced the contest. Having said thus much, in justice to what he knew, with respect to the conduct of Russia on the points mentioned by the Hon. Member, it did not appear to him necessary to add anything more.

CARACAS.—Capt. Cooper, of the *Lucy Ann*, arrived at Baltimore, states that at Lagaira, the Quarantine Fees for guarding, visiting, examining, fumigating and white-washing vessels from the United States—all packages being opened are fumigated—amount to more than the freight of the vessels.—Vessels are detained 60 days at quarantine.

PORT-AU-PRINCE.—The *Baltimore Patriot* says, "letters received in this city from Port-au-Prince, dated 25th ult., state that last sales of Baltimore Flour had been made at \$18; it was thought, however, that a cargo which arrived afterwards would not command more than \$17 50."

FROM SUMATRA.—Capt. Osgood, at Salem, from Padang 6th May, reports that the Batavian barque *Matilda* arrived there on the 2d. from Troumond, where she had been for a cargo of Pepper, but was compelled to leave the coast, with only seven piculs of pepper, on account of the piratical prowls of the Malays. She was attacked by one of them, and after an action of half an hour, succeeded in beating her off. The M. was well manned and had eight guns; she received several shot in her hull, and considerable other damage. Many of the natives were killed—they show much skill and tact, and fought desperately. The next morning the fleet, consisting of thirteen prowls, bore down to renew the attack, which compelled her to leave the coast. The attack on vessels is urged on by the Rajah Boojah, who is attempting to wrest the government from the reigning king; \$1 per picul is exacted by him on the pepper taken from the coast, and all who do not comply with these terms are attacked. Pepper was plenty at Troumond. The M. saw a large American ship lying at Assahan, probably the *Frances*.

Coffee was \$11 per picul at Padang, and the *Envo* loading for Cowes, would take all that could be obtained.

SUMMARY.

COLUMBIA COLLEGE.—The scattering among our citizens by reason of the invasion of the Cholera, and the real danger of collecting together large assemblages, induced the Trustees and Faculty of Columbia College to forego the ordinary exercises of Commencement, which usually takes place the first week in August.

By the following notification from the President of the College, it will be seen who the graduates were, and upon whom the honors were conferred.

The new term of the College commences on the 1st of October.

COLUMBIA COLLEGE.—At the concluding examination of the Senior Class of Columbia College in June last, the following young gentlemen were recommended by the faculty for the degree of Bachelor of Arts, viz.:—*Henry T. Anthony, Walter T. Avery, Horatio Bogert, William L. Boyd, George Carroll, jr., John Chrystie, Henry S. Dodge, David G. F. Fanshaw, James Heard, jr., Alexander C. Hillman, Nicholas W. Hoffman, Aaron Jarvis, William Templeton Johnson, Philip Livingston Jones, John J. C. Kane, Frederick W. Miller, Stephen Reed, jr., Thomas A. Richmond, Herman J. Ruggles, William Channing Russell, Erasmus P. Smith, John E. Stillwell, Francis Talcott, Philip W. Thomas, Jonathan Thompson, jr., Frederick Townsend, Russell N. Townsend, and William S. Verplanck.*

The medals or honors conferred by a statute of the College, were at the same time awarded by the faculty as follows, viz.:

- I. THE GOLD MEDAL, for the student of the best general standing in the class, to *William Templeton Johnson.*
- II. SPECIAL HONORS IN EACH DEPARTMENT:
 - I. In the evidences of Christianity—
 1. The Silver Medal, to *WILLIAM CHANNING RUSSELL*;
 2. The Bronze Medal, to *William Templeton Johnson.*
 - II. In English Composition and Oratory—
 1. The Silver Medal, to *William C. Russell.*
 2. The Bronze Medal, to *William T. Johnson.*
 - III. In Moral and Political Science—
 1. The Silver Medal, to *William T. Johnson.*
 2. The Bronze Medal, to *William C. Russell.*
 - IV. In Greek and Roman Literature—
 1. The Silver Medal, to *William Templeton Johnson*;
 2. The Bronze Medal, to *William Channing Russell.*
 - V. In Natural and Experimental Philosophy—
 1. The Silver Medal, to *William T. Johnson*;
 2. The Bronze Medal, to *Erasmus P. Smith.*
 - VI. In Mathematics and Astronomy—
 1. The Silver Medal, to *Erasmus P. Smith*;
 2. The Bronze Medal, to *Henry T. Anthony.*

In pursuance of the above recommendation, the degrees of A. B. were directed by a resolution of the Board of Trustees to be conferred at the annual commencement; at which time they also directed the honorary degree of D. D. to be conferred on the *Rev. Henry Anthon*, one of the assistant ministers of Trinity Church, and on the *Rev. Francis L. Hawks*, Rector of St. Thomas's Church, in this city: but the epidemic disease, then prevailing, having prevented the celebration of the commencement, the public exercises appropriate to the occasion were necessarily dispensed with, and the degrees and honors will be conferred by the delivery of the diplomas and medals by the President.

MECANIQUE CELESTE.—The last number of the London Quarterly Review pays the following tribute to our distinguished countryman:—

We must not stop without saying something of Mr. Bowditch's performance; though what we do say must be short. The idea of undertaking a translation of the whole '*Mecanique Celeste*,' accompanied throughout with copious running commentary,

is one which savours, at first sight, of the gigantesque and is certainly one which, from what we had hitherto had reason to conceive of the popularity and diffusion of mathematical knowledge on the opposite shores of the Atlantic, we should never have expected to have found originated—or, at least, carried into execution, in that quarter. The first volume only has as yet reached us; and when we consider the great difficulty of printing works of this nature, to say nothing of the heavy and probably unremunerated expense, we are not surprised at the delay of the second. Meanwhile, the part actually completed which contains the first two books of Laplace's works) is, with few and slight exceptions, just what we could have wished to see—an exact and careful translation into very good English—exceedingly well printed, and accompanied with notes appended to each page, which leave no step in the text of moment unsupplied; hardly any material difficulty either of conception or reasoning unelucidated. To the student of '*Celestial Mechanism*' such a work must be invaluable, and we sincerely hope that the success of this volume, which seems thrown out to try the feeling of the public, both American and British, will be such as to induce the speedy appearance of the sequel. Should this unfortunately not be the case, we shall deeply lament that the liberal offer of the American Academy of Arts and Sciences, to print the whole at their expense, was not accepted. Be that as it may, it is impossible to regard the appearance of such a work, even in its present incomplete state, as otherwise than highly creditable to American science, and as the harbinger of future achievements in the loftiest fields of intellectual prowess. Here, at least, is an arena on which we may contend with an emulation unembittered by rivalry. 'Whatever,' says Delambre, 'be the state of political relations, the sciences ought to form, among those who cultivate them, a republic essentially within itself,'—a sentiment applicable, doubtless, to all, but preeminently so to that calm, dispassionate pursuit of truth which forms the very essence of the abstract sciences.

[The National Gazette appends to the above critique the following note:—"The second volume is a more splendid trophy than the first. It is not to be apprehended that Dr. Bowditch will even hesitate about printing the sequel. This great monument will be wholly raised by himself."]

THE CHOLERA.—In answer to several letters from the country, asking information respecting this disease in our city, we state with unhesitating confidence, that what remains of it is almost entirely local, and confined to a part of the Sixth, and a part of the Ninth Ward; and that the chief business parts of the town, and the lower wards in particular, are free from it.

We have ascertained at the City Inspector's office that the deaths by Cholera for the week ending Saturday, were from 70 to 80 less than during the preceding week. The returns were not all examined; but it was certain that the whole number by cholera would be under 130.

Under these circumstances, we can assure our country friends that they can visit us without risk, that business is active, and, moreover, that their presence and purchases are needed to compensate for the desolation and suffering of the past summer.

A beautiful service of plate has been presented by the different Insurance Companies of New Orleans, to Capt. Tatnall, of the U. S. schr. *Grampus*, now in that port, complimentary of his services in giving protection to the commerce of the Bay of Mexico.

CHARLESTON, S. C.—The Board of officers to whom was referred the validity of Gov. Hamilton's election, as Brigadier General of 4th Brigade S. C. Militia, have decided in favor of a new election.

LIGHTNING.—An article dated Warrington, Va. 8th September, gives the following account of an incident which occurred at that place on the 31st Aug.:—"While Chief Justice Marshall was sitting in the house of his son James, a shock of lightning prostrated before him his sons James and Edward, his grandson John, the son of Thomas Marshall, and two other grand-children, John and Mary Harvie—the fluid pervaded the whole house. Messrs. George Alexander Henry Marshall, and John H. Thomas, were also shocked, although not prostrated. For 20 minutes, all of the first five were considered as

dead; the application of ice water was immediate, and proved to be efficacious in the restoration of all. The Chief Justice, Major Ambler, and Thomas G. Marshall were in the room with the sons, but were not injured, although so much shocked as not to see the lightning or hear the thunder. The sufferers are all recovering."

A market woman by the name of Frederick Fogat, was murdered near New Orleans, on the 28 ultimo, while proceeding to the city in her market wagon. A negro slave belonging to the deceased was taken up on suspicion of being the perpetrator, and after a preliminary examination committed to prison. A club, which was found near the scene of the murder, was identified as belonging to him, and his pantaloons were stained with blood. The man, on further examination, confessed his guilt, and stated that no other person was concerned with him. He said that the cause which induced him to commit the foul deed was, that she would not give him any clothing, and scarcely any food, and that he was maltreated otherwise.

Trotting Match.—The trotting match yesterday, at the Hunting Park Course, was between Pilot and Blackbird, \$1000 to \$500—the odds in favor of Pilot—to be done in harness. It was won by Pilot in two heats of two miles each. First heat 5 min. 55 sec.—Second heat not ascertained.—[Phil. paper.]

Tardy Honesty.—A gentleman of this city had a costly gold watch stolen from him about three years since, whilst on a pleasure trip from Alexandria to Norfolk, on board the steamboat *Columbia*, Captain Mitchell. He had the watch made in London to order, and his name was placed on the face in large letters, instead of figures. A day or two since, his servant, on going into the cellar of his house, discovered something neatly and carefully folded, directed to the owner of the watch, Market street, Fell's Point, on opening which, his watch was found to be returned, with no other injury than a broken crystal.—[Balt. Chron.]

[From the Broome County Courier]

Rev. F. A. Strale.—The case of this gentleman, sentenced on Saturday last by our County Court, to five years' imprisonment in the State Prison, for attempt at rape, has been the occasion of some excitement; and we now deem that public justice requires an outline of the attendant circumstances at our hands, which, from regard to those connected with the unhappy man, who are every way respectable, and whose feelings we would by no means unnecessarily wound, we shall make brief as possible. Mr. Strale has been a clergyman of the Presbyterian order; by birth a Norwegian, 35 years of age we should judge, of prepossessing appearance, and high literary attainments. He has of late conducted the Female Seminary at Great Bend, Pa. until within a few months past, when he removed his school to this place, and continued it as the Binghamton Academy.

The subject of the outrage was a daughter of his wife by a former husband. The Grand Jury found three true bills against him, on the least of which he was arraigned, and plead guilty, and threw himself upon the mercy of the Court in an eloquent appeal drawn up by himself, and founded principally upon the peculiar situation of his family, being dependent upon a salary of which he is in the receipt, from Sweden; and which he apprehended would be discontinued were he sentenced to the State Prison. In proof of his literary attainments, his Counsel submitted the Lord's Prayer beautifully written out by him since his confinement, in eleven different languages; among which were the Hebrew, the Greek, the Latin, French, Italian, and German Languages.

But the other bills found, involved charges of a more serious nature still, one of which we understand was an attempt at the above crime, with the design to kill, and the Court judged rightly, that, neither the literary attainments of the gentleman, nor the peculiar situation of his family, should be permitted to interfere with the due course of public justice. Judge Robinson delivered the sentence of the Court with much feeling, and with such appropriate remarks, as alike do honor to the head and heart of our respected first Judge.

Melancholy Accident.—A young man by the name of Traverso Sterling, a native of Maryland, was drowned yesterday in our river, from on board schr. *Martha*, Cheesebrough, of New York, from Frederickburg, bound to Providence. The *Martha* took a pilot at Newport, and, it blowing fresh at the time,

it was found necessary to put some one on board the pilot boat, which the schr. had taken in tow, to steer her, and keep her clear of the vessel. Sterling was unfit for duty on board, by reason of being afflicted with the ague and fever. The pilot, therefore, put him into the boat, which was swamped in a short time; and before any assistance could be rendered, he had sunk, in the embrace of death, to a watery grave. He was about 26 years of age; and the Captain of the Martha, who very much laments his loss, speaks of him as a young man of great promise. The Martha afterwards went ashore on Kinimiaut Point, at the top of the tide.—[Providence American.]

St. Louis, (Ky.) Sept. 1.—Steamboat Accident.—The steamboat William Wallace was snagged on Thursday night, 29th ult., on her passage from this place to Galena. The accident occurred at eight o'clock. No lives were lost, although there were many passengers on board, and the boat sunk in a very short time. It was thought by persons on board that the boat could be raised, and the freight, that was not destructible by water, saved.

THE GRAMPUS' PRIZE.—We learn that the Montezuma, the Mexican vessel captured by the Grampus, belongs to Santa Anna, and not the Mexican government, unless his party is to be considered the government. We learn also, that the Wm. A. Turner, for the capture of which, by the Montezuma, this reprisal is made, was a vessel of little value, almost without cargo, and belonged, or assumed to belong, to a Spaniard, and had every appearance of being a Spanish concern. Her capture, therefore, may turn out to be nothing else than a fair war operation between Mexico and old Spain.—[Jour. of Com.]

MUNIFICENCE.—The late lamented William H. Maynard, says the Albany Journal, has bequeathed twenty thousand Dollars to Hamilton College, for the purpose of endowing a Law Professorship in that Institution.

Military and Naval Magazine.—Messrs. Thompson and Homans, of Washington city, have issued proposals for publishing a periodical work under the above title, which is to be conducted in a great measure on the plan of the United Service Journal, and which will contain selections from that valuable English work. "The original and domestic department—for which competent assistance has been secured—will consist of essays, notes and problems, on the multifarious matters embraced in Military and Naval science; narratives of interesting voyages, cruises, marches, and campaigns; biographical sketches of deceased Military and Naval officers; notices, analytical and critical, of new publications on any subject connected with military or nautical studies; a monthly chronicle of remarkable events in the two services, changes of stations, arrivals and departures, and lastly a register of deaths, resignations, courts martial, dismissals, and promotions." The copies for naval officers upon foreign stations will be forwarded from the Navy Department with the government despatches. The first number will appear in January. The agents in this city are the Messrs. Blunts and Messrs. Carvills. The terms are five dollars per year.

The liberal premium of two hundred dollars, offered sometime since for the best Tale for the Lady's Book, has been awarded to Miss LESLIE, of this city,—a young lady of rare gifts and choice attainments,—whose contributions to some of the English annuals have been mentioned to us in terms of high praise, in letters from the editors of those works. The prize story will probably appear in the October number.—[Philadelphia Gazette.]

Two Missionaries and their wives and a Printer will sail for the Sandwich Islands, early in October next, in the ship Mentor from New London. The friends of the Missionaries at the Islands, by sending packages or letters to the Missionary rooms, Boston, or to Gill Tracy, 142 Nassau street, New York, previous to the 5th October, can have them forwarded.

The Month of August.—This month, it appears, has been about 3 1.4 degrees cooler than August of last year; nearly 2 1.2 deg. cooler than the mean average of Aug. for last 12 years, and 5 deg. cooler than Aug. 1820, the warmest in same period; and is nearly a degree warmer than the very cool Aug. of 1829, the coolest in last 12 years.—The three Summer Months this year have presented the lowest average of any in last 12 years, by more than one degree; and more than 7 1.4 deg. lower than 1820, the highest average in last 12 years.—[Newport Mercury.]

An Obedient Husband.—When Alderman Gill died, his wife ordered the undertaker to inform the

Court of Aldermen of the event, which he did by writing as follows:—"I am directed to inform the Court of Aldermen that Mr. Gill died last night by order of Mrs. Gill."

Very Barber-ous.—Sir Edward Sugden has been lately quarreling with his son, and now refuses to hold communion with him. The worthy knight is at his old trade of hair-cutting.

Revolutionary Statistics.—The following Table, which we find in Niles's Register, shows the force that each State supplied for the Regular Army from 1775 to 1783 inclusive. The militia, mustered into public service, were probably about the same proportionate rates. The number of free persons in the several States in 1790 is added, as being the nearest possible approach to an exhibition of their comparative strength during the Revolution.—[Nat. Intel.]

| States. | Regulars. | Free pop. in 1790. |
|--------------------------|-----------|--------------------|
| New Hampshire | 12,497 | 141,008 |
| Massachusetts (inc. Me.) | 67,907 | 475,000 |
| Rhode Island | 5,098 | 68,000 |
| Connecticut | 31,939 | 235,000 |
| New York | 17,781 | 319,000 |
| New Jersey | 10,726 | 173,000 |
| Pennsylvania | 25,678 | 431,000 |
| Delaware | 2,386 | 51,000 |
| Maryland | 13,912 | 216,000 |
| Virginia | 26,678 | 561,000 |
| North Carolina | 7,263 | 293,000 |
| South Carolina | 6,447 | 133,000 |
| Georgia | 2,697 | 51,000 |

231,779

POETRY.

SACRED MELODIES.—By John Moore.

Time sat on a sunbeam, and looked upon earth,
On the lovely, the gay, and the free,
And said, "It is thus from Mortality's birth,
And so unto death it must be.
Men fill up the wine-cup, men gather in gain,
Men wildly rush on to the grave;
Hope blooms till it dies—but blooms not again,
And when lost, there is nought that can save.

Time look'd on a rose—'twas a beautiful flower—
Time gazed on the flower with a sigh,
And said, though in bloom—thou wilt die in an hour;
Thou hast bloomed, and art sweet, and must die;
And the maiden that nurtured and guarded with care,
Thy growth, ere the morrow shall be
A branch of the wilderness desert and bare
Torn off from immortality's tree.

USE OF PHRENOLOGY.

Away with all doubt and misgiving,
Now lovers must woo by the book—
There's an end to all trick and deceiving,
No men can be caught by a look.
Bright eyes or a love-freeding dimple
No longer their witchery fling;
That lover indeed must be simple
Who yields to so silly a thing.

No more need we fly the bright glances,
Whence Cupid shot arrows of yore;
To sculls let us limit our fancies,
And love by the bumps we explore!
Oh now we can tell in a minute
What fate will be ours when we wed;
The heart has no passion within it
That is not engraved on the head.

The first time I studied the science
With Jane, and I cannot tell how,
'Twas not till the eve of alliance
I caught the first glimpse of her brow.

Casualty finely expanding,
The largest I happened to see;
Such argument's far too commanding,
Thought I, to be practised on me.

Then Nancy came next, and each feature
As mild as an angel's appears;
I ventured, the sweet little creature,
To take a peep over her ears;
Destructiveness, terrible omen,
Most vilely developed did lie!
(Though, perhaps, it is common in women,
And hearts may be all they destroy.)

The organ of speech was in Fanny;
I shuddered, 'twas terribly strong!
Then fled, for I'd rather that any
Than that to my wife should belong.
I next turned my fancy to Mary—
She swore she loved nothing but me;
How the look and the index could vary!
For naught but self-love did I see.

Locality, stylishly betraying
In Helen a passion to roam,
Spoke such predilection for straying,
Thought I, she'll be never at home.
Oh! some were so low in the forehead,
I never could settle my mind;
While others had all that was horrid
In terrible swellings behind!

At length 'twas my lot to discover
The finest of skulls, I believe,
To please or to puzzle a lover,
That Spurzheim or Gall could conceive.
'Twould take a whole age to decipher
The bumps upon Emily's head;
So I said, I will settle for life here,
And study them after we're wed.

THE AMERICAN RAILROAD JOURNAL AND ADVOCATE OF INTERNAL IMPROVEMENTS will hereafter contain extracts from approved works upon the cultivation of *The Vine*, the rearing of Silk, and Agricultural subjects generally, in addition to its former variety of interesting matter. Its leading character, however, will continue as heretofore—that of advocate and promoter of internal communication.

Terms, \$3, to single subscribers, or to companies of ten, \$4 each. It will also be sent to any person at \$2 per volume, who will subscribe for two copies for two years at one time, or remit \$10, always in advance.

POSTMASTERS who are friendly to, and willing to act as Agents for the Journal will be furnished with a prospectus, by writing to the Editor, and will be allowed a fair commission for their services. AS1

The EXCHANGE HOTEL, Nos. 10 and 12 Broad street, New-York, by D. D. HOWARD, has been refitted, and is now ready to receive his friends from all parts of the Union. He has also fitted up a Mansion House, in a delightful situation, on the high bank of the East River, about 4 miles from Wall-street, where his friends may enjoy the delightful air of the country, and still be within a convenient distance from the city at 6.

AT BOSTON'S Old Establishment, No. 7 Wall street, may be had in any quantity *Boston's Bonnet Cough Lozenges*—an excellent remedy for complaints of the lungs, coughs, and colds. Also, *Boston's Seidlitz Water*, a superior article in cases of dyspepsia, and all disorders arising from a deranged state of the digestive organs, &c.; it is put up in bottles, and may be transported to any part of the world, and kept for any length of time.

Also—superior Seidlitz Powders, Chloride of Soda, Chlorine Tooth Paste, and a great variety of other articles, manufactured by J. Boston, and sold wholesale and retail at No. 7 Wall street, by B. FREEMAN. [at 6]

TOWNSEND & DUFER, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Rope, the public are referred to J. B. Jervie, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County Pennsylvania. Palmyra, Wayne County, New-York, 1st mo. 23d, 1832. J30 1f

PATENT, RAIL-ROAD, SHIP AND BOAT SPIKES.

THE TROY IRON & NAIL FACTORY keep constantly for sale a very extensive assortment of Wrought Spikes & Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years successful operation and now almost universal use in the United States (as well as England, where the subscriber obtained a Patent,) are found superior to any ever offered in market.

RAIL-ROAD COMPANIES MAY BE SUPPLIED WITH SPIKES having countersink heads suitable to the holes in the iron rails, to any amount and on short notice. Almost all the Rail-roads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. Y., will be punctually attended to. HENRY BURDEN, Agent. Troy, N. Y., July, 1831.

Spikes are kept for sale, at factory prices, by I. & J. Townsend, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Brower, 222 Water street, New-York; A. M. Jones, Philadelphia; T. J. Jauviers, Baltimore; Degrand & Smith, Boston.

P. S. Rail-road Companies would do well to forward their orders as early as practical, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand for his Spikes. J33 1am 1f

H. BURDEN.

A RAILROAD IN PRACTICAL OPERATION,

within ten miles of the City of New-York.
THE PATERSON AND HUDSON RIVER RAILROAD is formed from the town of Paterson to the village of Acquackanonk, a distance of 24 miles, and is now in actual and successful operation between those places.—The Company have placed upon the road three splendid and commodious Cars, each of which will accommodate thirty Passengers, and have supplied themselves with fleet and gentle horses, and careful drivers.

With a view to suit the convenience of those persons who may wish to avail themselves of this rapid and delightful mode of traveling, the following hours have been fixed for leaving those places.

| PATERSON. | AQUACKANONK. |
|------------------------------|-------------------------------|
| At half past 7 o'clock, A.M. | At half past 10 o'clock, A.M. |
| 10 do do | 1 before 1 do P.M. |
| 3 do do | half past 3 do do |
| 4 do do | 5 do do |
| half past 4 do do | half past 6 do do |

ON SUNDAYS.

| At 6 o'clock, A.M. | At 7 o'clock, A.M. |
|----------------------|---------------------|
| half past 7 do do | half past 8 do do |
| 9 do do | half past 9 do do |
| half past 12 do P.M. | half past 1 do P.M. |
| 5 do do | 6 do do |
| half past 6 do do | half past 7 do do |

Parties of twenty or more persons can be accommodated at either of the above hours with a private Car.

FARE reduced to 15 cts.—Children under 12 years of age, half price.—Paterson, June 20th, 1832.

ELIAS B. D. OGDEN, Secretary.

NB.—Persons leaving Hoboken by the 9 o'clock Stage, for Acquackanonk, will have ample time to view the Falls of the Passaic, and other objects of interest in the flourishing town of Paterson, and return to New-York the same day. Jy:18

The public are informed that, until further notice, the 12 o'clock and 4 before 6 o'clock P.M. turns from Paterson, and the 8 o'clock A.M. and 7 o'clock P.M. turns from Acquackanonk, are, for the present withdrawn.

By order. E. B. D. OGDEN, Secy. Paterson, July 26, 1832. Jy:30

MARRIAGES.

MARRIED—On Tuesday morning, 11th inst. by the Rev. Cyrus Mason, Josiah P. Marquand, of the house of Marquand & Brothers, to Elizabeth, daughter of Francis Markoe, Esq. of this city.

On the 12th ult. by the Rev. Dr. Barry, James B. Gwentworth, to Emma E., daughter of the late B. Freeman, Esq. At Portsmouth, N. H. Lieut. Charles H. Jackson, of the U. S. Navy, to Miss Catharine S. Shedd, second daughter of the late Thomas Shedd, Esq. of Scotland.

At Rockaway, Morris county, N. J., on Wednesday evening last, by the Rev. Barnabas King, John F. Winslow, to Nancy B. daughter of Wm. Jackson, Esq. of the former place.

At Philadelphia, Mr. Ezra Porter to Miss Sarah Goodale—[Malt liquor omitted.]

At Francisco de Paula, near Rio Grande, Brazil, in May last, Thomas H. Merry, Jr. of this city, to Miss Candida Isolina Xavier, daughter of F. Xavier, formerly of Lisbon.

At Hyde Park, L. I. on Wednesday evening, 19th instant, by the Rev. J. P. Clark, Capt. Wm. C. Neilson to Miss Maria, daughter of Henry Kelsey, Esq., all of Queens co., L. I.

DEATHS.

DIED—on Monday, of the prevailing epidemic, OLIVER H. HICKS, aged 61 years. It is with pain we record the death of this old and respectable citizen. For many years Mr. Hicks has been an active and useful member of this community: holding many offices of trust, he had gained, and deservedly so, the esteem and confidence of all. His health for some time had been feeble, but he was enabled to attend to the laborious duties of his profession. On Sunday last he was present at the services of "St. Thomas's" church, of which he was a sincere and devoted communicant. In every situation of life he was faithful and exemplary, and proved by his conduct, that he was a true Christian. A few hours since, and with a large and attached family, he was joining in the services of the lower Sanctuary—we trust he has been permitted to join the Sanctuary above.

PETER VAN SCHAACK died at Kinderhook on the 17th of September, upwards of 85 years of age—an accurate and learned lawyer of the old school. He was educated in New York, before the Revolutionary War, and was the fellow student or companion of John Jay, Egbert Benson, Chancellor Livingston, Richard Harrison, and the other venerable and excellent civilians of a past age. He attended the Courts of Westminster Hall in the early part of life, and witnessed the displays of genius, learning, and eloquence of Lord Mansfield, and other illustrious sages of the English Law. He was distinguished for classical scholarship, for purity and elegance of taste, and for profound knowledge of the English common law. It may be said of him, with perfect truth, that he was the model of a lawyer, a scholar, and a gentleman. For more than twenty years he was afflicted with total blindness, and lived in retirement at his seat in Kinderhook, imparting legal instruction to a few pupils, and supporting himself under his severe privation, in unabated cheerfulness, upon the resources of a memory enriched with ancient and modern literature, and thoroughly familiar with the sublimity and beauty of Milton and "the blind Menæides."

Departed this life in the 75th year of his age, after a long and protracted illness, Mr. John Detrick Hauman, a native of Copenhagen, upwards of 40 years a resident of this city, and for 34 years one of the assistant keepers of the New-York State Prison. His friends have the consolation that he died a Christian.

On Tuesday evening, 19th September, David Anderson Egbert, son of Henry Egbert, in the fourth year of his age.

On Wednesday evening, Sept. 19, of droupy on the chest, Ann Maria, wife of David R. Burns, aged 27 years.

Last night, after a few days illness, Mary C. wife of Abraham Bell.

On Monday morning, 17th instant, Mrs. Eliza Harvey, widow of the late Thomas Harvey, Esq., in the 70th year of her age.

On Thursday last, George Gordon, in the 51st year of his age, formerly of Newburgh, Orange county.

On Monday, 17th instant, of the bowel complaint, Charles Augustus, only son of Simeon J. Drake, aged 16 months and 3 days.

On Saturday evening, the 15th instant, after a lingering illness at her brother's, Mr. John Morean, in Brooklyn, Mrs. Elizabeth Leggett, wife of Mr. A. A. Leggett, of this city.

Last evening, Edward Durcan, infant son of E. G. Ludlow, M. D. aged 13 months.

On Saturday, Sept. 15th, of a short and severe illness, Miss Mary Bonczet, youngest daughter of James Bogert, Jr. aged 15 years and 10 months.

On Sunday, Sept. 16th, in the 55th year of her age, Mrs. Sarah Bailey, widow of the late Capt. Samuel G. Bailey.

On Monday afternoon, the 16th inst. of the prevailing epidemic, Mr. Lewis Ross, copper-plate printer, aged 42 years. He was born in New-Jersey.

On Friday, September 7, of the prevailing epidemic, Mrs. Anne Schenck, widow of the late James K. Schenck, aged about 40 years.

Last evening, Captain John Turnbull, of Greenock, Scotland, late of Brig Lavinia.

Last evening, Julia W. only child of Henry H. Leeds, aged 18 months and 11 days.

On Thursday afternoon, Mr. Jansens, a native of Antwerp.

On Friday, 14th inst. Elizabeth Eddy, daughter of O. Mauran, aged 10 years.

This morning, Sept. 15, of a lingering illness, in the 89th year of her age, Mary Robson.

Last evening, (12th inst.) James Watson, infant son of James Watson Webb, Esq. aged 6 months.

This morning at 2 o'clock, of an inflammation of the bowels, Thomas Shields, in the 65th year of his age.

On 19th inst. Mr. Daniel McGrath, in the 31st year of his age.

On the 19th inst. of pulmonary consumption, aged 40 years, Mary, wife of Ambrose Lanfear, of New-Orleans.

On the 6th instant, Mr. James Hegeman, in the 33d year of age, an old inhabitant of Flatbush.

At Washington, on the 15th Sept. of the prevailing epidemic, after an illness of forty-eight hours, Dr. Thomas Sim, for many years a distinguished practitioner of this city.

At New Haven, on the 15th inst. Allen C. only child of Benjamin F. Lee, of this city, aged 18 months.

In Highgate, Vt. on the 18th inst. widow Jerusha Smith aged 78 years.

In Fairfax, Vt. on the 27th ult., Lucy Sylvina, daughter of Mr. Eli Bellows, aged 5 years.

Thursday evening, in the 51st year of his age, of hasty consumption, Samuel Young.

On Saturday, September 15th, in the 51st year, Mr. George Gordon, Watchmaker, for upwards of 30 years a resident in this city, and at Newburgh, Orange County.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 291 persons during the week ending on Saturday, 15th inst. viz.—90 men, 75 women, 72 boys, and 54 girls—of whom 62 were of the age of 1 year and under, 21 between 1 and 2, 21 between 2 and 5, 13 between 5 and 10, 11 between 10 and 20, 40 between 20 and 30, 38 between 30 and 40, 33 between 40 and 50, 21 between 50 and 60, 17 between 60 and 70, 5 between 70 and 80, 3 between 80 and 90, and 1 between 90 and 100.—**Diseases:** Aneurism 1, apoplexy 2, childbed 1, cholera morbus 1, cholera malignant 128, consumption 18, convulsions 10, diarrhoea 3, droupy 5, dropsy in the head 12, dysentery 11, dyspepsia 1, epilepsy 1, fever 2, fever intermittent 1, fever remittent 3, fever scarlet 1, fever typhus 6, flux in infantile 28, hives or croup 1, jaundice 1, inflammation of the bowels 5, inflammation of the brain 2, intemperance 4, marasmus 5, measles 1, old age 5, peripneumony 1, pleurisy 1, pneumonia typhoides 1, scirrhus of the liver 1, sprue 1, stillborn 11, suicide 2, syphilis 1, teething 5, unknown 2, whooping cough 2, worms 3.

The following statement will show the weekly interments in this city since the 30th June, and also specifies the number from Cholera Malignant:

| Week ending July 7—191 interments, of which 56 of Cholera | | | |
|---|-----|---|-----|
| Do. do. 14— | 510 | " | 336 |
| Do. do. 21— | 887 | " | 716 |
| Do. do. 28— | 879 | " | 686 |
| Do. August 4— | 580 | " | 383 |
| Do. do. 11— | 467 | " | 281 |
| Do. do. 18— | 444 | " | 222 |
| Do. do. 25— | 391 | " | 178 |
| Do. do. Sept. 1— | 324 | " | 138 |
| Do. do. 8— | 555 | " | 201 |
| Do. do. 15— | 291 | " | 128 |

Total since 30th June, 5,319 interments 3,325 of Cholera

PASSENGERS:

Per ship Hudson, for London, sailed on Sunday.—Mrs. Hudson and 5 children, and Mr. Wallack, son and 2 daughters, of London; Miss Coyle, of Canada; Mr. Silveria and 2 sons, of Lisbon; Mr. Manby and Mr. Durock, of England, and 50 in the steerage.

In the packet ship John Jay, from Liverpool—Samuel Clark and lady, Miss Clark, Doctor Clark, and Miss Houghton, of Nottingham, England; Miss A. M. C. McNeill, of Preston, England; Joshua F. Bell, of Kentucky; Mrs. Taylor, and Mrs. Holdrege, of New-York; Captain Thorp (of the packet service) and lady, Miss Thorp, and Miss Mary Thorp.

In the ship Havre, from Havre—R. M. Pageot, First Secretary to the French Legation, and servant; W. J. Davis, J. J. Payne, U. S. Marshal, of Charleston; J. Alasol Meque, E. Monod, E. Weyman, W. Kobb, Misses M. and E. Christie, Misses A. and E. Rhodes, and 128 in the steerage.

In the ship Natchez, from New-Orleans—Mr. Palfrey, Mr. Tienhot, Mr. Byrne, Captain Tybring, Mr. Dougherty, Mr. Flagg.

SALES AT AUCTION OF REAL ESTATE.

Under direction of F. Deupyster, Jr. Esq. Master in Chancery,

By James Blecker and Sons—Sept. 20:

| | |
|---|---------|
| 2 gore lots on 1st avenue and 14th street . . . | \$1,600 |
| 8 lots on 1st avenue, between 13th and 14th streets . . . | 3,750 |
| 10 lots in rear of the above, on 14th street . . . | 2,300 |
| 14 gore lots do do do . . . | 5,000 |
| 8 lots on 1st avenue, between 14th and 14th street . . . | 4,200 |
| 8 lots on 14th and 15th street . . . | 2,600 |
| 8 lots on avenue A, between 14th and 15th street . . . | 2,000 |
| 8 lots on 14th and 15th street . . . | 2,700 |
| 18 lots do do do . . . | 7,400 |
| Several gore lots on avenue A and 15th street . . . | 3,500 |
| 8 lots on 1st avenue, between 15th and 16th street . . . | 4,500 |
| 8 lots in rear, on 15th and 16th street . . . | 3,500 |
| 8 lots on avenue A, between 15th and 16th street . . . | 3,200 |
| 8 lots in rear, on 15th and 16th street . . . | 3,200 |
| 18 lots adjoining do do do . . . | 8,700 |
| 8 lots on 1st avenue, between 16th and 17th street . . . | 3,600 |
| 8 lots in rear, on 16th and 17th street . . . | 3,300 |
| 8 lots on avenue A, between 16th and 17th street . . . | 3,200 |
| 8 lots in rear, on 16th and 17th street . . . | 3,200 |
| 18 lots adjoining, on 16th and 17th street . . . | 7,400 |
| 8 lots on 1st avenue, between 17th and 18th street . . . | 3,000 |
| 2 lots in rear, on 17th and 18th street . . . | 2,500 |
| 8 lots on avenue A, between 17th and 18th street . . . | 4,500 |
| 8 lots in rear, on 17th and 18th street . . . | 1,200 |
| 18 lots adjoining, on 17th and 18th street . . . | 1,200 |
| 8 lots on 1st avenue, between 18th and 19th street . . . | 3,400 |
| 8 lots in rear, on 18th and 19th street . . . | 1,500 |
| 8 lots on avenue A, between 18th and 19th street . . . | 1,000 |
| 8 lots in rear, on 18th and 19th street . . . | 854 |
| 18 lots adjoining, on 18th and 19th street . . . | 1,850 |
| 60 lots on 19th and 20th street . . . | 5,200 |
| 50 lots on 20th and 21st street . . . | 6,100 |
| Part of 2 blocks of lots from avenue A to avenue B . . . | 12,100 |
| Block adjoining . . . | 8,000 |
| Do do do . . . | 1,000 |
| Do do do . . . | 1,000 |
| Do do do . . . | 1,000 |
| 2 Do do do . . . | 1,000 |

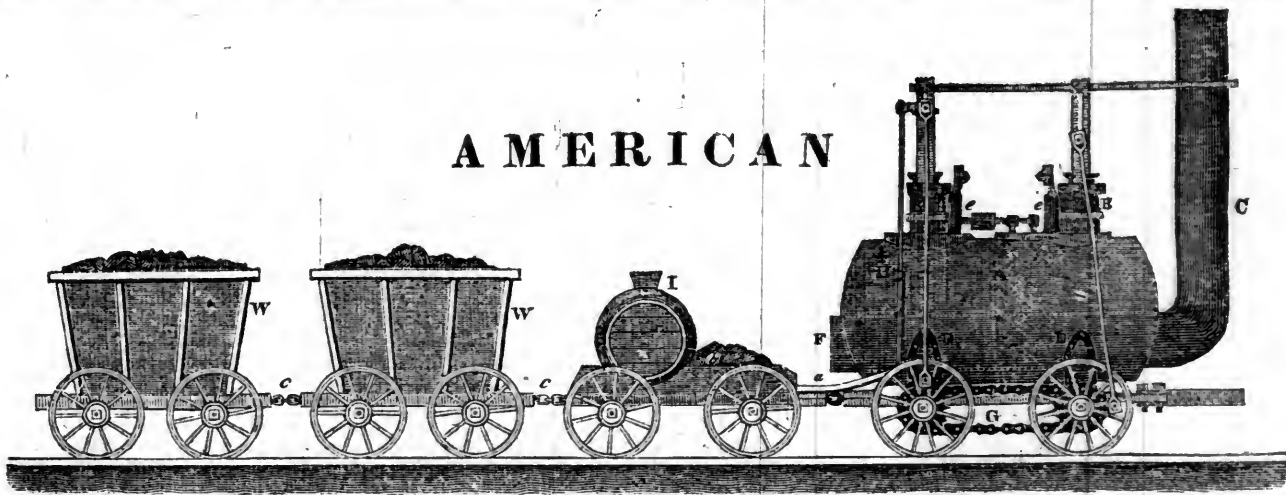
TOTAL

A great proportion of the above are water lots.

BANK NOTE TABLE.

| MAINE. | | |
|---|-----------------------------|----------------------------|
| U. S. Branch, par | Cumberland. | Augusta. |
| Thomaston. | Caso. | Gardner. |
| Vassalborough. | Merchants'. | Kennebunk. |
| Canal. | Union. | Manufacturers'. |
| Portland. | Waterville. | Wint. |
| Bangor. | Saco. | Bathrop. |
| South Berwick. | Lincoln. | no sale |
| NEW-HAMPSHIRE. | | |
| U. S. Branch, par | Rockingham. | Claremont. |
| Cheshire. | Portsmouth. | Grafton. |
| Concord. | Farmers'. | Merrimack Co. |
| Exeter. | Fiscataqua. | Merrimack. |
| New-Hampshire. | Dover. | Commercial. |
| N. H.—Strafford. | Winnipisseege. | Connecticut river do |
| VERMONT. | | |
| Brattleborough. | St. Albans. | Orange County. |
| Montpelier. | Windsor. | Burlington. |
| Rutland. | Vergennes. | Middlebury. |
| Bank Caledonia. | Bennington. | |
| MASSACHUSETTS. | | |
| U. S. Branch, par | Plymouth. | Bank of Norfolk. |
| Boston City B'ks. | Pawtucket. | Cambridge. |
| Agricultural. | Salem. | Andover. |
| Beverly. | Springfield. | Falmouth. |
| Bedford Com'l. | Winton. | Mercantile. |
| Commercial. | Worcester. | Lynn Mechanics'. |
| Dedham. | Blackstone. | Merch'ts Salem. |
| Gloucester. | Fall River. | do N. Bedford. |
| Hampshire. | Exchange. | Bunker Hill. |
| Franklin. | Danvers. | Atlantic. |
| Sunderland. | Asiatic. | Franklin. |
| Hampden. | Andon. | Lowell. |
| Mechanics'. | Oxford. | Brighton. |
| Marblehead. | Milbury. | Central. |
| Newburyport. | Housatonic. | Greenfield. |
| Phenix. | Hamp. Manufact. | Essex. |
| Pacific. | Barnstable. | Farmers'. |
| Manu. & Mech. | Leicester. | broke |
| RHODE-ISLAND. | | |
| U. S. Branch, par | Village Bank. | North Kingdon. |
| Providence. | Smithfield Lime | Mount Hope. |
| Union. | Rock. | Pawtuxet. |
| Exchange. | Newport Bank. | Phenix. |
| Mechanics'. | Roger Williams. | R. I. Central. |
| Globe. | Scituate. | Warren. |
| Manufacturers'. | Kent. | Warwick. |
| R. Island Union. do | Eagle, Bristol. | R. I. Agricult'. |
| Rhode Island. do | Do. Providence. | Cumberland. |
| Merchants' Provi- | Mount Vernon. | N. E. Pacific. |
| dence. | Cranston. | Smithfield Union. do |
| Do. Newport. | Bank of Bristol. | High Street. |
| N. E. Commercial. | Commercial. | Woonockt Falls. |
| Washington. | Freemans'. | Mech. & Mannfs. |
| Burrillville Agric. | Franklin. | Far. & Mech. broke |
| and Manuf. | Landholders. | Burrillville. |
| Smithfield Exch. do | Narraganset. | do |
| CONNECTICUT. | | |
| U. S. Branch, par | Hartford. | Union. |
| Norwich. | Phenix. | New Haven. |
| Bridgeport. | Middletown. | Thames. |
| Fairfield County. do | Mechanics'. | Windham Co. |
| Do. Branch. do | New-London. | Stonington. |
| East Hudson. | City Bk. N. Hav. do | do |
| NEW-YORK. | | |
| U. S. Branch. | Bank of Albany. | Central Bank. |
| City Banks. | State Bank. | Auburn. |
| Long Island Bk. do | Commercial, \$50. do | Rochester. |
| Dutchess Co. | Bank of Troy. | Jefferson County. do |
| Lansingburg. | Farmers', \$50. do | Geneva. |
| Poughkeepsie. | Mohawk. | Chenango. |
| Catskill. | Ulster. | Bk Columbia. broke |
| Newburgh. | Do. Branch. | Middle District. |
| Do. Branch. do | Ontario. | Franklin Bank. |
| Mech. & Farmers. do | Do. Branch. | Wash & Warren. |
| NEW-JERSEY. | | |
| Trenton B. Co. \$5 par | Morris Canal. | Commercial. |
| State B. Newark. do | Newark B. Co. | Cumberland. |
| Do. Morristown. do | Orange. | Salem B. Co. |
| Do. Elizabeth. do | Washington. | Paterson. |
| Do. Camden. do | People's. | Monmouth. |
| Do. N. Brunswick. do | Sussex. | N. J. Manuf. Co. |
| Farm. & Mech. do | Farmers. | Franklin. |
| at Rahway. do | Bk N. Brunswick. do | Jersey. |
| PENNSYLVANIA. | | |
| U. S. Bank | Montgomery Co. | Gettysburgh. |
| Philadel. Banks. | Columbia Br. Co. | Carlisle. |
| Harrisburg. | Chester county. | Miners'. |
| Northampton. | Lancaster. | Pittsburg. |
| Farmers, Reading. do | Germantown. | Chambersburg. |
| Do. Lancaster. do | Delaware county. do | Erie. |
| Do. Bucks co. do | Penn Township. do | Monongahela. |
| Easton. | York. | |
| DELAWARE. | | |
| Farmers. | Wilm. & Brand. | Smyrna. |
| Do. Branches. do | Delaware. | Commercial. |
| MARYLAND. | | |
| U. S. Branch. | Bank Maryland. | Hagerstown. |
| Baltimore Bks. | Frederick co. | Quequeh. Bridge. |
| Farmers. | Westminster. | Elkton. |
| Do. Branches. do | Farmers & Mech. do | Planters. |
| DISTRICT COLUMBIA. | | |
| Patriotic. | Alexandria. | Mech. George'tn. |
| Metropolitan. | Potomac. | Do. Alexandria. do |
| Washington. | Union. | Farmers & Mech. do |
| VIRGINIA. | | |
| U. S. Branch. | Farmers. | Virg. & Brnches. |
| Vally. & Branch. | Do. Branches. do | Northwestern. |
| NORTH CAROLINA. | | |
| State. & Branches. | Newbern & Br'nches. | C. Fear. & Branch. |
| SOUTH CAROLINA. | | |
| U. S. Branch. | Union. | State Bank. |
| Plant & Mech. | South Carolina. | State Bank S. C. |
| GEORGIA. | | |
| U. S. Branch. | Augusta. | *Macon. |
| Planters. | State B. & Br'n. do | Darien. |
| Marines & Firelna. do | Merch. & Planters. do | Augusta In. & Bk. do |
| * The Bank of Macon has failed. The other Banks in Ma. con are good at the rate quoted above. | | |
| OHIO. | | |
| U. S. Branch. | Marietta. | Farmers & Mech. |
| Chillicothe. | Lancaster. | Belmont. |
| Western Reserve do | Mount Pleasant. | Commercial. |
| Franklin. | Farmers. | Staubenville. |
| LOUISIANA. | | |
| U. S. Branch. | State 4—Orleans. | Louisiana. |

A M E R I C A N



RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS.

OFFICE, 35 WALL-STREET.

NEW-YORK, SEPTEMBER 29, 1832.

VOLUME I....NO. 40.

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The JOURNAL AND ADVOCATE is published every Saturday, at No. 35 Wall street, New York, at three dollars a year, in advance.

AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, SEPTEMBER 29, 1832.

To the Editor of the Railroad Journal:

Sir,—I again forward to you the enclosed communication upon INCLINED PLANES OF MORRIS CANAL. You have published for anonymous correspondents; you have published an attack upon me, by an individual, over his own proper signature; and now, as this contains nothing irreconcilable with the facts, and as it contains a brief history of the Morris Canal Inclined Planes from the commencement to the present period, and information connected therewith, interesting to their projectors, to the Morris Canal Company, and to the public, besides an obligation you are equally under to me, that you were to those who preceded on the same subject, I am persuaded that, in common fairness, you will not refuse it a place in your Railroad Journal.

Yours, &c. E. BEACH.

Newark, 8th September, 1832.

With the above letter from Capt. Beach, we received a communication in reply to one published in No. 34 of this Journal, from Major Douglass,—but, for reasons, which to us appear sufficient, we must decline its insertion: nevertheless, we will in a few words state the origin and progress of this controversy, with our reasons for not publishing this communication. In the 30th number of this Journal we admitted a communication under the signature of H, which highly complimented one gentleman, and (although its bearing was not perceived until after it was printed) reflected rather severely upon another. Some time after, a gentleman called with a communication signed "Morris Canal," in reply to H, also reflecting severely upon the gentleman by name who was complimented in the first communication—which, with some trifling alterations, was published in No. 33. Although this communication had not Capt. Beach's signature to it, we at the time considered it as his reply to H, or it would not have been inserted, as we do not intend to permit our columns to be made a medium of personalities: yet, as we had, although unintentionally, permitted a thrust at

him, we could not refuse to allow him an opportunity to reply through the same channel, but informed the gentleman who handed it in, that we should not permit the controversy to be continued in the Journal. The personality, however, of "Morris Canal" left us no alternative but to publish a reply from the gentleman named therein, which was done with a determination to close the controversy, as we are unwilling to believe that our readers, any more than ourselves, take pleasure in personalities; and as the communication now declined would necessarily call forth a reply, we cannot consent to its insertion, however much we may regret having been accessory to the circulation of the remarks which occasioned it. We entertain a high regard for both the gentlemen who have been unnecessarily dragged by our correspondent H before the public, and should be very unwilling designedly to do or say any thing that would give either of them an unpleasant reflection, or to prostrate the columns of the Journal to purposes so different from the object of its establishment.

We have before us an engraving of a Locomotive Engine, with an improvement patented by Richard Berrian, Esq., of this city, which is designed to answer instead of stationary power for ascending and descending inclined planes. We are gratified to find that this important branch of Railroad machinery is attracting so much attention; as the success of this mode of internal communication, in our opinion, depends in a great measure upon the facility of overcoming elevations.

It came to hand too late for this day's Journal, and will be given in our next, with a particular description by the Patentee of its construction and application to practical purposes.

We give in this number a late report of the Morris Canal Company, showing its entire cost, present condition, and future prospects. We hope the Company may realize its anticipations, and at the same time do much to relieve our citizens from the enormous tax now levied upon them in the cost of fuel.

We would call the attention of our readers to the notice which we publish below for the opening of the Books for subscription to the "New-York and Erie Railroad Company," in conformity with the requirements of the charter.

It is hardly to be expected that, under existing circumstances, the stock will be subscribed to any

considerable amount; but by opening the books, and receiving such subscriptions as may be offered, the charter will be preserved,—when, we hope, efficient measures will be taken by the parties interested to insure the early success of this important national work.

We are requested to ask those gentlemen residing in the several counties on the route, who are named in the charter as Commissioners, to communicate to Eleazar Lord, Esq. of this city, or to the Editor of this paper, their consent, that their names should be appended to this notice.

NOTICE.—Notice is hereby given that Books of Subscription to the capital stock of "The New-York and Erie Rail Road Company," will be opened on the 18th and 19th days of October next, at 10 o'clock, A. M. at the Merchant's Exchange in the city of New-York, and also at Manning's Hotel, in the village of Owego. The shares are One Hundred Dollars each. A payment of five dollars on each share is to be made at the time of subscription.

Commissioners—Isaac Lawrence, Jeromus Johnson, Eleazer Lord, Richard M. Lawrence, Robert Buloid, John P. Stagg, Peter I. Nevius, George Curtis, John Haggerty, Thos. A. Ronalds, Stephen Whitney, Nathaniel Weed, H. Van Wagenen, Michael Burnham, Gideon Lee, Cornelius Harsen, Robert White, Samuel Swartwout, Elisha Riggs, Lyman Covell, Jeremiah H. Pierson, Randal S. Street, John P. Jones, Charles Henry Hall.

In our next we shall commence the publication of some interesting facts relative to the early history and more recent progress of the cultivation and manufacture of silk; and it is our intention to give, as we may be able to obtain, such information as may tend to promote a more general cultivation, in this country, of this important article of so general use.

The Teak Tree.—The Secretary of the Treasury has received some seeds of the Teak Tree, recently brought from Calcutta by Captain Land. The great value of the timber, particularly for ship building, renders the introduction of this tree into the United States an object of interest. And in the hope that it may be successfully cultivated in some of the southern parts of the United States, a few of the seeds will be transmitted to any gentlemen who may be willing to make the trial.

The Comet.—An Indiana paper states that this long-looked for visitor may be seen at six minutes after eight o'clock in the evening. It was to have been in the meridian at ten minutes after 4 o'clock on Thursday morning, the 23d of Aug. and will be found in the east about 11 degrees N. N. W. of the seven stars; 117,372,096 miles from the earth—and nearly the same distance from the sun.

[From Wood's Treatise on Railroads—Philadelphia edition.]

CAMDEN AND AMBOY RAILROAD.—This is one of the most important works in the Union, being the great highway between the cities of Philadelphia and New York. It commences at Camden, immediately opposite the former city, and terminates at Amboy. The length is 61 miles; the distance in a straight line has been computed at 60 miles, which is probably more than the actual distance. The line is remarkably direct. The curves are few in number, their radii being 1500 feet and upwards, although a few have smaller radii. The profile of the first division, from Camden to Bordentown, 34 1/2 miles, is very favorable, much of it being nearly level, and the steeper portions being rarely 20 feet to the mile. From Bordentown to Amboy the line is also favorable, except at three points, namely, the crossing at Crosswick's Creek and South River, and the hill near Amboy; the grade on the latter part of the road is 45 feet to the mile for a short distance. A table of the grades, curves, and straight lines has not yet been prepared by the engineer; details are, therefore, necessarily omitted. The first division is nearly parallel to the river Delaware. The cost of the road formation on this division will be comparatively trifling—scarcely any excavation or embankment being necessary, except when crossing the streams which flow into the Delaware; among which, the following are the principal:—Cooper's, Baldwin's, Pensaucon, Swede's, Pompton, Rancocas, Assiscunk, Craft's, and Black's. The only parts of this division which require much labor have been finished, or are in rapid progress. The road formation of the second division, extending from Bordentown to Amboy, 26 1/2 miles, is finished, and the Railway is laid on a number of sections, and has been formally opened; the remainder will be laid by the 1st of August of the present year. In the Official Reports of the Company, a hope is expressed, that both divisions will be in full operation before the termination of the year. The roads are of rolled iron, 16 feet long, 2 1/8 inches wide on the top, 3 1/4 inches at the bottom, and 3 1/2 deep; the neck half inch thick; the weight is 309 lbs.—30 3/16ths lbs. per yard; they are secured by clamps of iron, rivetted at the extremity of each bar. The rails are attached to the stone blocks and sleepers by means of nails or pins, at the sides, driven into wooden plugs; *clamps are dispensed with.* In order to prevent abrasion and concussion, thin slips of wood are interposed between the bottom of the iron rail and the blocks. The latter are from 18 inches to 2 feet long, 10 inches thick and are placed 3 1/2 and 4 feet apart, from center to center; the blocks and sleepers are laid in the usual manner. The viaducts are composed of timber superstructures. The tracks are 4 feet 8 1/2 inches wide. The line was located by Maj. John Wilson in the year 1830, and it was immediately commenced.

The total cost of the 61 miles of double road is estimated at \$1,120,322 and 11 cents, exclusive of the real estate \$115,792 and 81 cents, \$180,000 for steamboats, \$41,587 and 65 cents for locomotives and cars, and \$3,671 and 1 cent for wharves. The cost of the iron rails, in England, was 47 10s. and 43 per ton. The total amount which has been expended by the Company has been about \$750,000.

This road will be very productive; several hundred thousand passengers will be carried on it annually; and the Company have obtained from the legislature of New Jersey a monopoly. The harbor of Amboy, which is accessible at all seasons, and the harbor of New York, will become the ports of Philadelphia during the winter.

The legislature has authorized the construction of a branch, from the main line, to New Brunswick; and another company is authorized to continue the line to the Hudson, opposite to the city of New York, forming a link in the longest continuous Railroad hitherto made. In the year 1824, the Editor of this work proposed the construction of a Railroad from Boston to New Orleans—the project was then derided as visionary; nevertheless, in the few years which have elapsed, various unconnected companies have been formed, and a number of their works actually commenced, which, when completed, will constitute 13-17ths of this great line—the longest and most important in the world! The journey which now requires from two to three weeks, may then be performed in four days.

HEELY'S RADIOGRAPHIC PENS.—They who would enjoy the pen of a ready writer, would do well to avail of themselves of this invention. They are more elastic and flexible than any substitute for the quill we have ever used.

Report of a Joint Committee of the Directors and Stockholders of the Morris Canal and Banking Company, on the Affairs of the Company; with a Communication from the Directors who were of the Joint Committee, to the Stockholders.

MORRIS CANAL AND BANKING COMPANY.—We, the subscribers, a Joint Committee appointed by the Board of Directors and Stockholders of the Company, report—that the Officers of the Company presented to us the following statement:

General Statement of the Affairs of the Morris Canal and Banking Company, August 15th, 1832.

| | |
|---|----------------|
| DR. | |
| To Capital Stock—Amount paid in on | |
| 6000 shares | \$889,145 00 |
| Holland Loan | 750,000 00 |
| Loan of 1831 | \$100,000 |
| 2d do. | 50,000 |
| 3d do. | 31,000 |
| | 181,000 00 |
| Post notes, total amt in circulation | 121,975 25 |
| Bills payable, cashier's acceptances | 25,999 99 |
| Profit and loss, balance of that acc't | 79,317 11 |
| Canal tolls received in 1831, 8,840 92 | |
| Do. do. 1832, 6,992 91 | |
| Independent of toll in coal. | |
| | 15,833 83 |
| Bank notes, amount in circulation | 31,782 00 |
| Individual balances, amount due to sundry individuals | 9,360 51 |
| | \$2,104,413 69 |

| | |
|--|----------------|
| CR. | |
| By the Morris Canal: amount paid to this date for work done, materials furnished, land and water privileges, repairs and expenses, &c. as per vouchers rendered, &c. | \$1,859,724 88 |
| Real estate, not used or occupied by the canal | 17,939 00 |
| Interest account, balance of that acc't | 59,211 81 |
| Canal boats, amount paid for boats owned by the company | 13,742 66 |
| Contingent expenses, amount paid for sundry expenses | 1,469 27 |
| Transportation of coal, freight paid to this date | 3,781 25 |
| Bills receivable | 136,003 49 |
| Amount due from sundry individuals | 5,550 44 |
| Cash on hand, bills of other banks, specie, &c. | 6,990 89 |
| | \$2,104,413 69 |

We further report, that we have examined the books, accounts, bills, notes, and vouchers of the Company, and counted the cash in the bank, and that we find the items in the foregoing statement to be correct. The books appear to be kept with care and ability, and the entries therein to be fully explanatory of the transactions of the Company.

From the foregoing statement, and our examination, with a view to show the present condition of the Company, we have made the following statement:

The Morris Canal and Banking Company, in account, August 15th, 1832.

| | |
|----------------------------------|----------------|
| DR. | |
| To Dutch loan | \$750,000 00 |
| 1st loan, 1831 | \$100,000 00 |
| 2d do. | 50,000 00 |
| 3d do. | 31,000 00 |
| Due to individuals | 4,824 23 |
| Post notes | 121,975 25 |
| Bills payable | 25,999 99 |
| Due to individuals, for deposits | 4,536 28 |
| | 338,335 75 |
| Bank notes out, | 31,782 00 |
| | 370,117 75 |
| | \$1,120,117 75 |

| | |
|---|-------------|
| CR. | |
| By real estate, cost \$17,939, supposed to be worth much more, | \$17,939 00 |
| Real estate at Newark, supposed to be worth | 1,500 00 |
| Canal boats, cost \$13,742 66, are certainly worth | 10,000 00 |
| Paid for transportation of coal, which will be reimbursed from sales of coal, | 3,781 25 |
| Tolls earned and to be received on 4236 tons coal, at 91 cents per ton, | 3,854 76 |
| Return duty, to be received on railway iron, | 3,875 00 |
| Cash, bills of other banks, and specie, | 6,990 89 |

Due from individuals, balances of acc't, 2,200 00
Bills receivable, good notes, 17,319 38
Other obligations due the Company, \$10,855, considered good for 4,500 00

\$71,960 28

It appears by the books from which the foregoing statements are made, that the Company are indebted, on account of the respective loans and the other items mentioned therein, \$1,120,117 75 cts, which the committee are assured and believe includes all the debts of the Company, except some inconsiderable sums which are owing for the current expenses on the canal, and which cannot now be ascertained, but which the uncollected tolls, not included in either of the foregoing statements, will very probably more than meet. Of the above mentioned amount, \$1,120,117 75, \$750,000 is a loan made in Holland, at an interest of 5 per cent. per annum, payable in five annual payments, commencing in the year 1846; there remains \$370,117 75 due from the Company. To meet this, the Company have the property and funds mentioned in the foregoing statement, all of which we consider good and available, at least for the sums at which we have estimated them. Supposing the amount of these to be applied to the existing debts of the Company, it would reduce them to \$298,157 47. To meet this, the Company has required a further payment of fifty dollars on each share, to be paid at such times as will enable them to meet their engagements. This completes the payments on their stock, the charter not allowing them to make any further call.

Of the 10,000 shares which are the capital stock of the Company, only 6000 shares belong to stockholders, the Company being the owners of the remaining 4000 shares; 2000 of which are pledged to the Lehigh Coal and Navigation Company, as collateral security for coal purchased of them as herein-after mentioned, and some of them are pledged as security for the loans mentioned in the foregoing statement, which shares will, of course, be released when the loans are paid off.

That they may make a full exposition of the affairs of the Company, the committee think proper to state that the Company has a contract with the Lehigh Company for 50,000 tons of coal, for which the Morris Canal Company are to pay three dollars a ton, free of toll to Easton. For the amount, the Lehigh Company hold the obligations of the Morris Canal and Banking Company, and a pledge of the two thousand shares above mentioned. The proceeds of this coal will not only pay, in our opinion, the price, the tolls, and the expense of transportation, but will afford a considerable profit. This transaction has not been noticed in our statement, because it cannot be ascertained, till the coal is sold, what it will produce, and because we consider that the proceeds will, at least, balance the debt.

CADWALLADER D. COLDEN, } Com. of the
A. M'INTYRE, } Board.
J. S. SCHERMERHORN, } Com. of the
J. R. ST. FELIX, } Stockholders.
JOHN WARD, }
Jersey City, 23d August, 1832.

The undersigned, members on the part of the Morris Canal and Banking Company, of the above joint committee, consider it their duty to present their views to the stockholders, of the situation and prospects of the institution, which may afford them some grounds to estimate the value of their stock, and induce them to believe that its present depression in the market must result from other causes than a well founded calculation of its intrinsic value.

We do not know what stories may be in circulation; but if there be any inconsistent with the statements now made by the joint committee, they are as untrue as a report that was once current, that the Canal had not a sufficient supply of water, or a report afterwards circulated, that the Mauch Chunk coal mines were exhausted.

It is not a little extraordinary that a stock which, when the books to receive subscriptions were first opened,—when no definite survey had been made for the route of the Canal,—when its practicability and profit rested entirely on speculation, was sought with such avidity that seven millions of dollars above the required capital of one million was offered, and which before a shovel full of earth was removed in execution of the enterprise, was at a premium of eighteen per cent., should now, when the Canal is completed, with every prospect of its realizing, as to profits, all reasonable expectations, should be at its present reduced price. It is true, as has very commonly been the case as to works of a similar nature,

the Canal has cost greatly more than the original estimate. But it must be recollected that when that estimate was made, the project was for a Canal of only 75-100 miles, to the head of the navigation of the Passaic, and that it has been extended to Newark, which makes its length ninety and a half miles, making a difference of sixteen miles. It must also be borne in mind, that inclined planes, for boats of heavy burthen, is entirely a new project, and that large sums were expended on experiments on these costly machines, before those were constructed which so well answer the purpose. Nor should it escape observation, that this work, which has cost nearly two millions of dollars, has been completed with less than 900,000 dollars of the proper funds of the company. The residue of the money expended having been raised by loans, which have not been obtained without great difficulty, the payment of a large amount for interest and other heavy charges, while, at the same time, the want of means often obliged the company to conduct their operations in such a way as to incur expenses that might have been avoided, if the company could have commanded funds as they were required. But, notwithstanding these disadvantages, the ninety miles of canal, now made, have not cost more than 22,000 dollars a mile, which, it is believed, is less than the cost of any Canal in the country. And we venture to say, that there is no work of this nature that is better done, is less liable to accident, or will be more permanent. It must be admitted that the breaches and accidents which have interrupted the navigation of the canal during this, the first year of its operations, have exceeded our expectations, and have greatly diminished the amount of the tolls which it was calculated would have been received; and, at the same time, these occurrences have increased the expenses for the year above the estimate; and yet it is certain that there have been fewer breaches on the Morris canal than has occurred on many other canals in the incipency of their operations. More than three hundred breaches happened on the Erie canal, as has been stated by the New York Commissioners, before it had been navigated a year. We have been particularly unfortunate with respect to the chains on the inclined planes of the Morris canal. Thirteen of these were of American manufacture, and were so inartificially made, that after a very little use, they were continually breaking. Eight of them were imported from England, and of these we do not know and do not believe that a single link has given away. We have taken measures to supply the whole line with English chains, for which a sufficient quantity is daily expected to arrive. When these are obtained, we have no doubt but that all will be convinced of the superiority of planes to locks. The canal is now in good order throughout the whole line. The difficulties on the limestone district are entirely subdued; all the weak places have been strengthened. A large number of coal and freight boats are passing the plane at Newark every day. If we had the English chains, we should feel confident that we should meet with no other interruption for the rest of the season, and that for what remains of it we would realize our expectations as to receipts.

The canal runs through as fine an agricultural, mineral and manufacturing country as any in the United States. At one extremity there is an inexhaustible supply of coal, and at the other, the great mercantile emporium of the country.

It is not possible, from the nature of things, that the city of New York can be supplied with anthracite coal of so good a quality as that which comes from the Lehigh mines, so cheaply as it can be by the Morris canal; because the coal from these mines may be brought to New York without any transshipment, and almost in a direct line. The coal transportation is a resource which the New York canal have not. Can there be any reason, then, why the Morris canal, in proportion to its size and cost, should not eventually be as productive as the Erie canal?

But our object at present is to call the attention of the stockholders, who seem to us to be making great sacrifices of their interest by selling their stock at the present prices, to the fiscal concerns of the company.

It will be seen by the above report of the joint committee, that the committee own 4000 shares of their stock, 2000 of which are pledged as collateral security to the Lehigh company. This security will be released when the coal is delivered and paid for, which it will be from the proceeds of its sales. These 2000 shares will therefore be redeemed in the course of the next season. There are also a part of these 4000 shares pledged for the loans mentioned in the statement of the joint committee. These

loans will be paid out of the instalment which has been called; so that in the course of the next year, the company will have the 4000 shares free of all incumbrances. Should the stock rise to its par value by the year 1846, when the Holland loan becomes payable, the company may realize from these 4000 shares more than sufficient to pay this loan; or, if we are not altogether mistaken as to what will be the earnings of the canal, it may, in the thirteen years which will elapse before it becomes due, be provided for from the profits of the company. Thirty thousand dollars a year we consider a large estimate for the annual repairs of the canal, the cost of its superintendence, and every other expense of the company. The interest of the Holland loan, and the expense of remitting it, will be short of \$40,000 a year; so that the expense, and the interest in the Holland loan, would not exceed \$70,000 per ann.

Mr. Josiah White, who is well known as the principal agent of the Lehigh Coal and Navigation Company, and is now one of the Pennsylvania Canal Commissioners, has calculated that our canal is capable of transporting 640,000 tons a year. But suppose we have only 200 boats on the canal, that each boat makes no more than twenty-four trips in a year between Easton and Newark; they could carry only 240,000 tons. But suppose that each boat should give the company only \$30 a trip, that is, for the passage both ways; this gives the company a revenue from the employment of the 200 boats of 144,000 dollars a year, and leaves them, after deducting the \$70,000 for expenses and interest on the Holland loan, \$74,000 for dividends on the six thousand shares, or 12 33-1000 on each share; which, at the present price of a share, or supposing it to cost \$70 after the instalment is paid, would be an interest of something over 17 per cent. To show that there is no exaggeration in the above calculation, it may be mentioned, that the trip from Newark to Easton and back has been made in six days; that the common tolls for a coal boat from Easton to Newark is \$20; and that a single freight of ordinary merchandise from Newark to Easton has paid more than sixty dollars tolls; and that the tolls for a full freight of twenty-five tons of merchandise, which pays three cents per mile per ton, and the tolls of the boat, would amount to sixty-eight dollars and ninety cts.

As to the number of boats on the canal, there have been very great disappointments. The company made contracts, which had they been fulfilled, the company would have had 100 boats of their own employed early in the season; but several of the contractors failed altogether to comply with their contracts; and one, who was to have supplied twenty boats, although he built some of them, yet he constructed them so badly that they were worth nothing and could not be accepted. The interruptions on the canal have discouraged individuals from providing boats, but yet there are more, and probably considerable more than one hundred and fifty boats on the canal; and now that it is seen that the navigation will be made permanent, boats are building with great spirit, and before the season closes, or certainly in the spring, the number of boats will far exceed two hundred. This is but little in comparison to what the canal may do, and we sincerely believe will be doing in a very short time. If we take, as to its capacity, only one half of Mr. White's estimates, that is, suppose it capable of transporting only 320,000 tons a year, and suppose it has employment at all equal to its capability, we may well calculate that it will yield a revenue equal in proportion to the Erie Canal.

As a great part of the course of the canal is on the sides of hills, and many feet above the level of the natural streams in the valleys, it affords innumerable sites for mills, which might be worked without any other or more water than that which is necessary for the navigation, as the water, after passing over the wheels, would be returned to the canal to feed the lower levels. But this is an advantage of which the company cannot avail itself without such a modification of its charter, as it cannot be supposed the Legislature will refuse. Perhaps there is not in the State of New Jersey, a more valuable water privilege than that which the company has at the outlet of the Hopateong lake, where the company own a forge, a grist and saw mill, with sixty acres of land, and have purchased the right to use all the waters of the lake, which has an area of 3000 acres, and is navigable by boats of the company to its head, where, since the canal was completed, an establishment has sprung up, which is the shipping port for produce and merchandize that formerly used to pass by Newburgh on the Hudson river.

Though we are reluctant to add to the length of this communication, we feel it our duty to call the

attention of the stockholders to the extraordinary privileges conferred by the charter. They are such as, we believe, have never before or since been granted to one company, and probably never will be again. We have, in fact, a charter for a canal, for a bank, and for a trust company. Hardly any other use has been made of the banking privileges than to issue bills for the payment of those employed by the company, and to make discounts for the use of the canal. While the canal was constructing, and the company was incurring debts, the extent of which could not be foretold; and as the bank, or, in other words, all the property of the company, whether appertaining to the bank or the canal, would be liable for these debts, it was not to be expected that sufficient confidence would be placed in a bank incumbered with such a liability. But if the debts of the company are paid, then the connexion of the canal and bank will be of the greatest advantage to the bank. The canal will be a better safety fund than any that has been devised, because every one who holds a bill of the bank will have pledged for its payment a property which has cost near two millions of dollars. We have no doubt that the banking powers will one day be considered a valuable privilege; and we see no reason why the power to execute trusts should not, in the hands of the Morris Canal and Banking Company, be as valuable as it is to those institutions whose stock is selling at an advance of from thirty to forty per cent.; particularly as the trust property is by the charter entirely separated from the bank and canal, and is not liable for the debts of the company.

CADWALLADER D. COLDEN.
A. M'INTYRE.

NOTE.—It would have been proper to have noticed in the Report, that the difference between the bills receivable, in the general statement \$136,003 49, and the \$17,319 38 put down by the committee in their statement, does not proceed from the company's having made bad debts to the amount of the difference; for, in truth, the company, notwithstanding all its embarrassments, has made no bad debts, except two to the amount of less than \$7,000, which were incurred under the first board of directors. The bills receivable, which the committee has reported in their statement, are, except to the amount of less than \$500, notes taken for instalments becoming due on stock, and for which the stock was pledged. The stock has been forfeited or taken back, and the previous payments carried to the credit of the company, in the profit and loss account, forms a part of that item in the statements; so that the company has both the stock and the notes. There will therefore be no actual loss on those notes, though they should never be paid; but it is believed that something considerable will be realized from some of them.

CADWALLADER D. COLDEN.
A. M'INTYRE.

INVENTIONS AND DISCOVERIES.

Cook's Platform for the Practice of Sea-Ordinance—Murray's Mode of instantaneous communication with Stranded Vessels—Day's Acrophon—Production of Magnetic Sparks, by Saxton, Faraday, and Ritchie—Perkins's Newly-invented Process for Generating Steam.

This is the age of progression;—we live in an era of e-motion, of com-motion, of counter-motion, of locomotion,—of all, indeed, but that sort of *pro-motion* in which we, ourselves, are individually interested, or we would, long ere this, have been enjoying our *otium cum dignitate* over a cool flask of hock and a genuine Havana.

This is the age of progression!—the pauper is becoming a peasant—the laborer an artisan—the mechanic a man of scientific attainments—the artist a philosopher—the philosopher a prince!—But then comes "a sad shift of the scene"—princes are becoming powerless—nobles decline into nothingness—and the politico-social column of long-enslaved nations, is beginning to be shorn of its Corinthian ornaments, its leafy uselessness, and to reveal to the gratified imagination a beautifully proportioned shaft tapering upwards, it is true, but composed throughout of a uniform mass of substantial, plain, unchangeable material—the rough but honest granite of popular will,—erected by the people—based on the people—formed of the people—and about which are unwreathed their hopes of happiness, of prosperity, and of peace.

This is the age of progression!—and although we cannot in all things keep pace with time, nor trace his steps through the windings of the past, we must not always let him outstrip us. We must catch him

now and then by leaps, and, turning from the wordy war of opinion—throwing aside the keen weapons of controversy, and doffing our coifs at the temple of science, endeavor to mark, as it were in dotted lines, the progress of the arts, by recording the most useful inventions and discoveries.

And first, then, what have we from the world of mechanical invention?—what have we of the joint progeny of the organs of order, imagination, and constructiveness? What have the people been doing for themselves, for their rulers, for their country, for the world?

Why, with the usual contrariety (perhaps we ought rather to say, variety) of human nature, she has, at the outset, placed before us two inventions, which appear to be directly in contravention of each other; the one being to facilitate the destruction of our species, and the other to effect the escape of "fellow man" from impending death. And yet doth the bewildering complication of society compel us to subscribe in opinion to the utility of both.

Lieut. Cook, of the Royal Navy, has constructed a platform, to which, by a mechanical arrangement, motion is given, so as to produce something like the eccentric tossing about of a vessel of war, when, as the song goes,

"The tempest raves,
And the angry waves
Are driven to and fro."

Upon such mechanically-enlivened stages, it is proposed to place cannonades, or other pieces of sea-ordnance, with which seamen may practice the art of naval gunnery, by firing at a mark, under similar disadvantages as those they have to contend with, when attacking an enemy's vessel in heavy weather. By the way, we believe this officer to be the inventor of two life-preservers!—the one to check, at a moment, a festive or runaway horse in any description of vehicle, (and an excellent invention it is,) and the other one of the many plans before the public, for buoying up persons who are immersed in the water, whether

"In flowing river, luck laid,
Or crested ocean surge!"—

so as to afford them the greatest chance of salvation from drowning. We hope that this is the Lieutenant Cook, that he may thus be said to balance accounts with humanity.

However this may be, our pleasure will not be lessened by alluding to a mode of effecting instantaneous communication with stranded vessels; to attain which praiseworthy object, Mr. Murray, after a series of interesting experiments, has perfected an arrow—not a death-dealing, but a preserving arrow—which can be projected from a common horse-man's pistol, and convey one end of a line, with sufficient elevation, a distance of one hundred yards, for the purpose of opening a communication with the unfortunately shipwrecked mariner. Fired from a musket, the projectile may be thrown twice the distance named; and an efficient apparatus, of this latter description, inclusive of ten arrows, may be completed at a cost of \$1. There is no doubt of its superiority over Captain Manby's plan; and its exceeding cheapness and portability should insure its universal adoption, and the ample reward of its inventor.

But what have we here?—the *dulce* crept into our note-book of the *utile*?—Even so; and, for the sake of our fair readers, the increase to whose number we shall—"O, happiest of pleasurable tasks"—try hard to deserve, we will give it a place. Nor need we apologize to our readers of the "sterner sex," for Day's *Æolophon* is mechanical, as well as musical. The *Æolophon* is a keyed, six-octave instrument; to all outward appearance a cabinet piano-forte; but capable of yielding "a volume of sweet sound," such as cannot be produced with the most scientific touch, from either the piano-forte or the organ. The music is elicited from *Æolian* springs, which are acted upon by currents of air, whose volume and force are regulated with a nicety that appears to keep pace with conception. We have examined this beautiful combination of mechanical skill, and philosophical research; for both were necessary to its perfection; we have been delighted by a demonstration of its unequalled powers of melody, under the tasteful display of a fairy-fingered lady; and we feel warranted in declaring our opinion, that the rapidity of touch, and rich variety of tone and effect, which may be produced by any player of the piano-forte or organ, after a very little practice, on the *Æolophon*, the notes being the same, will be sufficient recommendation for this splendid addition to the music room, to all admirers of the enchanting art. Whilst, on the score of economy and convenience, no bad adjuncts, even to those who love the music score, it offers the novel

advantages of continuing in tune under every change of climate.

Now turn we from mechanics, to the most interesting discoveries of the day. Of these, we shall mention two in the present number:—the production of electric, or magnetic sparks, from the common magnet; and Perkins's new process for generating steam;—commencing with the most attractive.

"*Palmam qui meruit ferat*," has always been a favorite motto of ours; and whilst we are ready to award the highest praise to Mr. Faraday, for his assiduous, indefatigable, philosopher-like pursuit of the subtle principle and peculiarity of electricity, and of his proof of the affinity, (or identity?) between it and magnetism;—and whilst we are equally prompt to bestow our meed of approbation on Dr. Ritchie, for his advancement of the same object, we must offer the palm of perfect success to Mr. Saxton, an ingenious native of Philadelphia, now residing in London, as the original demonstrator of the capability of eliciting a spark from the common magnet. To do this, we must refer to the Minutes of the Royal Institution.

On the 11th of May, Dr. Ritchie, Professor of Natural Philosophy, stated to the institution, that he had followed in the track of Mr. Faraday, in his late brilliant discoveries, and was happy to say that he had uniformly arrived at the same conclusions. He had also succeeded in making the spark, which had been obtained by Mr. Faraday in breaking the magneto-electric circle, visible to a large assembly. This was done by placing an explosive mixture of oxygen and hydrogen in the course of the spark, which immediately produced a loud report, and a flash of light. He employed a horseshoe magnet, between the ends of which were placed a couple of tubes; a wire was introduced into each, and their connexion maintained by a conducting medium. The wires were connected to the magnet by folds of copper ribbon. The gas was introduced by a bladder and stop cock; the contact suddenly broken; and the spark made evident by an explosion. Dr. Ritchie declared his belief that no such spark could be elicited from any but a temporary magnet.

At this time Mr. Faraday came forward, and stated that he had succeeded in obtaining a spark from a natural magnet. Mr. Faraday had borrowed Mr. Brown's magnet from the Academy at Woolwich. A small bar of iron, about six inches long, was used in contact with the extremities of the magnet. Two connecting wires were raised from each end of this small bar, and being bent at right angles, overlapped each other. The undermost terminated in a disc, about the size of half a crown. By a rapid percussion of the bar against the magnet, the disc and wire broke, in contact by their electricity, and a beautiful blueish spark was produced.

Now, dates are very important to the identification of a discovery, and it is upon these, and upon concurrent testimony, that we rely in support of our conceding to Mr. Saxton the merit of the earliest demonstration of these interesting phenomena in England. It was on the second day of May that Mr. Saxton first produced an electric (?) spark from a common magnet, of very great power, which he was then constructing for exhibition, at the New Gallery, in Adelaide street, Strand; and on that or the following day, the experiment was repeated in the presence of Dr. Ritchie, who declared it to be the only one he had witnessed. After some trifling improvements had been made by Mr. Saxton, in the apparatus used for breaking the continuity of the subtle fluid, he succeeded in causing the explosion of gunpowder, a much less inflammable material than that used by Dr. Ritchie, from ignition by the spark; which we have, since then, seen him repeatedly perform. Does Dr. Ritchie call Mr. Saxton's magnet one of the temporary?

We subjoin a description of the magnet constructed by Mr. Saxton. It is called a horse-shoe magnet, (very elongated,) and is formed of eight shear steel plates, twenty-eight inches in length forms the poles to the centre edge, three inches wide, and forming together a thickness of two inches and a half; at the greatest width of the curvature it measures nine inches, and at the poles seven inches across; the poles have a return inwards, towards each other, and are there separated by the space of one inch and a half. The keeper or lifter, which is made of the purest soft iron, is four inches long, one inch and a quarter wide, and one inch thick. Around the middle of the keeper, and occupying, with its lower section, the space between the poles, is a wooden winder, having about one hundred yards of common bonnet-wire, threaded, from which the two ends, composed of four lengths of the wire twisted together, are carried

out, with a verticule curve of about three-fourths of a circle, one of these twisted ends passing beyond each end of the keeper, and resting upon the respective poles of the magnet. A small wooden lever is so fixed to the winder and keeper, as to admit of the whole being suddenly forced up from the magnet by a smart stroke; and a very beautiful and brilliant spark is invariably elicited, at which every end of the wire is first separated from the magnet.

It is Mr. Saxton's intention to add several plates to his magnet, and to ascertain, by a series of experiments, the best size for the keeper—the best description of wire to be used—the easiest mode of causing an instantaneous separation of the wire from the magnet, and other interesting consequences, the result of which we shall take occasion to communicate to our readers.

Perkins's newly invented process for generating steam, is accomplished by so placing a lining within the boiler, that a thin sheet of the fluid which it contains, may be carried constantly over those portions of the side of the vessel which are in immediate contact with the heat from the fire, formed upon the discovery of the circulation of the fluid, under the operation of heat, from that part of the boiler subjected to the immediate action of the fire upwards.

It is found that, as the heat is increased, the ascending current becomes more rapid, that the agitation is more violent; and a relatively augmented proportion of steam is produced; whilst the metal of which the boiler is composed, is preserved from that destruction to which it is subjected in the common process, wherever the fire happens to act upon it with more than ordinary violence.

A receiver is also placed in the centre of the boiler, into which, by the circulation of the heated fluid from the bottom and sides of the boiler, all dirt or other sediment is thrown; by which another cause of the destruction of the boiler is removed.

In this article we omit the mention of other inventions and discoveries, because we will not weary the reader. Our present object is to excite attention to these interesting and useful speculations of creative genius and scientific research; our future aim shall be to continue to fix that attention, and we hope to a good end.—[English Monthly Magazine.]

[From the *Liverpool Chronicle*.]

EXPLOSIONS BY STEAM BOILERS.—The following remarks on the causes of these explosions are by Mr. Jacob Perkins, a gentleman who has devoted almost the whole of his life to the study of the nature and properties of steam:—"It appears to be a well established fact, that the caloric of steam, at a given density is a constant quantity when in contact with water. This is undoubtedly the case, if the steam is properly generated; but if any part of the boiler, which contains the steam, is suffered to get at a higher temperature than the water contained in it, from want of a sufficient supply of water, the steam will receive an excess of caloric, and become supersaturated steam, without adding any available power thereto. In some recent experiments, I have heated steam to a temperature (viz. 1200) that would have given to it all the power which steam is capable of exerting (viz. nearly 60,000 lbs to the square inch) if it had had its full quantum of water. Yet the indicator showed a pressure of less than five atmospheres. Having satisfied myself by repeated experiments as to the certainty of this curious fact, the thought struck me that, if heated water was injected suddenly into this mass of supersaturated steam, the effect would be instantly to form highly elastic steam—the strength of which would depend upon the strength of the supersaturated steam, and the temperature and quantity of water injected. To ascertain the truth of this theory, I made the following experiments:—The generator was filled with water, and heated to about 500 degrees. The pressure valve being loaded at 70 atmospheres, it prevented the water from expanding into steam. The receiver, which was destitute of both water and steam, being heated to about 1200 degrees, a small quantity of water was injected into the generator with the forcing pump, which forced out from under a pressure valve of the generator, into the receiver a corresponding quantity; and this instantly flashed into steam, which from its having ignited the hemp that covered the steam pipe, ten feet from the generator, must have been at a temperature of at least 800 degrees; but from want of water to give it its necessary density, the indicator showed a pressure of only about five atmospheres. Whether the pressure of the steam which was rushing through the steam-pipe was at five or one hundred atmospheres, the steam-pipe kept up at the temperature before mentioned;

undoubtedly owing to the steam being supersaturated with caloric. The pump was now made to inject a much larger quantity of heated water, and the indicator, in an instant, showed a pressure of from 50 to 60 atmospheres. It soon expanded (the throttle valve being partially opened) to the former pressure of about five atmospheres. The water was injected again; and again the indicator was observed to oscillate, at each stroke of the pump, from four to between 40 and 100 atmospheres, according to the quantity of water injected; clearly showing that, at the reduced pressure, there was a great redundancy and loss of heat with elastic force. It soon occurred to me, that here may be traced the true cause of the tremendous explosions which suddenly take place, in low as well as high pressure boilers. There are many instances where, an instant before one of these terrific explosions had taken place, the engine labored, showing, evidently, a decrease of power in the steam. To illustrate the theory of sudden explosions, let us suppose the feed pipe, or pump of a boiler to be choked. In this case, the water would soon get below some parts of the boiler, which should be constantly covered with water, thus leaving them to become heated to a much higher temperature than the water; the steam being now in contact with the heated metal, readily takes up the heat, and becomes supercharged with caloric. Since caloric will not descend in water, it cannot be taken up by it when above its surface. The steam thus supersaturated, will heat the upper surface of the boiler, in some cases, red hot; and ignite coals, or any other combustible matter, which may be in contact with it.—Now if steam, in this state, could be supplied with heated water, as was the case in the experiment before mentioned the result may be readily anticipated. Let the same cause continue which cut off the supply of water from the boiler, until it shall no longer be able from its diminished quantity, to lie on the bottom of the boiler, then all at once, like the boiling over of an over-heated pot, the heated water will rush up into, and be immediately taken up by, this mass of supersaturated steam. Thus, having suddenly acquired a sufficient density, by the addition of heated water, it will become steam of immense power, and will as suddenly explode—no safety-valve being calculated to guard against this rapid generation of high steam.

Steam Carriage.—A London paper speaking of an experiment made with a steam-carriage on a common road, which it states was successful, expresses a hope that in a short time the use of horse-power, where celerity of movement is required, will be entirely out of date.

The inventor of the New Engine is a Mr. Walter Hancock, of Stratford, who was attended by several scientific gentlemen from London, sixteen of whom took seats in the cars in front. The carriage, guided by Mr. Hancock in front, was put in motion by his turning a lever connected with the steam cock of the boiler, and proceeded through Stanford, up the hill, to the Green man, on the Forest, at the steady space of eight miles an hour. He then turned short, and returned to the factory within forty minutes, after running about seven miles in the pleasantest manner, and with a perfect sense of security to every one in the carriage. In fact, the experiment was successful, and we may henceforth look to the rapid introduction of a safe and greatly improved mode of travelling, leading to a very important revolution in the domestic economy of nations. The carriage in question has two bodies for sixteen passengers, and two seats for outside ones. This double body occupies a length of ten feet, and the engine house and apparatus about eight feet in the rear. The quantity of fuel consumed during this trip was about 2 1/2 bushels of coke, the fire being fed behind. The stock of water converted into steam was about three barrels, or 100 gallons. The height of the vehicle is nine feet, and it stands 3 feet 8 inches from the ground. The boiler is of the description called tubular, and in this engine it consists of twelve chambers, each distinct, and formed of the best charcoal iron, so that no explosion is probable, and if any took place, it could be only one of the chambers, and inconsequential. The carriage is built for the Greenwich road, and it will perform that journey in half an hour. The facility of stopping is perfect, and its traverses on a crowded road are effected with a far greater surety than in any carriages drawn even by the best trained horses. It turns in the shortest compass, and in fact, possesses all the best qualities of a modern built carriage. Other carriages, with omnibus bodies, to carry fourteen passengers, are now building, of somewhat higher constructions, which are intended

to travel about twelve miles an hour. As the engine is placed in the rear of the carriage, and the boiler and fire at the extremity, no inconvenience is experienced by the passengers from noise, heat or smoke, and the sensation is precisely that of travelling in any other carriage.

MAD RIVER AND LAKE ERIE RAILROAD.—We learn that a corps of U. S. Engineers have arrived on the line of the Mad River and Lake Erie Railroad, for the purpose of commencing an immediate survey of the route, in compliance with the request of the Commissioners at their late meeting at Springfield. This looks like taking hold of the business in earnest, and with an energy and promptitude which encourages us to anticipate (should the best location be made) the speedy commencement and ultimate completion of the great work.—[Sandusky Clarion.]

CARLTON TO THE PEOPLE OF NORTH CAROLINA NO. 2.

We have been accustomed to consider canals as the cheapest means of communication and conveyance through the interior of a country. At present an opinion is well established by experience in Great Britain and our own country, where trial has been made in the greatest extent and perfection, that the Railroad is on many accounts superior, and ought to be preferred. The evidence now within our power is fortunately so full and conclusive, that to have our doubts removed, we need only to examine it for ourselves. After the failures and disappointments which North Carolina has suffered in her past efforts, we shall at least have learned the valuable lesson, to inquire faithfully, and arrive at a full knowledge, before the application of the public funds. By a small expenditure properly directed in the employment of an Engineer, such as may be easily had in the United States, before commencing a public work, every thing relating to it may be estimated and fully ascertained to the satisfaction of all. This is the mode of doing such business, practised in other States and other parts of the world, where works of this kind are carried on. Such men as Judge Wright, James Geddes, and many others, who have been long proved to possess practical skill and integrity in their profession as Civil Engineers, are at any time attainable upon proper inquiry, and a reasonable compensation for their services. Nor should a single step be taken in commencing any work, until it is completely determined what are the terms, what are the means, and what are the advantages. We have had enough of precipitation, of unqualified undertakers, of schemes heedlessly commenced and then deserted in a half finished state, and altogether enough of wasted supplies. This unfortunate mode of prosecuting plans of public improvement is rarely if ever witnessed in other countries, and there is not the least necessity for it.

In the remarks now to be made, the object is to show in what respects Railroads are preferable to canals:

1. It is obvious that in determining the course of a canal we must be continually hampered by the necessity of carrying it where there will be at all times a sure and sufficient supply of water. This occasions the meandering of canals along the banks of rivers, and leading them to intersect streams at proper places, so that their length is extended far more than would be necessary, could this circumstance, essential to them be wholly set aside. It is not possible to give any general rule for determining the proportion of the whole line of a canal necessarily lost with a view to securing the proper quantity of water. It must differ according to the circumstances of every case. Perhaps, however, it would not be extravagant to say, with regard to canals of much extent, that at least one-fourth, if not one third, is likely to be added by this single object. It was estimated by the United States Engineers, that a canal from Pittsburgh in Pennsylvania, to pass by Washington to Baltimore, must be three hundred and ninety miles in length. By the same report, a Railroad from Baltimore to the Ohio would not be more than two hundred and fifty miles. In this instance the Railway is only five-eighths of the canal in length. In this distance of three hundred and ninety miles by a canal, one hundred and forty miles are saved by resorting to the Railroad. An exactly similar difference will evidently not apply in other examples, but this is one to show what an excess in length, and consequently in expense, is sometimes incurred by a canal on account of water, beyond what is necessary to a Railroad. Let us remember, too, that such a difference has its effects, not only in the first construction and expense of a canal, but in all travelling and transportation upon it, and in the maintenance

of it in repair through all future time. It ought not to be omitted also, that when the repairing of a canal becomes necessary, it is far more difficult, expensive and interrupting to business, than that of a Railroad.

2. It is proved by experience that on an average of one mile with another, a Railroad is less costly in its construction than a Canal. It is found in England, and there is reason to believe that it will apply no less in this country, that the expense of making a Canal is two or three times that of a Railroad.—The excavation, or removal of earth or rocks for the former is much greater than for the latter. The iron necessary is far less costly than we are apt to suppose, as will appear when something further shall be said upon the materials of public works, and the expense attending them. And let it be considered that a lock cannot be properly completed of substantial and durable materials for less than eight or ten thousand dollars, while the means of passing from one level to another by inclined planes or otherwise on a Railroad, are easily provided, in comparison with locks.

3. At least as large a burden, or as many tons, can be transported in the same time and by the same force upon a Railroad as upon a Canal. On this as well as every other article of this enumeration of advantages in favor of the Railroad, evidence will hereafter be given to the satisfaction of every man who would ingenuously and diligently inquire into this most important and interesting subject. It has been common to remark, and it has been until lately received as a maxim, that conveyance by water must always be less expensive than conveyance by land. This did continue true till by the perfection now attained in the construction of roads and carriages, it is no longer correct in a comparison of Railroads and Canals. Let it be considered that by firmness and solidity of construction in Railroads, burden to any amount may be carried upon them without damage to the road, and by the evenness and level of the iron rails, and the smoothness and perfection of make in the iron wheels that run upon them, there comes to be less resistance from friction to the carriage, than from the water of a Canal to the boat that passes through it. From these two circumstances together, it must result, that the same horse will be able to carry even more upon a Railroad than upon a Canal. It is hoped the reader will not imagine that this is romancing, or that it is said to answer a purpose. The correct comparison of advantages between these methods of transportation for produce and merchandise, and the evidence to satisfy our minds, if they be not already satisfied, will be more fully presented hereafter.

4. The expense of making canals, and for ever attending them, in repairing and keeping them in good condition, and in the erection and maintenance of bridges over them, is greater than any such expense necessary to Railroads. When a canal is made through a country, means must be provided at convenient distances for crossing it, to prevent the communication between one part of a farm or neighborhood from being cut off from another. This brings on a multitude of contracts between the public and the owners of lands along the line of a canal, for making and keeping up bridges through all future time. And if there be any road crossing the site of the canal, a bridge must be maintained at the public expense for ever, that the highways may not be interrupted. This expense of bridges must continue to be levied in perpetuity by tolls upon the canal, and through all time act as a burden upon the transportation of goods. In regard to railways, these difficulties almost entirely vanish. Men and horses can cross them any where without injury, and all that is necessary for the crossing of wheels, is a piece of timber let into the ground along the side of the iron rail, and high enough to prevent the wheels in passing over it from touching the rail before it descends upon some little stone pavement laid down upon the other side. In this manner provision is made for any road on which wagons or carriages cross a railway. I am not aware that the bridges over the great Western Canal of New-York have ever been numbered, but after having passed with personal observation from one end of that canal to the other, it is conjectured that in the whole distance of three hundred and sixty-three miles, the number of bridges is not less than four hundred. In stating this, it is thought likely to fall short of the reality rather than to exceed it. In these circumstances convincing evidence must appear, that the maintenance, and repairs, and attendant expenses of canals must always be greater than are requisite for a railway.

[To be Continued.]

AGRICULTURE, &c.

[From the New-England Farmer.]

CULTURE OF POTATOES.—A writer for Haxton and Harrison's Horticultural Register, with the signature "G. J. T." and author of the Domestic Gardener's Manual, observes, that "our enlightened President, Mr. Knight, has placed me in possession of directions for planting that noble root [the potato] in his own hand writing." They are as follows:—

I obtained from the ash-leaved kidneys, last season, (a bad one, 1830,) a produce equal to six hundred and seventy bushels, of eighty pounds each to the statute acre; and I entertain no doubt of having as many this year. To obtain these vast crops of the ash-leaved kidneys I always plant *whole potatoes*, selecting the largest I can raise; and for a very early crop, those ripened early in the preceding summer, and kept dry. I usually plant them on their ends, to stand with the crown end upwards, and place them at four inches distance, from centre to centre in the rows; the rows two feet apart and always pointing north and south.

I plant my large potatoes much in the same way, but with wider intervals, according to the height which the stems attain; thus, one which grows a yard high, at six inches distance from centre to centre, and three feet six inches or four feet between the rows, never cutting any potato, nor planting one of less weight than a quarter but generally half a pound. By using such large sets, I get very strong and large plants with widely extended roots, very early in the summer.

The blossoms take away a good deal of sap which may be better employed in forming potatoes; and whenever a potato affords seed freely, I think it almost an insupportable objection to it. As a general rule, I think that potatoes ought to be planted in rows, distant from each other in proportion to the height of the stems. The height of stems being full three feet, the rows ought to be four feet apart; and the sets, of the very largest varieties, planted whole, never to be more distant from centre to centre than six inches. By such mode of planting, the greatest possible quantities of leaf (the organ by which alone blood is made) are exposed to the light.

The philosophy of these able and simple directions may be shortly explained. It consists in the exposure of the utmost possible surface of the respiratory organs, (the leaves,) to the agency of the electrizing principle of the solar light, and of correspondent breadths of soil to the influences of air and heat; so that the roots may be enabled to extend right and left to a distance somewhat exceeding that of the height of the stems and foliage.

The potato called the *early champion* was that with which I began my experiments, early in March, 1831. The soil was that of a pasture, a deep and brown sandy loam, upon a chalky subsoil, approaching to marl. This soil had been trenched in the autumn to the depth of two feet, and the turf inverted at the bottom of each trench. About eighty pounds of these potatoes were planted whole, in rows two feet asunder, running north and south, the sets a bout six inches apart, crown from crown. But as I could not obtain a sufficiency of the variety at the time, I was constrained to employ such as I had, and therefore the size of the potatoes was not attended to. The rows were weeded early, and the stems advanced regularly till the fatally destructive G. of May, when the frost destroyed and blackened every leaf that had fairly emerged from the surface. Thus I lost all the benefit that would have been otherwise derived from the early developed leaves; and consequently, a considerable weight of the advancing crop. In a week or ten days, however, fresh shoots were protruded, and as the stems advanced they were deeply earthed up, that is, till the whole piece of ground had the appearance of so many ranks of ridges, the intervening spaces being twelve inches deep in the centre. This one effectual earthing up, sufficed, and the crop attained perfect maturity in due time. The total yield of potatoes (which were for the greatest part of a fair average size and of most excellent quality, mealy and fine flavor,) was five hundred and seventy-six pounds.

The *early frame potato*, planted the first week in March, was the subject of the second experiment. I had procured one peck, weighing fourteen pounds, and the tubers were cut into small sets with one to three eyes each. The sets were planted in rows, pointing north and south, two feet asunder, the sets being four inches apart in the rows. The site was a garden plot, four yards by seven yards and a half, i. e., thirty square yards. The subsoil was a strong, stiff loam, and this was brought to the surface by deep trenching, just before it was cropped. This

plot suffered also from the frost above alluded to.—The final yield was very great, (two hundred and fifty-nine pounds,) but the potatoes were far from being regular as to size; a great proportion were small, weighing little more than one or two ounces each. occasioned, I doubt not, by cutting the tubers into small sets.

The third experiment commenced the 25th of March, when I was enabled to procure a small supply of a variety styled *early champions*, but was evidently far from true to its kind. The potatoes were planted by the side of the first plot of champions, in rows two feet six inches asunder; the sets six inches apart, crown from crown. The total yield, dug up between August 25 and September 18, 1831, was one thousand two hundred and nine pounds.

General deductions from facts.—First, I find that little or nothing is gained by planting before the middle of March (in England); for if the frost destroys the leaves as it did those of my first-sown champions, a great loss in the product of the tubers must inevitably be experienced. Secondly, early ripened potatoes will yield an earlier crop than others of the same variety, which have come to maturity at a later period of the preceding season. My first champions were produced by myself, from a few roots given to me by a neighbor in June, 1830. The land required to be trenched, and therefore the potatoes were not in the ground till the last week in the month; hence they scarcely ripened before the frost set in. The eighty-four pounds planted in April, had been produced at the usual season by a farmer, and they came in very early and yielded almost double the quantity of those first planted. It is but just, however, to state that we commenced digging the latter, as early young potatoes, in July; and therefore, scarcely two-thirds remained to attain perfect maturity. Thirdly, ash-leaved kidneys, above all others, require to be planted whole; if they are not, many of them may not germinate at all. I tried an experiment during last year, and it was decisive in its results. Henceforward I never intend to plant a cut set of this potato, nor a whole one of very small size. I trust that my experiments on each variety that I plant during the current season, will be conducted with a degree of precision and exactitude, that may enable me on a future occasion to announce their particular routine and final results, in a way that shall leave no doubt of the efficacy of Mr. Knight's mode of culture.

* The blossoms of every sort which produced any, were mostly pinched off as they appeared.

GARDEN GRAPES.—[From a series of excellent articles entitled "The Garden," published in the Port Carbon Gazette, we extract the following remarks on the Culture of the Grape:]

"As a large majority of my readers will have room for but a single vine, pruned and cultivated on the plan I shall suggest, my first numbers are calculated particularly for them; but the same principle will apply to the cultivation to any extent, and I must depend on their being remembered by those who may adopt the course of culture hereafter to be designated for the American Vineyard.

The preparation of the ground is of primary importance. If the soil be light and shallow, the plant is likely to perish from two causes; in the summer by drought, and in the winter by frost. To avoid these injuries, dig out the bed from three to four feet deep. If the ground you have selected be light and porous, four inches of clay should be placed at the bottom; then throw in any good garden soil—but if bones, horn slugs or old shoes, can be had, the vine will delight to extend its roots among them, and they should be well mixed in with the earth, eighteen inches or two feet below the surface, where the roots will be out of danger. This four feet of ground will answer for two or three years, when, if your vine has grown vigorously, it will require additional nourishment and space for the roots: but I presume that most persons would at once prepare ground so as to suffice for many years. If a brick pavement is to cover the bed, a few inches of sand may be placed on the surface to imbibe the bricks, which should not be so closely jointed as usual. This pavement may be brought within a foot of the vine.

It will be perceived that I admit of no excuse for not possessing a vine: those who have no room for a single garden bed may have their clean brick wall under the shade of one, of luxuriant growth—the expense is trifling, compared with its permanent advantages.

I have known a single vine, cultivated in this way, to produce in one season fruit which sold for

more than one hundred and fifty dollars; and a neighbor of mine, who kept a shoe store, could show on a vine seven years old, nearly seven hundred bunches of sweet water grapes well ripened; yet he had no room for a single garden bed, and trained his vine over a brick pavement. Some of his leisure hours were thus innocently and delightfully occupied, without any interference with his business.

We will commence with the *Cutting*:

This should be selected from round well ripened wood, of last summer's growth; from four to six buds, according to the distance of the joints: cut it midway between the joints, sloping opposite to the bud. Place it in a sloping position in the ground, two eyes out of the ground, the lower one even with the surface. Be careful to place it so that the eyes may throw out branches parallel with the bars of the trellis. Let the soil in immediate contact with the cutting be very fine and rich; water it frequently until fairly rooted, which is always the case when the shoots are six to eight inches long; break off the weakest, and as the other advances, tie it with bass to a pole, taking off with the thumb and forefinger all the lateral shoots; thus keeping one clean handsome shoot, which receiving all the nourishment of the roots, being exposed to the light and air, will generally be of most vigorous growth.

Preparation for the second year.—At the pruning season cut down this shoot to four eyes; when they have advanced a few inches, in the spring select the two best shoots, and train them on poles, or to the trellis, as directed for the first year. The third year shorten a little the best shoot, and cut the other down to three eyes; the long shoot may be suffered to bear some fruit; as the buds put forth the best fruitbearers will be readily discovered; those which are not strong may be rubbed off, but one shoot at the end of this branch must be devoted of fruit, and retained as a leader. Retain two of the best shoots from the other branch, and train them eighteen inches or two feet apart, but three or four feet from the fruitbearing branch, always taking off the laterals, and laying the wood in on the trellis as at first directed; we are then advanced to the fourth year, and have at the pruning season two new vigorous shoots, and one fruitbearing branch with numerous shoots; shorten the leader on the fruit branch to eight or ten eyes, and all the branches on it to one eye each; shorten one of the new shoots to four eyes, and the other down only to the sound well ripened wood, tie them snugly to the trellis; the fruit branches, if adjoining each other, five feet apart. Then for this season we have two fruitbearing branches—select a leader for each of these, and prune and train them as directed for the third year, from the branch shortened to four eyes train two or three, as before directed. You are then advanced to the fifth year, when the pruning must be made to suit the place to be covered, always keeping in mind the absolute necessity of light and air; a branch of the old wood must be occasionally removed and replaced with young wood, which the intelligent cultivator will find no difficulty in furnishing. Having advanced thus far, I must observe, that my calculations have been made for a vigorous vine, but a vine can be pruned on the plan suggested, according to its strength, and the pruning recommended for the second or third year may be deferred until the plant has acquired the requisite vigor. Sometimes a year may be saved by purchasing a thrifty vine from a nursery man. Bass or matting may always be had of the nursery man: some should always be in readiness for use. I shall pursue this subject in my next.

[From the American Farmer.]

AUTUMN STRAWBERRIES.—We know not whether the following fact is common or not, but it certainly is a new thing to us. In a field containing great quantities of common "old field" strawberry plants, which bear abundantly every spring, we have found about a dozen plants now (20th September) just ripening their fruit. The plants differ in no respect from the common ones. These plants are all situated within a few feet of each other, and on carefully examining the field, we can find no others now in fruit or flower. The questions that naturally suggest themselves are, whether these plants have been forced by some peculiarity of the season to bear a second crop of fruit, as is often the case with apples and cherries, or retarded in their first crop; or are they a new variety produced from seed, with the peculiar and valuable property of bearing fruit in autumn? None of the plants appear to have borne fruit this year, nor are there any runners as yet visible, either old or young. It would seem that the circumstance is not caused by any peculiarity of the

season, as these plants are surrounded thickly with others which show no signs of such an effect. We shall carefully transplant them, for the purpose of ascertaining whether this be a permanent character or a mere vagary of nature.

FOREIGN INTELLIGENCE.

LATER FROM EUROPE.—By the Havre we have our Paris papers to the 10th ult inclusive. They are occupied almost entirely with discussions concerning the political condition of their own country. There is nothing later from Portugal.

A loan of 150 millions of francs was contracted for with the government by the three houses of Rothschild & Co., Hottingner & Co., and J. C. Davillier & Co. The terms were 98 1/2 for a five per cent. stock. When the result of the bids was proclaimed, great dissatisfaction was expressed at the low rate obtained by the government, seeing that the other five per cents. were at the moment selling at a premium. There appeared, however, no other offers than that of the above named houses.

The King of the Belgians was at Compeigne, with all the royal family of France. His marriage was to be solemnized on the 10th, by a triple ceremony. First, the civil ceremony, before the President of the House of Peers, Baron Pasquier; then the religious ceremony according to the Catholic rites, the princess being a Catholic; and finally, the ceremony according to the Lutheran form, King Leopold being a Protestant. Great preparations were making to render the return of Leopold and his Queen to their dominions a succession of festivals.

The *GAZETTE DE FRANCE* has a review of Sparks's *Life, &c. of Gouverneur Morris*, in which the remarks of that sagacious observer of men, on the incidents and personages of the French Revolution are quoted, as instructive even to the present generation of Frenchmen.

Our Havre correspondent says, under date of August 11—"The news from Portugal is rather unfavorable to the cause of Don Pedro. He was not able, owing to a want of cavalry, to follow up the victory gained on the 23d, and was still at Oporto on the 31st July. The priests fight and expend their money freely; the Spanish priests give money, and with money Miguel will find men to fight for his cause. In the interior of the country the people are entirely under the influence of the clergy. It is not true, as before announced, that any considerable defection has taken place in Miguel's army.—The affair of Portugal is the more interesting from the general idea that in the result is involved the question of peace or war in Europe. If Pedro succeeds, the Dutch and Belgian question will probably be settled at once.

"The marriage of Leopold to the eldest daughter of Louis Philippe was celebrated at Compeigne two days ago. The country is quiet, and the harvest now out of danger and most abundant."

LATER FROM EUROPE.—The *Sovereign*, from London, furnishes papers from that city of 15th ultimo. They are of little interest. The harvest had commenced in England under favorable circumstances, and is spoken of as abundant and of good quality.

The Portuguese question remains as before. Don Pedro was still at Oporto on 6th August, without any indication of either the ability or the will to push his advance. The *Times* of the 15th, speaks of a letter from a respectable British merchant at Lisbon, dated the 4th instant, which states, he had just received intelligence that the garrison of the fortress of Almeida had declared for Donna Maria, and had hoisted the colors of the young Queen. This would seem doubtful; for this fortress, one of the strongest in Portugal, is near the Spanish frontier, and therefore, less likely than others, to be early in its declaration against Miguel. The official re-

port by Don Miguel's commander, of the victory claimed by Don Pedro on 23d July, has been published. The one party magnifies, the other diminishes: truth probably lies between.

Ireland is still in great commotion about tithes, &c., which the Great Agitator seems, as usual, anxious to exasperate. He had addressed a long letter to the Irish Political Union, developing his intentions, and calling on the people of Ireland to second him. His principal object he declares to be to impeach Lord Anglesey, Mr. Stanley, and Mr. Blackburne, the Irish Attorney General; and he solicits the people to petition Parliament to that effect, declaring that he will undertake the impeachment himself in the reformed Parliament. The letter terminates thus:—"I conclude with this declaration of my own personal intentions. First, I am determined never again voluntarily to pay tithes. Second, I am determined never again voluntarily to pay vestry cess. Third, I am determined never to buy one single article sold for tithes or vestry cess. Such are my three individual resolutions; let every other man act as he pleases. I have made up my mind to this course. I will not oppose the law, let it take its course; but I decline paying to, or buying from, tithe proctors."

The Egyptian Ali Pacha is beating his sovereign master, the Grand Turk, almost as decisively as the Russians did.

The Belgian question again, it is said, approaches a settlement by virtue of Protocol 69.

The adherence to ancient Court ceremonials, and unmeaning and exploded titles, at the marriage of King Philipp's daughter to the King of the Belgians, must startle the French people of July.

Eight vessels from the East Indies, Brazil, &c., among which were four English vessels, taken by Don Pedro's squadron, arrived at Oporto, August 3d and 4th.

The Cholera is increasing in Holland, and has reached Leghorn, in Italy.

The *London Court Journal*, of August 4th, renews its prediction that Lord Brougham will soon be "at the head of the state" in Great Britain. It is believed that Earl Grey will soon resign, from ill-health.

Bets were offered at the London clubs that King Leopold would be at Claremont, his seat in England, before the end of the present year.

Lisbon, Aug. 6.—Another and more important event has taken place to-day, which I trust will forward the cause of Don Pedro,—an event which we hardly expected. The squadron of Don Miguel has at length ventured out to attack that of Sartorius. This morning, about 9 o'clock, Don Miguel's squadron, at anchor near Cachis, got under weigh, and a short time afterwards Admiral Sartorius was seen to do the same. By 11 o'clock, the whole of Don Miguel's squadron was over the bar, consisting of one ship of the line, (the Don Joao) 2 frigates, 3 corvettes, and 2 brigs. The Don Joao, a frigate, and a corvette, advanced first, directing their course towards Admiral Sartorius, who kept his course direct to the westward, I suppose, to bring his enemy well out to sea. In the mean time, an American frigate appeared in sight which was approached by an English brig of war, and soon after, the former changed her course and came into the Tagus, where she is now at anchor. Between 4 and 3 o'clock, P. M. nothing more was to be seen of either of the contending squadrons, which had quite disappeared in the west. About 5 o'clock, five ships of the English squadron came out from the Bay of Cascaes (to the North St. Julian's) and steered south-west, directly towards the point where the two contending squadrons had vanished in the distance. In about a couple of hours the English ships returned. The wind blows pretty fresh from the northwest. By to-morrow it is to be hoped that Admiral Sartorius will give some account of them, as he has now got them fairly.

Another account gives the following:

About midnight on the 4th, a sharp firing commenced, and was distinctly heard on board the English squadron, but the darkness of the night pre-

vented the result being known. On the morning of the 5th, Admiral Sartorius was seen to leeward, beating up with all his squadron, and a Portuguese brig of Don Miguel's squadron making for the harbor with a heavy press of sail, but no tidings could be given of the remainder of Don Miguel's squadron. Admiral Sartorius had evidently cut-manoeuvred them, but what had taken place we have yet to learn.

BELGIUM AND HOLLAND.—We have much pleasure in announcing to our readers that the long-pending negotiations, generally named the Belgian Question, are in a fair train of adjustment by a Treaty of Peace. Our letters from the Hague, Amsterdam, and Brussels, speak in a very confident tone upon the subject, and consider the result as certain. The state of the Funds may generally be considered as an index of public opinion; and we find that the Dutch Funds have been gradually rising. The 2 1/2 per cents. (which were, some time ago, at 40 to 41, and at one period so low as 34 1/2) have reached 44.

The King of Holland has consented to the four leading points, which hitherto have prevented the conclusion of the Treaty, viz.—a reparation, the neutrality, the independence, and the territorial possession of Belgium. We understand, by our letters from the Hague, that the King has also consented to allow the Belgians to navigate the interior waters of Holland, and also to permit the Belgian traffic by the commercial roads which conduct through his territory of Limbourg to Germany.

PARIS, Aug. 12.—The *Moniteur* of this morning contains an extract from the registers of the "Ecole Civile de la Maison Royale," being an account, in due form, of the legal contract of marriage between the most high, most powerful, and most excellent Prince Leopold, (first of the name) King of the Belgians, Duke of Saxe, Prince of the Coburg Gotha, and the most powerful Princess Louise Marie Theresse Caroline Isabelle, Princess of Orleans.

The *Moniteur* likewise contains the proces verbal of what took place at the civil act of his Majesty Leopold I. King of the Belgians, with the Princess Louise of Orleans.

The form of marriage may interest our readers. The Commissioners state in the proces verbal, that in presence of the royal family, &c. and "after having taken the orders of the King, we have made the following demands to the illustrious individuals:

Illustrious, powerful, and excellent Prince Leopold I., King of the Belgians, Duke of Saxe, Prince of Coburg Gotha, do you declare to take in marriage the illustrious and powerful Princess Louise Marie Theresse Caroline Isabelle, Princess of Orleans, here present? And to the above the said illustrious, powerful, and excellent Prince replied, "Yes, Sir."

Illustrious and powerful Princess Louise Marie Theresse Caroline Isabelle, Princess of Orleans, do you declare to take in marriage the illustrious, powerful, and excellent Prince Leopold I., King of the Belgians, Duke of Saxe, Prince of Coburg Gotha, here present? And to this the said illustrious Princess replied, "Yes, Sir."

Upon which we said—

By order of the King, and in the name of the law, we declare that the illustrious, powerful, and excellent Prince Leopold, first of the name, King of the Belgians, Duke of Saxe, Prince of Coburg Gotha, and the illustrious and powerful Princess Louise Marie Theresse Caroline Isabelle, Princess of Orleans, are united in marriage.

Of all which we have drawn up this process, and signed it after the same having been read.

[The names follow here.]

TURKEY.—**CONSTANTINOPLE, July 23.**—On the 21st the Porte received the disastrous news of the defeat of the grand army sent against Mahomet Ali Pacha. It is said the battle took place near Tripoli, in Syria, that the Sultan's army was completely defeated, and those that escaped went over to Ibrahim Pacha's army. It was also reported that the Sultan's fleet had been defeated by the Egyptian fleet, and that the grand Turkish vessel of 149 guns had been taken, and that very few others had escaped, and had returned to the Dardanelles.

Mr. Canning has terminated his mission, and is expected to leave Constantinople for England in about 18 days, by sea.

It appears that the new boundary line for Greece, which has been considered so advantageous, was obtained from the Grand Seigneur, at the price of 50,000,000 of Turkish piastres, which are to be deducted from the sum which he had undertaken to pay to Russia.

By the *North America*, from Liverpool, we have our regular files of London papers to the 16th ult. inclusive, a few hours later than by the *Sovereign*.

The *Times*, of the 16th, expresses doubts as to the adjustment which finally, it was said, was about to be made of the Belgian question. It holds this language:

The Belgian papers of the last and present week, still insist on the existence of two new protocols hitherto unpublished (the 69th and 70th), in which the Conference of London is said to have accepted the basis of the Dutch projected treaty of the 30th of June last, and to have required the concurrence of the Belgian Government in its chief conditions, after having made some modifications of the articles, in which it differed from their own arrangement of November, 1831, which was declared to be "final and irrevocable." These favorable modifications are reported to consist in the admission of Belgic craft into the Dutch waters, and the permission to Belgium of making the proposed road to Germany through the Dutch village of Sittardt. The Conference is stated to be pleased with the consent of his Dutch Majesty to these proposals, of their own, and to have undertaken to procure the consent of Belgium to the convention by such a lure.

We cannot for a moment lend any faith to such a representation, though we are as willing as the most ardent apologists of the Conference to allow the extent of embarrassment into which the obstinacy of his Dutch Majesty has thrown the advocates of a peaceful settlement. The Dutch projected treaty of June last agreed to the separation of the two countries, as well as the treaty of November. It accepted of the territorial arrangement of Limburg and Luxemburg without any material alterations, and even consented to the division of the debt as proposed by the Conference, with some reservations about the sinking fund, and the interest of his Dutch Majesty in the stock of the Bank of Brussels. It was entirely silent about the projected rail-road through the district of Sittardt; and the stipulated reserve in favor of the consent of the family of Nassau to the surrender of the Belgic portion of Luxemburg, could not have inspired any alarm respecting the ultimate efficiency of the arrangement. Where, then, did the treaty of the Dutch King differ materially from that of the Conference? and what was the cause of the opposition with which it has been met on the part of the Belgians?

These differences may be reduced to three, and we shall make no apology for explaining them:—

The first point of difference is, that the treaty agreed upon by the Conference having been accepted by the King of the Belgians, he was thereupon recognized by the Powers signing that treaty; and, therefore, now to allow the King of Holland to propose a new treaty, would be substantially to admit his superiority over Leopold, and thus indirectly to assert the doctrines of legitimacy. The second point was the claim of levying toll on the Scheldt. This claim was justified by the practice of Holland to levy toll on the Rhine, as it passes through her territories; but the cases are widely dissimilar. "The Rhine," says the *Times*, "before it can be employed by any other nation except the Dutch, passes through a great part of the Dutch territory. Its banks require to be kept in repair, and police regulations must be maintained for strangers disembarking, on their passage up or down its stream. Its navigation is, therefore, restricted to the French, to the Prussians, to the people of Bavaria, Baden, and other States in its course. No foreign boat is permitted to appear on its waters. The Scheldt, on the other hand, may almost be considered an arm of the sea, during the whole of its course in Holland. It requires no care of the Dutch to repair its banks, or to watch the conduct of foreigners who sail on its waters. It is now as free to all nations as the English or the Irish Channel, and yet the Dutch Government, by a citation of inapplicable treaties, proposes the imposition of tolls, and the enforcement of rules, which would assimilate its use to that of the Rhine at Cologne or Strasburg! By this means the free commerce of Antwerp would be destroyed; and the only intercourse of trading nations with Belgium,

must have been carried on through Ostend, or by paying tribute to Dutch custom houses!"

The third point was, that the evacuation of the Citadel of Antwerp, and other points of the Belgic territory, now held by Dutch troops, should not take place till all points in difference were settled. This, the *Times* pronounces as wholly inadmissible, inasmuch as by the Treaty of the Conference, that evacuation was made the basis of the whole arrangement. If then, "the ambition, the pride, or the *amour propre* of either party is to be consulted, in the present stage of the proceedings, it is not surely those of the party which has hitherto threatened its opponent with invasion,—which has resisted the proposals, and braved the menaces of the Conference,—which has kept all Europe in apprehension of a general war for several months,—and which has rendered necessary the ruinous expenses of great military establishments among its neighbors."

The latest intelligence from Paris, of the 14th ult. as quoted by the *Times*, refers to the general belief there, that war between Belgium and Holland was inevitable.

On the other hand, the confidence of the Belgians in continued peace has been increased by the reception of a Belgic Ambassador at the Court of Vienna.

From Portugal there is nothing later. A debate occurred on the evening of the 15th in the House of Lords, on Portuguese affairs, in which the Duke of Wellington and Lord Grey were the chief speakers. We must postpone extracts from it until to-morrow. The result of Lord Grey's statements was, that though desiring the success of Donna Maria, the British Government would remain neutral.

Parliament was to be prorogued by the King in person on the 16th.

Lord Durham's reception at St. Petersburg had been most friendly.

"The Emperor Nicholas," says the *Globe*, "not only visited him in person on board—a compliment very unusual—but, finding the crew of the *Talavera* at their dinner, insisted on drinking our King's health in grog, and immediately invited Lord Durham and his family to a splendid fete at his palace at Peterhoff, and to the review of his army in the neighborhood. The negotiation is proceeding with the most perfect good temper and feeling."

The *Times* sneers at the Autocrat for the bait for popularity among the Bull family, which this grog-drinking with the sailors indicates. If it had been done, however, in a like case by a British Sovereign, it would have been trumpeted forth as a happy act of condescension.

The arrival at Liverpool, in the *Alexander* from Philadelphia, of Joseph Bonaparte, is thus announced in a Liverpool paper of 17th August:—

Joseph Bonaparte, ex-King of Spain, and brother of the Emperor Napoleon, arrived here yesterday in the Philadelphia packet ship *Alexander*. He is accompanied by Count Surville, and other officers, and attended by a numerous suite. His presence caused crowds of persons to assemble at the doors of the King's Arms Hotel, where he sojourns, on his way, it is presumed, to London.

A decree of the Prince Governor-General of Warsaw abolishes forever the uniform of the Polish army. Persons who had served in the Polish army, and who had not joined in the insurrection, are to be permitted to assume the Russian uniform. The decree is dated July 24.

The following article from the *London Courier* speaks well for the cause of letters, and their humanizing influence:

It is now arranged that the English Government shall send, for the use of the French people, to be deposited in the Royal Library at Paris, one copy of the whole of the works printed in Great Britain, for which the French Government will, in return, send to the British Museum, for the benefit of the English nation, one copy of every work printed in France.

And it is further understood, that this intellectual interchange shall not be interrupted by the vicissitudes of war, but shall continue in spite of any political disagreement. We hail with delight an event which removes the most valuable part of human intercourse—that of knowledge and science—from the intrusions of hostility. We understand this important measure was effected by the Joint Commercial Commission, consisting, on the part of England, of Messrs. George Villiers and Bowring, and, on the part of France, of Baron Freville and Count Duchatel.

Cook, the murderer of Mr. Paas, and who it may be remembered was arrested in a boat on his way to get on board a packet ship for this country, was executed at Leicester. He pleaded guilty and confessed the murder.

A terrible accident occurred in Liverpool on the 10th of August, by which a Mrs. Kearsley and her daughter were killed. A wine merchant of respectability, named *Bigmiden*, was hoisting an empty rum puncheon into an upper loft; just as it was landed in the fourth story, and as he thought secure, it slipped from the slings, fell, and crushed to the pavement the mother and daughter. The one was instantly killed—the other survived but a few hours. The wine merchant was instantly arraigned on a charge of manslaughter, and though no negligence was imputed and certainly no malice presumed, he was convicted, and sentenced as the most lenient punishment to one month's imprisonment in the Castle. How does this care of the English law for human life, contrast with the carelessness of our laws, or our law officers, on the same point, as illustrated by the impunity with which numbers are yearly sacrificed by steamboat explosions?

London Times Office, 3 o'clock a. m.—We have received the French morning and evening papers of Tuesday, (August 14,) and a letter from our private correspondent of the same date. The King and Queen of the Belgians had left Compiègne for Brussels, and the Court of Louis Philip was about to return to St. Cloud. Most of the papers speak of the prospect of a war between Belgium and Holland, and our correspondent informs us that it was generally looked upon as inevitable in Paris. France, it is thought, will take part with Belgium, and great exertions are used to induce our own Government to join the alliance. M. Van der Weyer will, it is believed, proceed to this country on a special mission, for that purpose, and also to notify the marriage of the King Leopold. (Accounts from Lausanne, of the 5th, mentioned by our correspondent, state that the general armament in Switzerland has been unanimously agreed upon by the Diet. All the representatives at the Cantons have spoken to the effect of its expediency, though many expressed their conviction that no hostile intentions against Swiss independence were entertained either by Austria or Prussia. There is evidently a patriotic determination, however, to guard against any danger of the kind. The *Moniteur* publishes a Royal ordinance, by which M. d'Argout is authorized to sign for General Sebastiani, who is gone to take the waters of Mont d'Or, for the benefit of his health. These papers do not bring any news from Portugal so recent as our last, received through a more direct channel.

FRENCH FINDS.—PARIS, AUG. 14.—Five per cents, 99f. 95c.; Four and a Half per cents, 90f. 50c.; Four per cents, 83; Three per cents, 69f. 20.

The *Aviso* of Toulon says—"We learn from Navarino that the *Sphynx*, which was sent out to tow the *Luxor*, which has Cleopatra's Needle on board, arrived at that place on the 15th instant; that civil war continues in the Greek provinces; that several couriers sent from Navarino to Napoli with despatches for Rear Admiral Hugon, were plundered on the road, which rendered it necessary to send the despatches by sea; and that it has been clearly proved that the guerrillas which infest the country are paid with the gold of Russia."

The *Belgian Army*.—The whole strength of the Army of Belgium, including 20,000 Civic Guards, amounts to 80,000 men fit for service.

The *Dutch Army*.—The establishment of the Army of the King of Holland, including artillery and infantry, amounts to upwards of 100,000 fighting men.

SUMMARY.

HEALTH OF THE CITY.—The official return of the City Inspector for last week gives an aggregate of 238 deaths, of which 72 by cholera during the past week. The decrease of deaths by cholera, as compared with the preceding week, is 53,—as by the following table appears:

| | | |
|---------------------|--|-------|
| Week ending July 7— | 191 interments, of which 56 of Cholera | |
| Do. do. 14— | 510 " | 336 " |
| Do. do. 21— | 887 " | 716 " |
| Do. do. 28— | 879 " | 636 " |
| Do. August 4— | 580 " | 383 " |
| Do. do. 11— | 467 " | 281 " |
| Do. do. 18— | 444 " | 222 " |
| Do. do. 25— | 391 " | 178 " |
| Do. Sept'r. 1— | 334 " | 133 " |
| Do. do. 8— | 353 " | 201 " |
| Do. do. 15— | 291 " | 139 " |
| Do. do. 22— | 238 " | 72 " |

Total since 30th June, 5,547 interments 3,397 of Cholera

In Philadelphia, last week, the deaths were 108, including 5 by cholera.

The cholera is spreading at Richmond, Va. On Monday last 44 cases were reported, for the preceding 48 hours, and 11 deaths. The Richmond Whig of Monday evening, says

The Report for the last forty-eight hours shows a decided increase. Confined heretofore to negroes almost entirely, the cholera begins to embrace whites. Mr. Hardie, a respectable shoe-maker, and his wife, both died on Saturday night, and others are mentioned.

* * * Here let us pause a moment to render a tribute of praise to the members of that noble profession (the Physicians) in Richmond. None have sought ignoble safety in flight. All have remained at their posts, feeling that to desert their patrons, in the hour when their services were most needed, was a poor requital for professional patronage, and a betrayal of duty. Their time and their services, have been equally at the call of white and black, rich and poor. Thus far, none have died or been attacked, and we trust that Providence will shield them in compassion to those who may need their aid, and in recompense of their devotion to duty and humanity.

The cholera has indiscriminately attacked all quarters of the town. High or low situations, wet or dry, claim no exemption or partiality.

CHOLERA AMONG THE U. S. TROOPS.—It is with pain we hear of the spread of the disease among the troops at Fort Armstrong. Private accounts yesterday, mentioned that 60 deaths, in all, had occurred there. Among the dead, in addition to the three officers heretofore mentioned, is *Lieut. Royster*, of the 6th Infantry, a graduate of 1830 from West Point.

The *Vandalia*, (Ill.) Whig of the 12th inst, mentions the arrival at that place a day or two previous, of Col. Berry from Rock Island. The number of deaths by cholera down to the date of his departure, was about 80. Col. B. states that the troops who came from the Lakes under the command of Col. Eustis, had not been at the Fort on Rock Island, and of course the disease could not have been communicated by them. The treaty which was to have been held with the Indians on the 10th inst, had been postponed in consequence of the sickness. "Gov. Reynolds and Gen. Scott, commissioners on the part of the United States, attended at the proper time; Gov. Clark, Gen. Atkinson, and some other gentlemen had arrived at Fort Armstrong, to be present at the treaty: they however returned by the first opportunity." At what time the contemplated treaty would be held, Col. Berry was not informed.

CUSTOM HOUSE, NEW YORK.—The Globe publishes a notice from the Secretary of the Treasury, asking Proposals for a suitable site for a New Custom House in this city, either adjoining the present Custom House or elsewhere. Such proposals must be sent to the Treasury Department before the first of November next. Congress has made an appropriation of \$200,000 for this purpose, but it is not enough for the ground and building required.

The U. S. Schooner *Experiment* arrived at Seawall's Point, at 8 o'clock on Wednesday evening, 19th inst. from New York, whence she sailed on the 13th, and cruised off Sandy Hook till the 17th.

She proceeded next day for the Gosport Navy Yard, for repairs, previous to going on a foreign station.

The U. S. frigate *United States*, which sailed from here early in July, anchored in the Tagus on the 3d of August from Madeira. This is the first intelligence received of this fine frigate.

The Frigate *Potomac* sailed from Batavia on the 10th April last. A letter from Com. Downes, dated the 6th, states that the Island of Java was in perfect tranquility, and every part of it subject to the Dutch authorities.

MELANCHOLY.—A fire occurred Monday, at which—attended with some destruction of property—several persons were seriously injured, and one life lost.

At about twelve o'clock, the seven-story fire-proof building in Gouverneur's lane, next to the corner of Water street, was discovered to be on fire; and tho' the engine companies were upon the spot almost at the first alarm, yet the flames made such rapid progress that the efforts of the intrepid firemen were unable to subdue them until they had extended to the upper lofts, and involved the whole building in ruin. About three o'clock, the front wall fell with a tremendous crash upon the building on the opposite side, of which it broke in the roof, and shortly after the north wall came down, bringing beneath itsome of the adjacent premises. We regret to add, that Nathaniel Brown, of Engine No. 42, lost his life in the ruins, and that James Hedges and Anthony Klopfer, of the same engine, and Mr. Roome, the engineer, were all seriously injured.

The building, which was insured, was occupied by Mr. Jesse Delano, as an Iron Chest Warehouse, and the fire is believed to have been accidental.

COLUMBUS, (Ohio), Sept. 15.—Episcopal Convention.—The annual Convention of the Protestant Episcopal Church in the Diocese of Ohio, met at Gambier, on Wednesday the 5th instant—13 Clergymen, and 39 Lay Delegates, representing 25 parishes, being an attendance. The most important business transaction of this body, was the re-election of the Rev. C. P. M'Ilvaine to the Episcopate—a measure deemed necessary in order to bring the subject of Bishop Chase's resignation directly before the General Convention, which meets in the city of New York on the third Wednesday of October next. The propriety of a new election, involving, of course, the validity of the resignation of the Episcopal office by the late Diocesan, was fully and ably discussed, and finally carried by a decided majority—12 Clergymen and 26 Delegates, representing 19 parishes, voting in the affirmative, and 1 Clergyman and 13 Delegates, representing 6 parishes, in the negative. After this decision, no opposition was made to the election of Mr. M'Ilvaine, who received every vote that was given; and it is hoped that his consecration will effectually remove every existing difficulty.

Fatal Accident.—The Portland Daily Advertiser mentions that a few days since in that city, Mrs. Sally Parker of Westbrook was burnt to death. She was reaching to a cupboard over the fireplace, when her clothes took fire and instantly enveloped her in flames. There were only two little children in the house, who ran out of doors for assistance. They met another little girl, her own daughter, about 12 years of age, who was going into the house, saw her mother in the room screaming and covered with fire. This girl ran off for help, but there was none near. This happened in the morning at six o'clock. At ten she expired.

On Friday, the 7th inst., Peter Stiffier, constable of Greenfield township, in this county, in arresting a man named Alexander Hanna, a blacksmith by trade, shot him dead with a pistol. Mr. Stiffier immediately surrendered himself to justice, and has been admitted to bail. As the case is to undergo a legal examination, we decline for the present to give any other particulars.—[Bedford (Pa.) Gaz.]

BOSTON, SEPT. 26.—Serious Affray and Murder.—Last night about 8 o'clock, a very serious affair occurred in Ann-street, near the corner of Fleet-street. By the principal evidence before the Coroner's inquest, it appeared that a man by the name of Rich, a rigger by trade, who was passing through the street, was pushed rather roughly, by some person. This Rich resented, and another person immediately stepped up and knocked Rich down. The individual in company with Rich immediately left him, and after changing his clothes, went back and found Rich dead. Rich was about 40 years of age. There were no external marks of violence on his person.

A young man by the name of Emanuel Currant, aged 19, apprenticed to Mr. Samuel Curtis, looking-glass manufacturer and gilder, was passing through Ann-street at the time, when some person came up behind him and stabbed him in the side. Currant then ran home, and a physician (Dr. J. W. M'Kean) was called, who pronounced the wound mortal. He was alive, however, when we left him at half past 11 o'clock.

The murderers are not known. During the affray there was a large mob in Ann-street.—[Atlas.]

LAUNCH.—The ship *Louisa*, burthen 460 tons, will be launched to-morrow morning, at 11 o'clock, from the ship-yard of Mr. J. Williams, Manhattan Island. She is intended for Messrs. Scott & Shapter's Line of Savannah packets, and is to be commanded by Capt. D. Wood.

The brig ashore at Rockaway Beach on Saturday proves to be the British brig *Phoebe*, bound from this port to Pictou in ballast. She went ashore in the storm of Friday night, and is high and dry. She may be got off. Her crew have reached the city in safety.

[From the Troy Budget.]

SUICIDE.—Mrs. Pamela Graves, daughter of John Elwood, of this city, was found in the Hudson river drowned on Sunday last. A coroner's inquest held by Mr. Landon, decided that "she came to her death by voluntary drowning." The deceased had been married lately. Her husband had refused or neglected to provide for her, and left her at the house of her father in this city, while himself resided in Albany. This is the second daughter of Mr. Elwood which has met death voluntarily. The first daughter took laudanum about two years since.

On Tuesday last, a woman calling her name Nancy Veile, residing in this city, committed suicide by drinking laudanum while in a state of intoxication.

[From the New Orleans Price Current of Sept. 8.]

The Mississippi remains at near the stage last noticed, about 12 feet below highwater mark. The weather is warm and pleasant, with sufficient change from fair to cloudy, calm to breeze, to give general satisfaction, particularly when the enjoyment of good health is so general that the subject of our ancient epidemic is rarely agitated. For the satisfaction of our absent fellow-citizens, we add, that we have not heard other than the remark of absence of every kind of malady. Nothing whatever has occurred to change the appearance, and indeed the reality of things, since business ceased, except that many new houses are building and old ones repairing, and that affairs in general are endeavoring to keep pace with the growth of our commerce and increase of population.

Melancholy.—Last evening, about eight o'clock, a respectable gentleman, about 35 years of age, repaired to the Bath, at the Battery, for the purpose, as was supposed, of bathing. After a few moments, the discharge of a pistol was heard, and the proprietor repairing to the box just entered by said person, found that he had put an end to his existence, by discharging the contents of a pistol through his heart.—[Gazette.]

From a Tallahassee paper of the 14th ult. we learn the following facts:—Sentence of death having been passed by the Superior Court of Florida upon a man by the name of Rogers, he was respited by the Secretary, Mr. Westcott, until Governor Duval should arrive, from whom strong hopes of executive mercy were entertained by the criminal and his friends. Accordingly on his arrival a formal application for pardon was made; but at the time and place appointed for the hearing, the counsel for the criminal found nothing but the Governor's written refusal to interfere in the matter. Upon this he was applied to, with the approbation of Judge Randall, who presided at the trial of Rogers, for another respite till the meeting of the Court of Errors; but rather than meet the responsibility even of granting this application, he resigned his office as Governor of Florida. His letter of resignation to the President, with his commission enclosed, together with a note to the Secretary requesting him to put the letter of resignation into the post office and assume the Executive duties, were handed to Mr. Westcott, who thereupon secreted himself to avoid the application for the respite; but being ferreted out and compelled to hear it, he declared he had no power to act in the case—and if he thought he had, he would resign too. During the progress of this farce Rogers was executed; upon which the Secretary took upon himself to retain the resignation and commission of Governor Duval, who, it is understood, has taken them back and resumed the duties of his office.

NEW-YORK AMERICAN.

SEPTEMBER 22, 24, 25, 26, 27, 28—1834.

LITERARY NOTICES.

THE PRACTICAL TOURIST, or Sketches of the State of the Useful Arts, and of Society, Scenery, &c. in Great Britain, France, and Holland, by ZACH. ALLEN: 2 vols. 12mo. Providence, R. I., A. S. Beckwith: Boston, Richardson, Lord & Holbrook, and Carter & Hendee.—Travels, in all regions, by all classes, and by both sexes, are now so common, that one might be thence led to doubt whether aught yet remains untold. To those entertaining such doubts, the "Practical Tourist" will prove, that much which before had been little noticed remained to be described. The tour before us is not, to be sure, very recent, having been undertaken in 1825, but it will scarcely lose any interest on that account; for the object of the writer of it was,—not to give a bird's-eye view of the then actual state of society, which, with the lapse of years, would necessarily lose its immediate interest,—but to examine into the state of society generally, and especially in large manufacturing towns, as affected "by modern improvements in machinery." Hence "the workshops of Europe" more than the crumbling abbeys, or gorgeous palaces (though neither are neglected) occupied the attention of the tourist. We give part of Mr. Allen's vivid and well-written sketch of

MANCHESTER.—In a humid state of the atmosphere the traveller is apprised of his approach to Manchester, when from the summit of some hill over which the road may wind, he first beholds at a distance the dark mass of smoke, which hovers like a sooty diadem over this queen of manufacturing cities. On approaching nearer he views the numerous tall chimneys with smoky tops rising high above the roofs of the houses. A remarkable elevation is given to the vents of the furnaces, for the purpose of increasing the draught to render the combustion of the fuel more complete, and also to discharge the smoke into the air far above the windows of the houses.—Notwithstanding these precautions, the inhabitants of the region below live amid sulphurous vapors, and the very walls of the houses are stained to a sombre hue by the coal smoke.—During the summer, and also in dry and windy weather, Manchester might be deemed a pleasant place for a residence. But, at other times, and particularly on calm mornings in the early part of spring, whilst a bright sun cheers the adjacent country, it displays to the inhabitants of Manchester its broad red disk, scarcely affecting the feeblest eye which gazes upon it through the dusky vapors, by which it is obscured. During the frequent foggy days in winter, an artificial twilight so completely shrouds the place, that at times the use of the gas lights becomes necessary, even at mid-day, for certain nice operations in manufactures. For the same reason, the lights in the large cotton mills are not extinguished until nine o'clock in the morning, and are re-kindled to form a brilliant illumination, as early as about half past three in the afternoon. Most of the labor at such periods is performed by the aid of artificial light. Nearly one half of the surface of the exterior walls of the manufactories is composed of spacious glazed sashes, which are arranged in profusion to admit all the scanty light which a naturally hazy atmosphere, rendered still more obscure by smoke, will transmit. When a slight breeze arises, this dark cloud is put in motion, and is borne away over the country in an unbroken murky volume, perceptible at the distance of twenty or thirty miles, like the long train of smoke which streams from the chimney of a steamboat, and leaves a dusky line extended far over the waters and shores. It is only when a fresh supply of fuel is added to the furnace fires that the palpable black smoke spouts upwards. On a calm morning it affords amusement for a few minutes to watch these columns ascending perpendicularly several hundred feet, like a gigantic tree sprouting upward and expanding its dimensions, until the rolling masses, representing spreading foliage, meet each other from adjacent chimney tops, and become intermingled. When the kindled fuel burns clear on the grates, the trunk of this ideal tree appears to be cut off from its apparent resting place on the chimney top, and thence detached to float off into the air.

It has been stated that in 1831, there were nearly

400* Steam Engines in operation in Manchester and in the adjacent suburbs, besides numerous forges, bleacheries, print works, and foundries. Taking the average of these 400 Steam Engines, at 14 horse power each, and the average consumption of coals per hour at 13 pounds for each horse power, it will appear that the quantity of coal consumed by them in each hour exceeds 70,000lbs; and if the quantity consumed in the foundries, bleacheries, and in other processes of manufactures, and by the inhabitants in their dwelling-houses, be computed at as much more, the whole consumption of coal in Manchester will not fall much short of 140,000lbs. during each hour of the day.

The price of this important article of fuel, coal, on the abundant supply of which the prosperity of Manchester is so essentially dependant, varies from eight shillings to ten shillings sterling per ton, delivered on the banks of the canal. With the rate of exchange at 10 per cent premium, this price is equal to nearly two dollars, and two and a half dollars a ton, or about one third of the price of the same fuel on the seaboard of the United States.

Even at this low rate of the price of coals, steam power, with the building and fixtures necessary for operating machinery, has been leased in Manchester at £20 sterling per year, (nearly 100 dollars) as an enterprising American domiciliated here stated to me. An equivalent amount of water power may be obtained in most parts of New England nearly forty per cent cheaper than this steam power in Manchester, the necessary mill buildings in each case being included. It is, indeed, only after viewing the vast amount of labor expended in mining coal and transporting it to the furnaces of Steam Engines, and the multitude of these costly machines, upon which the engineers are often at work, repacking the pistons and executing frequent small repairs before and after the ordinary hours of labor, and during almost every Sabbath, the only day on which the boilers become cool, that an American can estimate the vast advantages possessed by the United States in the immense water power furnished by their innumerable rivers. The wealth of England could hardly purchase, at the rate of the cost of steam power in Manchester, the water power available within the limits of the United States. To this advantage of a cheap moving power may be attributed the remarkable prosperity of all branches of manufacturing industry in the United States, wherein a great moving force forms a principal part of the ordinary cost. The flour mills of the United States have long been celebrated for superiority in mechanism and effective operation over all other similar mills in Europe; and even the manufacture of coarse cottons and other fabrics, which requires the hard twist of the throstle and the violent blows of the power-loom, is greatly indebted to cheap water power for the successful competition maintained with the steam power and cheaper labor of England. The difference in the cost of the transportation of the raw materials to the water falls located at remote distances from the sea-board, must, however, be taken into consideration with the comparatively light expense of transportation between Liverpool and Manchester.

Much interesting, and we doubt not accurate, information is given of the various processes of manufacturing, in this great workshop: for this we must refer to the book itself, merely giving here one illustration of the almost incredible wonders of the spinning-jenny. Our author says—

Threads almost as fine as those of the web of the spider, and almost as silently spun, are drawn out upon the spinning mules. The finest yarns are always spun upon mules, and the process is slow. The labor of three persons at a mule of 300 spindles is required for a week, to spin four pounds of sea-island cotton into yarn of the fineness of 300 hank to the pound, at an expense for labor alone of about two dollars and a quarter for each pound of yarn produced. A respectable manufacturer in Manchester stated to me, that a single pound of sea-island cotton wrought into lace, had been sold for fifty-four guineas (about \$270.)

* There is probably at this time (1832) nearly as great an amount of steam power employed to propel the steamboats on the river Mississippi and its tributary waters, as the whole aggregate amount of steam power in Manchester.

† The relative fineness of cotton yarn is calculated by the number of hanks required to weigh one pound. A hank contains 840 yards, and No. 300 yarn, therefore, has a thread sufficiently fine to measure, $840 \times 300 = 252,000$ yards, or 143 miles in length to one pound of the yarn!

To show that our tourist has an eye for the picturesque as well as the useful, we subjoin his sketch of English cottages, and the just comparison he institutes to their advantage between them and the country houses, so full of pretension, and so devoid of comfort or neatness, which are too common in the United States:

Soon after leaving Leeds we passed the beautiful gardens and pleasure grounds, and extensive well-wooded parks, belonging to Lord Harewood. This nobleman is proprietor of many thousand acres of valuable land in this vicinity, including the village of Harewood. His cottages are built of cut stones, and are tastefully ornamented with little garden plots, laid out in front of them. The fruit trees covered with blossoms, and the creeping vines forming curtains of verdure, sprinkled also with gay blossoms, nearly cover up some of the walls from sight. These simple and economical decorations of the country-house are more truly agreeable and attractive to the eye than the columns and stately portico, fashioned by the chisel of the sculptor. The neglect of these natural and cheap modes of improving the appearance of farm-houses is lamentably common in the United States, where the pride of the occupants too often leads them to incur the expense of erecting great houses, often three stories high, to lift up their exposed naked fronts, without a tree or a shrub to throw a grateful shade about them. In frequent instances these tall houses remain with unfinished rooms, and with several windows closed by boards instead of glass; or with broken panes stuffed with old hats, or other articles readily applicable to close the open chinks. Whilst surveying in the pride of their hearts their lofty unfinished structures, the proprietors are not aware that such buildings appear to most persons of judgment at once as monuments of the pride and folly of the builders; and excite pity rather than admiration. Thus has a misguided taste often been the cause of useless expense for the purpose of attempting pleasing architectural displays in the country, where a more agreeable result might have been attained in a simple and cheaper way. The building, however low and humble, which is embosomed by trees, and the walls, however rough, that are screened by a curtain of the honey suckle, trumpet flower, or other creeping vines, with a small patch of ground in front of them containing a few common wild flowers, display in the country a far more attractive appearance. A trifling cost bestowed on these cheap natural embellishments will allow the proprietor to adapt the size or plan of his edifice to his own convenience, in point of internal arrangements, whilst he may diminish the expense commonly sacrificed in architectural decorations for ornamenting the exterior to please the eye of strangers. This village is rendered so neat in appearance from the taste thus bestowed, that it might serve for a model of a poet's description of rural residences.

In a note to this passage, it is well said:

If it were not trespassing upon the domestic province of the fair of the United States, it might be suggested to their consideration, that although they are themselves the most attractive objects, in the palace as well as in the cottage, yet the home where they are destined to preside, and dwell with husbands, children, or brothers, will lose none of its charms to induce absent ones to return to it, if associated in recollection with over mantling vines and flowers; and the bright eyes and dimpling smile of the loveliest maiden, will not be seen to disadvantage at the window overhung with honey suckles and roses.

THE PROTESTANT EPISCOPAL PULPIT: New-York, John Moore.—The number before us, for August, which contains an excellent Sermon by the late Bishop Croes, of New-Jersey, was held back some days, in order to accompany this discourse of one, whose lips are yet newly sealed in death, with the various testimonials of affection and regret, which the decease of the venerable prelate called forth, not only in his own diocese, but in other parts of the United States.

LIFE OF PATRICK HENRY, by WILLIAM WIRT: 1 vol. 8vo. New York, M'Elrath & Baags.—This edition has been revised by the author. It needed some pruning; the original style having been, for so logical and close a reasoner, as Mr. Wirt is, at the bar, somewhat too ambitious and ornate. The popular:

ity of the work may be inferred from the fact that this is the fifth edition—and it is a very handsomely executed one.

There are other books on our table, awaiting a notice, but we must postpone them to-day, to make room for the very interesting account which follows, prepared for us by a literary friend, of the

BRITISH ASSOCIATION FOR THE ADVANCEMENT OF SCIENCE.

This Society has been very recently formed in England, and already it attracts much notice and gives promise of extensive usefulness. Its meetings, too, are of a novel as well as highly interesting character. I believe that in some places upon the continent of Europe, and especially at Berlin, similar assemblages of literary and scientific persons have taken place; but this was the first attempt to establish in England an annual festival sacred to the cause of science. Their musical festivals are common, and the yearly meetings of persons collected together at some designated place from every part of the kingdom, to enjoy a common pleasure and promote a common object of more questionable utility, are famous over the world. But in this new Association, is presented to us the delightful and ennobling spectacle of men the most distinguished in the literary and scientific world, meeting together to enjoy a week of social intercourse, to compare together each other's views, to communicate each other's discoveries, to stimulate each other's exertions, and perhaps in many instances to remove unhappy prejudices, and form or strengthen the bond of friendly union.

The late meeting of this institution took place at Oxford under the auspices of the venerable University. There is a very full account of it occupying a large portion of two of the June numbers of the *Oxford University, City and County Herald*. It is much too long to be extracted entire, and as the paper may not be amongst those which you receive at the office of the American, I beg leave to offer you, drawn from this authority with which I have been favored by a friend, such a sketch as will serve to show the object of this Association and the manner in which its meetings are conducted.

It was in the month of September of last year that the Association had its origin. A numerous body of persons engaged and interested in the cultivation of science met by previous appointment at York, and this meeting formed itself into a society which took the name of the BRITISH ASSOCIATION FOR THE ADVANCEMENT OF SCIENCE. Of its present character and promise of future usefulness some idea may be formed, when it is seen that on its committees are the names of such men as the Rev. Dr. Buckland, Sir David Brewster, Prof. Airy, Prof. Sedgwick, Sir T. Bishan, Mr. Dalton, Dr. Davies Gilbert, Mr. Murchison, the Marquis of Northampton, Sir P. Egerton, Mr. Faraday, Mr. Childern, &c. &c. The meeting was adjourned to Oxford to meet on the 18th of June last, when the Association completed its organization and established its plan of operations. Upon this day, Monday, various arrangements were made for the transaction of business; and it was agreed that general meetings of the Association should be held each day at one o'clock, and that in the morning and evening the members should meet in four sections corresponding to different branches of science.

The following were the divisions of the subjects:—

- 1st. Mathematics, General Physics, and Mechanical Arts.
- 2d. Chemistry, Mineralogy, and Chemical Arts.
- 3d. Geology and Geography.
- 4th. Natural History.

The authorities of the University allowed the general meetings to be held in the Sheldonian Theatre, and the sectional meetings and other business

of the Association to take place in the suite of rooms in the Clarendon buildings.

On Tuesday morning the sectional committees met, chose their officers, and immediately proceeded to business. Papers were read upon the respective subjects appropriated to each section, some of which gave occasion to instructive discussions.

At one o'clock the Association met in the magnificent theatre, a large portion of the gallery being filled with ladies. Viscount Milton, the President of the Association at its former meeting, took the chair, and opened the general business of the Society in a brief and appropriate speech, the principal object of which was to resign his place to the Rev. Dr. Buckland. This distinguished individual, so well known throughout the scientific community by the powerful and discriminating reasoning which he has applied to the subject of the organic remains of the antediluvian world, was called to the chair of the Association for the present year. In the conclusion of his speech, Lord Milton alluded very happily to the object of the Association, to prove that it well deserved the countenance it received from the venerable Christian Seminary of Learning, where its meeting was then held. "If, gentlemen," said he, "it be asked what is the use of any new fact added to our stock of knowledge? what is the great use of any new inference deduced from these facts of which we are already in possession? I should say that the greatest, and, indeed, the only one to which we ought ultimately to look, is, to enable and to induce man to lift up his heart and his mind to his Creator. By comparing the inability of the creature with the stupendous power of the Creator, you add incomparably to those feelings of awe, duty, and reverence, which we owe to his wisdom, power, and beneficence. Therefore, gentlemen, I say with confidence, that the constituted authorities of this University never can have occasion to repent of having introduced within their walls an association, the object of which is to enlarge the bounds of human knowledge, and to extend that empire with which we have been invested, over the works of God himself." (Great applause.) The Rev. Dr. Buckland then took the chair amidst loud cheering, and, after a brief address, proceeded to state the order of business.

The President then called upon Professor Airy for his Report on the state and progress of Physical and Practical Astronomy, undertaken at the request of the former meeting. Mr. Lubbock's Report on the present state of our knowledge respecting the Tides, was the next in order; and, in the absence of the author, the subject of it was related to the meeting by the Rev. W. Whewell, and illustrated by the exhibition of a map of the world, in which were drawn the co-tidal lines, or lines which pass through all the points where it is highwater at the same moment.

The Association then adjourned, and at 5, the members met to partake of a splendid entertainment in the hall of New College, given to the Association by the Oxford members of it. At this feast, many appropriate toasts were given, and interesting speeches were made by the distinguished persons there assembled.

The party adjourned from the hall to the rooms at the Clarendon, where sectional meetings were held, and in the chemical room, experiments were shown by Mr. King in illustration of his communication on a safety-tube for the oxyhydrogen blow-pipe.

On Wednesday morning, sectional meetings were again held, and many valuable papers were read, and discussions carried on in each of the four rooms. At one o'clock, the President took the chair as before in the Sheldonian Theatre, and the chairman of each section read to the general meeting the report

of the proceedings of the preceding day in his respective department.

Professor Cumming then read his report on Thermo-Electricity.

Mr. Forbes read his report on the present condition of our knowledge of meteorology.

Mr. Willis gave a verbal account of the present state of the Philosophy of Sound, illustrated by diagrams and musical experiments.

The meeting then adjourned.

In the evening at nine o'clock, two very interesting lectures were given in the music room of the university; the one by Dr. Ritchie on Magnetic Electricity, and the other, by Dr. Turner on Chemistry.

On Thursday morning, at half past eleven o'clock, about 150 members of the Association on horseback accompanied by carriages, containing ladies, and by many persons on foot, assembled near Magdalen's Bridge, to attend a lecture by Professor Buckland, on the Geology of the neighborhood of Oxford. In the course of the lecture, the Professor took occasion to explain to his audience the importance of Geology as connected with Agriculture. He demonstrated, by examples, the dependance of the character of the soil upon the condition of the subjacent strata; and called their attention to the adaptation of sand, and calcareous, and argillaceous soils, to the different modes of agriculture. After an excursion of nearly six hours, occupied chiefly in exhibiting the geological character of the neighborhood, the Professor returned with the party to dinner.

In the evening, the different sections were occupied with papers and discussions as at the previous meetings.

On Friday morning, the four sections resumed their sittings conducted as before, and at one o'clock the General Association met, and heard the reports of the sections. After this, an abstract of the report of Sir David Brewster on the progress of optical science, was read. Mr. Johnston read a report on the progress of chemical science, especially in foreign countries. Professor Powell read his report on our knowledge of the phenomena of radiant heat. Mr. Conybeare gave an account of the nature and objects of his report on the recent progress of geology.

In the evening, as before, the sectional meetings presented many subjects of instruction and interest, which cannot here be detailed.

On Saturday morning, the sectional meetings proceeded as usual, and the report of their doings was read at the meeting of the Association at 9 o'clock. Mr. Brunel was then called upon by the President, and gave a history of the attempts made to carry a tunnel under the Thames; and he exhibited at the same time a number of illustrative drawings. Professor Whewell gave a sketch of the views contained in his report on the recent progress and state of mineralogy; and Dr. Prichard's Essay on the application of philological inquiry to the physical history of man, was read by Mr. Conybeare.

After this, the concluding business of the Society proceeded. Thanks were returned by the Marquis of Northampton in behalf of the General Committee, to the Vice-Chancellor, the heads of houses, and to the other gentlemen of the University, for the very great kindness with which they had received the Association for the Advancement of Science. An appropriate reply was made by the Vice-Chancellor, who, amongst other acts of attention, had given a breakfast to the Association in the hall of Exeter College. Professor Sedgwick, of Cambridge, designated as the President of the Association for the next year, when it is to hold its meeting at that distinguished University, alluded to the eminent individual then in the chair (Dr. Buckland,) and said—

"He was happy in thus publicly thanking him for the delightful manner in which he had presided over

the meeting of the Association. All who were present had witnessed the exercise of his great powers, combined with extraordinary tact, and temper, so that through his governing influence, the jarring elements of a Society, not as yet organized, had been brought to order and harmony; and during the long philosophic banquet of which they had been partaking while in his presence, all seemed to have been living in intellectual sunshine. The Association meeting in these abodes of science, in this place consecrated to *sacred studies*, produced in his mind a mixed feeling which he could not express, but which he was sure would be appreciated by the members of the Association, when they appealed to their own feelings, and thought of the delight they had themselves experienced in being associated in such a place with such men as a Dalton, a Brewster, a Faraday and a Browne, in honoring whom this great university had done honor to itself. Studies such as had occupied the society, consecrated by such a meeting, tended to elevate and purify the mind, and to produce those ennobling moral and religious sentiments which engendered mutual friendship, mutual forbearance, mutual kindness, and mutual confidence; they kept down to the utmost every bad feeling, and caused those which were good to germinate with the greatest luxuriance compatible with our nature. Having said thus much with respect to his own feelings, he was sure he should have the sanction of every Cambridge man now within the university, when he said they would do the utmost in their power to welcome the Association. He anticipated a great increase in their numbers, and that on future occasions instead of hundreds they would be congregated in thousands. And now, (turning to the gallery in which many ladies were assembled,) if he might dare to lift his eyes to that blazing crescent which had decorated the meetings of the society, and stimulated them to new exertions, he would tell them that every one of them was comprehended in the invitation, and that many of them also might be for a while within the college walls. He believed that every thing that was good, and great, and amiable, in the University of Cambridge, would, by the genial influence of such a visit, be more firmly cemented, but that its monastic character would be shaken to its very foundations. (Great applause.)

Professor Whewell rose and begged to invite to Cambridge all who had been assembled here; and though the members of that University could not pretend to imitate the princely hospitality with which they had been received in Oxford, they offer a welcome no less cordial. They were desirous to see as many as possible from as many parts of the kingdom as possible; they asked for the company of all who were cultivators of science or interested in its objects.

The President then adjourned the meeting to the Music room at nine o'clock.

In the evening this room was crowded with the members of the Association and with ladies, and a lecture (illustrated with large drawings) was delivered by Professor Buckland on the fossil remains of a gigantic monster, (the Megatherium,) which have been recently for the first time imported into England from South America. In the course of the lecture the name of Cuvier being mentioned, the learned Professor took the opportunity of paying an elegant compliment to the greatest naturalist, and one of the greatest philosophers that have arisen to enlighten and improve mankind. "He has shown that the frame and mechanism of every animal present an uniformity of design and a simplicity of purpose, which prove to demonstration that every individual, not only of existing species, but of those numerous and still more curious species which have lived and perished in distant ages, and our knowledge of which is due to the discoveries in geology, were framed and fashioned by the same Almighty hand, and were designed and contrived by the same Almighty mind. To this great and good man not only are the sciences of natural history profoundly indebted, but the higher science of morals also owes a deep and everlasting obligation; for he has proved to demonstration the high and solemn truth to which I have alluded—the unity and universal goodness of the great Creator."

After this interesting lecture, several speeches were made alluding to the approaching adjournment of the Association, and expressing the high satisfaction that had been enjoyed during the week, and anticipating the advantages and pleasures that would result from similar meetings.

Long as this abstract has been, (much longer than I anticipated when I took my pen to make it,) I cannot refrain from giving you the following

extract from the speech of the Marquis of Northampton, which must be peculiarly interesting to us from its allusions to the United States:—

"I rejoice," said the noble Marquis, "in the success which this great, important, and, I hope, immortal Society has received at this its commencement. Long may it live and flourish, and produce fruits for the benefit, not only of ourselves, but of others. I rejoice in its success, not only in an intellectual, but in a moral sense. I believe it is a great means of binding together all the parts of this great empire. Yet it is not only the means of binding together the empire in which it exists, but the whole world; for the whole world has an interest in it. It is a refreshing thing for a person like myself to come from the great metropolis, and the turmoils of political life, and meet with the eloquence and wit with which we have been delighted in this place, dedicated entirely to the promotion of truth and good fellowship. I see discussion deprived of all the sting and all the disagreeableness that necessarily will attend a contest in political life. One great merit of an association such as this, is, that it has a tendency to take away that sting, and to bring together those who are otherwise opposed, and to make them feel that at least on many points they can agree. I have stated that science associates together the whole human family; and having said so, I cannot but rejoice that we have had at least one eminent individual from the United States, among us at this time. I hope, gentlemen, that at our next meeting at Cambridge we may have more. We must remember, and I hope they will remember, that they and we are sprung from the same great race; that we speak the same language; that we, as well as they, rejoice in the possession of different, but still of free, institutions; that they, as well as we, rejoice also in having to boast (because I think they have the same right to boast as we have), that their ancestors were fellow-countrymen of Milton and Shakespeare, and those great men who have preceded us in science and literature! I hope that these feelings may ever continue to exist between us and them; and I hope also, that the interests of science will form a bond between us and all the other nations of the world, that wars and tumults at last may cease; and that our only emulation may be, who shall become the wisest, and who become the best!" (Continued applause.)

The President then adjourned the meeting, with the following beautiful and impressive address:

"Gentlemen—The hour reminds me that I must now admonish you, that we approach the adjournment of this most happy meeting. In conclusion, therefore, I congratulate this University on the compliment that has been paid it by the presence of so many distinguished and illustrious strangers as have honored us with their company on this ever memorable occasion. I congratulate the Association on the perfect harmony which has pervaded its meetings, and on the vast and inestimable utility that is likely to result from our operations. I congratulate the British nation that it possesses such a society, comprehending a host of individuals who are not only qualified, but prompt and ready to come forward and promote the interests of science and literature. I congratulate the scientific world, that not only in this country, but on the continent, there exist kindred associations, whose example has led to the meeting this week. Gentlemen, I congratulate each individual here present on the attainment of what I consider the highest beatification of which we are capable in our present state; the attainment of that personal knowledge and familiar intercourse which this meeting affords, with those whose kindred minds and congenial pursuits have been long familiar to us through the medium of their works; a meeting in which they, whose heads and hearts we have long esteemed, and loved, and venerated, are thus brought close together in friendly and brotherly association; and permitted (tho' but for a short, yet most delightful and most intellectual week of their existence), thus to hold sweet counsel and communion together amid these our palaces of peace. Gentlemen, it is now my painful duty to announce the arrival of the moment of our separation; it is my more grateful task to add, that we are to reassemble at Cambridge, in the latter part of the month of June, next year." (Great and continued applause.)

Mr. Editor, I know you too well to doubt of the deep interest and delight with which you will read the account of such a festival as this. I have made this abstract, that your readers may also enjoy this

pleasure, and catch something of the inspiring and ennobling spirit which it must have breathed upon those who were present on this memorable occasion. To me, the reading of this account of what was done across the mighty ocean in the glorious land of our forefathers, by such a union of her intellectual and noble-minded sons in the groves and halls of her resplendent University, has been as it were to hear the distant music of Plato's spheres. The mind abandons for a time earthly and grovelling thoughts; it reaches upward in pure and ennobling meditations. Science and literature thus taught, thus illustrated, thus encouraged, thus communicated from mind to mind in social intercourse, next to religion, are the truest, and most efficient, and most abiding friends to the happiness of man on earth; and, proving to him his intellectual and spiritual existence, do they not prepare him for holier thoughts,—thoughts, which take hold on immortality? Would that we were prepared for such associations in this country! Till then, let us respond to the noble and generous sentiments of the Marquis of Northampton; and let every friend of literature and science in this country hail the existence of the British Association for the Advancement of Science, and rejoice to hear of the auspicious commencement of its labors. M. W.

"The Illinois Magazine" will hereafter be issued from Cincinnati, Ohio, under the title of the "Western Magazine;" and will continue under the editorial guidance of James Hall, Esq. favorably known throughout the country as a writer of taste and education.

The project of a Western Quarterly Review, some time since contemplated, has been abandoned.

STATUE OF WASHINGTON.—Sometime since we copied into our columns from those of the Mirror, the letter of the Secretary of State to Greenough the sculptor, apprising him of the honorable task committed to him by the nation, of erecting a statue of Washington.

The Globe of Friday furnishes Mr. Greenough's answer, which we annex:—

Mr. Greenough to Mr. Livingston.

FLORENCE, JULY 8, 1832.
HON. EDWARD LIVINGSTON, Secretary of State.
Sir: Your letter of February 28th, together with the accompanying documents, was duly received, and have occupied my attention till now.

The hope of being found worthy to execute a statue of Washington for one of the great cities of my country, has been my support through years of solitary study in a foreign land. I have looked forward to such an honor as the reward of a life of toil and sacrifice. I will not dissemble the confidence I have felt of the support of my own countrymen at some future period, though I feared that there existed among them a diffidence of the national capacity in art, which could only be removed by persevering and successful demonstration. I accept this great opportunity with surprise, at finding myself so early known, and with joy that I am thought worthy of the task.

I propose to give the statue, together with its pedestal, an elevation of about twenty-five feet from the floor of the hall. I say *about*, for though I have fixed on fifteen feet as the height of the statue itself, experiment alone will enable me to decide on that of the pedestal. This size, without encumbering the hall, will fill the eye at every part of the same, and the features will be recognizable even from the door of the great entrance. To make the figure less, would be to risk the effect of the whole, by producing a diminutive appearance. I agree with you that the square form will be the best for the pedestal, and I am confident that the effect of this quadrangular body will be happier from its being enclosed by a circular wall. Had the cylindric form any advantages, (and I know of none,) I should think it worth while to sacrifice them, rather than to repeat the form in its embellishments. Nature constantly sets us the example of varying shapes, which are to be embraced together by the eye. I am much pleased that Houdon's bust was mentioned in the resolution, as my authority for the features of Washington. I have always used it from choice. I thank you for the liberty with which you permit me to understand the directions on this point, and I believe I shall have occasion to profit by it.

The model of this statue will occupy at least a year, probably eighteen months. The base rests

will require at least three months in the clay. We will allow three months for drying the casts and transporting them to the quarries. The rough hewing and taking off the points, will require ten months, the finishing will consume the residue of four years.

I have been able to avail myself of the experience of an artist who has executed a statue of dimensions similar to those I have mentioned, and am willing to undertake this work for the sum of \$20,000, to be paid in annual instalments of \$5,000 each. This is little, if at all more, than Canova received for a statue of little more than the size of life. The transport of such masses of marble and plaster, and the number of assistants necessary to maintain the proper degree of moisture in the clay and to waste the useless stone, render the increase of expense more than proportioned to the increase of size.

If you will permit me, I would wish to transmit you from time to time, drawings of my composition for this work. It seems to me that a statue of Washington, in that situation, should not be a mere image of the man to gratify curiosity, nor a vain display of academic art, but an embodying of his spirit. The accessories should be stamped with the character of our institutions. They cannot instruct, perhaps, but they may impress and confirm. The historic facts to be recorded on the pedestal, are of a different character from the statue, as regards the art; and I think they should be so. Truth will be my first object in these. I mean by truth, in this connection, not all that was, but nothing that was not. I shall adopt the dress of the time, and secure as many portraits as are preserved.

Accept, kind Sir, my earnest thanks for your interest in my success. Believe that, in exertion; I will be true to my country, and that I fully feel that if I prove worthy of this task, I shall not have lived in vain.

I have the honor to be, with respect, your most obedient servant,
HORATIO GREENOUGH.

Williams College.—The annual commencement of this Institution was held on the 5th inst. The degree of A. B. was conferred on 18 young gentlemen; that of A. M. in course on 4, and honorary on 2; that of M. D. in course on 7, and on honorary 4. "At the close of the regular exercises of the morning, an address before the Alumni was delivered by Prof. Dewey, of Pittsfield, Mass. Of this address, says the Albany Argus, we cannot speak in too enthusiastic terms." Hereafter the annual commencement is to be held on the 3d Wednesday in August, instead of the 1st Wednesday in September. From the Triennial Catalogue which has been sent us by a friend, it appears that the whole number of graduates from the origin of the Institution to the present time, is 1137, of whom 558 are still living. Clergymen 299, of whom 248 are still living. Physicians 214, of whom 210 are still living.

Geneva College.—The fall and winter term, at this institution, commenced last week and the number of students, we are pleased to learn, is very considerably increased. It is evident that the faithful and assiduous attention of the faculty, to the improvement of the students, and the importance of building up a respectable literary institution in western New York, are beginning to be better understood and appreciated than they have been; and that "Geneva College is in a fair way of becoming a general favorite with the public."—[Geneva Cour.]

Kenyon College.—The annual commencement at Kenyon College took place on the first day of the Convention; and, after the customary exercises, which we understand, were performed in a manner highly creditable to the Professors and Students, the following young gentlemen received the degree of A. B. viz:—Messrs. D. Davis, J. Denison, J. L. Minor, and D. Potter. The degree of A. M. was then conferred on the Rev. M. T. C. Wing, and Rev. G. Denison, and on Messrs. Fuller and Finch. The friends of the Institution will be gratified to learn, that notwithstanding the numerous difficulties it has to encounter, it continues to flourish, and to become more and more useful and acceptable to the community.

MISCELLANY.

The following extracts are from the Countess of Blessington's *Journal of Conversations with Lord Byron*, as published in the London New Monthly Magazine:

Byron is a strange *mélange* of good and evil, the predominance of either depending wholly on the hu-

mor he may happen to be in. His is a character that nature totally unfitted for domestic habits, or for rendering a woman of refinement or susceptibility happy. He confesses to me that he is not happy. There is something I am convinced (continued Byron) in the poetical temperament that precludes happiness; not only to the person who has it, but to those connected with him. Do not accuse me of vanity because I say this, as my belief is, that the worst poet may share this misfortune with the best. The way in which I account for it is, that our imaginations being warmer than our hearts, and much more given to wander, the latter have not the power to control the former; hence, soon after our passions are gratified, imagination again takes wing, and finding the insufficiency of actual indulgence beyond the moment, abandons itself to all its wayward fancies, and during this abandonment, becomes cold and insensible to the demands of affection. This is our misfortune but not our fault, and dearly do we expiate it; by it we are rendered incapable of sympathy, and cannot lighten, by sharing, the pain we inflict. Thus we witness, without the power of alleviating, the anxiety and dissatisfaction our conduct occasions. We are not so totally unfeeling, as not to be grieved at the unhappiness we cause, but this same power of imagination, transports our thoughts to other scenes, and we are always so much more occupied by the ideal than the present, that we forget all that is actual. It is as though the creatures of another sphere, not subject to the lot of mortality, formed a factitious alliance (as all alliances must be that are not in all respects equal) with the creatures of this earth, and, being exempt from its sufferings, turned their thoughts to brighter regions, leaving the partners of their earthly existence to suffer alone. But, let the object of affection be snatched away by death, and how is all the pain ever inflicted on them avenged! The same imagination that led us to slight or overlook their sufferings, now that they are forever lost to us, magnifies their estimable qualities, and increases ten fold the affection we ever felt for them—

"Oh! what arethousand living loves,
To that which cannot quit the dead?"

How did I feel this when Allegra, my daughter, died! While she lived, her existence never seemed necessary to my happiness; but no sooner did I lose her, than it appeared to me as if I could not live without her. Even now the recollection is most bitter, but how much more severely would the death of Teresa afflict me with the dreadful consciousness, that while I had been soaring into the fields of romance and fancy, I had left her to weep over my coldness or infidelities of imagination. It is a dreadful proof of the weakness of our natures, that we cannot control ourselves sufficiently to form the happiness of those we love, or to bear their loss without agony."

The whole of this conversation made a deep impression on my mind, and the countenance of the speaker, full of earnestness and feeling, impressed it still more strongly on my memory. Byron is right; a brilliant imagination is rarely, if ever, accompanied by a warm heart; but on this latter depends the happiness of life; the other renders us dissatisfied with its ordinary enjoyments.

He is an extraordinary person, indiscreet to a degree that is surprising, exposing his own feelings, and entering into details of those of others, that ought to be sacred, with a degree of frankness as unnecessary as it is rare. Incontinence of speech is his besetting sin. He is, I am persuaded, incapable of keeping any secret, however it may concern his own honor or that of another; and the first person with whom he found himself *à-tête-à-tête*, would be made the confidant, without any reference to his worthiness of the confidence or not. This indiscretion proceeds not from malice, but, I should say, from want of delicacy of mind. To this was owing the publication of his "Farewell," addressed to Lady Byron,—a farewell that must have lost all effect as an appeal to her feelings the moment it was exposed to the public—nay, must have offended her delicacy.

Byron spoke to-day in terms of high commendation of Hope's "Anastasis;" said that he wept bitterly over many pages of it, and for two reasons, first, that he had not written it, and secondly, that Hope had; for that it was necessary to like a man excessively to pardon his writing such a book—a book, as he said, excelling all recent productions, as much in wit and talent as in true pathos. He added, that he would have given his two most approved poems to have been the author of "Anastasis."

From "Anastasis" he wandered to the works of Mr. Galt, praised the "Annals of the Parish" very

highly, as also "The Entail," which we had lent him, and some scenes of which he said had affected him very much. "The characters in Mr. Galt's novels have an identity," added Byron, "that reminds me of Wilkie's pictures."

As a woman, I felt proud of the homage he paid to the genius of Mrs. Hemans, and as a passionate admirer of her poetry, I felt flattered at finding that Lord Byron fully sympathized with my admiration. He has, or at least expresses, a strong dislike to the Lake school of poets, never mentions them except in ridicule, and he and I nearly quarreled to-day because I defended poor Keats.

On looking out from the balcony this morning, I observed Byron's countenance change, and an expression of deep sadness steal over it. After a few minutes silence he pointed out to me a boat anchored to the right, as the one in which his friend Shelley went down, and he said the sight of it made him ill.—"You should have known Shelley (said Byron) to feel how much I must regret him. He was the most gentle, most amiable, and least worldly minded person I ever met; full of delicacy, disinterested beyond all other men, and possessing a degree of genius, joined to a simplicity, as rare as it is admirable. He had formed to himself a *beau idéal* of all that is fine, high-minded, and noble, and he acted up to this ideal even to the very letter. He had a most brilliant imagination, but a total want of worldly wisdom. I have seen nothing like him, and never shall again, I am certain. I never can forget the night that his poor wife rushed into my room at Pisa, with a face pale as marble, and terror impressed on her brow, demanding, with all the tragic impetuosity of grief and alarm, where was her husband! Vain were all our efforts to calm her; a desperate sort of courage seemed to give her energy to confront the horrible truth that awaited her; it was the courage of despair; I have seen nothing in tragedy on the stage so powerful, or so affecting, as her appearance, and it often presents itself to my memory. I knew nothing then of the catastrophe, but the vividness of her terror communicated itself to me, and I feared the worst, which fears were, alas! too soon fearfully realized.

"Mrs. Shelley is very clever, indeed it would be difficult for her not to be so, the daughter of Mary Wollstonecraft and Godwin, and the wife of Shelley, could be no common person."

He talked in terms of high commendation of the talents and acquirements of Mr. Hobhouse; but a latent sentiment of pique was visible in his manner from the idea he appeared to entertain that Mr. Hobhouse had undervalued him. Byron evidently likes praise; this is a weakness, if weakness it be, that he partakes in common with mankind in general; but he does not seem aware that a great compliment is implied in the very act of telling a man his faults—for the friend who undertakes this disagreeable office must give him whom he censures credit for many good qualities, as well as no ordinary portion of candor and temper, to suppose him capable of hearing their recapitulation of his failings. Byron is, after all, a spoiled child, and the severe lessons he has met with being disproportioned to the errors that called them forth, has made him view the faults of the civilized world through a false medium; a sort of discolored magnifying glass, while his own are gazed at through a concave lens. All that Byron has told me of the frankness and unbending honesty of Mr. Hobhouse's character has given me a most favorable impression of that gentleman.

* * * He (Byron) is surprised that Lady Byron has never relented since his absence from England; but he forgets how that absence has been filled up on his part. I ventured to suggest this, and hinted that, perhaps, had his conduct been irreproachable during the first years of their separation, and unstained by any attachment that could have widened the breach between them, it is possible that Lady Byron might have become reconciled to him; but that no woman of delicacy could receive or answer letters written beneath the same roof that sheltered some female favorite, whose presence alone proved that the husband could not have those feelings of propriety or affection towards his absent wife, the want of which constitutes a crime that all women, at least, can understand to be one of those least pardonable. How few men understand the feelings of women! Sensitive, and easily wounded as we are, obliged to call up pride to support us in trials that always leave fearful marks behind, how often are we compelled to assume the semblance of coldness and indifference when the heart is bleeding; and the decent composure, put on with our visiting garments to appear in public, and, like them, worn for a few hours, are with them laid aside; and all the

dreariness, the heart consuming cares, that woman alone can know, return to make us feel, that though we may disguise our sufferings from others, and deck our countenance with smiles, we cannot deceive ourselves, and are but the more miserable from the constraint we submit to. A woman only can understand a woman's heart—we cannot, dare not, complain—sympathy is denied us, because we must not lay open the wounds that excite it; and even the most legitimate feelings are too sacred in female estimation to be exposed—and while we nurse the grief "that lies too deep for tears," and consumes alike health and peace, a man may with impunity express all, nay, more than he feels—court and meet sympathy, while his leisure hours are cheered by occupations and pleasures, the latter too often such as ought to prove how little he stood in need of compassion, except for his vices.

I stated something of this to Lord Byron to-day, apropos to the difference between his position and that of his wife. He tried to prove to me how much more painful was his situation than hers; but I effected some alteration in his opinion when I had fairly placed their relative positions before him—at least such, as they appeared to me. I represented Lady Byron to him separating in early youth, whether from just or mistaken motives for such a step, from the husband of her choice, after little more than a brief year's union, and immediately after that union had been cemented by the endearing, strengthening tie of a new-born infant! carrying with her into solitude this fond and powerful remembrance of its father, how much must it have cost her to resist the appeals of such a pleader!—wearing away her youth in almost monastic seclusion, her motives questioned by some, and appreciated by few—seeking consolation alone in the discharge of her duties, and avoiding all external demonstrations of a grief that her pale cheek and solitary existence are such powerful vouchers for. Such is the portrait I gave him of Lady Byron—his own I ventured to sketch as follows.

I did not enter into the causes, or motives of the separation, because I know them not, but I dwell on his subsequent conduct:—the appealing on the separation to public sympathy, by the publication of verses, that ought only to have met the eye of her to whom they were addressed, was in itself an outrage to that delicacy, that shrinks from, and shuns publicity, so inherent in the female heart. He leaves England, the climate, modes, and customs of which had never been congenial to his taste, to seek beneath the sunny skies of Italy, and all the soul-exciting objects that classic land can offer, a consolation for domestic disappointment. How soon were the broken ties of conjugal affection replaced by less holy ones! I refer not to his attachment to La Contessa Guiccioli, because at least it is of a different and a more pure nature, but to those degrading liaisons which marked the first year or two of his residence in Italy, and must ever from their revolting coarseness remain a stain on his fame. It may be urged that disappointment and sorrow drove him into such excesses, but admitting this, surely we must respect the grief that is borne in solitude, and with the most irreproachable delicacy of conduct, more than that which flies to gross sensualities for relief.

Such was the substance, and I believe nearly the justice that I repeated to him to-day; and it is but words to him to say that they seemed to make a deep impression. He said that if my portrait of Lady Byron's position was indeed a faithful one, she was much more to be pitied than he; that he felt deeply for her, but that he had never viewed their relative situations in the same light before; he had always considered her as governed wholly by pride.

I urged that my statement was drawn from facts; that, of the extreme privacy and seclusion of her life, ever since the separation, there could be no doubt, and this alone vouched for the feelings that led to it.

He seemed pleased and gratified by the reflections I had made, insensibly fell into a tone of tenderness in speaking of Lady Byron, and pressed my hand with more than usual cordiality. On bidding me good bye, his parting words were "you probe old and half-healed wounds, but though you give pain, you excite a more healthy action, and do good."

His heart yearns to see his child; all children of the same age remind him of her, and he loves to recur to the subject.

Poor Byron has hitherto been so continually occupied with dwelling on, and analyzing his own feelings, that he has not reflected on those of his wife. He cannot understand her observing such a total silence on their position, because he could not,

and cannot resist making it the topic of conversation with even chance associates: this, which an impartial observer of her conduct would attribute to deep feelings and a sense of delicacy, he concludes to be caused by pride and want of feeling. We are always prone to judge of others by ourselves, which is one of the reasons why our judgments are in general so erroneous. Man may be judged of by his species *en masse*, but he who would judge of mankind in the aggregate, from one specimen of the genus, must be often in error, and this is Byron's case.

Talking of fashionable life in London, Lord Byron said that there was nothing so vapid and ennuyeux. "The English," said he, "were intended by nature to be good, sober-minded people, and those who live in the country are really admirable. I saw a good deal of English country life, and it is the only favorable impression that remains of our mode of living; but of London, and exclusive society, I retain a fearful recollection. Dissipation has need of wit, talent, and gaiety to prevent reflection, and make the eternal round of frivolous amusements pass; and of these," continued Byron, "there was a terrible lack in the society in which I mixed.—The minds of the English are formed of sterner stuff. You may make an English woman (indeed Nature does this) the best daughter, wife, and mother in the world; nay, you may make her a heroine; but nothing can make her a genuine woman of fashion! And yet, this latter role is the one which, *par preference*, she always wishes to act. Thorough-bred English gentlewomen," said Byron, "are the most distinguished and lady-like creatures imaginable. Natural, mild, and dignified, they are formed to be placed at the heads of our patrician establishments; but when they quit their congenial spheres to enact the leaders of fashion, *les dames à la mode*, they bungle sadly. Their gaiety degenerates into levity—their hauteur into incivility—their fashionable ease and nonchalance into brusquerie—and their attempts at assuming *les usages du monde* into a positive outrage on all the *bienséances*. In short, they offer a coarse caricature of the airy flightiness and capricious, but amusing, *légèreté* of the French, without any of their redeeming *espièglerie* and *politesse*. And all this because they will perform parts in the comedy of life for which nature has not formed them, neglecting their own dignified characters."

"Madame de Staël," continued Lord Byron, "was forcibly struck by the factitious tone of the best society in London, and wished very much to have an opportunity of judging of that of the second class. She, however, had not this opportunity, which I regret, as I think it would have justified her expectations. In England, the raw material is generally good; it is the over-dressing that injures it; and as the class she wished to study are well educated, and have all the refinement of civilization without its corruption, she would have carried away a favorable impression. Lord Grey and his family were the personification of her *beau idéal* of perfection, as I must say they are of mine," continued Lord Byron, "and might serve as the finest specimens of the pure English patrician breed, of which so few remain. His uncompromising and uncompromised dignity, founded on self-respect, and accompanied by that certain proof of superiority—simplicity of manner and freedom from affectation, with her mild and maternal graces, her whole life offering a model to wives and mothers—really they are people to be proud of, and a few such would reconcile one to one's species."

During our ride the conversation turned on our mutual friends and acquaintances in England. Talking of two of them, for one of whom he professed a great regard, he declared laughingly that they had saved him from suicide. Seeing me look grave, he added, "It is a fact, I assure you, I should positively have destroyed myself, but I guessed that—or—would write my life, and with this fear before my eyes, I have lived on. I know so well the sort of things they would write of me—the excuses, lame as myself, that they would offer for my delinquencies, while they were unnecessarily exposing them, and all this done with the avowed intention of justifying, what, God help me! cannot be justified, my *unpoetical* reputation, with which the world can have nothing to do! One of my friends would dip his pen in clarified honey, and the other in vinegar, to describe my manifold transgressions, and as I lived on, and do not wish my poet fame to be either preserved or pickled, I have written my Memoirs, where facts will speak for themselves, without the editorial candor of excuses such we cannot excuse this unhappy error, or defend that impropriety"—the mode," continued Byron, "in which friends exalt their own prudence and virtue,

by exhibiting the want of those qualities in the dear departed, and by marking their disapproval of his errors. I have written my Memoirs," said Byron, "to save the necessity of their being written by a friend or friends, and have only to hope they will not add notes."

I remarked with a smile, that at all events he anticipated his friends by saying before hand as many ill-natured things of them as they could possibly write of him. He laughed, and said, "Depend on it we are equal. Poets, (and I may, I suppose, without presumption, count myself among that favored race, as it has pleased the Fates to call me one,) have no friends. On the old principle, that 'union gives force,' we sometimes agree to have a violent friendship for each other. We dedicate, we besprinkle, we write pretty letters, but we do not deceive each other. In short we resemble you fair ladies, when some half-dozen of the fairest of you profess to love each other mightily, correspond so sweetly, call each other by such pretty epithets, and laugh in your hearts at those who are taken in by such appearances."

April.—Lord Byron dined with us to-day. During dinner he was as usual gay, spoke in terms of the warmest commendation of Sir Walter Scott, not only as an author, but as a man, and dwelt with apparent delight on his novels, declaring that he had read and re-read them over and over again, and always with increased pleasure. He said that he quite equalled, nay, in his opinion, surpassed Cervantes. In talking of Sir Walter's private character, goodness of heart, &c. Lord Byron became more animated than I had ever seen him; his color changed from its general pallid tint to a more lively hue, and his eyes became humid; never had he appeared to such advantage, and it might easily be seen that every expression he uttered proceeded from his heart. * Poor Byron!—for poor he is even with all his genius, rank, and wealth—had he lived more with men like Scott, whose openness of character and steady principle had convinced him that they were in earnest in their goodness, and not making believe, (as he always suspects good people to be,) his life might be different and happier! * * *

The Baltimore American, in copying the following capital article from the New-York Mirror, ascribes it to Mr. Paulding. This is an error. It is from the pen of the junior editor of that paper, Mr. Fay:

SNOZERS.—Has it ever befallen the gentle reader to sleep in a crowded hotel, in an apartment shared by several others; or in a stage travelling all night; or on board a steamboat? If so, you must have suffered from a nuisance, we fear, beyond the reach of satire, viz. snoring. Whether it is an Americanism, like whistling, spitting, putting the feet on the mantel-piece, and wearing hats with a long nap, we do not at this time wish to discuss; nor whether it is one of those general evils incidental to the universal infirmities of human nature, but we do say, that your regular snorer is an enemy to society, and ought either to cure his propensity, or turn hermit. Our object in writing this is to solicit the attention of the learned to a subject intimately connected with human comfort, that some means may be adopted either to have the class of snorers kept distinct from other people, in a different part of the town, and compelled to travel in a line of stages and steamboats constructed expressly for them; or else to check the propensity in early childhood, by a rigid course of education. Our youth are taught to dance, sing, play the fiddle, sit straight, eat with a fork, and be virtuous, but not a word about snoring; not a hint of this faculty, growing up in the secrecy of night, like a rank, luxuriant weed, within their character, to break the peace of innocent families, and ruin, night after night, that precious balmy slumber which lies so "starkly in the traveller's bones." Snorers! Why they are monsters. We avoid them in all our rural peregrinations, and smile inwardly on finding their acquaintance cultivated by unwary strangers, who little think what a trap they are falling into. We are one of that extensive class of human creatures who enjoy a fair night's rest. The day emphatically belongs to earth. We yield it without reluctance to care and labor.—We toil, we drudge, we pant, we play the hack-horse; we do things smilingly from which, in secret, we recoil; we pass by sweet spots and rare faces, that our very heart yearns for, without betraying the effort it costs; and thus we drag through the twelve long hours, disgusted almost, but gladdened withal, that the mask will have an end, and the tedious game be over, and our visor and our weapons be laid aside.

But the night is the gift of heaven. It brings freedom and repose; its influence falls coolly and gratefully upon the mind as well as the body; and when we drop the extinguisher upon the light which glimmers upon the round untouched pillow, we at the same time, put out a world of cares and perplexities. What then must be our disappointment to find ourselves full length, side by side, with a professed, regular-bred, full-blooded snorer, when the spell of sleep is every few moments forming on us; and then broken by the anomalous, incongruous, nasal vociferations against which, at this particular moment, we are endeavoring to excite the indignation of the reader?

It is one of the advantages of authorship, however, that even evils, by yielding prolific subjects for the pen, may be made a source both of amusement and profit. We experienced this the other night, when returning from a day's absence, the traveller's vicissitudes sent us to sleep on board a steamboat plying between this city and Albany. Fancy us, good reader, you know (or, for we have been hand and glove with you for so long a time, you ought to know), our *sly penchant* for comfort—our harmless pieces of epicureanism on a small scale—our enjoyment of a shady, still corner—our horror of being pushed and thrust about "anyhow." We have even, on occasions, betrayed too many of our secret tastes and antipathies, and have been rated sometimes by anonymous correspondents, (those familiar, invisible gentry,) for preferring a slant sunbeam through a heavy curtain to one that comes in like other beams. Imagine us, then, in a "night boat," which even the captain confessed was "slow," the wind and tide against us, a hot night, numerous passengers, the engine heaving and working laboriously, with a regular and heavy impulse, that jarred through the massive vessel with jerks and shocks like little earthquakes, and the subtle languor of slumber stealing through our limbs, and hanging on our eyelids. A hundred or two travellers had already "turned in," and we were ushered below into the cabin, and directed by a clerk to a berth, where, our guide informed us, we were to sleep. To sleep! We looked at the fellow's face. It was perfectly grave and respectful. A glance satisfied us he had intended no insult. He left us, and we paused to look around. Ah! the cabin of a steamboat is a melancholy affair to a sleepy gentleman, about eleven o'clock at night. A dim lamp, suspended from the ceiling, shed a doleful light upon the long, low, narrow apartment. The curtains of the berths were mostly drawn. Divers boots, which, when enlivened by their respective legs, had clattered mountains or paced over fields, now lay in groups here and there. Hats, valises, umbrellas, rested by their owners, being probably the only vestiges of them we should ever encounter. One fat gentleman had just lifted his unwieldy person into bed, and was tying a bandanna handkerchief around his head, preparatory to his launching off into glorious repose; while a cross-looking lean person opposite, having wound up his watch, and rescued his feet from his boots, with a prodigious deal of straining and ill humor; having with considerable difficulty discovered where he was to dispose of his cloak and other matters; bumping his head, moreover, while getting into his couch, and easing the pain with a smothered execration, at length also disposed of himself to his satisfaction. We do not know any thing which, when a man is really out of humor, exhausts his philosophy more utterly than hitting his head sharply against any hard object. My friend cursed the builder of the steamboat, in a half-smothered growl, and then all was quiet. And now we were floating off into a pleasant sleep, when a low and gradually increasing sound from the berth of the fat gentleman arrested our attention. We listened, all was silent; and then again the same sound, more palpable and better developed. It was at first a long breath, of the consistency of a loud whisper. We turned back again, there it was yet. Worse on our elbow, in a passion, and poked our head out between the red curtains. There was the fat gentleman's berth. We could just detect a glimpse of the bandanna handkerchief, by a feeble glare of the lamp. Our sleepy eyes passed disconsolately over the boots and valises. We laid down again, but could not "with all the weary watching of our crest-fallen thoughts," win the coy dame Sleep to our bed. What was to be done? Go up and hit the fat gentleman a blow? Impossible. Complain to the captain? He would laugh at us. Never was man so weighed down, so oppressed with sleep, and never did man so suffer from a snorer. The fat gentleman, as if aware of our misery, and mocking it, went on, like an orator getting warm with his subject. He

grew loud, vociferous, outrageous. We laid and listened. He inhaled, he exhaled. Now the air rushed in through his extended jaws, now it burst forth obstreperously through his sonorous nose. He took it with the tone of an octave flute, he let it out again with the profound depth of a trombone. He breathed short, he breathed long; he gasped, whistled, groaned, gurgled. He quickened the time; he came rapid, agitated, furious.

Hitherto he had snored with the sound of a rushing, regular stream, hastening onward over a deep channel—now it was the braw, clash, dash, hurry, and discordant confusion of the same tide, hurled down a cataract of broken rocks—at last he gave an abrupt snort, and ceased altogether. We were thanking heaven for this relief, when a treble voice from the berth directly beneath, announced new trouble. It was some one—whom we knew not, nor do we ever court his friendship—who belonged to a different class of snorers. He made a regular, quick, sharp, hacking sound, like that of a man cutting wood. Hack, hack, hack—we heard it at intervals all night. The lean gentleman, in the opposite part of the room, now put in his claim as a snorer. He had four notes. It was a tune. It could be written and played any day. We laughed outright, and inwardly resolved to find the fellow out, and see what he was like by daylight. He played on some time, and then finished with a sudden combination of sounds among the constituent parts of which we could plainly distinguish a hiss and two sneezes. His exit reminded us of those pyrotechnic creations to be seen at Niblo's, Castle Garden, &c. which whirl round and round, and then explode with a phiz and a whizz, sure to be bounteously applauded by the enlightened audience. There was something in this gentleman's snoring which touched our feelings. A fine spirited fellow he was, we warrant. Full of life and animation, and not inclined to hide his light under a bushel. What became of him, however, after the explosion, we cannot say. He left a dead silence, and his evaporation we almost lamented. We should like to know, however, whether any law can be put in requisition against these gentry, or why we have not the same right to practise on the trombone, on board the steamboat, that they possess of "piercing the night's dull ear," by such pompous displays of nasal ability?

POETRY.

[FOR THE NEW-YORK AMERICAN.]
TO

Bright, beautiful girl! thou art fair to my sight,
As with pinions just folded an angel of light.
That passionless brow, all illumined with mind,
Yet beams as of heaven left briefly behind;
Those ringlets of gold, that repose on its snow,
Are the same that o'er bosoms of cherubim flow,
And the smile that dance meltingly bright in thine eye,
Are such as look down through the blue of the sky.
When angels lean over their bright ears of pearl
And claim thee their sister,—bright, beautiful girl!
The same rose that blushes with joy on their cheeks,
From thine too the warm glow of Paradise speaks;
And the lily, so kindred to features divine,
Is blended as purely and sweetly with thine.
And, are not the anthems that melt from thy tongue,
The same that by rapturous seraphs are sung—
When, veiling their faces, they kneel round the throne,
And warble their worship in tones like thy own?—
Yes, beautiful image of all that is bright,
To the vision of Fancy, in angels of light,
In thy bloom and thy smile, and thy exquisite lay,
Thou'rt as fair, and as bright and as tuneful as they.
But they are immortal,—bright, beautiful maid,
While thou, like a perishing earth-flower, must fade.
The rose of thy cheek, like the rose of the bower,
Can bloom—in the warm glow of youth—but an hour;—
And the lily, so fresh and so delicate now,
Will wither and pale on thy time-wrinkled brow.
Thine eyes with the tears of affliction may swim,
And the light of thy soul-beaming smile become dim:
Nay, thy lips, that now warble to rapture alone,
May forget all their music in misery's moan;
And thy Ariel figure of gladness and bloom,
Shall moulder to dust on its couch in the tomb.
So live, lovely girl! that the youth of thy soul
May defy the dark winters that o'er thee may roll;
And the song of thy spirit triumphantly rise
From the pale lip of death, like perfume, to the skies.
Ah! then, shalt thou fade, like some sweet flower, away,
Whose fragrance survives though its blossoms decay;
And thy pinions unfold for the bright world on high,
In beauty that never can wither or die.

THE AMERICAN RAILROAD JOURNAL AND ADVOCATE OF INTERNAL IMPROVEMENTS will hereafter contain extracts from approved works upon the cultivation of *The Fine*, the rearing of *Bilk*, and Agricultural subjects generally, in addition to its former variety of interesting matter. Its leading character, however, will continue as heretofore—that of advocate and promoter of internal communication.

Terms, \$3, to single subscribers, or to companies of ten, \$34 each. It will also be sent to any person at \$24 per volume, who will subscribe for two copies for two years at one time, or remit \$10, always in advance.

POSTMASTERS who are friendly to, and willing to act as Agents for the Journal will be furnished with a prospectus, by writing to the Editor, and will be allowed a fair commission for their services.

THE NEW-YORK AMERICAN is published DAILY at \$10 per annum, and SEMI-WEEKLY at \$4 per annum in advance.

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Letters, referring to either of the above papers, may be addressed (postage paid) to the Publisher,
S1 D. K. MINOR, No. 35 Wall-street, New-York.

THE EXCHANGE HOTEL, Nos. 10 and 12 Broad street, New-York, by D. D. HOWARD, has been refitted, and is now ready to receive his friends from all parts of the Union. He has also fitted up a Mansion House, in a delightful situation, on the high bank of the East River, about 4 miles from Wall-street, where his friends may enjoy the delightful air of the country, and still be within a convenient distance from the city.

AT BOSTON'S Old Establishment, No. 7 Wall street, may be had in any quantity *Boston's* *Bonnet Cough Lozenges*—an excellent remedy for complaints of the lungs, coughs, and colds. Also, *Boston's* *Seidlitz Water*, a superior article in cases of dyspepsia, and all disorders arising from a deranged state of the digestive organs, &c.; it is put up in bottles, and may be transported to any part of the world, and kept for any length of time.

Also—superior *Seidlitz Powders*; Chloride of Soda, Chlorine Tooth Paste, and a great variety of other articles, manufactured by J. Boston, and sold wholesale and retail at No. 7 Wall street, by
B. FREEMAN. [at 6c]

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Rope, the public are referred to J. B. Jervis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County Pennsylvania.

Palmyra, Wayne County, New-York,
1st mo. 22d, 1832.

J30 if

RAILROAD IRON.

The subscribers having executed large orders for the Canal Commissioners of Pennsylvania, as well as for several incorporated Companies, have made such arrangements in England, where one of the Partners resides, as will enable them to import it on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Pins, Wedges, Spikes, and Splicing Plates; in use, both in this country and Great Britain, will be exhibited. Apply to A. & G. RALSTON.

Philadelphia, Sept. 15th, 1832.
* They have on hand *Machinery Iron Bars*, viz: 98 tons, of 1 inch by 1 inch—200 do. 1 1/2 by 1 1/2—135 do. 1 1/2 by 1 1/2—300 do. 2 by 4 inch—9 do. 2 1/2 by 1 1/2 inch—in lengths of 15 feet each, with 12 countersunk holes, and the ends cut at an angle of 45 degrees; 300 tons, of 2 1/2 by 1 1/2 inch; with Splicing Plates and Nails, shortly expected.

This Iron will be sold duty free, to State Governments and incorporated Companies, and the drawback taken in part payment.

A RAILROAD IN PRACTICAL OPERATION,

within ten miles of the City of New-York.
THE PATERSON AND HUDSON RIVER RAILROAD is formed from the town of Paterson to the village of Acquackanonk, a distance of 4 1/2 miles, and is now in actual and successful operation between these places.—The Company have placed upon the road three splendid and commodious Cars, each of which will accommodate thirty Passengers, and have supplied themselves with fleet and gentle horses, and careful drivers.

With a view to suit the convenience of those persons who may wish to avail themselves of this rapid and delightful mode of traveling, the following hours have been fixed for leaving those places.

| PATERSON. | | | ACQUACKANONK. | | |
|-------------------------|------|--|--------------------------|------|------|
| At half past 7 o'clock, | A.M. | | At half past 10 o'clock, | A.M. | |
| 10 do | do | | 1 do | do | P.M. |
| 3 do | P.M. | | half past 3 do | do | do |
| 4 do | do | | 5 do | do | do |
| half past 4 do | do | | half past 6 do | do | do |
| ON SUNDAYS. | | | | | |
| At 6 o'clock, | A.M. | | At 7 o'clock, | A.M. | |
| half past 7 do | do | | half past 8 do | do | do |
| 9 do | do | | half past 9 do | do | P.M. |
| half past 12 do | P.M. | | half past 1 do | do | P.M. |
| 5 do | do | | 6 do | do | do |
| half past 6 do | do | | half past 7 do | do | do |

Parties of twenty or more persons can be accommodated at either of the above hours with a private Car.
FARE reduced to 15 cts.—Children under 12 years of age, half price.—Paterson, June 20th, 1832.

ELIAS B. D. OGDEN, Secretary.
NE.—Persons leaving Hoboken by the 8 o'clock Stage, for Acquackanonk, will have ample time to view the Falls of the Passaic, and other objects of interest in the flourishing town of Paterson, and return to New-York the same day.

The public are informed that, until further notice, the 12 o'clock and 1 o'clock P.M. turns from Paterson, and the 8 o'clock A.M. and 7 o'clock P.M. turns from Acquackanonk, are, for the present withdrawn.

By order, E. B. D. OGDEN, Sec'y.
Paterson, July 29, 1832.

MARRIAGES.

MARRIED—Tuesday evening, Sept. 25, by the Rev. Cyrus Mason, Mr. John M. Park, to Susanah, daughter of William Callender, all of this city.
At Hyde Park, L. I. on Wednesday evening, 19th instant, by the Rev. J. P. F. Clark, Capt. Wm. C. Neilson to Miss Maria, daughter of Henry Clark, Esq., all of Queens co., L. I.

DEATHS.

DIED—Saturday morning, Sept. 25, Mrs. P. A. Ehrick, widow of the late John M. Ehrick, in the 80th year of her age.
Thursday evening, in the 51st year of his age, of basty consumption, Samuel Young.
On Friday morning, Sept. 21st, after a short and painful illness, Mr. William Thomas, in the 26th year of his age.
On Saturday, September 15th, in the 51st year, Mr. George Gordon, Watchmaker, for upwards of 30 years a resident in this city, and at Newburgh, Orange County.
On Saturday, Sept. 22, after a lingering illness, Ann Elizabeth Smith, daughter of the late Dr. Steell, of Belleville, N. J. wife of Joseph B. Smith, of this city.
After a long and severe illness, Miss Sophia Armstrong, aged 22 years.
In consequence of injury, received at the fire (this morning), Sept. 25, Mr. Nathaniel Brown, aged 25 years.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 235 persons during the week ending on Saturday last, 22d inst. viz.:—76 men, 73 women, 46 boys, and 43 girls—of whom 37 were of the age of 1 year and under, 22 between 1 and 2, 12 between 2 and 3, 9 between 3 and 4, 13 between 4 and 5, 33 between 5 and 9, 40 between 10 and 19, 18 between 20 and 29, 29 between 30 and 39, 40 between 40 and 49, 29 between 50 and 59, 12 between 60 and 69, 4 between 70 and 79, 5 between 80 and 89, and 2 between 90 and 100.—**Diseases:** Apoplexy 2, catarrh 1, childhood 1, cholera morbus 3, cholera malignant 7, consumption 37, convulsions 12, diarrhoea 2, dropsy 1, dropsy in the chest 2, dropsy in the head 5, drowned 3, dysentery 4, dyspepsia 1, epilepsy 1, fever 5, fever bilious 3, fever bilious remittent 1, fever remittent 2, fever scarlet 4, fever typhoid 6, flux infantile 18, hæmorrhage 1, hives or croup 2, inflammation of the bowels 6, inflammation of the brain 3, inflammation of the stomach 1, intemperance 1, marasmus 4, measles 1, old age 6, palsy 3, peripneumony 2, pneumonia typhoid 1, small pox 1, spasm 1, still-born 9, suicide 1, tabes mesenterica 1, teething 3, unknown 1, whooping cough 1, worms 1.

ABRAHAM D. STEPHENS, City Inspector.

PASSENGERS:

Departed per ship William Byrnes, for Liverpool—Mr. Wm. Jackson, of N. York; Robert C. Lee, of Tennessee; Richard P. Lloyd, of Dublin; Henry Tutill, E. Blanchard, Mrs. Blanchard, and Master Blanchard, of the Bovey Theatre, N. York; Wm. Phillips and William Phillips Jr. of England; Robert Miller, M. D. of Glasgow, and 44 in the steerage.
Per ship Sheffield, sailed yesterday for Liverpool—George Laurie, Robert Dyson, Wm. S. Clark, A. De Trayer, Wm. Robertson, H. C. Waddington, of New York; Lodge Moore, J. J. Gilson, James Thompson, of England; H. C. Buckley, of Baltimore; Capt. Tollemache, 15th regt., Canada; James Bowen, of Boston; Jacob Reese, Jr. Alfred Fassitt, and others.
In the ship Manchester, for Havre—Mr. Toussaint, Mr. Inge, Mr. Geo. Peabody and lady, Dr. Pierson, of Salem; M. Cochelet, lady, child, and servant, of France; P. Moucan, Madame Moucan and child, Mr. Alexis Pullot, of Paris.
Arrived—in the packet ship Sovereign, from London—Mr. and Miss Ashburner, of Stockbridge, Mass.; Mr. and Miss Hoffman, from Baltimore; Rev. Mr. Kennedy and Lady, of Hartford; Mr. Swinborne, lady, and son, Mrs. and Miss Trok, Miss Smith, Mrs. Flower, and Miss Stacey, of England; Mrs. Wyckoff, of N. York, Mr. Glennie, Mexico, and 114 in steerage.
In the ship Wellington, from Liverpool—A. Hartusay, F. Harding, and 75 in the steerage.
In the ship Duncan, from St. Petersburg—G. D. Carter, and 2 in the steerage.
In the brig Henry, from Constantinople and Smyrna—Mr. Thomas Perkins.
In the packet ship North America, from Liverpool—Miss Hannah Wells, of Brattleboro', Vt.; Messrs L. Bowen, A. G. Hamersley, A. F. Stoddard, of New York; Thos. Osprey, of Ireland; Henry Atkin, of Sheffield; Mr. Tennant, Junr. of Leeds; Mr. King, of Albany.
In Br. brig Solon, from London—Mr. Watson and 2 sons, Mr. and Mrs. Breckford, Mrs. and Miss Willing, Mr. and Mrs. Smith and child, Mr. and Mrs. Byng, Mr. Todd, Mr. Turdell, Mr. Wilber, and 73 in the steerage.

Comparative View of American and British Tonnage entering the Ports of the United States for the years 1830 and 1831, ending on the 30th of September in each year:

| | American. | | British. | |
|----------------------------------|-----------|---------|----------|---------|
| | 1830. | 1831. | 1830. | 1831. |
| From England..... | 199,972 | 123,345 | 61,247 | 84,324 |
| " Scotland..... | 5,784 | 5,674 | 12,560 | 11,008 |
| " Ireland..... | 5,494 | 4,384 | 6,949 | 7,020 |
| " British West Indies..... | 22,428 | 38,046 | 192 | 23,770 |
| " British American Colonies..... | 130,527 | 92,672 | 4,602 | 82,557 |
| | 364,205 | 203,125 | 81,940 | 109,669 |

Decrease of American Tonnage, 89 tons.
Increase of British Tonnage, 123,729 tons.

Colonial Trade.

| | American. | | British. | |
|----------------------------------|-----------|---------|----------|---------|
| | 1830. | 1831. | 1830. | 1831. |
| From British West Indies..... | 22,428 | 38,046 | 192 | 23,770 |
| " British American Colonies..... | 130,527 | 92,672 | 4,602 | 82,557 |
| | 152,955 | 130,718 | 4,794 | 106,327 |

Decrease of American Tonnage, 22,227 tons.
Increase of British Tonnage, 112,133 tons.

Swedish and Danish West Indies.

| | American. | | British. | |
|-------------------------------|-----------|--------|----------|-------|
| | 1830. | 1831. | 1830. | 1831. |
| From Swedish West Indies..... | 10,406 | 4,793 | none | none |
| " Danish West Indies..... | 33,747 | 27,601 | none | 534 |
| | 44,153 | 32,394 | none | 534 |

Decrease of American Tonnage in that Trade, 16,679 tons.

NEW-YORK PRICES CURRENT:

Corrected from the "New-York Shipping and Commercial List"—Wednesday, September 26th, 1832.

| | | | | | | | | | | | | | | | |
|-----------------------------|--------|---|----------|--------------------------------|----------|---|----------|--------------------------------|----------|---|--------|-----------------------------|----------|---|----------|
| ASHES— | | | | Rye Flour.....bri | | | | 4 37 1/2 a 4 60 | | | | PROVISIONS— | | | |
| Pot, 1st sort 1832, 100 lbs | 4 60 | a | — | Indian Meal..... | 3 75 | a | 4 00 | Beef, Mess.....bri | 9 75 | a | 10 75 | Do. Prime.....bri | 6 60 | a | 6 75 |
| Pearl.....do | 4 85 | a | 4 90 | Do.....hhd | 16 50 | a | 17 00 | Do. Cargo.....do | 4 25 | a | 4 50 | Do. Prime.....do | 4 25 | a | 4 50 |
| BEE-SWAX— | | | | FRUIT— | | | | Butter, N. Y. Dairy.....lb | | | | 11 a 16 | | | |
| White.....lb | 44 | a | 45 | Raisins, Malaga.....cask | 7 00 | a | 8 00 | Do. Shipping.....do | 14 | a | 12 | Do. Philadelphia.....do | — | a | — |
| Yellow.....do | 18 | a | 20 | Do. bloom.....box | 2 25 | a | 2 75 | Hog's Lard.....lb | 8 | a | 10 | Do. Prime.....do | 13 00 | a | 14 00 |
| BOTTLES— | | | | Do. muscatel.....do | 2 87 1/2 | a | 3 00 | Do. Cargo.....do | 10 50 | a | 11 25 | Cheese, American.....lb | 5 | a | 7 |
| Bristol, Porter.....gross | 8 00 | a | 9 00 | Do. bunch.....do | 3 25 | a | 3 50 | Hams, Virginia.....do | 10 | a | 11 | Do. Northern.....do | 9 | a | 10 |
| Wines.....do | 6 60 | a | 8 50 | Do. Smyrna.....lb | 6 | a | 7 | RAGS— | | | | Foreign.....do | | | |
| BREAD— | | | | Do. Currants, Zante.....do | 8 | a | 9 | Do. Prime.....do | 10 50 | a | 11 25 | Country.....do | 7 1/2 | a | 8 |
| Navy.....lb | 3 1/2 | a | 3 1/2 | Almonds, soft shell.....do | 11 | a | 12 | Do. Cargo.....do | 9 25 | a | 9 50 | RICE.....100 lb | 3 5 | a | 4 25 |
| Pilot.....do | 4 1/2 | a | 4 1/2 | Do. shelled.....do | 13 | a | 17 | Do. Prime.....do | 10 50 | a | 11 25 | SALT— | | | |
| Crackers.....do | 6 | a | 6 1/2 | File, Smyrna.....do | 10 | a | 12 | Do. Prime.....do | 10 50 | a | 11 25 | Turk's Island.....bahl | 52 | a | 63 |
| BRISTLES— | | | | Filberts.....do | 4 | a | 5 | Do. Prime.....do | 10 50 | a | 11 25 | Isle of May.....do | 60 | a | — |
| Russia, first sort.....lb | 60 | a | 70 | Tramers Bordeaux.....do | 14 | a | 15 | Do. Prime.....do | 10 50 | a | 11 25 | St. Ubes.....do | 48 | a | — |
| Do. common.....do | 20 | a | 40 | Tamarisks.....do | 3 1/2 | a | 5 1/2 | Do. Prime.....do | 10 50 | a | 11 25 | Cadiz.....do | 33 | a | 40 |
| American.....do | 15 | a | 50 | GRAIN— | | | | Do. Prime.....do | 10 50 | a | 11 25 | Libon.....do | 40 | a | — |
| CANDLES— | | | | Wheat, North riv. bahl.....do | — | a | — | Do. Prime.....do | 10 50 | a | 11 25 | Liverpool ground.....do | 37 1/2 | a | 40 |
| Mould, tallow.....lb | 12 1/2 | a | 13 | Do. Genesee.....do | 1 12 | a | 1 15 | Do. Prime.....do | 10 50 | a | 11 25 | Do. blown.....do | — | a | — |
| Dipped.....do | 11 1/2 | a | 12 | Do. Virginia.....do | 1 10 | a | 1 12 1/2 | Do. Prime.....do | 10 50 | a | 11 25 | Do. sack do. sack | 1 87 1/2 | a | 2 00 |
| Sperm.....do | 30 | a | 32 | Do. N. Carolina.....do | 1 06 | a | 1 10 | Do. Prime.....do | 10 50 | a | 11 25 | SALT-PETRE— | | | |
| COAL— | | | | Rye, Northern.....do | 75 | a | 78 | Do. Prime.....do | 10 50 | a | 11 25 | Refined.....lb | — | a | 9 |
| Liverpool.....chaldron | — | a | 12 00 | Corn, Yellow, North.....do | 75 | a | 80 | Crude E. I.....do | 7 | a | — | SHEETINGS— | | | |
| Scotch.....do | 8 00 | a | 9 00 | Do. White, L. I. & N. J.....do | 75 | a | 80 | Russia, white.....piece | 11 00 | a | — | Do. brown.....do | 9 00 | a | 9 25 |
| Sidney & Bridgeport.....do | — | a | 10 00 | Do. Southern.....do | 71 | a | 74 | SOAP— | | | | New-York, Brown.....lb | | | |
| Albion.....do | — | a | 9 00 | Barley, North river.....do | — | a | — | Do. Prime.....do | 10 50 | a | 11 25 | Castile.....do | 11 | a | 12 |
| Virginia.....do | 8 00 | a | 10 00 | Oats, South & North.....do | 36 | a | 45 | Do. Prime.....do | 10 50 | a | 11 25 | SPELTER.....lb | — | a | 3 1/2 |
| Anthracite.....ton | 8 50 | a | 10 00 | Peas, white dry.....do | 6 00 | a | 7 00 | Do. Prime.....do | 10 50 | a | 11 25 | SPICES— | | | |
| COCOA— | | | | Do. black eyed.....do | — | a | — | Do. Prime.....do | 10 50 | a | 11 25 | Cassia, in mats.....lb | 20 | a | 21 |
| Caracas.....lb | 12 | a | 14 | Beans.....do | 7 50 | a | 10 00 | Do. Prime.....do | 10 50 | a | 11 25 | Cloves.....do | 50 | a | 62 |
| Trinidad.....do | 5 | a | 6 | HEMP— | | | | Do. Prime.....do | 10 50 | a | 11 25 | Ginger, race.....do | 9 | a | — |
| St. Domingo.....do | 4 | a | — | Russia.....ton | 150 00 | a | 210 00 | Do. Prime.....do | 10 50 | a | 11 25 | Do. ground.....do | 6 1/2 | a | 10 |
| Para.....do | 5 | a | — | Manilla.....do | — | a | 220 00 | Do. Prime.....do | 10 50 | a | 11 25 | Nutmegs.....do | 1 35 | a | 1 45 |
| COFFEE— | | | | Sisal.....do | — | a | — | Do. Prime.....do | 10 50 | a | 11 25 | Pepper.....do | 16 1/2 | a | — |
| Cuba.....lb | 12 1/2 | a | 15 | American dew-rot.....do | 130 00 | a | 150 00 | Do. Prime.....do | 10 50 | a | 11 25 | Pimento, Jam.....do | — | a | 15 |
| Brazil.....do | 13 1/2 | a | 14 1/2 | Yarns, Kentucky.....lb | 9 | a | — | Do. Prime.....do | 10 50 | a | 11 25 | SPIRITS— | | | |
| Porto Rico.....do | 13 | a | 15 | HIDES— | | | | Brandy, O. D. & Co. gal | 1 62 1/2 | a | — | Do. Rochelle.....do | 1 45 | a | 1 60 |
| Laguaira.....do | 12 1/2 | a | 13 1/2 | La Plata & R. Grande.....lb | 14 | a | 14 1/2 | Do. Bordeaux.....do | 1 31 | a | 1 40 | Do. Prime.....do | 10 50 | a | 11 25 |
| St. Domingo.....do | 13 | a | 15 | Brazil.....do | 11 | a | 12 1/2 | Rum, Jam. 4th proof.....do | 1 00 | a | 1 18 | Do. St. Croix, 3d do.....do | 95 | a | 1 00 |
| Java.....do | 14 | a | 15 | Do. wet salted.....do | 6 1/2 | a | 7 | Do. St. Croix, 3d do.....do | 95 | a | 1 00 | Do. Wind. 1st do.....do | 85 | a | 87 |
| Jamaica.....do | 13 | a | 14 1/2 | Oronoco.....do | — | a | 13 | Do. N. Orleans, 1st do.....do | 42 | a | 65 | Do. N. Eng. 1st do.....do | 35 | a | 36 |
| COPPER— | | | | W. India & Southern.....do | 10 | a | 12 | Gin. Holl'd, Meder Swan.....do | 1 25 | a | 1 15 | Do. Hour Glass.....do | — | a | 1 12 1/2 |
| Sheathing.....lb | 22 | a | 23 | S. A. Horse.....piece | 1 35 | a | 1 45 | Do. Imperial.....do | — | a | 1 08 | Do. Country.....do | 37 | a | 45 |
| Pig.....do | 17 | a | 17 1/2 | HORNS— | | | | Whiskey, Rye.....do | 31 | a | 31 1/2 | Cider Brandy.....do | — | a | — |
| Old.....do | 17 | a | 17 1/2 | Ox.....100 | 5 00 | a | 20 00 | STEEL— | | | | German.....lb | 10 1/2 | a | 12 1/2 |
| Bolt.....do | 24 | a | — | INDIGO— | | | | English.....do | 11 | a | 14 | Trieste, in boxes.....do | 5 | a | 5 1/2 |
| CORDAGE— | | | | Bengal.....lb | 1 00 | a | 1 50 | American.....do | 5 1/2 | a | 6 | SUGARS— | | | |
| Foreign.....lb | 2 1/2 | a | 11 1/2 | Manilla.....do | 75 | a | 1 12 1/2 | British Island.....lb | 7 | a | 9 | St. Croix.....do | 7 1/2 | a | 10 |
| American.....cwt | 10 1/2 | a | 11 1/2 | Caracas.....do | 1 12 1/2 | a | 1 20 | New Orleans.....do | 6 1/2 | a | 7 | Havana, White.....do | 9 | a | 11 |
| CORKS— | | | | Guatemala.....do | 75 | a | 1 25 | Do. Brown.....do | 7 1/2 | a | 8 | Do. Muscovado.....do | 6 1/2 | a | 7 |
| Velvet.....gross | 40 | a | 50 | IRON— | | | | Porto Rico.....do | 7 1/2 | a | 8 | Brazil, White.....do | 7 | a | 8 |
| Common.....do | 20 | a | 30 | Pig, Engl. & Scotch.....ton | 40 00 | a | 45 00 | Manilla, Brown.....do | 6 | a | 7 | Lump.....do | — | a | 7 1/2 |
| Phial.....do | 5 | a | 10 | Do. American.....do | 30 00 | a | 40 00 | Loaf.....do | 14 | a | 17 | SUMAC— | | | |
| COTTON— | | | | Bar, do.....do | 80 00 | a | 85 00 | Sicily.....ton | 65 00 | a | 70 00 | Trieste.....do | 30 00 | a | 35 00 |
| New Orleans.....lb | 10 1/2 | a | 13 | Do. Russia, P. S. I.....do | 97 50 | a | 100 00 | American.....do | 27 00 | a | 30 00 | TEAS— | | | |
| Upland.....do | 9 1/2 | a | 12 | Do. new Sable.....do | 86 00 | a | — | Imperial.....do | 1 00 | a | 1 31 | Ginpowder.....do | 1 00 | a | 1 31 |
| Alabama.....do | 9 1/2 | a | 12 | Do. Swedes.....do | 82 00 | a | 85 00 | Hyson.....do | 75 | a | 1 12 | Hyson.....do | 75 | a | 1 12 |
| Tennessee.....do | 9 1/2 | a | 10 1/2 | Do. English ass'd.....do | 72 00 | a | 73 00 | Young Hyson.....do | 70 | a | 1 06 | Hyson Skin.....do | 50 | a | 80 |
| COTTON BAGGING— | | | | Sheet, English.....cwt | 6 75 | a | 8 00 | Souchong.....do | 36 | a | 62 | Bohea.....do | 25 | a | 27 |
| Hemp.....yd | 13 | a | 21 | Peru I. Co. flat & sq.....ton | 110 00 | a | — | TOBACCO— | | | | Richmond & Petersb.....do | 3 | a | 6 |
| Flax.....do | 12 | a | 16 | Do. round.....do | 120 00 | a | 150 00 | North Carolina.....do | 3 | a | 4 | Kentucky.....do | 3 | a | 5 |
| Do. American.....do | 19 | a | 21 | Hoop, American.....cwt | 5 50 | a | 7 00 | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| DIAPERS— | | | | Do. English.....do | 6 62 1/2 | a | 6 75 | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| Russia, broad.....piece | 2 15 | a | 2 20 1/2 | LEAD— | | | | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| DUCK— | | | | Pig.....lb | 5 1/2 | a | 6 | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| Russia, U. X.....} bolt | 13 50 | a | — | Bar.....do | 6 | a | — | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| Do. Brulguins.....} | 17 50 | a | — | Sheet.....do | 6 1/2 | a | 7 | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| Do. Zottof & Konopff.....} | 17 50 | a | — | Old.....do | 4 1/2 | a | 4 1/2 | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| Do. 3d quality.....do | 15 50 | a | 16 00 | LEATHER— | | | | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| Do. inferior.....do | 12 50 | a | 15 00 | Sole, Oak tanned.....lb | 20 | a | 27 | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| German, Half.....do | 10 50 | a | 11 00 | Do. Hemlock.....do | 17 | a | 20 | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| Holland, A. A.....do | 24 00 | a | 25 00 | Do. damaged.....do | 14 | a | 16 | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| Ravens.....do | 8 50 | a | 9 50 | Upper, dressed.....side | 75 | a | 2 75 | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| Amer. Joy's, all flax..... | 15 50 | a | 12 00 | Do. undressed.....do | 1 00 | a | 2 50 | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| Do. No. 1 & 2.....do | 15 50 | a | 12 00 | LUMBER— | | | | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| Do. Phenix Mills, Pa..... | 16 00 | a | 10 00 | Boards, N. R.....M ft | — | a | 15 00 | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| Do. cotton, Paterson..... | 26 | a | 39 | Do. East Pine.....do | 16 00 | a | 17 00 | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| Do. No. 1 & 10.....yd | 26 | a | 39 | Do. Albany do. pce..... | 16 | a | 17 | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| DYE WOODS— | | | | Plank, Georgia do. M ft..... | 25 00 | a | 35 00 | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| Brazilieto.....ton | 30 00 | a | — | Staves, W. O. pipe.....do | — | a | 50 00 | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| Camwood.....do | — | a | 70 00 | Do. do hhd.....do | 35 00 | a | 40 00 | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| Fustic, Cuba.....do | 22 00 | a | 23 00 | Do. do brl.....do | 37 00 | a | 40 00 | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| Do. Tampico.....do | 21 00 | a | 22 00 | Do. R. O. hhd.....do | 37 00 | a | — | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| Do. Maine.....do | 15 00 | a | 17 00 | Heating W. O.....do | 44 00 | a | 45 00 | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| Logwood, Camphy.....do | 27 00 | a | 28 00 | Hoops.....do | 19 00 | a | 25 00 | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| Do. St. Dom.....do | — | a | 22 00 | Scantling, Pine.....do | 16 00 | a | 18 00 | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| Do. Jamaica.....do | — | a | 20 00 | Do. Oak.....do | 20 00 | a | 25 00 | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| Nicaragua, Bonaires.....do | 60 00 | a | — | Timber, Oak.....sq. ft | 20 | a | 25 | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| Do. Coro.....do | 65 00 | a | — | Do. Geo. Yell. Pine.....do | 25 | a | 30 | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| Do. Hache.....do | 67 50 | a | 70 00 | Shingles, Cypress.....M ft | 3 75 | a | 4 00 | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| FEATHERS— | | | | Do. Pine.....bundle | 2 50 | a | 3 00 | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| Live, Foreign.....lb | 14 | a | 20 | MAHOAGANY— | | | | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| Do. American.....do | 35 | a | 40 | St. Domingo.....foot | 6 | a | 40 | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| FISH— | | | | Honduras.....do | 8 | a | 15 | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| Dry Cod.....cwt | 2 75 | a | 3 00 | MOLASSES— | | | | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| Scale.....do | 2 00 | a | 2 25 | Martinique & Guad. gall | 30 | a | 33 | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| Pickled Cod.....bri | 3 50 | a | 3 75 | English Islands.....do | 80 | a | 33 | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| Do. Salmon.....do | 13 00 | a | 14 50 | Havana & Matanzas.....do | 28 | a | 32 | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | 10 50 | a | 11 25 |
| Smoked do.....lb | 19 | a | — | Trinidad de Cuba.....do | 29 | a | 32 | Do. Prime.....do | 10 50 | a | 11 25 | Do. Prime.....do | | | |

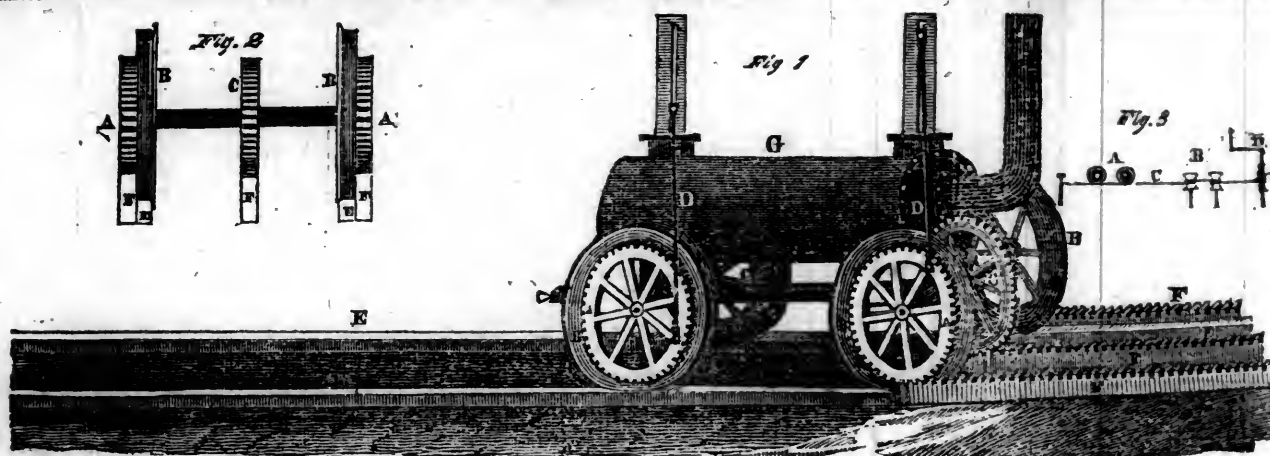


Figure 1.—A A, Segments, or Wheels cogged—B B, Original, or common Wheels—C C, Centre Wheel, cogged—D, Body of the Engine—E, Centre Rail, cogged—F F, Two Outside Rails, cogged. Figure 2.—Showing the same as the above in an erect position. Figure 3.—Represents the Apparatus for taking a Train of Carriages down hill, or on an Inclined Plane: A, Sheaves, stationary, on the axle or under the Engine—B, Circular Knobs, stationary at the top of the hill—C, Cord, or Rope, or Chain—D, Windlass, at the top of the hill—E, Post, at the foot of the hill, to fasten the Rope or Chain.

A new and useful Improvement, made by Richard Berrian, of the city of New-York, on Wheels and Axles of the Locomotive Engine, as well as the Rails on the Roads, for the purpose of propelling Cars and Carriages over Hills and Mountains, on Inclined Planes, by means of Wheels or Segments, cogged, and attached to the sides of the large Wheels. The rails may be on either side of the wheels, rising sufficiently high for the cogs to reach and run into each other. The rails must be laid down, and fitted to receive the cogged wheel at the foot of the hill, or at any of the inclined planes intended for that purpose; or, you may lay down a cogged rail in the centre of those two that have already been laid down, or may hereafter be laid down, at the rise or elevation of a hill or mountain requiring the same to be done; or, you may place a stationary cogged wheel on the centre of the axle, to receive the cogged segment on the centre rail, then pass the ends of the axle through the boxes in the hubs of the wheels, cranked at the ends, so that they may be taken off or on, as occasion may require. The axle passing through the large wheels may revolve or not, as may suit best; or you may place boxes for the axle to run in under the floor of the locomotive engine, when more convenient. As a substitute for the locomotive engine, with a train of cars or carriages, going down hill, if it should be found necessary so to do, place stationary sheaves or circular knobs on or near the axle, for a rope to turn round on, or either or all of them: after having fastened the rope well at the bottom of the hill, then run it up to the top, and take a round turn over one or more of those knobs or sheaves that are fastened under the cars, carriages, or engine; when on the hill, hook the other end of the rope to a windlass placed there for the purpose of a regulator, keeping the rope taut. Or, if the rope is run round the windlass knobs or sheaves, and hooked or fastened to the cars or carriages, a boy of fifteen years of age can take them down with ease, and that without injury.

N.B.—If any thing should give way in going up or down hill, the Patentee has also a safety-guard, that will stop itself and the whole train of cars in an instant: the advantages of which will more fully appear by examining the model or drawing.—New-York, October 1, 1832. RICHARD BERRIAN, Patentee.

RAILROAD JOURNAL,

AND ADVOCATE OF INTERNAL IMPROVEMENTS.

OFFICE, 35 WALL-STREET.

NEW-YORK, OCTOBER 6, 1832.

VOLUME I.—NO. 41.

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AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, OCTOBER 6, 1832.

There is nothing, perhaps, which more clearly demonstrates the immense resources of this young Republic, and the energy of its inhabitants, than the boldness with which its facilities for internal communication are undertaken to be improved, and the rapidity with which they are completed when undertaken. There is a remarkable and highly commendable trait in the character of our citizens, deserving of particular notice: it is that of *perseverance*, under great, and what to many persons appear insurmountable, embarrassments. It is, indeed, a rare occurrence that a public improvement of any considerable importance is commenced, and left unfinished: the work is completed, however great the unforeseen difficulties may prove; and, in many cases, the success is in proportion to the embarrassments which the Company had to encounter. The Delaware and Hudson Canal Company may be cited as a prominent instance of such embarrassments and such success. Their stock, at one time, and within the last twelve months, if we recollect, was down as low as sixty-three dollars per share, but, in consequence of the successful operation of the Canal, and the advantages which must result from it to this city, in furnishing so large a supply of fuel at rates lower than has formerly been paid, the

stock has risen to its par value. It will not, unless we are greatly mistaken, stop there; it will increase in value as the importance of the work becomes more generally known. As with the Delaware and Hudson, so with the Morris Canal—a work of equal and perhaps greater boldness of conception, and its execution attended with greater difficulties; yet, by the energy and perseverance of its friends, and the skill and industry of its engineers, it has been brought to a highly successful termination, and has opened another of those great arteries, through which we receive the products of the country, by the turning of which thousands of our citizens live and prosper. May we not hope also soon to see this noble work duly appreciated, and its stock assuming its par value, that those who have been its friends in its days of darkness and doubt, may not be disappointed in their expectations and hopes?

THE CAMDEN AND AMBOY RAILROAD is, we learn, partly completed and in use. This road will probably be the most travelled of any in this country. The route between New-York and Philadelphia, when compared with the country north and south of it, may be likened to the connecting, or small part of an hour-glass; and in the ordinary course of business, the moving population of both wide-spread sections of country pass through it. It must, therefore, become a highly profitable investment to its enterprising projectors. Passengers who leave Philadelphia at half past 6 in the morning, may dine in New-York at 4 P. M. as they are landed at half past 3 o'clock. The time is not far distant when six hours will be ample time to perform the journey.

RAPID TRAVELLING.—From New-York to Burlington, Vt. a distance of about three hundred miles—which, thirty years since, was a ten days' journey—may now be performed with great ease (if the steamboat were to leave Whitehall at 5 P. M.) in thirty

hours. Since the completion of the Railroad to Saratoga, a line of stages has been established from that place to Whitehall, by which, and the Railroads through Ballston and Schoenectady, the distance is overcome in less time, with far less fatigue, and infinitely more pleasure, to the traveller, than by the old route; giving him an opportunity to test the much-boasted superiority of Railroads over every other mode of travelling. By this route we may leave New-York at 5 P. M.—take breakfast at Schoenectady—dine at Sandy Hill—and sleep at Burlington, Vt. It also affords a pleasing variety of travelling, found in few other routes in this country, within the same distance.

By the annexed extract of a letter we are gratified to learn that a part—a small part, it is true—of the New-York and Erie Railroad will be examined and surveyed this fall, notwithstanding the delay which unavoidably attended the disappointment of the expectations of its friends. We most sincerely hope that the friends of this noble undertaking will keep an eye steadily to its accomplishment, as, in a very great measure, to its completion may this city look for a continuance of its prosperity and rapid growth, as compared with Philadelphia and Baltimore.

Extract from a letter to the Editor of the Railroad Journal, dated Monticello, Sullivan County, N. Y., Sept. 28th, 1832.

Sir—It may be gratifying to the friends of the New York and Erie Railroad to learn that the survey of the route near this place was commenced last week, under the direction of Col. Dewitt Clinton, and that it is proposed to continue the survey to the Hudson this fall.

The first ten miles of the route proves very favorable. The surface is comparatively even, and a gradual descent towards the Delaware and Hudson Canal of from 20 to 25 feet per mile. Respectfully yours, J. P. J.

MARRIAGES.

MARRIED—Tuesday evening, Sept. 24, by the Rev. Cyrus Mason, Mr. John M. Park, to Susannah, daughter of William Callender, all of this city.

At Hyde Park, L. I. on Wednesday evening, 19th instant, by the Rev. J. P. F. Clark, Capt. Wm. C. Neilson to Miss Maria, daughter of Henry Kelsey, Esq., all of Queens co., L. I.

DEATHS.

DIED—Saturday morning, Sept. 22, Mrs. P. A. Ehrick, widow of the late John M. Ehrick, in the 80th year of her age.

Thursday evening, in the 51st year of his age, of hasty consumption, Samuel Young.

On Friday morning, Sept. 21st, after a short and painful illness, Mr. William Thomas, in the 25th year of his age.

On Saturday, September 15th, in the 31st year, Mr. George Gordon, Watchmaker, for upwards of 30 years a resident in this city, and at Newburgh, Orange County.

On Saturday, Sept. 21st, after a lingering illness, Ann Elizabeth Smith, daughter of the late Dr. Steel, of Belleville, N. J. wife of Joseph B. Smith, of this city.

After a long and severe illness, Miss Sophia Armstrong, aged 22 years.

In consequence of injury, received at the fire (this morning), Sept. 25, Mr. Nathaniel Brown, aged 25 years.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 218 persons during the week ending on Saturday last, 221 inst. viz.—75 men, 73 women, 46 boys, and 43 girls—of whom 57 were of the age of 1 year and under, 22 between 1 and 2, 12 between 2 and 3, 9 between 3 and 4, 13 between 4 and 5, 23 between 5 and 6, 40 between 6 and 7, 40 between 7 and 8, 29 between 8 and 9, 12 between 9 and 10, 70 between 10 and 20, 50 between 20 and 30, and 2 between 30 and 40. *Diseases:* Apoplexy 1, catarrh 1, childbed 1, cholera morbus 3, cholera malignant 73, consumption 87, convulsions 12, diarrhoea 2, dropsy 1, drowings in the chest 2, dropsy in the head 3, dysentery 4, dyspepsia 1, epilepsy 1, fever 3, fever bilious 3, fever bilious remittent 1, fever remittent 2, fever scarlet 4, fever typhoid 6, flux infantile 1, hemorrhage 1, hives or crop 2, inflammation of the bowels 6, inflammation of the brain 3, inflammation of the stomach 1, in temperance 1, marasmus 4, measles 1, old age 6, palsy 3, peripneumony 3, pneumonia typhoid 1, small pox 1, spasms 1, stillborn 9, suicide 1, tabes mesenterica 1, tetanus 3, unknown 1, whooping cough 1, worms 1.

ABRAHAM D. STEPHENS, City Inspector.

PASSENGERS.

Departed per ship William Byrnes, for Liverpool—Mr. Wm. Jackson, of N. York—Robert C. Lee, of Tennessee; Richard P. Lloyd, of Dublin; Henry Tutill, E. Blanchard, Mrs. Blanchard, and Master Blanchard, of the Bowers Theatre, N. York; Wm. Phillips and William Phillips jr. of England; Robert Miller, M. D. of Glasgow, and 44 in the steerage.

Per ship Sheffield, sailed yesterday for Liverpool—George Laurie, Robert Dyon, Wm. S. Clark, A. De Trayer, Wm. Robertson, H. C. Waddington, of New York; Lodge Moore, J. J. Gilson, James Thompson, of England; H. C. Buckley, of Baltimore; Capt. Tollenache, 15th Regt., Canada; James Bowen, of Boston; Jacob Reese, jr. Alfred Fassett, and others.

In the ship Manchester, for Havre—Mr. Toussaint, Mr. Inge, Mr. Geo. Peabody and lady, Dr. Pearson, of Salem; M. Cochelet, lady, child, and servant, of France; P. Mouncau, Madame Mouncau and child, Mr. Alexis Pullet, of Paris.

Arrived—in the packet ship Sovereign, from London—Mr. and Miss Ashburner, of Stockbridge, Mass.; Mr. and Miss Hoffman, from Baltimore; Rev. Mr. Kennedy and Lady, of Hartford; Mr. Swinborne, lady, and son, Mrs. and Miss Troke, Miss Smith, Mrs. Flower, and Miss Steacy, of England; Mrs. Wyckoff, of N. York; Mr. Glenn, Mexico, and 114 in steerage.

In the ship Wellington, from Liverpool—A. Hardway, F. Harding, and 75 in the steerage.

In the ship Duncan, from St. Petersburg—G. D. Carter, and 2 in the steerage.

In the brig Henry, from Constantinople and Smyrna—Mr. Thomas Perkins.

In the packet ship North America, from Liverpool—Miss Hannah Wells, of Brattleboro, Vt.; Messrs I. Bowen, A. G. Hamersley, A. F. Stoddard, of New York; Thos. Osprey, of Ireland; Henry Atkins, of Sheffield; Mr. Tennant, Junr. of Leeds; Mr. King, of Albany.

In Br. brig Solon, from London—Mr. Watson and 2 sons, Mr. and Mrs. Breckford, Mrs. and Miss Willis, Mr. and Mrs. Smith and child, Mr. and Mrs. Byng, Mr. Todd, Mr. Turdell, Mr. Wilber, and 73 in the steerage.

Comparative View of American and British Tonnage entering the Ports of the United States for the years 1830 and 1831, ending on the 30th of September in each year:

| | American. | British. | 1830. | 1831. | 1830. | 1831. |
|--------------------------------|-----------|----------|---------|---------|-------|-------|
| From England..... | 199,972 | 223,341 | 61,247 | 81,524 | | |
| Scotland..... | 5,784 | 5,674 | 12,560 | 11,008 | | |
| Ireland..... | 5,404 | 4,384 | 6,949 | 7,020 | | |
| British West Indies..... | 22,428 | 38,046 | 182 | 23,770 | | |
| British American Colonies..... | 139,527 | 122,672 | 4,602 | 82,557 | | |
| | 364,205 | 394,125 | 134,940 | 203,609 | | |

Decrease of American Tonnage, 80 tons.

Increase of British Tonnage, 123,729 tons.

Colonial Trade.

| | American. | British. | 1830. | 1831. | 1830. | 1831. |
|--------------------------------|-----------|----------|-------|---------|-------|-------|
| From British West Indies..... | 22,428 | 38,046 | 182 | 23,770 | | |
| British American Colonies..... | 139,527 | 122,672 | 4,602 | 82,557 | | |
| | 152,955 | 160,718 | 4,784 | 106,327 | | |

Decrease of American Tonnage, 22,237 tons.

Increase of British Tonnage, 112,133 tons.

Swedish and Danish West Indies.

| | American. | British. | 1830. | 1831. | 1830. | 1831. |
|-------------------------------|-----------|----------|-------|-------|-------|-------|
| From Swedish West Indies..... | 10,407 | 4,793 | none | none | | |
| Danish West Indies..... | 35,707 | 27,501 | none | 534 | | |
| | 46,114 | 32,294 | none | 534 | | |

Decrease of American Tonnage in that Trade, 16,879 tons.

NEW-YORK PRICES CURRENT:

Corrected from the "New-York Shipping and Commercial List"—Wednesday, September 26th, 1832.

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|---|--|--|---|--|--|--|--|---|--|---|--|--|---|--|--|--|--|---|--|---|--|---|--|---|---|--|--|--|---|---|---|--|---|--|---|--|---|---|--|---|--|---|--|---|--|--|-------------------------------------|--|---|
| ASHES — Pot, 1st sort 1832, 100 lbs 4 60 a — Pearl.....do 4 85 a 4 90 | BRESWAX — White.....lb 41 a 45 Yellow.....do 18 a 20 | BOTTLES — Bristol, Porter.....gross 8 00 a 9 00 Wines.....do 6 50 a 8 50 | BREAD — Navy.....lb 3 1/2 a 2 1/2 Pilot.....do 4 1/2 a 4 1/2 Crackers.....do 6 a 6 1/2 | BRISTLES — Russia, 1st sort.....lb 60 a 70 Do, common.....do 20 a 40 American.....do 15 a 50 | CANDLES — Mould, tallow.....lb 12 1/2 a 13 Dipped.....do 11 1/2 a 12 Sperm.....do 30 a 32 | COAL — Liverpool.....chaldron — a 12 00 Scotch.....do 8 00 a 9 00 Sidney & Bridgeport.....do — a 10 00 Albion.....do — a 9 00 Virginia.....do 8 00 a 10 00 Anthracite.....do 8 50 a 10 00 | COCOA — Caracas.....lb 12 a 14 Trinidad.....do 5 a 6 St. Domingo.....do 4 a — Para.....do 5 a — | COFFEE — Cuba.....lb 12 1/2 a 15 Brazil.....do 12 1/2 a 14 1/2 Porto Rico.....do 13 a 15 Laguaira.....do 12 1/2 a 13 St. Domingo.....do 15 a 13 1/2 Java.....do 14 a 15 Jamaica.....do 13 a 14 | COPPER — Sheathing.....lb 22 a 24 Pig.....do 17 a 17 1/2 Old.....do 17 a 17 1/2 New.....do 24 a — | CORDAGE — Foreign.....lb 9 1/2 a 11 1/2 American.....cwt 10 1/2 a 11 | CORKS — Valvet.....gross 40 a 50 Common.....do 20 a 30 Phial.....do 5 a 10 | COTTON — New Orleans.....lb 10 1/2 a 13 Upland.....do 9 1/2 a 12 Alabama.....do 9 1/2 a 12 Tennessee.....do 9 1/2 a 10 1/2 | COTTON BAGGING — Hemp.....yd 13 a 21 Flax.....do 12 a 16 Do, American.....do 19 a 21 | DIAPERS — Russia, broad.....piece 2 15 a 2 2 1/2 | DICK — Russia, 11 V.....bolt 14 50 a — Do, Brusaquina.....do — a — Do, Zottoff & Konopff.....do 17 50 a — Do, 3 1 quality.....do 15 50 a 16 00 Do, inferior.....do 12 50 a 15 00 German, Half.....do 16 00 a 11 00 Holland, A. A.....do 21 00 a 25 00 Ravens.....do 8 50 a 9 50 Amer. Jny's, all flax, No. 1 a 3.....do 15 50 a 12 00 Do, Phoenix Mills, Patterson, flax, No. 1 a 3.....do 16 00 a 10 00 Do, cotton, Patterson, No. 1 a 10.....yd 26 a 39 | DYE WOODS — Brazilletto.....ton 30 00 a — Camwood.....do — a 70 00 Fustic, Cuba.....do 22 00 a 23 00 Do, Tampico.....do 21 00 a 22 00 Do, Maine.....do 15 00 a 17 00 Logwood, Camphy.....do 27 00 a 28 00 Do, St. Dom.....do — a 22 00 Do, Jamaica.....do — a 20 00 Nicaragua, Bonfire.....do 60 00 a — Do, Coro.....do 50 00 a — Do, Hache.....do 67 50 a 79 00 | FEATHERS — Live, Foreign.....lb 14 a 20 Do, American.....do 35 a 40 | FISH — Dry Cod.....cwt 2 75 a 3 00 Scale.....do 2 00 a 2 25 Pickled Cod.....bbl 3 50 a 3 75 Do, Salmon.....do 13 00 a 14 50 Smoked.....do 19 a — Mackerel No. 1.....lb 4 50 a 5 00 Do, No. 2.....do 3 75 a 4 00 Do, No. 3.....do 2 75 a — Shad, Conn. Mess.....do 5 50 a 9 50 Do, Backsport.....do 5 00 a 6 25 Herrings.....do 2 00 a 2 25 Do, Smoked.....box 50 a 1 15 | FLAX — Russia.....lb 9 a — American.....do — a 11 | FLOUR AND MEAL — New York supreme.....bbl 5 37 1/2 a 5 50 Troy.....do 5 50 a 5 50 Western Canal.....do 5 50 a 5 50 Philadelphia.....do — a 5 25 Baltimore Howard st.....do — a 5 25 Richmond City Mills.....do — a 5 25 Do, Country.....do 4 42 1/2 a 5 75 Alexandria & George-town.....do 5 50 a 6 25 Do, Frederickburg.....do 5 50 a — Do, Petersburg.....do 5 50 a 6 00 Do, Switzer.....do 5 00 a — Do, Straits.....do 16 00 a — Do, Shore & Bank.....do 14 00 a 15 00 | GRAIN — Wheat, North riv. bshl.....do — a — Do, Genesee.....do 1 12 a 1 15 Do, Virginia.....do 1 10 a 1 12 1/2 Do, N. Carolina.....do 1 06 a 1 10 Rye, Northern.....do 75 a 78 Corn, Yellow, North.....do 75 a 80 Do, White, L. I. & N. J.....do 75 a 80 Do, Southern.....do 71 a 74 Barley, North river.....do — a — Oats, South & North.....do 36 a 43 Peas, white dry.....bushels 6 00 a 7 00 Do, black eyed.....do — a — Beans.....do 7 50 a 10 00 | HEMP — Russia.....ton 190 00 a 210 00 Manilla.....do — a 220 00 Sisal.....do — a — American dew-rot.....do 130 00 a 150 00 Yarns, Kentucky.....lb 9 a — | HIDES — La Plata & R. Grande.....lb 14 a 14 1/2 Brazil.....do 11 a 12 1/2 Do, wet salted.....do 6 1/2 a 7 Do, Tronco.....do — a 13 W. India & Southern.....do 10 a 12 S. A. Horse.....piece 1 35 a 1 45 | HORNS — Ox.....100 5 00 a 20 00 | INDIGO — Bengal.....lb 1 06 a 1 50 Manilla.....do 75 a 1 12 1/2 Caracas.....do 1 12 1/2 a 1 20 Guatemala.....do 75 a 1 25 | IRON — Pig, Engl. & Scotch.....ton 40 00 a 45 00 Do, American.....do 30 00 a 40 00 Bar, do.....do 80 00 a 85 00 Do, Russia, P. S. 1.....do 97 50 a 100 00 Do, new Sable.....do 86 00 a — Do, Sweetens.....do 82 00 a 85 00 Do, English ass. ad.....do 72 00 a 73 00 Sheet, English.....cwt 6 75 a 8 00 Pern L. Co. lat & sup.....ton 110 00 a — Do, round.....do 120 00 a 150 00 Hoop, American.....cwt 5 50 a 7 00 Do, English.....do 6 62 1/2 a 6 75 | LEAD — Pig.....lb 5 1/2 a 6 Bar.....do 6 a — Sheet.....do 6 1/2 a 7 Old.....do 4 1/2 a 4 1/2 | LEATHER — Sole, Oak tanned.....lb 20 a 27 Do, Hemlock.....do 17 a 20 Do, damaged.....do 14 a 16 Upper, dressed.....side 75 a 2 75 Do, undressed.....do 1 00 a 2 50 | LUMBER — Boards, N. R.....M fl — a 15 00 Do, East'n Pine.....do 16 00 a 17 00 Do, Albany do.....do 16 a 17 Plank, Georgia do.....M fl 25 00 a 35 00 Staves, W. O. pipe.....do — a 52 00 Do, do bhd.....do 35 00 a 40 00 Do, do bld.....do 27 00 a 29 00 Do, R. O. bld.....do 27 00 a — Heading W. O.....do 44 00 a 45 00 Hoops.....do 13 00 a 25 00 Scantling, Pine.....do 16 00 a 16 00 Do, Oak.....do 20 00 a 25 00 Timber, Oak.....sq ft 20 a 25 Do, Geo. Yell, Pine.....do 25 a 30 Shingles, Cypress, M. It 3 75 a 4 00 Do, Pine, ban. It 2 50 a 3 00 | MAHOGANY — St. Domingo.....foot 6 a 40 Honduras.....do 5 a 15 | MOLASSES — Martinique & Guad. gall 30 a 33 English Islands.....do 80 a 35 Havana & Matanzas.....do 29 a 32 Trinidad de Cuba.....do 29 a 32 New Orleans.....do 32 a 35 | NAILS — Cut, 40 to 40d.....lb 5 1/2 a — Cut, 3d.....do 6 1/2 a 7 1/2 Cut, 2d.....do 8 a 8 1/2 Wrought.....do 10 a 16 1/2 | NAVAL STORES — Tar.....bbl 1 75 a 1 87 1/2 Pitch.....do — a 1 62 1/2 Rosin.....do 1 12 1/2 a 1 62 1/2 Turpentine Wilm. sold.....do 2 37 1/2 a — Do, North Co. do.....do — a 2 12 1/2 Spirits Turpentine gall 38 a 40 | OILS — Florence 50 flasks.....box 5 00 a 5 25 French 12 bottles.....bkt 3 00 a 4 12 1/2 Olive.....gallon 95 a 1 00 Linseed, American.....do 90 a 92 Do, Dutch.....do 90 a 92 Whale.....do 24 a 29 Do, refined.....do 40 a 45 Sperm, Summer.....do 90 a — Do, Winter.....do 1 00 a — Liver, Straits.....bbl 16 00 a — Do, Shore & Bank.....do 14 00 a 15 00 | PROVISIONS — Beef, Meas.....bbl 9 75 a 10 75 Do, Prime.....do 6 50 a 6 75 Do, Cargo.....do 3 25 a 4 50 Butter, N. Y. Dairy.....lb 14 a 16 Do, Shipping.....do 11 a 12 Do, Philadelphia.....do — a — Hog's Lard.....lb 8 a 10 Pork, Mess.....do 13 00 a 14 00 Do, Prime.....do 10 50 a 11 25 Do, Cargo.....do 9 25 a 9 50 Cheese, American.....lb 5 a 7 Hams, Virginia.....do 10 a 11 Do, Northern.....do 9 a 10 | RAGS — Foreign.....do 4 a 8 1/2 Country.....do 3 a 5 RICES—100 lb 3 5 a 4 25 | SALT — Turk's Island.....bshl 52 a 63 Isle of May.....do 50 a — St. Ubes.....do 48 a — Cadiz.....do 33 a 40 Lisbon.....do 40 a — Liverpool ground.....do 37 a 40 Do, blown.....do — a — Do, sack do.....sack 1 87 1/2 a 2 00 | SALT PETRE — Refined.....lb 7 a 9 Crude E. I.....do — a — | SHEETINGS — Russia, white.....piece 11 00 a — Do, brown.....do 9 00 a 9 25 | SOAP — New York, Brown.....lb 5 a 6 Castile.....do 11 a 12 | SPELTTER — Spices.....lb — a 3 1/2 | CASSIA — Cassia, in mats.....lb 20 a 21 Cloves.....do 30 a 32 Ginger, race.....do 9 a — Do, ground.....do 6 1/2 a 10 Nutmegs.....do 1 35 a 1 45 Pepper.....do 16 1/2 a — Pimento, Jam.....do — a 15 | SPIRITS — Brandy, O. D. & Co. gal 1 62 1/2 a — Do, Rochelle.....do 1 45 a 1 50 Do, Bordeaux.....do 1 31 a 1 40 Rum, Jam. 4th proof.....do 1 00 a 1 18 Do, St. Croix, 3d do.....do 95 a 1 00 Do, Wind Isl. 3d do.....do 85 a 87 Do, N. Orleans, 1st do.....do 42 a 55 Do, N. Eng. 1st do.....do 33 a 36 Gin-Hull'd, Mederswan 1 12 1/2 a 1 15 Do, Hour Glass.....do — a 1 12 1/2 Do, Imperial.....do — a 1 09 Do, Country.....do 37 a 46 Whiskey, Rye.....do 31 a 31 1/2 Cider Brandy.....do — a — | STEEL — German.....lb 10 1/2 a 12 1/2 English.....do 11 a 14 Tiptoe, in boxes.....do 5 a 6 1/2 American.....do 5 1/2 a 6 | SUGARS — British Island.....lb 7 a 9 St. Croix.....do 7 1/2 a 10 New Orleans.....do 6 1/2 a 7 1/2 Havana, White.....do 9 a 11 1/2 Do, Brown.....do 7 1/2 a 8 1/2 Do, Muscovado.....do 6 1/2 a 7 1/2 Porto Rico.....do 7 1/2 a 8 1/2 Brazil, White.....do 7 a 8 Do, Brown.....do 6 a 7 Manilla, Brown.....do — a 7 1/2 Lump.....do 12 a 13 Loaf.....do 14 a 17 | SUMAC — Sicily.....ton 65 00 a 70 00 Trieste.....do 30 00 a 35 00 American.....do 27 00 a 30 00 | TEAS — Imperial.....do 1 00 a 1 31 Gunpowder.....do 1 00 a 1 31 Hyson.....do 75 a 1 12 Young Hyson.....do 70 a 1 06 Hyson Skin.....do 50 a 80 Souchong.....do 36 a 62 Bacha.....do 25 a 27 | TOBACCO — Richmond & Petersb. do 3 a 6 North Carolina.....do 3 a 4 Kentucky.....do 3 a 5 Cuba.....do 9 a 18 St. Domingo.....do 9 a 15 Manufactured, No. 1 do 10 a 12 Do, No. 2 do 7 a 8 Do, No. 3 do 6 a 7 Ladies' Twist.....do 14 a 16 Cavendish.....do 8 a 30 | TORTOISE SHELL 11 00 a 12 00 | WINES — Madeira.....gall 1 12 1/2 a 2 50 Sherry.....do 50 a 2 00 Canary, Cogswell's.....do 95 a 1 37 1/2 Teneriffe L. P. do 80 a 1 25 Do, Cargo.....do 60 a 75 Malaga, dry.....do 40 a 44 Do, sweet.....do 43 a 48 Claret.....cask 15 00 a 25 00 Do, in bottles.....do 2 25 a 6 00 Port.....gall 70 a 1 87 1/2 Lisbon.....do 80 a 1 25 Marselles Madeira.....do 40 a 48 Catalonia.....do 31 a 36 | WOOL — Merino, Aus. fleece.....lb 40 a 45 Do, pulled.....do 37 a 40 Common.....do 25 a 30 Pulled, spinning.....do 33 a 35 Lambs, 1st quality.....do 37 a 40 Do, 2d quality.....do 26 a 29 Do, 3d quality.....do 20 a 23 |
|--|---|---|--|--|---|--|--|--|--|---|--|---|--|--|---|--|--|--|--|---|--|---|--|---|--|---|---|--|--|--|---|---|---|--|---|--|---|--|---|---|--|---|--|---|--|---|--|--|-------------------------------------|--|---|

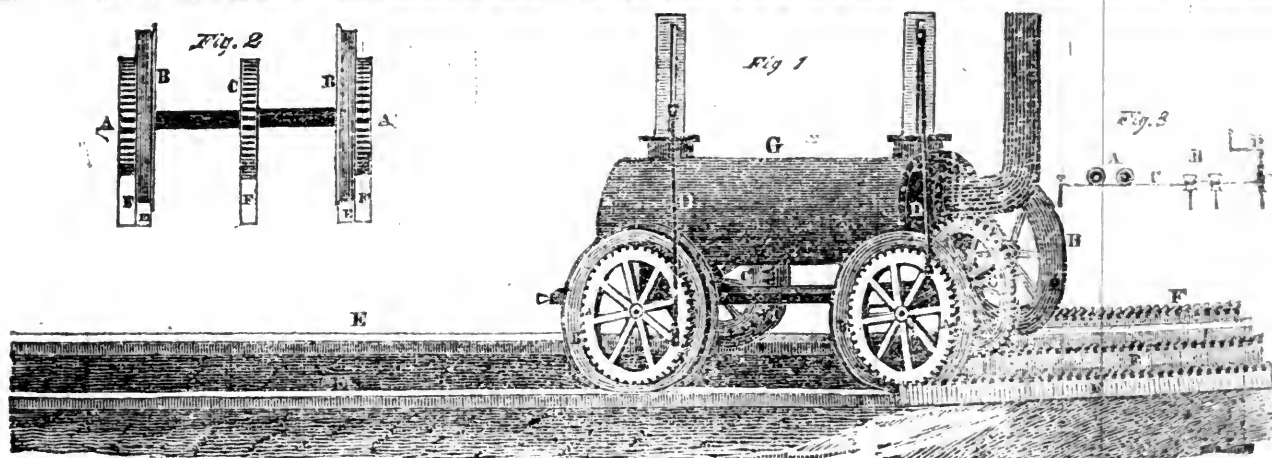


Figure 1.—A A, Segments, or Wheels cogged—B B, Original, or common Wheels—C C, Centre Wheel, cogged—D, Body of the Engine—E, Centre Rail, cogged—F F, Two Opposite Rails, cogged. Figure 2.—Showing the same as the above in an erect position. Figure 3.—Represents the Apparatus for taking a Train of Carriages down hill, or on an Inclined Plane: A, Shafts, stationary, on the axle or under the Engine—B, Circular Knobs, stationary at the top of the hill—C, Cord, or Rope, or Chain—D, Windlass, at the top of the hill—E, Post, at the foot of the hill, to fasten the Rope or Chain.

A new and useful improvement, made by Richard Berrian, of the city of New-York, on Wheels and Axles of the Locomotive Engine, as well as the Rails on the Roads, for the purpose of propelling Cars and Carriages over Hills and Mountains, on Inclined Planes, by means of Wheels or Segments, cogged, and attached to the sides of the Locomotive Engine, and to the sides of the Rails, so that the cogged wheels of the engine may run into the cogged rails, and the cogged rails may hereafter be laid down, at the rise or elevation of a hill or mountain requiring the same to be done; or you may place a stationary cogged wheel on the centre of the axle, to move the cogged segment on the centre rail, then pass the ends of the axle through the hubs of the wheels, cranked at the ends, so that they may be taken off or on, as may be required. The axle passing through the large wheels may revolve or not, as may suit best; or you may place boxes for the axle to run in under the floor of the Locomotive engine, when more convenient.—As a substitute for the locomotive engine, with a train of cars or carriages, going down hill, it should be found necessary so to do, place stationary shafts or circular knobs on or near the axle, for a rope to turn round on, or either or all of them; after having fastened the rope well at the bottom of the hill, then run it up to the top, and take a round turn over one or more of those knobs or shafts that are fastened under the cars, carriages, or engine; when on the hill, hook the other end of the rope to a windlass placed here for the purpose of a regulator, keeping the rope taut. Or, if the rope is run round the windlass knobs or shafts, and hooked or fastened to the cars or carriages, a boy of fifteen years of age can take them down with ease, and that without injury.

N.B.—If any thing should give way in going up or down hill, the Patentee has also a safety-guard, that will stop itself and the whole train of cars in an instant, the advantages of which will more fully appear by examining the model or drawing.—New-York, October 1, 1832. RICHARD BERRIAN, Patentee.

RAILROAD JOURNAL,

AND ADVOCATE OF INTERNAL IMPROVEMENTS.

OFFICE, 35 WALL-STREET.

NEW-YORK, OCTOBER 6, 1832.

VOLUME I.—NO. 11.

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AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, OCTOBER 6, 1832.

There is nothing, perhaps, which more clearly demonstrates the immense resources of this young Republic, and the energy of its inhabitants, than the boldness with which its facilities for internal communication are undertaken to be improved, and the rapidity with which they are completed when undertaken. There is a remarkable and highly commendable trait in the character of our citizens, deserving of particular notice: it is that of *perseverance*, under great, and what to many persons appear insurmountable, embarrassments. It is, indeed, a rare occurrence that a public improvement of any considerable importance is commenced, and left unfinished: the work is completed, however great the unforeseen difficulties may prove; and, in many cases, the success is in proportion to the embarrassments which the Company had to encounter. The Delaware and Hudson Canal Company may be cited as a prominent instance of such embarrassments and such success. Their stock, at one time, and within the last twelve months, if we recollect, was down as low as sixty-three dollars per share, but, in consequence of the successful operation of the Canal, and the advantages which must result from it to this city, in furnishing so large a supply of fuel at rates lower than has formerly been paid, the

stock has risen to its par value. It will not, unhours. Since the completion of the Railroad to Salisbury we are greatly mistaken, stop there; it will increase in value as the importance of the work becomes more generally known. As with the Delaware and Hudson, so with the Morris Canal—a work of equal and perhaps greater boldness of conception, and its execution attended with greater difficulties; yet, by the energy and perseverance of its friends, and the skill and industry of its engineers, it has been brought to a highly successful termination, and has opened another of those great arteries, through which we receive the products of the country, by the turning of which thousands of our citizens live and prosper. May we not hope also soon to see this noble work duly appreciated, and its stock assuming its par value, that those who have been its friends in its days of darkness and doubt, may not be disappointed in their expectations and hopes?

THE CAMDEN AND AMBOY RAILROAD is, we learn, partly completed and in use. This road will probably be the most travelled of any in this country. The route between New-York and Philadelphia, when compared with the country north and south of it, may be likened to the connecting, or small part of an hour-glass; and in the ordinary course of business, the moving population of both wide-spread sections of country pass through it. It must, therefore, become a highly profitable investment to its enterprising projectors. Passengers who leave Philadelphia at half past 6 in the morning, may dine in New-York at 4 P. M. as they are landed at half past 3 o'clock. The time is not far distant when six hours will be ample time to perform the journey.

RAPID TRAVELLING.—From New-York to Burlington, Vt. a distance of about three hundred miles—which, thirty years since, was a ten days' journey—may now be performed with great ease (if the steamboat were to leave Whitehall at 5 P. M.) in thirty

hours. Since the completion of the Railroad to Salisbury, a line of stages has been established from that place to Whitehall, by which, and the Railroads through Ballston and Schenectady, the distance is overcome in less time, with far less fatigue, and infinitely more pleasure, to the traveller, than by the old route; giving him an opportunity to test the much-boasted superiority of Railroads over every other mode of travelling. By this route we may leave New-York at 5 P. M.—take breakfast at Schenectady—dine at Sandy Hill—and sleep at Burlington, Vt. It also affords a pleasing variety of travelling, found in few other routes in this country, within the same distance.

By the annexed extract of a letter we are gratified to learn that a part—a small part, it is true—of the New-York and Erie Railroad will be examined and surveyed this fall, notwithstanding the delay which unavoidably attended the disappointment of the expectations of its friends. We most sincerely hope that the friends of this noble undertaking will keep an eye steadily to its accomplishment, as, in a very great measure, to its completion may this city look for a continuance of its prosperity and rapid growth, as compared with Philadelphia and Baltimore.

Extract from a letter to the Editor of the Railroad Journal, dated Monticello, Sullivan County, N. Y., Sept. 28th, 1832.

Sir—It may be gratifying to the friends of the New York and Erie Railroad to learn that the survey of the route near this place was commenced last week, under the direction of Col. Dewitt Clinton, and that it is proposed to continue the survey to the Hudson this fall.

The first ten miles of the route proves very favorable. The surface is comparatively even, and a gradual descent towards the Delaware and Hudson Canal of from 20 to 25 feet per mile. Respectfully yours, J. P. J.

CARLTON TO THE PEOPLE OF NORTH CAROLINA.
NO. II.—[Concluded.]

5. It is much to be apprehended that canals may render unhealthy the parts of the country along their route. The motion of water in a canal, if there be any, is exceedingly slow, so as to approach stagnation. This is especially the case in long levels, unless the canal be made with such ascent as to occasion a current, which for convenience of navigation is admitted as little as possible. Even the original rapidity of rivers, where the water is sometimes dashed by falls, and agitated by rapids, does not prevent them from producing disease at certain seasons, along their banks and in their vicinity. This effect may be experienced even in northern latitudes, but it is especially to be dreaded and deprecated in a southern climate like ours. No such consequence threatens the inhabitant of the traveller upon a Railroad. It is a primary object in pursuing the line of such a structure to shun as much as possible the intersection of marshes and streams of water.

6. Another circumstance suggested by the peculiar nature of our southern country, gives an advantage to Railroads in comparison with Canals. Our principal rivers originate towards the western extremity of the State. Were a Canal attempted from the same distance in the interior, the long summers of our southern latitude, drying up all our smaller streams, and rendering very precarious supplies of water even from the larger, would make it necessary for such a canal, that it might be bed with certainty, to confine its course to some large river. Thus it would be perpetually intersecting the deep ravines which occur at small distances along the banks of a principal river. The consequence must be, numerous and large embankments, deep cuttings, bridges, or aqueducts, rocky excavations, locks and culverts, all of which are occasions of the heaviest expense in the completion of canals. A Railroad along extensive ridges, generally tending towards the point of destination, must be attended with signal advantages in escaping most of these embarrassments.

7. It is now ascertained that Railways may be constructed with all the necessary strength and firmness, out of wood, at a cost little more than half of that which must be incurred in making them of iron. If this be true in the northern part of our country, it must be eminently so our own State. The lasting and substantial pine abounding in our low country, and the no less solid oak of the western part, would leave us nothing to desire in compactness, durability and cheapness of materials. The work, too, would be of a sort that could be executed by our own people, under the direction of an engineer, as well as by any that could be found in other countries. It is computed that the interest of the money which must be paid for the iron more than for the wooden Railway, is more than sufficient to defray the expense of renewing it, at the time when it shall become necessary. The consequence must be that the latter is the cheaper of the two in the end, and it requires far less funds for its first accomplishment.

8. Another disadvantage incident to Canals in a comparison with Railroads, is the interruption of business on the former for a considerable time in the winter, from their becoming frozen. This is an evil which it is true prevails more in northern latitudes than in our own. It is one, however, from which we should by no means be exempt, especially in the higher parts of our country. But in the depths of summer we must be much more subject to deficiency of water in the streams on which canals depend for their supplies. On such causes as these the Railroad is wholly independent.

9. It is continually evinced by present practice, that steam can be employed in transportation by a Railroad. A locomotive engine of ten horse power goes four miles an hour with ninety tons in its train, and twelve miles an hour with twenty-five tons. As to canals for ships or steamboats, they are wholly out of consideration, in speaking of such as are ordinarily constructed through a country.

It has appeared then, from the whole comparison here made, that for many reasons Railways are preferable to Canals.

1. Canals must generally be much longer than Railways, between the same extreme points. 2. A mile of Railway, even if it be of iron, is less costly than a mile of Canal. 3. As large burdens can be transported with a given power in a given time, upon the one as upon the other. 4. The perpetual expense of maintaining a Canal with bridges and repairs is greater than that which is incident to a Railroad. 5. Canals, especially in a southern climate, may be well dreaded as sources of disease. 6. The face of our State, the courses of our rivers, and the ridges between them, are peculiarly favorable to the

Railroad. 7. Railways of wood are scarcely more than half as expensive as those of iron. Their inferior cost then, compared with that of canals, must give them greatly the preference to an economical people contemplating some method of removing their difficulties of commercial intercourse among themselves, and with other parts of the world. 8. Of the frosts of winter and the droughts of summer, Railroads are independent. 9. The force of steam is applicable on Railroads but not on common canals. Were they in all other respects equal, this would be sufficient to decide the superiority of Railroads.

CARLTON.

NO. III.

The man who owns and cultivates a farm in the neighborhood of a populous city, enjoys more favorable opportunities for supporting a family and enlarging his property, than one who lives at a distance from a numerous and busy population, or far back in the interior of a country. It is because the productions of his farm and his garden have a fair and prompt market, with no delay of payment. This acts as a stimulus to his exertions. He is encouraged to fertilize his grounds, to practise the best modes of cultivation, to be economical of his time, and not to be sparing of his toil. His trees are well selected, his orchards flourish, his meadows are luxuriant, and he is no less particular in the quality of his grains, roots and vegetables. He is so habitually in good spirits from knowing no necessity or debt, by unembarrassed command of his affairs, and by a regular growth of his prospects for himself and his children, that his labors, instead of being oppressive, are prosecuted with renewed interest, while he looks forward to their speedy and certain reward. It is no wonder, then, that such portions of our country as are in the vicinity of a dense and active population, should be remarkable for the prosperity of their inhabitants. The distant farmer shows his sense of this, and of his own disadvantages, while in cutting down the timber that encumbers his lands, and which is to be burned in heaps, as being only in his way, he remarks that were those masses of wood in certain situations, instead of causing him so much useless labor, they would speedily augment his fortune. What is here said of the farmer or planter, is no less applicable to all sorts of business. Mines of iron, coal, or lead, could they all be situated and worked near to seaport towns or large cities, or even very populous parts of the country, are more valuable than when remote from the prompt opportunities of sale. The advantages of all sorts of manufactories are estimable by the same considerations. Let us then suppose a farm, a workshop, or a mine, with all its means of being wrought, situated two hundred miles from the sea, to be taken up and put down again a few miles from a commercial city. The land which, before such a change, sold for three dollars, would sell for fifteen, perhaps thirty or fifty dollars per acre. The reason obviously is, that in its new situation, it has all the opportunities of a quick, convenient and ready money market. It would be a matter of small consideration, that the land at present was in an inferior state of cultivation. There is no danger that it would not soon become rich in these new circumstances. It would every year grow more fertile under the increased alacrity, ingenuity and management of the owner. If it were not subject, by some peculiar properties, to invincible sterility, he would think but little of its former unproductive condition. All this is evidently not less true of the mine or the workshop.

Such a case can only be imagined, and it is for the sake of illustration alone that it has been supposed. But to prepare the way definitively for the use of this example, let me repeat—What is it that causes the difference between the value of the farm and all its productions, in the one situation and in the other? It is in their distance from market. All that we have supposed is the annihilation of distance. If the necessity of so long a transportation did not exist, the farm that is two hundred miles from the seaport town, would be at once as valuable in every respect as if it were within one mile of it. With us in North Carolina, the one would be more highly prized than the other, because it would unite the same opportunities of market, and the same profits on everything sold, with the circumstance of living in a healthy country. Is there no way of annihilating distance, not in reality, but in all that the farmer would ask,—I mean its effects upon his opportunities? Are there no means of reducing these great distances to almost nothing, with respect to the disadvantage to which they subject him? The answer plainly is, that it can be done by a Canal or a Railroad. It may at first seem

strange and extravagant to speak of annihilating distance between two places. It is important, however, that we should become familiar with those modes which facilities in travelling and conveyance propose for doing this: You are in New Haven, and you have business which calls you to the city of New York, which is 85 miles distant; you go to the steamboat in the evening at six o'clock, and step into it; when bedtime comes, you lie down and sleep on as good a bed as you want, and the next morning you awake at four o'clock, with the intelligence that all you have to do is to step out of the boat into the city, attend to your business, and then return home again by the same means. What great difference, it may be asked, is there, so far as yourself alone is concerned, between taking up your house in New Haven, and setting it down at the city of New York, and then returning it again to its proper place? Is there anything virtually incorrect in saying that the distance between your own house and New York has been removed as to the practical purposes of business? A person may now travel by steamboat and stage from Norfolk to Philadelphia in thirty-six hours, though the distance between these places is three hundred and fifty miles. By such methods of travelling as were once practised, at the rate of forty miles a day, he must have required nine days to accomplish it. When we say that by the improved methods of travelling, the distance has been annihilated, there is no longer that objectionable appearance of mystery or magic, which might at first have occurred to our apprehension.

Let it not be thought that the expense of such travelling has been studiously kept out of view.—The exposition is for the purpose of distinctly showing what is meant when, by certain modes of conveyance, distance is said to be annihilated. The passage from New Haven to New York must cost three dollars for the distance of eighty-five miles, and that between Norfolk and Philadelphia must cost twelve: everything in the latter instance being found to the traveller, through the distance of three hundred and fifty miles. But where men go such distances on business, it is really so great a privilege to effect their objects on those terms, and in most cases they gain so much by it in the end, that the expense is more than compensated by the advantages. When they travel for pleasure, we shall scarcely deny that their remuneration is greatly enhanced, or at least, that it is a matter which ought to have no influence on the subject.

A merchant in Norfolk, for we do well to illustrate by fact, reads in the newspaper that three days afterwards there is to be sold at auction in Philadelphia a large quantity of goods or property, in which he feels himself interested. In the last thirty-six hours before the time of sale, he passes to the city, defrays all the expenses of his passage with twelve dollars, makes his purchases, and possibly profits by them to the amount of some hundreds or even thousands. The cost of travelling, it is presumed, would no longer be named, and the distance between Philadelphia and his own residence, he will consent to say, has been reduced to little or nothing, by the facilities of the passage.

Travelling recently on the New York Canal, from Albany to Lake Erie, a distance of three hundred and sixty-three miles, I fell into conversation with a man by the name of Hooper, passing westward in the same packet boat.* He was one of your plain, substantial, sensible men, a good farmer, wholly of a practical character, on the soundness of whose opinions, and the correctness of whose statements, it was easy to see that reliance was to be placed. Said he, I live some distance up the country, along this Canal, and have been down to Schenectady to market. I took down five hundred and twenty-six barrels of flour in a boat, which cost about two hundred and fifty dollars. It was done by two men and two horses, and the whole trip will be completed in eight days. Had I done this by our old method with wagons and horses, along our turnpike roads, the same thing would have required 50 men, 50 wagons, and 100 horses, for sixteen days.†

* It is hoped the reader will excuse the egotism sometimes resorted to. It is thought important to build our opinions and views upon the foundation of facts; and the writer wishes to be held personally responsible for the truth of the circumstances here presented. The case cannot be mis-stated, for it was noted down on paper at the time, with repetition.

† The wagons here spoken of were two-horse wagons, such as are commonly used in that and other parts of the Northern country: but one of them carries at least ten barrels of flour. This they can do on their improved roads.

It might be left for any one to estimate the comparative cost of transportation upon a barrel of flour, by the two methods. But let us stop to consider intelligently the particulars of this example; for as a fact, it is of no small importance in determining the merits of Canals or Railways, and common roads. Let us admit for the sake of comparison, that one boat is as expensive in the building and maintenance as three wagons, and this will be a liberal allowance to the disadvantage of the boats, and in favor of land carriage. It will then be true from the preceding statement, that one horse by means of the canal performs the work of fifty horses upon a road, one man the work of twenty-five, and one wagon very nearly as much as seventeen wagons. Nor is this the full account of the matter; for the man, horse and wagon, do that in one day which the twenty-five men, fifty horses and 17 wagons do in two days.—Now if we suppose the day's work of the man to be one dollar, that of the horse half a dollar, and the wagon to be worth fifty cents a day, the value of the work done by the three united, is two dollars a day, and the value of the work done by the twenty-five men, fifty horses, and seventeen wagons, in one day, will be fifty-eight dollars and a half, or one hundred and seventeen dollars in two days.

To display this more clearly, we shall set down the two comparative statements with numbers.

| | | |
|---------|---|--------|
| 1 man | - | \$1 00 |
| 1 horse | - | 50 |
| 1 wagon | - | 50 |

For one day - - - \$2 00

This shows the expense of conveyance upon a canal for one day to be two dollars, while the cost upon a New York turnpike road is as follows:

| | | |
|-----------|---|---------|
| 25 men | - | \$25 00 |
| 50 horses | - | 25 00 |
| 17 wagons | - | 8 50 |

\$58 50

This being doubled for two days makes \$117.

It plainly follows then that when the cost of carriage on the turnpike amounts to one hundred and seventeen dollars, it is no more than two dollars by a Canal; or which is the same thing, that which may be conveyed upon a Canal or Railway for one dollar, will cost fifty eight dollars and a half upon the turnpike road. Now it is a certain fact, that upon a turnpike in the State of New York, two horses carry ten barrels of flour, which is an ordinary load for four horses upon our common roads. For the sake of bringing the difference home to ourselves, we must then continue and say, that when conveyance on a Canal or Railway is at one dollar, it will be at one hundred and seventeen dollars by our ordinary mode of transportation by wagons.

The liberty here taken in speaking of the Canal and the Railway as alike in their efficiency for transportation, is founded upon the present decisive opinion of engineers, upon such experience as is now daily exhibited both in England and America, and upon such evidence as has been given in the preceding number.

Were a Railway constructed from the mountains to Beaufort on the seacoast, produce could be transported from one end of it to the other, through a distance of three hundred miles, in three days. This must be evident as soon as we reflect that regular line carriages, with proper change of horses, traveling night and day, will accomplish the distance in three days, at little more than four miles an hour. It is unquestionably in our power to complete such a Railroad, without the least inconvenience to the people, in seven years. Shall we then delay a moment seriously to commence a plan, which if accomplished, must be of inestimable importance to the State? It is for the people to say whether they will employ as soon as possible such an engineer, as shall in a few months give us an enlightened, correct and conclusive estimate of the manner, the means, and the expense.

CARLTON.

Documents relative to the comparative merits of Canals and Railroads, submitted by Mr. Howard, of Maryland.

Engineer's Office, Baltimore and Ohio Railroad,
Baltimore, March 5, 1832.

To Philip E. Thomas, President, &c.—In accordance with thy request, I have read document No. 18, of the House of Representatives, 1st session 22d Congress, and now submit the following report and accompanying documents on the subject of the relative advantages of railroads and canals.

It is regretted that more time could not be allowed for the compiling of statements and explanations with regard to the relative merits of canals and rail-

ways. As it is, what can now be presented will be very limited and brief, and much short of that which, it is conceived, the subject demands, and far less of that of which it admits. We shall begin with the following comparison of canals, railways, and turnpike roads, with regard to the effects of the moving power upon them.

In document No. 18, (before mentioned,) page 190, after quoting from N. Wood's Treatise on Railroads, ed. 1825, and from Tredgold's Treatise of the same date, is the following paragraph, to wit:

"It is proper to remark, that from Tredgold, as from other English treatises on railroads, passages may be extracted less favorable than the preceding to the superiority of canals; but enough is here quoted to show the uncertainty which hung over the question—whether canals or railroads were to be preferred for the transportation of persons and property. No two authors, scarcely, will be found to concur, precisely, in opinion on the subject; nor the same author with himself."

In the first place, we may here remark, that the disagreement of authors with each other, or with themselves, cannot be received as good evidence against improvements, either in mechanics or in modes of conveyance, any more than difference of opinion, opposition, or even apparent inconsistency, in the members of a legislative body, would be valid evidence against bills or amendments: for, otherwise, improvements in the one case, and amendments in the other, would be indefinitely postponed. The truth, however, is, that public opinion will always be founded upon the facts, as they shall be, from time to time, developed and shown to exist, with regard to all improvements; and public opinion will seldom err. Turnpike roads, canals, the steam engine, and steamboats, have each, in turn, in spite of powerful opposition, received the sanction of public opinion. Railroads are now upon the stage, and are being subjected to the same great and discriminating ordeal; and when we reflect upon the magnificent results which their success, coupled with the application of steam, upon them, will produce, we can neither wonder that their introduction should be opposed, nor doubt of their triumph.

The author of the document, whose object would appear mainly to have been to determine Congress and the public in favor of the canal, and against the railroad, here acknowledges that passages more favorable to the railroad system exist in the works of those authors.

Now, what are the facts? The compiler of document No. 18 has quoted from English works seven years old. Seven years is a long period, when measured by the time elapsed since the application of railways to the purposes of general conveyance.—Within this period, very great improvements have been effected, not only in the formation of railways, but in the application to them of machinery, and motive power.

These improvements have been such as to double or treble the useful effects, and even to quadruple the attainable velocity which had previously been had upon railways. The relative friction, or traction, upon level railways, in the year 1825, was set down by Tredgold at the 1.144th part of the weight moved, and his table V.* copied on page 189, document No. 18, was calculated accordingly; whilst Wood, in his treatise of the same date, (1825,) expressed his opinion, derived from experiments, to be that the traction may be taken at the 1.200th.

Since that time, however, the common railway car, in England, has undergone improvements, and the friction is stated, in the second edition of Nicholas Wood's Treatise on Railroads, London, 1831, to be the 1.240th of the weight. In this country, and on the Baltimore and Ohio Railroad, several of the greatest recent improvements in railway cars have been made. These have resulted from the formation and bringing into practical use, on this road, two kinds of cars; one of which having friction wheels pendant upon the ends of the axles of the road wheels—the other a plain, simple, chilled box, with outside bearings and steel pointed journals; and from the use of the cone and cylinder wheel. And there is no doubt that the cars in use on this railroad are by far the best extant, in Europe or America.

From a set of experiments made on the Baltimore and Ohio Railroad, the relative friction, or the force of traction on a level, will be, with a full load, when the chilled box car is used, the 1.258th, and when the Winans' friction car is employed, the 1.450th of the weight of the car and its load. The experiments were made with two cars of each kind, and the results just given are the averages. To meet practical imperfections, some allowance must be made; but there is no doubt, that, in practice, these ratios will

be the 1.240th and the 1.400th, at the least. The diameter of the wheel is 30 inches, and that of the axle, where it is subject to friction, 2 inches. If the wheel should be enlarged to 36 inches, as will probably be the case, as is now preferred in England, then the relative friction will be reduced in the proportion of 36:30, and the ratios for the two cars will be 1.258th and 1.480th. Moreover, whilst it is believed that the diameter of the axle cannot be reduced in the Winans' car, lest its attrition should prove injurious to the friction wheel, yet it is otherwise with the chilled box car, and the axle now employed for this car has a diameter of 1 3/4 inches.—This, again, has the effect of reducing the effect of friction in proportion as 2:1 3/4. Hence, in the chilled box car, with 30 inch wheels, as now used on the Baltimore and Ohio Railroad, the traction on a level is the 1.274th, and, with a 36 inch wheel, the 1.329th. And these may be set down, in practice, at the 1.264th and the 1.300th.

The limits of practical perfection, then, of the two kinds of cars now in use on the Baltimore and Ohio Railroad, when wheels three feet in diameter shall be employed, will be such, that with the one, 1 lb. traction will draw 300 lbs., and with the other 450 lbs. Whilst at present, as they are now furnished on the Baltimore and Ohio Railroad, with 30 inch wheels, 1 lb. will draw 264 lbs. upon one car, and 400 lbs. upon the other.

Through the perseverance of our ingenious countryman, Ross Winans, the inventor, and the patronage of the Baltimore and Ohio Railroad Company, the friction car has gradually assumed more fitting proportions and consistency of parts, until it has arrived at a practical state that will ensure its use upon railways. In all our comparisons, therefore, of great lines of railway and canal, we are fully authorized to assume the traction necessary with this car upon railways, when three feet wheels shall be used; but, as hitherto, 2 1/2 feet wheels have been running upon the Baltimore and Ohio Railroad, and as it may be more satisfactory to some that the comparison, in relation to friction, should not, in behalf of the railway system, contain anything not experimentally tested, we shall, for the present occasion, employ the traction of the 1.400th.

With this measure, let us correct the Table V, page 189, of Doc. No. 18, which Tredgold, seven years ago, formed with a view to his then opinion of a traction of the 1.144th, and we shall then see in what relation the effects of a given power upon railways will stand, when compared with those upon canals and turnpike roads.

TABLE V.—Corrected.

A Table showing the effects of a power, or force of traction, of 100 lbs. at different velocities, on Canals, Railroads, and Turnpike Roads.

| Velocity of motion, Miles per hour. | Feet per second. | On a Canal. | | On a level Railway. | | On a level Turnpike Road. | |
|-------------------------------------|------------------|-------------------|----------------|---------------------|----------------|---------------------------|----------------|
| | | Total mass moved. | Useful effect. | Total mass moved. | Useful effect. | Total mass moved. | Useful effect. |
| 13.5 | 19.90 | 1,900 | 1,350 | 40,000 | 30,000 | 1,800 | 1,350 |
| 10 | 14.66 | 3,468 | 2,462 | 40,000 | 30,000 | 1,800 | 1,350 |
| 9 | 13.20 | 5,430 | 3,848 | 40,000 | 30,000 | 1,800 | 1,350 |
| 8 | 11.73 | 7,080 | 5,026 | 40,000 | 30,000 | 1,800 | 1,350 |
| 7 | 10.26 | 9,635 | 6,840 | 40,000 | 30,000 | 1,800 | 1,350 |
| 6 | 8.80 | 13,875 | 9,850 | 40,000 | 30,000 | 1,800 | 1,350 |
| 5 | 7.33 | 21,680 | 15,390 | 40,000 | 30,000 | 1,800 | 1,350 |
| 4 | 5.86 | 38,542 | 27,361 | 40,000 | 30,000 | 1,800 | 1,350 |
| 3 | 4.40 | 55,500 | 39,400 | 40,000 | 30,000 | 1,800 | 1,350 |
| 2 1/2 | 3.66 | 88,316 | 62,616 | 40,000 | 30,000 | 1,800 | 1,350 |

From an inspection of the corrected table, it will appear, that, when the velocity is 3 miles per hour, (instead of 5 miles, as indicated in the former table,) it requires less power on the railway than on the canal, to produce an equal effect. From a strict calculation, it will be found that the power required

will be equal when the velocity is 286.100 miles per hour, or 4.2 feet per second.

According to Tredgold, the maximum of useful effect of the labor of a horse will be obtained from a duration of 6 hours of labor per day, at a velocity of 3 miles per hour, and the mean power of traction will be 125 lbs. The railway will, therefore, have the advantage of the canal, at a rate of speed best suited to the action of the horse. And it will also appear that the effect on the railway is to that on the turnpike road as 22 to 1.

We see, therefore, that the comparison between canals and railroads is vastly more favorable to the latter, than when Tredgold, in his treatise on railroads, remarked, that, "recollecting that railroads are yet in an imperfect state, while the united talents of our civil engineers have been chiefly devoted to canals for about a century, we may confidently hope that there is yet scope for improvement; and we may fairly infer, that, for new works, Railroads will, in nine cases out of ten, be better adapted for the public benefit than can canals."

Seeing, therefore, that the improvements in Railways and cars have been such, that, with a velocity of three miles per hour, the effect is greater than on a Canal, and that, at higher velocities, the effect will be vastly more decided in favor of the Railway, in consequence of the resistance in the Canal increasing in a duplicate ratio of the velocities; and when we also reflect upon the very great improvements which have, in the last two or three years, been made in the locomotive steam engine, and consider the paramount importance of speed and certainty, to a travelling and commercial people, more especially in a country of such extended surface as the United States, and that this avenue of communication will be open throughout the year, in winter as well as in summer, shall we hesitate to say, what the author just quoted would, under the same circumstances, undoubtedly say, that the Railway should be preferred in ninety-nine cases out of a hundred?

As the late edition of Wood's Treatise on Railroads has not been mentioned in Doc. No. 18, it is probable the compiler of that document had not seen it. And, inasmuch, as the chapter which treats of the comparative merits of canals and railways has been improved in this edition, and likewise contains a commentary upon experiments said to have been made in Scotland, tending to show the practicability of high velocities upon canals, (See Doc. No. 18, page 31 to 34); it is thought proper to give that short chapter at length; it is accordingly appended hereto, and marked No. 1.

In estimating this chapter, however, a similar correction, though not to the same amount, must be made, as has been applied to Tredgold's Table V.—Owing to the improvements already mentioned, the canal, although with horses at a speed of two miles per hour, it is superior to the Railroad so far as regards the effective power of traction, yet it is not so in as great a proportion as 3:1, and instead of an equality of effect taking place at 2.12 miles per hour, as Wood has it, we have shown that the effect of the power of traction with Winans' cars on a level railway, will be equal to that on a canal, when the velocity upon each is very little more than 2.33 miles per hour; whilst, at 3 miles per hour, the performance on the railway will evidently preponderate.

To show the performances of locomotive engines according to the state of improvement which existed in the year 1830, and their comparison with respect to the power of horses upon railroads, certain copies of tables, and extracts from the same work, are also annexed, marked No. 2.

In the year 1828, the power of the locomotive engine was no more than sufficient to propel itself up an ascent of 1 in 96, at the rate of 10 miles per hour, without dragging any load after it. In the course of two years after, however, such were the improvements made in this engine, that it could draw up that ascent, a train of cars, weighing, with their freight, 17 tons, at ten miles per hour; at the same time, it could draw, on a level, at the same speed, 53 4-10 tons; at 15 miles per hour, 30 tons; and at 20 miles per hour, 15 tons.

Of the cost of motive power.—According to Tredgold, the power of traction of an average horse, is 125 lb.; and his useful effect is a maximum, with a velocity of 3 miles per hour, continued 6 hours in the day. The resistance with the Winans' car, is the 1.400, and the gross load for one horse will be 125 \times 400 = 50,000 lb. = 22 32-100 tons, drawn 18 miles in a day. Deducting one-fourth part for the weight of the cars, the freight will be 16 74-100 tons drawn 18 miles per day. But, as the most economical ratio of weight between that of a car and its load is 1.3,

and as the weight of a car to carry three tons, is one ton, we shall therefore on the present occasion, assume the proper weight of each car to be one ton, and its freight three tons, as a general rule upon great lines of Railway. The horse will not draw six of such cars when fully laden; his load, therefore, must be five cars, containing 15 tons of freight drawn twenty miles, (and not eighteen miles) in a day, equal to 300 tons drawn one mile in a day.

One man may drive two horses, but we shall, at present, allow a man to a horse and five cars. The average daily wages of a man will be about 80 cents, including board, and the average cost of a horse, including harness and every other expense, about 40 cents; of both together 120 cents = 120.300 = 2.5 of a cent per ton per mile.

The five Winans' cars will cost, in their construction, \$750, and they will probably have to be renewed after five years' use; at the end of which time the materials will be worth \$250; loss \$500. The annual incidental repairs, for five years, may be set down at \$80; and, supposing one third part of the entire number of cars to be inactive depots, sidings, and shops, then the calculation of the expense attendant on these cars will be as follows:

| | |
|--|---------|
| 1. Annuity to produce \$500 in five years: interest at five per cent. per annum, | \$90 51 |
| 2. Interest on \$750 at six per cent. | 45 00 |
| 3. Annual incidental repairs, | 80 00 |
| 4. Interest on spare cars, one third, | 15 00 |

Amounting to \$250 51

300 tons conveyed 1 mile in a day, for the year of 312 days, make 93,600 tons conveyed 1 mile, at an expense for cars equal to \$250 51. The expense per ton per mile will, therefore, be 23051-93600 = a little less than one fourth of a cent, or more exactly, .2461 of a cent.

The consumption of oil with the Winans' car is exceedingly small, perhaps not so much as the one-twentieth of a cent per ton per mile, and the summary will be as follows:

| | |
|------------------------------------|-----------|
| Cost of drivers and horses per ton | |
| per mile, | = .4 cts. |
| Do. of cars, | = .2461 |
| Do. of oil, | = .05 |

Amounting to = .6961

or a little less than 7 mills per ton per mile, when one man drives one horse.

It is, however, considered practicable for each man to conduct two horses, in which case, half the wages of a man, or 40 cents per day, would be deducted in the foregoing calculation, and the expense of transportation, including cars and oil, would then be 5 3-5 mills per ton per mile.

If to these amounts we add 10 per cent. to cover the pay of agents employed to regulate the transportation and contingencies, which is conceived to be ample on a line where much business is correctly carried on, there will result 76.12-100 of a cent per ton per mile for the cost of transportation, when each man drives one horse, and 62.100 of a cent per ton per mile, when one man drives two horses; and the gain in the latter case will be 19 per cent.

It must be borne in mind that the foregoing estimates are predicated on the assumption that common, or medium, horses only, so far as regards their power of traction, are to be employed, whilst the cost is enough to command horses of a heavier draught, and yet sufficiently active for the purpose required.

Upon the Cumberland road, and indeed through out from Baltimore to Wheeling, the turnpike road is very hilly. The maximum grade employed in the location and construction of the road, was five degrees, equal to about 1 in 11.2, and there frequently occur stretches of road for miles together, ascending mountains at an ascent of 1 in 12. Let us see what is here the actual draught of a horse. The common load for a team of five horses is 4500 pounds of freight, plus 3000 pounds for weight of wagon, equal to 7500 pounds, or 1500 pounds per horse. The resistance on a level is the 1.18th of this, equal to 83 pounds, whilst the gravity on the ascent is the 1.12th, or 125 lbs. But the resistance in passing up the ascent is the sum of these, i. e. 208 pounds. Moreover, the horse has, in addition to these, to overcome the gravity of his own body, which, if he shall weigh 750 pounds, is 750.12 = 62 pounds. This added, shows the force of traction to be really 270 pounds, when all the five horses draw simultaneously, and equally, and the road is good. These conditions, however, are frequently not verified, and there is doubtless a necessity in this service to employ horses that shall be capable of exerting a muscular energy of 300 pounds, at least. Now, the pro-

per constant working energy of a horse, (and it is the same with mechanical agents of all kinds, including the steam engine,) is the one half of his capable energy. See note, p. 68, also p. 84, Tredgold's Treatise on Railroads, N. Y. ed. 1825. Consequently, the horses employed upon the Cumberland road, are capable of a constant draught, during eight hours each day, of 150 pounds. And this happens to be the same as the horse power established by engineers as the unit of measure in reckoning the power of the steam engine.

The time these horses employ in performing the trip from Baltimore to Wheeling, 266 miles, over this hilly road, is usually 15 days, averaging 18 miles per day; and they could, with equal, if not greater ease, travel 20 miles per day, on a Railroad, with the same draught. Upon the level parts of the Railway, the horse could occasionally take advantage of the momentum of the load, and relax his traces, whilst, upon the descending parts, his load would at all times be less than ordinary, and where the descent was 15 to 20 feet per mile, he would be entirely free from draught, inasmuch as the gravity would equal, and perhaps exceed, the friction of the cars. Moreover, upon the Railway, he would be entirely relieved from holding back, for, in case the gravity upon a descending part of the way should exceed the friction, the conductor of the train would apply the brake, and effectually regulate the motion of the cars; and, we may remark, by the way, that, upon a canal, the draught is necessarily almost a constant tug, and does not admit of relaxation without coming to a pause, when there is a loss of time; added to this, the animal has to draw at the end of a long elastic rope not parallel to the direction of motion, thereby suffering a partial distress, together with a loss of effective power in the ratio of the co-sine to the sine of the deviating angle.

We see reasons, therefore, for the conclusion that, in general, the horse will work and thrive better in operating upon a Railway than in tugging upon the tow-path of a Canal.

Having shown that the horses employed upon the Cumberland turnpike road are competent to a traction of 50 lbs. each, and that they could exert this force for 20 miles a day on a Railroad, we will next compare their power with that counted upon in the preceding sentiments in relation to horse power upon the Railway. We there assumed the working power to be 125 lbs.; hence, the double of this, or 250 lbs., will be the muscular energy of this horse. He would, therefore, not be so powerful by 20 per cent. as one of those which have to work upon our turnpike roads, and he would be entirely inadequate to the work that has there to be performed.

Unless the Railway, therefore, is exactly level, there will be a decided advantage in using the more powerful horse, since he will be able, with the same train, to surmount ascents that, with the weaker horse, would be impracticable. At the same time, it is not recommended that the stronger horse, though able to draw six cars, should be made to draw a train of more than five, on a level, inasmuch as he would be able, with this load, to traverse occasional ascents of from 15 to 20 feet per mile, whilst his speed would be somewhat augmented on the level parts, in order to compensate there for his want of a full load. It is proper to state, however, that the load of this description of horse being precisely the load of the other augmented by one fifth of it, that is, six laden cars, the useful effect, when measured as it should be by the relative cost of transportation, will exhibit a gain of ten per cent. since, in pursuing the calculation, the cost in the case where one man attends one horse is found to be the 69-100 of a cent per ton per mile, inclusive of agencies and contingencies. There cannot be a doubt, therefore, that upon a railway that shall undulate in its grade within the limits of 20 or even 30 feet per mile, the transit will be effected with horses at a cost varying very little, if any, from three-fourths of a cent per ton per mile; and, in all cases where the descent of the line shall be in the direction of the movement of the greater tonnage, as will often be the case, the cost may be reduced even to 1-2 a cent. This is the result when each man drives but one horse, but if one driver shall conduct two horses, the three-fourths will be reduced to three-fifths of a cent per ton a mile.

Upon the whole, therefore, and considering that the cost of subsistence and labor will continue to be cheaper in the interior of the country than is here calculated upon, there does not appear any valid reason to estimate the cost of transportation of commodities by means of horse power, at a rate per ton per mile greater than three-fourths of a cent.

It is true, that to effect this result, the railway

the machinery, and the management, must be good. But what object is there, to which the attention of man is properly and lawfully directed, that does not merit, if it does not absolutely require, industry and systematic attention? In Doc. No. 18, herein before referred to, in the letter from Benjamin Wright, civil engineer, is this sentence, p. 174, to wit: "But the great advantages a canal will always have over a railroad consists in the little mind or thought that is required to use it." An objection which, no doubt, canals themselves had once to encounter, and which would be equally valid against the steam engine, steamboats, and a host of other splendid inventions and improvements; if, indeed, it does not (though certainly unintentionally) strike at the root of all advancement in the application of science and the arts to the improvement of our physical and mental condition. Are our countrymen prepared for this objection? Shall a people who have assumed the responsibility of self-government, and, in consequence, have become a great nation, refuse to applaud the genius of their Fulton, and demur at the further advancement of their country in the mighty march of improvement, in order to repose ingloriously in littleness of thought and inactivity of mind? Certainly not. The genius of the people forbids it, and the age forbids it. Judge Wright thinks he is probably in the minority of the United States on the question between railroads and canals, and that the public mind does not take all circumstances and bearings into consideration when they undertake to give opinions. He says, also, (p. 174) in the case of the Baltimore and Ohio Railroad "we are kept in the dark about wear and tear."

The expression "kept in the dark," seems to imply a belief in the mind of the respectable writer that all was not as it should be; that something was kept hidden that ought to be divulged or communicated to the public. Now, the fact is, the company have never yet been prepared, nor have their works been so advanced or matured, as to enable them to make definite and official statements of wear and tear to the public, in their annual reports, that could be relied upon in determining important principles, much less of exhibiting practical results that should fix the precise amount or relative degree of wear and tear. And until they can make statements which are not calculated to mislead, and which shall be freed from the contingencies incident to a new work of a comparatively new description, and from the expenses incident to the bringing to practical perfection of two new kinds of cars, that it is believed will be found superior to all others hitherto employed upon railroads, they will no doubt be excused. It is conceived that the public will be much less interested in knowing the amount expended in the inventing and perfecting of a machine, than in its powers and the expenses attendant upon its employment when brought into practical use. Nevertheless, I have, on the present occasion, given an approximate estimate, according to the best of my judgment, and of the probable practical cost of the Wigan's car, and its wear and tear, and this will be the most expensive of the two kinds, not only in the construction, but in the wear and tear.

With regard to the criticism preferred in pages 193, 199, of Doc. 18, in relation to the expenses of transportation on the first 13 miles of the Baltimore and Ohio Railroad, as stated in the 5th annual report of the company, in which the passengers are rated at 12 to the ton, and, after adding the tonnage thus made out to that of the commodities calculated from the actual expenses incurred, the author infers that the cost of moving power is more than 4 1-2 cents per ton a mile. It may be remarked, that the expenses in the incipient stages of all new works will range far above the average of what they will be when every thing comes to be regular and systematic. But in this instance, the result is as unfavorable as can well be conceived, inasmuch as, coupled with the disadvantages already alluded to, a much greater number of men and horses had to be kept in pay and on hand than were sufficient to afford the effective power exerted in the nine months. As the weather was fine or otherwise, the passengers of pleasure were numerous or none at all; yet, still, establishments had to be every day maintained to the extent adequate to the demand of any day. But, further, in consequence of passengers not being paid for by the ton, it does not appear fair to bring this item to the standard of so much per ton per mile; and, what is of so much consequence with regard to this deduction, is, that it should be recollected that much the greater part of the gross tonnage was conveyed by horses at the speed of ten miles per hour. Now, the effect of a high velocity with a horse in lessening his useful ef-

fect is very great. In table VI. p. 169, Tredgold's treatise, already referred to, it is shown that the useful effect of a horse, when working on canals, at ten miles per hour, is only the 1.79 of that which it would be with a velocity of 2 1-2 miles per hour, whilst, on railways and turnpike roads, it would be the one-fourth part. We see, therefore, that although the action of the horse has such a decided advantage upon the railway over that upon the canal when the velocities are considerable, yet, even upon the railway, his useful effect, when he is put at a speed of 10 miles per hour, is diminished three-fourths; and, consequently, the expenses of transit would become increased in the proportion as 4:1, beyond what they would be with a velocity of two and a half miles per hour.

When these things shall be taken into the account, as it is not doubted they will be by the public, it will be conceded that the results afford no just ground for the disparagement of the railroad system.

It may likewise be stated, that, although the passengers were almost altogether conveyed in carriages made upon the Wigan's friction wheel principle, it was otherwise with the freight; much the greater portion of which was conveyed in the chilled-box car. Now it has been shown, that the friction of the first car is to that of the last as 1:400:1:264.—We have also shown, that, with the Wigan's car, a horse will draw 300 tons, one mile in a day. Consequently, by proportion, as 400:264::300 tons:198—the effective daily work of a horse with chilled box cars, so far as depends upon the friction. But, upon making a strict estimate, proportioning the number of cars in the train, and making allowance for the lesser weight of this car in proportion to its strength, we find the effective power of a horse to be 220 tons drawn one mile in a day; and it will be recollected that the report of W. Woodville, the superintendent of transportation, gives 227 1-2 tons. Although the whole annual charge attendant upon these cars, embracing repairs, renewals of interest on capital, will not be far from \$30 for the chilled box car, to \$45 for that having friction wheels, supposing two-thirds of their number to traverse 20 miles in a day for 312 days, or, 6,240 miles in the year, whilst the residue of the cars shall be stationary for the purpose of repairing, or for other cause; nevertheless, it is conceived that the cost of transportation has been enhanced to an amount beyond what it would have been with the exclusive use of the friction car in the state of comparative durability to which it has recently been brought.

[From the Cambria Democrat.]

ALLEGHENY PORTAGE RAILROAD.—The leading article in the Philadelphia Gazette, of August 1st, was a notice of the Allegheny Portage Railroad, which from the extensive circulation of that paper, has been copied into various journals throughout the State, and also in New York, and Boston.

In that account the rails for the Portage road are stated to be of cast iron, which is incorrect. They are to be of rolled iron, in lengths of fifteen feet. They will weigh forty pounds per yard; and resemble in their general form those used on the Preston and Wigan railway in England; which are stronger and less liable to be displaced, than the rails of the Liverpool and Manchester road. The stone blocks contain 3 1-2 cubic feet each, weighing about one-fourth of a ton. They are placed three feet from centre to centre, surrounded by broken stone, and the cast iron chairs which support the rails are firmly spiked to them. Contracts have been made for furnishing the rails and chairs, and for laying a single track of railway, with the necessary turn outs, throughout the line from Holidaysburg to Johnstown, a distance of thirty-six miles and two-thirds.

The graded bed of the railroad is 25 feet wide, with appropriate side ditches and drains. A considerable part of the grading is done; and a force of about 2000 men is now employed upon the line.

The ascent on the eastern side of the mountain is 1399 feet, and the descent on the western side 1172 feet. There are five inclined planes on each side, varying in length from 1500 to 3100 feet. They are all straight, and their inclination with the horizon is between four and six degrees.

The Allegheny Portage Railroad connects with the Juniata Canal, at the town of Holidaysburg, in Huntingdon county; and passes up the narrow valley of Blair's Gap Run, ten miles, to the summit of the mountain at Blair's Gap; which is passed by a cut of twelve feet deep. The line then runs along the western slope of the mountain to the head of the Conemaugh, and follows the valley of that stream to the borough of Conemaugh, commonly called Johnstown, in Cambria county, where the

Railroad ends, and the western division of the Pennsylvania canal commences. This canal is now navigable throughout its whole course to the city of Pittsburg.

The most prominent works on the line of the Railroad are the following:—A stone viaduct over one branch of the Juniata, at Holidaysburg, which has two elliptical arches, each of 40 feet 4 inches span. As the line crosses the stream obliquely, the arches are skewed so as to vary 35 degrees from right angles with their abutments; these arches are being built of cut stone, the beds of which are warped surfaces.

The scenery in the vicinity of the great viaduct over the Little Conemaugh river is of a singularly wild and striking description. The river forms a loop, about two miles in extent, around the base of a mountain, returning almost to the place of beginning; at this point there is a very narrow gap in the dividing ridge through which the Railroad passes. In running this distance the river falls about forty-five feet, and as the Railroad cuts off the bend, a viaduct seventy feet high above the water becomes necessary. This is now being built of sand stone, in the most substantial manner, with a semi-circular arch of 80 feet span.

The Tunnel, through a spur of a mountain four and a half miles from Johnstown, will be 880 feet long, through rock, and will save about two miles in distance.

When finished, it will be twenty feet wide and nineteen feet high in the middle—it is now cut larger, in order to admit of an arch; and about one half of the excavation of the tunnel is now done.

ROCHESTER, Sept. 28.—The Railroad, between the Erie Canal and the head of navigation on Genesee River, was yesterday opened for passengers.—The pleasure carriages were for the first time placed on the tracks. The *Greig* and the *Duncan*, which headed the line made a beautiful appearance; and all the conveyances were crowded with citizens, many of whom afterwards partook of a sumptuous entertainment prepared in Mathies' customary style at the Clinton House. The Road is not quite finished to the Landing at Capt. Trowbridge's—the Cars stop at present at North Rochester Hotel—a situation overlooking some handsome scenery below the lower falls.

The new and splendid locomotive steam engine Ponchartrain commenced running yesterday. About one o'clock she came up the Railroad from the lake, with 12 cars in tow, which, on arrival, were loosened from her, and the locomotive manoeuvred on the road with the greatest facility, to the admiration of a large concourse of spectators, to whom the sight for the most part was a new one. At two o'clock she returned with twelve cars, in which were the public authorities, a military band (politely loaned by the U. S. garrison) and a select number of passengers. We were unable ourselves to attend, but understand that no accident occurred, and that the locomotive fully answered the expectations of the company.—[New Orleans paper, Sept. 18.]

The steamboat Water Witch, Capt. C. Seymour, arrived here Wednesday afternoon, at a quarter past three o'clock, with the Philadelphia passengers, via Camden and Amboy Railroad.

The Effects of Duties upon the Import of Foreign Manufactures.—The effects of duties upon the import of foreign manufactures are equally curious. A singular instance occurred in the article bar-iron, which was liable to a duty of 140 per cent. *ad valorem*, on introduction into the United States, whilst that upon hardware was 25 per cent. In consequence of this tax, large quantities of malleable iron rails, for railroads, were imported into America under the denomination of hardware; and the difference of 115 per cent. in duty, more than counterbalanced the expense of fashioning the iron into rails, prior to its importation. Duties, drawbacks, and bounties, when considerable in amount, are all liable to objections of a very serious nature, from the frauds to which they give rise. It has been stated before committees of the House of Commons, that calicoes made up in the form, and with the appearance of linen, have frequently been exported for the purpose of obtaining the bounty. The calico made up in this way sells at 1s. 4d. per yard, whereas linen of equal fineness is worth from 2s. 8d. to 2s. 10d. per yard. It appeared from the evidence, that one house, in six months, sold five hundred such pieces.—[Babbage.]

AGRICULTURE, &c.

HISTORY OF SILK.—The silk-worm, or, more properly, the silk-caterpillar, is a native of China. The people resident in the northern part of that country, called Seres, having been expelled by the Huns, in the ninety-third year of the christian era, settled in Little Bucharía,* and were, for many centuries, the sole cultivators of the precious article, with which they supplied the rest of the world. The earliest mention of silk is in the translation of the Bible by Jerome, who enumerates it among the numerous articles which were imported from Syria by the Phœnicians, those spirited merchants and skillful manufacturers, who, although seated in a barren and narrow country, confined on one side by the sea, and by a range of mountains on the other, became a great naval and commercial Power, which, for a very long period, secured to them a monopoly of trade by sea, and rendered their "merchants princes, and the traffickers the honorable of the earth."† The singular lustre and beauty of silk, and the delicate structure of the fabric, could not fail to prove highly attractive to mankind; and hence it constituted one of the articles which were brought from China by traders, who, in caravans, performed long and toilsome journeys through the trackless sands and deserts of Asia, to the different ports of Syria and Egypt, which successively became the depots of commerce. For a long time, two hundred and forty-three days were consumed in these expeditions. Cosmas, himself a trader, speaks of the distance between China and Persia, as requiring one hundred and fifty days to perform the route. The cities of Tiffin and Cashgar, were the rendezvous of these caravans.‡

The Seres themselves never left home, being "a gentle race who shunned mankind."

The distance whence the article was brought, and the small quantities with which the world was supplied, necessarily caused the price to be far beyond the reach of any but the rich; and even when the Roman power extended over half the globe, as then known, this brilliant and ornamental article of dress was scarcely known to them. It is probable, that they first became acquainted with its real nature from the writings of Dionysius Periegetes, the geographer who had been sent by Augustus to compile an account of the oriental regions, and who informed his countrymen that precious garments were manufactured by the Seres, from threads finer than those of the spider.§ Among all the articles of elegance belonging to the luxurious Cleopatra, none seemed to excite their admiration and astonishment, as the silk sails of her pleasure-boat, in which she visited them at Alexandria. For a long time after, it continued to be so scarce and dear, that, in the Roman dominions, it was confined to women of fortune. It was moreover deemed so effeminate an article, as to be unfit for the dress of men; and, in the reign of Tiberius, a law was passed, "that no man should dishonor himself by wearing silken garments."|| Two hundred years subsequent to this date, the use of it constituted one of the many odious charges which were made against the character of the emperor Elagabalus. Even fifty years after, another emperor¶ refused his queen a garment of silk, by reason of the high price it bore—its weight in gold.

For centuries, the Persians enjoyed a monopoly of the trade in silk, but, after they were subdued by Alexander, (300 years before Christ,) this valuable commodity was brought to Greece, and thence sent to Rome. The anxiety of the luxurious people of that nation, to trade with those from which the costly article was to be procured, induced the Emperor Marcus Antoninus to send Ambassadors to negotiate a more direct commercial intercourse with their country, than the subjects of Rome had yet been able to accomplish; and as the jealousy of the Parthians and Persians prevented the passage of all foreigners through their kingdoms to China, the Ambassadors were obliged to proceed by the tedious way of Egypt and India. Another was sent in the year 272, which led to more favorable arrangements, and a shorter route, viz: along the ranges of mountains, now called Hindookho, and Cuttore.** But the price of silk, for a long time, continued a source of regret, and the article an object of increasing desire among the wealthy. Justinian made another attempt, shortly after he ascended the throne, to obtain it. He sent Julian as his Ambassador to the Christian King of Axuma, in Abyssinia, requesting, that, for the sake of their common religion, he would assist him in a war with Persia, and direct his subjects to purchase silks in India, in order to sell them to the Romans, whereby the Axumites would acquire great wealth, and the Romans would have the satis-

faction of paying their gold into the hands of their friends, instead of enriching their Persian enemies. Julian also urged the Homerites in Arabia Felix, then under the vassalage of Axuma, to the same effect; and promised, on the part of the Emperor, to purchase silk from them, if, with their assistance, he could wrest the silk trade from the Persians, and they become the medium of intercourse with the country of the Seres. The Kings of both the countries promised to comply with the Emperor's request; but neither were able or willing to fulfil their engagements. The alleged causes for their non-compliance, were, some internal commotions among the Homerites, and the recall of Belisarius, who, with an army, to which the Arabian auxiliary troops were joined, protected the East from the invasions of the Persians.† This nation by having the command of the land carriage from the country of the Seres, still enjoyed almost a monopoly, with respect to the western world, of Indian commodities; but more especially silk, with which it supplied remote nations at extravagant prices. From this distress, which was felt and lamented as a real misfortune, by the Senators of the Roman empire, they were released in a very extraordinary and unexpected manner. The preachers of the Nestorian doctrine, having been exiled by the persecuting spirit of the ecclesiastical government of Byzantium, fled to India. Their patriarch, who resided in Persia, sent missions, and every where established convents and bishoprics. Two of his monks, who had been employed as missionaries in some of the Christian churches, which were established in different parts of India, having penetrated into the country of the Seres, had observed the labors of the silk worms, and become acquainted with the art of working their production into a variety of elegant fabrics. Aware of the anxiety of the Europeans on this subject, they repaired to Constantinople, and imparted to the Emperor Justinian the secret which had been so well preserved by the Seres, that silk was produced by a species of worms, the eggs of which might be transported with safety, and propagated in his dominions. By the promise of a great reward, they were induced to return, and brought away a quantity of the silk worm's eggs, in the hollow of a cane, and conveyed them safely to Constantinople, about the year 555. The eggs were hatched in the proper season by the warmth of a manure heap, the worms were fed with the leaves of the mulberry tree, and their race propagated under the direction of the monks.‡ The insects, thus happily produced from this careful of eggs, as if the little ark of the insect race, were the progenitors of all the silk worms of Europe, and the western parts of Asia. Vast numbers of these insects were soon reared in different parts of Greece, particularly in the Peloponessus. The monks having also made themselves masters of the art of manufacturing silk, the business was conducted under the auspices of the Emperor, and for his exclusive benefit: but the imperial monopoly could not long continue, and mankind gradually became possessed of the precious insects, after the death of Justinian in the year 565.§§ The people of the Peninsula, and of the cities of Athens and Thebes, enjoyed the profit of the culture and manufacture of silk without a European rival, for upwards of 400 years: and the Venetians, during the continuance of their commercial glory, distributed the products of their industry over the western parts of Europe. At length, Roger, the Norman King of Sicily, after his return from the second crusade, in order to anticipate an attack, which the Government of Byzantium was preparing against him, and to revenge the insult of the imprisonment of his Ambassadors, whom he sent to form a treaty and a matrimonial alliance with the Emperor Comnenus, made war upon Greece, in the year 1146, with a powerful naval and military force. Coreyra, the present Corfu, first yielded to the arms of the invaders, and the surrender of the other cities of Greece, and all the Morea followed in speedy succession. The spoils were great; but what peculiarly distinguished this war from those, which have no other consequence than the exaltation of one individual, the depression of another, and the misery of thousands, was the capture of a great number of silk weavers, who were carried off, and settled in Palermo, the capital city of the conqueror. By the order of the King, the Grecian prisoners taught his Sicilian subjects to raise and feed silk worms, and to weave all the variety of silk stuffs, and so well did they profit by the lessons of their instructors, that, in the course of twenty years, the silk manufacturers of Sicily were subjects of notice and of praise, by the historians of the age.||||

The Saracens had, before this time, obtained the knowledge of the various operations of the silk manufacture, and spread it over their widely extended dominions. Lisbon and Almeida, the two Saracen cities of Spain, were especially famous for their silk fabrics; and the island of Majorca and Ivica paid their tribute to the Kings of Arragon in silks. The Italian States soon after engaged in the silk culture and manufacture; and in the year 1306, this business was so far advanced as to yield a revenue to the State. In France, Louis XI, and his son Charles VIII, established a number of Italian workmen at Tours; but it is to Henry IV, that France is indebted for placing the culture of silk and its manufacture upon a solid basis. Having put an end to the civil wars of the nation, he determined to give every possible encouragement to this important branch of industry, by recommending and enforcing the general planting of mulberry trees, and the rearing of silk worms. The merit of Henry on this occasion, is increased by the fact, that his views and measures were in direct opposition to the advice of his favorite and wise minister, Sully, who held the project in little consideration, as appears by his own memoirs, in which he candidly records the discussions which he had with the King on the subject. In the year 1455, mention is made of a company of silk women in England. In 1504, the manufacture of ribbons, laces, and girdles, was so considerable, as to be protected by a prohibitory statute. In 1561, Queen Elizabeth was presented with a pair of black knit silk stockings, with which she was so well pleased, that she never after wore any of another material. James I. was extremely solicitous to encourage the silk manufacture, and recommended it several times from the throne: and in the year 1608, addressed a long letter on the subject, written with his own hand, to the Lord Lieutenants of every county in the kingdom, to whom mulberry plants and seeds were sent for distribution. He had also a book of instructions composed, on the rearing of the trees and the culture of silk, to promote the success of his project. The royal wishes do not appear to have been seconded by his subjects; but he had the satisfaction to see the broad silk manufactory introduced in the latter end of his reign. The revocation of the edict of Nantes, in the year 1685, which drove all the Protestants from France, permanently established the business in England; and the erection of the silk throwing mill of Sir Thomas Lombe at Derby, in the year 1819, greatly promoted it, by the rapid preparation of the raw material.

* The identity of Bucharía with the country of the Seres, is established from the description of it by Ammanius Marcellinus, a writer of credit in the third century.

† Isaiah 23, 8.

‡ Ptolemy speaks of Comodæ, (the present Cashgar) as the "receptaculum corum qui ad Seres negotii causa proficiuntur, penes Imaum Montis." Asia, tab. vii.

§ Periegetes de situ orbis, 6 v. p. 752.

|| Ne Vestis Sorica viros sedaret. Tacitus, book 2d. chap. 33.

¶ Aurelian. Vopiscus in vitam Aureliani c. 45, liba enim auri tunc libra serici fuit.

** See Rennel's map of the countries between the Ganges and the Caspian Sea.

†† Procopius, p. 34.

‡‡ The Monks procured the eggs from the colony of the Seres, in Little Bucharía.

§§ Procopius de Bello Gothico, lib. 12, cap. 17.

|||| Muratori Scriptor, Veter. vi. col. 668—Macpherson's Annals, vol. 1, p. 322.

Durable Fence.—Deacon Winslow Marston, has on his farm a kind of fence, which for durability and beauty can hardly be exceeded. On each side of the road adjacent his dwelling, are rows of large button-wood trees, set ten or twelve feet asunder. Into these, when young, cedar rails were inserted as into common posts. As the trees increased in size, the wood formed closely around the ends of the rails, and firmly secured them in their places. We have no where else seen this experiment tried on so large a scale. It is certainly a durable and cheap fence, because it will require no repairs at least for one generation, and is moreover constantly increasing in value. Were our roads lined with this kind of fence, it would add not a little to the beauty of the country and the comfort of the traveller.—[Barns. Jour.]

The Tree Hill races in the vicinity of Richmond, are postponed till 14th November.

NEW-YORK AMERICAN.

SEPTEMBER 29, OCTOBER 1, 2, 3, 4, 5—1832.

LITERARY NOTICES.

HEIDENMAUER, OR THE BENEDICTINES, a Legend of the Rhine, by the Author of the Spy, the Pilot, &c. 2 vols. Carey & Lea, Philad'a.—It is, we think, unfortunate for the readers of novels or legends, or by whatsoever analogous name they may be called, that Mr. Cooper has become a politician. He seems now too often to write rather with an eye to assail or reform abuses in the political institutions of Europe, than for the delight and instruction of readers, who look not to such works for homilies on government, or sarcasms, other than incidental ones, against antiquated establishments.

In the volumes now before us, we do not think Mr. Cooper has been happy, either in the choice of a subject, or the manner in which it is treated. A quarrel about tribute and territory, between a powerful Baron and a neighboring Monastery scarcely less powerful, to be determined by a drinking bout, forms the basis of the story. The Baron, with two assistants, and the Abbot, with a like number of attendants, meet for that purpose—the condition being that the party putting the other under the table, is to be deemed victorious, and to possess ever after undisputed right to the tribute and territory in question. There are incidental personages, of course; some love, some fighting, and a monstrous deal of talking about religion, politics, government, the Reformation, and about America.

The description and details of the drinking bout are by no means equal, in force or spirit, to a somewhat similar scene in the second series of *Vivian Grey*. The best scene in the book is the storming of the chapel of the Benedictines, and its final destruction by fire. That is painted with the early talent of the writer.

We make these remarks on this production of Mr. Cooper with the less reluctance, as he professes in a passage of the introductory pages to the Heidenmauer, to hold in contempt "the capricious and vulgar immortality conferred by newspapers;" and we would not willingly, by praising the execution of a tale which he himself must feel to be altogether below the standard which the Spy, the Pioneers, or the Pilot, have established for us, do ought to justify that contempt.

A NEW GREEK AND ENGLISH LEXICON, by JAS. DONNEGAN, M. D. arranged from the latest London edition by J. M. CAIRNS, A. M.: Philad'a. Carey & Lea.—This most useful and much wanted school book is beautifully stereotyped, and cannot fail to be sought after. Mr. Cairns has abridged it somewhat from the original bulk, but without impairing its value for learners. Heretofore, Greek has only been studied through the medium of the Latin—now, it may be explained in the idiom of the learner.

A DICTIONARY OF BIOGRAPHY, comprising the most eminent Characters of all Ages, Nations, and Professions, by R. A. DAVENPORT: 1st Am. edit. 1 vol. 8vo. pp. 530, Boston, Gray & Bowen.—The English work, of which this is a reprint, was brought down to the close of 1831. In order to render it more valuable to Americans, some three hundred American biographies have been added. It is embellished with two hundred wood cuts; and constitutes certainly, what it professes to do, a "convenient manual of biography."

A DICTIONARY OF THE HOLY BIBLE, by the Rev. JOHN BROWN: first American from the twelfth Edinburgh ed.; 1 vol. 8vo; N. York, J. & J. Harper.—This one volume, by means of small type and double columns on each page, comprises a mass of historical, geographical, and critical information, respecting the personages, places and events of the Bible,

which in the ordinary mode of printing would extend through many volumes. The Rev. and learned author was a Scotch minister and professor of Divinity. There is prefixed to the volume a short biography of the author, and a brief but comprehensive essay on the Evidence of Christianity. This Dictionary is in its form and arrangement the most convenient of any we know on the same subject, for young eyes.

TALKS AND NOVELS, by MARIA EDGEWORTH; 15 vols. in 9; N. York, J. & J. Harper.—We rejoice that the Messrs. Harpers have determined to reprint a uniform edition of Miss Edgeworth's novels; and accept this first volume of the series as a favorable specimen of the manner in which the edition will be brought out. It is neat, clear stereotype, good paper, and has two good engravings. Of Miss Edgeworth it is unnecessary here to speak; she has taken her place as a classic as decidedly as Sir Walter Scott, whom she preceded, and who by his own declaration caught his first glimpses and inspiration of Scotch novels from her Irish tales and sketches. This volume contains *Castle Rackrent*, *Essay on Irish Bulls*, *Forester*, the *Prussian Vase* and the *Good Aunt*.

ADVICE IN THE PURSUITS OF LITERATURE, by JOSEPH L. KNAPP; 1 vol. 12mo; N. York; J. K. Porter.—The author of this little volume has, in an affectionate and well written dedication, addressed it to the members of the Mercantile Library Association, before whom he last year delivered a course of lectures on American literature. It is a book they may read with interest and profit, as well calculated to excite and stimulate a taste for knowledge, at a time when it is well said by the author "no one can be ignorant and still respectable."

BOYS AND GIRLS' LIBRARY, No. I., OF USEFUL AND ENTERTAINING KNOWLEDGE.—The Harpers, under this title, have issued a little volume containing the Lives of the Apostles and early Martyrs of the Church, written by the author of "The Trial for Skill." The work is designed for Sunday reading, and the scope and design of the author may be best understood by the following extract from her excellent preface:

It is, perhaps, owing to the scarcity of suitable publications, that we so often meet with young persons who devote the leisure of the Sabbath to the perusal of works which have a necessary tendency to drive from the recollection every thought of seriousness and devotion. Unable to keep their attention fixed for any length of time on religious subjects, when presented to them in the usual form of sermons and discourses, and yet feeling how irksome it is to pass several unoccupied hours together without having recourse to reading, they fancy, no doubt, that tales and other books of entertainment are their proper, if not only, resource.

Nor is it sufficient, in order to prevent this evil habit, that children be early told to take pleasure in the thought, that by abstaining from their ordinary reading on the Sunday, they honor God.

Excellent as is this lesson, and important as it is to impress the mind early with the conviction that it is necessary to resign our own ways for God's, and to sacrifice our own wills in obedience to His commands, it seems certain, that something more should be added. Young persons who evince a willingness to conform to the rules of self-control, merit, beyond all doubt, every encouragement; and, instead of confining ourselves to assuring them that they will receive hereafter the promised reward of the righteous, they should, as far as it is possible, be allowed a foretaste of Heaven even here: it should be permitted to them to experience, that, as with the practice of Divine wisdom, so with its study, "all her ways are pleasantness, and all her paths peace."

LIFE OF FREDERIC THE GREAT, 2 vols.; Harpers' Family Library.—Lord Dover has in these volumes made a valuable contribution to the Family Library. He has drawn largely and judiciously from the various memoirs of the Court of the Great Frederic, and by rejecting all that is exceptionable or of slight in-

terest, while he retained every thing thing essential, made up a comprehensive and very attractive book. He has displayed much industry and research, and the intelligent arrangement of his matter will prove satisfactory to all who would take a rapid glance at the eventful scenes and striking characters of which the work treats.

The character of Frederic is one about which there is much variance of opinion: the shades in it being so strongly marked, that those who view it but in one light can hardly believe that it admits of being viewed in another, and condemn him as a despot and a skeptic while they overlook his public virtues and undervalue his private character. The incongruities in his character we conceive may be easily reconciled by referring to those early passages of his life which may have affected the complexion of his mind, or dwelling upon the circumstances which called its qualities into play when he became master of himself. He was the son of a brute, and the servant of a military slave-master. It was natural when he became the head of an autocracy, that the bitter schooling of his young years should show itself occasionally in the unbending sternness and absolutism that he manifested afterwards: and in the same way we may attribute his hostility to ecclesiastical establishments to that spirit of frugality, which, properly modified, he inherited from his miserly father. Unlike most monarchs, he was the man of the nation; and every peasant had familiar access to the King, before whom the haughtiest nobles stood in awe. His "Anti-Machiavel" shows how he prepared himself for the throne; while the prosperous condition in which he left his kingdom, best proves how it fitted him for getting it. He left, when dying, a realm increased by a large acquisition of territory, an army of 200,000 men, an overflowing treasury, and great credit with all the European powers; while Prussia, under his reign, became distinguished for population, industry, wealth, and science. His talents, improved by industrious culture, and enriched by corresponding and associating in his youth, with the most distinguished men of his age, were ripened in the solitude of Rheinsburg; and when he seized the helm of government at the death of his father, it was with the nervous grip that has been but rarely given by an hereditary prince. He guided the ship of state alone; and sufficient to himself, with no council to suggest, or ministers to share his responsibility, his rare talents were equal to any emergency. The greatest reflection that can be made upon the character of Frederic, is the short-sightedness, or want of patriotism, which induced him to neglect the letters of his own country, and substitute for their cultivation an exclusive devotion to the French. He might have helped to kindle the dawn of German literature, and anticipated, by a generation, the bright day it has since rejoiced in.

Our extracts must be brief, though we have many entertaining passages marked for quotation. We have already in our miscellaneous selections given some passages from these volumes: and among others, the account given by Trenck in his memoirs of the rigid discipline, amounting to cruel servitude, in which Frederic kept his troops while not in active service. Let us now reverse the picture, and observe the winning manners, by which, when on his campaigns, he endeared himself to the common soldiery.

In the second war of Silesia, when, on a certain occasion, the army had marched all night, and that it was necessary for them to set forward again in the morning in the midst of a snow storm, Frederic perceived that they were out of humor, and disposed to complain. He therefore descended from his horse, and began marching in the snow at their head: then, after a few moments of silence, he turned round to them and said, "Come, my friends, let us march. If we were a parcel of cowards, we should now be in our bed-gowns in a warm room; but we are soldiers; so come on." Upon hearing this appeal, the

soldiers proceeded cheerfully.* It was, indeed, his constant habit, whenever the march was a difficult one, to place himself at the head of the infantry, and to march on foot, in order to encourage them.

During one of his campaigns, the bread supplied to the army was exceedingly bad; and the soldiers complained loudly of it. Frederic took an opportunity when the soldiers were round him, of asking his neighbor for a piece of the bread. He ate it before them with apparent appetite, and then said, "In truth, this bread is not very good; however, one can eat it when one is hungry. I will take care, as soon as possible that we have better: until then, let us make a virtue of necessity."

One morning, after a night march, the army halted: the king got off his horse close to a group of his guards, and said aloud, as he was getting off, "It would be agreeable if we had something good to drink here." At these words, several soldiers of the guards, who had a piece of bread and a small quantity of brandy, pressed forward, and offered their little provisions to their sovereign. Frederic was much touched at this conduct, and said to them, "My children, if I could drink brandy, I would accept with much pleasure that which you offer me. I thank you for this mark of your attachment, which I will not forget." He then turned to his attendants and added, "There is not a happier king than me on the face of the earth." He ordered the names of the soldiers to be taken down, and distributed a Frederic d'or apiece to them.

Upon the occasion of a long and fatiguing march, Frederic observed an old non-commissioned officer, belonging to the regiment of the Prince of Brunswick, who seemed to have great difficulty in keeping up with the regiment. "What is the matter with you?" said the king. "I am old and feeble," answered the sergeant, "and I find I can hardly manage to march with the rest." "How long have you served?" "Forty-five years; I served under the late king your father, and I have followed your majesty in the wars of Silesia." "Well, when we are in winter quarters, you shall be invalided, and I will give you besides a good place." "No, sire, I thank you; for that I should consider a disgrace: I wish to live and die a soldier." "You are wrong, for in that case you might live quietly, and take care of yourself in your old age." "Ah, sire! I am not used to that; and then how could I fulfil the duties of any place, having never learned to write?" Here the conversation concluded; and the veteran imagined the king would think no more of him. But that very evening Frederic sent him one of his horses to ride during the march; and the next winter he appointed him a first lieutenant in a garrison regiment.

During the seven years' war, immediately previous to the battle of Lissa, a grenadier, a Frenchman, was brought before him, who had been taken in the act of deserting. "Grenadier," said the king to him, "why did you wish to quit us?" "Because, sire, our affairs go on so ill." "Well," replied Frederic, "I allow they do not go on very well; but, my friend, just let us fight one more battle, and if, after that, our affairs do not go on better, why, we will desert together." "Agreed, sire, I consent to that," replied the soldier; who retired without any more thoughts or desire of quitting the Prussian service.

On the evening of the day of the successful combat at Burkersdorf, during the seven years' war, Frederic was riding, accompanied by the Russian general Czernichef, when they met a wounded soldier. "What is the matter?" said the king. "Nothing," replied the soldier; "for the enemies fly, and we are conquerors." But the king, then perceiving he was wounded, gave him his handkerchief, saying at the same time, "You are wounded, my friend, take this handkerchief, and bind up your wound with it." Upon this Czernichef remarked, "Sire, it is not wonderful that your soldiers should serve you with such devotion, since you treat them with so much kindness."

One evening after a great battle, Frederic approached a fire, which had been lighted by some of the grenadiers of his own regiment. The soldiers began to ask him where he had been during the battle; "Generally," said they, "you lead us yourself where the fire is hottest; but this time nobody saw you, and it is not right to abandon us so." The king, in a good-humored manner, explained to them in what part of the field he had been, and his reasons for being there, which had prevented him from being at the head of his own regiment. As he began to grow warm, he unbuttoned his great coat, and a ball dropped out, which he had received in his clothes. The hole the ball had made in the great coat and coat was also perceptible. Upon this, the enthusi-

asm of the soldiers knew no bounds. They cried out, with all the tenderness of expression belonging in the German tongue to the singular pronoun, "You are our own good old Fritz; you share in all our dangers with us; we will all die for you!" And the conversation concluded with their cheers, and their entreaties to the king to take more care of his own safety.

Thiebault relates that he had seen at Berlin the suit of clothes worn by Frederic towards the end of the seven years' war; and that the coat and the hat were pierced with balls in several places. Le Catt, the secretary of Frederic during the latter years of his life, had also in his possession a little gold box, which had been flattened by a ball, when in the king's breeches-pocket, at the battle of Zorndorf, and had thus saved him from a dangerous wound in the thigh.

The cool and determined courage of Frederic on a day of battle has, indeed, never been called in question, in spite of his unfavorable commencement at the battle of Mollwitz. Many anecdotes are told in proof of his great bravery, with regard to his own person; some of which belong to the relation of particular battles. Among those which are not so appropriated there is one which deserves relation from the authenticity of its source, as it was related by General Müller, to whom it happened. Müller, being then an aid-de-camp to one of the Prussian generals, was sent during the battle, with orders from one part of the field to another. As he was galloping along, he met an officer, who stopped him, and whom he then recognized to be the king. Frederic began asking him questions, when a shell fell between their two horses. Frederic continued his conversation in the coolest manner, regarding the shell attentively with his glass, and not attending to the impatience of Müller to avoid its probable effects. At length it exploded, but, fortunately, without hurting either of them; and the king, having obtained the information he wanted, allowed Müller to proceed.

[From the London New Monthly Magazine.]

THE LIFE OF GOUVERNEUR MORRIS, with Selections from his Correspondence and Miscellaneous Papers detailing Events in the American Revolution, the French Revolution, and in the Political History of the United States. By Jared Sparks. In 3 vols. 8vo. Boston.

Gouverneur Morris and Mirabeau may be viewed as representing in their own persons the intellectual and moral character of the Revolution in which each acted so conspicuous a part. It was happy for America, at the moment she was called to achieve her liberty, and to establish her independence, that, from the body of her citizens, she could summon to her aid not only men of the first rate talents, but of the strictest probity; men worthy of a population distinguished in the civilized world as possessing in a very superior degree those virtues which ensure the prosperity and happiness of the social state.—The wrongs which they felt, and others which they feared, had they yielded to the insane encroachments of the mother country, converted them at once into a nation of patriots. Liberty with them was a substantial good, not a mere phantom of the imagination. They sought and adopted practical principles of government, suited to the present condition of human nature, without building wild theories on mere abstractions respecting the rights of man and the perfectibility of society. They undertook a mighty task, and they performed it well. The *amor patrie* was the soul of their ambition. Personal or official distinction they regarded only as a trust committed to them for the benefit of their country. It is really refreshing to trace the various incidents in the life before us, and to be warmed with the glow of manly sentiment which pervades the correspondence, the speeches and miscellaneous productions of Mr. Morris. Always incorruptible; always at his post; willing to act or to retire at the bidding of his constituents; but never forgetting or neglecting his duty as a citizen;—the American Revolution did not create, but it found, such men. The people had virtue enough to follow their counsels, and to imitate their example. And from the first hour of her independence, the sun of America has been gradually rising. Nothing has occurred to tarnish its glory, or retard its progress. We repeat it,—we attribute this to the character of the people. Had they been frivolous, debauched, the slaves of a demoralizing superstition, or the victims of atheistical impiety,—their revolution would have been a series of crimes—their liberty licentiousness; and their country the alternate theatre for the dark tragedies of tyrants and demagogues. This is a doctrine which

Gouverneur Morris, with reiterated earnestness, presses upon his friends and correspondents in both hemispheres. This inspired him with confidence amidst the severest struggles, and the most perplexing difficulties, of his infant republic; while from the first he predicted that the utter want of public and private virtue would blight all the fruits of liberty in France, and, with the monarchy, shiver to atoms the very framework of society. Drawing a parallel between the leaders of the American Revolution, and the parties in the French Convention, Mr. Morris exclaims, in a letter to General Washington,—"How different was our situation in America! Every one performed cheerfully his part; nor had we any thing to apprehend from the common enemy. Such is the immense difference between a country which has morals and one which is corrupted. The former has every thing to hope, and the latter every thing to fear."

In a letter, dated Paris Nov. 22, 1790, addressed, as before, to the President of the United States, Mr. Morris observes—"This unhappy country, bewildered in the pursuit of metaphysical whimsies, presents to our moral view a mighty ruin. Like the remains of ancient magnificence, we admire the architecture of the temple, while we detest the false god to whom it was dedicated. Daws and ravens, and the birds of night, now build their nests in its niches. The sovereign humbled to the level of a beggar's pity, without resources, without authority, without a friend. The Assembly at once a master and a slave; new in power, wild in theory, raw in practice. It engrosses all functions, though incapable of exercising any; and has taken from this fierce, ferocious people, every restraint of religion and of respect. Such a state of things cannot last." In another letter he tells General Washington that "he cannot possibly conceive the demoralized state of all classes of the people;" and, in the course of his correspondence, adduces revolting instances to justify his general censures. One characteristic sentence we cannot refrain from quoting, as it marks the infatuation of the Assembly, for the most part composed of individuals without private worth or public consistency. "They have taken genius instead of reason for their guide, adopted experiment instead of experience, and wander in the dark, because they prefer lightning to light."

It is highly instructive and amusing to read the impressions made on the mind of an eye witness by the characters and events now so familiar to us; as they were written down at the time. Mr. Morris's Diary and Letters are in this respect peculiarly valuable. We regret that there is so small a portion of the former; had he continued the practice, the whole economy of human life would have passed under our view, and we should have had aphorisms, sketches and anecdotes, and portraits without number. These volumes do honor to America; they may well be proud of such citizens as Gouverneur Morris and his illustrious contemporaries.

FINE PICTURES.—There is now on Exhibition at the gallery of the American Academy of Fine Arts, in Barclay street, a collection of superior pictures, which we unhesitatingly commend to the public attention. They constituted, we have reason to believe, a private gallery in England—in selecting which, great care and discrimination had been exercised. We have made only a single visit, and that a short one, to this collection, but we saw enough to determine us to repeat our own visit, and to invite those of others.

We will notice hastily now some of the more striking pictures, with the purpose, on a future occasion, of entering more into detail.

The first, and one of the largest pieces in the collection, strikes the visiter on his entrance. It is a full length (No. 19) of *Judith with the Head of Holofernes*, by Guino. The impression of having done a dreadful deed, but one which Heaven approved, is strongly marked in the upturned and finely delineated face of Judith; while her whole frame seems yet swelling with triumphant exultation. It is a noble picture; and if the subject is not agreeable, the fault is in the age which chiefly favored Scripture pieces, and not in the taste of the painter.

Turning from this to the right, is a picture (No. 30) of *the Family of the Grand Pensionary De Witt*,

by REMBRANDT. The depth and splendor of the coloring, and the perfect finish and elaborate execution of this work, denote the hand of the master. The head of *De Witt* himself, and the two boys his sons, in their rich but antiquated costume, at once fix the attention. As a companion piece to this, and strongly contrasted in the style of coloring, is, (No. 37) *the Family of Lord Clive*, by Sir JOSHUA REYNOLDS. The composition of this piece is excellent,—the drawing perfect; but, as it strikes our eye, the colors have in some degree faded, giving to the complexion of the Europeans (artfully enough contrasted with that of India by the introduction of an Indian nurse,) an unnatural paleness. Opposite to these pictures are two by Carlo Dolce, Nos. 6 and 10, both admirable. No. 6 is the *Magdalen*; No. 10 the daughter of Herodias, with the head of the Baptist. We prefer the first, from the expression of profound humility and penitence in the face of the woman, though probably the other will be more generally liked. But we must stop for to-day, recommending to all to go and judge for themselves.

THE GIRARD BEQUEST to the city of Philadelphia, is undoubtedly the most magnificent in amount of any known similar disposition of property. The extent and value of it, indeed, are not yet even plausibly conjectured; though, from what is ascertained, they must be of several millions.

A portion of this bequest, as is well known, is allotted to the endowment and maintenance of a college, where 300 orphans are constantly to be educated, clothed and lodged. One of the conditions with which this grant is clogged we deem unwise, inasmuch as by excluding from all competition for the stations of instructors or professors of the institution, a whole class of men (Clergymen) who, in proportion to their number, may be safely pronounced the best educated class in our country, and therefore most likely to furnish able and accomplished teachers, the field of selection is injudiciously narrowed—to say nothing of the slur thus thrown upon the ministers of religion.

But still this noble grant for the purpose of gratuitously educating three hundred destitute children is one which, as it shall be applied, may influence for good or evil the destinies even of the whole Republic. Hence it becomes a matter of general interest to know how this immense fund is to be managed. We have accordingly examined the ordinances in relation to the estate of Mr. Girard, lately passed by the Select and Common Councils of Philadelphia, (who have been authorized by the Legislature of Pennsylvania to accept the trusts confided by the will,) and we present the following abstract:

The whole property is to be under the control and management of nine citizens, chosen by the Select Council, each member voting *viva voce*, after being previously a month in nomination, and the nominations published in the newspapers. Their term of service is three years, one-third of the Board to be renewed every year. This Board is to choose its own president and officers, and then to divide itself into three committees of three each—

1st. *Committee on Finance*, which is to have charge of all rents, of investments, expenditures, &c. &c.

2d. *Committee on Real Estate*, which is to have charge of the real estate, granting leases, making repairs, &c.

3d. *Committee on the Girard College*, which is to regulate "the system of instruction and discipline to be there pursued, and the maintenance and education of the orphans."

No director is to receive any compensation whatever for his services, nor to be interested in any way in the contracts or disbursements under the trusts. Provision is made for a treasurer, to be ap-

pointed annually by the Council, who is to receive \$2,000 salary, and give bonds for fifty thousand dollars; and for a Board of Auditors, who are to examine and audit all accounts.

The responsibility of the Committee on the College is great indeed; and it will be a just subject of congratulation to the country, and of pride to Philadelphia, if the selection of the three, upon whom will devolve the organizing this College, shall be such as to give full effect to its noble endowment, and its almost unlimited means of usefulness.

We find in the Philadelphia papers of 27th ult. the names of the individuals proposed as candidates for directors and auditors. For the former there are ninety names; and though we see among them many which we know to be of the highest respectability and worth, we miss, even with our limited knowledge of Philadelphia, some that should be there.

The choice is to be made the present month.

The following gentlemen were on Monday morning elected by the Select and Common Councils, Directors of the Girard Trust: James Page, Roberts Vaux, John Moss, Michael Baker and Joshua Lipincott.—[Nat. Gaz.]

SUMMARY.

GREAT ANNUAL FAIR.—The fifth annual exhibition of American Manufactures, under the direction of the American Institute, is to take place on the 9th, 10th and 11th October next, at Masonic Hall. We understand that the usual brilliant display of articles may be expected from the hands of our most skilful mechanics and manufacturers.

The concourse of strangers has heretofore been great at these popular exhibitions, and the assemblage of beauty and fashion, which will throng the great Hall, will be not among the least of the attractions.—[Advocate & Journal.]

NAVAL.—The *Betsy* and *Jane*, which has arrived at this port, left at Rio Janeiro, August 18th, the U. S. ship *Lexington*, and schr. *Boxer*, Captain Page. They were both to sail soon, and the officers and crews were all well. Captain M'Keever, with his first Lieutenant, arrived a few days previous from the United States, and assumed the command of the *Lexington*. The *Warren*, Capt. Cooper, and *Enterprise*, Capt. Downes, were at the River. Capt. Duncan, late of the *Lexington*, it was stated, would take passage in the *Lafayette*, for Baltimore.

Some of the most important changes in the Navy Register, as ascertained at the Department, during the month of September, 1832:

VESSELS BELONGING TO EACH FOREIGN STATION.

Mediterranean—Frigate *Brandywine*, *Constellation* and United States; sloops *John Adams*, *Boston* and *Concord*.

West Indies—Schooners *Grampus* and *Shark*; the other vessels at the North, but to sail in a few days.

Coast of Brazil—Sloops *Warren*, *Lexington* and *Peacock*; schrs. *Enterprise* and *Boxer*.

Pacific—Frigate *Potomac*, sloop *Falmouth* and schr. *Dolphin*.

NOTICES.

Frigate *United States*, Captain Nicolson—Com. Patterson on board—arrived at Lisbon the 3d Aug., having touched at Madeira. Passed up the Straits of Gibraltar the 18th of August.

Schr. *Grampus*, Lieut. Tattnall Commanding, was lying at anchor outside the bar at New Orleans, on 27th Aug.—arrived at Pensacola 11th September—all well.

Sloop *Warren*, Master Commandant Cooper, still at Buenos Ayres on the 30th June.

Sloop *Lexington*, Master Commandant Duncan, still at Rio the 19th July—all well.

Frigate *Potomac*, Com. Downes, sailed from Batavia Roads for Macao 10th April.

Schr. *Experiment*, Lieut. Commanding Mervine, arrived at Portsmouth, N. H. 29th August—thence to Boston 1st September—8 hours from the former place. Left Boston the same day and reached New York 9th and Hampton Roads 19th. Now at Norfolk.

Navy Department, Sept. 29, 1832.

CLAIMS ON DENMARK.—The National Intelligencer of Tuesday, states, that the session of the Board of Commissioners, which was to have opened on the day previous, in Washington, has been postponed.—This postponement will not protract the adjustment of the several claims beyond the time prescribed by law for the existence of the commission.

The Danville Reporter of Saturday makes known a deficit of \$15,000 in the agency of the Farmers' Bank of Virginia at that place. It adds:

"Mr. John W. Chew, the agent, has been in such a situation since the discovery of the default, as to be unable to give any satisfactory information upon the subject. Further investigation will be made, when we shall be able to speak more definitely."

[From the Lexington (Ky.) Observer, of 26th Sept.]

A VILLAIN CAUGHT.—An individual named Jones, the representative elect from Lawrence county, (a Jackson man) was carried through this city on Sunday morning last, to Frankfort, charged with robbing the mail. Jones was a Post-master or Mail contractor, or both; and while acting in that capacity, purloined, as is alleged, sums of money and drafts, which were on their passage through the Post Office. One of the drafts, thus procured, was passed to a merchant in Cincinnati, by Jones, with the endorsement of the person to whom it was forwarded forged on the back of it. Jones was identified by the merchant. The amount of the draft was \$180. Jones is to be tried before the Federal Court.

P. S. Since the above was in type, we learn that Jones was not charged with robbing the mail, but with forging a draft in the name of the Post-master General, on some Post-master in his neighborhood. Jones had heretofore been a mail contractor.

Melancholy.—Accounts from the Cape de Verde of August 3d, announce that Capt. Casby of the whale ship *Mentor* of Hudson, six weeks out, was drawn overboard, whilst in tow of a whale, and drowned. His body was afterwards recovered, taken on board the ship and buried.

ST. LOUIS CITY, (Missouri,) Sept. 15.—*Washington Irving of New York.*—This distinguished individual arrived in this city on Thursday last, on his way, as we learn, to the Upper Mississippi. We feel ourselves honored by the visit—we welcome him most heartily to Missouri, and we would indulge the hope that he may find in our Indian traditions some incidents which he may think entitled to a place in some future volume of the inimitable *Sketch Book*. Perhaps some warrior, in the far away West—*Tecumseh* or *Blackhawk*, may have their names and their achievements made immortal by the pen of the classic and illustrious Irving.

RALEIGH, N. C., SEPT. 28.—We stop the press to announce the occurrence of another calamitous fire, which has again laid waste a considerable portion of the business part of our devoted city. The alarm was given about two o'clock this morning, when the fire was discovered in the building at the corner of Fayetteville and Hargett streets, owned by Richard Smith, Esq., and occupied by himself as a merchant, and Mr. M. Hartford, Tailor. As but a few hours have elapsed since the fire was checked, it is not certainly ascertained in what division of the house it originated, but the belief is general, that it was the result of accident.

The fire had attained such mastery, before the citizens could be collected, that it was impossible, either by blowing up houses, or the use of our small engine, to check its progress until every building on the main street, between the corner above mentioned and the Newbern Bank, was entirely destroyed.

The individual loss is very great, though by far the greatest sufferer is Mr. Richard Smith. His loss in money, bonds, goods, and houses, cannot be less than \$30,000.

A Whale.—On Friday before last, a grampus, 24 feet long and 13 in circumference, was driven on shore on Fairfield beach, Connecticut, about 3 miles from Bridgeport. A man who was shooting on the shore about ten o'clock discovered the enormous fish when he seemed to be in the possession of all his strength and had been but recently got into difficulty. Many persons assembled on the beach to witness the uncommon spectacle. The water being shallow, he made violent exertions to regain his liberty, splashing, it is said, like a cataract. He lived from ten o'clock in the morning until three in the afternoon, when he expired after an hour of terrific struggling. Six yoke of oxen were required to draw him a few feet from low water mark, and fifteen men were scarcely able to turn him half over,

LOSS OF LIFE IN A DIVING BELL.—The Boston Daily Advertiser relates a most distressing occurrence which took place upon the wharves of that city on the 26th ult.; the particulars of which are thus given:—

A derrick had been erected, with an arm similar to the one at the Bunker Hill Monument, for the purpose of using a diving bell to take up the stones which had fallen into the dock when the wall gave way. This derrick, and all the purchase, had been put up under the direction of Mr. Almorai Holmes, a gentleman well known for his judgment and skill in every thing relating to moving heavy bodies. At about 3 o'clock, P. M., everything having been got in readiness, in order to prove the strength of the apparatus, Mr. Holmes let the bell down to the bottom, a depth of about 24 feet, and then raised it up again; and when clear of the water a few feet, Mr. H. stepped upon a floating stage, under the bell, for the purpose of ascertaining how much water had been in it. While standing on the stage under the bell, the guys which supported the derrick gave way, when the bell came down upon the stage and from thence into the water, and sunk to the bottom.—Hopes were entertained, that if the bell could be raised, Mr. Holmes might be preserved. A schooner was hauled alongside, and, with a promptness hardly to be expected, in thirty minutes the bell was got out the water, but no one was in it, and it is probable that the sudden concussion of the air having deprived Mr. H. of his senses, he fell to the bottom. What renders this accident doubly distressing is, that one of the spars in falling struck the head of Mr. James Kirkwood, a very respectable mechanic at the North part of the city, and almost instantly deprived him of life, and a boy, also a spectator, had his leg broken.

No blame can justly be attached to any one in this unfortunate affair. The derrick was supported by four guys of new 7 1/2 shrouding, and was judged by Mr. Holmes to be capable of supporting four times the strain which was to be put upon them. If he erred in judgment, he has dearly paid the forfeit of his error. He is a man who will be much missed, not only by his family, but by the community at large. He was fearless, enterprising, and honest. Mr. Holmes's body has been found. He has left a wife and four or five children, who are now in Philadelphia.

Launch.—The ship Garonne was launched from the yard of C. Bergh & Co., foot of Scammel street, at half past 12 o'clock last Saturday. She is 500 tons burthen, and intended as a packet in the trade between New Orleans and Havre, under the command of Capt. W. Skiddy.—[Communicated.]

At the late sitting of the Legislative Council of the territory of Florida, the acting Governor appointed Wm. H. Maxwell and G. G. Van Waggenen, Esqs. Counsellors at Law, Commissioners for that territory in the state of New-York.

Obituary.—The unfortunate Calvin Edson is no longer a Living Skeleton. Dr. J. Scudder, of the American Museum, has received information of his death, at his residence in Randolph, Vermont. The mysterious cause of his excessive emaciation, has, it is said, been at length solved. The disease of which he died, was Tabes Mesenterica, or Tape Worm. The worm is said to have been twelve or fourteen feet in length. If this be so, the mystery of the enormous appetite of the deceased, is likewise solved.

Tanning.—The Salem (Ms.) Gazette mentions that Mr. K. Osborn, of Danvers, has made an improvement in tanning, and discovered a new article for fuel. He has recently put in operation a Steam Mill for grinding bark, beating hides and smoothing leather. The only fuel used is spent bark or tan, which has hitherto in tan-yards been of no value. The engine, mills, and appertenances, cost about two thousand dollars, and are equal to a grist mill power. Tan has been long used in families in that vicinity as fuel, but its value has never before been fully tested. Its use at this mill proves a cord of it to be worth as much as a cord of white pine wood—one cord will grind six cords of bark; and that with stoves and grates properly constructed, houses may be warmed and all the cooking in families performed with no other fuel at a trifling expense.

"City of the Falls."—The property of Mr. Forsyth, at the Falls, Canada side, has been purchased by an association of gentlemen, who announce their intention to lay out streets and building lots—to erect a number of cottages for the accommodation of private families visiting there, together with hot,

and shower baths, reading room, library and orchestra—in fact to build up a pretty little city on one of the most interesting sites the world affords. They offer building lots for sale for the accommodation of those wishing to erect cottages or houses for permanent residences, and appear to be making arrangements for the general comfort and enjoyment of visitors. The company consists of the Hon. W. Allan, President of the Bank of Upper Canada, James Buchanan, Esq., his Majesty's Consul, New York, the Hon. Thos. Clarke, the Hon. J. H. Dunn, Receiver General, Thos. Dixon, Esq. President of the Society of St. George, New-York, Lieut. General Murray, of the British Army, James Robinson, Esq. and Samuel Street, Esq.—[Buffalo Jour.]

COURT MARTIAL.—The Court Martial which convened on board the Columbus, at the Navy Yard, Charlestown, Mass. closed the 17th ult. The Boston Evening Transcript of Friday last gives the following as the issue of its proceedings:—

Lieut. James T. Homans was tried on a charge of unofficer-like and ungentlemanly conduct, under which were two specifications: the first, that on the 15th of August last, on board the Erie, he made use of improper and threatening language to Purser Henry Etting; and the second, that he did on that day assault, attack, &c. the said purser Etting, outside and near the Navy Yard, Charlestown.

The charge and specifications against Lieut. Homans having been proved, he was sentenced to be suspended one year, and the sentence to be read at the Navy Yard, Charlestown, and at all the naval stations in the United States.

At the same Court, Purser Etting was tried on a similar charge, arising out of the above contest with Lieut. Homans, and sentenced to be reprimanded—the reprimand to be read at the Charlestown naval station.

[From the Charleston Courier of 23d Sept.]

"KEY WEST, Sept. 15.—The packet ship Tennessee, Captain Ogden, from New York for New Orleans, was brought in here on the 7th instant, she having been ashore on Long Key, nearly opposite to Indian Key, and relieved by the wrecking sloop Sarah Isabella. The Tennessee had before been ashore on the Bahama Banks, and had to throw over about one quarter of her cargo to get off; and in a very few days after got ashore as above stated. Her case was laid before the Hon. James Webb on the 13th inst. The decree was read yesterday; it awarded to the salvors \$3,000 in full compensation. The ship and cargo was valued at \$100,000. No part of the cargo will be sold, as Capt. Ogden will draw bills for the same. The case of the ship Shepard, Blasland, master, lost on the reef about four weeks ago, bound from Havana for Hamburg, with 2400 boxes white sugar, out of which about 1200 has been saved, half of which is damaged, was before the Court yesterday; but as yet we do not know the sentence. We are informed that salvage will be paid in kind, and the balance of the cargo will be sold at auction on the 25th inst. The Tennessee leaves for New Orleans to-day."

Extract of a letter from New Orleans, dated 14th September:—"We have now no doubt, the yellow fever is amongst us. Several strangers are sick."—[Mercantile Adv.]

The lads of our borough a few evenings since, attached a lantern to a Kite, and elevated it to a very great height in the air—the wind blowing from the south-west, consequently, the light was seen north-east, the point in which the comet is to be seen. It gave rise to much speculation, among many of our neighbors—some thought it really was a comet, rapidly descending to the earth—others were unable to say what it was, but thought it ominous of no good. To those who have not yet heard what it was, we tell them that it was nothing more or less than what we have stated above.—[Pottstown, (Pa.) Village Herald.]

Coroner's Office, 145 Greenwich street.—The Coroner was called on Friday night, about 9 o'clock, to view the body of an unknown white woman, about 35 years of age, taken out of the dock at the foot of Carlisle street—had not been long in the water. The deceased was previously seen in company with a colored man, drinking together. A cry was heard which came from the end of the dock, but assistance came too late. She was taken out of the water, but life was extinct. The man in company with her was secured by the watchman. He was intoxicated at the time. It is presumed that she was in the same state and fell into the river accidentally.

The following note was found among the papers of the late Lord Erskine:

To General Washington.—SIR: I have taken the liberty to introduce your august and immortal name in a short sentence, which is to be found in the book I send to you.

I have a large acquaintance among the most valuable and exalted classes of men, but you are the only human being, for whom I ever felt an awful reverence. I sincerely pray God to grant a long and serene evening, to a life so gloriously devoted to the universal happiness of the world.

T. ERSKINE.

London, March 15, 1797.

[From the Journal of Commerce]

ARRIVALS AT DIFFERENT PORTS.—The amount of tonnage which entered at some of the principal districts of the United States during the year ending 30th Sept. 1831, is annexed. The reader will observe that the term district is not used as synonymous with port, because in some cases, besides the port which gives name to the district, there are other smaller ports included. In general, however, the tonnage entered at these smaller ports is extremely limited.

| Districts. | Tons and 95ths. |
|---------------------------|-----------------|
| New York | 233,678 |
| Mississippi, (N. Orleans) | 131,772 |
| Boston | 126,374 |
| Philadelphia | 80,058 |
| Baltimore | 65,245 |
| Charleston | 53,380 |
| Savannah | 38,276 |
| Portland | 33,945 |
| New Bedford | 23,165 |
| Mobile | 21,966 |
| Tonnage owned. | |
| New York | 256,557.47 |
| Boston | 125,009.17 |
| Philadelphia | 71,669.39 |
| New Bedford | 65,236.35 |
| New Orleans | 46,027.47 |
| Portland | 42,717.79 |
| Baltimore | 35,621.25 |
| Salem | 28,196.63 |
| Bath | 36,568.54 |
| Barnstable | 21,184.88 |
| Nantucket | 22,327.51 |
| Waldoboro' | 21,789.55 |
| Plymouth | 19,478.74 |
| Pennabscot, (Bangor, &c.) | 19,177.05 |
| Portsmouth, N. H. | 18,543.30 |
| Newburyport | 16,577.47 |
| New London | 16,213.14 |
| Providence | 14,400.47 |
| Charleston | 12,334.94 |

FOREIGN INTELLIGENCE.

MARACAIBO A FREE PORT.—A letter received by the brig William from Maracaibo, dated Sept. 10 says, Maracaibo has become a free port for goods going to Cucuta and New Granada, paying only three per cent duty. Persons now shipping their goods by way of Carthagena, will find it for their advantage to send them here.—[Journal of Commerce.]

MR. PEDRAZA.—We are happy to have it in our power to announce, that the second mission from Mexico to Mr. Pedraza, to urge him to return to his country in the character of President of the Republic, has been successful. Private letters, from unquestionable sources, were received in this city yesterday from Bedford Springs, bringing the gratifying intelligence, that after an interview with Messrs. Zerezero and Zoto, the Commissioners, Mr. Pedraza, in the spirit, and with the views, which we confidently expected from him, yielded to the wishes of his country.

He is to set off for Mexico, on the 2d of October, accompanied by those gentlemen; and embarking on the Ohio, will take passage at New Orleans in the Mexican government vessel Bello India, which awaits his orders. He will probably be landed in his native country in a very short time; and, we sincerely hope will be able to effect all the good which his friends with reason anticipate.—[Daily Advertiser.]

LATER FROM EUROPE.—The ship Napoleon, from Liverpool, whence she sailed on the 25th instant, is below. The London dates by her were to the 24th.

Our extracts are from the Extra of the Courier and Enquirer, though we have since received our files.

The King's speech on proroguing Parliament, is as unmeaning as usual. It has confident hopes that the Belgian question will be amicably settled, and that the civil war in Portugal will not embroil the rest of Europe. The speech, however, which is annexed, will speak for itself.

The accounts from Portugal add little to our previous knowledge.

The two squadrons of Don Pedro and Don Miguel were manœuvring in presence of each other, neither daring to engage, though there had been some distant cannonading, by which trifling loss only was occasioned to either side. If the squadron of Miguel be successful, and afterwards blockade Oporto, Don Pedro will be cut off from provisions.

King Leopold and his new consort made their public entry into Brussels on the 1st of August, and were cheerfully received.

The Times of the 23d states, on the authority of an express from Paris, of the 21st, that the King of Spain, on the 16th, gave notice, that neutrality respecting the contest in Portugal, having been violated by both France and England, he should consider himself at liberty to take such course as his honor and interests might require.

In the Cotton market the sales for the week previous to the sailing of the Napoleon, were 12,000 bales, at former prices—except for Sea Island, which had fallen 1.4d. per lb. No change in Coffee.

Extract of a letter from Manchester, dated Aug. 22.

"You see by the London Stock List the prices quoted for United States' Bank shares. (They had fallen about \$9 per share.) The price of these shares will be much influenced in this country, so long as there is a doubt of the renewal of its charter. I hope the next Congress will renew it."

The unfortunate State prisoners at Ham, do not live on the most harmonious terms together. M. de Peyronnet has, lately, almost secluded himself from the society of his colleagues, "through good and evil report." Prince Polignac, on the contrary, though pensive, is not unsocial, and always preserves that courteous and equable demeanor, which never deserted him amidst his many and heavy misfortunes. M. de Raneville amuses himself with the flute, and chess. Peyronnet's principal *kill-time*, is his pen.—[Paris Correspondence of the Court Journal.]

The King's Speech.

About half past two o'clock on Thursday afternoon the King entered the House of Lords, and having taken his seat on the throne, his Majesty directed the Usher of the Black Rod to command the attendance of the Commons.

In a few minutes the Speaker, accompanied by several members of the lower house, made their appearance at the bar, when his Majesty proceeded to deliver the following speech:

My Lords and Gentlemen—The state of the public business now enabling me to release you from a further attendance in Parliament, I cannot take leave of you without expressing the satisfaction with which I have observed your diligence and zeal in the discharge of your duties during a session of extraordinary labor and duration.

The matters which you have had under your consideration have been of the first importance; and the laws in particular which have been passed for reforming the representation of the people have occupied, as was unavoidable, the greatest portion of your time and attention.

In recommending this subject to your consideration, it was my object, by removing the causes of just complaint, to restore general confidence to the Legislature, and to give additional security to the settled institutions of the State. This object will, I trust, be found to have been accomplished.

I have still to lament the continuance of disturbances in Ireland, notwithstanding the vigilance and energy displayed by government there, in the measures which it has taken to repress them. The laws which have been passed, in conformity with my recommendation at the beginning of the session, with respect to the collection of tithes, are well calculated to lay the foundation of a new system, to the completion of which the attention of Parliament, when it again assembles, will of course be directed.

To this necessary work my best assistance will be given, by enforcing the execution of the laws, and by promoting the prosperity of a country blessed by Divine Providence with so many natural advantages. As conducive to this object, I must express the satisfaction which I have felt at the measures adopted for extending generally to my people that kingdom the benefits of education.

I continue to receive the most friendly assurances

from all Foreign Powers; and, though I am not enabled to announce to you the final arrangement of the questions which have been so long pending between Holland and Belgium, and though, unhappily, the contest in Portugal between the Princes of the House of Braganza still continues, I look with confidence, through the intimate union which subsists between me and my allies, to the preservation of general peace.

Gentlemen of the House of Commons—I thank you for the supplies which you have granted to me, and it is a great satisfaction to me to find, notwithstanding large deductions from the revenue occasioned by the repeal of some taxes which pressed most heavily on my people, that you have been enabled, by the exercise of a well considered economy in all the departments of the State, to provide for the service of the year, without any addition to the public burdens.

My Lords and Gentlemen—I recommend to you during the recess the most careful attention to the preservation of the public peace, and to the maintenance of the authority of the law in your respective countries. I trust that the advantages enjoyed by all my subjects under our free Constitution will be duly appreciated and cherished; that relief from any real causes of complaint will be sought only through legitimate channels, that all irregular and illegal proceedings will be discountenanced and resisted; and that the establishment of internal tranquility and order will prove that the measures which I have sanctioned will not be fruitless in promoting the security of the State, and the contentment and welfare of my people.

By the *Elisha Dennison*, we have accounts three days later from England. Don Miguel's squadron had left the vicinity of Oporto, and returned to the Tagus—a virtual confession that it could not keep the sea in the face of Pedro's squadron. Moreover, as leaving Oporto open to supplies from abroad, that step must be considered important and favorable to the cause of Don Pedro.

There is no other news.

LONDON MONEY MARKET.—City, Saturday—Consols for account closed rather heavily. In private bargains yesterday and this morning, they opened nominally at 83 3/8 sellers, and were done at 83 5/8, the express from Paris bringing the quotations of French Stock on Thursday afternoon a shade lower. The closing price of Consols for Account was 83 5/8 buyers, and for October 83 7/8 buyers.

There has been a further rally in Bank Stock of about 2 per cent. but it is not likely to be sustained, being considered more a forced market than otherwise.

In the Portuguese regency script there has been a sudden rise to the point from which it was depressed in the early part of the week. At 4 o'clock, the script was offered at 4 1/4 and 4 1/2 per cent. discount. The holders look upon the account brought by the Lisbon Packet as much more cheering than could have been expected, from previous advices from Oporto. It is said that a large quantity of supplies of various descriptions would have reached that place by 23d or 24th. Portuguese Stock left off at 48 1/2, being 3 1/2 per cent. above the extreme depression during the week—it has been done at 49. French Script is nominally 1 1/4 premium.

PARIS, Aug. 24.—5 per cents, 98f. 80c. 99f.—3 per cents, 68f. 95c.

The Journal of Antwerp says—"It seems that the fine American ship, with 7,000 bales of coffee, now at Flushing, and bound to our port, will, however go to Holland, because the price of that article is higher there, and because foreign ships coming from Java have a drawback of two florins per pekol."

PORTUGAL.

FALMOUTH, Aug. 23.—His Majesty's steamer Columbia, arrived here this morning from Lisbon and Oporto, having left Oporto last Sunday. No engagement had taken place between the armies when she left. Oporto is so strongly fortified as to be impregnable to any attack from the Miguelites. Don Pedro is in high spirits, and is very sanguine as to the successful result of his undertaking, and his troops are in an excellent state of discipline. The number is said by a gentleman on board the Columbia to be about 16,000 men, and not 12,000 as stated in my last communication, and Don Miguel's at 25,000 men instead of 40,000. The best of the tyrant's troops are about five leagues from Oporto. His forces at Lisbon are composed of royalist militia and volunteers who are described to be of the lowest and most disreputable characters. Descriptions

from Don Miguel's army to Don Pedro's are stated by the officers of the Columbia to be from 120 to 200 men per day. If such statement is accurate, Don Pedro will in a few weeks be in a fit state to commence his march towards Lisbon, as his own force is continually strengthening, and that of his antagonist in proportion weakening, and will be incapable to oppose his progress.

[From the Times.]

FALMOUTH, Aug. 23.—The Columbia steamer from Lisbon and Oporto has just arrived; and the information brought by her is in one respect important. She announces the return of Don Miguel's fleet to the Tagus, which they had all safely entered on Saturday, the 18th, the day the Columbia sailed. In Lisbon all was tranquil, and no great danger of the people being roused to resistance by foreign intelligence, as all vessels of all countries are prevented from entering Portuguese ports. Don Miguel thus voluntarily undertaking the great object Admiral Sartorius has in view, by blockading himself.

With respect to the skirmish between the squadrons, the account is, that, on the 10th inst. Don Miguel's fleet was about 40 miles off shore, at half past 9 P.M. the Dourado Frigate, of 44 guns, being ahead of the squadron; Admiral Sartorius observing this, bore down with the intention of cutting her off. She immediately tacked and came under the lee of the Don Joao. Sartorius with his frigate passed under the stern of the latter, poured in a broad side, then shot up and took a position on her bow, with the Donna Maria on her beam, and an engagement ensued. The ship of Sartorius received a shot which struck the fish of her mainmast about six feet above the gunwale, but did no material damage. Another shot from the Don Joao entered a port, killing two and wounding three men.

Sartorius then, at 45 minutes after ten, hauled off, it being very dark, and he being afraid he should fire into his consort, the Donna Maria. Next morning observed that the Don Joao had lost her main topmast. The number of killed and wounded aboard her not yet known.

The total number of killed and wounded on the side of Sartorius—two killed, eight wounded, five of them already dead. Miguel's fleet, according to all accounts consists of seven sail, the Don Joao, a frigate, the Dourado fifty four guns, three corvettes, and two brigs: while Sartorius had with him only the two frigates, Reirna de Portugal and Donna Maria.

LIVERPOOL, Aug. 27.—Cotton—The market has been steady to-day; about 6000 bags have been sold on Saturday and to-day, at former prices.

CORN MARKET.—Though the weather the last few days has been very unsettled, and there is little of the grain in this district secured, and a considerable quantity uncut, prices continue to give way.

Some parts of the wreck of the *Thetis* have been brought home in the Britomart, lately arrived from South America, among which are her anchors, and it is singular that, in so short a period since her loss, the action of the water has nearly destroyed them. They are very much honeycombed and eaten away, and covered with barnacles and marine excrescences. The machinery of the capstan presents also a like appearance. The wood-work is so completely worm-eaten, that it fell to pieces on taking it up. Part of the iron tanks have also been brought home, but they are quite useless as such, being battered completely flat. Some of her iron knee-bolts, &c. indicate, from their present mutilated and distorted condition, the immense strain which was brought upon them before the vessel's sides were torn from her fastenings. We have frequently heard that the worms peculiar to South America have been known to make incredible ravages upon those parts of a ship's bottom where the copper has been worn or accidentally torn off. This fact seems to point out the propriety of coppering launches or boats in daily use here, which would secure them from destruction, and prevent the necessity of hoisting them every night, saving much labor, wear and tear of purchases, &c.—*Plymouth Journal*.

On Monday week a wager, of a very Herculean task, which had been made some time, was decided upon the river Thames, for five hundred sovereigns. John Williams, a waterman belonging to Waterloo-bridge, was backed, for the above sum, to row from that bridge down to Gravesend, up the river to Richmond, and then back to the place of starting, within twelve hours, a distance of ninety-nine miles! Williams, who is about thirty-two years of age and of rather slender make, started exactly as St. Paul's clock struck seven in the morning, the tide being then ebb about two hours and a half, and proceed-

ed down the river with much spirit and speed. The applause he met, no doubt, made him strain every nerve to win against time, which he did, by going through Richmond-bridge, and returning to Waterloo-bridge about twenty minutes after six o'clock, performing his gallant exploit, and gaining fifty sovereigns for himself, in addition to five hundred for his backers, having about forty minutes to spare.

THE DUCHESS DE BERRI.—An interesting narrative will shortly be published of the landing in the South of France of the Duchess de Berri, and her perilous journey to La Vendée. On finding herself chased by a Government cruiser, her Royal Highness determined to land. She was about to jump into a fishing-boat, into which three of her companions had already descended, when, owing to a swell, she fell into the sea, and was only saved by being dragged out by the hair. It was in this state that she effected her landing, and had to walk nine miles before she could reach a miserable hut, where she spent the night. The next day a messenger apprized her of the unsuccessful rising at Marseilles, the turn of which she was awaiting within a few miles. She immediately resolved to throw herself into La Vendée. On her chief adviser remonstrating on so desperate a plan, she nobly exclaimed, "J'y marche; les Bourbons n'ont que trop souvent quitté le sol Français!" The following night she spent in the woods. In one large town a friend who was disguised as her servant, was sent to buy her something, and was recognized by a gentleman, who immediately discovered the personage he was with, and zealously assisted in favoring her progress. At a chateau where she stopped, and was enthusiastically admitted, the village parson, on entering the drawing-room, exclaimed, "Mon Dieu, comme cette Dame ressemble à la bonne Duchesse!" He was, however, made to believe that she was a cousin of the family. At another house she was holding a newspaper in her hand, when a visitor came up and asked what news of the Carlo Alberto and Madame? She quietly read him a violent article against herself and friends. She went through another large town dressed as a groom, and standing behind her carriage. They are after her now, and maintain that she is the Boccage, and was seen lately crossing a rivulet on horseback.—[London Sun.]

Lord Milton has, we understand, bestowed on John Clare, the Northamptonshire poet, a handsome house, with a garden and large orchard, amounting in all to six or seven acres; and when this is considered, in addition to a small annuity,—some 30*l.* per year or so,—we are bound not only to praise Lord Milton, but put his name down among the public benefactors to the muse.—*Athenaeum.*

A tulip, called Fanny Kemble, was lately sold at Croydon to a florist in Chelsea for 100*l.* So great at one time was the tulip mania in Holland that 500*l.* has been given for a tulip, and a single root was considered an ample fortune for a young lady in marriage.—[English Paper.]

A two-fold suicide through love has just been committed at Marseilles. A young dress-maker, of extraordinary beauty, had formed an intimacy with a journeyman joiner, but the family of the latter objected to their union. They resolved, therefore, to put an end to their existence by suffocating themselves with charcoal. They were found lifeless, clasped in each other's arms, and wearing more elegant dresses than they were known to possess.—[French paper.]

Viscount de Mirabeau.—Mirabeau used to relate, with great glee, an anecdote of his brother. The Viscount de Mirabeau was a very fat and heavy man; the people called him *Tun-Mirabeau*. One evening, going to pay his court to *Mesdames* the King's aunts, the usher of the chamber, deceived by the darkness of the corridor and the heavy walk of the Viscount, mistook him for *Monsieur*, the King's brother, whose gait was very similar, and announced him as such. "*Monsieur*," said he, throwing open the door of the apartment. "Oh! it is only *Monsieur*, brother of King Mirabeau," said the Viscount; and the courtly circle laughed heartily at an allusion which was not entirely devoid of truth.—[Dumont's Mirabeau.]

The Circulating Medium.—The quantity of gold and silver money circulating in the commercial world, is estimated by Mr. McCulloch, at something less than three hundred millions sterling.

A musical amateur in France has challenged all the whistlers of Europe to produce as much noise with one instrument as he can make with his mouth. It is said that he is coming to England, where he

has been engaged by the director of the French Theatre.—[Le Crocoile.]

Miss Kelly, whose experience is great, and whose talent is at least considerable, is actively engaged in making preparations for the commencement of her undertaking—the establishment of a school for acting, with certain public exhibitions, to prove the advantages of her system in the improvements of her pupils. Nothing can be more wanted at this present moment. The Queen has most graciously promised to give Miss Kelly all the countenance in her power; and the Duke of Devonshire, within the last week, has come forward, in the kindest and most liberal manner, to afford every assistance, both in public and private capacity. Miss Kelly will, therefore, commence with the most flattering prospects. She will open her system by some monological entertainments, if we are rightly informed, in the nature of lectures, and she will probably be ready early in the autumn.—[London Observer.]

Condition and Morals of Labourers in New South Wales.—For several years past, tradesmen and mechanics of the more useful classes, such as carpenters, stonemasons, blacksmiths, wheelwrights, &c. have been able to earn, from 5*s.* to 10*s.* per day in Sydney. I believe there has scarcely been an instance of a good workman of either of these descriptions, and of some others of the kinds which are most in request in a new country, receiving less than 5*s.*; and men of great skill and industry have often been able to obtain more than the larger sum by their daily labor. Even common labourers procure from 3*s.* to 3*s.* 6*d.* per day in Sydney. It must not, however, be supposed, that all the mechanics and tradesmen in the colony, whose labor is at their own disposal, are fully employed at these prices. The very reverse is the case. The peculiar circumstances of the colony are such as, in this respect, altogether to alter the relation usually subsisting between supply and demand in the commodity of labor. These circumstances are, the indolent and depraved habits of the workmen; and, secondly, the cheapness of provisions. A very small proportion of the working classes have industry and steadiness enough to continue their labors from day to day, with the view of accumulating their earnings, in order to better their condition in life; and the greater part of their time is, accordingly, spent in sloth and dissipation;—or if a greater portion of their time be given to labor, it is only that they may plunge the deeper in debauchery during the remainder. The extreme cheapness of the necessaries of life, which makes it possible for a man to maintain himself during a week on the wages of one day, enables them to keep up this system, and to make their own terms with the master; and thus those to whom labor is indispensable are forced to pay a most exorbitant price; and the majority of persons, especially of those resident in the country, are obliged to content themselves with such mechanical labor as is requisite to carry on the most necessary operations on their farms, and to postpone all improvements to an indefinite period; while, at the same time, half the mechanical skill in the colony is running to waste. It is evident, therefore, that the very high price which is paid for labor, is not altogether the effect of the scarcity of laborers, but results from their disregard for any thing beyond the means of present gratification,—from the cheapness of provisions, which enables them to keep up the price of labor by refusing to work, unless on their own terms; and, perhaps, from their depravity of character, which would lead many of them to prefer the alternative of turning robbers and bush-rangers, rather than submit to labor, unless for such a remuneration as will enable them to indulge their habits of indolence and intemperance. About 12 months ago, the shopkeepers and dealers in Sydney came to the resolution of abolishing the *currency prices*, and substituting sterling prices in their stead. In other words, instead of taking the Spanish dollar at the nominal rate of 5*s.*, and charging for their goods accordingly, they professed to reduce the nominal price of their goods, and to take the dollar at its real value of 4*s.* 2*d.* In consequence of this change, which was almost universally adopted, mechanics and work people insisted on being paid in sterling the same nominal sum which they were formerly paid in currency, alleging that the shopkeepers would only receive their dollars at 4*s.* 2*d.*, instead of 5*s.*, as formerly. They combined to enforce this demand, by refusing to work unless their wages were raised in the same proportion, and in the majority of instances they were successful.—[Bushby's Authentic Information relative to New South Wales and New Zealand.]

FROM MEXICO.—Capt. Davis, of the ship Congress, arrived yesterday from Vera Cruz, informs, that there was no news of importance. It was daily expected that a battle would take place between the troops under Generals Montezuma and Bustamante. They were only 14 leagues apart; and from the situation of the armies, no doubt a decisive battle had been fought a few days after he left.—[Gazette.]

LITERARY VARIETIES, &c.

We have received the New England Magazine for October, and shall take an early opportunity of noticing its contents which are as follows:

Original Papers.—Westpoint; Female Education; The Schoolmaster, chap. 5; The Fortunes of Mendokaycheenah; The Fair Eckbert; Sonnet; Art and Nature; Early American Artists and Mechanics, No. 2; Paul Revere; Horace in Boston; Europe, No. 2; France; Dialogue between a Coffin and a Diamond Ring on the finger of a Corpse; Commencement; Selections from the Papers of an Idler, No. 4; Sentimentations of Science; Lines written at Sea. **Politics and Statistics.**—United States. A System of Universal Geography, popular and scientific, &c., illustrated by Engravings; by S. G. Goodrich. History of the United States, &c.; by Noah Webster, LL. D. View of the Valley of the Mississippi, or the Emigrant's and Traveller's Guide to the West. A Dictionary of Biography; comprising the most eminent characters of all ages, nations and professions; by R. A. Davenport. The History of Plymouth; by James Thatcher, M. D., A. A. S. Dreams and Reveries of a Quiet Man; by one of the Editors of the New York Mirror. Studies in Poetry and Prose; by A. B. Cleaveland, M. D. The Missionary Gazetteer, illustrated by engravings; by B. B. Edwards. The American Pharos, or Light-house Guide; by Robert Mills, P. A. Engineer and Architect, member of the Columbian Institute. An Oration delivered before the citizens of Newburyport, on the Fifty-sixth Anniversary of American Independence; by Caleb Cushing. Universities and Colleges, and Literary Societies. Obituary Notices.

The agents for this work in this city are Messrs. Peabody and Co., 219 Broadway.

This number is embellished with a Lithograph of Paul Revere, a descendant of one of the Huguenots, who left his native country to escape persecution. He was one of the committee of thirty mechanics, in Boston, who formed themselves into a body for the purpose of watching the movements of the British in the year 1775. Colonel Revere was the first President of the Massachusetts Charitable Mechanic Association, which was instituted in 1795. His descendants are amongst the most respectable of our citizens.

PHILOLOGICAL.—A correspondent of a Philadelphia paper, who dates from Canandaigua, in this state, writes as follows, to the Editor of the U. S. Gazette:—

In a notice of the travels of Tyermen and Bennett, in the last No. of the American Quarterly Review, when speaking of the state of civilization at the Sandwich Islands, the following sentences occur:

"We may here take the opportunity to express our dissatisfaction with the missionaries for having, when reducing the oral language to alphabetical writing, adapted the vowel sounds in somewhat an arbitrary manner. Had they followed any one of the European languages their plan would have had the merit of consistency, and as the natives are likely to have more intercourse with the Americans and the English, than with people speaking French, Spanish or Russ, we think that the English alphabet should have been selected in preference. The one they have adopted is neither French, Italian, nor German, but apparently a compound of the three."

It is to be regretted the Reviewer did not take the trouble to make himself acquainted with the Hawaiian alphabet, before he penned the above sentences. He is speaking of the vowels, and thinks if the sounds given them were similar to those in any of the European languages, the plan would have had the merit of consistency. Now the fact is, the sounds of the Hawaiian vowels, are similar to the sounds given the same characters by the principal nations of Europe. It is well known, however, that in the European languages, most or all of the vowels have more than one sound, although in the greater number of words, the same vowels have the same sound. Now the sounds which in the European languages are most commonly used are the very sounds appro-

applied to the same vowels, at the Sandwich Islands. The only difference is that the Hawaiian vowels retain the same sound under every combination, while in the European languages the sound of the vowels is occasionally changed.

A Spaniard who resides at the Sandwich Islands, and who understood the Hawaiian language, was able to read understandingly the books published by the missionaries, the first time that he saw them. Not only so, but he was able to write in the Hawaiian language, and did, without any instruction from the missionaries or natives, write letters of business to the chiefs. I was residing at the islands at the time, and recollect the circumstance perfectly well.

But the reviewer thinks, that, as the English and Americans have more intercourse with the islands than other nations, the English sounds of the vowels should have been adopted. The Reviewer is not sufficiently explicit. Would he have recommended that the vowels separately should represent all the sounds which they do in English? This would have been productive of great confusion. The letter *a*, in English, has at least eight distinct sounds.

The *e* has six sounds: the *i* three; the *o* eight or nine; the *u* three or four, and the *y* two or three. Every vowel in the English alphabet has also in some word the sound of *u* in the but; and there are 14 or 15 other combinations of letters to express the same sound. Every vowel has also in some word the sound of *i* in pin. Would the Reviewer think it expedient to introduce all of these various sounds into a new alphabet? Surely not. It is said that the vowels should each represent one of the sounds which they have in English, *they do*. The vowel *a* is, in the Hawaiian language, sounded as in father; *e* as in they; *i* as in machine; *o* as in pole; *u* as in rule, true. These represent all the vowel sounds in that language, and each of the consonants used, represents one of the sounds which they do in English. Experience has proved the great advantage of having but one sound for one letter. Alphabets on the same principle as the Hawaiian, have been introduced at the Society Islands, among the New Zealanders, and among several tribes of the North American Indians, and the consequence is, that persons may learn to read and spell with such an alphabet, in a very few days. L.

A POET'S EXPEDITION.—M. Alphonse de Lamartine has just left France on a poetical tour. The London Literary Gazette gives the following account of his outfit:

He freighted at his own expense *L'Alceste* brig, of 300 tons, commanded by Captain Le Blanc. He takes with him his wife and their only daughter, Mademoiselle Julie, who is just ten years old. He intends first to visit Constantinople, thence to proceed to Jerusalem, Palmyra, and Balbec, if the Arabs will allow him, it being his aim to pass into Egypt, and ascend the Nile as far as Thebes. M. de Lamartine is to winter at Smyrna, and see the isles of the Archipelago, and return home through Italy. "Such," he observes, "is the plan of my long and adventurous voyage. I do not calculate upon writing; I go to seek a purely personal inspiration of this great theatre of the religious and political events of the ancient world: I go to read, before I die, the finest pages of the material creation. If poetry should find them fertile in new inspirations and images, I shall content myself with gathering them into the silence of my thought, to color a little the literary future that may remain for me."

At a late sitting of the Grammatical Society of Paris, a question arose as to the right way of pronouncing, *à la Française*, proper names derived from foreign languages. Whether, for instance, though we write Lord Byron, Necker, &c., it should be pronounced Lord Byron, Neckèr, or Lord Bâ-ir-one, Nèkre, &c. Mr. Marle spoke upon the subject. Opinion was divided, he said, not only respecting the pronunciation of the two words cited, but also respecting the greater part of foreign names received into the French language. Some persons say Biron, Neckèr, &c., others Bâ-ir-one, Neckre, &c., but it is to be remarked that the latter appear to wish to prove by this affected pronunciation that they are acquainted with English and German, which is puerility, or rather pedantry. If the first condition of a well-constructed language be its clearness, the second is, perhaps, the facility with which every one is able to speak it correctly, for languages were created for the mass, and not for a few individuals who can dispose of a great deal of time in studying useless difficulties, like those idle persons who pass their lives in finding out the solution of

a charade. To pronounce Lord Bâirone for Lord Byron, he said, would be a reason for pronouncing Count Aberdeen as if it were Count Abadine, and Sir William Adams like Sir Ouillem Edemz. M. Marle added several other similar examples, and remarked, that to pronounce upon this system would be to speak French like German, Italian, English, and Spanish, and would give an idea that every Frenchman was conversant with all the languages of Europe, corrupt the purity of French, and surround its pronunciation with difficulties. It would also, he contended, shock French ears unaccustomed to the sounds, as well as those foreigners whose pronunciation would disfigure when we attempt to give it with fidelity. After some discussion, the society decided that the pronunciation ought to be Biron and Neckèr, and that the same rule should be followed for all proper names taken from foreign languages. In other words, that proper names, derived from a foreign source, should be pronounced according to the French rule for the sound of the letters.

The Frankfort Zeitung contains the following:—"The city of Berlin possesses among its citizens M. Adalbert de Chamisso, author of the well-known romance 'Peter Schlemihl,' who is also a traveller round the world, and a Sovereign! The late King of the Sandwich Islands, delighted with the beauties of this author's works, has bequeathed to him the absolute sovereignty of one of the islands of that Archipelago."

Bistoddjed.—This congress of the Welsh poets, bards, and minstrels, at Beaumaris, promises, we hear, to be very interesting. Great preparations are making, and the potentates of the Principality will enjoy a scene well calculated to remind them of the days of their forefathers, except that they have balls and sports instead of frays and battle, in addition to harp and song.—[Literary Gazette.]

[From the London Metropolitan for August.]

ANOTHER MRS. TROLLOPE!—Previous to its publication we have been favored with a sight of a very interesting work, being the "Narrative of a Tour through the United States, by a Lady;" and as we perused it we could not help fancying that it was written by Mrs. Trollope herself, when in a better humor with the Yankees than she appears to have been, after a two years' residence in the country. There is a liveliness and humor running through the work, without any spice of ill nature; and we must acknowledge that many of Mrs. Trollope's observations on our trans-atlantic friends are fully corroborated. The following description of a party in a steamboat to Albany is very characteristic:

"I do not like New York, and I could not be tempted to live there if I was offered the best house in the city. It was extremely hot the week we were there, and I neither liked the looks or manners of the inhabitants. The ladies walk the streets in the morning in satin slippers, their dresses over white satin slips, gauze hats as large as umbrellas, with forests of flowers waving in all directions. I went to church on Sunday, and I might have imagined myself at the Opera rather than a place of worship: the dresses, laughing, and incessant conversation of my neighbors on every side, made devotion quite impossible; and my husband was so much disgusted, that he took his hat and walked out of the church before the service was concluded. Bishop ——— preached a confirmation sermon, which was a most excellent one; the ceremony was to take place immediately after, and the congregation were to remain for a concluding prayer; but the scene was so animating, and so indecorous for such an occasion, that we did not remain to witness it.

"The young persons who were to be confirmed threw off their fine hats, and crowded from the galleries to get a good place so boisterously, that it reminded me of a push to get into a theatre, to see some popular actor; and those who were to be confirmed had flowers of orange blossoms in their hair, and evinced so much concern for their looks, that it gave me more the idea of a wedding than a consecration. I was heartily tired of New York, but we could not get away under a week, and the only agreeable occurrence was a sail up the North River, in a steamboat, to a place called Westpoint, where there is an establishment for Cadets training for the American army, to beat the English. No scenery can exceed the beauty and magnificence of the North River, on each side. The girls were wild with delight, and even those who had been accustomed to the picturesque beauty of Switzerland, might have been gratified by the mountain scenery which extended twenty miles, and which, I am told, increases

in splendor as you advance towards Albany. The steamboat was a moving ark, and I cannot describe my sensations when it began to move, for I had no idea I was on board, and thought we were in some store, where the passengers assembled in readiness to embark; and when we were really moving at the rate of fifteen miles an hour I was in dismay, and thought the wharf, stores and all had given way.—You can form no idea of the size and beauty of these steamers; the one we were in was equal to an hundred and eighty horse power, and there were more than three hundred passengers on board going up to Albany. We dined at Westpoint, one of the sweetest romantic spots in the world, and the return steamboat from Albany took us up, and brought us back to New York on one of the most beautiful moonlight evenings I ever saw. The cabins are fitted up with satin wood, rose wood, bird's eye maple, and mahogany: the curtains blue silk to all the berths, and the bed-linen as white as snow. We breakfasted on board, and the whole party were accommodated in the eating apartment. There was every kind of meat, fish, cakes, fruit, tea, coffee and chocolate, and as good attendance as you could meet with in a London hotel. We saw more of the American manners on board the steamboat than elsewhere, as all are on a footing and pay the same fare, and therefore consider themselves entitled to say and do what they please. But I must do them the justice to say, with all their freedom and independence, the men are infinitely more polite to the ladies than the gentlemen in England. We never moved from one side of the boat to the other, but twenty fellows started from their seats and placed their chairs for us, entered into conversation, which in them is not considered impudence; and we found them useful in describing the different scenes we were passing. To be sure, they were quite free and easy, and made themselves one of our party, always making a circle round us when we moved, and laughing with us, and occasionally treating us with their observations."

We have extracted sufficiently to enable the public to form some idea of this work; we shall conclude with an observation at the close, very different from the sarcasms of Mrs. Trollope. "I do like the Yankees, they are hospitable and kind-hearted: they make you welcome at once, without inquiring whether you are honest, as if there was a danger of losing your spoons and napkins if they invite you to dinner. Much as there is to laugh at, there is much more to commend, and if not yet arrived at that state of civilization to which we pretend, they at the same time have not yet fallen into the selfishness and meanness which disgrace our refinement."

Nassau.—The annual commencement of this institution took place at the seat of its location in Princeton on Wednesday of last week. The first degree in Arts was conferred on twenty-two young gentlemen. The degree of A. M. on twenty-five gentlemen, Alumni of the College, and the honorary degree of A. M. on five gentlemen.

The degree of D. D. was conferred on the Rev. Benjamin H. Rice, and the Rev. Jonas King, of Athens, Greece.

The Alumni Association was addressed by the Hon. Samuel L. Southard, and, from a gentleman who was present, we learn that he has never been surpassed in the impression which he made upon his auditory, by any of the distinguished orators who have preceded him.

The Rev. Dr. John M. Dowell, of Elizabethtown, was appointed agent of the Alumni, to carry into effect the purposes of the Association. Eleven thousand dollars have been subscribed by them for the endowment of a professorship. We understand that the trustees of the institution have resolved to erect another large building for the accommodation of its students. Mr. Benedict Yager was appointed Professor of the German and Italian languages, and Lecturer on Natural History; and Mr. Joseph Henry, Professor of Natural Philosophy.—[Advocate and Journal.]

At the annual commencement of Washington College, Hartford, 27th ult. the degree of A. B. was conferred on eleven young men, the degree of A. M. on four, and that of D. D. on the Rev. David Butler, Rector of St. Paul's Church, Troy, N. Y.

The 24th of this month, says the National Gazette, will close the third half century since the landing of William Penn. We learn that the Penn Society intend to celebrate the day with due solemnity. Mr. Duponceau will deliver a Discourse on the occasion.

MISCELLANY.

[From the Journal of Commerce.]

GREECE.—In the British House of Commons, Aug. 6th, Lord Palmerston announced that a convention had been "all but formally concluded" between the three Powers and the Ottoman Porte, by which the Northern boundary of Greece was to run from the Gulf of Volo in the Aegean Sea, along a range of mountains, to the Gulf of Arta in the Adriatic. As this boundary is fixed upon in the Treaty which raises Prince Otto to the throne of Greece, it may be considered definitively established. By looking at the Map, it will be seen that the whole of Acarnania and Etolia, which are chiefly inhabited by a Greek population, are thus included in the kingdom of Greece; whereas by the boundary before contemplated, the whole of Acarnania and the greater part of Etolia, were included in the dominions of the Sultan. The acquisition of this territory is of great importance to the new State, not only because it adds 2000 or 3000 square miles and 80 or 100,000 inhabitants to a country still sufficiently small, but because it affords a strongly marked and easily defensible frontier. Mr. Anderson, who visited Greece in 1829, and whose map is constructed according to the boundary fixed by the Protocol of Feb. 3, 1830, running from the Gulf of Zeitoun in the Aegean Sea to the source of the river Aspropotamos, and thence along its south eastern bank to where it empties into the Adriatic, says, "It is a pity these two Provinces, Acarnania and Etolia, should have been excluded from the benefits of the Revolution, when two-thirds of the soldiers in the Greek army belong to them, and when their inhabitants contributed more than any other two Provinces to the success of the struggle, and had been less completely subjected to the Turkish rule than those of the other parts of Greece—Mani perhaps excepted." This cause of regret is now happily removed.

The population of Greece as now constituted, is variously estimated, at 635,000 to 900,000 souls.—The extent of territory, including Acarnania, Etolia and the Islands, is about 18,000 square miles, equal to two-fifths of the state of New York, and as thickly populated. The Morea, or Peloponnesus, comprises 7,227 square miles; being about equal in extent to the State of Massachusetts.

The new King, Otto of Bavaria, is a youth of 17 years. He takes with him into Greece 3,330 Bavarian soldiers, who will relieve the French troops now in the Morea. During the minority of the King, i. e. until he is twenty years of age, his rights of sovereignty are to be exercised, in their full extent, by a Regency, consisting of three Counsellors, to be appointed by the King of Bavaria.

To defray the expenses incident to the formation and maintenance of the new government, England, France, and Russia, in equal proportions, provide and become responsible for a loan of 20,000,000 francs, [\$3,750,000.] and place themselves under obligations to furnish two additional instalments of equal amount if the exigencies of the country shall require it. From the funds thus provided, a suitable indemnity is to be paid to Turkey for the relinquishment of Acarnania and Etolia. The whole is to be refunded by the Greek Government in due time, and for the payment of the interest and a certain amount of the principal annually, its revenues are mortgaged to the three Powers.

It is mortifying to see the land of Demosthenes thus trammelled and fettered by foreign associations; yet all things considered, a better result could not have been reasonably expected. She was taken up by the three Powers when in a state of extreme depression, and all that she suffers from a dependency of Turkey, rendered more abject by her ineffectual struggles to be free, she owes to foreign interference. Under these circumstances we have no right to complain of her fate, and can only hope that the glowing picture of Lord Palmerston may be realized, when he said, "it required no very sanguine fancy to anticipate, from her maritime advantages and fruitfulness of soil, a commercial eminence, such as distinguished Venice and Genoa during the last sunny days of Italian story."

[From the Journal of Commerce.]

THE FALKLAND ISLANDS.—From Bissett's Continuation of Hume, vol. 7, page 317, and from the British Annual Register for 1771, it appears that the first discovery of these Islands was made by Captain Davis, an English navigator, in 1592, who left them however, without giving them a name. In 1594, Sir Richard Hawkins saw them, and named them "Hawkins Maiden Land." In 1598, Sebald De Wert, a Dutch navigator, supposing himself the

first discoverer, called them Sebald's Islands. Nothing more appears to have been heard of them in England for nearly a century; and even their existence began to be questioned. In the reign of King William, however, Strong, an English mariner, whose unpublished manuscript is in the British Museum, found them, and gave them the name of "Falkland Islands." Some others touched there in Queen Anne's reign, but they were deemed of no importance, till from Lord Anson's voyage, it was thought desirable to have a friendly place of refreshment nearer the Cape than Brazil. In consequence of this, some vessels were sent out in 1748, "to examine Falkland Island, and make further discoveries in the South Seas." Before the sailing of these ships, the Spanish Ambassador at London remonstrated against their destination, asserting the right of the Spaniards to the exclusive dominion of the South Seas. The British Ministry declared the examination of the Falkland Islands to be their sole object. After the peace of 1763, viz. in Feb. 1764, a French expedition which sailed from St. Malo, under Col. Bourgainville, (a private adventurer,) arrived at the Falkland Islands, and established themselves at Port Louis. In the same year, an expedition of discovery to the South Seas, was fitted out under Lord Byron, by the British Government. Arriving at the Falkland Islands, and finding a commodious harbor, they entered it and took possession of the "port and surrounding Islands, in the name of the King of Great Britain," and called the haven "Port Egmont." In 1766, Bourgainville transferred his establishment and rights to Spain, and took there, in a vessel under his command, a Spanish Governor, and some troops from Buenos Ayres, who took possession in the name of the King of Spain, and gave to the port the name of "Solidad Carlier." In the same year Capt. McBride arrived at Port Egmont from England, where he established a garrison. It does not appear that either of the settlements knew of the other before 1769, in which year the British frigate Tamar fell in with a Spanish schooner from Solidad, while cruising off the Islands, and ordered her to depart from the coast, which he claimed as belonging to Great Britain, asserting the English title by discovery and occupancy. Reciprocal warnings to quit, were given to both parties till January 1770, when the Tamar frigate sailed for England. The Governor of Buenos Ayres then sent five frigates to Port Egmont with troops, who invested the garrison, which being inferior in force, capitulated, and stipulated to evacuate Port Egmont in a specified time. The English Ministry in September of that year, receiving intelligence of this outrage, demanded satisfaction of the Spanish Ambassador, and a restitution of the Islands, with a disavowal of the act of the Governor of Buenos Ayres. The Court of Spain at first insisted that the British Government should, as a preliminary, disavow the warning given to the Spanish schooner. This was indignantly refused by the British Government, their Minister was recalled from Spain, and preparations for hostilities commenced.

On the 22d January, 1771, Prince Massarano, the Spanish Ambassador at London, delivered a declaration of the King of Spain, disavowing the violent enterprise of Bucarelle, the Governor of Buenos Ayres, and promising to restore Port Egmont, with the fort, &c. according to the inventory taken before the evacuation. The declaration added, "This engagement to restore Port Egmont, cannot, nor ought, in any wise, to affect the question of the prior right of the sovereignty of the Malvinas Islands, otherwise called Falkland Islands." The British Government replied, that the King would look upon that declaration, and the full performance of the engagement, as a satisfaction for the injury.

In Melham's Gazetteer it is stated that Port Egmont was abandoned by the English, May 22, 1774, by request of the King of Spain, who felt uneasy at having the English flag flying in those seas; and in the Edinburgh Encyclopedia it is said, that the Spanish Government afterwards used these Islands as a prison for convicts from their South American provinces.

Since 1798 or 1800, there has been no settlement in or on the Falkland Islands, until 1825, when Amelia Vernet, brother of Lewis Vernet, went there in a brig from Buenos Ayres, for the sole purpose of taking cattle and hides. He had with him one Englishman, three or four Spaniards, and six or eight African slaves. He had no supplies but bread, and in March 1826, had not bread for one day, when he was supplied by an American schooner. In 1827, Lewis Vernet arrived there with his family, and with him some additional men for taking cattle; claiming

only the right (or privilege) of trading with vessels and that they should not disturb the cattle. No act of hostility or show of authority was manifested, until the capture of the schr. Harriet, in July, 1831; and soon after, of the Breakwater and Superior.

TWENTY DISSUASIONS FROM DESPENCY.—1, If you are distressed in mind—live; serenity and peace may yet dawn upon your soul. 2d, If you have been happy and cheerful—live; and diffuse that happiness to others. 3d, If misfortunes assail you by the faults of others—live; you have nothing wherewith to blame yourself. 4th, If misfortunes have arisen from your own misconduct—live; and be wiser in future. 5th, If you are indigent and helpless—live; the face of things like the renewing seasons may yet happily change. 6th, If you are rich and prosperous—live; and enjoy what you possess. 7th, If another have injured you—live; the crime will bring its own punishment. 8th, If you have injured another—live; and recompence good for evil. 9th, If your character be unjustly attacked—live; that you may see the aspersion disproved. 10th, If the reproaches be well founded—live; and deserve them not for the future. 11th, If you are eminent and applauded—live; and deserve the honours you have acquired. 12th, If your success be not equal to your merit—live; in the happy consciousness of having deserved it. 13th, If your success be beyond your merit—live; in thoughtfulness and humility. 14th, If you have been negligent and useless in society—live; and make amends. 15th, If you have been active and industrious—live; and communicate your improvement to others. 16th, If you have spiteful enemies—live; and disappoint their malevolence. 17th, If you have kind and faithful friends—live; to protect them. 18th and 19th, If you have been wise and virtuous—live; for the benefit of mankind. 20th, If you hope for immortality—live; and prepare to enjoy it. These dissuasions are ascribed to the pen of a popular and amiable poet.

Bassora, which is situated at the head of the Persian Gulf, on the river Euphrates, and contains about 60,000 inhabitants, is the great market for Asiatic produce destined for the Ottoman Empire. The cholera lasted fourteen days in this city, in which time it carried off from 15,000 to 18,000 persons, or nearly one-fourth of the inhabitants. From Bassora it was carried by the boats navigating the Tigris, as far as Bagdad, and there it destroyed one-third of the population.—[Quarterly Review.]

The Mind Fever.—Of the causes of disease, anxiety of mind is one of the most frequent and important. When we walk the streets of large commercial towns, we can scarcely fail to remark the hurried gait and care-worn features of the well-dressed passengers. Some young men, indeed, we may see, with countenances possessing natural cheerfulness and color; but these appearances rarely survive the age of manhood. Cuvier closes an eloquent description of animal existence and change, with the conclusion that "life is in a state of force." What he would urge in a physical view, we may more strongly urge in a moral. Civilization has changed our character of mind as well as of body. We live in a state of unnatural excitement;—unnatural, because it is partial, irregular, and excessive. Our muscles waste for want of action; our nervous system is worn out by excess of action.—[Thackrah, On the Effects of Arts, &c.]

Royal Occupations, Present and Past.—Tuesday, or any other day in the week, 1832:—His Majesty rose at eight—devoted the forenoon to occupation in his Cabinet—took his usual airing with her Majesty—on his return gave audiences to several individuals—dined with his family and six private friends—received a small party for music and cards—and at eleven retired to rest.—Anno 1314 (old MS.). Paid to Henry, the King's barber, for money which he lent to the King (Edward II.), to play at cross and pile (heads and tails!)—five shillings. Item, paid to Peres Bernard, Usher of the King's Chamber, money he lent to the King, and which he lost at cross and pile, to Monsieur Robert Watervylle, eightpence.—[London Court Journal.]

LADY NOEL BYRON, and her daughter the Hon. Augusta Ada Noel Byron, have for some time been living most retiredly at Brighton. The Hon. Miss Byron, "sole daughter" of the late highly-gifted Nobleman of that title, is now in her 17th year, and a young lady of considerable personal beauty and accomplishments. She will inherit the large fortune of her grandfather, the late Sir Ralph Milbanke Noel, Bart. Lady Byron is co-heir with the Hon. Nathaniel Curzon, eldest son of Lord Scarsdale, of the Barony of

Wentworth, (by writ 1529,) now in abeyance, her Ladyship's mother, the late Lady Milbanks, being the sister and co-heir of the late Viscount Wentworth, on whose death, April 17, 1815, the title of Viscount Wentworth, became extinct, but the Barony of Wentworth fell into abeyance between the heirs of the sisters.

The Duke of Reichstadt.—The rumor which ascribes the death of the young Duke of Reichstadt to the effects of a wound received in a duel, is wholly destitute of foundation. The strict surveillance under which, at the instigation of Metternich, this young prince was kept, from the period of his arrival in Vienna, would have rendered such an event utterly impossible. Till he attained his nineteenth year, he was never suffered to stir from the palace of the *Burg*, without his governor Count Dietrichstein, or his sub-governor; whether to attend his lessons at the swimming school, or take a walk on the bastions, or a ride in the Prater. Although naturally of a very lively turn, (so as to be constantly sent for by the Empress, to amuse his dull old grandfather the Emperor, whenever he was out of spirits or temper) he was not suffered to form an intimacy with any young persons of his own age. During Don Miguel's residence at Vienna, all private intercourse was carefully intercepted between the two young Princes; and towards the youthful English nobles attached to the British Embassy, he was required to maintain the same formal reserve;—the Duke de Reichstadt, even while commanding a regiment of cavalry, has been kept in a state of tutelage. The premature death of this interesting young man cannot, however, be attributed directly or indirectly to moral causes. Naturally of a feeble constitution, and delicate conformation, he outgrew his strength so early as his sixteenth year, and has never attained anything like robust health; while the damp atmosphere of the Palace of Schoenbrunn, which is situated in a hollow, overhung by a range of hills, has tended to his state of further enervation. The young Duke bore a strong resemblance to the house of Hapsburg; having a narrow face and high forehead, with light glassy eyes. His mouth and chin, however, were those of Napoleon, and his attitudes, (particularly his mode of sitting with his hands clasped and head protruded, at the public theatres of Vienna, where he nightly made his appearance in the Imperial box) are said to have conveyed a strong impression of Buonaparte. We can believe this the more readily, from the affectionate and profound interest with which we have seen him contemplated by certain French travellers, attached to the old order of things. The Duke of Reichstadt had a separate establishment in a wing of the quadrangle of the Imperial Palace; and removed with the Court for the summer months to the Palaces of Schoenbrunn or Lachenburg. He was born on the 10th March, 1811; and died in the 22d year of his age. His remains have been interred in the vault of the Imperial family, within the convent of the Capuchins, forming part of the Palace at Vienna. He is said to have been attended by the Arch-Duchess with great affection during his last illness, (a pulmonary consumption of the most decided kind.) But the parent and child have been studiously estranged from each other; and the large family borne by Maria Louisa to her second husband (the late Count Neipperg) is supposed to have in some degree estranged the tenderness of her Imperial Highness from this solitary pledge of her first ill-omened nuptials.—[Court Journal.]

NECROLOGY OF 1832.—The *Revue Encyclopedique* enumerates the following distinguished Europeans as having died in the first six months of the present year: in England—Cralle the poet; Munden the actor; Dr. Bell, founder of the Madras system; Muzio Clementi, the celebrated pianist and composer; John Taylor the journalist; Mrs. Musters, the Lady Chaworth of Lord Byron; Bentham, the juriconsult; Sir J. Mackintosh, the historian, &c. In Sweden—F. Ormie, a distinguished writer, by suicide. In Germany—Bishop Saibier, a learned theologian; Frederic de Gentz, Aulic Counsellor; Zeller, the friend of Goethe; and the latter distinguished personage himself. Switzerland—Benstetten the philosopher, and friend of Haller, Muller, &c.; and Naef, the founder of the deaf and dumb school of the Canton de Vaud. In Italy—Count de Saurau, Austrian Minister at Tuscany; Cardinal Pacca; Prince Camille Borghese, brother-in-law of Napoleon; and the Abbe Angelo Cesar, astronomer at Milan. In France—M. Cassimir Perrier, prime minister; General Lamarque the republican liberal; Marquis de Chauvelin, defender of the same cause; M. de Martignac, minister of Charles X.; the duke de Montesquieu, minister of Louis XVIII.;

Gen. Belliard, French Plenipotentiary at Brussels; Cuvier, the naturalist; Champollion the Egyptian antiquary; Remusat, the oriental scholar; Garcia, the composer, father of Malibran, and tutor of Adolphe Nourrit; Gen. Ballasteros; and the Prince of Castelcicala; besides many others of less note.

A motion was once made during the great rebellion, that such as were chosen to serve in parliamentary troops should be faithful and skilful riders. Mr. Waller said, "he much approved the motion, for," added he, "it is most necessary that the riders be faithful, lest they run away with the horses,—and skilful, lest their horses run away with them."—[New Monthly.]

The Calmuck Tartars.—Calmuck women ride better than the men. A male Calmuck on horseback looks as if he was intoxicated, and likely to fall off every instant, though he never loses his seat; but the women sit with more ease and ride with extraordinary skill. The ceremony of marriage among the Calmucks is performed on horseback. A girl is first mounted, who rides off at full speed. Her lover pursues; and if he overtakes her, she becomes his wife, returning with him to his tent. But it sometimes happens that the woman does not wish to marry the person by whom she is pursued, in which case she will not suffer him to overtake her; and we were assured that no instance occurs of a Calmuck girl being thus caught, unless she has a partiality for her pursuer.—[Dr. Clarke's Travels in Russia, &c.]

AUSTRALASIA.—Letters and papers from New South Wales, to 12th of March, state that the harvests had been good, and that supplies of all kind were abundant, particularly of vegetables, which, owing to the fineness of the season, were profuse, and selling at moderate prices. Wheat was from 4s to 5s 3d per bushel; beef from 3-4 to 1 1-2d per lb in the carcass, joint 2 1-2d to 4 1-2d; mutton, carcass, 2d to 2 1-2d, joint 3d to 4d; geese, 3s to 4s each; turkeys 4s to 7s each; fowls 1s 3d to 2s 9d per pair; ducks 2s 6d to 3s; butter 1s to 1s 6d; milk 6d per quart. Oranges, lemons, peaches, apricots, apples, pears, grapes, and melons, in abundance. The colonists were cultivating the vine with great success, and the number of vineyards had greatly increased.

POETRY.

SUMMER'S GOONE.—By Mrs. Norton.

Hark! through the dim wood dying
With a moan,
Faintly the winds are sighing—
Summer's gone!
There, when my bruised heart feeleth,
And the pale moon her face revealeth,
Darkly my footsteps stealthily
To weep alone.
Hour after hour I wander,
By men unseen—
And sadly my young thoughts ponder
On what hath been.
Summer's gone!

There, in our own green bowers,
Long ago,
Our path through the tangled flowers
Threading slow;
Oft hand in hand entwining—
Oft side by side reclining—
We've watched in its crimson shining,
The sunset glow—
Dimly the sun now burneth
For me alone—
Spring after spring returneth—
Thou art gone!

Summer's gone!
Still on my worn cheek playeth
The restless breeze;
Still in his freshness strayeth
Between the trees,
Still the blue streamlet gusheth—
Still the broad river rusheth—
Still the calm silence husheth
The heart's disease:
But who shall bring our meetings
Back again?
What shall recall thy greetings,
Loved in vain?
Summer's gone!

HOW TO MAKE LOVE.

Look—do not speak a word at first,
Then look once more and try to speak:
And then speak out—if speak you must,
Hope's strength will fail and leave you weak.
Then stammer forth a cold farewell;
Return, and you'll grow warm again;
What courage had not tongue to tell
Before, you'll sigh for now,—what then?
You'll go, and leave a warm adieu—
A coldness in the lady's heart—
Your glove with her—and she with you,
A strange reluctance thus to part.
In case you should return once more,
Take courage, she'll return your glove,
And leave it with you at the door,
And you will leave her her heart with Love.

THE AMERICAN RAILROAD JOURNAL AND ADVOCATE OF INTERNAL IMPROVEMENTS will hereafter contain extracts from approved works upon the cultivation of *The Vine*, the rearing of *Silk*, and Agricultural subjects generally, in addition to its former variety of interesting matter. Its leading character, however, will continue as heretofore—that of advocate and promoter of internal communication.

Terms, \$3, to single subscribers, or to companies of ten, \$24 each. It will also be sent to any person at \$24 per volume, who will subscribe for two copies for two years at one time, or remit \$10, always in advance.

POSTMASTERS who are friendly to, and willing to act as Agents for the Journal will be furnished with a prospectus, by writing to the Editor, and will be allowed a fair commission for their services. A31

THE NEW-YORK AMERICAN published DAILY at \$10 per annum, and SEMI-WEEKLY at \$4 per annum in advance.

Also, **TRI-WEEKLY**, containing all the reading, marine news, and advertisements of the daily paper, and the only Tri-Weekly paper published in the city of New-York. Terms, \$5 per annum in advance.

Letters, referring to either of the above papers, may be addressed (postage paid) to the Publisher, S1 D. K. MINOR, No. 35 Wall-street, New-York.

THE EXCHANGE HOTEL, Nos. 10 and 12 Broad street, New-York, by D. D. HOWARD, has been refitted, and is now ready to receive his friends from all parts of the Union. He has also fitted up a Mansion House, in a delightful situation, on the high bank of the East River, about 4 miles from Wall-street, where his friends may enjoy the delightful air of the country, and still be within a convenient distance from the city. A16

AT BOSTON'S Old Establishment, No. 7 Wall street, may be had in any quantity *Boston's Boreset Cough Lozenges*—an excellent remedy for complaints of the lungs, coughs, and colds. Also, *Boston's Seidlitz Water*, a superior article in cases of dyspepsia, and all disorders arising from a deranged state of the digestive organs, &c.; it is put up in bottles, and may be transported to any part of the world, and kept for any length of time.

Also—superior Seidlitz Powders, Chloride of Soda, Chlorine Tooth Paste, and a great variety of other articles, manufactured by J. Boston, and sold wholesale and retail at No. 7 Wall street, by B. FREEMAN. A16

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Rope, the public are referred to J. B. Jervis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Eng. glazier Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County Pennsylvania.

Palmyra, Wayne County, New-York, 1st mo. 22d, 1832. J30 1f

RAILROAD IRON.

The subscribers having executed large orders for the Canal Commissioners of Pennsylvania, as well as for several Incorporated Companies, have made such arrangements in England, where one of the Partners now is, as will enable them to import it on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Pins, Wedges, Spikes, and Splicing Plates, in use, both in this country and Great Britain, will be exhibited. Apply to A. & G. RALSTON. Philadelphia, Sept. 15th, 1832.

They have on hand *Railway Iron Bars*, viz: 95 tons, of 1 inch by 1 inch—200 do. 1 1/2 by 1 inch—135 do. 1 1/2 by 1 1/2 inch—500 do. 2 by 1 inch—8 do. 2 1/2 by 1 inch—in long the of 15 feet each, with 12 countersunk holes, and the ends cut at an angle of 45 degrees; 300 tons, of 3/4 by 1 inch; with Splicing Plates and Nails, shortly expected.

This Iron will be sold duty free, to State Governments and Incorporated Companies, and the drawback taken on in part payment. A21 3m

A RAILROAD IN PRACTICAL OPERATION.

within ten miles of the City of New-York.
THE PATERSON AND HUDSON RIVER RAILROAD is formed from the town of Paterson to the village of Acquackanonk, a distance of 41 miles, and is now in actual and successful operation between those places.—The Company have placed upon the road three splendid and commodious Cars, each of which will accommodate thirty Passengers, and have supplied themselves with fleet and gentle horses, and careful drivers.

With a view to suit the convenience of those persons who may wish to avail themselves of this rapid and delightful mode of traveling, the following hours have been fixed for leaving those places.

| PATERSON. | | ACQUACKANONK. | |
|------------------------------|-------------------------------|-------------------------------|-------------------------------|
| At half past 7 o'clock, A.M. | At half past 10 o'clock, A.M. | At half past 10 o'clock, A.M. | At half past 10 o'clock, A.M. |
| 10 do do | 1 do do | 1 do do | 1 do do |
| 3 do P.M. | half past 3 do do | half past 3 do do | half past 3 do do |
| 4 do do | 5 do do | 5 do do | 5 do do |
| half past 4 do do | half past 6 do do | half past 6 do do | half past 6 do do |
| ON SUNDAYS. | | ON SUNDAYS. | |
| At 6 o'clock, A.M. | At 7 o'clock, A.M. | At 6 o'clock, A.M. | At 7 o'clock, A.M. |
| half past 7 do do | half past 8 do do | half past 7 do do | half past 8 do do |
| 9 do do | half past 9 do do | 9 do do | half past 9 do do |
| half past 12 do P.M. | half past 1 do P.M. | half past 12 do P.M. | half past 1 do P.M. |
| 5 do do | 6 do do | 5 do do | 6 do do |
| half past 6 do do | half past 7 do do | half past 6 do do | half past 7 do do |

Parties of twenty or more persons can be accommodated at either of the above hours with a private Car.

FARE reduced to 6d.—Children under 12 years of age, half price.—Paterson, June 20th, 1832.

ELIAS B. D. OGDEN, Secretary, NB.—Persons leaving Hoboken by the 8 o'clock Stage, for Acquackanonk, will have ample time to view the Falls of the Passaic, and other objects of interest in the flourishing town of Paterson, and return to New-York the same day. Jy:16

The public are informed that, until further notice, the 12 o'clock and 1 o'clock P.M. turns from Paterson, and the 8 o'clock A.M. and 7 o'clock P.M. turns from Acquackanonk, are, for the present withdrawn.

By order. E. B. D. OGDEN, Secy. Paterson, July 26, 1832. 626

MARRIAGES.

MARRIED—On 12th ult. at St. Michael's Church, Bloomington, by the Rev. Augustus Fitch, Mr. Edmund W. Wells, to Mrs. Ann H. Hutton.

At Brooklyn, L. I. on the 27th September, by the Rev. Doctor McIlvaine, C. J. Henshaw, Esq. to Miss Cornelia, Midda, youngest daughter of the late A. Midda, Esq.

At Westport, on Saturday the 20th Sept. by the Rev. Thos. Warner, Lieut. H. Swartwout, U. S. Army, to Miss Mary M. daughter of Major R. Alden, of that place.

At Somerville, (N. J.) on Thursday evening, the 27th of September, by the Rev. A. H. Dumont, Daniel Barkalow, Esq. of Paterson, to Henrietta, daughter of the late Gen. John Swartwout, of New-York.

DEATHS.

DIED—On the 30th ult. John Slidell, Esq. aged 61 years, President of the Tradesmen's Fire Insurance Company. He was seized with cholera in the course of Saturday night, and died at 11 o'clock the following morning. The death of Mr. Slidell will be long lamented as one of the most afflicting that has occurred from cholera in this city. Well known and much respected by his townsmen generally, he was more particularly endeared to others, not less by the warmth of his friendships, and the benevolence of his disposition, than by his uncompromising integrity and spirited independence of character. To his bereaved friends, when they recover from the shock of this sudden stroke of calamity, it will be a solace to reflect that the worth which makes it to them irreparable, ensures its having been a gain to him: And the summons, however violent it may seem, can hardly be considered abrupt when it came to one every way so well prepared to meet it.

This morning, Oct. 4, after a short illness, Mr. J. W. Palmer in the 45th year of his age.

On Tuesday morning, Oct. 2, of consumption, Merrick Martin, in the 25th year of his age.

Yesterday morning, 25th instant, of the typhus fever, Mr. William Hoogland, Engraver, aged 37 years.

Yesterday morning, 30th instant, of Consumption, Mrs. Frances Whitlock, wife of James Whitlock.

Sept. 30th, in the 53d year of his age, Louis Lemet.

Sept. 30th, Mr. Edwin L. Smith, Pilot, aged 32 years.

October 1st, of dropsy in the chest, Leslie Dewey, son of Mr. Timothy Dewey, aged 11 years.

Last evening, at Throg's Neck, West Chester, Catherine Holman, relict of the late John Holman, aged 87.

At Brooklyn, L. I. on the 27th September, after a short illness, M. D. Becket Kempe, late of Natchez, Mississippi.

At English Kills, Newtown, L. I. on the 27th September, of Cholera, Mr. Charles Johnson, aged about 50 years; also his wife, Abby Johnson, aged about 30, and his eldest daughter, Cornelia Johnson, aged about 16. They all died in the short space of ten hours, and were interred in one grave.

At Alexandria, D. C., on the 19th Sept. Charles Huntington West, aged 3 years and 10 months, oldest son of John and Pamela West.

Departed this life, on the 22d inst. at the residence of her son-in-law, the Hon. Josiah Quincy, in Cambridge, Mass., Mrs. Maria S. Morton, in the 95th year of her age, the mother of General Morton, of this city, and widow of John Morton, who, previous to the War of the Revolution, was a merchant of this city, and a member of the Provincial Congress. She was, during a long life, distinguished for piety, and respected and beloved by a large circle of friends.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 189 persons during the week ending on Saturday last, 20th ult. viz.:—54 men, 44 women, 43 boys, and 39 girls—of whom 36 were of the age of 1 year and under, 10 between 1 and 2, 16 between 2 and 5, 6 between 5 and 10, 10 between 10 and 20, 28 between 20 and 30, 24 between 30 and 40, 13 between 40 and 50, 15 between 50 and 60, 10 between 60 and 70, 3 between 70 and 80, 2 between 80 and 90, and 1 between 90 and 100.—Diseases: Apoplexy 3, casualty 2, cholera morbus 3, cholera malignant 50, consumption 24, convulsions 11, diarrhoea 8, dropsy 3, dropsy in the head 6, dysentery 2, fever bilious 2, fever bilious remittent 1, fever remittent 2, fever scarlat 1, fever typhus 4, flux infantile 14, fracture 1, hives or croup 1, inflammation of the bowels 5, inflammation of the brain 2, inflammation of the chest 2, interperance 1, marasmus 4, mortification 1, old age 4, palsy 1, scirrhus of the liver 2, still-born 4, syphilis 1, toothach 3, unknown 2.

ABRAHAM D. STEPHENS, City Inspector.

The following are the weekly interments in this city since the 30th June—specifying the number from Cholera Malignant:

| Week ending July 7—191 interments, of which 56 of Cholera | |
|---|-----|
| Do. do. 14—510 | 336 |
| Do. do. 21—887 | 716 |
| Do. do. 28—879 | 686 |
| Do. August 4—580 | 383 |
| Do. do. 11—467 | 281 |
| Do. do. 18—444 | 222 |
| Do. do. 25—391 | 179 |
| Do. Sept. 1—324 | 138 |
| Do. do. 8—365 | 201 |
| Do. do. 15—291 | 128 |
| Do. do. 22—235 | 72 |
| Do. do. 29—180 | 60 |

Total since 30th June, 5,737 interments 3,447 of Cholera

PASSENGERS:

Departed in the ship George Clinton, for New Orleans: Arthur B. Kennel, James Steward, Wm. G. Cascardi, Egbert B. Smith, Wm. Rutherford, 1 Mallon, 1 Silverberg, Lewis Bowre, Mrs. Jameson, Mrs. Littleton, and two children.

In the ship Alabamian, for Mobile: Mr. Stansbury and lady; Messrs. Mott, Campbell, Bartlett, Elia, Colbert, Burnett, Hamilton, Muklon, Chapman, Wilkinson, Stansbury.

Arrived, in brig Lawrence, from Charleston, Charles Ewan, Rev. Messrs. Gadsden and Cole. Doct. Matlock, Messrs. Walker, Anderson, White, and Capt. L. Rout.

In the brig Adaline, from Gottenburg—John Wilson, wife, and child, M. L. Lorenson, O. W. Lorenson, M. Lorenson, J. P. L. Lorenson.

In the ship Congress, from Vera Cruz—B. O. Ledward, R. Thora, and George Brownell, of England; A. Lounsbury, of New-York; N. Smart, and Master Duran, of Mexico.

In the ship Henry Kneeland, from New-Orleans; Mr. Chad-dock and Mr. Bisset.

In the Brig Matilda, from Havana. Capt. Leutner, late of the brig Tolson, sold at Havana.

In the schooner Martha, from Montego Bay, Jamaica—Mr. and Mrs. Woodgate.

In the ship Napoleon, from Liverpool:—Mrs. Smith, Mr. Thomas Woodhead, Mr. Samuel Cochran, Joshua Dixon, New-York; Miss Donaldson and Mr. Wm. Donaldson, of Cincinnati; Mr. Edward Shaw and servant, of Dublin; Mr. H. Wainwright, Mr. P. Homer, Boston; Mr. Thomas Keath, Philadelphia; Mr. N. P. Howell, Long Island; 14 in steerage.

Per ship Junior, from Liverpool—Dr. J. Hickman and lady, Messrs. G. Gay, C. Hickman, J. Biora, T. J. Brangan, T. Dergave, M. Egan, and 34 in the steerage.

Per ship Tecumseh, from Havre—Mr. T. Debrone & lady, G. W. W. March, J. Denay, A. Debart, and 6 in steerage.

Per ship William Drayton, Charleston—Madame De Loy, Madame Dersaux, Madame Ducre, Mrs. Jackson, Miss McCready, and Robert Messrs. J. Loudon, J. W. Chesborough, J. Lawton, W. A. Howard, of U. S. Army, J. S. Worth, of U. S. Army, G. E. Atwell, J. McMurphy, J. Cobbett, J. R. Ardenhurst, J. Thompson, H. C. Bonathoun, W. C. Hayne, Capt. Wilkes, S. D. Dixon, N. G. Porter, J. C. Walker and son, and one in the steerage.

In the ship Queen Mabb, from Savannah—L. Sawyer, Miss C. Sawyer, S. B. Hill, J. H. McDonald, T. B. Weakes, Mrs. Weakes, Mrs. North and child, Mr. and Mrs. Lewis and four children, J. Finley, Dr. F. S. Sweeney, and H. Clark.

In the ship John Taylor, from Liverpool—E. L. Parsons and lady, Mrs. Merrill, R. L. Taylor, J. M. Donald, James Taylor H. Lingam, and 19 in the steerage.

In the ship Creole, from Liverpool—Mrs. Page, D. Annan, H. McFarlane, Wm. Clayton Murray, and James Breath.

In the ship Dalnialla, from Greenock—J. Forrest, J. Currill, and 33 in the steerage.

In the brig Bessey & Jane, from Rio Janeiro—T. Brooks.

In the ship Erie, from Havre—Louis Bernard, Alexander Widekehr, J. J. Aversone, and 180 in the steerage.

SALES AT AUCTION OF REAL ESTATE.

By James Bleeker and Sons—Sept. 24:

A gore of ground, 8 W corner of 5th avenue and 18th street, containing 40 feet on 4th avenue, 70 feet on 18th street, 50 feet in the rear, and 60 feet on the southerly side—sold for \$1470.

NOTICE.

NOTICE IS HEREBY GIVEN, that Books of Subscription to the Capital Stock of "THE NEW-YORK AND ERIE RAILROAD COMPANY" will be opened on the 18th and 19th days of October next, at 10 o'clock A. M. at the Merchants' Exchange, in the city of New-York, and also at Manning's Hotel, in the village of Owego. The Shares are one hundred dollars each. A payment of five dollars on each Share is to be made at the time of subscription.

COMMISSIONERS—

| | |
|-----------------------|----------------------|
| Isaac Lawrence | H. Van Wageningen |
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| Eleazar Lord | Gideon Lee |
| Richard M. Lawrence | Cornelius Harsen |
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| John Hallock, Jun. | William H. Bull |
| Stacy Beakes | John Magee. |
| Selah Reeves | |

NEW-YORK PRICES CURRENT:

Corrected from the "New-York Shipping and Commercial List"—Wednesday, October 3d, 1852.

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------------------|--|--|--|--|----------------------------|---|----------|--------------------------------|--|--------------------------|---|--------|----------------------------|---|----------|----------------------------|------|-------------------|---|----------|---------------------------|---|----------|--------------------------|-------|----------------|---|--------|----|---|----|---|---|
| ASHES | | | | | Rye Flour.....ori | | | | | 4 37 1/2 | a | 4 50 | PROVISIONS— | | | | | | | | | | | | | | | | | | | | |
| Pot, 1st sort 1832, 100 lbs | | | | | 4 65 | a | 4 70 | Indian Meal.....do | | | | | 3 75 | a | 4 00 | Beef, Mess.....bbl | | | | | 9 75 | a | 10 75 | | | | | | | | | | |
| Pearl.....do | | | | | 4 85 | a | 4 90 | Do. Cargoe.....do | | | | | 16 50 | a | 17 00 | Do. Prime.....do | | | | | — | a | — | | | | | | | | | | |
| BEESEWAX— | | | | | FRUIT— | | | | | Raisins, Malaga.....cask | | | | | 7 00 | a | 8 00 | Do. Cargoe.....do | | | | | 4 35 | a | 4 50 | | | | | | | | |
| White.....lb | | | | | 40 | a | — | Do. bloom.....do | | | | | 2 25 | a | 2 75 | Butter, N. Y. Dairy.....lb | | | | | 11 | a | 12 | | | | | | | | | | |
| Yellow.....do | | | | | 13 | a | 20 | Do. muscatel.....do | | | | | 2 87 1/2 | a | 3 00 | Do. Shipping.....do | | | | | 14 | a | 16 | | | | | | | | | | |
| BRISTLES— | | | | | Do. bunch.....do | | | | | 3 25 | a | 3 50 | Do. Philadelphia.....do | | | | | — | a | — | | | | | | | | | | | | | |
| Russia, first sort.....lb | | | | | 60 | a | 70 | Do. Smyrna.....lb | | | | | 6 | a | 7 | Hog's Lard.....lb | | | | | 8 | a | 10 | | | | | | | | | | |
| Do. common.....do | | | | | 20 | a | 40 | Currants, Zante.....do | | | | | 8 | a | 9 | Pork, Mess.....do | | | | | 13 50 | a | 14 25 | | | | | | | | | | |
| American.....do | | | | | 15 | a | 50 | Almonds, soft shell.....do | | | | | 11 | a | 12 | Do. Prime.....do | | | | | 11 00 | a | 11 50 | | | | | | | | | | |
| CANDELS— | | | | | Do. shelled.....do | | | | | 13 | a | 17 | Do. Cargoe.....do | | | | | 9 50 | a | 10 00 | | | | | | | | | | | | | |
| Mould, tallow.....lb | | | | | 12 1/2 | a | 13 | Figs, Smyrna.....do | | | | | 10 | a | 12 | Cheese, American.....lb | | | | | 5 | a | 7 | | | | | | | | | | |
| Dipped.....do | | | | | 11 1/2 | a | 12 | Filberts.....do | | | | | 4 | a | 5 1/2 | Hams, Virginia.....do | | | | | 10 | a | 11 | | | | | | | | | | |
| Spermin.....do | | | | | 30 | a | 33 | Prunes Bordeaux.....do | | | | | 14 | a | 18 | Do. Northern.....do | | | | | 9 | a | 10 | | | | | | | | | | |
| COAL— | | | | | Tamaris.....do | | | | | 3 1/2 | a | 5 | RAGS— | | | | | Foreign.....do | | | | | 4 | a | 5 1/2 | | | | | | | | |
| Liverpool.....chaldron | | | | | — | a | 13 00 | GRAIN— | | | | | Country.....do | | | | | 3 | a | 5 | | | | | | | | | | | | | |
| Scotch.....do | | | | | 8 00 | a | 9 00 | Wheat, North riv. bshl | | | | | — | a | — | RICE.....100 lb | | | | | 3 75 | a | 4 25 | | | | | | | | | | |
| Sidney & Bridgeport.....do | | | | | 9 50 | a | 10 00 | Do. Genesee.....do | | | | | 1 12 | a | 1 15 | SOAP | | | | | New-York, Brown.....lb | | | | | 5 | a | 6 | | | | | |
| Albion.....do | | | | | 8 50 | a | 9 00 | Do. Virginia.....do | | | | | 1 10 | a | 1 16 | Castile.....do | | | | | 11 | a | 12 | | | | | | | | | | |
| Virginia.....do | | | | | 8 00 | a | 10 00 | Do. N. Carolina.....do | | | | | 1 05 | a | 1 10 | SPIRITS— | | | | | Brandy, Ot. D. & Co. gal | | | | | 1 43 1/2 | a | — | | | | | |
| Anthracte.....ton | | | | | 8 50 | a | 10 00 | Rye, Northern.....do | | | | | 75 | a | 80 | Do. Rochelle.....do | | | | | 1 45 | a | 1 50 | | | | | | | | | | |
| COCOA— | | | | | Corn, Yellow, North.....do | | | | | 75 | a | 80 | Do. Bordeaux.....do | | | | | 1 25 | a | 1 40 | | | | | | | | | | | | | |
| Caraccas.....lb | | | | | 12 | a | 14 | Do. White, L. L. & N. J.....do | | | | | 75 | a | 78 | Rum, Jam. 4th proof, do | | | | | 1 00 | a | 1 18 | | | | | | | | | | |
| Trinidad.....do | | | | | 5 | a | 6 | Do. Southern.....do | | | | | 71 | a | 74 | Do. St. Croix, 3d do. | | | | | 85 | a | 1 00 | | | | | | | | | | |
| St. Domingo.....do | | | | | 4 | a | — | Barley, North river.....do | | | | | — | a | — | Do. Wind. Isl. 3d do. | | | | | 85 | a | 87 | | | | | | | | | | |
| Para.....do | | | | | 5 | a | — | Oats, South & North.....do | | | | | 40 | a | 45 | Do. N. Orleans, tsd do. | | | | | 42 | a | 55 | | | | | | | | | | |
| COFFEE— | | | | | Peas, white dry, 7 bshls | | | | | 6 00 | a | 7 00 | Do. N. Eng. 1st do. | | | | | 35 | a | 36 | | | | | | | | | | | | | |
| Cuba.....lb | | | | | 12 1/2 | a | 15 | Beans.....do | | | | | 7 50 | a | 10 00 | Gin/Holl'd, Meder Swan | | | | | 1 12 1/2 | a | 1 15 | | | | | | | | | | |
| Brazil.....do | | | | | 13 1/2 | a | 14 1/2 | HEMP— | | | | | Do. Hour Glass.....do | | | | | — | a | 1 12 1/2 | | | | | | | | | | | | | |
| Porto Rico.....do | | | | | 13 | a | 15 | Russia.....ton | | | | | 190 00 | a | 200 00 | Do. Imperial.....do | | | | | — | a | 1 08 | | | | | | | | | | |
| Laguaira.....do | | | | | 12 1/2 | a | 15 | Do. Manila.....do | | | | | — | a | 220 00 | Do. Country.....do | | | | | 37 | a | 48 | | | | | | | | | | |
| St. Domingo.....do | | | | | 13 | a | 14 | Shad.....do | | | | | — | a | — | Whiskey, Rye.....do | | | | | 31 | a | 31 1/2 | | | | | | | | | | |
| Java.....do | | | | | 14 | a | 15 | American dew-rot.....do | | | | | 130 00 | a | 150 00 | Cider Brandy.....do | | | | | — | a | — | | | | | | | | | | |
| Jamaica.....do | | | | | 13 | a | 14 1/2 | Yarns, Kentucky.....lb | | | | | 9 | a | — | STEEL— | | | | | German.....lb | | | | | 10 1/2 | a | 13 1/2 | | | | | |
| COPPER | | | | | Brazil.....do | | | | | 11 | a | 12 1/2 | English.....do | | | | | 11 | a | 14 | | | | | | | | | | | | | |
| Sheeting.....lb | | | | | 22 | a | 23 | Do. wet suited.....do | | | | | 6 1/2 | a | 7 | Trieste, in boxes.....do | | | | | 5 | a | 5 1/2 | | | | | | | | | | |
| Rig.....do | | | | | 17 | a | 17 1/2 | Do. Oranoco.....do | | | | | — | a | 13 | American.....do | | | | | 5 1/2 | a | 6 | | | | | | | | | | |
| Old.....do | | | | | 17 | a | 17 1/2 | Do. W. India & Southern.....do | | | | | 10 | a | 12 | SUGARS | | | | | British Island.....lb | | | | | 7 | a | 9 | | | | | |
| Bolt.....do | | | | | 24 | a | — | S. A. Horse.....piece | | | | | 1 35 | a | 1 45 | St. Croix.....do | | | | | 7 | a | 10 | | | | | | | | | | |
| CORDAGE— | | | | | Havana.....gallon | | | | | 46 | a | 48 | New Orleans.....do | | | | | 6 1/2 | a | 7 1/2 | | | | | | | | | | | | | |
| Foreign.....lb | | | | | 9 1/2 | a | 11 1/2 | HOPS— | | | | | Havana, White.....do | | | | | 9 | a | 11 1/2 | | | | | | | | | | | | | |
| American.....cwt | | | | | 10 1/2 | a | 11 1/2 | First sort, 1832.....lb | | | | | 15 | a | — | Do. Brown.....do | | | | | 7 1/2 | a | 9 1/2 | | | | | | | | | | |
| COTTON | | | | | Second sort, do.....do | | | | | 13 | a | — | Do. Muscovado.....do | | | | | 7 | a | 7 1/2 | | | | | | | | | | | | | |
| New Orleans.....lb | | | | | 10 1/2 | a | 12 | HORNS— | | | | | Porto Rico.....do | | | | | 7 1/2 | a | 8 1/2 | | | | | | | | | | | | | |
| Upland.....do | | | | | 9 1/2 | a | 12 | Ox.....100 | | | | | 5 00 | a | 20 00 | Brazil, White.....do | | | | | 7 | a | 8 | | | | | | | | | | |
| Alabama.....do | | | | | 9 1/2 | a | 12 | LEAD | | | | | Do. Brown.....do | | | | | 6 | a | 7 | | | | | | | | | | | | | |
| Tennessee.....do | | | | | 9 1/2 | a | 10 1/2 | Pig.....lb | | | | | 6 1/2 | a | 6 | Manilla, Brown.....do | | | | | — | a | 7 1/2 | | | | | | | | | | |
| COTTON BAGGING | | | | | Bat.....do | | | | | 6 | a | — | Lump.....do | | | | | 12 | a | 13 | | | | | | | | | | | | | |
| Hemp.....yd | | | | | 13 | a | 21 | Sheet.....do | | | | | 6 1/2 | a | 6 1/2 | Loaf.....do | | | | | 14 | a | 17 | | | | | | | | | | |
| Flax.....do | | | | | 12 | a | 16 | Old.....do | | | | | 4 1/2 | a | 4 1/2 | SUMAC— | | | | | Sicily.....ton | | | | | 65 00 | a | 70 00 | | | | | |
| Do. American.....do | | | | | 19 | a | 21 | SOLE, OAK TANNED— | | | | | Do. damaged.....do | | | | | 14 | a | 16 | Trieste.....do | | | | | 30 00 | a | 35 00 | | | | | |
| FEATHERS— | | | | | Upper, dressed.....do | | | | | 75 | a | 2 75 | American.....do | | | | | 27 00 | a | 30 00 | TALLOW— | | | | | Foreign.....do | | | | | — | a | — |
| Live, Foreign.....lb | | | | | 14 | a | 20 | MOLASSES— | | | | | Do. American.....do | | | | | — | a | — | TORTOISE SHELL | | | | | 11 00 | a | 12 00 | | | | | |
| Do. American.....do | | | | | 35 | a | 40 | Martinique & Quad. gall | | | | | 30 | a | 33 | WINES— | | | | | Madeira.....gall | | | | | 1 12 1/2 | a | 2 50 | | | | | |
| FISH— | | | | | English Islands.....do | | | | | 30 | a | 33 | Sherry.....do | | | | | — | a | 2 00 | | | | | | | | | | | | | |
| Dry Cod.....cwt | | | | | 2 75 | a | 3 00 | Havana & Matanzas.....do | | | | | 28 | a | 32 | Canary, Cogswell's.....do | | | | | 95 | a | 1 37 1/2 | | | | | | | | | | |
| Scale.....do | | | | | 2 00 | a | 2 25 | Trinidad de Cuba.....do | | | | | 29 | a | 32 | Teneriffe L. P.....do | | | | | 80 | a | 1 25 | | | | | | | | | | |
| Pickled Cod.....bbl | | | | | 3 50 | a | 3 75 | New Orleans.....do | | | | | 32 | a | 35 | Do. Cargoe.....do | | | | | 60 | a | 75 | | | | | | | | | | |
| Do. Salmon.....do | | | | | 13 00 | a | 14 50 | NAILS— | | | | | Malaga, dry.....do | | | | | 40 | a | 44 | | | | | | | | | | | | | |
| Smoked do.....lb | | | | | — | a | 17 | Cut, 4d to 3d.....lb | | | | | 6 1/2 | a | 7 1/2 | Do. sweet.....do | | | | | 43 | a | 48 | | | | | | | | | | |
| Mackerel No. 1.....bbl | | | | | 4 50 | a | 4 75 | Cut, 3d.....do | | | | | 6 1/2 | a | 7 1/2 | Claret.....cask | | | | | 15 00 | a | 25 00 | | | | | | | | | | |
| Do. No. 2.....do | | | | | — | a | 3 25 | Cut, 2d.....do | | | | | 8 | a | 8 1/2 | Do. In bottles.....doz | | | | | 2 25 | a | 6 00 | | | | | | | | | | |
| Do. No. 3.....do | | | | | — | a | 3 25 | Wrought.....do | | | | | 10 | a | 16 1/2 | Port.....gall | | | | | 70 | a | 1 87 1/2 | | | | | | | | | | |
| Shad, Conn. Mess.....do | | | | | 8 50 | a | 9 50 | OILS— | | | | | Florence 30 flasks.....box | | | | | 5 00 | a | 6 25 | Lieban.....do | | | | | 50 | a | 1 25 | | | | | |
| Do. Buckport.....do | | | | | — | a | 6 25 | French 12 bottles.....bkt | | | | | 3 00 | a | 4 12 1/2 | Do. damaged.....gallon | | | | | 95 | a | 1 00 | Marselles Madeira.....do | | | | | 40 | a | 45 | | |
| Herrings.....do | | | | | 2 00 | a | 2 25 | Linseed, American.....do | | | | | 90 | a | 92 | Do. Catalonia.....do | | | | | 31 | a | 36 | | | | | | | | | | |
| Do. Smoked.....box | | | | | 50 | a | 1 15 | Do. Dutch.....do | | | | | 90 | a | 92 | WOOL— | | | | | Merino, Am. fleece.....lb | | | | | 40 | a | 45 | | | | | |
| FLAX— | | | | | Whale.....do | | | | | — | a | 29 | Common.....do | | | | | 23 | a | 30 | | | | | | | | | | | | | |
| Russia.....lb | | | | | — | a | — | Do. refined.....do | | | | | 40 | a | 45 | Pulled, spinning.....do | | | | | 38 | a | 35 | | | | | | | | | | |
| American.....do | | | | | 9 | a | 11 | Sperm, Summer.....do | | | | | — | a | 95 | Lambs, 1st quality.....do | | | | | 37 | a | 40 | | | | | | | | | | |
| FLOUR AND MEAL— | | | | | Do. Winter.....do | | | | | 1 05 | a | 1 10 | Do. 2d quality.....do | | | | | 26 | a | 28 | | | | | | | | | | | | | |
| New York suprfine.....bbl | | | | | 5 37 1/2 | a | 5 50 | Liver, Straits.....bbl | | | | | 16 00 | a | — | Do. 3d quality.....do | | | | | 20 | a | 23 | | | | | | | | | | |
| Proy.....do | | | | | — | a | 5 50 | Do. Shore & Bank.....do | | | | | 14 00 | a | 15 00 | | | | | | | | | | | | | | | | | | |
| Western Canal.....do | | | | | 5 68 1/2 | a | 6 00 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Philadelphia.....do | | | | | — | a | — | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baltimore Howard st.....do | | | | | — | a | 6 25 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Richmond City Mills.....do | | | | | — | a | — | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Do. Country.....do | | | | | 6 62 1/2 | a | 5 75 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Alexandria & George town.....do | | | | | 5 50 | a | 6 12 1/2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fredericksburg.....do | | | | | — | a | 6 75 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Petersburg.....do | | | | | — | a | 6 75 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Scratched and fine.....do | | | | | 5 12 1/2 | a | 5 37 1/2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fine middlings.....do | | | | | 4 75 | a | — | | | | | | | | | | | | | | | | | | | | | | | | | | |

AMERICAN



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AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, OCTOBER 13, 1832.

In our last we commenced the publication of a collection of facts, which were made a few years since and published by order of Congress, in relation to the culture of silk: We shall continue to publish, weekly, such information as we may be able to collect, calculated to render the subject more generally understood: as we deem it a subject of far greater importance to the prosperity of this country, than is generally supposed.

As our means of information upon this subject, at present, are rather limited, we shall be greatly obliged to any person who will furnish us with facts, that may be useful or interesting, in relation to it.

We have received the first number of the "FARMER AND MECHANIC," a semimonthly newspaper, in quarto form, devoted to Agriculture and the Mechanic Arts, published by Mr. L. R. Lincoln, at Cincinnati, Ohio. The mechanical department of the paper is well executed, and the Editor, who is the Secretary of the Hamilton County Agricultural Society, will undoubtedly make it a valuable source of information to those who take an interest in promoting the cause to which it is devoted.

We make a few short extracts from this number, and shall frequently avail ourselves of its contents, as we may find them interesting to our readers.

BALTIMORE AND OHIO RAILROAD.—We find in the Baltimore papers the "Sixth Report of the President and Directors to the Stockholders of the Baltimore and Ohio Railroad Company." This document has been looked for with much anxiety, by the friends of the Railroad, and the community at large, as a great desire has been felt to know what course would be pursued by the Company, in consequence of the refusal of the Chesapeake and Ohio Canal Company to permit them the right of way past "the Point of Rocks" and to Harper's Ferry.

The Report has been made; and from it the friends of the Railroad will learn, that although the point in doubt is not definitively settled, yet it speaks with confidence of the ability of the Company ultimately to complete the Railroad to the Ohio, as at first contemplated, and within the original estimate of \$20,

000 per mile. The friends of Railroads will be highly gratified with this Report, as it shows conclusively that the fears of many, who were not acquainted with works of the kind, are groundless; that for all practical purposes of transportation, it will fulfil the most sanguine expectations of its warmest friends.

It came to hand at a late hour for this number of the Journal; yet we are unwilling to delay its insertion, although we are compelled to divide it, and also to exclude other matter prepared for this number.

For the convenience of those who may not have leisure to read the Report at once, we give from the Baltimore American a summary, as preferable to anything we have to offer.

The Railroad as completed extends from the City Block, Baltimore, to the Point of Rocks on the Potomac river—69 miles. To this must be added the lateral road to Frederick, 3 1/2 miles more; making the total line of road completed 72 1/2 miles. Of this distance, from the Depot on Pratt street to the western bank of the Monocacy (56 1/2 miles) is laid down a double track of rails; thence to the Point of Rocks (11 1/8 miles) on the lateral road to Frederick (3 1/2 miles) and from the Depot to the City Block (1 3/4 miles), the track is single. The whole number of miles of single track laid down is 139 1/4, or excluding turnouts, sidings, &c, 130 1/2; and it is a matter of some importance that the expense of constructing them has fallen \$93,934 70 below the estimate in the last annual report. On this distance, every variety of construction has been tried. About 89 1/2 miles are laid on wooden strings and sleepers, at an average cost of \$4,429 81 per mile,—nearly 6 miles upon wood string pieces and stone blocks, at \$5,547 51 per mile,—and about 34 upon stone sills at \$7,193 14 per mile. Every variety of transportation and of power has been tested, and ample opportunity afforded for judging accurately of all the facts connected with the future progress of the road. With this experience, the Directors announce, not as a speculation, but as a demonstrated fact, that the whole cost of the road to the Ohio, excluding in the average, the great outlay of the first division, will fall within the original estimate of \$20,000 a mile. This is an important item of intelligence, which cannot but invigorate the stockholders with increased zeal and confidence.

Not only do the Board of Directors give this encouraging account of the progress of the construction of the work, and the diminution of expense with which it has been attended, but they state with equal confidence, that all their expectations of its importance and value have been realized. The Potomac was looked to as the point at which its utility would be tested, and it has stood the test triumphantly. Since the period when it was first used for transportation, all kinds of agricultural productions, even those for which railroads were contended to be unavailable, have been brought down to market with profit. Lime, timber, lumber, fire-wood,

and even paving stones have been made articles of traffic,—and articles of like kind, coal, plaster bricks, &c. have been sent into the interior. Forests and quarries have been brought into use and profit, by its means, and a few months have served to demonstrate its applicability to purposes not contemplated in the original estimates. With these honorable and gratifying results before them, the Board of Directors have just cause for pride and congratulation in the success of their great enterprise.

A considerable addition to the value of the road is anticipated from the application of steam power, for the conveyance of passengers, the saving compared with horse power, is estimated to be fifty per cent. Two engines of American construction, one by Peter Cooper of New York, and one by Davis and Gartner of York (Pa.) have been in use,—the latter having travelled a distance of eighty miles daily with a train of cars, for upwards of a month. Other names are mentioned as engaged in the manufacture and improvement of engines.

The Board, while they announce their determination not to relax their zeal and exertions to reach the Ohio, do not mention specifically any plan for the route of the road, in the event of a final failure to secure a passage by the Point of Rocks. They do not consider the Canal Company as having decided to refuse the proposition of the State of Maryland for a compromise, but as having merely waived it by the substitution of their own proposal. That having been refused by the Railroad Company, the question recurs upon the State proposition, which remains unacted on. The Board, without expressing any distinct opinion, appears to entertain an expectation that the demonstration which has been made of the certain success and great superiority of the Railroad will yet have its weight in bringing the Canal Company to just terms, and that the Legislature of Maryland may, in a spirit of justice, and for the protection of their own property, so use the power which they possess over the charter of that Company, as to induce them to deal fairly with another work in which the people and the State are so deeply interested. At the same time, the Engineer, in order to be prepared for any event, has recommended surveys to be made for the purpose of ascertaining the facilities for conducting the Railroad to Harper's Ferry, independently of the Canal, either on the Virginia side, or by excavating a shelf in the face of the cliffs, or tunnelling through several of the Mountain Spurs, and passing the narrows near Harper's Ferry by rock excavation. All these would be attended with great additional expense over the route which the Canal Company shuts us from; but it is the opinion of the Engineer, that the "great objects to be attained will amply justify the expense."

Upon the whole, it is clear that the Railroad experiment has succeeded to demonstration; and that not a thought is entertained by its Directors of passing in their career of improvement, until the whole work shall be completed to the Ohio, and the avenue opened for a speedy, safe, easy, and cheap interchange of benefits and mutual prosperity between the people of the West and the Atlantic States.

[For the Railroad Journal & Advocate of Internal Improvement.]

The present age appears to be productive of wonderful events, as well in the sciences and mechanic arts, as in the principles of government and general political economy. In chemistry we are continually reducing the number of (formerly supposed) simple substances, which are now found to have been compound; and in the sciences generally we are becoming less complex. In machinery we are lessening the complication, and giving the whole force to the substance to be operated upon, without exhausting the power on cog-wheels and pinions.

The present state of the world in regard to the government of christian nations, indeed, appears wonderful on account of the rapid spread of Knowledge, which is said to be a Nation's Power, but, although we are increasing and expanding that power, still it is not the fact that it is becoming more and more unmanageable, and is the very reverse of our knowledge in the general sciences and mechanics? The one can be concentrated or expanded, and the other is expanded, but as yet cannot be concentrated for the general good (of our Country at least.)

The fact is perfectly clear to me that we must do less in Theory and more in Practice, that is tangible, and can be seen and felt at first view. With these considerations I would suggest to the citizens of the United States, a project that would embrace all these views, viz:—

The construction of a Railroad, which will serve as a Belt, that will give strength and permanency to the bond of Union, by equalizing commerce and agriculture, and by expanding the manufacturing interest of our country. That in war we may be more independent of our enemies, and in peace the privileges of our Citizens more equal. The line embracing these different interests should commence at Washington, or at the most southern point of the Baltimore and Ohio Rail Road, from thence through Virginia, the interior of North and South Carolina, and a short distance into Georgia; (perhaps near Athens) from this point to branch off through North Alabama (at the head of the Mobile Shoals in Tennessee River) to the Mississippi at Memphis in the state of Tennessee. This I would call the first and grand object to be accomplished, and the second would be to commence at the most favorable point in Georgia and extend it through Alabama, and Mississippi, to or near New Orleans in Louisiana. Thus you will perceive by lateral Railroads, our Atlantic cities north, as well as those in the Bay of Mexico, south of the Capes of Florida, could be united to the main or grand Rail Road, and all our important sea-ports south of New York, (inclusive) would be equal as places of deposit, for the productions of the whole of our country north, south & west of New York, without incurring any marine risk. This route or line crosses all those Rivers that empty into the Atlantic, north, as well as those south of the Capes of Florida, at or near their sources, instead of at, or near their broad outlets. Nor does it run parallel to any navigable stream, so that it does not come in contact with any natural channel, for the conveyance of the produce of the country. At the head of the Mobile Shoals it passes the natural outlet of the great Valley of the Tennessee, which by water is say 700 miles to Memphis (a very bad navigation) and by the Rail Road, would probably be less than 140 miles, but Charleston and Savannah would be their nearest and cheapest market for the conveyance of their produce as well as minerals in which their country abounds and are extensively wrought. The Charleston Rail Road is now in operation, say two-thirds of the distance required to connect it with the Grand Rail Road. Memphis is situated about 800 miles above New Orleans and 400 miles below the mouth of the Ohio River, and is on the first bluff or point above the mouth of the Yazoo River, that can be approached during the high water of the Mississippi, and embraces; (by the course of the river) about 350 miles. At Memphis (or opposite) commences the U. S. Military Road through the Territory of Arkansas, and is the only ridge of highland, for a near communication from Little Rock, the Capital, with the Mississippi, during the annual overflow. The Military Road extends to Natchetochis in Louisiana,

from whence a good road continues to Nacogdoches in Texas.

The rapid settlement as well as agricultural improvement of Arkansas, judging from the five last years of observation, warrants the belief, that in less than ten years from this time, there will be a regular and pleasant Post Coach communication from Memphis to Nacogdoches in Texas.

The interest of all the navigable coast of the Valley of the Mississippi, embracing at least 70,000 miles, even at the most extensive region, viz: the sources of the Red, Arkansas, White, St. Francis, Missouri, Illinois, as well as the Ohio, Wabash, Cumberland, Tennessee, and Yazoo Rivers, would not be confined to New Orleans only, but would find equal and perhaps superior advantages in many of our Atlantic cities. The transportation to and from the sources of all those Rivers, would be as well regulated in price, as it is at this time in our marine coasting trade. In time of war, our only risk by capture, would be, while pursuing only the foreign trade, whereas (as was the case during the last war) the marine coasting not only consumed by capture two-thirds or more of the agricultural product, as well as the same proportion of the coasting interest, which was not only our loss, but an entire gain by our enemies. It was in fact paying and feeding the enemy while fighting him. The advantages in the economy, and facilitating the operation of carrying on war, would be immense. Their movements would be more expeditious, and therefore a smaller force would be required to protect our extensive frontiers; but added to all these advantages, what a happy effect it would have by amalgamating our interest and assimilating our habits and manners.

Our situation as a nation is entirely different from the nations of Europe. Their emigration is mostly confined to this continent; ours is merely from one state or territory to another state or territory, within our own Government. Therefore, with this amalgamation, sectional interests with regard to the Tariff and protecting system, would lessen in proportion to the extent of the emigration or amalgamation.

Family connections and feelings would be expanded throughout all parts of the Union.

This project was submitted to the Legislature of Louisiana at their last session, and resulted in passing sundry resolutions (herewith communicated) varying the line or route, from which a comparison may be drawn of the extent and general benefits that would result to our country.

There are many things extremely interesting connected with this project, in the statistics as well as in the Natural History of our country.

P. FANNING.

Whereas the construction of a Railroad from the river Mississippi, (as near to New Orleans as practicable) to pass through the States of Louisiana, Mississippi, Tennessee, Virginia, and probably a portion of Alabama and North Carolina, to the city of Washington, is an object of great national importance, its manifest consequences being to afford secure and rapid means for the conveyance of the United States' Mail; as well as to give to a vast and fertile region, all the requisite facilities of transportation to market; and an object of this description being evidently calculated to increase the intercourse and cement the bonds of connexion between the people of these United States. The legislature of Louisiana deeply impressed with the magnitude and importance of the object, and being desirous to awaken public attention to the same,

Therefore, be it resolved by the Senate and House of Representatives of the State of Louisiana in General Assembly convened, That the President of the United States be respectfully requested in behalf of the people of this State, to order the United States' Engineers to make all the necessary surveys and estimates of the above contemplated Railroad.

Be it further enacted, &c., That the Governor of the State be requested to forward a copy of these resolutions to the Executive of the United States.

Be it further resolved, &c., That the Governor be requested to forward a copy of these resolutions to the respective Governors of all the States above mentioned, with a request on the part of this State, that the same may be communicated to their several Legislatures, under a hope that the said States will co-operate with Louisiana, in some constitutional mode in effecting the commencement and completion of the said contemplated Railroad.

A. MOUTON, Speaker of the House of Rep.

C. DERBIGNY, President of the Senate.

A. B. ROMAN, Gov. of the State of Louisiana.

Extracts from late London papers received at the Office of the New York American.

STEAM CARRIAGES.—*Experimental Journey*, by Messrs. Ogle and W. A. Summers.—Monday this steam-carriage passed thro' Newberry from Southampton to Oxford: it proceeded along the streets at a steady pace, attended by a large concourse of persons. At the Chequers Inn, Speenhamland, it stopped to take in water and coke; the supply of water required was about one hundred buckets. When starting the coach went off with very considerable speed, and soon left all the pedestrians far behind.

We understand Messrs Ogle & Summers have been occupied almost four years in the experiments, and have expended £30,000 in bringing their invention to perfection, or rather to that state which leaves only some trifling minor details to be worked out. The chief desideratum in locomotive vehicles and vessels (in mines in our colonies) is a safe and efficient mode of generating steam on scientific principles. Messrs. Ogle and Summers have completely mastered that most difficult point. Their boiler contains the greatest possible heating surface to the least possible space, when in combination with the stronger mechanical form. Their boiler consists of numerous sections, having sufficient connection with each other, constructed of cylinders with air tubes within each, standing vertically, so that a stratum of water is placed between two heating surfaces, the outer surface of the cylinders, and the inner surface of the air tube. They allow 13 superficial feet to the horse power, and the boiler in their vehicle contains 398 feet of heating surface, or 30 horse power. They usually work at the pressure of 200 lbs on the square inch, so that upwards of nineteen millions of pounds weight are pressing to get loose, and yet confined and used with perfect safety. The cylinders are 12 1/4 in diameter, with metallic pistons, of such perfect construction, that the steam has never been known to pass these pistons. The boiler contains upwards of 56,000 rivets, and at the tremendous pressure of 300 pounds on the inch, not a rivet leaks. The joints are all perfectly tight, and the supply of water to the boiler from the tank quite perfect. The form of the carriage is elegant, remarkably commodious, and, we understand, easier than any other vehicle. It differs from the common carriage chiefly in its height, and the cumbersome appearance of the boiler, which is placed behind, and beyond is the blowing machine. Owing to the heavy ironwork being at the lower part of the vehicle, an upset is almost impossible.

On Monday morning this carriage left Milbrook, near Southampton with 23 persons and their luggage, and proceeded towards Oxford. The first 12 miles, celebrated for the hills, were cleared in one hour and ten minutes, without pressing the vehicle to its speed. The coach then proceeded towards Whitechurch with great velocity; but before it reached Sutton Shotney, it was found that the coke, which had been sent to different stations, consisted of little bags instead of sacks, and therefore, fuel was necessarily waited for, or the whole distance would have been cleared in less than five hours.—The road is known to be very hilly and rough, and to be perhaps the most trying which a steam-coach could be run on. Notwithstanding, the loftiest hills were surmounted with the greatest facility; that from Whitechurch was ascended at full ten miles an hour. At intervals, the coke being consumed, coals were used, which caused a stream of smoke; but when coke is burnt there is no appearance of smoke. The want of coke, and the illness of Mr. Summers, induced the party to stop at Abington, having cleared upwards of twelve miles an hour when supplied with fuel, and which speed could have been considerably accelerated. The strength of the machinery, and the perfect command over the power, was completely proved by the fact, that at the summit of a very long and steep hill, the drag-chain failed, and the vehicle rushed forward and attained the terrific speed of fifty miles an hour, but was steered with accuracy and safety. It is Messrs. Ogle and Summers' intention to remain several days at Oxford, as they have business to transact, and are desirous of trying some experiment in detail, which experience alone can teach; they have also found that the only part of the machine not made by themselves, the crank axle, has shown symptoms of weakness in the most unexpected part, arising from culpable neglect, and still more culpable concealment, of the workmen who made it; the necessary strength will be given to it, and the vehicle will then proceed on its destination, through Birmingham and Liverpool.

In this experiment there has been no avoiding of difficulties, a hilly, rough and winding road has been

selected, and traversed with safety and velocity. The boiler is found to be most efficient, and perfectly tight; the cylinders large enough; the machinery so well put together that even a rush of fifty miles an hour has not started one bolt, nor broken a single screw; the springs of the carriage body have been strengthened, as so many persons clambered on it as to overweigh them. Every where travellers were well and kindly received, and willingly supplied with water. The vehicle entered Oxford in fine style, ascending, at about eight miles an hour, St. Aldate's, and turned into the gateway of the Star Inn.—[Reading (English) paper.]

On the Comparative Merits of Canals and Railroads.

[Continued from page 645.]

The Railway owned by the Lehigh Coal and Navigation Company, at Mauch Chunk, in Pennsylvania, (see Doc. No. 18, pages 8, 163 to 173, 178, 199, 201, 211, and 216,) has been, it would seem, much relied upon, not only by the ingenious and respectable superintendent himself, but likewise by the author of the document just recited, as a standard whereby to test the comparative merits of railways and canals. In proof of this, we cannot have better evidence in the one case than the fact that, instead of continuing the railway down the side of the river Lehigh, from Mauch Chunk to the Delaware, at Easton, a distance of 46 3/4 miles, upon a descent, in favor of the trade, of about 8 feet per mile, a canal and river navigation has been formed, at an expense of \$1,558,000, or \$33,326 per mile; or, in the other case, than the prominent array of pages in which this Railway finds notice in the document.

We shall endeavor to show that the Mauch Chunk Railway is not only a peculiar one, but that the results upon it should, in no wise, be held up as a precedent, or as a test of the Railway system, much less as an argument in the comparison of that system with canals, unless, indeed, due allowance is made for all the conditions which are peculiar to it, or to those similarly circumstanced.

From the summit near the mines, to the head of the chute or inclined plane at Mauch Chunk, the distance by the Railway is eight miles, with a descent of 767 ft.; the descent is nearly uniform, and is, therefore, at the rate of 96 feet per mile, or one in fifty-six.

In his official report to the board of managers, dated Philadelphia, 1st mo. 12th, 1829, the superintendent observes: "Perhaps some remarks on our experience with our Railroad, on which has been transported upwards of 60,000 tons, may settle the question with some of our stockholders, who have doubted the policy of canalizing the valley of the Lehigh, in place of making a Railroad." (See Doc. No. 18, p. 164.)

The following estimate, after some remarks regarding the Erie canal, is then presented, to wit:

"Cost of transportation on our Railroad for the year 1828:

| | |
|---|--|
| "Mules and horses cost 1 1/3 cents per ton per mile | |
| "Hands 1 1/2 do do | |
| "Repairing wagons 2 3 do do | |
| "Oil for do 1 5 do do | |

"Total, 3 53-100 cts per ton per mile."

The superintendent, it appears, has also published estimates, &c. in the Mauch Chunk Courier, under date of the 5th mo. 20th, 1830, in which he states the cost of mules and drivers for the year 1829, to have been about two cents per ton per mile, being a saving over that of the previous year of two-thirds of a cent per ton per mile. The statement proceeds to show that, at the date last mentioned, a further economy, to about the same amount, had been realized; for that the mules and drivers were then estimated to cost only 1 1/4 cents per ton per mile. The statement is as follows: (See p. 170, Doc. No. 18.)

"Cost of hands and animal power, from the summit to the end of the road, descending all the way: 28 mules go two trips a day, and draw up 42 coal and 7 mule wagons, (to carry down the wagons) each trip, &c. going 32 miles a day; the 42 wagons each carry 33 cwt. coal each trip; total 134 tons.

"28 mules at 33 cts. a day = \$9 24
"4 drivers 90 do 3 60

"\$12 84 ÷ 134 = 10 cts.
"for eight miles, or 1 1/4 cents per ton per mile."

The cost of this heavy item has, therefore, according to the document, been, through good management, decreased, since the year 1828, about 50 per cent. Nor will this be deemed extraordinary, when we reflect that it is impossible for the human mind to embrace, in advance, so as to provide for every contingent circumstance that will have a bear-

ing on the economical management of a new work. It is obviously unfair, therefore, to measure the value of a whole system by a standard so distorted and monstrous as that generally afforded by first experiments.

We shall now proceed briefly, upon scientific principles, to test the value of the descent by gravity, which, it seems, (p. 165,) in comparing the cost of transit upon it, with that upon Canals, is to be reckoned one of "the favorable circumstances attending that road," inasmuch, as "being located upon a plane descending in the direction of the load, and requiring no expensive or complicated machinery in its use, [it] approximates in facility of transit to a small canal." (Pages 163-4.)

Forty-two wagons laden with 67 tons of coal, and seven wagons carrying 28 mules, descend by their gravity, conducted by four men, who, with the brakes, regulate the speed; otherwise, the distance being eight miles, and rate of descent 1 in 55, the velocity would become ruinously great. The descent having been performed in about 1 1/4 hours, the four drivers return through the eight miles up the ascent of 1 in 55, with the 49 wagons; that is, 21 mules draw 42 empty coal wagons, and the remaining seven mules ascend with the seven mule wagons. In order that this round shall be repeated in the day, so as to transport 134 tons of coal daily, the ascent has to be performed at the rate of four miles per hour, for two hours; so that the two entire trips over a distance of 32 miles, are performed, as the day's work should be, in eight hours; making allowance for detentions at each end of the road, and at the half way station, where, it being a single Railway, the trains have to pass each other.

The labor performed by each mule in a day, in addition to the muscular exertions necessary to his own exertion on a level, is therefore the sum of the forces required to overcome his own gravity, together with the gravity and friction of two empty coal wagons, on 16 miles of Railway, ascending 1 in 55, and at a speed of four miles per hour. The way is much curved, and some of the curvatures have a radius not exceeding about 160 feet, and there is considerable flange friction. The wagons work with inside bearings, and have wheels two feet in diameter. They have about the same model as the English coal wagons with which Tredgold was conversant, and consequently about the same amount of friction, to wit, the 1.144th.

If the weight of the empty wagon was one third of that of its load (32 cwt. = 3,584 lbs.) it would be about 1200 lbs.; but, in the smaller wagons, this ratio cannot well be attained: we shall, therefore, in the absence of precise information on this head, assume it at 1300 lbs. A mule that will perform the work of an average horse, is lighter than a horse, and his weight may be about 550 lbs.

Gravity of the mule = 550 divided by 55 = 10 lbs.
Gravity of 2 wagons = 2600 divided by 55 = 47 1/4
Friction of do = 2600 divided by 144 = 18

Gravity and friction of one mule and two empty wagons, = 75 1/4

This will be reduced to its equivalent, with a velocity of 2 1/2 miles an hour thus:

24 : 4 :: 75 1/4 : 120 1/2 lbs. = the draught of each mule at 2 1/2 miles per hour. 16 miles in a day, which is somewhat less than 125 lbs., the draught allowed for a medium horse 18 miles in a day. The difference is probably made up in a small increase of the friction, beyond 1.144, or it may be that, owing to the manner of working, the effect is, nevertheless, equivalent to 125 lbs. under other circumstances. The difference, however, is small.

We have calculated what the grade of the road should be, that the traction necessarily employed in returning with the empty wagons shall be precisely the same in amount as that used in drawing the loaded wagons, and find it to be about 21 feet per mile, or 1 in 253. At this grade, a horse of medium strength, or a mule, if that animal is preferred, will draw nine wagons, as will appear from the following calculation, which will, at the same time, show the force of traction to be the same in either direction. To obtain a correct result in the other case, we took into the account the gravity of the agent or mule, and we shall do so here likewise.

3584 × 1300 = 4884 lbs. wt. of one wagon and its load, and the weight of the train of nine wagons is 43,956 lbs. subject to friction, plus 550 lbs. the wt. of mule gives 44,506 lbs. the weight of the entire mass in motion in the descending course, and subject to gravity.

Friction = 44,506 divided by 144 = 309.
Gravity = 44,506 divided by 253 = 176.
Take the difference (for the gravity aids) 130.

There remains, therefore, 130 pounds traction for the work of the animal.

In ascending, the nine empty wagons will weigh 11,700 lbs., subject to friction, plus 550 lbs. for the mule = 12,250 lbs., the whole weight in motion, and is retarded by gravity.

Friction = 11,700 divided by 144 = 81 lbs.
Gravity = 12,250 divided by 253 = 49

The sum of which is 130 and the traction, or force exerted, is the same in ascending, as it will be in descending.

The force of 130 pounds has to be exerted for 16 miles in a day, and this is equivalent to a force of traction of 116 pounds 18 miles in a day; for 18 : 16 :: 130 : 116. Consequently this exertion is within that usually reckoned as the day's work of a medium horse.

In this arrangement, the animal makes but one trip in a day, to wit: he travels eight miles down the inclination with the loaded train of nine wagons, and on the same day he is made to return 8 miles up the ascent with the train of nine empty wagons: thus, each animal transports 9 wagon loads of coal in a day, and 28 mules will convey 250 loads in a day.

In the actual arrangement, however, the 28 mules make two trips in a day, each trip conveying 42 wagons, that is 84 wagon loads per day.

We see, therefore, that, as the road is actually graded, and, notwithstanding that the laden wagons descend by their gravity, and that the mules ride in the bargain, yet the animal power, under these circumstances, has only the one-third part of the useful effect that it would have if the line had been graded to the best advantage for such a Railway.

Consequently, the power costs three-fold what it would then do: added to this, the outlay upon the mule wagons, together with their wear and tear, and their action upon the Railway itself, would likewise be saved. And yet, these are the practical results attendant upon the use of a Railway that is to give tone to the opposition raised against the whole Railway system, when any part of that system conflicts with a Canal!

With respect to the wear and tear of wagons, which, upon this road, is reported at two-thirds of a cent per ton per mile, (p. 168, Doc. No. 18,) it must be borne in mind that the cost is estimated on the distance through which the coal is conveyed; which is only one half of that traversed by wagons, these having to return empty; consequently, the wear and tear of the wagons, in returning, is that much more added to the cost of transportation per ton of freight, than it would be if the wagons were laden in both directions. Again: the cost of wagons upon this road is also enhanced, very considerably, by the mule wagons, since the transportation is taxed with the wear and tear of one mule in running 16 miles for every eight miles passed over by the coal conveyed in six coal wagons, and, likewise, by that occasioned from carrying the mules eight miles. We must further observe, that this estimate was given as the wear and tear that occurred in 1828, and, therefore, it is augmented by the effects consequent on the high velocities which were employed upon this road in that year. It is not doubted that the causes here mentioned, without supposing any want in the general economy of the concern, either as respects the plans or the constructions, are altogether sufficient to account for this item being more than one-fourth of a cent per ton per mile. With respect to the effects of the high velocity which swell this estimate, as well as that of the cost of repairs of the Railway—see "extracts from letters of Mr. White to a distant correspondent, Mauch Chunk, 3d mo. 5th, 1830," (p. 171-2, Doc. No. 18.)

Much reliance has been placed upon the experience with regard to the injurious effects that resulted from the high velocities of 20 to 30 miles an hour which were employed in the descent upon this road during two months of the year 1828, and conclusions are drawn from thence against the practicality and expediency of high velocities upon all Railways. Now, this is a Railway upon a very limited scale, peculiarly circumstanced, and very cheaply constructed. The way is very narrow, being only three and a half feet in width between the rails, the wagons are consequently narrow in proportion, the wheels are only two feet in diameter, and some of them, those of the mule wagons, for instance, only 20 inches, whilst the track is very much curved, even with a radius of 160 feet; the iron bars constituting the rails, are thin, narrow and short, having a thickness of three-eighths, and various widths to from 1 1/4 to 2 inches, and they were laid upon cheap wood, which yielded to the pressure. The

cheapness of the construction is indicated by the cost, being only \$3050 per mile, inclusive of the graduation of those parts that were not laid upon an old turnpike. The wheels were not coned so as to suit the curvatures, nor so as to prevent the flanges of the wheels from acting against the rails to the manifest injury of the wheels and Railway. The centrifugal force in these curvatures with such velocities, doubling the heads of deep ravines, and whirling round the abrupt protuberances from the precipitous mountain side, was awfully great upon this road, as we have more than once personally experienced. The number of revolutions for wheels so small in diameter, was, by far, too great for the useful durability of the parts subject to attrition, unless the journals and boxes had been protected from dust, and otherwise constructed in the very best manner—conditions which cannot have place, it is believed, with bearings inside of the wheels. Nor would any velocity secure the advantage of a third trip upon this road in the same day. Viewing all these conditions, we should think it exceedingly evident, that rashness itself would scarcely contend for the higher velocities here that could safely and profitably be maintained where every part should be planned and formed upon correct scientific principles, with a view to such a result. And where, but in the want of information with regard to the philosophy of motion and forces upon Railways, are we to look for a charitable reason, why the little peculiar Railway under consideration, and the operations upon it, should be used as a measure in estimating the value of Railways, and the degree of speed admissible upon them?

In the first place, the Mauch Chunk Railway is located and constructed and traversed in a manner rendering it impossible that it should approximate in its effects, to any thing beyond those of "a small canal," and its use is suspended nearly one half of the year, in consequence of the canal, to which it is made only an aid, being unnavigable from the effects of frost in that mountain region, or for repairs. In a word, the fate of this railway has been predetermined to be such, that it can at best only belong to a grade of improvement ranging between turnpike roads and canals; and, in the next place, we are told with emphasis that in its use it approximates to that of "a small canal," and that, in general, railroads must be considered as occupying a place intermediate between canals and turnpike roads.

The useful effect of a horse on the Cumberland turnpike road, of a mule on the Mauch Chunk railway, and of a horse on the Baltimore and Ohio railroad, taking the latter as reported by W. Woodville, the agent of transportation, and performed chiefly with the chilled-box car, will be respectively 7 1-4 tons, 38 1-2 tons, and 227 1-2 tons, drawn one mile in a day: being in the ratio of the three numbers, 1, 5 1-3, and 31 1-3; from which it will appear—

1st. That the animal force of traction is rather more than five times as effective on the Mauch Chunk railway, as it is on the turnpike road between Baltimore and Wheeling, whilst, on the Baltimore and Ohio railroad, it is 31 times as effective.

2d. That these effects are about six times as great on the Baltimore and Ohio railroad as they are on the Mauch Chunk railway; that a mule between the Baltimore and Ohio railroad and that turnpike being 122 tons, conveyed one mile in a day, therefore the Mauch Chunk railway, in this respect, scarcely reaches to one-third of that mean.

In dismissing this branch of the inquiry, we think it proper to state, distinctly, that it has been no part of our purpose to endeavor to show that the affairs of the Lehigh coal and navigation company have been mismanaged. Far from it. As pioneers in the cause of internal improvement, they have done much, and their efforts should be duly appreciated. Our purpose has only been to exercise our limited efforts defensively, after being driven, as it were, "to the wall," in document No. 18, published and circulated throughout the Union at the public expense, (the right or propriety of which we do not question,) in essaying to make it evidently appear that, whether this Railway had been located, constructed, and managed, properly or improperly, scientifically or otherwise, yet the facts attendant upon it were such as by no means to justify the erroneous conclusions which we apprehended might possibly, if left unnoticed, be drawn from the numerous quotations and remarks in relation to this Railway, which appear in that document.

The period fixed upon for the duration of wagons upon the Mauch Chunk Railway, is four years, as appears in document No. 18, page 170. In our estimate of cars, however, for great lines of Railway, we have predicated the amount of cost upon superior plans of construction, and which, it is confident-

ly believed, will ensure more durability, and have assigned five years as the limit of duration. We have estimated the annual expense accordingly, at the same time having due regard to practicability. It may be pertinent here to state that, in the autumn of 1830, we visited the line of the Railway of the Delaware and Hudson Canal Company, situated in Pennsylvania, and observed the operations upon it. At Carbondale, we were particularly informed by the engineer and the superintendent in relation to the cost of repairs in the wagon department. Each wagon carried 2 1/2 tons of coal; had three feet wheels and inside bearings, the body resting upon the axles by means of cast iron chairs or seats, which, like those of the old English coal wagon, were not chilled or hardened; consequently elicited the more friction and wear and tear. This wagon, however, compared very well with those at Killingworth, England, and had the same friction, to wit, 1,200ths. Their first cost is \$120.

Sixth Annual Report of the President and Directors to the Stockholders of the Baltimore and Ohio Railroad Company.

The period having arrived, when the charter of this Company again requires that an exposition of its affairs should be presented to the Stockholders, the President and Directors now proceed to make their Sixth Annual Report of the condition and prospects of the work entrusted to them.

The present points of termination of the Baltimore and Ohio Railroad, are, the City Block, in Baltimore, and the Point of Rocks on the Potomac river, a distance of sixty-nine miles; to which must be added the lateral road to the city of Frederick, three and a half miles more, making the whole extent of the Railroad seventy-two and a half miles.

At the time of presenting the last Annual Report, there had been completed, on the above distance, a single track of twenty-five miles to the forks of Patapsco; the necessity of using the first laid track of Railway, on the second division, however, to facilitate the construction of the second track, confined the regular transportation of the company to the first division, between Baltimore and Ellicott's Mills—other parts of the Railway had also been laid down, but were not then in a condition to be used.

The Board had always held out the idea, to the Stockholders, that the communication, by the Railway, would be opened with the city of Frederick, during the year 1831; and although the practicability of this was doubted by many, yet the great exertions that were made by the officers, agents, and contractors, in the service of the company, effected the object, within the time specified, and on the first day of December last, the Board passed, with a train of cars, over the whole extent of the road to Frederick, and formally opened it, for the transportation of merchandise, and the conveyance of passengers, between the two chief cities of the state.

The Board cannot forbear on this occasion, to notice the kind and hospitable reception given to them by the people of Frederick, and the sincere gratification which seemed to pervade the entire population of that enterprising city, at the successful result of the Company's labors in the completion, thus far, of the great avenue to the West.

The main stem of the Railway from the Monocacy to the Point of Rocks, was not completed, so as to permit the regular use of it, until the first of April last, when a train of cars passed over it, bearing to Baltimore produce which had descended the Potomac. Since that time several warehouses have been erected by individuals at the Point of Rocks, taverns, dwellings, and other improvements are rapidly rising there, and the facilities of transferring produce from the river to the road, being for the present sufficient, the boatmen and farmers of the country to the West upon the Potomac, are resorting more and more, daily to the Point of Rocks, as the most convenient spot from which to reach the Baltimore market. When to this is added the travel for pleasure from Frederick, the proceeds of that part of the main stem between Monocacy and the Point of Rocks are found to constitute no unimportant item in the general receipts of the Company.

After the completion, throughout, of the first track of the Railway, to the city of Frederick, the whole disposable force of the Company was employed upon the second track; and the Board have now the satisfaction of announcing to the stockholders, that the entire line of road from the Depot on Pratt street, to the Monocacy, is finished with two sets of rails. The work has been done in a manner highly satisfactory to the Board, and creditable to those immediately entrusted with its execution. The

same character distinguishes it throughout. Every thing is equally well done, and the same care has been bestowed upon those parts, which pass through a wild and thinly settled country, that is evident in the more immediate neighborhood of this city. Experience has, of course, enabled this to be effected at much less cost than was incurred in the first instance, but; in no case has there been a sacrifice of that durability, and excellence of construction, upon which the continuing utility of the work is to depend. Since the Railway has been put down upon the road, every attention has been bestowed upon maintaining the whole in constant good condition, so as to prevent the necessity, at any one time, of large expenditures for delayed repairs, or any intermission in the use of the road, while repairs may be going on. In this way, the Board feel confident that the annual wear and tear of the road may be reduced to an exceedingly small amount; and by being equally divided among successive years, scarcely be felt in estimating the net revenue of the work.

The lateral Railway to Frederick consists now of a single track only, with a turnout and sideling, at about half way between the main branch and the Depot. This is found, as yet, to be sufficient to accommodate the ordinary transportation. The graduation, however, has been prepared for two tracks, whenever they shall be required.

Upon the main, from the Monocacy to the Point of Rocks, there is also but one track of rails with sidelings and turnouts. The graduation, however, is completed for two tracks, and materials necessary to construct the second have been prepared, and a proportion of them are at convenient depots along the line; so that at any time, when the trade and travel require it, this track can be completed within a month from the date of commencing it. Meanwhile, the string pieces and sleepers are seasoning and daily becoming more fit for use.

There is now completed a distance of seventy-two and a half miles of graduated Railroad, upon which have been laid, including sidelings, rails equal to one hundred and thirty and a half miles of single track, upon the whole of which an active trade is daily carried on. In this distance, every mode of construction has been tried. The granite and iron rail, the wood and iron on stone blocks, the wood and iron on wooden sleepers, supported by broken stone, the same supported by longitudinal ground sills, in place of broken stone, the log rail formed of trunks of trees, worked to a surface on one side to receive the iron and supported by wooden sleepers, and the wrought iron rail of the English mode, have all been laid down, and at this time form different portions of the work. In the trade which has passed over this Railway, every kind of vehicle adapted to Railroad transportation has been used, and every species of motive power employed. Heavily loaded cars of granite have been constantly drawn from near to, and beyond Ellicott's Mills to Baltimore—merchandise has been conveyed at from four to six miles the hour, and passengers at from ten to twelve and thirteen by horses; and steam has been tried at every velocity, from ten to twenty miles; and regularly used for a distance of forty miles, to the foot of the inclined planes, at an average speed of from twelve to fifteen, in the conveyance of passengers—so that not only have the modes of construction been tested, but the most satisfactory data for ascertaining the wear and tear of the road are in possession of the Company.

It is a cause too of no little gratification to the Board to be able to state, that the expenditures, during the past year, for the construction of the Railway have fallen considerably within the estimates; although these, when made, had been considered as low, with regard to the work to be executed—the character of the country, the difficulty of transportation, the want of labor, and other circumstances, that did not exist or were not felt, when the limit of the road was still within a short distance from Baltimore. It will be seen from the reports of the superintendents of graduation and construction, that the actual cost is \$19,912 98 less than the estimates. [See Appendix I. & J.]

Under all these circumstances, speculation is no longer necessary. Facts now stand in the place of opinions—results in place of calculations. And upon a full and careful examination, the Board feel no hesitation in assuring the Stockholders that the completion of the work to its termination on the Ohio, upon the plan first contemplated with a double track of rails, is perfectly practicable within the original estimate of twenty thousand dollars per mile, excluding, in the average, the greater outlay upon the first division of the road, and this too without the sacrifice to economy of any one requisite of durability and excellence.

It rarely happens in the execution of great public works, which are to depend for success upon circumstances whose future existence is but a matter of present calculation, that the result fulfills in every respect the anticipation of the projectors and undertakers; and most frequently it falls to the lot of those entrusted with the management of them, to apologize for disappointments, by tracing their causes to unforeseen occurrences beyond the power of prudence to prevent. During the progress of the Baltimore and Ohio Railroad, it has often been said that it would share this fate with most other great works undertaken by individual enterprise; and there certainly have been periods in the existence of the Company, when surrounded by numerous and complicated difficulties, the fulfilment of such predictions might apparently seem not to be improbable. In fact, until the first grand division of the Road between Baltimore and the Potomac was completed, no fair test had been offered fully to ascertain its merits, or by which to compare it with the original anticipations of its importance and value. This distance is now completed; and tried by the test thus furnished, the Baltimore and Ohio Railroad presents one of the very few undertakings of public works by private means in which no reasonable hope has been disappointed, but in which every expectation has been realized. The adaptation of the Railroad system to general traffic—that point so long disputed—has been fully and forever set at rest. Every species of agricultural productions, lime, timber, lumber, fire wood, even paving stones, have been brought to Baltimore, with profit to those using the road as a means of transportation for articles so bulky and so cheap, and in return, and at an enhanced toll, but with equally profitable results, plaster of paris, coal, boards, bricks, and scrap iron, have been sent into the interior.

When articles so varied, and some of them of so small value, can be carried profitably to their owners, and to the Company, no doubt can exist as to the profits arising to both, on merchandise and passengers. Neither has the sparse population of the country through which the road for long distances passes, nor its rugged character, had its anticipated effect of rendering it comparatively valueless. On the contrary, the existence of the road has brought into use articles, in this very county, which were before valueless to their possessors—and forests and quarries now furnish resources to the land owner, which but for the Railroad would have fallen and rotted where they stood, or remained forever unknown or undisturbed in the bowels of the earth. In this way the profits of the road have increased from sources that were unthought of, when it was projected, and all this in the short period which has elapsed since the commencement of the present year. It was to have been expected, from the experience of other places, that the facilities furnished for the transportation of passengers would increase the travel between the two cities connected by the Railroad, and the result has fully justified the anticipation—so that, in fine, looking back to the views and plans of those who undertook the road, it is difficult to find one that has not been substantially gratified and carried into effect.

In assuming this confident tone in their official communication to their constituents, the Stockholders of the Baltimore and Ohio Railroad Company, the Board do not do it lightly, but act under a full sense of their responsibility for the representations which they make. But as before remarked, they have already in their possession ample data in undeniable facts. The road which has been constructed by them is the longest in the world. Circumstances made it, from the commencement, necessarily a series of experiments. Every mode of construction has been tried—every species of moving power has been employed—and every character of produce, merchandise and passengers, have been transported upon it. The Board therefore think that it must be admitted, on all sides, that there has been ample opportunity within their reach of becoming acquainted with the value and importance of the road; and it is the knowledge which they have thus obtained that justifies the confidence of their present statements.

Among the events of the last year connected with the progress of the work, to which the Board advert with the greatest pleasure, is the result of the experiments in the use of the locomotive engine. It will, no doubt, be recollected that the unavoidable curves and ascents of the road induced many to believe that the use of steam to any extent was impracticable; and that horse power must be applied at all events upon much the greater portion of the road. A small engine, however, constructed by Peter

Cooper, Esq. of New-York, made several trips up the ascents and through the curves between Baltimore and Ellicott's Mills; and an engine for the conveyance of passengers, built by Davis and Gardner, of York, Pennsylvania, has recently been employed, with but little intermission, for upwards of a month, doing the entire transportation of passengers between Baltimore and the foot of the inclined planes, a distance of forty miles; travelling, therefore, with a train of cars, a distance of eighty miles every day. Its construction is novel, compact, and very simple, not liable to derangement; and, as experience has in some degree shown, requiring few repairs, working without jar, and apparently with nearly as little wear and tear as if stationary; presenting its whole machinery to the hand of the Engineer, without requiring him to move from his proper station on the car, either to see it or govern its operation, and fully proving the adaptation of this road to the use of steam power. Satisfactory as it is, however, and independent as it makes the Company of foreign aid, it is considered but as the commencement of a series of experiments, which will, even more fully than has yet been done, prove the adaptation of steam and Railroads to every part of our country, and for all the purposes of trade and travel.

Various other ingenious experiments have been made by enterprising individuals in the construction of locomotive engines for this road, among whom it would be unjust not to mention particularly Peter Cooper, Esq. who has not relaxed his efforts to bring his engine to perfection. George W. Johnson, and Minus Ward, of Baltimore, T. Welsh, of Gettysburg, Pennsylvania, and Thomas James, of the city of New-York, have also all been engaged in this now important branch of the mechanic arts, and they confidently expect, when they shall have completed their experiments, to produce results highly satisfactory. The diversity of talent, indeed, that is now employed on this subject, gives the best promise of the most brilliant success.

Besides the increased rapidity of motion which will be the consequence of the introduction of steam upon the Railway, the Board are already able to announce, that it will make a most important reduction in the cost of transportation to the Company. By comparing the expense *per diem* of the locomotive engine, including the wages of hands, the cost of fuel, the wear and tear, and the interest on the value of the engine, supposing it to become useless in a given time, with the expenses attending the transportation by horse power, to produce equal effects; the saving to the Company in the conveyance of passengers, has been found to be about fifty per cent. in favor of steam. [See Appendix, Document M.] This decrease in the cost of transportation, while the traffic and travel on the road continue rapidly to increase, justifies the confidence of the Board in their anticipations of the profits and consequent value of the stock of the Company.

The Board, while on this subject, take occasion to remark, with much satisfaction, that by the introduction and use of steam on the road, the opinion heretofore entertained and expressed of the general excellence of its location and graduation is confirmed.

In the former reports of this Board, it has frequently been their duty to refer to the existence of a controversy with the Chesapeake and Ohio Canal Company, for the choice of routes along the northern shore of the Potomac river. The adoption of that route for the prolongation of the Railroad to the Western Country, was followed by the acquisition of titles to the lands over which it would pass, from the proprietors on the river. The advice of eminent legal counsel, had led the Board to believe that such titles were valid, nor was their opinion altered by the fact, that a charter was in existence on the statute book, authorizing the future incorporation of a Canal Company, and making it the heir, or assignee, of the old Potomac Company. When this Board obtained the titles in question, it was under the advice that the Potomac Company possessed no rights, which could conflict with them, and that the Chesapeake and Ohio Canal Company not being in existence, and its future existence doubtful, it could possess no titles to which those acquired in the due form of law by the Railroad Company would not be paramount. Under these impressions this Board acted, when it was enjoined by the Potomac Company, and stockholders of the Canal Company, and a protracted legal controversy was the consequence. With the progress of this controversy, the stockholders have been made acquainted by former reports, and it is not intended now to repeat any of its details. The decision of the Chancellor of Maryland was twice, after full argument, pronounced in

favor of this Company, and the most sanguine hopes were entertained that the same result would follow the argument in the Court of Appeals. In this, however, as is known, public opinion in Baltimore, no less than the expectations of the Board, was disappointed. The trial was brought on very unexpectedly in December last, by the Court, out of the ordinary course of proceeding, and in the absence of the senior Counsel of this Board, whose place, however, it is proper to remark, was supplied as it happened by one whose brilliant effort on the occasion left this Board nothing to desire. And in the early part of January last, a decision was pronounced by three judges against two, one being absent from indisposition, reversing the decree of the Chancellor. This decision is now mentioned only as the formal enunciation of a fact. It is the supreme law of the state, from which there is no appeal; and as such, it is most respectfully considered. It will be observed, however, from the differences of opinion in relation to the main question which existed in the local tribunals themselves, that this question was certainly one of doubt; and that in acting upon the belief, that it must be decided in their favor, this Board cannot be charged with setting up a vain title for the mere purpose of causing difficulty and delay to a rival enterprise; nor should the result impair, nor has it impaired, the perfect confidence which the Board entertain, in the learning, skill, and ability of the legal advisers by whose direction they originally acted.

The decision of the Court of Appeals left four alternatives open to this Board.

1. To procure, if possible, the permission of the Canal Company, for the joint construction of the two works from the Point of Rocks to Harper's Ferry, from which place various routes are open to the Railroad.

2. To construct the Railroad alongside of the Canal, upon such site as might remain unoccupied, after the right of choice has been exercised by the Canal Company.

3. To cross the Potomac river at the Point of Rocks, and ascend its southern, or Virginia shore.

4. To tunnel through the mountain spurs.

The stockholders will bear in mind that this Board have never, for a moment, abandoned the idea of the ultimate completion of the Railway, to the point originally fixed for its termination, the Ohio river. And although a momentary discouragement may have followed the decision of the Court of Appeals, this was rapidly dispelled, as every day gave additional evidence, from the operations of the Railway then open between Baltimore and Frederick, of its superior advantages as a mode of communication between the eastern and western waters. Had it failed in any one particular to realize the anticipations of its projectors, it might have been possible that the check to feeling produced by the decision in question, would have paralyzed the efforts then making, and induced the abandonment of those in contemplation. As it was, however, the importance of the work being more deeply felt than ever, the obstacles that were now interposed only roused to greater industry the zeal of those intrusted with its management, and the Board hastened to assure the public of their still undiminished confidence of success.

The first of the above alternatives, as the most economical and convenient, was preferable, and the Board made forthwith the necessary application to the Canal Company to permit the joint construction of the Canal and Railroad, from the Point of Rocks to Harper's Ferry (See Appendix, Document A.)—The practicability of this, the stockholders will recollect, had been satisfactorily established by surveys, instituted for the purpose, during the progress of the controversy in the courts; which surveys had been executed by the chief engineers, of the companies acting as commissioners from Chancery. The increased cost of such joint construction, was not seven thousand dollars to each company, according to the report of the surveys; and the entire increased cost to both, whatever that might be, the canal to be constructed of its full dimensions, the Railroad Company in the propositions now submitted to its late opponent at law, proposed to bear. This proposition was rejected by the Board of Directors of the Canal Company, upon the ground, as it was understood, that injury and inconvenience to the canal was anticipated from its adoption. (See Appendix, Document B.)

It here becomes necessary to remark, that during the pendency of legal proceedings, an offer to compromise the contest between the two companies, from the Point of Rocks to Harper's Ferry, had proceeded from the Canal Company—which offer had

[Concluded on page 665]

MISCELLANY.

[From the Journal of Commerce.]

SINGULAR CASE OF MENTAL ABERRATION.

A chain of circumstances, many of them of a painful character, have recently come to a denouement, which, for several days, has been the town talk. We have seen no statement as yet, which gives any thing like a correct history of the affair.

The principal actor in the concern is one Robert Matthias,* a man of rather imposing appearance, about 50 years of age. He was formerly a house-joiner in Carlisle, Schoharie county. There he made a profession of religion, became a member of the Presbyterian church, and for some time at least, did nothing to excite suspicion as to the soundness of his head or heart. He is the same man who a year or two ago left Albany with two of his children, under circumstances which induced an apprehension that he had put them to death. The unhappy mother made known her distress, and the Mayor of Albany issued a proclamation, announcing the facts, and offering a reward for the return of the children. The newspapers spread the alarm, and the fugitives were arrested, all safe, and pursuing their peregrinations towards the far West. The remainder of Matthias' history we postpone, till we have given a brief sketch of his two prominent associates.

E. P. has long been known to our citizens as a respectable merchant, and a most amiable, intelligent, and pious man. For many years he was one of the deacons in Rev. Mr. Somers' (Baptist) Church, and would have been an ornament in any church where meekness, charity, and a life of unostentatious devotion to the service of his Master, were regarded as cardinal virtues. There was not a particle of wildfire about him; on the contrary, he was universally regarded as a most judicious, discriminating, and consistent Christian, and the same characteristics distinguished him in all the ordinary concerns of life. The first intimations which we had of any aberration of reason in his case, (though we have since been told that some peculiarities had been previously noticed,) was on the occasion of the death of his wife, about two years ago, when he attempted to pray her back into life. So confident was he in the efficacy of prayer for this result, that her remains were actually kept above ground beyond the usual period; nor did he relinquish the expectation of seeing them reanimated, until they were consigned to their narrow house, the grave. He afterwards told some of his friends who inquired the grounds of his confidence, that he had, as he thought, received intimations from God that his companion would be restored to life in answer to his prayers, but that he must have been mistaken, as no such event took place. About this time, feeling it his duty to engage in the work of the ministry, he attempted to disconnect himself from business, but finding obstacles in the way which he could not overcome, he cheerfully acquiesced, considering it an indication of the will of Providence that he should follow yet longer his accustomed pursuits. About a year since, these obstacles were removed, and he immediately abandoned the mercantile profession. Although his hand had ever been open to the calls of the needy, and the equally pressing calls, as he viewed them, of those who hungered for the bread of life, he had accumulated a handsome property,—sufficient, at least, to support himself and family, Matthias into the bargain.

Mr. S. H. M. was a gentleman universally esteemed, though less publicly known in the religious world than the individual above mentioned. He was naturally of a contemplative turn of mind, and latterly had manifested some tendency to derangement. His friends, perceiving the danger that threatened him, resorted to every means which they could devise, to avert the calamity. A brother accompanied him across the Atlantic and in making the tour of Europe. On their return, he spent much of his time in travelling, being encouraged to such a course by the solicitations of his friends. In this way his tranquillity of mind had been preserved, and he had become peculiarly happy in religious contemplations, and in deeds of benevolence and charity.

We must now go back to Matthias. On the 9th of June, 1830, being in the Mission-house at Albany, where a religious meeting was holding,—after the usual exercises were concluded, he arose and announced to the people, (pretending authority from God,) that the end of the Gentiles was come,—that he was commanded to take possession of the world in the name of the King of kings; that all nations

and institutions established on any other foundation than the law of God, were henceforth dissolved,—and that the law of God was from that date the only rule of government in the world. Before he had time to "finish his declaration," the candles were blown out, and the people dispersed. On the 18th, as he says, judgment took place at Stillwater, on all nations and institutions not founded on the law of God. On the evening of the 19th he finished his declaration at Argyle, and the same evening was taken and imprisoned.

Matthias being thus impeded in his work, a commission came to Mr. P. on the following day, Sunday, at his own own house in this city, (he immediately went to his desk and wrote down the language used,) in these words: "I have named thee this day Elijah the Tishbite, and thou shalt go before me in the spirit and power of Elias, to prepare my way before me." At this time he had never heard of Mr. Matthias. To the question in what manner this commission was communicated, he says, "I heard it.—You could not have heard it, but I heard it as distinctly as ever I heard any thing," or to that effect. No child ever believed more implicitly what he was told by a kind father, than Mr. P. believes that he received a commission from God, on the day mentioned, in the words above quoted. Hence his anxiety to escape from the pursuits of business, and devote himself exclusively to the work which his Master (as he supposed) had given him to do. And he now says, that from the date of his commission, 20th June, 1830, he continued to preach that the kingdom of heaven was at hand, until Mr. Matthias came. Elias, as most of our readers know, is only another name for John the Baptist; and John the Baptist preached that the kingdom of heaven was at hand, until the Messiah came. Thus it is, we suppose, that Mr. P. was the forerunner of Mr. Matthias. Mr. P. frankly avows himself to be John the Baptist; in this sense, however, that the spirit of John the Baptist has taken up his abode in him, and speaks and acts through him. We did not learn that Mr. Matthias assumed to be Jesus Christ exactly, but we were told that he acted in several capacities at present, some of which it is not meet that we should know. He however declared himself distinctly to be the angel spoken of in Rev. xiv. 6, 7: "And I saw another angel fly in the midst of heaven, having the everlasting Gospel to preach unto them that dwell on the earth, and to every nation, and kindred, and tongue, and people, saying, with a loud voice, Fear God, and give glory to him, for the hour of his judgment is come; and worship thou him that made heaven and earth, and the sea and the fountains of water."

We ought to have stated above, that Mr. P. had an interview with Mr. M. on the 29th December last, whose state of mind was precisely fitted to be acted upon by so sincere and excellent a man as Mr. P., and none the less so because the latter was partially deranged. In the month of February last, Mr. P. commenced preaching in his own house, and his new friend, Mr. M. was a frequent attendant. In short, their views became perfectly coincident, and withal profoundly extravagant. Thus situated, and prepared to expect extraordinary events, a stranger presented himself before them, (5th May last) with the beard of a patriarch, a tall form, and a peculiar cast of countenance, who not only entered into all their extravagant notions, or rather possessed them as original in himself, but contained an inexhaustible fund of kindred extravagances, which they readily construed into new light and wisdom, on the momentous subjects that engrossed their contemplations. With pretensions sufficiently high to fill their disordered imaginations, they at once received him as a being of surpassing excellence, who was to establish the personal reign of God the Father (not Christ) upon earth; and he, in his turn, recognized them as the first members of the true church, which after two years' search he had been able certainly to identify. He announced to them, that although the kingdom of God began with his public declaration on the 9th of June, 1830, it would not be completed until 21 years from that date, viz. in 1851, prior to which time wars would be done away, the judgments finished, and the wicked destroyed. Also that the day of grace will close on the 31st December, 1836, and that all who shall not by that time have come to the true light, or at least begun to reform, will be cut off.

A host of such doctrines, though not all so intelligible, this arch-lunatic or impostor, we know not which, perhaps a little of both, poured into the ears and minds of his two disciples, who apparently received them with unbounded confidence, and of course looked up to him with veneration and awe.

Every thing that they had was at his disposal; their comfortable mansion and their purses were open at his approach; he decked himself with finery at their expense, and under the pretext of a sacrament, feasted himself with dainties provided by their bounty. Meetings were held alternately at the houses of the two gentlemen, where he declaimed in a somewhat incoherent manner, but often with considerable energy and effect, to as many as were led by curiosity or other motives to hear him. Many of his expressions, however were of the grossest kind,—not to say downright blasphemy.

At length some of the friends of Mr. M. feeling that both he and Matthias required to be taken care of, procured a warrant setting forth, that "by reason of lunacy or otherwise, they were so far disordered in their senses as to endanger their own persons, or the persons and property of others, if permitted to go at large." On this warrant Mr. M. was sent to the Bloomingdale Lunatic Asylum, and Matthias to the Asylum at Bellevue, where his enormous long beard was taken off, in conformity with the regulations of the institution,—a bereavement which we understand he greatly laments. However, it will grow out in time, and he will then possess all the conjuring properties which he had before.

A brother of Matthias, hearing of his confinement, procured a writ of *habeas corpus*, and caused him to be brought before the Recorder, when after a hearing of the evidence, he was discharged. At this moment he was again arrested for a blasphemy, preferred by Thomas M. Hooker and Alexis A. Dias, and carried before Justice Lowndes, who admitted him to bail, under a penalty of \$300, for which three gentlemen became securities. The case will doubtless come up for consideration in the next Grand Jury.

In the mean time, Matthias finds a most hospitable home with Mr. P., who in the character of John the Baptist, evinces the docility of a child, and the sincerity of a true disciple. He has let his beard grow long, because if it had not been a good thing, men would have been made without a beard. For the same reason, or some other, both he and Matthias have let their nails grow to an enormous length. On all other subjects but religion, Mr. P. is, for aught we can see, as rational as ever.

We have already given some features of Matthias' system. There are other parts of it which are not so well digested. He seems to suppose, not only that the earth is to be renovated, but that the spirits of the apostles and patriarchs will reanimate other bodies. At present, as stated above, he and Mr. P. have to fill a variety of offices; but in a short time, men will arise to occupy the different posts, so that there shall be twelve apostles and twelve patriarchs, and other functionaries answering to the early ages of the church. This he calls the first resurrection. He anticipates much benefit from the Railroads now constructing, as preparing the way of the Lord, but regrets that they are not more continuous, and regular in their course. He says the sea will be converted into dry land,—people will not live in cities,—they will dress splendidly and ride in elegant carriages,—they will keep their houses so clean that flies cannot live in them, &c. &c. He says that sprinkling is not baptism, and immersion is not baptism as now practised, because persons are immersed with their clothes on; that there will be an immense Temple, with which Solomon's Temple was nothing in comparison, and several smaller Temples; and that God the Father will reign personally on the earth.

We believe we have now given enough of this nonsense. It would have been worthy of no notice, and probably excited no interest, except from the fact that it has been so cordially concurred in by three insane persons among us, two of whom, when they are themselves, are citizens of great respectability, and universally esteemed.

ORNITHOLOGY.—Mr. Audubon, under the date of Eastport, Me., 12th Sept., thus writes to a friend in Philadelphia:—

"I have to announce to you the discovery of a new wren, or as I must call it, a Troglodyte. I would gladly come from Boston—nay, from Philadelphia itself, fifty-two times per annum into these parts, (Dennysville), could I be sure of being thus each time rewarded. The little rogue was shot in the deepest recesses of the darkest woods, where beds of moss full knee deep spread themselves by acres, where the sun seldom peeps and where man seldom walks; it breeds hereabouts, and I know a good deal of its tricks and actions. I have made a fine drawing (excuse my saying so, the Lord knows if by and by it will be believed that I ever drew a bird) of the *Tetra Canadensis* of four figures and some

* So he calls himself; his real name, we understand, is Robert Matthews.

rare plants to me. These birds build in the state, and are found in it during all seasons. I have eight, some of which are in beautiful plumage."

AGRICULTURE, &c.

HISTORY OF SILK IN THE UNITED STATES.—The culture of silk first commenced in Virginia. Upon the settlement of that colony, it was deemed an object of the first importance; and the attention of the settlers was strongly directed to it by the British Government, by which silk-worm eggs, white mulberry trees, and printed instructions, were sent over and distributed. King James the First, in the 20th year of his reign, having doubtless, seen the defeat of his plan to encourage the silk culture at home, was induced to attempt it in Virginia; and "having understood that the soil naturally yieldeth store of excellent mulberries," gave instructions to the Earl of Southampton, to urge the cultivation of silk in the colony, in preference to tobacco, "which brings with it many disorders and inconveniences." In obedience to the command, the Earl wrote an express letter on the subject, to the Governor and Council, in which he desired them to compel the colonists to plant mulberry trees, and also vines. Accordingly, "as early as the year 1623, the colonial assembly directed the planting of mulberry trees; and in 1656, another act was passed, in which the culture of silk is described as the most profitable commodity for the country; and a penalty of ten pounds of tobacco is imposed upon every planter who should fail to plant, at least, ten mulberry trees for every hundred acres of land in his possession. In the same year a premium of 4,000 pounds of tobacco was given to a person as an inducement to remain in the country, and prosecute the trade in silk; and, in the next year, a premium of 10,000 pounds of tobacco was offered to any one who should export 200^l. worth of the raw material of silk. About the same time, 5,000 pounds of the same article was promised "to any one who should produce 1,000 pounds of wound silk in one year." The act of 1656, coercing the planting of the mulberry trees, was repealed, in the year 1658, but was revived two years after; and the system of rewards and penalties was steadily pursued until the year 1666, when it was determined that all statutory provisions were thereafter unnecessary, as the success of divers persons in the growth of silk and other manufactures, "evidently demonstrated how beneficial the same would prove." Three years after, legislative encouragements were revived; but subsequently to the year 1669, the interference of Government seems entirely to have ceased. The renewal of the premiums after the act of the year 1658, was, doubtless, owing to the recommendation of Charles II.; for in the year 1661, among the instructions given to Sir William Berkeley, upon his re-appointment as Governor, and while in England on a visit, the King recommended the cultivation of silk, and mentioned, as an inducement to the colonists to attend to his advice, "that he had formerly worn some of the silk of Virginia, which he found not inferior to that raised in other countries." This remark is probably the ground of the tradition mentioned by Beverly, that the King had worn a robe of Virginia silk at his coronation.

The revived encouragement given by the Colonial Legislature to the culture of silk, had the desired effect. Mulberry trees were generally planted, and the rearing of silk-worms formed a part of the regular business of many of the farmers. Major Walker, a member of the Legislature, produced satisfactory evidence of his having 70,000 trees growing in the year 1664, and claimed the premium. Other claims of a like tenor were presented the same session. The eastern part of the State abounds at present with white mulberry trees; and it is to be hoped, the people will see their interest in renewing the culture of silk.

Upon the settlement of Georgia, in 1732, the culture of silk was also contemplated as a principal object of attention, and lands were granted to settlers upon condition that they planted one hundred white mulberry trees on every ten acres, when cleared; and ten years were allowed for their cultivation. Trees, seed, and the eggs of silk-worms, were sent over by the trustees, to whom the management of the colony was committed. An Episcopal clergyman and a native of Piedmont were engaged to instruct the people in the art of rearing the worms and winding the silk. In order to keep alive the idea of the silk culture, and of the views of the Government respecting it, on one side of the public seal was a representation of silk-worms in their va-

rious stages, with this appropriate motto, "non sibi sed alii." By a manuscript volume of proceedings and accounts of the trustees, to which the writer has had access, it appears that the first parcel of silk which was received by the trustees, was in the year 1735, when eight pounds of raw silk were exported from Savannah to England. It was made into a piece and presented to the queen.

From this time, until the year 1750, there are entries of large parcels of raw silk received from Georgia, the produce of cocoons raised by the inhabitants, and bought from them, at established prices, by the agents of the trustees, who had it reeled off under their direction. In the year 1751, a public filature was erected, by order of the trustees. "The exports of silk, from the year 1750 to 1754, inclusive, amounted to \$8,880. In the year 1757, one thousand and fifty pounds of raw silk were received at the filature. In the year 1758, this building was consumed by fire, with a quantity of silk, and 7,040 pounds cocoons; but another was erected. In the year 1759, the colony exported, upwards of 10,000 weight of raw silk, which sold two or three shillings higher per pound than that of any other country." According to an official statement of Wm. Brown, Controller of the Customs of Savannah, 8,829 lbs. of raw silk were exported between the years 1755 and 1772, inclusive. The last parcel brought for sale to Savannah, was in the year 1790, when upwards of two hundred weight were purchased for exportation, at 18s. and 26s. per pound.

Some attention was also paid, in early times, to the culture of silk in South Carolina; and the writer has been informed, that, during a certain period, it was a fashionable occupation. The ladies sent the raw silk produced by them to England, and had it manufactured. "In the year 1755, Mrs. Pinckney, the same lady who, about ten years before, had introduced the indigo plant into South Carolina, took with her to England a quantity of excellent silk, which she had raised and spun in the vicinity of Charleston, sufficient to make three complete dresses: one of them was presented to the princess dowager of Wales, and another to Lord Chesterfield. They were allowed to be equal to any silk ever imported. The third dress, now (1809) in Charleston, in the possession of her daughter Mrs. Horry, is remarkable for its beauty, firmness, and strength." The quantity of raw silk exported as merchandise was small; for, during six years, only 251 lbs. were entered at the custom-house. The quality of it was excellent. According to the certificate of Sir Thomas Lombe, the eminent silk manufacturer, it had as much strength and beauty as the silk of Italy. At New-Orleans, a French settlement, 70 miles above Augusta, the people supplied much of the high country with sewing silk, during the war of the Revolution.

In the year 1771 the culture of silk began in Pennsylvania and New-Jersey, and continued with spirit for several years. The subject had been frequently mentioned in the American Philosophical Society, as one of those useful designs which it was proper for them to promote; but they were induced to enter into a final resolution on it, in consequence of a letter being laid before them on the 5th January, 1770, from Doctor Franklin, who was then in London as Agent of the Colony, and in answer to one which had been written to him on the same subject by the late Doctor Cadwallader Evans. In this letter from Doctor Franklin, he recommended the culture of silk to his countrymen, and advised the establishment of a public filature in Philadelphia, for winding the cocoons. He also sent to the Society a copy of the work by the Abbe Sauvage, on the rearing of silk-worms. A committee having been appointed by the Society to frame a plan for promoting the culture of silk, and to prepare an address to the Legislature, praying for public encouragement of the design, they proposed to raise a fund, by subscription for the purchase of cocoons, to establish a filature, and to offer for public sale all the silk purchased and wound off at the filature; the produce thereof to be duly accounted for, and to remain in the stock for carrying on the design. A subscription among the citizens was immediately set on foot, and the sum of £875 14s. obtained the first year; eggs and white mulberry trees were imported, and a digest of instructions composed, published, and distributed. Until the white mulberry trees were fit to allow of their leaves being plucked, the worms were fed upon the leaves from the native trees, and were found to agree perfectly well with them, and to yield excellent silk. It is believed that all the silk produced during the continuance of the Society, was from food furnished by native trees. A spirit for the silk culture was excited among the ci-

tizens, and many garments are still possessed by families which were made from silk raised by their forefathers. The war of the Revolution put an end to the patriotic association, and suspended in a great measure the silk culture—there being no longer a sale for cocoons; but many persons continued their attention to it, and others resumed it after the termination of the war.

The knowledge of the proper mode of rearing silk-worms, and of winding the silk, was greatly promoted by the publication of a paper on those subjects, in the second volume of Transactions of the American Philosophical Society of Philadelphia, which the late Doctor John Morgan procured from Italy, through a silk mercantile house in London. During the last three years a spirit has been revived and diffused on the subject, and promises to increase; and there can be no hesitation in saying, that a ready sale for cocoons is alone wanting to establish the silk culture as a regular employment in several States of the Union. It was the want of this market which defeated, in a great degree, the patriotic attempt of Mr. Nathaniel Aspinwall, of Connecticut, about the year 1790, to revive the silk culture in Pennsylvania, New-York, and New-Jersey. But his memory deserves to be held in everlasting and grateful remembrance, for the thousands of white mulberry trees which he planted in those States, and for the commendable zeal he exhibited in the cause.

In Connecticut, attention to the culture of silk commenced about the year 1760, by the introduction of the white mulberry tree, and eggs of the silk-worms, into the county of Windham, and town of Mansfield, from Long Island, New-York, by Mr. N. Aspinwall, who had there planted a large nursery. He also planted an extensive nursery of the trees in New-Haven, and was active in obtaining of the Legislature of Connecticut an act granting a bounty for planting trees: a measure in which he was warmly supported by the patriotic and learned Dr. Ezra Styles. The premium was ten shillings for every hundred trees which should be planted and preserved in a thrifty condition for three years; and three pence per ounce for all raw silk, which the owners of trees should produce from cocoons of their own raising within the State. After the public encouragement for raising trees was found unnecessary, a small bounty on raw silk manufactured within the State was continued some time longer. A statute continues in force, requiring sewing silk to consist of twenty threads each, by yards.

It would be an act of injustice to omit mentioning the generous encouragement to the cultivation of silk in the American Colonies, which was given by the patriotic Society in London, for "the Promotion of Arts, &c." From the year 1755 to 1772, several hundred pounds sterling were paid to various persons in Georgia, South Carolina, and Connecticut, in consequence of premiums offered by the Society for planting mulberry trees, and for cocoons and raw silk.

After the war of the Revolution the business was renewed, and gradually extended; and it is recorded that, in the year 1789, two hundred pounds weight of raw silk were made in the single town of Mansfield, in Windham, Connecticut. In the year 1810 the value of the sewing silk and raw silk, made in the three counties of New London, Windham, and Tolland, was estimated by the United States' Marshal at 28,503 dollars; but the value of the domestic fabrics made from the refuse silk, and worn in those counties, was not taken into consideration. They may be fairly estimated at half of the above sum. In the year 1825 inquiries were made by the writer, in Windham county, as to the increased attention to the silk culture there, and it was found that the value of the silk, and of the domestic fabrics manufactured in that county, was double that of the year 1810. It was also found that sewing silk was part of the circulating medium, and that it was readily exchanged at the stores for other articles, upon terms which were satisfactory to both parties, and that the balance of the account, when in favor of the seller, was paid in silver. The only machines for making the sewing silk are the common domestic small and large wheels, but practice supplies the defects of these imperfect implements; with better machinery, sewing silk of a superior quality would be made. At present, "three-fourths of the families in Mansfield are engaged in raising silk, and make annually from 5 to 10, 20, and 50 pounds in a family, and one or two have made, each, 100 pounds in a season. It is believed that there are annually made in Mansfield and the vicinity from three to four tons."

The farmers consider the amount received for their sewing silk as so much clear gain, as the busi-

ness does not interfere with the regular farm work of the men, or the domestic duties of the females, upon whom, with the aged and youthful members of the family, the care of the worms and the making of the sewing silk chiefly devolves. It is known also that in the other New England States, Maine excepted, more or less attention to the silk culture is given.

During the late war with England, Samuel Chidsey, of Cayuga county, New York, sold sewing silk to the amount of 600 dollars a year. Mr. C. introduced the white mulberry tree in the town of Scipio, on its first settlement. Silk was also formerly raised by the French inhabitants, in the country now the State of Illinois, but to what extent is not known.

The cultivation of silk has commenced in the States of Ohio and Kentucky, and there is every reason to believe that it will extend. The first mentioned State contains a great number of citizens who formerly resided in the silk-growing districts of Connecticut and Massachusetts, and who will doubtless see their interest in renewing a branch of business from which they formerly derived so much profit. In the latter State, it is chiefly confined to those industrious people, the United Brethren, whose steady persevering labors and intelligence are the surest guarantees of success.

a In the early settlement at Virginia tobacco was the circulating medium, the substitute for money, as sewing silk is, in part, at present in Windham county, Connecticut.

b Henning's Statutes of Virginia, vols. 1 and 2—Letter to the Secretary of the Treasury in answer to the Silk Circular, from the Hon. John Tyler, late Governor of Virginia.

c "The trustees of Georgia waited on her majesty with some silk from Georgia, which had proved very good. It is to be woven into a piece for her majesty."—*Gentleman's Mag.* vol. 8, p. 418.—The following entry appears in the manuscript book of the trustees, under date 1738: "The raw silk from Georgia, organized by Sir Thomas Lombe, was made into a piece of silk, and presented to the queen." Under date 1738, is a charge "for making a rich brocade, and dyeing the silk from Georgia."

d It will be seen that this statement differs from that of Mr. McCall. It first appeared in B. Roman's account of Florida, and afterwards in Aikin's Pennsylvania Magazine, for July, 1770. An opinion of the quality of the Georgia silk may be formed from the following document: "A paper was laid before the Commissioners for Trade and Plantations, by about forty eminent silk throwsters and weavers, declaring that, having examined a parcel of about 300 pounds weight of Georgia raw silk, imported in February last, they found the nature and texture of it truly good, the color beautiful, the thread even, and clean as the best Piedmont, and will be worked with less waste than China Silk."—[London Magazine, for 1733.]

e Viz: in the years 1742, 1748, 1749, 1750, 1752, 1753.

f An Imperial Inquiry into the State of Georgia. London, 1744, p. 79.

g Thomas McCall, Esq.: answer to the silk circular.

h The loss of the minutes of the Society prevents our knowing exactly at the British Government, in respect to the silk culture in the Colonies, that in the year 1769 an act was passed for the "farther" encouragement of the growth of silk in North America, granting £25 for every £100 value of raw silk raised for the next seven years, and smaller bounties during the two following periods of seven years. But no mention is made of this act by Doctor Franklin in his letter, nor does it appear that any premium was claimed by the Society in consequence of it.

i This excellent paper has been copied in all the British and Scotch Encyclopedias, and was reprinted in a pamphlet at Windham, Connecticut, in the year 1792.

j Gov. Wolcott's answer to the silk circular.

k The particulars are not inserted in the transactions of the society, but may be seen in Bayley's Advancement of the Arts, London, 1772, and in Dossie's Memoirs of Agriculture, vol. 3.

l Columbian Magazine, Philadelphia, 4, p. 61.

m Statement of the Arts and Manufactures of the United States for the year 1816, by Trench Cox.

n Z. Sturges, Esq. of Mansfield: answer to the silk circular.

o Mr. David Thomas: letter in answer to the silk circular.

p Gov. Coles: letter in answer to the silk circular.

[From the New York Farmer.]

ROTATION OF CROPS.—That crops deteriorate when continued in the same field successive years, is a fact well known to the observing farmer; and yet it is never sufficiently regarded in practice.—The Hollanders do not permit flax to grow in the same field oftener than once in 10 or 12 years, upon the principle that it requires this time to restore to the soil the specific food required for the flax, and which had been exhausted by the preceding crop.—Good husbandry requires, that not only two crops of the same species, but of similar character, say wheat, rye, oats and barley, should not succeed each other, as these in a measure exhaust the soil of like properties. Judge Peters laid it down as a fundamental rule, that two crops of grain should never be grown in succession in the same field. Our farm crops, as regards rotation, may be divided into three classes, viz. grains, grasses and roots, and these again subdivided; and I would let no two of any one class follow. If manure is applied in an unfermented state to the roots and Indian corn, which are all hood crops, weeds will be destroyed, the manure incorporated with the soil, and its advantages to the hood crops be a clear saving.

But the object of penning this article is to impress upon gardeners the necessity of alternating, to en-

sure good crops. It often happens that particular portions of the garden are assigned to the same vegetable for successive years; and as this portion of ground generally receives an annual dressing of manure, the importance of alternating is not so apparent. Without due reflection, I adopted this too common practice, and had my onion quarter, beet quarter, melon quarter, &c. which have been planted with those vegetables almost exclusively for eight or ten years. Notwithstanding I manured highly, I was astonished that my crops every year grew worse, till from this very inferior quality, I was led to reflect upon the cause, and the consequence was, that I became convinced, that the principle of alternation, which I knew was beneficial in farm operations, should be applied also to the garden. I planted my onions, beets, carrots, &c. on new ground, although the former, I had understood, should always be continued on the same plot. The result of the change is, that these vegetables have nearly quadrupled in product.

Grichenwaste maintains that the same crop may be taken successively from one field; provided we know the specific food which such crop requires, and supply it in sufficient quantity annually. He says the specific food of wheat is sulphate of lime, and animal matters that afford nitrogen; that of barley common nitre (saltpetre), that of sainfoin, clover, &c. gypsum, &c. But until we become so learned in chemistry as to know the specific food which each requires, it will be discreet to pursue the course which nature suggests, that of alternation.

EFFECTS OF THE PAST WINTER.—It is a singular fact, that while many tender foreign plants stood the severity of last winter as well, or better than usual, such as the Aylanthus, Catalpa, Magnolia glauca and macrophylla, &c. most description of fruit, which are deemed hardy, suffered more than during many of the preceding years. The destruction has been extensive among pears, peaches, plums, cherries, quinces and native grapes, and partial among apples. Either the fruit blossoms, branches, or the entire tree above the surface of the ground, were killed. In the latter case, the bark was found to be killed upon the bole or trunk, sometimes generally, at others in circles, at about the height of the surface of the snow in winter.

How are we to account for this uncommon fact? My hypothesis is this: That the foreign plants, being more sensitive to cold, were, divested of their leaves by the early frosts, the sap had become concentrated, or reduced in volume, by the cold of the autumn months, and the plants assumed their winter habit before the winter cold set in; and that the snow which soon after covered the ground, sufficiently protected their roots. Our indigenous trees, or those more hardy, were kept in a partial growing state by the mild weather of autumn; and their sap vessels were fully distended with juices, when the cold commenced; and that they suddenly became frozen, ere it is condensed by a gradual and natural process, which instead of diminishing, added so to its volume as to burst the sap vessels, and destroy vitality. And I doubt whether it was the severity, so much as the long continuance of intense cold, which proved so injurious. The thermometer did not fall lower than 20 degrees below zero with me; and this degree of cold is not uncommon in our winters. But the long continuance of severe cold was unprecedented in my memory. From the first of December to the 17th of January, a period of nearly fifty days, the mercury did not appear above the freezing point but about two hours, and then but one or two degrees. Man is capable of sustaining (and the remark will in a manner apply to other animals) a variation of temperature from 40 degrees below, to more than 200 above zero, but only for a time. The extremes of either heat or cold soon overcome and destroy the vital principle, if unremittingly applied to the animal system; I infer that the same laws hold good in regard to plants.

Another fact is worthy of notice: plants suffered far more severely upon sandy than upon clay soils; indeed, most of the mischief was done upon the former. The term *warm*, applied to sandy soils, does not convey a correct idea of its properties. It would seem to imply that such a soil is least sensitive to cold, and will afford the earliest vegetation: such is not the fact. It is true it becomes soonest warmed by the genial rays of a vernal sun; and it is equally true, when warmed it soon becomes cold, from the absence of those rays. It receives caloric more readily than any other soil, and parts with it more rapidly. Other circumstances being similar, it is therefore most liable to late and early frosts. It is not so well adapted to wintering plants as a soil more compact and tenacious, on account of the

frequent and sudden transition of temperature, and I know it is not so well adapted for early vegetation in spring.

[From the Cincinnati Farmer and Mechanic.]

PHLOX (Phlox Paniculata).—Flowers from July until nipt by the frost; is one of the most beautiful of our natives that has been introduced into the garden, and from the brilliancy of its purplish pink flowers, gives a lively appearance to the garden at a season of the year in which the generality of our cultivated flowers have either lost their bloom, or are of a yellow hue. It is a native of the highlands of this (Hamilton) county, where its natural soil is a rich mould formed by vegetable decomposition, but will come to great perfection in well manured ground, doing something better by being partially shaded, and requiring but little care. The stocks die annually—roots perennial—may be propagated either from seed, or by dividing the roots in the spring.

ISABELLA GRAPE.—Mr. Edward Dodson, of Cincinnati, possesses a Vine of the Isabella Grape, that was noticed in the Western Tiller of September 4th, 1829, as having a length of vine of 1,714 feet, and producing 13,712 bunches of grapes, being an average of 8 bunches to each foot of vine, the bunches averaging 30 grapes each. This spring Mr. Dodson pruned this vine down to 2,000 feet, it having grown to a much greater length. Its product this season being equal to the average of 1829, gives 16,000 bunches. He has another vine, a cutting, planted four years since, that has grown in length, and produces grapes in proportion to its age. The grapes on both are at least as fine as are produced by vines trained to stakes and close pruned, the method generally recommended to produce fine grapes. These two vines furnish a magnificent demonstration that over pruning is not the proper mode of grape culture in the west. Mr. Dodson states a strong circumstance in confirmation of the correctness of this conclusion: his brother has been in the habit of cultivating the same grape trained to stakes, they have hitherto been rather unproductive, and frequently mildewed.

FIGS.—This spring Mr. Letton, of Cincinnati, set a fig cutting in a pot, which has produced eight figs. When put in the pot it was about two inches above ground, it is now fifteen.

Vegetable Curiosity.—We have seen an ear of wheat inclosed in a solid cake of ice, taken from the centre of an ice house, the grains of which had sprouted, and the young roots had extended themselves from half to an inch in length into the ice.—The ice was packed down at mid-winter by being pounded fine, and the ear must have been introduced at that time, for the ice became one solid cake, and was only broken as wanted for use.

As ice is never above 32 degrees, will Mr. Brown, or some other physiologist, inform us why this vegetation took place, as seeds are said not to vegetate unless in a temperature above the freezing point.—[Genesee Farmer.]

The Cashmere Shawl Goat has been successfully introduced into England by C. T. Tower, Esq. of Weald Hall, Essex; and as that gentleman by this time must have some of this flock to dispose of, the Gardener's Magazine thinks their introduction among farmers, for their wool and also for their milk, a fair subject to speculate on. This variety of the common goat (or probably, it may be a distinct species) is a fine-looking animal, and would be very ornamental in a park, on a ruin, on the side of a rock, or in a churchyard. The coat is a mixture of long coarse hair, and of short fine wool; this latter begins to be loose early in April; and is collected easily and expeditiously, by combing the animals with such a comb as is used for horses' manes. The produce of a male is about 4 oz.; and of a female 2 oz.: 2 lbs of wool, as it comes off the goat's back, may be estimated to make one shawl 54 inches square. Mr. Tower has this year had three shawls made of his wool, one of which was examined by the committee of manufacturers. The flock, consisting in 1823, of two bucks and two does, now (1832) consists of 51 animals. Mr. Tower states that his flock produces an average of two ounces and one-third of down annually from each animal.

At a late session of the Court of Common Pleas at Taunton, Mass., a man was fined \$50 and costs for selling lottery tickets. A man was fined \$4 for mowing on Sunday, and another for not having a sign as innholder.

[Continued from page 661.]

been based upon the surveys of the commissioners, and involved the contraction of the width of the canal, and the payment of a portion of the increased cost of construction by the Canal Company. The Railroad Company agreed to the offer, upon condition that the compromise, instead of being confined to the distance from the Point of Rocks to Harper's Ferry, should be extended throughout the entire route to Cumberland, so as to embrace all those points or passes, of the river, at which the two works might come into collision. This condition the Canal Company peremptorily refused to accede to; and the controversy was afterwards left wholly to the legal tribunals. Events have since proved that the true interests of the Railroad Company, lay in accepting the offer to compromise even although the arrangement would have extended only to Harper's Ferry—supposing, which is doubtful, however, that it could have been carried into effect and those points of minor difficulty in the negotiation removed, which the Canal Company raised in the communication, which followed the reply of the Railroad Company to the original offer. At the time, however, this Board believed with the information, then in their possession, and under feelings more natural, perhaps, than prudent, that unless the compromise extend to Cumberland it was useless to enter into it at all.

Now the fact above stated that the proposition for joint construction from the Point of Rocks to Harper's Ferry had originated with the Canal Company, in the first instance, however, it may involve this company in the rejection of it, would, at first sight, appear to furnish ample proof that, at the time when it was made, the Canal Company did not apprehend any such injury or inconvenience to the canal, from the joint construction, as would materially interfere with its excellence or durability—for, had such injury or inconvenience been anticipated or believed possible, the offer to construct the two works jointly would have involved consequences to the canal that might ultimately have resulted in its destruction, and this the Board of the Canal Company would not have been justified in sanctioning for any considerations. That Board, no doubt, thought that the advantage of a speedy completion of the canal to Harper's Ferry justified some sacrifice; and they were willing, therefore, to incur the increased cost of seven thousand dollars, and reduce their canal in width at certain places to obtain it; but it cannot be supposed that they believed that the canal, when built, would be less permanent with the Railroad along side of it, even though it might be protruded a few feet further into the river than it would have been were the Railroad not in existence. Independent of this however, as answering the recent objections of the Canal Company, on the score of the injury and inconvenience to the canal that would follow the joint construction, the evidence of their own principal engineer, given on oath, shews his confidence in the practicability of constructing the canal permanently, upon the shore of the Potomac at Galloway's mill, where the depth of the water is eight feet, and where the wall of the canal would contract the channel of the river one sixth of its natural width. Little danger, therefore, was to be apprehended from the construction at the Point of Rocks, of the canal and Railroad, side by side, when the outer wall of the canal would be but in four feet water, and the width of the channel of the Potomac, wide as it is at this place, would not be perceptibly diminished. If art could build the canal at Galloway's mill to resist the freshets of the stream—the same thing could certainly be much more readily and less expensively accomplished at the Point of Rocks.

Notwithstanding the above considerations however the Board of the Canal Company, having seen proper to reject the proposition of this board, it became necessary to consider of the remaining alternatives to secure the prosecution of the Railway to the Western waters.

In this situation of affairs, however, the Legislature of Maryland thought proper to interfere. [See appendix document C.] It was a contributor to the funds of both works. It was interested in the progress of both, not only as a stockholder, but as the sovereign power that had called both into existence, and granted to both, privileges which could only be justified by the public good, which both were expected to confer. The State therefore interfered, and as a stockholder to the amount of one seventh of the entire capital of the Canal Company, requested a meeting of the stockholders generally, with the view to such an arrangement between the two companies as would enable both works to pass through the territory of the State, and render unnecessary the

adopting an alternative that would drive one of them from its confines. The State of Maryland was satisfied from the proof before it, that the joint construction herein so often spoken of, was compatible with the proper execution of both undertakings; and being above the reach of those feelings which may be supposed to result naturally from a long controversy between individuals or corporations, and as one, whose equal interests made it impartial, it exerted itself in aid of the proposition already made by the Directors of the Railroad Company to the Board of the Canal Company.

The meeting of the stockholders of the Canal Company was accordingly held, and the propositions of this Board were submitted to it, and ably advocated by the talented and zealous representative of the stock held by the State in the Canal Company. [See Appendix, Document D.] The meeting, however, adjourned from time to time, without coming to any conclusion for some months, during which interval, this Board, learning from different sources that objections had been made to its propositions, assented to their modification by the agent of the State in such a manner as to meet all the difficulties that had been suggested, at any time during the negotiations between the two companies, agreeing to construct the canal, at the points of collision, according to its most ample dimensions, for the sum at which it was then under contract—to complete it by a fixed period, and to guarantee that it should stand for five years after, the Railroad Company keeping it in repair during that time.—[See Appendix, document E.]

After considerable delay on the part of the Canal Company, a committee of the stockholders presented a report on the fourth of August last, in which views adverse to the above propositions are expressed, although no immediate action on them is recommended; while the committee, however, recommended the adoption of certain resolutions, proposing to the Railroad Company the appropriation of the yet unexpended balance of their capital to the completion of the Canal to Cumberland, and the abandonment, for the present, at least, of all idea of a Railroad beyond the Point of Rocks. [See Appendix, document F.] This report was accepted and adopted by the general meeting of the stockholders of the Canal Company, by a large majority of votes, and it is the only action, that has, as yet, taken place on the proposition urged by the State for a joint construction. The adoption of the report by the general meeting did not amount certainly to a rejection of the proposition; because, although the committee express themselves adverse to it, yet they say "that no immediate action on their views, by the Canal Company, is required," while they distinctly recommend a separate proposition. The adoption of the report, therefore, was in fact a waiver of the main proposition of joint construction, and the substitution in its place of another, with reference to which the committee "indulge the hope that the unfortunate and unprofitable controversy, which has so long subsisted between the two companies, may be adjusted."

As this singular proposition appeared to be made really in earnest, and came from a numerous and respectable body, this Board felt themselves bound to treat it seriously; but as may be well imagined, declined, according to it, calling again the attention of the Canal Company back to the original proposition that had been submitted to them—which the general meeting of the stockholders had been summoned to consider, and which, although not overlooked by the committee, had received no definitive answer from the Canal Company. [See appendix, document G.] To this communication no reply has yet been received from the Canal Company.

In this state of things it is difficult to say what may become necessary on the part of the Board, in the further prosecution of the road westward. If the Canal Company had peremptorily refused to accede to the wishes of the State, it would at once have become the duty of this Board to have adopted measures accordingly; but, as it has waived the proposition of joint construction, and substituted another in its place, which has been declined, the question reverts back to the original proposition, and upon this the Canal Company have not, as yet, given a determinate answer. It is, therefore, still to be seen, whether it will refuse the request of Maryland, and use, against the best interests of the State, the power which the liberality of her Legislature and the decision of her Courts have given and decreed. It is yet to be seen whether the Canal Company will still refuse the reasonable request of the State, depriving a portion of her citizens of the advantages of a choice of markets, and a choice

of the modes of conveyance to market, by forcing the Railroad across the river, when the practicability of a joint construction consistent with the interests of both the Canal and Railroad, on the soil of Maryland, is proved beyond a doubt. It is still to be seen whether the Canal Company will use the power which one charter of Maryland has given, in good faith, unnecessarily to destroy, if practicable, a body created for the benefit of the citizens of Maryland, by another of her charters; and above all, it is still to be seen whether Maryland, upon whom the Canal Company is still, in a great measure, dependent, will permit the use which may thus be attempted to be made of the powers she has granted. Whether the Canal Company will assume this attitude of determined hostility to the sovereign that has created it, may well be doubted, and until this doubt is removed by the reception or rejection of the proposition of joint construction, it is difficult to say what may be the exact course of the future operations of this Board; whether passing into other States it may dispense its benefits there, to the exclusion of Maryland, or, permitted to remain on her soil, the road may be suffered to make its contribution to her prosperity. In the meanwhile, however, the Board feel warranted in assuring the stockholders, that whatever may be the result, the completion of the Railroad to the Ohio river, within a reasonable time is now considered by them, as secured by the experience and results of that portion, which has been already finished and put in operation.

The stockholders have already been informed, in the last Annual Report, of the right granted to this company, by the state of Maryland, to construct a lateral Railway to the line of the District of Columbia. The act of assembly, by which this right was granted, received some modification in its details at the last session of the legislature, making it better adapted to the object in view. During the past year, the surveys have been prosecuted on this route with unremitting diligence, but as they have not yet been completed, the Board are not prepared to report fully upon their results. The time which they have occupied proceeds from the necessity of the most detailed investigations, to arrive at the data requisite to a choice between different locations. To do this, it has become necessary to make the numerous and extensive surveys that were required as accurately and minutely as if intended for the immediate guide of the superintendent of construction; otherwise the Board, after having determined upon a line, and made the road, might find that a better route existed, of which a rival company might hereafter take advantage.

These circumstances, with the fact that only a single brigade is employed on the surveys, will sufficiently account for the delay, in their completion—although every effort has been made, and is still making, to complete them during the present month.

The Board refer to the reports of the Chief Engineer and Superintendents of the several departments into which the affairs of the Company have been divided, and which are hereto appended, for a more full and detailed statement of the operations of this company, including the location, graduation, of the road, as well as of the machinery and transportation upon it, and the improvements at the seven depots.

By the report of the Treasurer, also hereto appended, a full exhibit is likewise furnished of the entire disbursements of the company, from its first organization to the present time. [See Appendix, doc. N.]

In concluding their Sixth Annual Report, the Board repeat their assurance to the Stockholders, of their entire confidence in the final success of the work in which they are engaged; and it is a source of high gratification to them now, after the first grand division of the Railway has been completed, and put into active operation, to be able also to assure the stockholders, that no errors vitally affecting the great interests of the undertaking, whether as regards the location or construction of the road, have been discovered. Embarking, as this company did, in a new and extensive undertaking, involving numerous and complicated details, of which little was then practically known in our country, it could not but be expected that some mistakes would be made. It is gratifying however to know, that as regards this Company, these mistakes have been few and unimportant, and the Board of Directors look forward with confidence to an increase in the value and profits of the capital invested, proportionate to the increasing wealth and prosperity of the two vast sections of the country which will, by the road, when completed, be indissolubly united together.

On behalf of the Board,

P. E. THOMAS, President.

October 1, 1832.

NEW-YORK AMERICAN.

OCTOBER 6, 8, 9, 10, 11, 12—1832.

LITERARY NOTICES.

MANUAL OF CHEMISTRY; containing a condensed view of the present state of the Science, &c. &c.; by Lewis C. Beck, M. D., Prof. of Chem., &c. &c.; 1 vol. pp. 450: Albany, Webster and Skinner. —As this is avowedly a publication for the use of medical schools, academies, and colleges, and therefore of necessity a cheap one, we may not we presume complain of the ordinary quality of paper and type; yet science requires a little more attention to externals. The arrangement of subjects adopted by Professor Beck is that prepared by Mr. Brande in his Manual, and the work is brought up to the actual state of chemical knowledge in July, 1831.

MANUAL OF MINERALOGY AND GEOLOGY; by Ebenezer Emmons, M. D., Lecturer on Chemistry, &c.; 2d ed., 1 vol., pp. 300: Albany, Webster and Skinner. —We like the mechanical execution of this volume better than that from the same Press noticed above. The type is larger and clearer, and the paper whiter. The classification of Professor Mohs is adopted in this Manual, except in treating of Crystallography, where the system of Brooke is preferred, as being less abstruse.

A few figures are introduced to illustrate the Crystalline forms, which will be found useful in giving the student more precise notions.

THE REWARDS OF A GOOD MAN'S LIFE; by the Rev. CHAS. B. TAYLER; 1 vol., pp. 250: N. York, Wm. Van Norden. —This is the first American edition of an English publication by the author of "May you like it"; "Is this religion?" &c. &c. It is a work of fiction, conveying in the form of the journal of a country clergyman, most important practical lessons of faith and morals. It is dedicated to "every person that has undertaken the responsible but blessed office of Godfather or Godmother," and aims especially to rouse the professing members of the Episcopal Church "to the consideration at least of the meaning of the profession made by them." It is a short religious novel, in which motives of religion are substituted for the more worldly and fleeting ones, which are usually made to actuate the personages figuring in these fictitious scenes.

LETTERS ON THE CHOLERA ASPHYXIA IN NEW YORK; by MARTIN PAINE, M. D.; 1 vol.: New York, Collins and Hannay. —It is long since we resolved to read no more about cholera, and therefore we can give no opinion of the well printed volume now before us: but the facts—that Dr. Paine was among the earliest and most assiduous of our meritorious physicians in studying and treating this pestilence—and that the letters in which he describes it, addressed to his instructor, Dr. WARREN, of Boston, were thought worthy by that eminent individual of being generally printed and circulated in that city, will attest more strongly than anything we could say, the value to be placed upon this book.

FINDEN'S LANDSCAPE ILLUSTRATIONS OF LORD BYRON'S WORKS, No. V., is now for sale at J. Disturnell's. It is enough to say of this number, that it is equal in all respects to those which have preceded it.

THE AMERICAN MONTHLY REVIEW, No. X. —Monthly's are certainly looking up: here are four of them at a time upon our table, and two of that number from Boston. Why cannot New York furnish such a publication? It was bruited abroad a year ago that we were to have one, and rumor says still that the attempt is soon to be made. There is no prospect out, but efforts are making to secure the necessary ability and patronage for the undertaking; and the question will soon be tried whether or not New York can support a monthly magazine. In the

meantime let us turn to those before us, beginning with that whose name is at the head of this paragraph. The first article contains a succinct and rather bald notice of Locke's Paraphrase of the Epistles of St. Paul. Brown's American Sylva, is briefly but well noticed in the second. Landers' Journal forms the subject of the third. Miss Martineau's tales illustrating political economy, are justly commended in another, while the remaining articles, written principally upon scientific works, are such as befits a publication which dates from Harvard University, and happily contrast with the lighter articles of the sister periodical we proceed next to notice:—

NEW ENGLAND MAGAZINE, No. XVI. —We gave a list of the contents of this number the other day, and shall now briefly comment upon some of them. "Westpoint," the first, contains a brief and animated description of the unrivalled spot to which it owes its name, with some interesting observations upon the history and present condition of the Military Academy. The writer has, however, in his remarks, made no allusion to a matter we have always considered of the first importance in that establishment—we refer to the unaccountable absence of all means of acquiring a knowledge of horsemanship in a military Academy like that of Westpoint. If there be any solidity in the speculations of late writers upon modern war, among whom we would particularly instance the author of "the Subaltern," in the able work he has recently published, Cavalry must hereafter assume in military tactics an importance very nearly as great as that they held in the ancient warfare of Europe. If the bayonet be allowed to supplant the musket and take the place of the ancient pike, which it has effectually done in modern campaigns, the heavy armed troopers of the times of Gustavus, or the brisk lancers of Prince Eugene's day, will, as Mr. Gleig thinks, come again into favor as next to artillery the most efficient force in breaking the bristling array and deciding the fate of battles. But apart from all reasoning of this kind, horsemanship should form as essential a part of the education of an officer as fencing, or the manual-exercise itself.

"Female education," is the subject of the next article, and a most important subject it is; but without attempting to throw any new light upon it, we can only refer to the essay. The truth is that we think more of educating the hearts than the minds of women; and unless her soul was fond and feminine as it is gifted, we could not admire Joanna Bailey or Mrs. Hemans herself. The influence which women exercise on society, we believe cannot be too highly estimated; and much as they are formed to embellish, we had rather they would modify it: we had rather they would mould our manners than dazzle our minds; and we prefer that strength or purity of character which impresses and gives a coloring to the circle in which its owner moves, to all the learning of a Somerville, or the talent of a Norton. Still, we agree in every respect with the writer before us, when he says:

Let them rise to their proper level; let them keep pace with the improvements of the world; let them become qualified for the best society and the wisest conversation; let them prepare themselves for the sphere in which they are to act, and the compound characters which they are to sustain; and should there be among them some soaring mind, qualified by God for that bold eminence, where all fear, none aid you, and few understand, and willing to make the sacrifice—why, let her climb. No one has a right to forbid her. She must lose much, and she may gain much. She must give up the gentler suavities of life, and she may gain the iron throne of philosophy; but if she has counted the cost, no one has a right to forbid her. If a woman will leave the garden of Eden by plucking the tree of knowledge, she is a free agent, and must be permitted to rise or fall.

The remaining articles we have not had time to read, with the exception of one upon Europe. This

paper, the commencement of which in another number we have already extracted, concludes as follows:

It is a common remark, that Europe is on the eve of great events, and important changes; yet it is doubtful whether many of us form to ourselves an adequate idea of the momentous consequences of that struggle, of whose commencement the very next ship may possibly bring us news. Could we crowd all the important events of history into one great question, it would hardly be so interesting to individual men in Europe, or so influential on the future destinies of the human race, as the mighty one now at stake; it is a question, on the decision of which depends not alone the condition of the Frenchman, the Spaniard, the Italian, or the German; not alone the interests of the hundreds of millions of Europe, but of the thousands of millions of the habitable globe; not the condition of mankind, for our short day alone, but during the long ages of futurity.

Yes! the first gun fired in France, the first sword drawn in Germany, may be the signal for a struggle, on the issue of which will depend the future condition of the Laplander and the Hottentot, of the Malay and the Zealander, and of the myriads who inhabit the wide space between them.

It is of mighty moment, indeed, whether Europe shall continue to groan under standing armies, whose numbers are to be stated only by millions of men; and the burden of standing debts, which can be counted only by tens of thousands of millions of dollars; but it is of mightier moment still, to decide whether the strength and resources of each country are to be seized upon by governments, who hold the advancement of the people in knowledge and civilization and political well being to be incompatible with their own stability—governments, whose armies are supported, and whose revenues are raised, not with a view to the good of the people, but to the security and power of the throne.

Such, we say, are the great questions at issue in the coming struggles in Europe; and whether the powers that be shall act wisely and hold back the rights of the people only as long as the progress of liberalism will allow them to do it in safety to themselves; or whether they will boldly unfurl the flag of despotism, and commence a crusade against freedom; France is destined, in either case, to exercise an immense influence in the struggle.

We could wish for her years of peace and prosperity, that she might gather more strength for the contest; and it might be better for Europe that it were delayed if the powers were not pursuing a system so dangerous, because so able—they remained quiet while the enthusiasm kindled by the Revolution of July was burning in every bosom; but they have been improving every moment since that event, to throw discredit upon it; and now that the evil position, into which the abuse of that revolution seems to have thrown France, is apparent to Europe; now that the Frenchman is quiet, and the Italian despairing, and the German is discouraged, and the Pole is bleeding and bound,—now they are coming out with their infamous attempt to arrest the march of mind.

When the struggle shall commence, be the first sword drawn in Germany or elsewhere, France will not be long in putting herself at the head of that great European party, of which, as she was the founder, so she has long been morally the leader; and if those who manage her destinies shall be adequate to their high post, we shall witness her triumphant progress to the attainment of the first rank in the future order of states.

About the final issue of the coming contest between the two great principles which divide Europe, we have little doubt; for as surely as water runneth downward, or flame riseth upward, so surely shall the light of truth disseminate itself; but we have misgivings and fears about the beginning of the struggle, about the apparent cause of the strife—the battle-cry of the parties. If the monarchs can force the liberals of France or Germany to a pitched battle for some point of secondary importance, or in some cause not generally interesting and popular, they will beat them: but God grant that their hearts may be hardened, and their understandings darkened, and some stroke like the mad ordonnances of Charles the Tenth be attempted; and then shall we see one wide and general resistance; then will kingdom cry aloud to far-off kingdom, and people echo back the rallying word of people, and nation stretch out the helping hand to nation; and then shall the Holy Alliance of men be formed against the unholy league of kings—and if God prosper the right, the earth shall be rid of its oppressors.

There are few among us who will not join in the conviction and prayer here expressed; but it is the demonstrative part of the article, of which this is only the summing up and the conclusion, that we recommend for perusal. We next pass on to:

THE MUSEUM OF FOREIGN LITERATURE, SCIENCE AND ART: E. Littell, Philad., and Carvells, N. Y.—Portraits of "Satan" Montgomery, and of the Earl of Munster, enrich this number. The first has a most determined poetical look; bating which, he is even in caricature a fine looking fellow; but the Fitzclarence has Guelph stamped in every feature, with none of the Jordan spirit to relieve its sensible stupidity. The original, however, in spite of his being the son of a king, has written a book which is pronounced clever, and therefore entitles his face to a place among "literary portraits." The selections of this number are, as usual, well made; and we are sorry that our limits prevent copying here several of the articles, and particularly the paper taken from "Lodges Portraits of Illustrious Characters," upon the noble and accomplished Sir Philip Sidney, one of the few gallant and gentle spirits who have, in the true history of chivalry, realized the fictions of romancers upon that singular institution. And now, having despatched these three Literaries, we come to a periodical of another character, whose subject-matter is as much more after our own heart than that of the others, as a canter over a common to a cantata at the Opera, a fly-killed trout to a new poem, or one hour of field sports to two in ladies' bower.

THE AMERICAN TURF REGISTER, for October, is ornamented by a spirited line engraving of Indians shooting water fowl among the wild rice of the North-western lakes.

The contents of this number we can only enumerate without dwelling upon; they are as follows:

Indians shooting wild fowl; Hints and extracts for those who keep carriages and horses; Buonaparte's carriage, description of; Wonderful leap; Grand trotting match between Ratler and Driver; Speed of the horse; Dissertation on the blood horse, breeding for the turf, the road, &c. No. 1; Color of horses; Extraordinary performance; Veterinary; Foxhunting, &c.; Hunting song; The dog and the racoon, a fable; Sporting leap; Angora cats; A field of regale for sportsmen; Pigeon shooting; Taming and tickling fish; Smelt fishing, as practised in Boston; The amorous sweep and grave-digger; Sandal for horses; King of England's annual dinner to the Jockey Club; The Pilgrim case, &c.; Sporting Intelligence; Races at Hagerstown, Md.; Pedigrees of old Maryland horses; Miscellaneous pedigrees; Embellishment.

We copy the description annexed to the plate, which is as follows:

The drawing sent you by Mr. Rindisbacher, illustrating the method adopted by Indians to obtain the means of subsistence, (for it does not refer alone to shooting,) is applicable to all the Indians from the Lakes to the Mississippi river, beyond which, westward, it does not extend, as they know little on the Missouri of the use of any but the skin canoe, and that only for descending and crossing that rapid stream; and as the game of the country is abundant, and easily taken, they are not driven to any other expedient for subsistence. At the north, the principal food afforded by the country is obtained from and on the lakes or ponds; the canoe, therefore, and the skill to work it, become of the utmost importance to all who inhabit the country. Fish, fowls, and wild rice seem placed there by nature for the use of that portion of the human family whose lot has been cast there; how long since the adaptation of the canoe to the securing the necessaries of their subsistence, I know not, but presume, as their necessity was the cause of the mode, so it must have been in use since the time of their location in the country.

Mr. Rindisbacher's drawing represents an Indian shooting only, but they frequently combine shooting, fishing, and gathering the wild rice, (abounding

in all the lakes and many of the rivers,) in one occupation; that is to say, an Indian family goes forth in a canoe with gun and fishing gig, and the implements for gathering the rice. The head of the family sits in the bow with his gun and gig, the old lady in the stern with the paddle, with sticks, two each, shaped something like wooden swords, and having left the shore, or arrived at the scene of operations, the labors commence. The canoe is paddled slowly along through the wild rice, which the two girls, by means of the sticks in their outside hands, bend over the canoe and strike off the rice with the sticks in their other hands, all this as the canoe moves on; at the same time the Indian shoots what game he can, or rather chooses, so plenty are the geese, ducks and brants, continually rising and swimming before him. If he discovers the wake of a large fish, the squaws are directed to suspend their labors in collecting the rice, and the canoe very cautiously follows the direction of him at the bow until he strikes the fish or gives up the chance. The spring, summer and fall are principally spent in this way, and it often happens that these occupations still go on with the same success as they pursue their route on some journey, from the head of Fox river, for instance, to Green Bay, and even to the Sault de St. Marie, though the rice gathering, in the latter event, would be necessarily abandoned after leaving the Fox river and entering into the lake.—The wild rice here mentioned grows up above the water from three to five feet, depending somewhat on the depth of the water, and, when gathered and browned by the fire, forms an excellent substitute for the cultivated rice in soups, and other ways of cooking. It also forms a favorite ingredient in all the most esteemed dishes among the Northern Indians. It is kept for winter consumption, and, indeed, with dried fish, is almost the only article of food, corn excepted, among some of the tribes. The canoe, with a few mats for encamping purposes, a square axe, two flags, one American and one English, a gun, fishing gig, an empty bottle, (to be filled by any white men passing along,) the rice sticks, and an iron pot, constitutes the wealth of a northern Indian, and with it, furnished as above, he is, to all intents and purposes connected with his habits, independent, and generally impudent, unless his fears make him servile and cringing.

FOREIGN INTELLIGENCE.

LATER FROM EUROPE.—By the Hannibal from London intelligence to the 2d ult. is received. It is however of little importance. The quarrel in Portugal remains in *status quo*—that between Belgium and Holland is alike unsettled. The only article that might attract attention, and lead to interposition in behalf of Poland, by the other powers, if all were not too much absorbed in their own affairs, is the practical execution of the purpose heretofore avowed by Russia of depopulating Poland by transporting the children of the Poles to Russia. It may not yet be, but sooner or later the day of vengeance for such barbarous oppression must come.

The wheat harvest had been got in in England, and though in the latter time of the harvest, some damage was occasioned by bad weather, the crops were abundant, and moreover a large quantity of foreign wheat was in bond—ready at once to supply any demand likely to arise.

ENGLAND.—The cholera had increased in London within a few days.

There were 274 deaths by cholera in London during the last week, which showed an increase of 158; and the interments had increased 477.

LIVERPOOL.—37 new cases; Manchester, 23; Sheffield, 32; Glasgow, 43; Dublin, 61; Limerick, 47; Bilston, 58.

AMSTERDAM.—On the 27th August, 52 new cases, 24 deaths.

LONDON, Sept. 1, 12 o'clock.—The prices of the French funds on Thursday, with letters and papers of the same date, have been received by express from Paris. They do not show any material alteration, the Five per Cents. having closed at 98f. 90c. and the Three per Cents, at 68f. 35c. The letters do not contain any political news of consequence.

The Consol market continues to maintain the firmness which was evinced yesterday, and opened this morning at 84 3/8 1/2; and is now at 85 1/2 5/8 for the account.

The Count de Survilliers (Joseph Buonaparte,

ex-King of Spain) continues to reside at Marshal Thompson's Hotel, in Cavendish square. It is understood that the Count will shortly proceed to Italy, where some branches of the Buonaparte family have fixed their abode. The ex-King and suite drove up to Marshal Thompson's in a carriage and four, and he is living at the hotel in a style befitting a nobleman or gentleman of large fortune. The Buonaparte family are allied by marriage to the English aristocracy, Lord Dudley Stuart, brother to the Marquis of Bute, having united himself to a daughter of Lucien Buonaparte. Count Survilliers is in deep mourning for his illustrious young relative, the late Duke of Reichstadt.

Belgian Affairs.—LONDON, Aug. 21.—There has been no regular meeting of the Conference, and consequently no more protocolizing for some days. At the last meeting the application of the Belgians for the release of M. Thorne was the chief ground of discussion, and the general question of the Treaty came up, as it were, incidentally, and soon went off, on its being announced that M. Van de Weyer had no power to negotiate, except on the basis of the preliminary evacuation of Antwerp. The affair of M. Thorne was soon dismissed. The Dutch Minister, in a note to the Conference, expressed the readiness of his Government to give up M. Thorne as soon as the individuals composing the rebellious band seized by the Belgians should be restored; but the answer of the Belgian Minister was, that the Government had no power to deliver them up without trial. As no trial can take place until the 3d of September, the matter rests until then as it was.—With respect to the Treaty, it appears that the declaration made by Louis Philippe in favor of his son-in-law, has rather staggered some of the members of the Conference, and it has not yet been resolved whether the immediate evacuation of Antwerp shall be insisted upon or not.

The following is an extract of a letter from Admiral Sartorius to a friend in London, dated 19th August, off the bay of Oporto:

You will have been informed that I have had two brushes with the enemy, to endeavor to separate them, but without effect, as they were determined to avoid an engagement. The other night, however, I almost had them with my steamer towing down the frigates in a calm. Never was there so sure a thing. Ten minutes more calm, and daylight would have finished them. The next day they bore off for the Southward, I believe for Lisbon. I am now completing water and provisions, and shall be after them with the frigate Eugenia and one brig, leaving the others to get as effective as possible before they join me. I wish to have them all with me or none, as, if with but a few of them, they only embarrass my movements, and subject me to bring on a general action upon disadvantageous terms.

The enemy are fitting out a 36 gun ship and two new brigs besides, which will enable them to maintain their numerical superiority. I think I shall be able to puzzle them notwithstanding, if I obtain the succour I have been promised as expeditiously as it is confidently expected here. I hope you will hear better things of me if we shall succeed in inducing the enemy to come out of his place of refuge.

The fortifications of the town are just completed, and the best thing for us would be an attack. I have had a confidential communication from Lisbon, that there are strong demonstrations in our favor in the Algraves, and that a general rise is there expected.

All are in good spirits here, and full of confidence. I shall most likely sail this evening to join the rest of the blockading squadron off Lisbon. The packet being about to sail, I can only send you these few hasty lines.

PORTSMOUTH, Sept. 2.—We are rejoiced to be able to give a much more cheering account of the prospect of Don Pedro's success than the aspect of affairs would permit last week: indeed, if the tenor of the correspondence from Lisbon and Oporto tended to dispel almost all hopes of his being able to accomplish his purpose, the accounts which have since arrived have created an impression in our mind quite as strong, and of an opposite tendency. Whether we look to the late operations of Don Pedro's land or sea forces, we perceive in them cause for congratulation to all who wish to see a system of tyranny and oppression, seldom equalled and never surpassed, put an end to.

With regard to Oporto, it appears by accounts which have been received from that city, dated August 19th, at night, that after the arrival at the Miguelite head quarters of the new Gen. Gaspar Texeira, a council was held with Gen. Santa Martha and the other officers, at which it was agreed not to make

an attack upon Oporto, but to take up a position on the other side of the Vonga, which they were about to cross. Intelligence had also been received at Oporto of the existence of a strong party of guerrillas, in the interest of the Queen, and who had attacked, and succeeded in dispersing a detachment of 500 Miguelite militia, while conveying a convoy of arms and ammunition to the head quarters of the tyrant, which were captured. It was also stated confidently at Oporto, that the two provinces of Alemtoje and Algarves were in a state of agitation approaching to a general convulsion, and it was hourly expected they would declare against Don Miguel.

LATER FROM FRANCE.—By the *Albany*, from Havre, we have Paris papers to the 1st ult. inclusive. The most interesting occurrence they record is the acquittal, on the 29th August, by the *Cour d'Assises*, of the Conductor and the Printer of the *National*, accused of high treason, in publishing articles provoking to the overthrow of the government of Louis Philippe. * * * * * The case was pleaded by the respective counsel, and left to the jury at 7 o'clock. At 8 1/4 o'clock they returned with a verdict of acquittal on all the counts. The verdict was received with great applause.

We take from the New York Gazette of Tuesday morning, a curious and interesting correspondence between Joseph Bonaparte and Gen. Lafayette. It is copied into that paper from a work recently published in London entitled "*Memoirs of Lafayette, and the Revolution of 1830*, by M. B. Sarrans, Secretary of Lafayette." The letter of Lafayette is in all respects worthy of him—it is manly, frank, and satisfactory—though at this period, two years from the date, his favorable opinion of Louis Philippe has been undoubtedly and most justly changed.

Letter from Count Surville (Joseph Buonaparte) to General Lafayette.

MY DEAR GENERAL.—Gen. Lallemand, who will deliver this letter, will recall me to your recollection. He will tell you with what enthusiasm the population of this country (both American and French) received the news of the glorious events of which Paris has been the theatre. The Americans were also glad to see the tri-colored flag displayed in their theatres. Did I not see at the head of affairs a name with which mine never can accord, I should be with you wholly and entirely, and as soon as General Charles Lallemand. You will recollect the conversations we had in this free and hospitable country. My sentiments and opinions are as unchangeable as yours; and those of my family are—*Everything for the French People*. Without doubt, I cannot forget that my nephew, Napoleon II., was proclaimed by the Chamber, which, in 1815, was dissolved by foreign bayonets, and also by the army which was dispersed on the banks of the Loire, according to the wish of that family whom foreigners imposed upon France, and on whom France has at last done justice; as, in 1815, it did justice on itself in quitting the country to take refuge under the canon of the coalition. I shall never be so base as to abandon what I am bound to love, but faithful to the motto of my family—*Everything by France, and for France*. I wish to fulfil my duty towards her, and I see in the 3,000,000 of votes which were given for us, only obligations towards the country, which are greater for me than for any other Frenchman. You know my opinions, which have long been declared. Individuals and families, in their relations with nations, can only have duties to perform; the latter have rights to exercise,—they owe justice to all.

If the French nation should call to the head of its affairs the most obscure family, I think that we are bound to submit to its will wholly and entirely; but the nation alone has the right of destroying its own work. Governments being needful for nations, the individuals who compose governments ought, doubtless, to be subordinate to the wants of the people clearly expressed. I should have come myself to express these sentiments, had I considered my presence useful,—had the arbitrary law, dictated by the foreigner, and approved by the family imposed on our country, to neutralize its just influence on the affairs of Europe, been abolished by the authorities whom necessity gave to France after the events of the last days of July.

I ask then the abolition of that arbitrary law which closes France against my family, which has opened

France to all the Frenchmen whom the revolution had expelled. I protest against every election made by private corporations and bodies, which have not obtained from the nation those powers which it alone is entitled to give; and I declare, under all these circumstances, that I am ready to conform to the national will, legally expressed, whatever that will may be, regarding every sacrifice which the welfare of the country imposes as a tribute which she has a right to require of her children, and a happiness for them to perform.

The vessel which conveys Gen. Charles Lallemand being on the point of sailing, I have barely time to write these lines. I address them to you, because, of all the Frenchmen who have taken part of the secret struggle which existed by the force of circumstances between the nation and a government of foreigners, you are the person who has seen me, and conversed with me here, who knows my whole mind, and whose similarity of political opinions with my own has given me a full and entire confidence in your character.

I have begged M — to express my wish to you, and I beg that you, General, will express to the illustrious citizens, who, with you, have assisted in raising up the national colors, my sentiments, which you have had the opportunity of ascertaining here, and which, in all possible hypotheses, are unalterable—*wholly for the French People*.

The Emperor, my brother, when dying on the rock of St. Helena, dictated to Gen. Bertrand a letter to me, in which he recommended his son to me, and bade me an eternal farewell. This letter terminates thus: "Impress unceasingly on my son that he is, before all things, a Frenchman; let him take for his device, *Tout pour le peuple Francaise*." I have fulfilled, as far as lay in my power, the duty which this sentiment imposed on me. I know that his son is as much a Frenchman as you and I, in despite of fortune; and I hope that the moment is not far distant when he may help me to restore to France a portion of what we all owe her.

Adieu, my dear General; my letter sufficiently proves that I render justice to the sentiments you evinced for me during the triumphal journey which you made in that nation in which I have lived for fifteen years. Liberty is not a mere chimera; it is a blessing which a wise and moderate nation may enjoy when it will. By way of precaution, I send a duplicate of this letter. The first copy was despatched on the 10th inst.

Be pleased to accept, my dear General, every expression of my former attachment.

JOSEPH BUONAPARTE.

Gen. Lafayette's Answer to the Count de Surville. PARIS, Nov. 26, 1830.

MELE COMTE.—I have received the letters which you have done me the honor to address to me, with those sentiments of affection and respect which I owe to the kindness you have at all times evinced for me. My gratitude and attachment could not but be strengthened by our late conversations, when we spoke with confidence of the past, the present, and the future.

You must have been dissatisfied with my conduct in recent circumstances, not that I had given any pledge to you or to any one; but you must have said, "Since Lafayette conceived himself compelled by circumstances to relax in the preference he has at all times professed for purely republican institutions, why has that concession favored another family than mine? Has he forgotten that 3,000,000 of votes acknowledged the imperial dynasty?" You see, my dear count, I present the reproach in its full force. I have deserved it, and I will now justify myself in full independence and purity of conscience.

When the measures of Charles X and company roused the inhabitants of Paris, and public confidence placed me at the head of the patriotic movement, my first thought, after the victory, was to turn affairs to the best account for the cause of freedom and my country. You may readily suppose that no personal consideration could connect itself with this determination.

The first condition of republican principles being to respect the general will, I was withheld from proposing a purely American constitution, in my opinion the best of all. To do this would have been to disregard the wish of the majority, to risk civil troubles, and to kindle foreign war. If I was wrong, my mistake was at least at variance with the inclinations I have always cherished; and even supposing me to have possessed vulgar ambition, it was contrary to what might have been termed my interest.

A popular throne, in the name of the national sovereignty, surrounded by republican institutions, appeared to be within our attainment; this was the

programme of the barricades, and of the Hotel de Ville, of which I undertook to be the interpreter.

The Chamber of Deputies, representing 80,000 electors, did not go so far as we did; but it agreed with public opinion for the expulsion of the guilty family, and it was, like Paris and the rest of France, urged to allay inquietude, and to come to a resolution.

I might content myself with observing that your dynasty was dispersed: some were in Rome, you in America, and the Duke of Reichstadt in the hands of the Austrians, but I owe to your friendship a candid disclosure of my attainments.

The Napoleon system was brilliant in glory, but stamped with despotism, aristocracy, and slavery,* and if there were any event which could render those scourges tolerable and almost popular in France, (which Heaven forbid,) it would be the restoration of the imperial regime. Besides, the son of your wonderful brother has become an Austrian prince, and you know what the Vienna Cabinet is. These considerations, my dear count, in spite of the sentiments I entertain towards you personally, did not permit me to wish for the re-establishment of a throne which during the 100 days had displayed a constant tendency to former errors.

I scarcely knew the Duke of Orleans. Serious differences had existed between his father and me. Some family relations and civilities had not led me to visit the Palais Royal. Nevertheless, I knew, in common with the public, that there were to be found in that family, along with domestic virtues and simple tastes, little ambition, and a sentiment truly French, to which the Emperor himself had rendered justice. I recollected the young republican of 1789, the soldier of Valmy and Gemappes, the professor in Switzerland and the traveller in the United States. He was called Bourbon, and that is a disagreeable name; but as a name, it was more than yours, more than that of a republic, a security against war. It did not prevent the establishing and bringing into practice the principles and the sovereignty of the people—the putting arms in the hands of 2,000,000 of citizens—choosing their own officers—the completing of the liberty of the press, and the possession of popular institutions. It therefore appeared to me useful in the circumstances in which we were placed, for the sake of peace within and without, that the different shades of political opinion, with the exception of Charles X's party, should unite under this combination.

My assent was not the effect of any prejudice or anterior affection. I must now say, that after four months of intimate acquaintance, sentiments of confidence, friendship, and the interest of a common cause have strengthened my first impressions. As to general assent, what was done was not merely the work of the Chambers and the population of Paris,—of 80,000 National Guards and 300,000 spectators in the Champ de Mars. All the deputations from the towns and villages of France, which, in consequence of my functions, I received in detail,—in a word, multitudes of adhesions, unostentatious and unquestionable, took place, which convince us more and more that what we have done is conformable to the will of the great majority of the French people.

I observed in one of your letters, which have all been faithfully delivered, that you suspect the Duke of Orleans of having had knowledge of a plot against the Emperor in the Isle of Elba. He is incapable of anything of the kind; and, from what I have been told by the republican who denounced that plot, and by Madame de Staël, who continued in friendship with the Duke of Orleans, I should, independent of his known character, have been convinced that some one had calumniated him to you.

One of my first cares, after his elevation to the throne, was to express a wish to him that you, your children, and your respectable mother, might, if you thought fit, return tranquilly to France.

The idea was very cordially received by the king; but objections were started on account of the treaties

* After the Emperor's departure for Waterloo, Prince Lucien had a conversation with Lafayette:—"Do you hope," said the latter, "that your brother may be corrected?" "No," replied Lucien, "two miracles have saved him—Marngo and Austerlitz; he perhaps will perform a third; but that does not depend on himself, and in case of a defeat, two parties will rise up—one for his son, and the other for the Duke of Orleans. I am for my nephew; whom are you for General?" "Neither for the one or the other," replied Lafayette; "as I just now observed to an Orleanist. I remain with the people, independent of parties; and I hope that liberty may make the best possible bargain, without reference to individuals."

with foreign powers, which, absurd and insolent as they are, would render some negotiations necessary. Political circumstances have since changed: the diplomatic horizon is overcast: both sides are on their guard. But it is superfluous to dwell on these circumstances, since, in any case, judging from the tenor of your letters, you would not have adopted that course. I mention it only in reference to what I had the honor to tell you at Bordentown.

In the sincerity of my heart I was anxious to have this explanation with you. I will not say that all happened just as I would have dictated it. You know that in public as well as private affairs, we never see things go entirely to our satisfaction. Your incomparable brother, with all his power, his energy, and his talents, experienced the truth of this; and you, his best friend, have had your share of disappointment. I can make no concealment of what I voluntarily did, for I love to preserve your friendship by candor, rather than to destroy it by a less sincere apology.

Receive, my dear count, the homage of the respect, gratitude and affection, for which I am pledged to you.

LAFAYETTE.

MR. SARRAN'S PUBLICATION on Lafayette and the revolution of 1830, from which is extracted the above correspondence, has excited much attention in London as we find by successive notices of it in the London Times of 29th and 30th August. If this be an authentic book, and accurate withal, it will certainly constitute one of the most remarkable publications of modern times, and give an insight into contemporaneous occurrences—not at all common. According to the Times of 30th,—

The author admits that he may have been guilty of an "indiscretion," perhaps "of a breach of confidence," in the disclosure of some of the facts, and the publication of some of the letters, which are to be found in his book; but he glories in the benefit which the public and posterity must derive from his individual abuse of trust, or fearlessness of reproach. "Unpublished correspondence, private thoughts, and reports of transactions which took place with closed doors, predominate in my work," says he, "and these belong often to the two men whom the revolution of July at first put in possession of the new destinies of France." In his preface he explains how he became possessed of these documents and acquainted with these details, and while he denies that General Lafayette is answerable for any part of his publication, or that he was even previously acquainted with his "indiscretions," he plainly gives us to understand that the General will not be displeased at the liberties taken with his name, or the use made of his confidential communications.

We annex the very curious account given by M. Sarran of the interview between Louis Philippe and the three Deputies of the movement party, after, or indeed during, the riots that occurred in Paris last June, on the occasion of Gen. Lamarque's funeral. It is certainly an extraordinary revelation.

The three Deputies were immediately introduced into the bed-chamber of Louis XVIII., transformed by the *couverts* of July into the office (*cabinet de travail*) of Louis Philippe, who was not long in making his appearance by a door which communicated with the Queen's apartment. The manner and physiognomy of the King were calm, his deportment was easy, free from agitation, and expressive of none of that anguish of mind which might have been justified by his situation. His Majesty received the three patriots with politeness: he said he was very glad to see them: that the Opposition could not have chosen negotiators more agreeable to him: and after desiring them to be seated, and placing himself before his writing-table, he seemed ready to listen to them.

What occurred then? If any facts are to be relied upon, the following is what took place at this memorable interview. I relate the circumstances without comment, just as they were transferred from another's recollection to mine:—

M. Odillon Barrot was the first to speak; and in a serious, measured, and respectful address, this honorable orator represented to the King that the deputies of the national opposition, like all good citizens, deplored the disorders and calamities of the preceding day; that they could not but express their censure and indignation at the culpable excesses of those who had set at naught the law, and resisted the legal authority with arms in their hands; but

that it was likewise their duty not to disguise from the Chief of the State, that the retrograde policy of his Cabinet,—the disregard of the engagements of July,—the disappointment of the expectations of the Revolution,—the neglect of National honor,—and, finally, the whole of the system of the 13th of March, had exasperated and inflamed the mutual animosities amongst the citizens, which had caused blood to flow in the streets of Paris, and were a prelude to the most frightful of all calamities, a civil war. Placing thus before the King the respective wrongs of the Government and his adversaries, M. Odillon Barrot concluded by conjuring his Majesty to stop the effusion of blood, which still continued to flow,—to silence the cannon, which then resounded even in the royal abode,—to be indulgent towards the vanquished,—and to prevent a renewal of these scenes, by a prompt and frank return to the principles on which his dynasty had been seated on the Throne by the Revolution.

The King replied that having been audaciously attacked by his enemies, he had a legitimate right to defend himself; that, in short, it was time to quell revolt, and he had employed cannon as the shortest way of ending it; that he had, nevertheless, rejected the proposals which had been made to him, of placing the city of Paris in a state of siege; that, as to the pretended engagements of the Hotel de Ville, and those republican institutions about which the opposition made so much noise, he could hardly comprehend what it all meant; that he had more than fulfilled the pledges he had made, and given to France as many republican institutions as he had promised, and even more; that the programme of the Hotel de Ville had only existed in the brain of M. de Lafayette, whose incessant appeals were evidently the result of a mistake; that, with respect to the system of the 13th of March, it was wrong to give the credit of it to M. Perrier; that this system belonged to the King, and was the result of his own convictions, the fruit of his meditations, and the expression of his reflections on politics and government; that he, Louis Philippe, had consented to take the crown only on the conditions indicated by the development of this system, which was most conformable to the wishes and wants of France, and from which we would not deviate, even should they mince him in a mortar (the King's literal expression): "in short," the King added, "it will not do, gentlemen, to allege vague accusations; specify the charges you have to make against the Perrier system, of which poor Perrier is guiltless enough.—What have you to say against this system? Let us hear it."

M. Arago replied, by a rapid and animated exposition of the divisions by which France was lacerated, and which the policy of the Government cherished with an almost scrupulous solicitude; he referred to his own family, which had surrendered itself to the schism of political opinions; he instanced his brother and his nephew, who, perhaps, at the very moment he was speaking, were ranged in opposite ranks, prepared to take each other's life; and, to characterize the situation by an example, he adverted to the League, and to the d'Ailly, who, under Henry IV., slew his own son in the streets of Paris. M. Arago then spoke of the public posts given to the partisans of the fallen regime; of the scandalous indulgence which screened the machinations of the Carlists, whilst the failings of individuals and of the press were prosecuted with a rigor unexampled in the judicial annals of the restoration. M. Arago mentioned, likewise, the astonishment and deep disgust which the apparent impunity the Duchess de Berri seemed to enjoy, excited throughout France, and the invidious interpretations to which that impunity might give rise.

At these words Louis Philippe exclaimed, that his Government had no other enemies than the Carlists and the Republicans,—that what had been objected to him was only the result of their manoeuvres,—that he had been accused of avarice (he in whose eyes money had never possessed any value),—that his best intentions had been perverted to such a degree that, for a long time past, he could not read either the *Tribune* or the *National*,—that his father, who was the best citizen of France, had been calumniated like himself, and impelled to give the revolution a bloody pledge, which he ought to have refused,—that the exigencies of the two revolutions were equally unsustainable; that he, Louis Philippe, was not obstinate, which he had shown when, after long resistance, he had improperly given way to importunity, and effaced from the outside of his palace, and from his armorial bearings, the *fleurs de lis*, which had been from time immemorial the arms of his family. With regard to the representations concerning

the Duchess de Berri, Louis Philippe declared, that if that Princess was arrested justice should take its course; but that, whatever happened, his reign should not witness a bloody drama. At this moment the cannon of St. Merry made the glasses in the palace shake.

The discussion having brought M. Arago to foreign affairs, and this deputy deploring the state of abasement and submission into which France had fallen in the eyes of Europe, the King, on the other hand, took credit to himself for his foreign policy. "This policy," said he, "has prevented the Powers from doing what they were resolutely bent on doing. For more than six months I have held them in my own hands. The King of Holland is about to yield. I give France a new ally in King Leopold, whom I make my son-in-law, in spite of many causes of umbrage. In short, if it must be told, the Powers are in such a position, that my throne would be the most difficult to shake: not one of them has the stuff of a Duke of Orleans." "But, Sire, the affair of Ancona. What! the tri-colored flag removed, by order of Rome, from the towers of a citadel occupied by our soldiers! What! the Ambassador of the King of July at the feet of the Pope?" "Not so loud, Sir," said the King quickly, "I can hear you. True, there is, indeed, something to say respecting the affair of Ancona; but it was necessary to succeed—it was essential, and we have succeeded. And surely, some condescension towards an aged and obstinate priest involves no vast consequences. Besides, whatever were the means employed by my Ambassador, he has completely justified himself in his correspondence. Proceed."

The discussion having returned to the system of the 13th of March, the King, who affected to make a very good use of M. Perrier, pretended that his system was really but the continuation of that of the 3d of November. "I appeal," said he, "upon this point, to M. Lafitte; was it not that system you followed?" The late President of the Council at first maintained a negative silence; but Louis Philippe having subsequently again insisted upon this parity, M. Lafitte loudly protested against an assimilation, which was the more incorrect, since it was notorious that a radical difference between the King and himself, as well respecting affairs at home as the direction of our exterior policy, had occasioned his retirement from the Council.

In conclusion, Louis Philippe observed to MM. Odillon Barrot, Lafitte, and Arago, that his duty requiring him to listen to the representatives of France, and to study the wants and wishes of the country, he should always receive them with pleasure; that whenever they made any well-grounded representations, he should pay attention to them; but that, candidly speaking, he had found nothing in their statement, and that the system pursued by his Government being the result of his own conviction, he was sorry to be obliged to declare, that he could make no change in it.

On rising, M. Lafitte told the King that he should retire penetrated with the deepest sorrow; he entertained him to compare the eagerness and enthusiasm which his presence formerly excited with the effect it now produced; that this alteration denoted a deep-seated evil, and he conjured his Majesty to ask himself whether a King of France, who required fifty thousand men to guard him, was really King of France?

*This disapproval of the most important act of the political life of the Duke of Orleans recalls to my recollection a fact of which I was witness. At the Hotel de Ville, some young persons were congratulating themselves, before the citizen-monarch, at having at length got a patriot Prince for a King. "Yes, my friends," exclaimed Louis Philippe, pressing their hands; "yes, a patriot like my father." I also recollect that these expressions caused Lafayette to look serious; that they appeared to him to require explanation, and were one of the chief causes of the interview he had immediately after with the Lieutenant-General, in which the bases of the programme of the Hotel de Ville were proposed and accepted.

LATER FROM EUROPE.—The ship Huntsville arrived last evening, furnishes London papers of 7th, and Liverpool of 8th ult.: they impart no news.

The Marquis of Palmella, who had been on a special mission to London from Don Pedro at Oporto, had a long conference with Lord Palmerston on the 4th Sept. and departed next day for Oporto, in company with Senhor Barbosa, with important despatches from the British government to Don Pedro.

[From the Journal of Commerce, of Friday.]

AMERICAN BOARD OF MISSIONS.

The annual meeting commenced in this city on Wednesday morning, and will close to-day. In the course of yesterday morning's session, the letter which has been extensively published in the newspapers, purporting to be President Jackson's reply to the memorial of the Board in respect to the Cherokee Indians, was alluded to by one of the members, and the Prudential Committee stated that no such letter had been received by them, and that they had no reason to suppose it was genuine. The following gentlemen were elected officers of the Society for the ensuing year:

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| Hon. John Cotton Smith, President. | |
| Hon. Stephen Van Rensselaer, Vice President. | |
| Rev. Calvin Chapin, D. D. Recording Secretary. | |
| Hon. William Reed | |
| Rev. Warren Fay, D. D. | |
| Hon. Samuel Hubbard, | Prudential |
| Rev. Benjamin B. Wisner, D. D. | |
| Samuel T. Armstrong, Esq. | Committee. |
| Charles Stoddard, Esq. | |
| Rev. Benjamin B. Wisner, D. D. | |
| Rev. Rufus Anderson, | Secretaries. |
| Rev. David Greene, | |
| Henry Hill, Esq. Treasurer. | |
| John Tappan, Esq. | Auditors. |
| William J. Hubbard, Esq. | |

The next annual meeting is to be held at Philadelphia, on the 3d Wednesday in September, 1833. Rev. Dr. McAuley, of that city, was appointed to preach the annual Sermon, and Rev. Dr. M'Murray, of New York, his alternate.

PUBLIC ANNIVERSARY MEETING.

The public meeting for the anniversary addresses, &c. was held last evening in Chatham street Chapel. A numerous concourse assembled on the occasion. The speakers were

Rev. Mr. Smith, Missionary to Persia. Hon. Mr. Frelinghuysen, and the Rev. Dr. Beecher.

It appeared from the annual Report, that the receipts of the year had amounted to \$130,574 12, viz. donations \$117,392; legacies \$10,349 93; interest of permanent funds and temporary loans, \$2,832 19. Expenditures, including \$2,941 95 for which the Board was indebted at the beginning of the year, \$123,896 48. Leaving a balance in the treasury, \$6,677 64.

The Society has missions at the Sandwich Islands, in the Mediterranean, in Ceylon, in continental India, in China, in Siam, and among the aborigines of our own country. The accounts received from them are in general highly encouraging.

BOMBAY.—At Bombay and vicinity, there are 35 schools under direction of the missionaries, containing 1940 scholars, of which 455 are girls; a fact which Americans will hardly appreciate as they ought. Until very recently, the idea of a female learning to read, would have been regarded by the native population as the height of absurdity. The Mission Press is very active, having printed during the year 1831, 1,481,300 pages, and since the first establishment of the mission, 11,481,000 pages.

CEYLON.—This mission has been, in many respects, far more successful than that of Bombay. The number of native children and youth in the Schools, is 3,560, of whom 617 are females. There is a sort of High School at Batticotta, to which students of promise in the lower schools are transferred, after they have advanced to a certain stage of progress, containing 83 native young men, 38 of whom are members of the Mission Church. The whole number of native church members connected with the mission, is 170.

CHINA AND SIAM.—The only missionary which the Society has in China, is Rev. Elijah C. Bridgman. He has not been long there, and has been engaged, so far, mainly in acquiring a knowledge of the language. A printing press has been sent out to his aid, and a printer, Mr. S. W. Wells of Utica, is expected to go out in the course of a few months. The missionary at Siam is Rev. David Abeel, formerly of this city.

MISSION AMONG THE CHEROKEES.—This mission has been greatly embarrassed in consequence of the proceedings of the State of Georgia, and the refusal of the National Executive to afford protection either to the missionaries or Cherokees. The consequence is, that two of the missionaries, Messrs. Worcester and Butler, are in the Georgia Penitentiary, and most or all of the others, except a few females, have removed into those parts of the nation not claimed by Georgia. As this subject is of great importance to the public, both in a civil and religious point of view, we subjoin a considerable extract from the Report, embracing a succinct view of the history of

the persecutions endured, and the present state of the mission. The number of church members connected with the mission, exclusive of the missionary families, is about 230. Many of the schools have been broken up, and of course the number of children is greatly diminished.

Extracts from the Report.

It was stated in the Report of last year, that the missionaries had been driven from Carmel, Hightower, Hawsis, and New Echota, by the Georgia guard. The missionaries at the former places, after having been once arrested and discharged by order of the Court in Gwinnett county, Georgia, thought it expedient, when they were threatened with a second arrest, to remove their families out of that portion of the Cherokee territory over which Georgia claimed jurisdiction. On this point the Committee, when consulted, left them to act according to their own conviction of duty, as citizens of the United States, and missionaries of the Lord Jesus Christ.

Messrs. Worcester and Butler were arrested and brought to trial before the Supreme Court of the State of Georgia, sitting in Gwinnett county, on the 15th of September. The Jury in their verdict, declared them guilty of residing in that portion of the Cherokee territory claimed by Georgia, contrary to the laws of that State, and on the following day they were sentenced to four years imprisonment at hard labor in the Penitentiary of that State. Nine other persons were tried and sentenced to the same punishment by this Court—one of them was a preacher of the Gospel, of the Methodist denomination, and four others were professors of religion. On their arrival at the gates of the Penitentiary, pardon was offered to them, on condition that they would promise not again to reside in the Cherokee country. With these offers all complied except Messrs. Worcester and Butler, who were accordingly thrust into prison, where they have remained to the present time. Mrs. Worcester and Mrs. Butler, still remain at New Echota, and retain possession of the mission premises.

Messrs. Worcester and Butler, on their trial before the Superior Court of Georgia, had the aid of good legal counsel, who urged in their defence, and as a bar to the indictment, that the Cherokee country was not within the jurisdiction of Georgia, and that their arrest and trial under the laws of that State were contrary to the Constitution, Treaties, and Laws of the United States. They therefore determined, with the approbation of the Prudential Committee, to appeal to the Supreme Court of the United States. Measures were accordingly taken to bring their case in due form before that tribunal.

In the meantime, as the Missionaries entered the Cherokee country with the express sanction and protection of the Executive of the United States, the Committee, in accordance with the instructions of the Board at its last annual meeting, forwarded a memorial to the President, containing a full statement of the embarrassments and injuries to which the Missionaries and Missionary property in the Cherokee Nation had been and were subjected, together with the circumstances connected with the arrest and imprisonment of Messrs. Worcester and Butler, and praying that the power of the Executive might be interposed to protect the Missionaries in their labors from further molestation and violence, and that the Attorney-General of the United States might be instructed to commence a suit against the offending officers of the State of Georgia for the arrest and imprisonment and other injurious treatment of the Teachers and Missionaries, in violation of the Treaties and Laws of the Union, and their rights as citizens of the same.

The President replied to this memorial, through the Secretary of War, simply stating, that as Georgia had extended her laws over the Cherokees, the various Acts of Congress providing a mode of proceeding in such cases, inconsistent with the State laws, became inoperative, and that he, therefore, had no authority to interfere.

A writ of error was granted by one of the Justices of the Supreme Court of the United States, on the application of Messrs. Worcester and Butler, and the case was brought up and ably argued on the 20th, 21st, and 23rd day of Feb. last, by Messrs. Wirt and Sergeant, in behalf of the plaintiffs in error. The decision of the Court was pronounced by Chief Justice Marshall on the 3d of March last.—The Court exhibited at length, in a very lucid and convincing manner, the nature and extent of the right of discovery, the original ground upon which different European powers laid claim to the continent, the manner in which the lands of the Indians have heretofore been obtained, the import and bind-

ing obligations of the treaties which have been made with the Indians, and the manner in which the Constitution of the United States and the Acts of Congress relating to the Indian affairs are to be understood. The laws of Georgia enacted within the last two or three years, extending the jurisdiction of that state over the Cherokee country, were also examined by the Court, and declared to be repugnant to the Constitution, Treaties and laws of the United States. The mandate of the Court was immediately issued, reversing and annulling the judgment of the Supreme Court of Georgia, and ordering that all proceedings on the indictment against the prisoners do forever surcease, and that the prisoners be and hereby are dismissed therefrom.

A motion was made on the 17th of March in the Superior Court of Georgia by Messrs. Chester, Underwood, and Harden, the counsel for Messrs. Worcester and Butler, that the mandate of the Supreme Court of the United States be received and entered upon the records, and that a writ of habeas corpus be issued to bring the prisoners before the Court, for the purpose of their discharge in obedience to said mandate. After this motion had been argued, the Court refused to obey the mandate of the Supreme Court, or to discharge the prisoners. The Court refused to allow the motion, or the decisions of the Court upon it, or any matter relating to the case, to be entered on its records.

On the 4th of April the principal counsel for the prisoners addressed a letter to the Hon. Wilson Lumpkin, Governor of the State of Georgia, enclosing the decision and mandate of the Supreme Court of the United States, and the doings thereon in the Superior Court of Gwinnett county, praying that he would exercise the power entrusted to him as Chief Magistrate of the State, and discharge the prisoners. To this application Governor Lumpkin refused to answer in writing, but gave a verbal denial.

A memorial to the President of the United States was prepared by the counsel for the prisoners in their behalf, praying him to interpose his authority for enforcing the decision of the Court; but after consideration, it was deemed inexpedient to present it in the present stage of the case. It was also, after consultation with the friends of the Board and of the Indians, in Congress, deemed inexpedient to petition that body on the subject during their last session. The case will probably be brought before the Supreme Court again at their next term, when they will take such measures as in their wisdom they shall think best, for enforcing their decision. It must be left to Providence to decide how this painful business shall terminate, and what shall be its influence on the Indians, and on our own Government and country. In the meantime the Missionaries and their bereaved families are earnestly commended to the continued prayers of the members of the Board and its patrons, and to the merciful care of the Great Head of the Church.

During the year, Messrs. Worcester and Butler, while separated from their beloved families and labors, condemned to an ignominious punishment, and shut up in a Penitentiary with felons, have been placed in a most trying situation, requiring great fortitude, and a firm reliance on the faithfulness of their covenant God and Saviour. They have, without doubt, shared largely in the sympathies and prayers of the churches throughout the land, especially of the Christian Cherokees; and it ought to be a cause of devout thanksgiving in their behalf that they have been so fully satisfied as to their duty, have possessed so much contentment and peace of mind, and enjoyed so many manifestations of the Divine presence and favor, and have had so much spiritual enjoyment. Nor should it be noticed with less gratitude, that they have been enabled so well to maintain the Christian character, and to exhibit, in all the trials and sufferings to which they have been subjected by the officers of the State of Georgia, that meekness and benevolent forbearance which the Gospel requires. It is believed that in all their correspondence there has not been one word which indicates an angry, unforgiving, or vindictive spirit.

It is due to Charles E. Mills, Esq. keeper of the Penitentiary, to mention, that Messrs. Worcester and Butler, as prisoners, have been treated with great kindness. Their tasks have not been severe. They have been allowed to see their friends and to correspond with them as freely as the regulations of a prison could be expected to permit, and every indulgence seems to have been granted them which could be expected in such circumstances, for promoting their personal comfort.

Their health during most of the year has been

good. Mrs. Worcester and Mrs. Butler visited the prison last fall, and had an interview with their husbands, and were expecting to repeat the visit the present autumn. They have daily read the Scriptures and prayed with the prisoners confined in the same building with themselves, with much religious conversation. They have also held stated religious services on the Sabbath, and during the last four or six months, all the prisoners have been assembled, and Mr. Worcester has been requested by Judge Mills, the keeper to preach to them on half the day. A spirit of inquiry has, to some extent, been awakened among the prisoners. A number have broken off their iniquities, temporarily at least, and a few, it is hoped, have been savingly and permanently benefited.

During the year, the missions at Hightower and Carmel, have been much exposed to injury. The former station was violently seized by the Georgia Guard, a portion of whom have been quartered there the most of the year. The produce of the fields, which was ungathered at the time they took possession last fall, has been consumed or destroyed, as have been also the fowls and swine belonging to the mission. Early in the winter, it was stated by persons connected with the Georgia Guard, that all the stations situated in the portion of the Cherokee country claimed by Georgia, would be taken possession of, and rented or sold for the benefit of that State. Mrs. Worcester and Mrs. Butler were also informed that they must leave the premises at New Echota and Hawes, and in case of their delaying to do so, the Guard would be sent to eject them and their families. It was, however, thought inexpedient for them to remove, until force was actually applied. They have been suffered to remain unmolested to the present time.

[From the Journal of Commerce, of Saturday.]

AMERICAN BOARD OF MISSIONS.—We should have stated yesterday, in our notice of the proceedings of the Board, that the number of missionary stations under its care is 55; ordained missionaries, 68; physicians not ordained, 4; printers, 3; teachers, 17; farmers and mechanics, 20; females, married and unmarried, 125; making a total of 237 laborers in heathen lands, dependent on, and under the direction of, the Board. There are also four native preachers, 30 native assistants, 1257 schools, 59,786 scholars, and 36 churches, containing about 1800 members. The printing presses at different stations have sent forth about 14,200,000 pages of Bibles, Tracts, &c. during the year, and from the beginning of the operation of the Board, about 61,000,000 pages, in eleven different languages. Eight ordained missionaries and their wives,—one male and three female teachers and a printer,—are about to proceed to different fields of labor in heathen lands, and five other missionaries and a printer are expected to sail in the former part of the next year.

POETRY.

[For the New York American.]

"Ferto quid potius die
Nepenthi faciam? Promere recovultum."—[Hor.]

Thy birth-day, Tom! and could there be
A better day for jollity;
A fatter day, to show to Time
That smooth, uncrinkled face of thine;
And e'en disarm the grey-beard's malice,
By quaffing deep the rosy chalice?
So, quickly, Tom, my honest fellow!
Bring up a bottle from thy cellar;
A single one between us,—or
Perhaps you'll add a couple more,
To teach thy graver mind to bend,
To the high summons of a friend:
Dost see, dear Tom! thy natal sun
His daily course has nearly run:
'Tis almost night, and yet you wait,
As if it were not growing late;
As though you thought the fleeting day,
To honor you, would longer stay.
Come! stir your stumps, I want the wine,
Your father bought in ninety-nine:
He had a quarter-cask of so,—
It was Consule Adamo:
Quite age enough, indeed, I think it,
Unless you mean your heirs to drink it.
My Tom! at such a time as this,
That man who would despise the bliss,
The harmless joys, that should attend
The birthday of a valued friend:
Mistrust him, Tom! for he has got
No heart—at least, I may say not.
No roast for dinner—that's all stuff,
A round of beef is good enough:
Produce the wine, and I'll consent
To lose a day in merriment.
The golden hour of social glee
Is doubly dear when pass'd with thee;
Thy playful wit can give each minute
Charms, that no common year hath in it;
Thy mirth can gild the very sands
Of vulgar Time, and draw the bands
Of tender friendship; at thy will—
De'll burn me, Tom! I love thee still.

Well, hang it, man! why don't you go,
How can I roap without you sow?
Come, let your keys; I long to see
The generous liquor flowing free!
For won't—then, Tom, may I be d—d
If ever favor from your hand,
Or dinner at your house, I take,
Or live a sinner for your sake:
But mind me, Tom! we're one no more,
I know you deem your friend a bore;
And he, in turn—before we part—
Ne'er valued much your stony heart;
And as to Acad—why, this is true.
A pig has brains, and so have you:
And though you have the best of wine,
Tom, you shall love no child of mine!

MAJOR RIDLEY.

We wish we knew the writer of the following beautiful verses which are here copied from a late number of the Providence Journal.

STANZAS.

"—He that sits above
In his calm glory, will forgive the love
His creatures bear each other, even if blent
With a vain worship; for its close is dim
Ever with grief, which leads the wrong soul back to Him!"
Be thy name whisper'd where the silver dew
Steals the leaves of clustering roses through,
With bright and freshening power:
And where the waters follow to the play
Of earliest sunshine—o'er the sands away,
At morning's hour.
Be thy name whisper'd where the bough hath stirr'd
To the last nestlings of the weedy bird,
Its silent mate beside;
And where the voice of mirth hath ceased to fall,
And far o'er fading paths the shadows fall
At even tide.
For thou whose beauty to the dust hath gone,
Wert soft or joyous, like the eve or morn!
And therefore these should be
In hearts fill'd up with visions to the last,
Of thy young smiles and loving accents past:
Memories of thee.
Be thy thought counted where the stars are bright
Within the chambers of the dreamy night;
Thy kindling thoughts and deep:
And where through summer clouds the lightning flings
Quick, tremulous sparks from its flashing wings,
To banish sleep!
Thine outward loveliness—where'er they meet,
Light, blooming forms, and ever graceful feet,
And voices sweet and gay!
There duly, fondly, ere the joy be done—
Shall rise to faithful lips the praise of one
Gathered away.
Thy grave!—not far and lone its sad repose,
As cold o'er some, alas! the mould doth close,
Dead in a foreign land!
Thou with familiar things art gently laid,
And oft may they who with thy childhood play'd,
Beside thee stand.
Thy rest! thy rest!—go where the sun is pouring
His golden glory unto eras adoring
Beneath this Sabbath even!
Hath peace, hath confidence not here its birth?
E'en mid the lowly temples of the earth!
Thou—art in Heaven! ANNA.
September 16th. 1832.

[From the London Age.]

FANNY KEMBLE A ROBBER.

Dear Age—
I tell with equal truth and grief,
That Fanny Kemble is a thief;
Before the urchin, well could go,
She stole the whiteness of the snow;
And more—that whiteness to adorn—
She stole the blushes of the morn;
Stole all the softness, either pours
On primrose buds, in vernal showers.
There's no repeating all her wiles:
She stole the Grace's winning smiles;
'Twas quickly seen she robbed the sky,
To plant a star in either eye;
She pilfer'd orient pearls for teeth,
And stole the Morn's ambrosial breath;
The cherry, steep'd in spangled dew,
Gave moisture to her lips—and hue.
These were her infant sports—a store
To which in time she added more;
For then she stole from Cyrus' Queen
Her air, and love-commanding mien;
Stole Juno's dignity; and stole
From Pallas—sense to charm the soul.
She play'd, the Muses from their hill,
Wonder'd who thus had stol'n their skill:
Great Jove, her pilfering thefts to crown,
Pronounced these beauties all her own:
Pardon'd her crimes—and praise'd her art—
Inspir'd to act a second part—
And Jaffier's Bride! "horrida bellum!"
Has stol'n the heart of—"poor Charles Pelham."

[From a late London Journal.]

ON AN ENGRAVING OF NAPOLEON IN HIS ROBES.

I frankly own that gilded state,
Improves an old legitimate;
That in "the good old times" the kings
Dressed in their robes were pretty things;
For glittering crowns, and garments flowing,
Make royal faces look more knowing;
And majesty's a gorgeous word,
Though sometimes it may seem absurd—
For sans externals at the best
'Tis (with due reverence) but a jest.
Then let the diamond's lustre try
To light the dull unmeaning eye;
Let crimson folds and ermine screen
What's wisely kept from being seen;
They're right—the very fools and knaves,

Aye, e'en the sycophants and slaves,
(Although 'twould not be quite polite,)
Would laugh and sneer at such a sight.
O leave then this caparison'd state
To deck the idly, meanly great;
Give to the Spaniard and the Moor
To worship Ferdinand's tabor:
To Austria's feeble lord impart
Something in place of brains and heart,
Let suits of rich brocade bestow
A mantle for Italian woe.

But it would take up too much time,
To mention all the kings in rhyme;
I'll just en passant, name the Czar,
His rude Cossacks and gemm'd tier;
A sharper deep, who keenly rules
The councils of those faithless fools,
Who set rights, justice, and defiance,
To seal the robe's Holy Alliance.

Ill-judging palmer; would'st thou bind
Such trappings round the splendid mind?
Trust me, the purple ill supplies
Napoleon's living energies.—
Not all the gems of Russia's Czar
Could match his blazing earth-born star—
Not all the crowns of all the kings
That crouched beneath his eagle's wings—
No, though they burn'd like Aric's sky,
Were worth one sparkle of his eye!
Faint him when gazing on the might
Of Egypt's arm, before the fight—
"Soldiers, from those high pyramids,
Ages contemplate heroes' deeds!"
Or paint that young and daring chief
Who scal'd the Alpine snow-clad reef,
When springing on the giant height,
He pointed to the valleys bright,
With ardent brow and flashing eye,
Exclaiming "There lies Italy!"
Dashing along the dangerous ice,
Down many a fearful precipice,
The foremost of the impetuous brave,
Who rushed to glory or the grave;
Or he who from his saddle-bow
Gave laws to half the world below—
Paint him before or since his fall,
Hero or captive—great in all.

Let the thought charger paw the ground,
He brooks not to be harness'd round
With trappings, meet for the share
Of horses at a country fair,
To make the gaping rabble stare.
I'd rather see that flashing eye,
Like his own eagle's, soaring high—
Bending his piercing glances o'er
Entag'd Paesello's score,
See his capricious fondness tease
The lovely child upon his knees,
Than view him deck'd in purple state,
Like some poor weak legitimate!
His was that native lofty power,
That sunk not in affliction's hour;
He left the world a name behind,
To prove the mastery of mind;
A spirit grief could not enchain,
Great in his fortunes—greater in his fall.

The captive exile's mighty woes
Have stain'd the annals of his foes;
He fell—like him of ancient story,
And shook the pillars of their glory;
England! then reel'd thy island-rock,
All Europe felt the moral shock,
And doubting honour's holiest ties,
Nations looked into nations' eyes.—
Though conquests hang upon thy breath,
Thy banners far and wide unfurl'd,
Can they restore the unsullied faith
That made thee, conscience of the world!

D***.

* The address of Napoleon to his soldiers, before the Pyramids of Cheops, and in sight of the enemy's army—"Allez, et souez que, du haut de ces monumens, quarante siecles vous contemplent?"

† "And Samson said, Suffer me that I may feel the pillars whereupon the house stands, that I may lean upon them," &c. &c.—Judges, chap. xvi.

PASSENGERS.

In the packet ship Florida, Griswold, called 5th instant for London—Captain Briccoe, of the British Royal Engineers, lady and 6 children; John Oliphant, Esq. of Auburn; Dr. Markay, Captain Nicholas, Mr. Cowan, Wm. Keen, Esq. Mr. Hudson, Wm. Falconer, Dr. Wood, Mrs. Keating, Miss Woolrich, and James Bergem, Esq. all of England, and 36 in the steerage.

In the Columbia, sailed 1st inst. for London—Mrs. George Oakley and four children, of New-York; Gilbert Stewart, New-York, Esq. and lady, of Boston; Messrs. Josiah Shaw, D. Laird, and Peter Ingouville.

In the Charles Carroll, called 1st inst. for Havre—A. Gordon, Esq. H. B. M. Consul at Havre, lady and servant; B. Gardiner, Esq. American Consul for Palermo, and lady; H. Cornwell, Esq. lady, children and servants, of England; Messrs. W. Pepper, M. D. of Philadelphia; J. McCrackan, of New-York; Leffingwell, of New Haven; C. Bracamonte, and L. C. Montingie, of Tampico; G. Cromailles, of Mexico; J. Poulet, Jr. of France; C. Decroixes, of New-Orleans.

In the packet ship John W. Cater, sailed 5th instant for Jamaica—Rev. Mr. Heman and lady, of Pennsylvania; Rev. Mr. L. Key and lady, of Jamaica; Signors Lecona, and Isaga and servant, of Carthage; Mr. Demare, of New-York, and 2 in the steerage.

For ship Hannibal, from London—Miss S. Cape, Miss E. Granning, Messrs C. Miller, J. J. Scotell, F. Emanuel and L. Myers.

For ship Cuxhaven, from Hamburg—J. J. Preachall, L. Barres, F. Hunckley, H. Rechter and lady, and 91 in the steerage.

For barque St. Leonard, from London—Mr. J. Smith, lady and daughter; Mr. Henry Morley and lady, Mr. Hill and lady. Messrs. Jones, John Tombs, Richard Tombs, Ferguson, and 123 in the steerage.

For brig Freak, from Hull—Mr. E. R. Crump, Mr. & Mrs. Se nior, and 51 in the steerage.

In the ship Albany, from Havre—F. G. Shaw, Boston; Lovell, Purdy, N.Y.; P. Homarell, France; and 140 in the steerage.

In the brig Dorothea, from Hamburg—F. Troeger.
In the brig Marseille, from St. Petersburg—Mr. E. Plasse, of

Denmark, hung himself, one day out from Elsinour, and left the following note—I am tired of living, and am determined to make way with myself the first opportunity—please inform my friends of the act.

In the ship *St. George*, from Liverpool—Mr J. Cox and lady, of Manchester; W. Hurton and lady, of London; F. Hicks and lady, of Belfast; Mrs. Haight and 2 children, Mrs. Hughes, and Miss Powell, of Birmingham; Mr. G. Taylor, of London; D. H. Durand, of New York; J. Wise, of Northampton, and 52 in the steerage.

In the ship *Joshua Bates*, from London—Joseph Jones, and 96 in the steerage.

In the ship *Britannia*, from Liverpool—Townsend Wood and lady, of Liverpool; Messrs. Seawell Tappan, B. S. Field and W. A. Hayden, of Boston; Edward Mullove, of Charleston, S. C.; Rutson Mawry, of Liverpool; Edward Pawpaw, Columbia, S. A.

In the ship *Huntville*, from Liverpool—Rev. J. Barry, lady and 5 children, Misses Ruth Revel, Mary Ann Pemberton, and Eliza Hipple, Dr. T. Blackwood, Rev. Nicholas O'Donnell, of Philadelphia; J. Muagrove, Esq., P. Wiseman, and lady, M. Maning.

In the Br. ship *James & Henry Cuning*, from London—Mrs. H. Errington and 5 children, Alfred West and lady, Messrs. West and Lady, Edmund Bell, Samuel C. Sewell, and 63 in the steerage.

In the Br. ship *Greenock*, from London—Mr. Andrews, lady, and child, Mr. Small and lady, Messrs. Weston, Brondes, Larkin, Goshalska, Oran, Wetherby, and 35 in the steerage.

In the ship *Tallahassee*, from Liverpool—Messrs. J. Heriot, J. Carnegie, G. W. Cadd, Com. Anderson, and Deet J. Quail.

In the brig *Alice*, from Amsterdam—Mr. Haas and lady, and 105 in the steerage.

In the ship *Splendid*, from Liverpool—Messrs. Walker, Brudin, and 31 in the steerage.

In the ship *Brigade*, from Hamburg—M. Andre, N. Andre, M. Harns, C. Curtrons, C. Schutta, J. J. Shellingher, T. Tokes, and one in the steerage.

Per ship *Philadelphia*, from London—Lieut. Col. Eden, British Army, lady, son and servant; Mr. S. Hawes, lady, family and three servants; Dr. H. R. Goodman, lady and son, London; Mrs. Holloway, do; Mr. H. Holland, lady and servant, England; Capt. William Ramey and servant, U. S.; C. G. B. Barry and servant, U. S. N.; Col. Miller Hallows, Canadian Army; Dr. S. S. Peck, N. York; George M. Walburg, Esq., Georgia; Sylvester Hovey, Prof. Amherst College, Mass.; Charles Sagg, Prof. Vienna; George Harvey, Artist, Boston; Henry Bergh, N. York; John Atkins, England; Don Antonio Arguonzoniz, Mexico; and Robert Hunter, Jr., Cowes, Isle of Wight.

Per ship *Saluda*, from Charleston—Rev. Bishop Bowen, Rev. A. Gibbs, L. Logan, Messrs. Paterson, Heyward, and four in the steerage.

Per ship *Vestal*, from Liverpool—Messrs. W. J. & E. Mantrin.

In the new packet ship *George Washington*, sailed yesterday for Liverpool—Mr. Clarke and lady, of Boston; Mrs. and Miss Winwright, of do; Miss Hay, Messrs. Weyman, S. J. Tobias, J. Richardson, N. Thorn, Ward, Sheldon, Resonand, Langton, and Steel, of N. York; H. Ransford, of British Navy; Todd, of Boston; A. Duncar, of Canada; Rev. Mr. Cartwright, D. Rankin, W. Heachmer, and Dr. Robinson, of Kingston, Jan; Mr. Bardon, of France; Geo. Soney, of Ireland; Brownell, and Edkin, of S. America; Joaquin M. Errazu, Ledward, and Master Ledward, of Mexico, and Col. De Larre, of Canada.

MARRIAGES.

MARRIED—On Thursday evening, 4th inst., by the Rev. Dr. Cox, Henry W. Taylor, Esq., of Canandaigua, N. Y. to Miss Martha C. Masters, eldest daughter of Thomas Masters, Esq. of this city.

In this city on Thursday evening, October 4, by Rev. Joe Parker, Thomas Moseley, of Pittsfield, Mass. to Maria Nancy Tillotson, of Farmington, Conn.

At the Western Hotel, last evening, by the Rev. Joel Parker, Mr. Charles E. Mudge, of Cincinnati, Ohio, to Miss Anne A. Mudge, of Lynn, Mass.

On Wednesday evening 10th inst. by the Reverend Jacob Brodhead, Mr. Henry Beach, Merchant, of New Orleans, to Miss Elizabeth A., daughter of Martin E. Thompson, Esq. of this city.

On Wednesday evening, the 10th instant, by the Rev. William Parkinson, Mr. Alfred Anderson Smith, to Miss Catharine Matilda Wines, daughter of Salem Wines, Esq. of this city.

On Tuesday evening, the 9th instant, by the Rev. Bishop Onderdonk, William A. Hunter, M. D. to Catharine, daughter of the late Charles Stewart, Esq.

At Stonington, (Conn.) on Monday evening, Oct. 1, by the Rev. J. Whittlesey, Mr. Giles Babcock, of New Orleans, to Miss Ann E., daughter of Samuel F. Benson, Esq. of the former place.

In Bazetta, Ohio, on the 13th inst., by the Rev. Joseph W. Davis, Mr. Eli W. Dray, to Miss Permelia Davis.

At Mecca, Ohio, on the 13th inst., by the Rev. O. S. Eels, Mr. Aaron Davis, to Miss Elvira C. Knox.

In Canfield, Ohio, on the 11th inst., by the Rev. Wm. O. Stratton, Mr. Lyman Warner, to Miss Mary Tanner; Mr. James Jones, to Miss Hulda Tanner; and Mr. David Hollister, to Miss Jane Tanner, all daughters of Mr. Edmund P. Tanner.

In Brunswick Co., Va., on the 5th inst., at the residence of Richard W. Field, Esq. by the Rev. Wm. S. Plomer, of Petersburg, the Rev. Thomas P. Hunt, of Wilmington, N. C., to Miss Ann M. Field, eldest daughter of the late Dr. Richard Field.

In Brunswick Co., Va., on the 19th ult., by the Rev. John Grammer, Doctor Theophilus Meade, of Southampton, to Miss Susan Haskins.

In Brunswick Co., Va., on the 12th ult., Mr. Ephraim J. Rawlings, to Miss Sarah Ann Wingfield.

DEATHS.

DIED—Thursday afternoon, Oct. 4th, of a lingering illness, Margaret, wife of Pierre M. Irving, aged 23 years.

Friday evening, Oct. 5, of a lingering illness, Elizabeth, the wife of R. Graves, M. D. in the 62nd year of her age.

On Saturday morning, Oct. 6, of inflammation of the brain, Mr. Patrick Harzodon, in the 81st year of his age.

On Sunday morning, October 7th, at the country residence of Mrs. Hobart, near Springfield, N. J. Jane Candler, eldest daughter of the late Rt. Rev. Bishop Hobart in the 32nd year of her age.

On Saturday afternoon, 6th inst. of consumption, aged 31 years, Mrs. Eliza R. wife of Mr. Peter Pottion.

Yesterday afternoon, after a lingering illness, Mary Anna Town, in the 23d year of her age, daughter of Charles Town. Last evening, after an illness of three months, Mr. Philo Judson, of this city, aged 61 years.

Suddenly, on Wednesday Evening, in the 42d year of age, Smith Thomas.

On Wednesday afternoon, Thomas Stokes, Esq. aged 68 years.

At Jersey City, on Wednesday, the 10th instant, of Apoplexy, Mr. William Durant, in the 54th year of his age.

On the 27th ult. at Brooklyn, Conn. Mrs. Sabrina Kellogg, wife of the Rev. Ezra B. Kellogg, in the 34th year of her age. Mrs. Kellogg was extensively and favorably known in this State and in Ohio.

In Howland, Ohio, on the 18th inst., very suddenly, Mr. Samuel Ew. T. aged 27 years.

In Lexington, Ky., on the 25th of August, in the 88th year of her age, Mrs. Susanna Hart, widow and relict of the late Col. Thomas Hart.

At Sheffield, England, on the 3d of September last, Rosa Elizabeth, aged twenty-six years, wife of Mr. Samuel Butler, and daughter of the late Theodore Bliss, of this city.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 137 persons during the week ending on Saturday last, 6th inst. viz:—43 men, 36 women, 33 boys, and 25 girls—of whom 30 were of the age of 1 year and under, 14 between 1 and 2, 12 between 2 and 5, 3 between 5 and 10, 7 between 10 and 20, 13 between 20 and 30, 13 between 30 and 40, 22 between 40 and 50, 12 between 50 and 60, 7 between 60 and 70, 1 between 70 and 80, and 1 between 80 and 90.

Diseases: Apoplexy 2, casualty 2, cholera morbus 1, cholera malignant 2, consumption 27, convulsions 10, dropsy 2, dropsy in the head 9, diphtheria 1, dysentery 9, fever 1, fever scarlet 3, fever typhus 2, flux infantile 9, hives or croup 2, inflammation of the bowels 3, inflammation of the liver 2, inflammation of the stomach 1, intemperance 1, marasmus 3, measles 1, old age 2, palsy 1, peripneumony 1, pleurisy 1, scirrhus of the liver 1, still-born 6, tabes mesenterica 2, teething 2, unknown 3, whooping cough 1.

ABRAHAM D. STEPHENS, City Inspector.

The following are the weekly interments in this city since the 30th June—specifying the number from Cholera Malignant:

| Week ending July 7—191 interments, of which 56 of Cholera | | |
|---|---|-----|
| Do. do. 14—510 | " | 338 |
| Do. do. 21—867 | " | 716 |
| Do. do. 28—879 | " | 686 |
| Do. do. August 4—580 | " | 383 |
| Do. do. 11—457 | " | 281 |
| Do. do. 18—444 | " | 222 |
| Do. do. 25—391 | " | 178 |
| Do. do. Sept. 1—324 | " | 138 |
| Do. do. 8—355 | " | 201 |
| Do. do. 15—291 | " | 128 |
| Do. do. 22—238 | " | 72 |
| Do. do. 29—180 | " | 50 |
| Do. do. October 6—137 | " | 24 |

Total since 30th June, 5,874 interments 3,471 of Cholera

COAL TRADE.

During the week ending Sept. 29th, 32 schooners and sloops, and 2 barges, cleared from Rondout, laden with Lackawanna Coal: of these 5 were bound to New-York, 3 to Boston, 2 to Fall River, 6 to Providence, 1 to Worcester, 1 to Cambridgeport, 1 to New-Bedford, 1 to Troy, 2 to Hudson, 1 to Stuyvesant, 1 to Coxsackie, 2 to Poughkeepsie, 1 to Beddows Island, 1 to Norwich, 1 to Newburgh, 1 to Taunton, 1 to Williamsburg, 1 to Governor's Island, 1 to Youkers, and 1 to Fishkill.

Delaware and Hudson Canal, Tide Water, Eddyville. Arrived during the week ending Sept. 29th, 40 boats, with general freight;—rafts; and 121 coal boats, with 3,666 tons 16 cwt. which, with 43,374 tons 5 cwt. per last report, makes the total amount of coal received this year 52,041 tons 1 cwt.

Cleared during the week, 146 boats.

JAMES LOCKWOOD, Collector.

NOTICE.

NOTICE IS HEREBY GIVEN, that Books of Subscription to the Capital Stock of "THE NEW-YORK AND ERIE RAILROAD COMPANY" will be opened on the 18th and 19th days of October next, at 10 o'clock A. M. at the Merchants' Exchange, in the city of New-York, and also at Manning's Hotel, in the village of Owego. The Shares are one hundred dollars each. A payment of five dollars on each Share is to be made at the time of subscription.

COMMISSIONERS—

| | |
|-----------------------|----------------------|
| Isaac Lawrence | H. Van Wagenen |
| Jerome Johnson | Michael Burnham |
| Eleazar Lord | Gideon Lee |
| Richard M. Lawrence | Cornelius Hansen |
| Robert Bulod | Robert White |
| John P. Stagg | Samuel Swartwout |
| Peter I. Nevius | Ellis Riggs |
| George Curtis | Lyman Corvill |
| John Haggerty | Jeremiah H. Pierson |
| Thomas A. Ronalds | Randal S. Street |
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| Nathaniel Weed | Charles Henry Hall |
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| George D. Wickham | Gould Hoyt |
| John Hallock, Jun. | William H. Bull |
| Stacy Beakes | John Magee. |
| Selah Reeves | |

RAILROAD IRON.

The subscribers having executed large orders for the Canal Commissioners of Pennsylvania, as well as for several Incorporated Companies, have made such arrangements in England, and where one of the Partners now is, as will enable them to import it on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Pins, Wedges, Spikes, and Splicing Plates, in use, both in this country and Great Britain, will be exhibited.

Apply to A. & G. RALSTON, Philadelphia, Sept. 15th, 1832.

* They have on hand *Railway Iron Bars*, viz: 95 tons, of 1 inch by 1 inch—200 do. 1 1/2 by 1 1/2—133 do. 1 1/2 by 1 1/2—300 do. 2 by 1 1/2—8 do. 2 1/2 by 1 1/2—in lengths of 15 feet each, with 12 countersunk holes, and the ends cut at an angle of 45 degrees; 300 tons, of 2 1/2 by 1 1/2; with Splicing Plates and Nails, shortly expected.

This iron will be sold duty free, to State Governments and Incorporated Companies, and the drawback taken in part payment.

POSTSCRIPT.

LATER FROM ENGLAND.—The packet ship *Philadelpia* from London arrived on Thursday, bringing papers of 16th ult. We are indebted to the Daily Advertiser for the items from them that follow—which, however, are of very little interest.

It is stated in the London Court Journal, that Joseph Buonaparte had taken for one year, the house of General Sir George Ashe, No 23, Park Crescent.

A second division of recruits, raised in England, left the rendezvous in Westminster, on the 2d Sept. to join Don Pedro. The division consisted of 170 men, most of them farmers. They went out in steamers.

Charles X and his family having signified to the King of England his purpose of leaving Great Britain, was informed very courteously that some vessel of the Royal navy would be put at his disposal to convey himself and family to the continent. Subsequently, on the representation as was supposed of M. de Mareuil, the French resident minister, this offer was withdrawn, and the Duchess of Angoulême had proceeded in an ordinary packet boat to Rotterdam.

Don Pedro continued to fortify Oporto, and Miguel to make unsuccessful attacks.

Coffee, British Plantation, had recovered the 1.6d it had lost. Foreign Coffee, dull. Cotton, brisk. Saltpetre, 34 a 34s 6d.

Sales of Cotton at Liverpool, Monday 10th, 8000 bales; 11th, 4000; 12th, 5000—at full prices.

London, Sept. 16.—Don Pedro has not advanced, but on every side we hear of preparations made to enable him to carry on the war with superior means, while Miguel keeps at a prudent distance, most deeply penetrated with the wisdom of that sage maxim, which teaches

"The better part of valor is discretion."

Great efforts have been made by the invader to fortify Oporto, and we are told that it is almost impregnable. One who is on the spot writes:—

Nothing new had taken place in Portugal; but the prospects of Don Pedro had assumed a more promising aspect, from the active interest taken in his favor both in England and France. Vessels were preparing to sail for Oporto, with men, arms, provisions, &c., and several had already departed. Constitutionalists and soldiers who had served in favor of freedom in the Peninsula, are now proceeding to support the common cause in Portugal. Several hundred Poles are also to be added to the army of Donna Maria, which will soon be enlarged, it is said, to double its present numbers.

FALL ARRANGEMENT.

THE PATERSON AND HUDSON RIVER RAILROAD continues in operation from Paterson to Aquackanonk, which is within ten miles of the Ferries at Hoboken and Jersey City, and until further notice, a passenger Car will depart from the Depots at those places daily, (Sundays excepted) at the following times:—

| FROM PATERSON. | FROM AQUACKANONK. |
|---------------------|---|
| At 8 o'clock, A.M. | At half past 10 o'clock, A.M. |
| 1/2 before 10 do do | 1/2 before 1 do do P.M. |
| 12 do do | half past 3 do do |
| 3 do P.M. | 5 do do |
| half past 4 do do | half past 6 do do or, as soon as the last stage arrives there from N. York. |

ON SUNDAYS.

| At 8 o'clock, A.M. | At 9 o'clock, A.M. |
|----------------------|--------------------|
| half past 9 do do | 10 do do |
| half past 12 do P.M. | 2 do P.M. |
| half past 4 do do | half past 5 do do |

Parties of twenty or more persons can be accommodated at either of the above hours with a private Car.

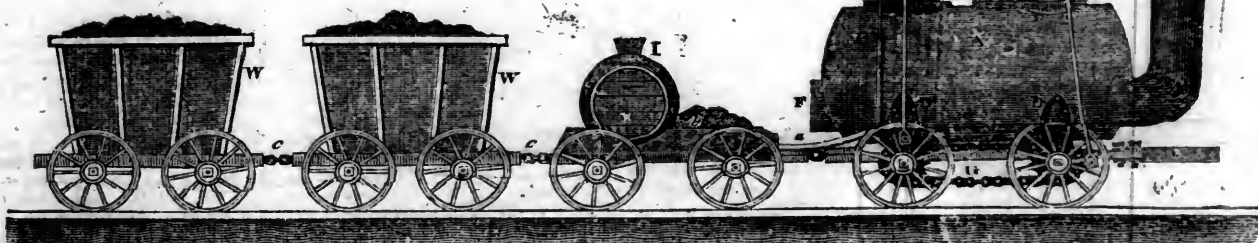
These villages have become remarkably healthy, and persons who wish to avail themselves of this rapid, delightful and safe mode of travelling, will now have a favorable opportunity afforded to them.

Distance 41 miles, average passage 22 minutes. Fare 15 cents—Children under 13 years half price.

By order, E. B. D. OGDEN, Secy. The Editors of Newspapers who advertise for the Company, will please to insert the above in the place of the former advertisement. Paterson, October 1, 1832.

TOWNSEND & DUREE, Rope Manufacturers, having machinery for making ropes of any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Rope, the public are referred to J. B. Jarvis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County, Pennsylvania. Palmyra, Wayne County, New-York, 1st mo. 2nd, 1832.

A M E R I C A N



RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS

OFFICE, 35 WALL-STREET.

NEW-YORK, OCTOBER 20, 1832.

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The JOURNAL AND ADVOCATE is published every Saturday, at No. 35 Wall street, New York, at three dollars a year, in advance.

AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, OCTOBER 20, 1832.

NEW LOCOMOTIVE ENGINE.—We were much gratified a day or two since, by a visit to the machine shop of Mr. Wm. T. James, No. 40 Eldridge st., where we saw in operation, on a short temporary Railway in his yard; a Locomotive Engine, constructed upon an entirely different plan from any that we have before seen. No part of the engine, except the boiler and smoke-pipe, is over thirty-nine inches above the surface of the rails; and it is so constructed that no fire falls from the furnace, nor is a spark even seen to rise from the smoke-pipe. The cylinders are on the outside, and below the top of the wheels. It is to carry its own fuel and water: and the fire is driven by a bellows, worked by the machinery, and therefore is always in proportion to the velocity. It is estimated to weigh, with the supply of water and fuel on board, three and a half tons; and to run from thirty to forty miles an hour. Its power is equal to sixteen horses.

To give some idea of the ease with which it is controlled when under way, we saw it run a distance of about fifty feet, forward and backward, eight times in sixty-three seconds, including stops.

Mr. James placed it upon wheels without flange, a few days since, and run it over the pavements and Third Avenue, to Yorkville, about five miles—took

breakfast—and then returned to the city. The performance, he said, was highly interesting to those who saw it under-way, and altogether satisfactory to himself. He has it in contemplation to take it to Baltimore in a few days, to give it a fair trial. It will be found, we predict, an ingenious and valuable addition to those already in successful operation on their Railroads. We wish Mr. James success in his efforts to introduce Locomotives upon his plan, for it is called the AMERICAN.

RAILROAD MEETING.—A meeting of the citizens of Selma and its vicinity will be holden at the house of William Huddleston on Saturday the 20th inst., to consult upon the measures proper to be taken in relation to the contemplated Railroad to connect the waters of the Tennessee and Alabama rivers. A general attendance of the people of the county is earnestly requested.—[Knoxville (Tenn.) Register.]

RAILROAD.—We understand that the Locomotive Engine extended her trips on the line of the Railroad, on Friday, to the 25th mile, which distance she run up and down twice, making an aggregate of 140 miles, with a train of passenger cars. This was effected without interfering with the daily business assigned for her performance, having stopped the usual time at the different stations, to receive and land passengers.

She left the city at 1.4 past 6 A. M. stopped at Jerico, Woodstock, Summerville and Lawrence's, to take in wood, oil, &c. and reached the 35 mile station at 9 o'clock—detained 10 minutes—started on her return to the Depository, where she arrived at 10 minutes past 12 M.—departed on afternoon's trip at 1.4 past 1 P. M. arrived at 35 mile station at half past 3 P. M.—returned at 1.4 past 4, and reached the Depository at 10 min. past 7 P. M.—having travelled the whole distance in less than twelve running hours, including all stoppages. This, at her usual and daily speed of travel, will leave no doubt of the ability of Locomotives to carry passengers through in day light to Augusta, allowing time for meals. The distance we learn being but 136 miles.—[Charleston Patriot, Oct. 1.]

[From the Baltimore American.]

At the celebration of the New Castle and Frenchtown Railroad Company, to which we alluded yesterday, the following, among other toasts, were given by gentlemen present on the occasion:

Wm. D. Lewis gave—Philip E. Thomas, Esq. the faithful and efficient President of the Baltimore and Ohio Railroad Company. The Daniel Boone of Railroads in America.

S. Nevins gave—The memory of Oliver Evans—the inflexible pioneer, the leveller of the mountains and forests, that were in the way of those facilities which his early labors did so much to put within the grasp of those who live after him.

Major Stockton gave—General Winchester, the President of the Baltimore and Susquehanna Rail-

road Company—liberal and intelligent, may the affairs of the company, over which he presides, prosper.

Hon. Judge Johns gave—Robert L. Stevens, Esq. the President of the Camden and Amboy Railroad Company—we look to the success of the magnificent enterprise to which his fine talents are now devoted, with no less confidence than delight.

Col. C. G. Childs gave—The noble steamboat Wm. Penn, and her able and accomplished commander—May the one long run to comfort passengers, and the other long live to enjoy the prosperity he merits, his claims to which are so handsomely exemplified by his courtesies on this delightful occasion.

Col. McKenney gave—The GRAND TRIO—Steam, Mechanics, and Enterprise—The annihilators of time and space, as exemplified to-day on the New Castle and Frenchtown Railroad—prosperity to the originators and successful prosecutors of this great national convenience.

Mr. Vaughan gave—The memory of Fulton, who rendered steamboats efficient, and furnished the strongest link of the chain to bind the United States together.

Mr. Kneass gave—The memory of time and space, annihilated by Railroad intercommunication—The means, science and art—the final cause of national prosperity.

Mr. Teackle, of Maryland, gave—The American system, and the integrity of the Union—Demonstrated by the man who would meditate the severance of the States.

Whilst their majesties were visiting Virginia Water on Friday last, Mr. Hale had the honor of exhibiting before them the model of a steamboat which moved by clock work; it was nearly two yards long and one wide, and a double keel, through one of which the water passed, which is intended to do away with the inconvenience of paddles. A steam vessel of fifty tons burthen has been constructed upon similar principles, and promises to answer the most sanguine expectations of its ingenious inventor. Mr. Hale, we are informed, is a descendant of Chief Justice Hale.—[London paper.]

Under our agricultural head will be found a very interesting communication from Mr. Herbemont, of Columbia, S. C. upon Wine-making. It will be gratifying, we doubt not, to our readers, to learn that Mr. H. has been so successful in the cultivation of the Vine—as it will undoubtedly induce others to engage in the same pursuit.

We also give an extract from the "Manual" of J. H. Cobb, Esq. of Dedham, Mass. upon the growth of the Mulberry Tree and the culture of Silk; together with an interesting correspondence with the same gentleman, relative to the reeling of cocoons. We commend them to the particular notice of our readers, as we deem both subjects of much importance to our country.

From the Baltimore American of October 8th.

On Saturday afternoon last an experiment was made on the Baltimore and Susquehanna Railroad with the locomotive engine "Herald," as recently improved by the engineers of the company. This machine, when received from England, was intended to run upon four large wheels, but on account of the very short curves in the road, it could not be used with safety. To obviate this difficulty, the front wheels were removed, and a small frame, upon four wheels of the customary size, placed under the forepart of the engine, making the whole rest upon six wheels, which are now so arranged that they accommodate themselves to the curves. In order, therefore, to test formally the value of this improvement, the Directors of the Company, on Saturday last, invited a large party of gentlemen, consisting of the Directors of the Baltimore and Ohio Railroad Company, a number of respectable citizens and several strangers, to witness the performance of the locomotive. At three o'clock the train, comprising the engine and tender, and five passenger cars, containing about one hundred and thirty-five persons in all, left the depot on Belvidere street, and proceeded up the Westminster Branch of the road as far as it is completed, to Owing's mills, seventeen miles from the city. The distance to Green Spring, thirteen miles, was performed in fine style, but owing to several stoppages, the precise time could not be accurately ascertained. On their return to Green Spring, the party partook of a plentiful collation, after which the train started homewards, and reached the depot at a few minutes past six o'clock, making the time occupied in the return trip from that place to Baltimore, exactly forty-seven minutes. Occasionally, both going and returning, where the road would permit, the engine ran at the rate of from twenty-five to thirty miles per hour with great ease.

The day was very pleasant and the company appeared delighted with the excursion. Passing through a most beautiful and romantic country, all were pleased with the novel appearance of nature as the train swiftly glided along, leaving objects far behind which but a moment before were seen at some distance ahead. The rapidity of the motion was not less pleasing on account of the feeling of perfect safety which pervaded all, than from a knowledge of the fact that the achievement was performed wholly independent of animal power. The control which the engineer appeared to possess over the locomotive was also a subject of pleasing remark. The whole train, as was practically demonstrated, could be stopped in the distance of a few feet, and with greater facility than a common stage coach; and a retrograde motion is effected with the greatest ease. The speed was also accelerated or diminished in the most admirable manner. The perfect adaptation of the locomotive to the shortest curves of the road seemed to leave nothing further to be desired on that head;—indeed so admirably did the train accommodate itself to the various sinuities, that ere the hindmost carriages had passed one turn, the engine had already entered upon another. The transition from one track of the road to the other was also accomplished with no other trouble than the temporary diminution of the speed; and so perfect seemed every operation connected with the locomotive, that no one, after witnessing the highly interesting experiment of Saturday, can feel any doubt as to the entire applicability of steam to Railroad purposes.

Baltimore and Washington Railroad.—Appended to the Railroad Report, which we published yesterday, is a paper from the office of the Chief Engineer, detailing the progress made in surveying, &c., a route for the lateral Railway to the city of Washington. No final decision has yet been made, nor have the surveys been completed. This has been occasioned by the great extent and number of surveys, and the extreme accuracy and minuteness required, before making a final choice between different locations. The determination of the company is to make the work of that character that no other work "of any conceivable description" can be brought into competition with it hereafter. They look to it as a link in a chain of Internal Communication, connecting the seat of the General Government by a line of roads parallel with the coast, through Richmond, Charleston and Savannah, southwardly, and Baltimore, Philadelphia and New York, towards the north. In the present report nothing is furnished beyond a concise general description of the country, and the proposed plan and profile of the Railroad.

The chief engineer assures, as the result to be ef-

fect by the contemplated road, an average velocity of twenty miles an hour, making the trip between the two cities about two hours. At this rate he proposes to convey a train of six cars, containing one hundred passengers, for which a locomotive engine, weighing six tons, would be required. To produce these effects it is necessary that the road should be comparatively straight, or with curves so small, that engines may be used in all respects like those on the Liverpool and Manchester road, and that its inclination should not exceed twenty feet the mile. This necessity will of course enhance the difficulty of the undertaking, and require more minute survey. The minimum radius of curvature was assumed at 1400 feet; but it has already been ascertained that none less than 2,000, and very few less than 3,000, will be necessary.

The estimated expense of constructing the road, upon the line now under examination, with a double track, is put down in the Report at \$1,555,500 47, in the following manner:—

| | |
|--|----------------|
| Graduation, | \$779,511 85 |
| Masonry, | 239,145 00 |
| Railway (double track), | 435,000 00 |
| | 1,453,663 15 |
| Add ten per cent. on masonry and graduation for contingencies and superintendence, | 101,866 32 |
| | \$1,555,529 47 |

This estimate is of course variable with the result of the experimental surveys which have been ordered, and are now going on. It is believed to be the highest rate possible.—[American.]

On the Comparative Merits of Canals and Railroads.

[Continued from page 660.]

"WEAR OF WAGONS.—The bodies or beds must be renewed every two years. These bodies cost thirty dollars. The iron work would be good at the end of the two years, and thus the renewing would cost about \$10 or \$5 per year. The wheels will last five years, if well chilled, but, with the loose wheels, the flanges will wear out first, to wit: J. Archbold, the superintendent, thinks in three years, and hence they are going to adopt the method of fast wheels as decidedly the best.

"The seats must be renewed once a year. They cost about \$1.75 per wagon. The axle must be taken off, and new collars put on, and turned once a year—cost \$3: add for contingencies, such as repairing brakes and other matters, \$5.25 per annum; making the annual repairs of a wagon, \$15."

In order to perpetuate the wagon, we must add, for the renewing of the wheels, say \$7.75 per annum and \$7.20 for interest, + \$2.40 for interest on spare wagons—the whole amounting to \$32.35, as the entire estimated annual charge incident to the use of a coal wagon used on this Railroad.

The wagons are made to travel four miles per hour on this railway, and they will therefore make one trip in a day, to wit, 16 miles with coal, and 16 miles back empty. The operations upon this railway being also affected by the navigation upon a canal, we will assume 225 days as the duration of the year's work; and one wagon will carry in a year $2\frac{1}{2} \times 16 \times 225 = 9000$ tons coal, one mile, for 3235 cents, being one-third of a cent per ton per mile, and just one half the estimate at Mauch Chunk, given in page 164, document No. 18.

The cost of coal wagons, however, will continue to be greater than that of cars on other railways, in consequence of the greater wear and tear of the bodies.

With regard to the cost of transportation on this railway, between Carbondale and Honesdale, I have no doubt that it is three or four fold more than it would be on a level railway of equal length, even with the imperfect wagons there employed. A level road would be 16 miles in length. From Carbondale the coal is elevated to the summit of the mountain at Rix's Gap, by means of five stationary steam engines, that work as many inclined planes. There are short levels between, worked by animal power, and there is from the mines to the foot of plane No. 1, at Carbondale, a distance of 2250 feet, having an ascent of 1 in 75, also worked by horses. The whole altitude overcome in ascending the mountain is about 850 feet. The wagons used have a friction in equilibrium with gravity, on an inclination from a level of 26.4 feet in a mile. Wherefore, the power of traction would be doubled on an ascent of 26.4 feet in a mile. Hence the gravity opposes an ascent of each 26.4 feet, with a force equal to that opposed by the friction on a mile of the level parts of the railway; and consequently, as many

times 26.4 as is contained in 850 feet, the rise of the mountain, by just so many miles of level road would it virtually lengthen the distance. This will add 32 miles to the 16. Again: although the roads descend about 700 feet by gravity upon self-acting planes, yet the cost of ropes and other machinery is so considerable, that I doubt not other 16 miles should be added; and we thus conclude that a level railway, 64 miles in length, between Carbondale and Honesdale, would be as economical as the present one, which is only 16 miles in length.

Benjamin Wright, whose name has been already mentioned, had, it appears from page 173, document No. 18, examined into the cost of transportation on this railway, at the desire of the company, and reported the cost to be from 3 $\frac{1}{2}$ to 3 $\frac{3}{4}$ cents per ton per mile, and we have every confidence in the correctness of his statement. When we visited that road, we found it to be about 3 $\frac{1}{2}$ cents per ton per mile, when the quantity of coal transported was 950 tons daily. But the engines and machinery were calculated for a transit of 400 tons daily, and it was the opinion of the superintendent, when the latter mentioned tonnage should be passed, which they expected to effect, the cost would be reduced to about 2 $\frac{1}{2}$ cents per ton per mile, or 3 $\frac{1}{4}$ cents for the 16 miles.

Taking, however, the cost at 3 $\frac{1}{2}$ cents, and equating for a level road, we have 64 : 16 :: 3 $\frac{1}{2}$ to very little more $\frac{1}{2}$ of a cent per ton per mile.

Inclined planes, worked by stationary power, become quite expensive per ton per mile, however, when the tonnage is so small as 250 tons per day, or about 56,000 tons in a year of 225 days, which, it appears, is the time calculated upon for the navigation that is to connect the market with the railway. Let the quantity be increased to from 500 to 1000 tons per day, which it should be on a great line of railway, and let the railway be untrammelled by a canal, so that it could continue active through the winter season, and the case will be widely different.

It should be recollected that the Delaware and Hudson Canal Company have had the honor of being the first in America to introduce the stationary steam engine system upon a railway. May they be well rewarded for their enterprise!

Presuming that it will not be doubted by any one that so small a quantity as 56,000—one per annum is transported 16 miles across a mountain summit 850 feet in height above the termini of the road in the manner that has been mentioned, at a cost of about 3 1-4 cents per ton per mile, including the pay, hire, boarding, and feeding, of all the men and horses, and the cost of harness; also, superintendence, and the depot expenses at Honesdale; also, the expenses of working the engines, fuel, and engineering; the repairs of ropes and of wagons, and the supply of oil; do we not see how entirely practicable it is to pass the Alleghany mountain, from the eastern to the western waters, in precisely the same manner?

It would not require more than double the altitude already mentioned, and perhaps not so much, to connect the parts of the railroad upon which the locomotive engine could ply on either side, by a line of railway without a tunnel, that should be worked with stationary power. The length of this part of the railway, as it would overcome say double the height, would likewise be twice the length of the railroad of the Delaware and Hudson Company; consequently, since the fuel would be equally abundant and cheap on the Alleghany, the transportation should not cost more than on that road in the distance embraced by the system of inclined planes and stationary engines, notwithstanding that the amount of tonnage should be vastly less than that which would unquestionably pass upon a railway that should connect the tides of the Chesapeake with the steamboat navigation of the Ohio. When passengers shall be added to the conveyance, as they will be across the mountains, the railway being continuous and operative throughout the year, it could not fail to be immensely profitable, as a stock, and proportionably advantageous to the country.

The charge for the carriage of commodities from Baltimore to Wheeling, on the turnpike road, averages about 2 cents per lb. or \$44.80 per ton on the whole distance of 266 miles, being at the rate of about 17 cents per ton per mile!

We will now compare this with what may be the cost of transit per ton per mile over that part of a railway, to connect the Chesapeake and Ohio, which would be much the most expensive to manage, as it would necessarily be incumbered with the stationary system and inclined planes. Length 32 miles.

The route may be supposed pretty expensive, and may probably cost \$20,000 per mile in the construction, or \$640,000. Sixteen stationary steam en-

gines, houses and fixtures, at \$10,000 each, (\$6,000 was the cost on the Delaware and Hudson railroad, but these should be more powerful,) is 160,000, making together \$800,000, or 25,000 per mile; the annual interest of which is \$1,500, and for the present we shall assume the repairs of the railway at \$500 per mile per annum. The annual charge for the capital, including repairs of the railway, therefore, is \$2000 per mile.

We shall now assume, (which will be too low,) that only about thrice the tonnage shall pass the Alleghenies, in both directions, in the year of 312 days, that has been mentioned as passing in one direction only on the Delaware and Hudson railroad, in 225 days, to wit, 150,000 tons. A toll of 1 1/3 cents per ton per mile will pay the estimate of 2,000 dollars for interest and repairs; and if we assume the cost of transportation to be equal to that on the other railway, under the disadvantages mentioned above in relation to it, that is, 3 1/4 cents, then the toll and transportation together will amount to 4 7/12, or a little exceeding 4 1/2 cts per ton per mile.

It is highly probable, therefore, that the entire charge upon this mountain section of the railroad will not exceed the one-fourth part of the present rate of charge upon our turnpike roads. The charge of 4 1/2 cents will not be far from that which the Baltimore and Ohio Railroad Company is allowed by law to make. The investment would therefore be remunerated, while the public could be saved three-fourths of the cost of carriage on the turnpike road, upon a trade immensely augmented.

It will be recollected that this result in the calculation has been attained without allowing any income from the conveyance of passengers, and likewise without drawing to the aid of this expensive section any part of the greater profits to accrue from the more level portions, and which will constitute by far the greater part of the entire railway.

Although the stationary system is entirely practicable, yet being more expensive than either that of locomotive engines or horses, that system should not be resorted to upon a level, nor upon grades where the other modes will apply to advantage. It should therefore be employed only where great and sudden changes of altitude have to be met.

In the parallel which we have just drawn between the railway of the Delaware and Hudson Company, and one which should be made to overcome that part of a route across the Alleghany mountain requiring the stationary steam engine system, we must not be considered as in any wise indicating the route by which that mountain should be passed by a railway to extend from the Chesapeake to the Ohio, since the point at which the Ohio should be intersected has not been fixed.

Having made this explanation, we shall now claim indulgence while we briefly contrast the railway and canal systems upon the routes surveyed and estimated across that mountain for the Chesapeake and Ohio canal; and in doing this, we shall not avail ourselves of the estimate of the United States' Board of Internal Improvement, at the head of which was Gen. Bernard; on the contrary, we shall take that stated on pages 122-3-4-5, of document No. 18, as the estimate of N. S. Roberts and A. Cruger, civil engineers. This section of the route includes the summit level, upon which there is to be a tunnel four miles in length, piercing the mountain upon a level some 800 feet below its crest; it likewise includes the reservoirs to supply the summit level and contiguous parts with water. The length is 35 3/4 miles, with 139 locks, overcoming an altitude of 1028 feet on the eastern side of the summit, and 28 locks lifting 224 feet on the western side. The distances and estimate may be stated as follows:

| Miles. | Chs. | Dollars. |
|--------------|--------|-----------------------------|
| Summit level | 5 40— | estimated to cost 1,856,056 |
| Eastern side | 15 60— | " " 1,370,618 |
| Western side | 14 40— | " " 503,042 |

Totals 35 60 3,729,716
This amount upon 35 3/4 miles is at the rate of 104,320 dollars per mile.

These estimates are predicated upon a breadth of 48 feet, and a depth of 5 feet for the canal, excepting the tunnel, which was to be 22 feet wide, inclusive of 5 feet for the towing path. The cost of the tunnel alone is estimated at 1,610,821 dollars; but the author of document No. 18, on page 120, gives his opinion that the width allowed "is about 17 feet less than the greatest utility of the work would require," and, after commenting upon the estimate of the engineers, further advances his opinion that the cost of the tunnel should be "put down at 2,200,000 dollars, including all contingencies."

We shall proceed, however, without correcting

the estimate of the engineers, as is here recommended, although it is much less than the sum estimated by the United States' Board of Internal Improvement; and it will be observed that, supposing, in case of a railroad, the tunnel should be dispensed with, then the proportion of the altitude to be overcome, compared with the distance or length of the road, will be about the same as that of the Delaware and Hudson railroad, or of the one which we had supposed would be required upon almost any route across the Alleghany mountain. And therefore, the cost per mile of both toll and transportation, will not exceed 4 1/2 cents per ton, as we have already endeavored to show.

Let the cost per ton per mile now be reckoned upon these 35 3/4 miles of canal, the construction of which is estimated to cost 104,320 dollars per mile.

On account of the great number of locks, and the magnitude of the reservoirs, which would have to be maintained upon this short section of canal, the repairs would go much beyond an average amount for canals, and we think it a moderate assumption to rate the annual repairs, in this instance, at 1,000 dollars per mile.

An allowance for attendance at the locks must likewise be made, inasmuch as upon the railroad the cost of transportation, at the same as upon the Delaware and Hudson railway, which included the engineering and attendance at the stationary engines and inclined planes: we shall set down the attendance at only 100 dollars per annum per lock, which, for 167 locks in 35 3/4 miles, is 467 dollars per mile.

The tolls will therefore depend upon the following items of annual interest and expense per mile:

| | |
|--|---------|
| 1. Interest on \$104,320 (cost per mile) | \$6,259 |
| 2. Repairs per mile | 1,000 |
| 3. Attendance at the locks | 467 |

Amounting per annum, per mile, to \$7,726. The toll, therefore, when 150,000 tons shall pass in a year, (as was assumed in estimating for the railroad,) must be 5 1/8, or a little exceeding 5 cents per ton per mile.

The cost of transportation has yet to be added. It is contended by some that the cost of transportation at 2 1/2 miles per hour upon a spacious canal, (with but little lockage, it is presumed,) can be reduced to half a cent per ton per mile. If we take this favorable assumption, and allow the speed to be 2 1/2 miles per hour, when there is one lock to the mile, the time employed in passing 35 3/4 miles will be 15 hours. In addition to one lock to the mile, there will here be 131 locks, and the time allowed for passing them, according to the estimate of the United States' Board of Internal Improvement, (see page 101, document No. 18,) is 17 hours. The whole time, therefore, spent in passing these 35 3/4 miles of canal will be 31 hours, and the cost of transportation will be proportionably increased; then 14:31::1 1/2 cent:1 1/8 cents per ton per mile.

The entire cost, therefore, to be charged upon this section of the canal will be, according to the data, 6 1/4 cents per ton per mile; whereas, upon a railroad, worked upon the stationary engine system, it will not exceed 4 1/2 cents.

It must be borne in mind that this comparison is founded solely upon the freight of commodities; that the railroad will be relieved to a considerable extent by the receipts from the conveyance of passengers and the mails, whilst the tolls upon the canal, independent of the transportation, would exceed both the tolls and transportation of commodities on the railroad.

It must likewise be recollected that we have transferred the cost of transportation found to obtain upon the Delaware and Hudson railroad, when the quantity transported daily was only 250 tons, or 56,000 tons per annum, to the estimate for the railway across the Alleghany; but it should be remembered, that the rates of transportation by means of stationary power become much reduced when the engines and planes are worked more nearly to the limits of their full capacity. The steam engines, machinery, and attendance, will remain to be very nearly the same. We feel authorized, therefore, to estimate the cost of transportation by means of stationary engines, when working to the best advantage, where coal is as cheap as it will be on the Alleghany, at 1 1/2 cents per ton per mile, at most.

If it be said that double the tonnage which we have allowed, or 300,000 tons per annum, will pass the mountains, we say, in that case, that the capacity of the engines and planes will be competent to this, and that the cost of toll and transportation by the railway would not exceed 2 1/2 cents per ton per mile, whilst it would still be as much as 3 3/4 cents by the canal.

So recently as the beginning of the year 1829, the relative economy of the stationary and locomotive systems, upon level railways, or upon those but slightly inclined, was warmly contested in England, and the question was not put at rest until the recent improvements in the locomotive engine, already alluded to, took place.

About that time, the directors of the Liverpool and Manchester Railway Company appointed two engineers of known ability, (Walker and Rastrick,) to examine the railways in England, and to report "what, under all circumstances, is the best description of moving power to be employed upon the Liverpool and Manchester railway." See Reports, &c., Carey & Lea, Philadelphia, 1831. These engineers reported that the amount of freight, to wit, 2000 tons, might be conveyed daily in each direction between Liverpool and Manchester, at the rate of 10 miles per hour, either by the fixed engine or the locomotive system; they appeared to incline rather in favor of the former, since they conceived it necessary in either case to work the Rainhill and Sutton planes, ascending 1 in 96, with fixed engines. Without including the wear and tear of wagons, and rating their friction at 1-150th, these engineers reported the rate of cost per ton per mile, upon the locomotive principle, to be .2787 of a penny, and upon the stationary plan .2134 do and by horse power .4500 do.

The latter when the horse takes back the empty coal wagons. This estimate for horse power was made from the operations of the horse at a speed of 2 1/2 miles per hour, upon the Brenton and Sheldale railway. It should here be noted that the purchase of one such horse, was there, at that time, 49l. and his keeping 50l. per annum; and we see from this, that the cost of that animal is there twice as great as in the United States.

The report, as has been mentioned, was not very decided as to which system should be adopted; notwithstanding the expense for a very large trade predominated in favor of the stationary plan, each system had its peculiar advantages and disadvantages.

The engineer of that railway, however, was very decided in favor of the locomotive system, and the directors offered a premium of 500l. for the best improved engine of a given weight and power. In the course of that year, the locomotive engine received new and valuable improvements, and the question which, for years, had been unsettled, was now determined in favor of that engine. Its relative powers, in 1828 and 1830, have been already stated.

Since the improved locomotives were brought into use, it has been estimated that the expense, per ton per mile, by these engines, will be .164 of a penny, and by the stationary system, .269 of a penny.

We are not yet prepared to say, from experience, what the cost of conveyance by the locomotive system will be in this country. We think it probable, however, that an engine, capable of conveying 30 tons of freight 120 miles in a day, will cost, including interest, repairs, renewals, engineering, attendance, and fuel, from \$9 to \$15 per day, according to the price of fuel at the place demanded; and the cost per ton per mile, in the one case, will be 1/4 of a cent, and in the other 5/12, or something less than 1/2 of a cent—more exactly .417 of a cent.

Now the cost of horses and their drivers, was found to be, when 1 man drives 1 horse, per ton per mile .4 of a cent, and when 1 man drives 2 horses .267 of a cent.

When, therefore, the locomotive engine costs but \$9 a day, it will be cheaper than horse power, under either of the foregoing circumstances; but when it shall cost \$15 a day, it will cost about as much as horse power.

In all places, therefore, where coal is cheap the power of the locomotive engine will be cheaper than that of the horse, when the latter moves at a speed of 2 1/2 or 3 miles per hour, and the former at 10 miles.

The great advantage, however, to result from the locomotive engine does not so much consist in the small saving that there may be in the cost of conveyance at slow speeds, as in the circumstance that the cost of transit by it, will be very nearly as cheap at 10 miles per hour, as at any less velocity; and this adds greatly to the capacity of the railway, and lessens the number of cars necessary to do the same amount of business, while the freight can be carried without conflicting with the regular and speedy conveyance of passengers, or the mail. Upon some lines of railway, it may become expedient to travel with a velocity of 15, and even 20 miles per hour; and, as any speed, exceeding ten miles is obviously beyond the capability of the horse, the locomotive steam engine can, alone, there be used in the conveyance of passengers.

With regard to the cost of transportation upon canals, there are various and conflicting statements, as well as in respect to railways. We have shown that the cost by the latter when level, or slightly departing from a level, may be reduced to about half a cent per ton per mile, with horses, including the cost of cars, and that it will vary according to the number of drivers employed, from that to 3.4ths of a cent. It appears that, on the Erie canal, the cost, with boats of 40 tons burthen, is 1 cent per ton per mile, with full loads in one direction, and empty in the other.

The information we personally obtained, in the autumn of 1830, upon the works of the Delaware and Hudson Canal Company, in relation to their canal, was, that two men, a boy and a horse, would convey a boat, freighted with 25 tons of coal, 20 miles in a day; in October, however, owing to the want of water, the quantity carried was only 20 tons. The transportation was done by contract for \$1 50 per ton; the length of the canal being 108 miles, the cost per ton per mile was 1 39-100 of a cent, exclusive of tolls; but they hoped to economize to \$1 25, or per ton per mile, 1 16-100. This very well agrees with Judge Wright's statement of "one cent to one cent two mills."—See Doc. No. 18, p. 173.

The present cost of transit, on the Lehigh canal, in rough trucks, is one cent per ton per mile. See Doc. No. 18, p. 173.

With a boat of 75 tons burthen, Josiah White, the superintendent, estimates the cost of transportation on the Lehigh canal to be about 3-4 of a cent per ton per mile. P. 170.

This is an unusually spacious canal, being 60 feet wide, and 5 feet deep; and there is no doubt that, with a velocity as low as 2 3-4 miles per hour, the traction of a horse would be more effective here than on a level railway, but it would be otherwise at any higher rate of speed.

With respect to the two lesser canals just mentioned, it does not appear that they have any advantage over the railway; as respects the cost of transportation where horses are employed, they would certainly not compare with a railway upon which the locomotive engine could be properly used, not to say any thing as to the advantages which the railway would possess over the canals in the winter season.

The greatest advantages which the railway will possess over the canal, when horse power is employed, will consist in the continuity of the transit upon the railway throughout the whole of the year; as the two most potent enemies to canals, drought and frost, do not prevent operations upon the railway; and, likewise, in its peculiar fitness for the conveyance of passengers, light and valuable goods, and the mails, at velocities from 3 to 10 miles per hour—a range of speed, demonstrated, by experience, to be within the powers of the horse, and throughout which, his effects upon the railway predominate beyond dispute.

With regard to the conveyance of persons, light goods, and the mails, it can scarcely be doubted that the facilities offered by the railway system, even with horses as the motive power, beyond those afforded by either canals or turnpike roads; will be such as to insure to that system a favorable reception, and that railways will be required by the country, even should they be preceded in the order of time by canals. And when it is recollected that the useful effect of horses will be a maximum, at about the same speed at which it will also be equal on both the railway and the canal, to wit, about 2 3-4 miles per hour, may not the great advantages, to arise from the operations of the railway through the winter season, in equalizing trade, affording regular supplies, preventing scarcities as well as monopolies; taking to the distant market the products of the soil, when the farmer can best prepare his crops for that purpose; rendering unnecessary an expensive and undue accumulation of stock and capital at mills, mines, iron works, and other manufactories, and promoting the general industry; we say, may not these great advantages attendant upon the conveyance of bulky, heavy, and less costly commodities, when added to that acknowledged even by the advocates of the canal system to exist with respect to the mails, passengers, and light goods, be sufficient to decide the public in favor of the railway system? How decisive will these advantages be, therefore, when the locomotive engine shall be employed, the expense of which will be about the same, at a speed of 10 miles per hour as at any less velocity? See Wood's Treatise, ed. 1831, p. 431.

[To be Continued.]

McADAM ROADS.—The same objection may be made to most of our roads in this country, which is made in the following extract from Mr. McAdam's treatise on road-making, to the roads in the vicinity of London: they are too high in the centre. There should be very little convexity in the surface of a road, especially if there is much travel upon it. The ascent is generally, as great, in proportion to the distance, from the side to the centre of our roads, as it is upon the heaviest hills; and of course where there is much turning out, or passing of carriages, the team becomes weary, and will perform to less advantage, as the road is more rounding on its surface.

A road of thirty feet in width should not rise to exceed four inches in the centre.

From "Remarks on the Present System of Road-Making," by J. L. McAdam, Esq. General Surveyor of Roads, &c.

Mr. John Eames, called in; and examined. You keep the White Horse, Fetter-lane, and are the proprietor of the Angel Inn, St. Clement's?—Yes.

You are the proprietor of several mail and stage coaches?—Yes.

How many horses do you keep?—About 300.

What are the principal roads you are in the habit of working from London?—We work the Canterbury, the Cambridge, the Dover, the Norwich, the Portsmouth, and some others.

Do you find that you sustain much inconvenience from the state of the roads over which you travel?—Yes. As to inconvenience, I find much more in the neighborhood of London than the more distant parts.

How long do you find that your horses upon an average last, that are employed in the first stages from London?—My horses, upon an average don't last above three years in the fast coaches.

Including the mails?—Yes.

And those horses in the neighborhood of London, are of greater value than those employed at a distance?—They are.

Upon an average, how long do the horses last that are employed in the more distant parts?—They last as long again.

Do you attribute that in a great degree to the badness of the roads in the neighborhood of London?—I attribute it to the distress the horse receives from the badness of the roads near town; but I attribute it also in a great degree to the meeting of different carriages, and crossing the road, which makes it more laborious to the horse, though he does not appear to go so many miles.

Do you not consider that that particular evil is occasioned in a great degree by the convexity of the roads in the neighborhood of London, the materials being generally heaped up in the middle?—I do; it "tears their hearts out," as the coachmen express it. The roads are inconvenient from the quantity and quality of the gravel heaped in the middle.

Have you known any instances in which a different system has been pursued, and the roads greatly improved, in the neighborhood of London?—The road from London to Cranford Bridge has been improved of late, and from London to Hounslow more particularly, in consequence of the pavement in the crown of the road, which has done away with the travelling, or shingle rather.

Is not the gravel upon that road generally employed without sitting or washing?—It is half clay.

Have you known instances in which this inconvenience has been remedied by superior skill and experience in the surveyor of the road?—Yes; in the same line of road that Mr. Horne referred to; in the Kent road particularly.

If that same skill was employed in the application of materials to the other roads, do you not think that they might be brought generally to the same state of improvement?—I have no doubt of it; there is no question about it. The Surry road has been improved on the same principle.

What do you call the Surry road?—From London to Guildford.

Do you know under whose management that is?—I don't know now; a person named Baker had the management of it.

Was it under him it was improved?—Yes.

How many miles of road does that consist of?—Thirty miles.

And is it very much improved?—Yes.

By what means?—The materials are harder than the gravel. He brings the rag flints and breaks them, but in a different manner from other parts of the

road. He has improved it so much, that it does not look the same road at all; I can go now 16 miles better than I could 12 before.

Do you consider that the horses which travel these roads that have been improved, last longer than formerly?—Yes.

You need hardly be asked whether these improvements enable you to carry passengers at a lower rate than before?—Of course; it is the expense of the stock that is the great thing.

If the roads were generally improved, travelling would be cheaper?—Of course.

New Steam Carriage.—On Thursday a newly invented steam carriage, which is able to go up hill on common roads, proceeded from Paddington green, six miles out and six miles back on the Harrow road, up and down several sharp and long hills, in less than one hour. It ran at more than eight miles the hour up the steepest hills; and on the levels, when the road was clear, at more than 16. The steam was so abundant as to be blowing away at the safety-valve the whole of the journey. The boiler is a new combination of tubes, perfectly free from the defects and objections attaching to those made by Gurney and others, utterly incapable of doing any mischief, even if it were to burst. The steam is usually at a pressure of 150lbs. to the inch, but the boiler has stood 1,000lbs. to the square inch; the boiler weighs about 1,700lbs.; the whole carriage about two tons and a quarter.—[English Paper.]

Steam Power.—Steam may now be said to maintain the power which can engrave a seal, and crush a mass of obdurate metal like wax before it; draw out, without breaking, a thread as fine as a gossamer, and lift a ship of war, like a bauble in the air; to embroider muslin, forge anchors, cut steel into ribbons, and impel itself against the opposition of the very tempest.

AGRICULTURE, &c.

Henry Perrine, Esq. Consul of the United States at Campanchy, offers a premium of one thousand dollars for an invention to separate from the fresh leaves of the *Agaves*, those fibres which are called Sisal Hemp, by a machine which will save as much labor as Whitney's Gin in separating the seeds from cotton.

[From the American Farmer.]

SALT FOR CATTLE.—We are fully impressed with the idea, that a free and constant feeding of salt to cattle, is essential to their good condition, especially at a distance from salt water. The cattle on our stock farm have nothing but ordinary pasture, but we take care to keep salt always within their reach; for which purpose we invariably put some in convenient places in the barn yard, every alternate day; and this whether the previous supply has been exhausted or not, (that the rule may not be broken by forgetfulness.) It was feared at first they would eat too much, but experience proves that they will only take the proper quantity, however much may be laid before them. The effect is visible to every eye, in the high condition of all the animals, and particularly in the quantity and quality of the milk and butter of the milch cows. The salt gives tone to the digestive organs, and consequently ensures a good appetite; and a uniformly healthful state of the bowels. The result is a high and healthful condition of the young stock; and an increased quantity of rich milk from the milkers. The good appetite induced by it has another important advantage: it induces the cattle to eat much of the rank grass and herbage of the pasture, which would be passed over by more delicate appetites. We often see cattle in pastures far superior to ours, in very low condition; but in every case the answer to our inquiry, "do you give salt plentifully and regularly?" is "Yes, I give them salt once in a while," or words to that effect. Now, this "once-in-a-while" practice won't do. They must have salt, regularly and plentifully.

Water must also be within reach of all animals at all times, and that of the purest quality. Some farmers, having no running water in their pastures, give their cattle water twice or thrice a day, by driving them to a spring, or pump, or stream. They may want water at these times, and may not, just as it happens; but they certainly do not get it at all times when they do want it. Of this we can judge by ourselves. Who could possibly do with water only at certain times, and these times always the same? With the human species this would be insupportable. It is the same with all animals, and the whole benefit of water depends upon its being taken when the stomach calls for it. Water, of all sub-

stances that contribute to the support and nurture of animal life and health, is least capable of being regulated in its administration by times and seasons. Animals that have free access to salt require water oftener than those that have no salt; but those that are salted irregularly require constant access to water more than any others, as their thirst is titful in proportion to the irregularity of their salting.

Let those who have been careless in this matter, try the experiment of giving salt regularly and plentifully every other day, with constant access to pure water, and the improved condition of their stock in one month, will induce them to continue the practice thereafter. They will never again see their cattle licking one another, and filling their stomachs with "witch balls."

[From the same.]

AMERICAN WINE.—We are sure that all our readers will read with interest the following letter from Mr. Herbemont, on the subject of his wine making. We would here take occasion to remark, that the quality of the wine made by Mr. Herbemont is peculiarly adapted to the use of invalids. A few months since a respectable physician called on us for the purpose of obtaining some for a young lady in very delicate health, who could retain no other in the stomach. Several other kinds had been tried, and neither expense nor trouble spared to obtain the best wines, but none could be found that she could take, till by some means a bottle of Mr. Herbemont's was obtained, which was not only retained but highly relished, and had the desired effect. We are assured that both the Doctor and patient consider her entire recovery to be attributable to this wine. This is an important characteristic of Mr. H.'s wine, and enhances the value of it greatly. The wine that Mr. H. calls the white wine, is really the most delicate and delicious flavored of any we ever tasted. We tested its quality pretty extensively, having expended a considerable sample of it among epicures in the article, all of whom, without an exception, pronounced it particularly fine.—The white wine is made from the same grape as the Palmyra, or Madeira colored, but by a different process, by which the coloring matter is excluded with a great part of the astringency.

Columbia, S. C. Sept. 2. 1832.

GEO. FITZHUGH, Jr. Esq.—My Dear Sir,—On the well founded supposition that you take a great interest in the good cause in which I have labored hard and long, I thought that, by waiting a few days, I could give you the result of my crop this year.

I made less wine from my garden this year than usual by near one hundred gallons, and this was caused, I presume, by the very wet season of the preceding summer, which prevented much of the young wood from acquiring a due degree of maturity to resist the early frost and most severe winter that followed. This cause, and also that of the vines having borne an exceeding large quantity of grapes, induced me, or even compelled me, to prune very severely, so as not to suffer the vines to produce so much fruit this year. The consequence was, as I expected and designed, that the crop was much less—but it was very prime in quality; for this season has been favorable except towards the last, when it rained almost incessantly, which injured the grapes in my garden, though not all those at Palmyra. Another great, the greatest, cause of injury was the birds and the June-bugs, and bees, and wasps, &c. Of the June-bugs we must have killed nearly half a bushel; for I carry on against them a war of extermination. Fortunately I have not this pest at Palmyra, the soil of our sand hills being too poor, I suppose, to raise them. This being the first year I have any thing like a crop at my farm, I made my wine there by itself, without bringing the grapes, as formerly, to Columbia, to be mixed with those of my garden. Besides this, I had another reason which was, that I was obliged to gather at home, notwithstanding the rain, or else I might have lost one half by the pests named above; whereas the grapes at my farm were not suffering sufficiently to induce me to run the bad chance of a vintage in rainy weather—birds only committing depredations there. The making of the white wine gives about double trouble, as the grapes must be pressed as soon as gathered, and I was three days gathering, notwithstanding my having had for two days nearly thirty of the poor people of the neighborhood, besides all of my own people, house servants and all. Finally, I finished pressing to-day the Palmyra, and the amount of the whole crop is near nine hundred gallons, of which the white amounts to two thirds. I have every reason to be-

lieve that the wine will prove of a very superior quality, particularly that made at Palmyra, which I shall not mix with the rest. Of the white alone made there, there is very near five hundred gallons. What surprised me was, that the wine called Palmyra is as yet of a rich red color, which has never yet been the case before, though I have had it generally slightly tinged, and then the red color was deposited in the lees; but I do not think that it can deposite this year—all its color and leave it merely, as usual, of a deep Madeira color. The cause of this must be looked for in the long drought before the rains set in, and although it rained pretty generally every day for a month, (with little exception,) we have not had a single one of those tearing-every-thing-showers, usual in this climate at this season. Add to this, that I was most highly favored with dry weather all this week, except a pretty heavy shower, which had the goodness to come in the night. The grapes were then most fully and regularly ripe, and I hope, therefore, that if Bacchus himself could condescend to pay us a visit and drink some of my wine, he would readily acknowledge that he never had drank better in his lifetime, and not often as good!

You must allow, my dear sir, a little bragging, and remember the fable of the owl and the eagle respecting their young.

I am, very respectfully, and with great friendship,
Yours, &c. N. HERBEMONT.

[From the National Intelligencer.]

ON THE SILK CULTURE.

Brighton, near Boston, Aug. 20.

MESSRS. GALES & SEATON:—Gentlemen: It gives me pleasure to recall myself to your recollection by furnishing you with some important and useful information, which, if made use of by our fellow citizens of all states of the Union, would produce great results. The information I allude to was communicated to me in the past week by Judge Henry Bry, a distinguished citizen of Louisiana, and a native of Geneva, Switzerland. That gentleman has devoted himself to agriculture, and of all the sciences appertaining to it, and has made numerous improvements and discoveries.

The silk worm has particularly attracted his attention, as offering a golden harvest to all who will systematically cultivate it. The great difficulty that has hitherto existed in procuring certain crops, arose from the uncertainty of the weather at the season when the first leaves of the mulberry tree are put forth; they being very frequently blighted by cold, and the young budding leaf being necessary for the newly hatched worm. Millions of money have been lost to Europe in consequence of blighting frosts, and many fortunes ruined and made by speculations upon the extent of the crop, it depending upon a north or south wind. In the middle and northern States the uncertainty of our spring weather has proved a great obstacle to the extensive cultivation of the silk worm. Judge Bry, after mature reflection, conceived the idea of remedying that difficulty, and has successfully overcome it. Immense results will flow from the discovery, if our people think proper to avail themselves of it.

In the month of September (last past, I believe,) he gathered a quantity of the best full grown leaves from the mulberry tree, taking care they should be free from dirt. They were carefully dried in the shade, on linen and other cloth; and when perfectly so, were put in sacks, hung in an airy and dry place, until the proper season arrived for the hatching of the worm. When ready to use them, he pounded the leaves exceedingly fine, and moistened them with steam, which, upon experiment, proved to be equally good, if not better nourishment than the best young leaves.

Thus has the genius of that gentleman surmounted the difficulty in the useful cultivation of the silk worm, which has existed ever since the art of making silk was known. He has effected another curious discovery with the silk worm—he has made them weave their own silk, in cloth of the substance of so thin a gauze that a large print can be read through it; and also of the thickness of buckskin. The cloth is very durable if not destroyed by moisture.

Our people are not aware that the cultivation of the mulberry tree is extremely simple, and that the bush of two years' growth affords the best feeding. It may be planted as hedges around all inclosures, or more extensively cultivated in rows, like Indian corn. There is no difficulty in feeding and rearing the silk worm, or in reeling off the silk. The whole process in Europe is done by women and children of all ages, and five or six weeks is the greatest extent of time employed in feeding the worm.

I am happy, gentlemen, to make your highly useful and respectable paper the channel of conveying the above information to our fellow citizens, in the expectation that you will give it a conspicuous place, that it will be widely circulated and lead to some good.

I hope to be able before long to send you some valuable information promised me by Benjamin Gardner, Esq., our worthy Consul at Palermo, on the subject of cultivating sumac, a plant that was intended by nature to become one of the sources of wealth in our middle States, especially in the neighborhood of the District of Columbia, (the land of my nativity,) the soil and climate being well adapted to it, and a good deal of it now is running to waste, or is covered with your native sumac.

Your obedient servant,

C.

[From the Rochester Daily Advertiser, of Oct. 13th.]

CULTURE OF SILK.—We hope the suggestion contained in the following communication, will receive the attention it merits. All the experiments which have been made in the culture of silk have led to the conviction that there is nothing to prevent this country from not only producing its own silk, and thereby saving many millions annually, but of making it a profitable article of exportation. Great attention has been paid to this subject during the past year or two, and we rejoice to learn that Mulberry Nurseries are rising up in almost every section of our State. We have seen several specimens of silk, made this season, which have been pronounced by competent judges of superior quality.

To the Superintendants of the Poor, and all whom it may concern.

Gentlemen: At this time, when the attention of the citizens of the United States "is being called to the Culture of Silk," and when such flattering encouragements are held out to all who may engage in it, I would take the liberty to suggest the propriety of introducing this business into our County Poor-houses without delay. For some interesting information on the Culture of Silk, I would call the attention of the inhabitants of Monroe County, to an article on this subject in the "Rochester Daily Advertiser" of the 11th Oct. 1832.

I would now proceed to point out some of the advantages which will result from the culture of silk, in our poor houses; were it not, that I believe it may and will be done more ably by some other person. I therefore wait to see how the above suggestion is received, and whether it is entitled to further consideration.

MECHANIC.

[From J. H. Cobb's Manual respecting the Growth of the Mulberry Tree, with Suitable Directions for the Culture of Silk.]

CULTURE OF THE MULBERRY TREE.—The only appropriate food for the silk worm is the leaf of the mulberry tree. It should be the first business therefore of the silk grower to provide himself with the source of a constant supply of mulberry leaves. The greater his supply of this article, the greater will be his crop of silk, as the eggs of the insect are procured to any amount with ease and cheapness. Having the eggs of the insect and a sufficient quantity of food at hand, ordinary care on the part of the proprietor will insure a good crop. It is now abundantly proved that there is no great obstacle in the soil or climate, of these United States to raising silk to a vast amount. As there is a difference in the quality of the mulberry leaves for raising silk, it should be the object of the cultivator to propagate the best kind. The white mulberry has been found superior to the purple or native red, and the plants are easily produced from the seed.

The Seeds of the Mulberry.—One ounce of good seed will be sufficient to produce 5000 trees. The seed is easily obtained from the fruit in the following manner. When the fruit begins to ripen, every morning the tree should be shaken and the fruit that falls gathered with that which had fallen before; if enough is not gathered in one morning, several successive gatherings may be collected; but the fruit should not be kept over three or four days before the seed is extracted, which may be done by putting the fruit into a tub and mashing it till the berries are completely worked into a common mass. Then pour water into it and stir it briskly, and the pulp may be separated from the seed. Then pour off the water, with all the seed that floats, (for that is worthless,) and renew the washing till the seed is clean, when it may be drained, spread out on cloths and dried in the shade. When perfectly dry it should be put into a tight vessel and kept in a dry place.—It should never be exposed to the light, air or dampness more than is absolutely necessary. The seed

may be obtained at a reasonable rate at most of the seed stores, and I have bought it at Mansfield, Conn. at the rate of a dollar per pound.

Sowing the Seed, choice of Soil, &c.—A soil rich, warm and mixed with much mould, is recommended as the most proper for a nursery of mulberry trees. New shoots should have ground easy to penetrate. The ground should be ploughed the preceding fall, and again ploughed two or three times in the spring and made light and friable; two or three dressings of manure well ploughed in would be of essential service; the ground may be levelled with a hoe or rake and the seed sown in drills about the 1st of May, much in the same way as our farmers sow carrots. The weeds must be carefully destroyed, and in dry times watering will be beneficial. I have sown the mulberries in July, and they have sprouted and come on rapidly; but the frosts of winter in our climate (New England) have been too severe for them. I would recommend to sow the seed in the spring. From a quarter of an acre of ground the last season, I had over 10,000 plants, produced from seed sown in the spring in the way above mentioned, some of them upwards of a foot in height. Those that are intended for transplanting may be taken up in the fall and put out of the way of frost in a cellar, the roots being covered with loam. Those left standing may be covered with light manure or old hay. The frost will be apt to kill the young and tender tops, but the shoots will start from the bottom in the spring with great luxuriance. The seed plant is undoubtedly best, both for food, for worms and duration: it is also the most convenient mode of getting the trees, as seed enough can be sent by mail to any part of the Union to produce an orchard sufficient to feed several millions of worms. I cannot believe that any other mode can be pursued to much advantage in this country; but as some may be fond of trying experiments in other modes of culture, the following are laid down as sometimes used in Europe.

Manner of multiplying Mulberry Trees by Cutting.—The soil chosen to receive the slips of the mulberry tree should be prepared much in the same way as has been described for the seed. The cuttings of the mulberry are to be planted in the same manner as the cutting of the vine; that is, by making furrows by a line at the distance of six feet from one to the other, and by crossing them by furrows at the same distance, in order to form squares. A two year old branch of a mulberry tree, having wood of four or five years at one end, must be selected, and the extremity of the old wood must be interred to the depth of about ten inches. The branches chosen from the white mulberry must be taken off in the spring at the first rising of the sap. Two or three incisions must be made in the joints or knots of the old wood, because this operation will facilitate the shooting of the roots, which always puts forth from the joints of the old wood. The cuttings must then be covered with a well manured and friable earth, and the end of the branch which rises from the soil must be cut off at the third bud from the surface. If rains should not frequently occur after the plantation is finished, it would be necessary to water the plants often. The multiplication of mulberry trees by means of cuttings is said to have the important advantage of two years in advance over the establishment of a nursery by means of seed in Europe.

By Layers.—To make layers is to force a branch or shoot of a tree or of a shrub to become itself a tree or a shrub, by putting a branch or a shoot into the ground without separating it from the parent tree. The spring is the most suitable season for this operation. The shoots which arise at the foot of a tree, the youngest smooth branches found about the lower part of the mulberry, any other branches that are long and supple enough to be secured in the ground, and lastly, the shoots of a young tree whose trunk is not high and which may be laid easily, may be used. If there arise some vigorous shoots at the foot of a mulberry tree, a hole must be dug six or eight inches deep near each shoot, into which the shoot must be laid without twisting it or separating it from the tree. It is then to be secured in its place with crotchets of wood and covered with good mould, which must be pressed over it, and the end of the shoot which rises above the ground must be cut off above the second bud. It will be further necessary to place by the side of the layer a stake to mark the place and prevent its being trodden. It must likewise be watered immediately after the operation, and as often afterwards as may be necessary to maintain about it a proper state of moisture.

The young and smooth twigs among the branches of the mulberry may be passed through a basket or

vase perforated at the bottom and filled with earth well manured. The twig must be cut off four or five inches above the vase or basket, and the mould kept in a due state of moisture by frequent waterings.

When a mulberry tree is well spread and the boughs nearest the ground have not been lopped, some of the branches at the distance of six feet from each other may be bent down and secured in the ground, so that the ends shall not rise more than six or eight inches above the surface.

All the layers made in these different ways may be separated from the parent tree in the autumn of the second year. They may be cut off four inches from the parent trunk, be taken up carefully with their roots and small fibres and placed in the nursery or permanently established in an orchard. In the nursery they may be set at the distance of six feet from each other, and in the following year, by heading them down, four or five layers may be made from each. By these means one hundred trees may be increased in four years to eighteen hundred; for the parent trees, after the layers are separated from them, being replaced in a straight position, secured to a prop, manured, and watered, generally retrieve their strength, and make productive trees.

Transplanting for Hedges.—After standing in the nursery for a suitable time, the trees may be transplanted for making hedges. I prefer transplanting in the spring. Great care should be taken to preserve the very fine roots. If hedges for fences be wanted, the young trees may be taken from the seedlings of the last year. The white mulberry forms an excellent live fence, and when once established, is probably the most permanent of any other. Cattle must not be allowed free access to the hedge while young, as they would destroy it altogether; but after it has become a good fence they may approach it with advantage. The more it is broken and lacerated by cattle, the more impenetrable it will become; as for every branch broken, a half dozen shoots will immediately start out, till the bush forms a perfect bramble. This mode is therefore recommended as accomplishing three important objects—supplying food for silk worms, keeping the trees low, that the leaves may be gathered from the ground by children, and furnishing a good and almost never ending fence. In transplanting young trees for hedges, they should not be pruned; but the second year or at least the third, the tops should be cut off and the side branches trained laterally with the hedge by interweaving them.

[From the Norfolk Advertiser.]

DEDHAM SILK WORKS.—Our goodly town of Dedham, long and justly celebrated for the manufacture of ich-ointment and other nostrums, bids fair to take the lead of all other towns in the country in the manufacture of a much more noble and important article—that of Silk. Through the untiring perseverance of our townsman, Jonathan H. Cobb, Esq., this hitherto neglected branch of industry has been brought to a degree of perfection which does honor not only to the manufacturer and to the town, but to the State. Mr. C. has several thousand mulberry trees, but the quantity of silk he grows is very considerable in comparison with what he manufactures. His spinning machinery, propelled by water power, is capable of preparing annually 1000 lbs. of silk for the loom. The three Messrs. Golden and Mr. Hardy, now in Mr. Cobb's employ, are from England, and have had much experience in the silk business. There are a number of looms in operation in this town, and several in the neighboring towns; these are worked by hand, and in most instances by persons in their own abodes. As the culture and manufacture of silk are daily extending in our country, and many are in want of information on the subject, we have sought and obtained for publication the following correspondence, from which some useful suggestions may be gathered.

—, Sept. 4, 1832.

Jona. H. Cobb, Esq.

DEAR SIR: As you seem to me to stand at the head of the silk growing branch of the agriculture of Massachusetts, you will permit a stranger, a citizen of the State, to address you on that subject. You must know then, Sir, that I am one of the ejected clergy of old Massachusetts, and am reduced to the necessity of trying the friendship of mother earth, as the only means left me to a subsistence, and a support for my family. And as about forty years of my life have been passed away in the theological culture, I have deemed it expedient, and in a manner necessary to devote the small remainder to a business less laborious than ordinary husbandry to meet the unavoidable imbecility of age.

The raising of silk has seemed to present an opportunity the most eligible of any within the compass of my knowledge. The present is the fourth year from the seed of my mulberry plantation, and the second of my attempt at making silk; both of which have, on the whole, prospered beyond my expectation, totally ignorant as I was at the commencement of everything pertaining to the art. I have 1400 or 1500 trees in a flourishing state, from which between thirty and forty dollars in sewing silk were realized the last year, to which we hope to find something added the present, the article being not yet quite ready for the market. Our reeling you will pronounce defective, and much of the profit from our labor, of course, wasted. To this evil we wish to apply a remedy, by substituting something better for the common reel, which, for the present, is the best, and indeed the only instrument for the purpose, with which we have any acquaintance. We learn from your Manual, that you have a reel, with which you prepare raw silk for the market, whether domestic or foreign. The object of this communication is, particularly, to obtain from you, Sir, the information and advice we need, relating to this matter. How can we obtain your reel, with the requisite knowledge to put it to use? Would a man of good mechanical ingenuity learn enough of it, in a short time to be able himself to use it?

In four or five families in this town, except my own, silk has been produced the present season. We are all in need of instruction and aid. Will you be good enough, Sir, to answer this, and give us the assistance, which your experience and superior knowledge enable you to impart? We wish to be better prepared for the operations of another season than we were for the last. With much respect, I am yours,

DEDHAM, MASS., Sept. 7th, 1832.

DEAR SIR—The result of your efforts in silk culture seems quite encouraging, and could not have been obtained without considerable patience and perseverance. I should think that you would make most money out of it by spending your labor in producing the greatest quantity of food for the insect, viz., the leaves, in raising the greatest number of cocoons in proportion to your means, and in reeling them into raw silk in the gum—and stop there. I will buy your raw silk when reeled, and pay the fair market price for it, or it will sell in any part of Europe. I should be glad to get it at the same price for which I get the foreign Calcutta silk, for which I have paid \$3 75 in its raw state, but the price of raw silk varies from two to seven dollars according to the nicety with which it is reeled. The business of manufacturing cannot be carried through all its processes in one family to advantage. I have spent considerable time and money in the manufactory, and have at last got it to such a degree of perfection that I can compete with the foreigner in some articles. The silk, after being reeled, passes through my press—hard silk engine, where it is wound from skein to bobbin—clearing frame, where it is cleared of knots and husks—spinning frame, where it is twisted single from spindles—trammings machine, where it is doubled till it makes a thread of any size required—throwing machine, where it is again twisted together any number of twists to the inch required. It is then cleansed by boiling out the gum, &c.—then dyed—then wound on bobbins—it is then fit for the weaver's use. I have manufactured from two to three hundred weight of silk the past season. I enclose a sample of my vesting. I make furniture bindings, suspender webbing, handkerchiefs, vestings and any thing that will pay—the hosiery made from my silk, woven at a factory in Boston, is much preferred to the imported, and sells to a better profit.

The art of reeling is what seems to be most wanting in this country, and should receive some state patronage. My reel answers the purpose for families very well. I reel the silk that I raise on it, and will furnish one of the reels, and learn a person to work on it, for \$25. I have sent one of them to Rhode Island and one to Connecticut. The art of reeling may be acquired by patience and experience, to as great perfection as it has attained any where; but the learner is slow at the beginning, and I cannot afford to learn people for nothing, and find them hoard and silk to waste, as they necessarily must waste some at first. If you should think it worth while, several of your neighbors might join and have a reel made—I will undertake to have one completed for you in a month—then send down an intelligent young man, and I will show him so that with a little practice he will make a marketable silk, and be able to instruct others. Very respectfully your obedient servant,

JONATHAN H. COBB.

MISCELLANY.

From Lady Blessington's Journal of Conversations with Lord Byron, published in the New Monthly Magazine for September, we take the following:

He talked to-day of a very different kind of letter, which appears to have made a profound impression on him; he has promised to show it to me; it is from a Mr. Sheppard, inclosing him a prayer offered up for Byron, by the wife of Mr. Sheppard, and sent since her death. He says he never was more touched than on perusing it, and that it has given him a better opinion of human nature.

The following is the copy of the letter and prayer, which Lord Byron has permitted me to make:—

"To Lord Byron.

"FROM, SOMERSET, NOV. 21, 1821.

"My Lord—More than two years since, a lovely and beloved wife was taken from me, by lingering disease, after a very short union. She possessed unvarying gentleness and fortitude, and a piety so retiring as rarely to disclose itself in words, but so influential as to produce uniform benevolence of conduct. In the last hour of life, after a farewell look on a lately-born and only infant, for whom she had evinced inexpressible affection, her last wishes were, 'God's happiness!—God's happiness!'

"Since the second anniversary of her decease, I have read some papers which no one had seen during her life, and which contain her most secret thoughts. I am induced to communicate to your Lordship a passage from these papers, which there is no doubt refers to yourself, as I have more than once heard the writer mention your agility off the rocks at Hastings:

"Oh, my God, I take encouragement from the assurance of thy word, to pray to Thee in behalf of one for whom I have lately been much interested. May the person to whom I allude (and who is now, we fear, as much distinguished for his neglect of Thee as for the transcendent talents thou hast bestowed on him), be awakened to a sense of his own danger, and led to seek that peace of mind in a proper sense of religion, which he has found this world's enjoyment unable to procure! Do Thou grant that his future example may be productive of far more extensive benefit than his past conduct and writings have been of evil; and may the Sun of righteousness, which we trust will, at some future period, arise on him, be bright in proportion to the darkness of those clouds which guilt has raised around him, and the balm which it bestows, healing and soothing in proportion to the keenness of that agony which the punishment of his vices has inflicted on him! May the hope that the sincerity of my own efforts for the attainment of holiness, and the approval of my own love to the Great Author of religion, will render this prayer, and every other for the welfare of mankind, more efficacious. Cheer me in the path of duty; but let me not forget, that, while we are permitted to animate ourselves to exertion by every innocent motive, there are but the lesser streams which may serve to increase the current, but which, deprived of the grand fountain of good, (a deep conviction of inborn sin, and firm belief in the efficacy of Christ's death for the salvation of those who trust in him, and really wish to serve him,) would soon dry up, and leave us barren of every virtue as before.—Hastings, July 31, 1814."

"There is nothing, my Lord, in this extract, which, in a literary sense, can at all interest you; but it may, perhaps, appear to you worthy of reflection how deep and expansive a concern for the happiness of others, the Christian faith can awaken in the midst of youth and prosperity. Here is nothing poetical and splendid, as in the expostulatory homage of M. Delamartine; but here is the sublime, my Lord; for this intercession was offered, on your account, to the supreme Source of happiness. It sprang from a faith more confirmed than that of the French poet; and from a charity which, in combination with faith, showed its power unimpaired amidst the languors and pains of approaching dissolution. I will hope that a prayer, which, I am sure, was deeply sincere, may not always be unavailing.

"It would add nothing, my Lord, to the fame with which your genius has surrounded you, for an unknown and obscure individual to express his admiration of it. I had rather be numbered with those who wish and pray, that 'wisdom from above,' and 'peace,' and 'joy,' may enter such a mind.

"JOHN SHEPPARD."

On reading this letter and prayer, which Byron did aloud, before he consigned it to me to copy, and with a voice tremulous from emotion, and a seriousness of aspect, that showed how deeply it affected

him, he observed, "Before I had read this prayer, I never rightly understood the expression so often used, 'The beauty of holiness.' This prayer and letter have done more to give me a good opinion of religion, and its professors, than all the religious books I ever read in my life.

"When Religion supports the sufferer in affliction and sickness, even unto death, its advantages are so visible, that all must wish to seek such a consolation; and when it speaks peace and hope to those who have strayed from its path, it softens feelings that severity must have hardened, and leads back the wanderer to the fold; but when it clothes itself in anger, denouncing vengeance, or shows itself in the pride of superior righteousness, condemning, rather than pitying, all erring brothers, it repels the wavering, and fixes the unrepentant in their sins. Such a religion can make few converts, but may make many dissenters, to its tenets; for in Religion, as in everything else, its utility must be apparent, to encourage people to adopt its precepts; and the utility is never so evident as when we see professors of religion supported by its consolations, and willing to extend these consolations to those who have still more need of them—the misguided and the erring."

Byron is a perfect chameleon, possessing the qualities attributed to that fabulous animal, of taking the color of whatever touches him. He is conscious of this, and says it is owing to the extreme mobility of his nature, which yields to present impressions. It appears to me that the consciousness of his own defects, renders him still less tolerant to those of others,—this perhaps is owing to their attempts to conceal them, more than from natural severity, as he condemns hypocrisy more than any other vice,—saying it is the origin of all. If vanity, selfishness, or mundane sentiments, are brought in contact with him, every arrow in the armory of ridicule is let fly, and there is no shield sufficiently powerful to withstand them. If vice approaches, he assails it with the bitterest gall of satire; but when goodness appears, and that he is assured it is sincere, all the dormant affections of his nature are excited, and it is impossible not to observe, how tender and affectionate a heart his must have been, ere circumstances had soured it. This was never more displayed than in the impression made on him by the prayer of Mrs. Sheppard, and the letter of her husband. It is also evident in the generous impulses that he betrays on hearing of distress or misfortune, which he endeavors to alleviate; and, unlike the world in general, Byron never makes light of the griefs of others, but shows commiseration and kindness. There are days when he excites so strong an interest and sympathy, by showing such indubitable proofs of good feeling, that every previous impression to his disadvantage fades away, and one is vexed with one's self for ever having harbored them. But, alas! "the morrow comes," and he is no longer the same being. Some disagreeable letter, review, or new example of the slanders with which he has been for years assailed, changes the whole current of his feelings—renders him reckless, Sardonian, and as unlike the Byron of the day before as if they had nothing in common.—nay, he seems determined to efface any good impression he might have made, and appears angry with himself for having yielded to the kindly feelings that gave birth to it. After such exhibitions, one feels perplexed what opinion to form of him; and the individual who has an opportunity of seeing Byron very often, and for any length of time, if he or she stated the daily impressions candidly, would find, on reviewing them, a mass of heterogeneous evidence, from which it would be most difficult to draw a just conclusion. The affectionate manner in which he speaks of some of his juvenile companions has a delicacy and tenderness resembling the nature of woman more than that of man, and leads me to think that an extreme sensitiveness, checked by coming in contact with persons incapable of appreciating it, and affections chilled by finding a want of sympathy, have repelled, but could not eradicate, the seeds of goodness that now often send forth blessings, and with culture, may yet produce precious fruit.

I am sure, that if ten individuals undertook the task of describing Byron, no two, of the ten, would agree in their verdict respecting him, or convey any portrait that resembled the other; and yet the description of each might be correct, according to his or her received opinion; but the truth is, the chameleon-like character or manner of Byron renders it difficult to portray him; and the pleasure he seems to take in misleading his associates in their estimate of him increases the difficulty of the task. This ex-

traordinary fancy of his has so often struck me, that I expect to see all the persons who have lived with him giving portraits, each unlike the other, and yet all bearing a resemblance to the original at some one time. Like the pictures given of some celebrated actor in his different characters, each likeness is affected by the dress and the part he has to fill. The portrait of John Kemble in Cato resembles not Macbeth nor Hamlet, and yet each is an accurate likeness of that admirable actor in those characters; so Byron, changing every day, and fond of misleading those whom he suspects might be inclined to paint him, will always appear different from the hand of each limner.

I observed in Lord Byron a candor in talking of his own defects, nay, a seeming pleasure in dwelling on them, that I never remarked in any other person; I told him this one day, and he answered—"Well, does not this give you hopes of my amendment?" My reply was, "No; I fear, by continually recapitulating them, you will get so accustomed to their existence, as to conquer your disgust of them. You remind me of Boileau, in the 'West Indian,' when he exclaims, 'No one sins with more repentance, or repents with less amendment than I do.'" He laughed and said, "Well, only wait, and you will see me one day become all that I ought to be; I am determined to leave my sins, and not wait until they leave me: I have reflected seriously on all my faults, and that is the first step towards amendment. Nay, I have made more progress than people give me credit for; but, the truth is, I have such a detestation of cant, and am so fearful of being suspected of yielding to its outcry, that I make myself appear rather worse than better than I am."

"You will believe me, what I sometimes believe myself, mad," said Byron one day, "when I tell you that I seem to have two states of existence, one purely contemplative, during which the crimes, faults, and follies of mankind are laid open to my view, (my own forming a prominent object in the picture,) and the other active, when I play my part in the drama of life, as if impelled by some power, over which I have no control, though the consciousness of doing wrong remains. It is as though I had the faculty of discovering error, without the power of avoiding it. How do you account for this?" I answered, "That, like all the phenomena of thought, it was unaccountable; but that contemplation, when too much indulged, often produced the same effect on the mental faculties that the dwelling on bodily ailments effected in the physical powers—we might become so well acquainted with diseases, as to find all their symptoms, in ourselves and others, without the power of preventing or curing them; nay, by the force of imagination, might end in the belief that we were afflicted with them to such a degree as to lose all enjoyment of life, which state is termed hypochondria; but the hypochondria which arises from the belief in mental diseases is still more insupportable, and is increased by contemplation of the supposed crimes or faults, so that the mind should be often relaxed from its extreme tension, and other and less exciting subjects of reflection presented to it. Excess in thinking, like all other excesses, produces reaction, and add the two words 'too much' before the word thinking, in the two lines of the admirable parody of the brothers Smith—

"Thinking is but an idle waste of thought,

And nought is everything, and everything is nought."

and, instead of parody, it becomes true philosophy."

We both laughed at the abstract subject we had fallen upon; and Byron remarked, "How few would guess the general topics that occupy our conversation!" I added, "It may not perhaps be very amusing, but, at all events, it is better than scandal." He shook his head and said, "All subjects are good in their way, provided they are sufficiently diversified; but scandal has something so piquant,—it is a sort of cayenne to the mind,—that I confess I like it, particularly if the objects are one's particular friends."

"Of course you know Luttrell," said Lord Byron. "He is a most agreeable member of society, the best sayer of good things, and the most epigrammatic conversationalist I ever met: there is a terseness, and wit, mingled with fancy, in his observations, that no one else possesses, and no one so peculiarly understands the *appropos*. His 'Advice to Julia' is pointed, witty, and full of observation, showing in every line a knowledge of society, and a tact rarely met with. Then, unlike all, or most other wits, Luttrell is never obtrusive, even the choicest *bons mots* are only brought forth when perfectly applicable; and then are given in a tone of good breeding which enhances their value."

"Moore is very sparkling in a choice or chosen

society (said Byron); with lord and lady listeners he shines like a diamond, and thinks that, like that precious stone, his brilliancy should be reserved *pour le beau monde*. Moore has a happy disposition, his temper is good, and he has a sort of fire-fly imagination, always in movement, and in each evolution displaying new brilliancy. He has not done justice to himself in living so much in society; much of his talents are frittered away in display, to support the character of 'a man of wit about town,' and Moore was meant for something better. Society and genius are incompatible, and the latter can rarely, if ever, be in close or frequent contact with the former, without degenerating; it is otherwise with wit and talent, which are excited and brought into play by the friction of society, which polishes and sharpens both. I judge from personal experience; and, as some portion of genius has been attributed to me, I suppose I may, without any extraordinary vanity, quote my ideas on this subject. Well, then (continued Byron), if I have any genius (which I grant is problematical), all I can say is, that I have always found it fade away, like snow before the sun, when I have been living much in the world. My ideas became dispersed and vague, I lost the power of concentrating my thoughts, and became another being: you will perhaps think a better, on the principle that any change in me must be for the better; but no—instead of this, I became worse, for the recollection of former mental power remained, reproaching me with present inability, and increased the natural irritability of my nature. It must be this consciousness of diminished power that renders old people peevish, and, I suspect, the peevishness will be in proportion to former ability. Those who have once accustomed themselves to think and reflect deeply in solitude, will soon begin to find society irksome; the small money of conversation will appear insignificant, after the weighty metal of thought to which they have been used, and like the man who was exposed to the evils of poverty while in possession of one of the largest diamonds in the world, which, from its size, could find no purchaser, such a man will find himself in society unable to change his lofty and profound thoughts into the conventional small-talk of those who surround him. But, bless me, how I have been holding forth! (said Byron) Madame de Staël herself never declaimed more energetically, or succeeded better, in *ennuyant* her auditors, than I have done, as I perceive you look dreadfully bored. I fear I am grown a sad prosa, which is a bad thing, more especially after having been, what I swear to you I once heard a lady call me, a sad poet. The whole of my tirade might have been comprised in the simple statement of my belief that genius shuns society, and that, except for the indulgence of vanity, society would be well disposed to return the compliment, as they have little in common between them.

"Who would willingly possess genius? None, I am persuaded, who knew the misery it entails, its temperament producing continual irritation, destructive alike to health and happiness—and what are its advantages?—to be envied, hated and persecuted in life, and libelled in death. Wealth may be pardoned, (continued Byron), if its possessor diffuses it liberally; beauty may be forgiven provided it is accompanied by folly; talent may meet with toleration if it be not of a very superior order, but genius can hope for no mercy. If it be of a stamp that insures its currency, those who are compelled to receive it will indemnify themselves by finding out a thousand imperfections in the owner, and as they cannot approach his elevation, will endeavor to reduce him to their level by dwelling on the errors from which genius is not exempt, and which forms the only point of resemblance between them." We hear the errors of men of genius continually brought forward, while those that belong to mediocrity are unnoticed; hence people conclude that errors peculiarly appertain to genius, and that those who boast it not, are saved from them. Happy delusion! but not even this belief can induce them to commiserate the faults they condemn. It is the fate of genius to be viewed with severity instead of the indulgence that it ought to meet, from the gratification it dispenses to others; as if its endowments could preserve the possessor from the alloy that marks the nature of mankind. Who can walk the earth, with eyes fixed on the heavens, without often stumbling over the hindrances that intercept the path? while those who are intent only on the beaten road escape. Such is the fate of men of genius: elevated over the herd of their fellow men, with thoughts that soar above the sphere of their physical existence, no wonder that they stumble when treading the mazes of ordinary

life, with irritated sensibility, and mistaken views of all the common occurrences they encounter.

African Expedition.—The following particulars of the Liverpool expedition for the interior of Africa, are copied from a Cork journal:—"Its first destination is to the mouth of the river Quorra, forty miles to the leeward of Cape Formosa. The large steamer is computed to be 145 tons burden, and propelled by a fifty-horse engine. Her sides are pierced, and mounted with ten six-pounders. Forward, a very formidable display is made by a twenty-four pound swivelgun, whilst a long swivel eighteen pound carronade astern seems to threaten destruction to every foe. In addition to these precautions against the Spanish pirates who infest the coast, and also such of the native tribes as might prove hostile to the expedition, she is completely surrounded by *chevaux de frise*, and amply provided with small arms and boarding pikes for forty persons, which will compose the crew, &c. The steamer is named after the river she is intended to ascend, namely, the Quorra, which is the Arabic for 'Shining River.' Her present draft of water is easy, and in her ascent will not be more than two feet six inches, which is very small, considering that no sacrifice has been made of those operations which constitute the *beau ideal* of a steamer, which the Quorra certainly is. The construction of the paddles is such that, should favorable winds occur, they can be removed in such a manner that she can use sails in place of steam, and receive no impediment to her progress by their immersion in the water. She is schooner-rigged, and rather lofty. The Quorra is intended to ascend the principal streams, and the lesser, which is built entirely of wrought iron, and of a draught of only eighteen inches, is intended to explore all the tributary streams, and likewise visit Timbuctoo, Warree, Sockatoo, &c. &c. The latter boat is fifty-five tons burden, and called the *Alburkha* which is Arabic for 'Blessing.' The brig Columbine, which accompanies the expedition as far as possible, is principally laden with fuel and other articles for the use of the two steamers. It is expected that a sufficiency of wood will be found on the banks of the river to generate steam, when the supply of coal is finished, or not easily to be procured. The whole squadron is under the command of G. L. Harris, Esq. R. N., whose experience on the coast during a period of six years, entitles him to the confidence of the promoters of the expedition. The elder Lander, the companion of Clapperton, Macgreggor Laird, Esq., and Dr. Briggs, of Liverpool, accompany it, the latter as the medical attendant and botanist. Mr. Harris will act as topographical surveyor on the part of the company and government, by permission, and a naval officer on their part, for a like purpose. By the ample provision made, it would almost seem that every difficulty was anticipated; everything that could be procured for the success, safety, comfort, and happiness of our adventurous countrymen has been procured; nor should the fact be omitted, that an abundance of trinkets, &c. &c. has been procured to conciliate the good will of the natives. No correct estimate can be formed of the length of the absence of the expedition. It may however, be naturally inferred that it will not be great, as the steamers will prevent a facility hitherto unknown in exploring the African rivers, and that the progress thus obtained will in no way be impeded by the caprice of any of the African chiefs in obtaining leave to proceed, or paying compulsory tribute, &c. for such a favor. A glance at the Quorra will almost convince any one that her implements of destruction are such as to defy the whole condensed bow-and-arrow force of Africa."

The *Cambrian* newspaper says, the Quorra and Alburkha steamers arrived at Milford on Saturday last, from Liverpool, to wait for orders and the African traveller Lander, who is expected over-land to join, as well as to get clean bills of health. The sailing brig Columbine, 170 tons, Captain Miller arrived on Sunday, being furnished with a supply of coals for the steamers, and a variety of articles for presents, trade and barter, and a few passengers. These vessels possess all the requisite qualities for such a voyage, comprehending every comfort, as well as fitted for defence against any attack of the natives on the rivers and coast. The Alburkha, Captain Hill, is a beautiful little iron steamer, the hull, except decks, being wholly of that material; and measures, exclusive of the engine-room, only 35 tons and with her crew, fourteen in number, coals, luggage, and articles for trade, draws only four feet water; when divested of those materials, can be made to sail on an even keel in two feet water.—This little vessel and the brig Columbine, were tow-

ed out to sea, on Tuesday evening last, by the Quorra, which vessel returned again, and now waits the arrival of Mr. Lander, to sail immediately for Porto Praya, on the African coast, the place of rendezvous. It is to be hoped, as the voyage is of a trading description, conducted at the entire expense of a body of Liverpool merchants, that the speculation will be attended with profitable results to them in a commercial point of view, and finally, with great advantage, to open a trade between this country and the whole of Western Africa."

Expense of Living in Italy.—One lodges like a prince in Florence, and pays like a beggar. For the information of artists and scholars desirous to come abroad, to whom exact knowledge on the subject is important, I will give you the inventory and cost of my whereabouts.

I sit at this moment in a window of what was formerly the archbishop's palace—a noble old edifice, with vast staircases and resounding arches, and a hall in which you might put a dozen of the modern brick houses of our country. My chamber is as large as a ball-room, on the second story, looking out upon the garden belonging to the house, which extends to the eastern wall of the city. Beyond this lies one of the sweetest views in the world—the ascending amphitheatre of hills, in whose lap, lies Florence, with the tall enemies of *Piselli* in the centre, crowned with the monastery in which Milton passed six weeks, while gathering scenery for his Paradise. I can almost count the panes of glass in the windows of the bard's room; and, between the fine old building and my eye, on the slope of the hill, thirty or forty splendid villas, half buried in trees, (Madame Catalani's among them,) piled one above another on the steep ascent, with their columns and porticoes, as if they were mock temples in a vast terraced garden. I do not think there is a window in Italy that commands more points of beauty. Cole, the American landscape painter, who occupied the room before me, took a sketch from it. For neighbors, the Neapolitan ambassador lives on the same floor, the two Greenoughs in the ground-rooms below, and the palace of one of the wealthiest nobles of Florence overlooks the garden, with a front of eighty-five windows, from which you are at liberty to select any two or three, and imagine the most celebrated beauty of Tuscany behind the crimson curtains—the daughter of this same noble bearing that reputation. She was pointed out to me at the opera a night or two since, and I have seen as famous women with less pretensions.

For the interior, my furniture is not quite upon the same scale, but I have a clean snow-white bed, a calico-covered sofa, chairs and tables enough, and pictures three deep from the wall to the floor.

For all this, and the liberty of the episcopal garden, I pay *three dollars a month!* A dollar more is charged for lamps, boots, and service, and a dark-eyed landlady of thirty-five mends my gloves, and pays me two visits a day—items not mentioned in the bill. Then for the feeding—an excellent breakfast of coffee and toast is brought me for six cents; and, without wine, one may dine heartily at a fashionable restaurant for twelve cents, and with wine, quite magnificently for twenty-five. Exclusive of postage and pleasures, this is all one is called upon to spend in Florence. Three hundred dollars a year would fairly and largely cover the expenses of a man living at this rate; and a man who would not be willing to live half as well for the sake of his art, does not deserve to see Italy. I have stated these unsentimental particulars, because it is a kind of information I believe much wanted. I should have come to Italy years ago if I had known as much, and I am sure there are young men in our own country, dreaming of this paradise of art, in half despair, who will thank me for it, and take up at once "the pilgrim's sandal-shoon and scollops-shell."—[Willis's Letters from Europe, published in the N. Y. Mirror.]

Curious conversation of Napoleon with Junot.—The First Consul has been reproaching him with making friends of his enemies:—

"Of whom are you speaking, my general?" said he, at length. "Of M. d'Orsay, to be sure—he whom they call the handsome d'Orsay. Was he not on the point of being shot for a conspirator?" and was he not sent to the Temple? Fouché told me, the other day, that he was a dangerous man." Junot smiled bitterly. "My general, you have given me to understand in two syllables to whom I am indebted for all this, and I shall know how to thank him.—I shall begin by saying that citizen Fouché has told you a falsehood, in asserting that

Albert d'Orsay was a dangerous man and a conspirator. He is the most loyal and honest man living, full of honor; and if in returning to France he has given his word to be faithful to the established government, he will keep it. I should have thought, my general, that as Fouché gave him the title of my friend, you would have held him worthy of your esteem as a man of honor; for I could not give my friendship to any one who was not. But, my general, you should never have believed that an enemy of yours could be my friend. And Junot passed his hand over his forehead, which was dripping. Napoleon knew him too well not to be conscious how much he suffered. He approached him and pressed his hand affectionately: Junot was suffocating. 'Come! don't be childish. I tell you I am not speaking of you, my faithful friend. Have you not proved your attachment when I was in fetters? would you not have followed me to prison?' 'I should have followed you to the scaffold!' cried Junot, striking his fist upon the table with such force as to make every thing on it leap to the ground. Napoleon laughed. 'Well! don't you see, then, that it is impossible for me to say any thing that should go to your heart, and hurt you, Monsieur Junot.' And he pulled his ears, his nose, and his hair. Junot drew back. 'Ah! I have hurt you,' said Napoleon, approaching him, and resting his little white hand upon Junot's light hair, caressing him, as if he meant to pacify a child; 'Junot,' he continued, 'do you remember being at the Serbelloni Palace at Milan, when you had just received a wound,—just here,—at this place.' And the little white hand gently touched the large cicatrice. 'I pulled away your hair, and withdrew my hand full of your blood.' The First Consul turned pale at the recollection. And it is a remarkable circumstance that Napoleon spoke to me not less than ten times in the course of his reign of this incident at Milan, and never without starting and turning pale at the recollection of his blood-stained hand. 'Yes,' he continued, with a movement as if to repress a shudder; 'yes, I confess at that moment I felt that there is a weakness inherent in human nature, which is only more exquisitely developed in the female constitution. I then understood that it was possible to faint. I have not forgotten that moment, my friend; I have laid it by in a safe place for remembrance, and the name of Junot can never be mingled in my mind with even the appearance of perfidy. Your head is too hot, too heedless; but you are a loyal and brave fellow. You, Lannes,—Marmont,—Duroc,—Berthier,—Bessières,—at each name Napoleon took a pinch of snuff and a turn in the room, sometimes making a pause and smiling, as the name recalled any proof of attachment,—'my son Eugene—yes, those are hearts which love me, which I can depend upon.' Lemarrois, too, is another faithful friend. And that poor Rapp, he has been but a short time with me, yet he pushes his love even to an extent that might give offence; do you know, he scolds me sometimes?'—[Mem. Duchess Abrantes.]

THE PACHA OF EGYPT.—The following interesting account of this extraordinary person is extracted from an address of Sir Alexander Johnson to the Asiatic Society:—

"The Pacha of Egypt, one of our honorary members, a chief of a clear and vigorous mind, observing the advantage European states have derived from a similar policy, has publicly encouraged the introduction into Egypt of all those arts and sciences which are calculated to improve the understandings of the people, to mitigate the effects of their religious feelings, and to secure the stability of the local government; he has assimilated his army and navy to those of Europe, and subjected them to European regulations and to European discipline; he has formed corps of Artillery and Engineers upon European principles; he has attached regular bands of military music to each of his regiments, with European instructors, who teach the Arab musicians according to the European notes of music, to play upon European instruments the popular marches and airs of England, France, and Germany; a short distance from Cairo he has established a permanent military hospital, and placed it under European surgeons, and the same rules as prevail in the best regulated hospitals in Europe; and he has formed a school of medicine and anatomy, in which not only botany, mineralogy, and chemistry, are taught, but human bodies are publicly dissected by students who profess the Mahomedan religion, and who are publicly rewarded in the heart of a great Mahomedan population, according to the skill and the knowledge which they display in their different dissections. At Alex-

andria he has established a naval school, in which the Mahomedan students are instructed in the several branches of geometry, trigonometry, mechanics and astronomy, connected with naval architecture and the science of navigation, and a dock-yard under the control and superintendence of an European naval architect, distinguished for his talents and skill, in which, besides frigates and other vessels of smaller dimensions, four ships of the line, three carrying 110 guns upon two decks, and one of 130 guns, have been recently built; he has opened the old port, which was formerly shut against them, to all Christian vessels. He has encouraged the formation of regular insurance offices, and authorised Christian merchants to acquire a property in lands, houses, and gardens. He has employed an English civil engineer of great eminence on a very liberal salary, to improve all the canals in the country and the course of the Nile; he is about to construct carriage roads from Alexandria to Cairo, and from Alexandria to Rosetta and Damietta; and M. Abou, the cousin of his Minister, is about to establish upon them public stage coaches, built on a model of one sent to him by a coach-maker from this country; he has introduced steam-boats which navigate upon the Nile, and steam-engines which are used for cleansing and deepening that river, and for various other public works; he has patronised the employment, by Mr. Briggs, of two Englishmen, taken for the purpose from this country, in boring for water in different parts of the desert, and he has discovered, through their operations, some very fine water in the desert between Cairo and Suez; he has encouraged the growth of cotton, indigo, and opium, and the former of these productions is now a great article of trade between Egypt and England, France and Germany; he has established schools in the country, for the instruction of all orders of his people, in reading, writing, and arithmetic; he has sent, at great expense to himself, young men both of the higher and lower ranks of society to England and France, for the purpose of acquiring useful knowledge, the former in those branches of science and literature which are connected with their service in the army and navy, and the higher departments of Government; the latter in those mechanical arts, which are more immediately connected with their employment as artisans and manufacturers; he has constituted a public assembly at Cairo, consisting of a considerable number of well-informed persons, who hold regular sittings for forty days in each year; and publicly discuss, for his information, the interests and wants of his different provinces; he patronizes the publication of a weekly newspaper in Arabic and Turkish, for the instruction of his people; and, finally, he protects all Christian merchants who are settled in his country, not only in time of peace, but also in time of war, and afforded the European merchants who were settled at Alexandria and at Cairo, a memorable instance of his determination to adhere under all circumstances to this policy, by informing them, as soon as he had received intelligence of the battle of Navarino, that their persons and their property should continue as secure as if no such event had occurred. I have dwelt at some length upon this subject, because I have felt it to be my duty, in consequence of the information which I have received as chairman of the Committee of Correspondence, to give publicity in this country to those measures, by which one of the most distinguished of our honorary members has restored to Egypt, in their highest state of perfection, all the arts and sciences of Europe, has emulated, as a patron of knowledge, the conduct of the most enlightened of the caliphs of Bagdad, and has afforded, as a Mahomedan, a bright example for their imitation, to all the Mahomedan sovereigns in Europe, Africa, and Asia."

Physiognomy.—A year or two after the general peace of 1815, the present Emperor of Russia, then the Grand Duke Nicholas, paid a visit to England, and made an excursion through part of Scotland. In the course of military duty, we chanced to be among the officers appointed to escort him through Stirling Castle, after passing through the formality of an introduction. But little did we think that the personage in whose presence we stood was in future years to figure as the Great Goth of modern times, and out Herod Herod—for instead of a fierce and truculent Tartar, such as fancy might paint him to those who have only seen him in his works—we beheld in the present Emperor of Russia "a marvellous proper man;" very tall and very handsome, with a form to fascinate a female eye, and a face, pale, Grecian, fine, almost effeminate.—[Edinb. Observer.]

NEW-YORK AMERICAN.

OCTOBER 13, 15, 16, 17, 18, 19—1832.

HEALTH OF THE CITY.—The number of deaths in this city last week was only 129; of which by Cholera 14. Annexed is a statement of the deaths in each week since the 1st of July:

| Week ending July 7— | 191 interments, of which 56 of Cholera |
|---------------------|--|
| Do. do. 14— | 510 " 336 " |
| Do. do. 21— | 887 " 716 " |
| Do. do. 28— | 879 " 686 " |
| Do. August 4— | 680 " 383 " |
| Do. do. 11— | 467 " 281 " |
| Do. do. 18— | 434 " 223 " |
| Do. do. 25— | 391 " 178 " |
| Do. Septem. 1— | 324 " 158 " |
| Do. do. 8— | 355 " 201 " |
| Do. do. 15— | 291 " 128 " |
| Do. do. 22— | 238 " 72 " |
| Do. do. 29— | 180 " 60 " |
| Do. October 6— | 187 " 24 " |
| Do. do. 13— | 129 " 14 " |

Total since 30th June, 6,003 interments 2,486 of Cholera

The number of deaths is now reduced to about the usual number at this season of the year. The average weekly number through the year 1831 was 122.

CAPE DE VERD ISLANDS.—While other cities are talking about relieving the famine which was depopulating these lonely islands, Boston has already collected, through its churches and societies, \$3727, as a fund for their relief.

FINE ARTS.—The collection of paintings so well known in New York by the name of *Saiveville gallery*, has received the addition of two admirable Battles, by *Salvator Rosa*, and, in consequence of a particular arrangement by the proprietor, the celebrated painting of *Paulus Potter*, (THE TWO HARES),* which was the object of a separate exhibition, will henceforth form a part of the collection, without any augmentation of price for admittance. (See the advertisement.)

This gallery being open but for a very short time, we think that all those of our fellow citizens who have an enlightened taste for the fine arts, will hasten to take advantage of these last moments to enjoy the sight of that collection of precious paintings, not copied from the great masters, but in truth originals, and of which several possess an European reputation.

The letters on painting, which were called forth by this collection, and of which several were published in this paper, were interrupted by the appearance of the cholera. They will now be continued, and treat of the three schools, as yet not examined, the Spanish, Flemish, and French.—[Communication.]

* With respect to the picturesque execution, our venerable fellow-citizen, Trumbull, considers this painting one of the finest he ever saw.

INDIAN TREATIES.—The Globe of Monday thus speaks of the lands acquired by the treaties recently negotiated by General Scott and Governor Reynolds with the Winnebagoes and the Sacs and Foxes:—

"The lands south of the Wisconsin, and east of the Mississippi, ceded by the Winnebagoes, contain about 4,600,000 acres, and is represented to be of excellent soil, well watered, and abounding in inducements for agriculturists to purchase and cultivate. The lands ceded by the Sacs and Foxes contain about 6,000,000 acres, of a quality not inferior to any between the same parallels of latitude. It is known to abound in lead ore, and the Indians say in other ores."

For the tract ceded, the United States agreed to pay an annuity of twenty thousand dollars for thirty years, to support a blacksmith and gunsmith in addition to those now employed, to pay the debts of the tribes, to supply provisions, and as a reward for the fidelity of Ke-o-kuk and the friendly Band, to allow a reservation to be made for them of 400 miles square on the Iowa river, to include Ke-o-kuk's principal village.

Black Hawk and his two sons, the Prophet, Nappo and five others, principal warriors of the hostile bands, are to be retained as hostages, during the pleasure of the President. All the other prisoners have been delivered up to the friendly Sacs and Foxes.

LITERARY NOTICES.

WESTWARD HO! By the author of the Dutchman's Fireside: 2 vols. Harper's. The basis of this story, to the best of our knowledge, is entirely original; and it is one of the finest for a superstructure of poetry or romance, that we have seen treated in a long time. It is a tale of *hereditary madness*. To say that the author has made the most of his materials would be far from the truth; for when did ever Mr. Paulding write a book, without provoking nearly as much as he pleased the reader? A want of due elaboration is the great defect in almost all his writings; and though deservedly a great favorite with his countrymen, it is by storm rather than sapping, that he has entrenched himself in their good graces. His ideas are poured out with the strength of a mountain torrent, but their course is frequently as irregular, and too often as turbid as their flow is full and powerful: and even where the stream, after descending into smoother channels, is gliding on sweetly and transparently, as, with the brook from which we take our simile, when, after its boisterous course, it luxuriates through a sunny meadow, or lingers in some quiet grove—it will wheel away on a sudden into a ruder bed, as if delighting alone in startling and bewildering those who would trace it on its varying way. The work before us is as characteristic of this talented (the word is as good as any in the American language) writer, as either of his productions we can call to mind. It evinces power, humor, and fancy, strong national feelings, and warm domestic affections. But though entertaining, and in many parts beautifully written, there is hardly a page upon which there is not some trace of carelessness. Like the "Dutchman's Fireside," many passages are beautifully elaborated, while not a few are given in the rough. We think, however, that *Westward Ho!* will prove very popular. Many, doubtless, who prefer life in the boudoir to life in the forest, and believe not in romance, unless its pictures are colored with a Gothic pencil, and have a baronial castle in the background, will fling down the book with distaste; but we think, that without our giving further clue to the plot, the extracts below, while they show the vigor with which our author has handled a fresh subject, will whet the desire of our readers to dwell more familiarly upon this racy production.

A Backwoodsman.—Nurtured among the mountains of his native State, free as the air he breathed, he grew up tall and straight, and hardy as the trees of the primeval forests, where he passed most of his time in hunting and rural sports of danger and enterprise. He could neither read nor write, yet he was not ignorant or vulgar; and his feelings, by some strange freak of nature, or combination of circumstances, partook of the character of a gentleman in more ways than one.

In his person, Bushfield was one of those rare specimens of men, the united product of pure air, wholesome exercise, warlike habits, and perfect freedom of body and mind. He was upwards of six feet high, perfectly straight, and without an ounce of superfluous flesh in his whole composition. There was a singular ease, one might almost call it gracefulness, in his carriage; and his dress, which consisted of a buckskin hunting-shirt, a raccoon-skin cap and leggings, was highly picturesque. There was nothing vulgar or dowdy in his appearance or address, which was that of a man who believed himself equal to his fellow-men in any circumstances or situation that called for the exercise of manly vigor or daring enterprise.

A Forest Beauty.—While the grain was growing luxuriantly in the fields, and the flowers beginning to bloom in the garden of Colonel Daggersfield, another and a fairer flower was expanding into rich maturity within his walls. Little Virginia was now a tall girl, straight as one of the high trees of the western forests, though not quite so lofty, and graceful as an Indian maid. She had never seen a superior, nor ever felt the miserable consciousness of inferiority, which is the parent of that affectation which destroys all grace of motion and action, and takes away the dignity of self-possession. A person conscious of equality with all around, will sel-

dom, if ever, be awkward, embarrassed, or ungraceful.

Virginia grew up in the pure air and amid the pure springs of a Kentucky paradise. Her eyes were those of a half-tamed fawn, tender and apprehensive, spirited, yet expressing the most perfect gentleness of character. Here akin was as transparent as the fountains of pure water out of which she drank, and though the general hue of her face was pale, it was delightful to see how the blood ran on errands from her heart to her face, when agitated by a sudden impulse.

Bred up in this sequestered spot, at a distance from the great whirlpool of life, Virginia knew little of the world except that little portion around her, and what the occasional perusal of a few books afforded. She read little, but thought much, and there is no doubt but that habitual reflection is a richer fountain for the mind than books, and contributes far more to its strength and originality. Without intimate associates of her own age and sphere, she passed much of her time alone, and solitude is the nurse of the imagination. Her spirits were naturally lively, yet there were intervals when they subsided into quiet repose, or sunk into a temporary abstraction, during which her fancy expanded in a world of its own creation.

An Earthquake.—While the argonauts of the broad horn were gathering drift-wood along the shore, Rainsford, accompanied by Captain Sam, strolled to the confines of the Great Prairie, as it is called, which extends for many miles from the borders of the Mississippi. As they stood admiring the rolling expanse of vapor which gave to its vast surface the appearance of the distant ocean in a calm, and coursing with their eyes the dead and noiseless solitude, a distant rumbling sound caught their attention for a moment—ceasing for a moment, and in a moment beginning again, apparently nearer than before. It was succeeded by a vast cloud of dust, which all at once obscured the air, and hid from their view the face of the world.

"Cut dirt, stranger, for your life; there's a whirlwind coming," cried Captain Sam, suiting the action to the word.

But he had scarcely spoken when the earth opened between them, and they stood rocking to and fro on either side a yawning chasm. The ground rose in waves, like the sea in a storm; the vast trees that skirted the bare precincts of the endless plain, nodded and struck their high heads together with a crash, and lashed each other with their giant limbs; the earth burst its strong ribs, and rose, and split into vast ravines; the waters burst through their bounds, and while they formed new lakes, or forced themselves into new channels in some places, in others they left large spaces high and dry. Anon the waves of the firm fixed earth subsided for a moment, and she lay trembling and quivering as in the paroxysm of an ague.

During this appalling interval, Rainsford and his companion rose from the ground, where they had been thrown by the resistless force of the vibrations, and instinctively sought refuge they knew not whither. The captain made towards the river, as being his natural element; while the other climbed one of the lofty trees that skirted the bounds of the interminable plain, from a vague apprehension of the waters, which, as well as the earth, seemed struggling to free themselves from the fetters of Nature's inflexible laws. He had scarcely done this, when again the same appalling noises approached from another quarter, and again the firm-set earth began to heave and curl itself into a sea of waves that seemed to approach from a distance, gathering strength, and rising higher and higher, until they burst, scattering vast volumes of water and sand high in the air, and leaving the ground seamed with deep chasms, which the traveller still surveys with astonishment and dismay. In a few moments the earth seemed changed into a different element, and to become an ocean. A large portion of the district around was covered with the waters, and the tree on which Rainsford had sought refuge stood rocking to and fro in the midst of them. Darkness, or at least an obscurity, like that of a total eclipse of the sun, came over the world; and such was the dismay of all animated nature, that a little bird came and sought refuge in the bosom of the young man, where it lay quiet and tame in the trance of terror. He could feel its little heart beat against his own, and the communion of sympathy between him and the panting flutterer was not un soothing in this terrible hour.

Casting his eye towards the town of New Madrid, he beheld the houses tottering and tumbling to pieces, and the people fleeing to and fro in all the desperation of overwhelming terror. Turning to the

Mississippi, he suddenly observed it in one particular spot boil up, and overflow its banks, carrying boats and every thing that floated on its surface far over into the fields, where they were left perfect wrecks. Nay, it spared neither the living nor the dead; for all at once he saw the little graveyard of the village, with its mouldering bones and quiet inhabitants, lifted, as it were, from its resting-place, and hurled into the torrent, where it and they were scattered, never to be associated again in time or in eternity.

It looked like the last agony of expiring nature—as if the Omnipotent had resigned his empire of the universe, and left the rebel elements to struggle for mastery.

The excursions of a brilliant but ill-regulated imagination.—The mind of Rainsford seemed to take wing to the highest heaven, and to revel in the most glorious perceptions. With the mingled feelings of poetry and philosophy, of love and devotion, he expatiated on the beauty of nature, the chaste delights of virtuous affection, the labors and triumphs of well-aimed genius, and the crowning gift of immortality bestowed upon it here and hereafter. Virginia sat beside him, leaning forward with downward face; her eye raised to his in mingled admiration of his lofty flights, and fear lest he should overleap the slippery pinnacle of reason, and topple down headlong on the other side. She trembled at the dizzy height to which he sometimes soared, and her fearful anticipations pictured him as just shivering on the very verge of the almost imperceptible line, the very hair-breadth space which, in the sensitive empire of the brain, separates the fruitful region where the elements act in sweet accord and all is universal harmony, from that of chaos, where nothing but shapeless monsters and jarring atoms abide.

Patriotism in Women.—The love of country in the mind of a virtuous, reflecting, intellectual woman, should come next to her faith, her domestic affections, and her attachment to home. It ought never to mingle in party dissensions, or become the common topic of her thoughts or conversation; but, like the pure light of religion, it should be a quiet, deep-rooted, unobtrusive principle, worthy of every sacrifice except that of the virtues which constitute the divinity of the sex.

Political equality not necessarily personal similarity.—"You don't approve of our system of equality, I perceive, Mr. Barham."

"To be frank, for you know we Englishmen speak our minds, I do not."

"Why so, sir?"

"Why, because I don't like the obtrusive familiarities of the vulgar; nor do I believe any system of government can subsist for a length of time without a decided broad distinction of ranks."

"Why so, sir?"

"Because my own reading, reflection, and experience have satisfied me that equality in any respect either as to rank or fortune, is an impracticable, ruinous theory, which never can be realized."

"I differ with you, Mr. Barham. And to your reading and reflection I will say nothing, for my maxim is, to appeal to experience, wherever resort can be had to it. May I ask whence you derive your conviction of the impossibility of a system of equality, as far as ranks are concerned?"

"From England, sir, from my own country."

"I don't exactly see how your experience can have any application to England, because she has never tried the system of equality, and can therefore know nothing of its impracticability, or its ruinous effects, if it were practicable."

"Why, sir, don't we every day see the consequences of the mob getting uppermost; destruction of property and lives?"

"That is just because there is no equality among you, and not because there is. It is the sense of inequality, and its attendant wants and mortifications, that produce those violent eruptions of popular discontent. If you choose to call the people of this country all equal, very good. You don't see any mobs in Kentucky, nor anywhere else, except among those who bring with them from abroad those habits, and feelings, and old antipathies generated by the very absence of equality."

"But how is it possible for one man to have a proper respect for another, without some feeling of inferiority on his part? Without this, society must become a perfect bear-garden, and the intercourse between people essentially vulgar and indiscriminate," said Mr. Barham.

"That does not necessarily follow; nay, it does not follow at all. Surely, Mr. Barham, you cannot

believe that courtesy, respect, and a due regard to the claims and feelings of others, cannot be maintained without a sense of inferiority on one part, and of superiority on the other. Is there no such sentiment in the human mind as that of veneration for superior virtue or talents; no kindly feeling of one fellow-being for another, that he should require a man to be called a lord, and to possess privileges of which he is denied a share, before he can properly respect him? If you come to the other sex, is there not beauty, virtue, the natural desire to please, and the universal passion of love, to ensure them due tenderness and consideration, without their being called ladies? So far indeed as I am acquainted with the countries where these distinctions of rank prevail, that respect which the sacred institution of marriage requires from man to woman, and from woman to man, is not the most striking feature in the character of the higher ranks."

"But really now, Colonel Dangerfield, you have travelled, and seen the world; do you think it possible to introduce equality into England, without overturning every thing venerable and sacred there?"

"I don't know exactly what you mean, Mr. Barrham, by every thing venerable and sacred. If you mean abuses that have grown sacred by long prescription; follies consecrated by time, and institutions that have become venerable, like ruined edifices, because they no longer answer the end of their creation; if you refer to these, I don't believe that they can or will survive the adoption of a single feature in the system of equality. I admit the difficulty and danger of abolishing the distinction of ranks in countries where it has long prevailed; where every step and stage in life is graduated by the ladder of precedence; and where the people, from education and long habit, have lost all other criterion of respect or reverence, but that of mere rank and title. Here, however, in this country it is quite different; habit and education have prepared them to estimate other claims; and though they may still retain some vestiges of the ancient delusion in respect to these things, there is nothing on the face of the earth which they would so soon resist as a person who should come and demand as a right any privilege or precedence, merely on the score of his title."

"Very well, very well, sir, but you will yet live to see the futility of these notions, that all men are equally wise, equally virtuous, equally brave; and that therefore they must of necessity be made equally rich, equally honorable, and equally in all respects to their rulers."

"Why do you not add, equally tall, equally fat, equally strong, and equally active?" asked the colonel, smiling at this absurd view of equality, which is either ignorantly or wilfully made to represent the rational system of this country. "My dear sir, our policy is not founded on the complete overthrow, but the establishment of the system of Providence; which hath ordained that there shall ever subsist a difference in the activity and capacity of mankind, as well as in the opportunity, and the results of their exercise. Everybody knows that it is impossible to regulate the consequences of all these, and that one will be wiser, richer and happier than another, in spite of all laws to make them equal; and in defiance of all efforts to regulate their course of action. Such is not our absurd system of equality, which consists simply in an equality of social and civil rights, granted and guaranteed by the laws, over which we ourselves have a control, each in his primitive character of a citizen, a portion of the government. There is not here, as in many, I may say in all parts of the old world, one law for the king, another for the noble; one law for the noble, another for the commoner; one law for the freeholder; another for the copyholder; one law for the bishop, another for his curate. No, sir; all the people are peers to each other; peers of the Republic; and you might as well assert that because every member of your House of Lords is the peer of the others, that therefore, they must all be equally wise, rich and noble; that there can be no distinction between them; that the idiot lawgiver must be held every where and at all times equal to the wisest; the poorest, as rich as the Marquis of Stafford; and that among the nobles of England nothing but beastly familiarity and rank vulgarity can possibly prevail in their intercourse with each other."

TALES OF GLAUBER SPA, by several American Authors, is the title of a work, in two volumes, now in press, by the Harpers, some loose sheets of which we have read, and were much delighted with. The history of this publication has something so strange

and mysterious about it, that we cannot help dropping a word to our readers, in anticipation of its appearance. The particulars, as they have leaked out, stand thus. It seems one Sharon Clapp, who "has lived at Sheepneck since he was a boy," became embarrassed when he entered into those expensive improvements which have since given the place so much celebrity, under the fashionable name of "Glauber Spa;" and when a literary coterie, which seems to have passed the last summer there very pleasantly, was broken up at the close of the season, Sharon seized upon and appropriated a quantity of MS. papers which the party by some carelessness had left behind them in the reading room. These Mr. Clapp determined to turn to some account, and "having," to use his own words, "heard that the Masters Harpers printed all the books, at their store in York city," he proposed terms to these worthy publishers, and succeeded in making an arrangement with them to their mutual satisfaction and advantage. These facts took wind some time since, and are now whispered about so generally, in "literary circles," that we should not be surprized if the publishers should feel themselves compelled to state them frankly to the public, in an advertisement to the publication, and throw themselves entirely upon their generosity for having, not by the most legitimate means, (we beg Mr. Clapp's pardon,) come into possession of the work. The individuals whose literary property has been thus unceremoniously appropriated by others, are Miss Sedgwick, a New England lady, Mr. Verplanck, a member of Congress, Mr. Paulding, the Navy Agent, Mr. Bryant, formerly a Massachusetts barrister, and Messrs. Sands and Legget, two gentlemen of this city, names, which, taken together, coincide most singularly with those of some distinguished native writers, who have been before similarly associated in the production of "the Talieman," or individually occupied in other excellent works. As we presume, however, that such a liberty would hardly have been taken with them, as to publish their writings without their knowledge, we can only regard the adoption of their names here, as a ruse of Mr. Clapp, to gain celebrity for the watering-place, in which he is so much interested. And here, assuring our readers that this is all we at present know of the matter, we conclude this somewhat unsatisfactory paragraph with the titles of the tales contained in Mr. Sharon Clapp's budget, which are as follows: Vol. 1.—Le Bossu; Childe Rocliffe's Pilgrimage; The Skeleton Cave; Medfield. Vol. 2.—The Block House; Mr. Green; Selim; Boyuca.

We mentioned among our last Saturday's literary notices, that a new Magazine was projecting in this city; and we are now happy to state, that the undertaking is so far matured, that one of our most enterprising publishers has ventured upon putting forth the prospectus, which, with the introductory address, is here brought forward from the advertising columns, where it first appeared yesterday:—

Address—The question is frequently asked, "why has New York but one literary periodical and no Quarterly Review or Monthly Magazine?" The answer, invariably the same, we need not say is one not the most creditable to our townsmen. And yet he who turns to the loaded shelves and thriving establishments of our leading publishers, will have little cause to believe that want of literary taste or liberality is occasioned by deficiency; while on the other hand, if he would attribute it to a want of ability, there are many well known names, which, like those of Verplanck, Bryant, and Halleck, contrast in the supposition the moment it suggests itself. Is it from a want of enterprise then, that we have no Monthly Miscellany to represent our literary circles, and occupy the floating talent of the town? The repeated attempts and repeated failures in carrying on a Magazine here, are to this a sufficient reply. Where then does the fault lie? That question we can only answer by asking another. Is not the present a fit time for removing the reproach from every side, and settling the discussion at rest forever?

The undersigned having long meditated establishing a literary and miscellaneous periodical in this city, and having at length made the necessary editorial arrangements, have determined, should their subscription list at all warrant the undertaking, to issue at an early date the first number of a work which they trust will not be long in establishing itself in the confidence and partiality of the public. In that hope they respectfully submit the following Prospectus of a Monthly Magazine.

The work, when fairly established, will consist of Tales, Reviews and Essays, with notices of the Arts, Views of Society at home and abroad; Comments on the fashions and temper of the times; Gleanings from the least accessible of foreign publications, and the earliest On-dits in literary, sporting, and fashionable circles. But above all, to reflect life and literature as displayed in this Metropolis, shall be the principal object of THE KNICKERBOCKER, or NEW-YORK MONTHLY MAGAZINE.

Each number will contain 24 quarto pages of letter press, in double columns, equal to 48 or more pages of the usual size, printed with an entirely new and beautiful type, procured expressly for the work. The paper, of the finest American manufacture, will be of the same quality with that used in the *Annals*, and stitched in an elegantly lined cover. The greatest attention in short will be paid to its typographical appearance, while superior Engravings will from time to time ornament and enrich the publication.

Terms of Subscription, Four Dollars per annum, payable on the delivery of the fourth number.

Should the complexion of their subscription list barely enable the publishers to commence the Magazine, the contents of the earlier numbers will be one half original and the remainder selected; but should the publication meet with the success that is anticipated, it will gradually assume an entirely original character. The publishers being prepared, if met in their design by the public, to enlist the first acknowledged talent in the country, and call out latent ability, at an expenditure hitherto unpractised on this side of the Atlantic. They must meet with countenance themselves, however, before they can venture to bestow patronage, though perfectly content that all the first profits of the work shall go to improve its character. In the meantime, without mentioning the names of the able contributors who have cordially pledged their aid, they feel warranted in stating that arrangements have been made, which will enable them to commence their undertaking, under literary auspices the most favorable.

FEABODY & CO. 219 Broadway, New-York.

Here, then, is to be one more attempt made to establish a monthly literary periodical in New-York; and a month or two will decide, whether as yet the city which, with some justice, arrogates to herself the title of "the London of the West," can support one such publication, while Boston and Philadelphia each sustain three. It would be bootless here to investigate the causes of failure upon previous occasions. The first talent of the town has been before enlisted with no effect, in an attempt like that which is now proposed; and they who are concerned in the present undertaking, did they invite comparison with former literary efforts, would have reason to tremble for the success of those now meditated: for many of the names that shone upon the pages of the *Atlantic Magazine* can only, among native writers, be outvied by themselves, when, with all the lustre of matured talent and confirmed reputation, they shall brighten the leaves of its successor. But, though others should venture to try the ground from which the author of *Thanatopsis* and *Marco Bozzaris*, with similar "Stalwart souls of might," have retired, it does not necessarily follow that the attempt is either rash or presumptuous. The town has in many respects changed its honor in the years that have elapsed since the distinguished ability with which Messrs. Sands, Anderson, and Bryant, and their coadjutors, edited and enlivened it in their Magazine, was thrown away upon a frigid public. We may err, but we do think that latterly there has been a New-York feeling—a sort of esprit du corps growing up among us, like that which gives the Philadelphian and Bostonian a pride and active interest in everything which concerns the city in which he lives. We have not, as yet, to be sure, any water-works, or granite market, to be a constant source of self-gratulation to us; but we watch with municipal complacency the various architectural improvements of the city. We begin to be sensitive about the swinish scavengers which make our streets a by-word elsewhere;—and even nurse up a few names to give as those of our own great men, when those other more zealous opponents would overwhelm us with a long catalogue of theirs. We have, in short, a nascent pride of citizenship as New Yorkers, widely distinct from a narrow cockney spirit, and which if duly fostered and properly trained may, when at maturity, produce wholesome fruits. To this sentiment, "The Knickerbocker" must owe much of its patronage; and to "The Knickerbocker," this sentiment may be much indebted for a proper direction, and early and beneficial results. But there is another claim which a work of this kind originating here will have upon public patronage. Being open to the contributions of talent generally, provided

they are not political, and are presented in a compact and animated form, it will gradually enlist the countenance of strangers in all parts of the Union, who would naturally look hitherward for the mart of information as well as that of business. A large accession of patronage in the first instance would, therefore, by enabling the publisher to command first rate ability, at once establish a work which is much needed, and might then readily be made both an ornament and a credit to New York. In the meantime, they who have launched on this enterprise can only spread their canvass according to the breeze of favor that may rise to fill it: and for one of them, we think we may undertake to answer, that if after a few voyages the freight become too valuable to be entrusted to his unskilfulness, he will readily surrender the helm to abler hands.

Adam Waldie, of Philadelphia, has commenced the publication of a new periodical, to be "entitled the *Select Circulating Library*, containing as much as fifty volumes, for Five Dollars." The object of the publisher is, to print in the form of a newspaper, on a quarto sheet, select novels, memoirs, tales, travels, sketches, biography, &c. each sheet to fill 16 pages of closely printed matter in triple columns. Sheets of this description, he says, can be sent by mail for 2 1/2 cents a number, which he thinks will bring the work to subscribers at a very low rate. [Daily Adv.]

NEW TRAGEDY.—The Philadelphia papers speak in warm terms of the tragedy of "Oraloooa," written by Dr. Bird, the author of the *Gladiator*, and produced by Mr. Forrest at the Arch street Theatre.

FOREIGN INTELLIGENCE.

We find the following information in the London Morning Chronicle:

"According to advices from Naples of the 10th instant, some active negotiations had been carried on between the American Government and that of the two Sicilies, on the subject of indemnities for losses suffered by the Americans in the reign of Murat. The Sicilian Government, it is said, refuses the payment required. The American frigates *Brandywine* and *Constellation* were at Naples waiting for despatches to be forwarded to Washington."

By the *Henri IV.* from Havre, we have our Paris files to the 11th ult. The political news has been anticipated by arrivals from England.

Mr. Rives, our minister in France, was to embark in the *Sully* on the 1st of October. He has done his country good service abroad, and will be cordially welcomed home again.

From Liverpool we have papers of Saturday, 15th ult., and London papers of the same date, by packet ship *New York*. According to a mercantile circular of the 15th September, the reduction in the stock of Cotton was equal to 50,000 bales, as compared with the same period of the preceding year, though the importation for the year from the United States was already 550,000 bales. Considerable speculation was in consequence indulged, and higher prices anticipated.

NEW CUSTOMS' DUTY ACT.—The following is a list of foreign goods allowed by the commissioners of Customs to be shipped as stores, from the bonded warehouse free of duty, under the act of parliament passed last session, viz:—

Tea, 1.2 oz. or coffee 1 1/2 oz. cocoa 1 oz. per day for every person on board.

Wine, one pint per day for the master, each mate, and each passenger.

Spirits—Brandy, Geneva, Rum (British plantation) half a pint for each person on board. The last to be in proportion of one half of the whole quantity of spirits shipped, and no spirits to be shipped in less than the legal sized package (viz. brandy and Geneva 50 gallons, and rum 20 gallons.)

Raw sugar and molasses (together or separate,) 2 oz. per day for each person on board.

Dried fruits, 2 lbs. per week for each person on board. Rice ditto.

Foreign salt provisions, the allowance of which has excited great attention, appear to be suspended for the present.

SUMMARY.

The *Westchester Herald* of the 16th inst., says:—"We are highly gratified to learn, by a letter received in this village, from the Secretary of War, that our distinguished fellow citizen, the Hon. William Jay, of Bedford, has been appointed by the President of the United States, one of the Commissioners "to adjust all unsettled matters with the Western Indians." To this Commission, we understand, is entrusted the important object of investigating and reporting upon the proposition of Government for establishing the Indians upon a tract of country provided for them west of the Mississippi—and for the especial purpose of adjusting the long agitated Cherokee Question. The gentlemen composing this Commission are requested to repair immediately to Fort Gibson, in the Territory of Arkansas."

[From the *Rock Spring (Illinois) Baptist.*]

BLACK HAWK.—This distinguished fellow who has kept our frontiers in a constant state of alarm, and caused the massacre of many families and a great destruction of property, is now a prisoner in irons at Jefferson Barracks, below St. Louis. The prophet, two of Mr. Hawk's sons, and nine other braves are in company,—kept as hostages for the good behaviour of the remnant of their band, which have escaped the ravages of war. His *Hawk-ship* was followed and surprised by a party of Winnebagoes, who appear to have pursued the Swiss policy—fighting where they can get the best pay—and captured with about 50 followers, the fragments of his army. He is said to be accessible to visitors, who may have curiosity to see him, from the hours of nine to twelve. His age, by those who have long known him, is said to be about 48, though from the "toils of war," and his present dejected and humiliated state, he is represented to have the appearance of a man of 60 or 70 years.

We are knowing to some curious and highly romantic incidents in the life of this cunning and desperate "Brave," one of which is a love affair, of a highly wrought character. He had fixed his affections some years since on a highly respectable white lady, to whose friends he made repeated, and what he no doubt thought to be, honorable proposals, such as droves of valuable Indian ponies and other plunder, which of course were not accepted as terms of negotiation,—much to the mortification of the gallant Mr. Hawk. One of his sons was the young Indian that fell in love with and captured the *Misses Halle*, after inhumanly murdering their family, and reserved a lock of hair. These and other incidents would furnish ample materials in the hands of a Cooper, a Flint, a Brown, or a Hall, for a high wrought novel. Why would not Judge Hall, who riots in "legends," give the world two neat volumes with *Black Hawk* for the theme?

We are pleased to learn that Mr. Hughes' (the sculptor) Monument of the late Bishop Hobart is completed, and will be immediately put up in the place appropriated for it, in the chancel, under the great west window of Trinity Church. The figure of the Bishop is represented as supported on a Roman couch, and in the act of falling backward, while a figure representing Faith upholds him with one arm, and with the other points to the cross, which is shown surrounded by a hat in the background. The group is in alto relievo, and the head of the Bishop is considered a most excellent likeness. The situation and light are as fine as an artist could desire; and we understand that some alterations will be made in the arrangement of the pulpit and chancel to render the group visible to the whole congregation. [Evening Post]

NEW-ORLEANS, Sept. 29.—The subscription books to the Union Bank were closed on Tuesday last, with a subscription, it is stated, amounting to \$12,000,000 for the county. A considerable amount of the bonds, we understand, have been sold at a premium of six and a half per cent. which, it is said, yields an immense profit to the Bank, and leaves but little doubt, if its credit is well managed, of the balance obtaining a much greater premium.

Pick-Pocket.—On the person of one of the pick-pockets, named Thomas Smith, arrested by Blaney Friday night at the Chestnut street Theatre, was found the pocket book of Mr. Richie, a merchant of this city, who had missed it in the saloon a few minutes previous, containing 125 dollars in cash, and upon a hearing before the Recorder, he was committed for trial at the next court.

CHOLERA IN OHIO.—Three new cases, all terminating fatally, were reported on the 10th inst. at Cincinnati. The *Zanesville Republican* of 13th inst. says:—"It is our disagreeable duty to announce that this pestilence has reached our state. Several deaths have occurred at Cleveland, and along the line of the Canal, as far south, it is stated, as Dresden."

Fire.—A distressing fire broke out on the 9th instant, at Bath, Me. in the large three story building belonging to Mr. Charles Clapp, which, with an adjoining store, was entirely consumed. The upper stories of the building were occupied by four families, who had only time to escape, leaving their all behind. Mr. Joel Whitney, aged 60 years, being unable to escape, was burned to death. A large amount of property, consisting of goods and timber, was also destroyed.

Accident.—The third floor of a store on Spear's wharf, in Baltimore, occupied by Mr. Henry White, gave way on Tuesday afternoon, and transferred its contents, consisting of large quantities of grain, to the floor below. The front wall was carried away, but fortunately no person was injured.

Robbery.—The office of M. Le Ray de Chaumont, at Le Raysville, Jefferson county, was broken into on Tuesday night last, and robbed of bills and silver to the amount of \$1100.

Wheeling Bank Robbery.—The *Hagerstown Press* of Wednesday contains a report, that "the robbers were detected in the following manner.—The Cashier and others belonging to the Bank, in searching for some traces to discover the depredators, discovered a stump of candle, around which was wrapped a small piece of paper, having on it the name of a merchant of Wheeling, to whom they immediately went and inquired whether he had sold any candles on the night the Bank was robbed, and to whom he had sold them? The merchant told them that he had sold candles to a negro boy belonging to a certain tavern in the town, whither they proceeded, and, on inquiry, learned that the candles had been bought for some gentlemen who were then up stairs. They went up stairs and found the gentlemen busily engaged in dividing the spoils."

[From the *Troy Sentinel.*]

FATAL ACCIDENTS.—On Thursday evening, the 11th instant, two men were drowned in the river opposite this city; *John Jacobs*, a sailor on board the sloop *Ganges*, Captain Wheeler, and a native of Holland, recently arrived in this country from England, and *Daniel Van Natter*, of this city. We understand the deceased, with others, were in a small boat belonging to the *Ganges*, which the present freshet in the river swept with such violence against a canal boat which it casually encountered, that the unfortunate individuals above named were precipitated into the water, and before they could be rescued, the current swept them under the bottom of the large boat.

On Friday, Mr. Daniel Ware who, as we learn, had recently removed from Poughkeepsie, Vermont, and was returning thither on business, took passage for the north in the canal-boat *Fair Trader*. When the boat was about starting, Mr. Ware took a setting-pole to aid in shoving her from the dock; and in his efforts for this purpose, the pole slipped from the dock, Mr. Ware lost his balance, fell into the river, and sunk before assistance could reach him.

Remarkable Death.—The *Boston Galaxy* of Saturday contains the statement subjoined, with an avowal of the editor that the deceased was personally known to him—had always been a man of temperate habits, and at the time the accident happened, was in perfect health.

As Mr. Artemas Hemminway, of Peppercell, Mass. on Friday morning, October 5th, was dipping some new cider out of the vat, he was stung by a yellow wasp on the middle joint of the 2d finger of his right hand. He cried out immediately that he was in great pain, and a person who was near came up and extracted the sting from the wound. His anguish increased so much, however, that he was obliged to be led to his house, at a distance of not more than ten rods from the spot, where the accident happened. As soon as he reached home he threw himself on his bed, unable to support himself, appearing to have no local pain, but complained of a universal distress, as he expressed it. There was neither sickness at the stomach nor spasms of any kind. He complained of an uneasiness in the bowels for a few moments, and soon after, his countenance became livid, and he sunk into a state of insensibility, and expired in less than twenty minutes from the time he was stung. A physician was instantly sent for, and arrived in about an hour after Mr. H.'s death, when

the body was found to be in such a state as made it inexpedient to examine it.

Piracy and Robbery.—The Salem Commercial Advertiser of Saturday furnishes the following statement from Captain Botman, of the brig Mexican, which sailed from Salem a few weeks since for India, and returned on Friday, having been robbed by pirates:—

On the 30th Sept. in lat. 33 N., long 34 1.2, at 1 1.2 A. M. was boarded by the crew of a schooner of about 150 tons, painted black, with a narrow white streak, a large head, with a horn of plenty painted white, large main-top-mast but no yards or sails upon it, mast raked very much, mainsail very square at the head, sails made with split cloth, and all new: had two long brass twelve pounders, and a large gun on a pivot amidships, and about seventy men, who appeared to be chiefly Spaniards and mulattoes.

As they came on board they instantly demanded money, and drew their knives and threatened us with instant death if it was not instantly produced. When they had got it all upon deck, hailed the schr. and they got out their launch and came and took it on board the schooner, viz., ten boxes containing 20,000 dollars; then returned to the brig again, drove all the crew into the fore-cabin, ransacked the cabin, overhauling all the chests, trunks, &c., and rifled my pockets, taking my watch and three doubloons which I had previously put there for safety: robbed the mate of his watch and two hundred dollars specie, still insisting that there was more money in the hold.

Being answered in the negative, they beat me severely over the back, said that they knew there was more, that they should search for it, and if they found any they would cut all our throats. They continued searching about in every part of the vessel for some time longer, but not finding any more specie, they took two coils of rigging, a side of leather and some other articles, and went on board the schooner, probably to consult what to do with us—for in eight or ten minutes they came back, apparently in great haste, shut us all below, fastened up the companion-way, fore-scuttle, and after hatch-way, stove our compasses to pieces in the binnacle, cut away tiller-ropes, halliards, braces, and most of our running rigging, cut our sails badly, took a tub of tarred rope yarn and what combustibles they could find about deck, put them in the camboose-house, and set them on fire; then left us, taking with them our boat and colors.

When they got along side of the schooner they scuttled our boat, took in their own, and made sail, steering to the Eastward. As soon as they left us we got up out of the cabin scuttle, which they had neglected to secure, and extinguished the fire, which in a few minutes more would have reached the main sail and set our masts on fire. Soon after we saw a ship to the leeward, steering to the S. E., the schooner being in pursuit, but did not overtake her whilst she was in sight of us.

In the Supreme Court yesterday, before Chief Justice Jones, an action was tried of the Mayor &c. of New York, plaintiff, vs. Joseph Jackson, a pawnbroker, to recover the penalty of \$100, for taking more than the legal rate of interest. It appeared in evidence that a negro woman pawned two articles, one a breast pin, for 25 cents, and a bed spread for 37 1.2 cents; and that when they were redeemed, the defendant charged \$1.25, (the rate of interest allowed by law being 25 cents per annum for sums under \$25.) She objected to the charge but he insisted on that sum, and it was paid. The articles remained in pledge less than a year. The son of the defendant, John Jackson, swore that only 75 cents were received on the redemption of the articles; but it appears that the Jury believed the negro woman's testimony, and they have a verdict against Jackson for the amount of the penalty.—[Standard.]

The Coroner was called yesterday to view the body of an unknown man found in the river near Harlem Bridge. He had on a blue cloth coat, vest and pantaloons; white shirt and Wellington boots.—This man was seen on Saturday last strolling about the village, apparently in a deranged state of mind. It is presumed from papers found upon his person, that his name is Joseph Smith. The body may be seen at Bellevue.

New Orleans, October 1.—During the night of Saturday to Sunday, we experienced a sudden change in the weather, and since yesterday morning we have had a dry and cold north winter, which has already dried up the paved streets and driven away the humidity which was felt in the interior of

houses. This change may prove fatal to many who are sick, but if it should continue for a few days, it is probable that it will be of great benefit to the general health of the city.

The Report of Intermittents during the last week amount to 110 of all classes and colors; amongst which many children, several slaves, and a number of intemperate laborers. Nevertheless, we are compelled to say, that for many years, at the same season of the year, we have not seen the city as sickly as it is at present.

Afflicting.—Sunday afternoon, between five and six o'clock, as Miss Margaretta Potter, daughter of the late William W. Potter, was returning with another young lady, from the church of the Rev. Mr. Chambers, she was seized with a sensation of faintness, and remarked to her friend, that she felt extremely ill. The young lady addressed, turned towards her companion, and found her in tears. She became momentarily worse; and on reaching the corner of Chestnut and Tenth streets, was assisted into a drug store, hard by. Here a physician of the neighborhood was sent for, who ordered her to be taken instantly home, as her house was nigh at hand. She was placed in the physician's carriage, in a state of complete exhaustion, but able to comprehend objects in the street. In passing along, she observed her mother who had been sent for, hurrying to the shop whence she had just been removed. She called to Mrs. Potter, in a feeble voice,—and this recognition was the last of her life. She was conveyed home, and except the repetition of her mother's name, she never spoke again. In ten minutes, she was a lifeless corpse.—[Phila. Gaz.]

An Adventure at Hampton Beach.—We understand that a backwoodsman with two of his sweethearts lately made a visit to the beautiful and extensive beach in Hampton, New Hampshire, and performed a feat there, which astonished even the old fishermen in the neighborhood. While sauntering about the promontory, known by the name of "Great Bear's Head," one of his fair companions discovered at some little distance from the shore, a considerable splashing in the water, to which she immediately directed the attention of her protector. The man of the hills had heard of monsters of the great deep, and sea serpents, but nothing daunted, he rushed forward, and as the water was not too deep for him to lose his foothold, he soon found himself engaged with an animal of considerable size, which it appeared, had come so near the shore during flood-tide, that it was unable to put to sea when the ebb took place. He finally closed in with the enemy, and seizing him by the tail succeeded in dragging him to the shore, when! lo, and behold! it was pronounced by some fisherman who had come up in the meantime, to be a young shark, about one-fourth grown, and weighing about 60 pounds. Gentle reader, this is no "fish story," its truth can be established by good testimony. What say you to it, intrepid whalers of Nantucket.—[Boston Atlas.]

[From the Mercantile Advertiser.]

The most exciting topic of conversation now is the elections: we are asked almost every hour in the day when the election in this and that state is held. The following list we believe will be found correct. We recommend our question-asking friends to cut it out of the paper and put it in their pocket-books—then it will be of easy reference at any moment.

Choice of Electors.—The date and mode of choice of Electors of President and Vice President, as at present regulated by the Legislatures of the several States, together with the number of Electors to be chosen by each State, are shown in the following table:

| Maine, | No. of Votes, | When held, | How elected. |
|-----------------|---------------|------------|--------------|
| New Hampshire, | 10 | Nov. 5 | Gen. Ticket. |
| Massachusetts, | 7 | 5 | do. |
| Rhode Island, | 14 | 5 | do. |
| Connecticut, | 4 | 21 | do. |
| Vermont, | 8 | 3 | do. |
| New York, | 7 | 13 | do. |
| New Jersey, | 42 | 5, 6, 7 | do. |
| Pennsylvania, | 8 | 5, 6 | do. |
| Delaware, | 30 | 2 | do. |
| Maryland, | 3 | | Legislature. |
| Virginia, | 10 | 12 | District. |
| North Carolina, | 23 | 5, 6, 7 | Gen. Ticket. |
| South Carolina, | 15 | 15 | do. |
| Georgia, | 11 | | Legislature. |
| Kentucky, | 11 | 5 | Gen. Ticket. |
| Tennessee, | 15 | 6 | do. |
| Ohio, | 15 | 15, 16 | do. |
| Indiana, | 21 | 2 | do. |
| Mississippi, | 9 | | do. |
| Illinois, | 4 | | do. |
| Louisiana, | 5 | 6 | do. |
| Missouri, | 5 | 6, 7 | do. |
| Alabama, | 4 | 6 | do. |
| | 7 | 12 | do. |

[From the Illinois Galenian.]

GEN. SCOTT.—Perhaps on no former occasion, has a more arduous and responsible duty been confided to any officer of our Government, than that with which this gentleman has been clothed, in prosecuting to final issue, the savage war upon our borders. And we hesitate not to say, that, in our estimation, a better selection could not have been made. It might suffice, in justification of this assertion, to instance the promptitude of his movements to the scene of action; the ease with which he overcame space, and the facility with which he surmounted all obstacles opposed to the accomplishment of his object. But he had an enemy to encounter far more terrible than Black Hawk and his adherents; an enemy that bid defiance to military powers, and baffled all the schemes of the skilful tactician. That loathsome epidemic, that direful scourge of the Eastern hemisphere, the cholera, invaded his camp. Here was a new foe that had never yet been conquered. Victim after victim fell under its ravages! What was to be done? The General might have retired to some healthy clime where he would have been freed from this pestilence. But, no; whilst his officers and men were falling around him, humanity prompted him to remain and succor a distressed army.

During our stay at Rock Island, the cholera commenced its work of death; and seeing the General almost every day, we had frequent opportunities of witnessing his untiring perseverance in, and constant personal attention to, all the duties appertaining to his official station, the calls of humanity and the best interests of the country.

On the arrival of the companies from Chicago (among whom the cholera had been severe), they were stationed on an island on Rock River, several miles from the Fort, and all communication prohibited by special order. Some of his Aids, on their way to Rock Island, having violated this order (without knowing it was given), were immediately ordered back to Rock River, whilst the General was left alone to perform all their respective duties.—When a soldier was attacked with cholera, he was first to render assistance, by the application of friction to the extremities, in order to attract the fluids from the large internal vessels, to the surface of the body. At the *bake-house* we found him one day giving instructions how to make the most wholesome bread, and on the next day we beheld one of his bakers consigned to the tomb! And if we follow him on, we next find him instructing those employed in the *culinary* art, so cautious is he about everything that his men eat and drink. And in order to ensure temperance among the soldiers, he issued an order, requiring every man found drunk, to dig a grave!

In his orders he was obliged to be severe, and in their enforcement he was equally rigid. His whole soul seemed to be devoted to the benefit of his army. On one occasion he observed, that his own honor, the duty he owed his country and his fellow-man, required his personal attention at his post, and also the severity of his orders; and if, in attending to his duties, he should be so unfortunate as to lose his life, the Army could get along as well without him; but he could not get along without an Army. Thus, with Roman firmness, and a disinterested devotion of life to his country, has he remained at his post of duty. Such conduct deserves the highest praise; and we feel confident that it will be awarded by a grateful and virtuous community.

Singular Anecdote of a Serpent.—The beautiful Anaconda now exhibiting at Peale's Museum, is perhaps the most gentle of its tribe; and nightly excites great interest by the attachment it evinces to its master, which can only be exceeded by its deep sense of unmerited wrongs—of this latter he has lately given a most striking proof. The other evening a gentleman, either wantonly or for want of thought, struck him with the ferule of his umbrella on the back, making some remarks at the time, and then proceeded to the other end of the room. The serpent became so agitated as to excite its keeper's attention, but still perfectly harmless, appearing to have more the appearance of terror than revenge. After a while the offending party returned, and was again making some remarks, when the anaconda recognizing his voice, made a spring direct for his ace, which, however, he happily missed, and was then as gentle as ever. What makes the above the more remarkable is, that the animal was blind at the time, from some of the last year's skin obstructing its vision; so that it must have discovered its adversary solely by the sound of his voice.—[New York Traveller.]

The yearly exhibition of the American Institute, at Masonic Hall, is highly gratifying this anniversary, to every one who takes an interest in the flourishing condition of our manufactures; and, notwithstanding the bad weather which has prevailed during the two days the display has been open to the public, the rooms are continually thronged with spectators. The following articles, as we find them enumerated in a morning paper, are among those especially entitled to notice:—

Iron Castings, from Albany, superb, equal to any English.

Buffalo Duffil Blankets, of the most approved fabric.

Cloths and Cassimeres, of the Baltimore factory, various colors—superb.

The striped Cassimeres from Lowell, are among the most perfect woolen manufactures we have ever seen.

Flannels made at Norwich—super excellent, Linen and Cotton Duck from Paterson—super excellent.

Rugs, Carpetings, Oil Cloths, &c—super excellent.

A new musical instrument, called a Seraphino, well worthy of examination.

Piano Fortes, a grand display.

Silver Ware, of splendid workmanship.

Common Earthen Ware, and Stone-Flint Ware—very handsome.

Transfer Varnish, on tables—very pretty specimens.

A handsome display of Chemicals and Perfumery.

Stained Glass, splendid—art revived in great perfection.

Edge tools, of superior workmanship.

Pin machine, a very curious invention.

Cocoons raised by Mr. Parmentier, on the Italian Mulberry—are a most beautiful specimen, superior to any ever exhibited.

Stoves and various articles of cast iron.

Dressing of furs, recently brought to great perfection.

Otter and Seal skins exhibited, equal to the best London dressed.

Hemp, representing upwards of 200 tons, by one mill in Lewis county—equal to the best Russian.

Splendid Harness, with mountings of every description.

Several machines, to show great improvements made in cotton spinning, &c.

Specimens of Painting, resembling different woods—more natural and perfect than ever we have before seen.

Scrap tables of exquisite workmanship.

Various specimens of metal Buttons, and other articles manufactured from various metals.

A beautiful Temple of shell work, and various other fancy goods, which our limits will not permit us at this time to notice.

Anniversaries.—The evening of the day on which our annual Convention assembles, is set apart for submitting to the several Societies connected with the Church in this Diocese, the Reports of the proceedings of their respective Boards of Management. On Thursday evening of the present week, the several anniversaries of the Tract Society, Auxiliary Bible and Prayer-Book Society, Education and Missionary Society of the Diocese, and of the Protestant Episcopal Press, were accordingly celebrated; the services were well attended, and we trust the reports and addresses made, have excited a happy interest in the minds of those who were present. The Report of the Education and Missionary Society was read by the Corresponding Secretary, the Rev. Dr. Anthon,—that of the Auxiliary Bible and Common Prayer-Book Society, by Mr. Van Wageningen,—the Report of the Press, by the Rev. W. R. Whittingham, and the Tract Society's Report, by the Rev. J. V. Van Ingen.

Devotions by the Bishop opened and closed the engagements of the evening; that appropriate hymn, the 25th, being sung before the concluding devotions. Addresses were delivered in behalf of these several institutions by the Rev. Samuel R. Johnson, the Rev. John A. Clark, the Rev. Lewis P. Bayard, and the Rev. Dr. Hawkes.

St. Luke's Church, New-York.—The Rev. John M. Forbes has accepted an invitation from the Vestry of St. Luke's Church, to officiate in that parish during the absence of the Rector, and commenced the discharge of his duties in the parish on the 1st October instant.—[Churchman.]

At the commencement of Rutgers College, New Brunswick, N. J., which took place on Tuesday the 25th of September, the honorary degree of Master of Arts was conferred on William A. Irving, Alexander S. Gunn, and Abraham Mills, of this city.

The honorary degree of Doctor of Medicine was conferred on Doctors Alexander Robertson, and Edgar F. Peck, also of this city; and the degree of Doctor of Divinity, was conferred on the Rev. Jacob Sickles, of Kinderhook, N. Y., the Rev. Robert Wilter, of Glasgow, (Scotland,) and the Rev. S. S. Schmucker, of Gettysburg, Pennsylvania.—[Communicated.]

The Episcopal Convention of New Jersey assembled on Thursday the 4th inst. at New Brunswick. The election of Bishop for the Diocese of the State came before that body, and resulted in the choice of the Rev. George Washington Doane, of Boston, Ms. The other prominent candidates were Rev. Dr. Delancey of Philadelphia, Rev. Messrs. Ewes and Beasley of New Jersey, and Creighton of New York.

BISHOP FENWICK.—On the 26th September, Bishop Fenwick, of the Catholic Church of Cincinnati, died at Wooster, Ohio. He was a model of pious and unobtrusive Christian zeal and simplicity of manners.

The dissolution of Mrs. Hughes, the estimable wife of the Chargé d'Affaires of the United States in Sweden, is mentioned in the London papers, upon the authority of a letter from Stockholm, dated August 10th. She died of consumption on the 7th of that month.—[Nat. Gazette.]

We understand that Mr. J. Rodgers, the architect who planned the Tremont House, in Boston, is now busily engaged in executing the drawings for the magnificent Hotel, which Mr. Astor is about erecting in this city. There are few New-Yorkers who have not had occasion to luxuriate in the far-famed Tremont House; and when we consider that Mr. Rodgers has had full time to discover all the inconveniences which exist, even in that building, we may confidently anticipate having a public hotel in this city, which shall exceed in beauty and convenience, any establishment of the kind in this country, and be surpassed but by few on the other side of the Atlantic.—[N. Y. Advocate.]

EXTENSIVE BANK ROBBERY.—An advertisement in the Baltimore Patriot states that the office of the North Western Bank of Virginia was entered on the night of the 2d inst. and from \$60,000 to \$70,000 in bank notes stolen; about twenty-five thousand in notes of the United States Bank, the remainder principally in notes of the Banks in the neighborhood of Wheeling. A reward of \$5000 is offered for the apprehension of the robber and the recovery of the money.

BANK ROBBERY.—Two men have been taken up at Wheeling, on suspicion of robbing the Bank at that place—and a letter from Pittsburgh mentions that one of the robbers had been taken.

Governor Lumpkin, of Georgia, has announced by Proclamation, that the drawing of the Cherokee lands and gold mines, by Lottery, will commence on the 22d of October.

Fire.—About 4 o'clock yesterday morning the large six-story stone Factory belonging to Benjamin Clapp, Esq. situated in Fishkill, village of Franklinville, Dutchess county, was discovered to be on fire and in less than 2 hours it was entirely consumed together with all the stock and machinery. The 3 lower stories were occupied by Mr. Clapp as a saw mill and Mr. J. C. Smith as a machine shop, the 3 upper stories by Levi Cook & Co. as a comb factory. Mr. Clapp's loss is estimated at \$8,000, insured \$4,000. Mr. Smith's \$2000, no insurance. Levi Cook & Co. \$10,000, insured \$7,000. The fire is supposed to have originated in the saw mill or machine shop. By this fire upwards of 100 hands are thrown out of employment.—[Cour. and Enq.]

OUTRAGEOUS.—The ship Eliza Plummer, which we noticed as being on shore at the Sandbores, was set fire to some days since and burnt. It is presumed that the person or persons by whom it was done, took this expeditious method of getting out the balance of cargo in the hold and the copper on the bottom. A reward has been offered for the discovery of the offenders by Oliver O'Hara, British Vice Consul, and should they be discovered we trust that the law will do its office. We hope this for the sake of the community. If such offenders are per-

mitted to pass unpunished, we shall be set down as a parcel of thieves and robbers.—[Mobile ps.]

Drowning.—We exceedingly regret being obliged to announce that Mr. Isaac Jeffries, pilot of the steamer William Penn, (and brother to the amiable Captain of that boat,) accidentally slipped from the gang-plank in attempting to go on board between ten and eleven o'clock last night, and was drowned.

Mr. Jeffries was highly esteemed by his acquaintances, and is the second pilot the William Penn has lost this season; Mr. Robert Feltner, the former pilot, having perished a few months since in the same way.—[Philadelphia Chronicle.]

Natural Curiosity.—Isaac Simon, an Indian of the Marshpee tribe is becoming white. He is about sixty five years of age, and we understand was born of parents who had no mixture of white or African blood.—He was as dark colored as any of his tribe till about three years ago, when several small spots of white appeared on his legs and arms. These have since extended and now cover a large part of his body. The spots are of a pallid white without any tinge of red. He enjoys good health; the change of his color was not attended with a sensible disease.—[Barnstable Journal.]

An inquest was held on the 1st inst. by Gerrit Lansing, junr. on the body of Joseph P. Dodge, Verdict of the Jury that he came to his death by accidental drowning in the lock at the State Basin on the evening of the first of October. He was a man of 25 or 30 years of age, about 5 feet 6 or 7 inches high and light complexion. He had informed one of the witnesses a few days since, that he had a father and sister living either in the Town of Middlebury or Burlington Vt. the witness could not recollect which—he had a brother living in the state of Ohio some 6 or 7 years since, a merchant, and the witness understood Mr. Dodge to have said that his brother had returned to Vermont.—[Albany Daily Advertiser.]

Accident.—One of the hands on board the steamboat Emerald, had his leg taken off by the stern line, as the boat was backing off, at the hour of starting, from Race street wharf, to-day. He accidentally stepped into a coil of the line, as it lay upon the dock, with one end fast to the cat-head, and the other to the wharf-post.—At this moment the engine was set in motion, and by surging the line taut, suddenly amputated the limb below the knee.—[Philadelphia Chronicle.]

Melancholy Affair.—We understand that Mr. Bentley Coe, of Milton, Ulster county, in the act of firing a small cannon last Saturday, as the North America passed, was instantly killed by the bursting of the cannon.—[Poughkeepsie Journal.]

Marching to the grave of a soldier, buried with the honors of war, the troops move to the solemn sounds of 'Roslin Castle' or the 'Death March.' Returning, they play 'Yankee Doodle,' or 'So went the merry man home to his grave. So in our cities. The Pestilence cloud has passed over, and right on the track of the Death Cart, at Montreal, comes a grand Masquerade at the Theatre. In New-York, all is frolic and fun—on the Stage: and in Philadelphia, Mr. Hackett, at Arch-street, is dashing as Col. Nimrod Wildfire;—while at the Chesnut-street, Mr. Rice is exciting laughter as Jim Crow. Tears and smiles, Cholera or no Cholera, the world will roll on much after the old fashion.—[Village Record.]

New-York Post-Office.—It is stated that the receipts of the Post-Office in this city for the year ending September 30, 1832, amounted to \$144,769 27. In the whole State, \$312,018 93.

The Boston Traveller says, a lad in Gill, (Mass.) named Cannon, has made a printing-press and type, and issued a paper 2 1/2 inches in length, and 2 in breadth! He has also published a book of 27 pages, called 'A Treatise on a Dog,' ornamented with a cut, carved by himself. He advertises two lines for a cent. There is no other printing-office in the town.

YELLOW FEVER AT NEW ORLEANS.—We regret to observe by the New Orleans papers, that this dreadful disease has again made its appearance in that city. The Argus says "we are sorry that it has become our duty to state that our city within the last few days has become very sickly. There is no longer any doubt that the Yellow Fever is prevailing in our city, to a considerable extent, and that some Creoles and acclimated persons have been attacked. We would consequently advise prudence of conduct on the part of those who are here, and all our absent friends should delay returning for some time. As the season is far advanced, we may reasonably hope that the sickness will not be of long duration."

It is with unfeigned satisfaction we publish the annexed letter from the Secretary of War to Gen. Scott. He has well merited such a testimony of approbation:—

DEPARTMENT OF WAR, Oct. 11, 1832.

Sir: I have received the reports of the Commissioners, together with the treaties of cession negotiated with the Sac and Fox, and with the Winnebago Indians.

These treaties are very satisfactory, and I am happy to find that the interest of the Government, and the security of the frontier, have been carefully kept in view by the Commissioners, and in a spirit of proper liberality toward the Indians.

Allow me to congratulate you upon this fortunate consummation of your arduous duties, and to express my entire approbation of the whole course of your proceedings, during a series of difficulties, requiring higher moral courage, than the operations of an active campaign under ordinary circumstances.

Very respectfully, I have the honor to be, Your obedient servant,

LEWIS CASS.

Major-General Winfield Scott,
Commanding East Department, New York.

List of officers attached to the U. S. ship St. Louis, now lying at Quarantine, to sail first fair wind:

John T. Newton, Esq., Commander.
Lieutenants—Chas. E. Crowley, 1st; Joel Abbot, 2d; Chas. T. Platt, 3d; Edw. C. Rutledge, 4th; John Pope, 5th; Geo. Izard, 6th; Lloyd B. Newel, 7th.
Surgeon—Augustus A. Adee.
Purser—Grenville C. Cooper.
Acting Master—H. M. Houston.
Assistant Surgeon—Lewis Wolfley.
Passed Midshipman—Melancton Smith.
Schoolmaster—W. Kinney.

Midshipmen—L. P. Higbee, J. J. White, Chas. G. Ridgley, H. H. Stockton, B. F. Sando, A. L. Case, J. G. Todd, F. B. Renshaw, C. J. Bush, J. Hall, T. M. Mix, M. Hunt, F. Oakes, J. Garrison, J. N. Maffit, and W. E. Newton.

Captain's Clerk—J. J. Newton.
Boatswain—John Ball.
Gunner—Francis Gardner.
Carpenter—Elliott Green.
Sailmaker—William Ryan.
Purser's Steward—A. A. Patterson.
Passengers—A. M. D. Jackson, Purser; Ezra T. Doughty, and S. C. Rowan, Passed Midshipmen; R. Deacon, C. H. Cotton, C. Robinson and E. Hutter, Midshipmen.

Arrest of a supposed Pirate.—A man, believed to have been one of the crew of the sloop *Ajax*, which was robbed and sunk near Mobile some months since, was arrested in this city on Friday, and is now in prison. The *Ajax*, it will be recollected, was commanded by Captain Tishew, of this port, and when pirated, was on her passage from Mexico for Mobile, we believe. She had on board about 20,000 dollars in specie, and one or two passengers, who, with the captain and the mate, it is believed, were murdered. Several persons have been arrested in Florida and Louisiana, suspected of being concerned in this act; but, for want of proof, some of them were discharged, and it is not unlikely may have found their way to this city. The man now in custody was recognized at a sailors' boarding-house in Water-street, by two seamen who knew of his being one of the crew of the *Ajax*; and it is through their information that the Police got possession of him. In his possession was a watch, with a certificate, as cleaned for Capt. Tishew, and a spy-glass known to have been the property of Capt. T. The prisoner is about 22 to 24 years old, named Charles Read. He has boarded some months at the house where he was taken, and it is said has uniformly expressed a fear to be left alone in a room. He has thus far declined to give any satisfactory account of himself to the Police, and says he purchased the articles found upon him at Savannah.—[Mercantile Adv.]

Extract of a letter dated "Macon, 3d October, 1832.
"Homicide.—Mr. Thomas M. Ellis, proprietor of the Bank of Macon, was shot in the street yesterday morning, and died in about five hours after. The quarrel ensued, we understand, in consequence of Mr. Ellis's obstinacy in refusing to show the books and acts of the bank."

We understand that Mr. Ellis was shot by a person of the name of Byrom; that a quarrel had taken place between the parties, and that both had pistols, and fired about the same time, Ellis without effect.—[Augusta (Geo.) Chronicle.]

A Remarkable fact.—There are 200 men, white and colored, who have been employed at the differ-

ent fisheries between Sewell's Point and Cape Henry, for a month past, and constantly exposed to the heat of the sun, the drenching of the rain, and the night dews; who are at least half their time immersed to the middle in salt water, and undergo great bodily fatigue; and who abstain from liquor only when it is not to be had for love or money;—yet not one of them has been attacked by the Cholera.—[Norfolk Herald.]

The Salem Gazette furnishes the following table of votes given for President and Vice President at the elections since Washington's retirement.

1796. President—Adams 71, Jefferson 68. Vice President—T. Pinckney 58, A. Burr 50.
1800. President—Jefferson 73, Adams 64. Vice President—A. Burr 73, T. Pinckney 58.
1804. President—Jefferson 162, C. C. Pinckney 14. Vice President—G. Clinton 162, Rufus King 14.
1808. President—Madison 152, C. C. Pinckney 47. Vice President—G. Clinton 118, Rufus King 47.
1812. President—Madison 127, De Witt Clinton 89. Vice President—E. Gerry 128, Ingersoll 58.
1816. President—Monroe 183, Rufus King 34. Vice President—Tompkins 113, opposition scattering.
1820. President—Monroe 218, no opposition except one vote given from New Hampshire. Vice President—Tompkins 212, opposition divided.
1824. President—Andrew Jackson 99, J. Q. Adams 84, Wm. H. Crawford 41, Henry Clay 37.
1828. President—Andrew Jackson 178, J. Q. Adams 83. Vice President—J. C. Calhoun 173, Richard Rush 83.

POETRY.

[For the New-York American.]

LOVE.

*Æque sagittiferâ promissâ duo tela pharetrâ
Diversorum opus: fugat hoc, facit illud amorem.
Quod fugat, amatum est, et cupide selget amâ:
Quod fugat, obtusum est, et habet suo arundine plumum.*

Ovid.

Sly Cupid of old
Had two arrows 'tis said;
One pointed with gold,
The other with lead:

The bright arrow's wound
Kindled love in the heart,
But the other's was found
Hate alone to impart.

'Tis said by some swaine
Who havertied the boy's skill,
That his quiver contains
The same arrows still;
That the ungilded dart
Only makes woman cold;
But love thrills her heart
From an arrow of gold.—W.

[From a Montreal paper.]

The following unpublished Boat Glee, or Rowers' Song, has lately, and somewhat accidentally, fallen in our way. It is from the pen of our old and esteemed poetical correspondent and friend, J. H. Willis, of Quebec, and has been, we understand, most spiritedly and beautifully set to music by S. Codman, Esq., of the latter city, a gentleman whose known and acknowledged high professional ability is beyond any eulogium of ours. It was jointly produced by the above gentlemen for one of the many Boat Clubs in existence during the previous summer, when the razzas and aquatics of all kinds were so much "the go" with the "fancy" of the Canadian Capital:—

Hark! comrades, hark!—the evening-gun,
(Pull away steadily—all pull cheerily)
Booms from the land at set of sun;
(Pull away readily—all pull merrily,)
Bend to your oars, for the night-breeze will soon
Ripple the wave to the silvery moon;
Happy we be,
Fearless and free,
Pulling away o'er the moonlit sea.

Pull away, boys, with main and might,
(All pull readily—pull, mates, cheerily,)
Looks that we love are here to-night,
(Pull, brothers, steadily—all pull merrily,)
Our boat, like a sea-bird, skims swiftly along,
To the dip of our oars and the chime of our song:
Hearty we be,
Merry and free,
Pulling away o'er the dark blue sea.

Ladies at beach hold landmen cheap,
(Pull, lads, readily—all pull merrily,)
Beauty smiles on some of the deep;
(Pull boys steadily—pull away cheerily,)
And beautiful eyes, let them say what they will—
Beam over brightest on blue jackets still:
Happy are we,
Joyful and free,
Pulling away o'er the heavy sea.

Merrily when we reach the shore,
(Pull away readily—all pull merrily,)
Cups we'll drain to the lads of the oar,
(Pull, boys, steadily—pull away cheerily,)
And frolic and fun shall be ours, till we
Are bounding again o'er the dark blue sea:
For happy we be,
And fearless and free,
Pulling our boat o'er the moonlit sea.

THE AMERICAN RAILROAD JOURNAL AND ADVOCATE OF INTERNAL IMPROVEMENTS will hereafter contain extracts from approved works upon the cultivation of *The Vine*, the rearing of Silk, and Agricultural subjects generally, in addition to its former variety of interesting matter. Its leading character, however, will continue as heretofore—that of advocate and promoter of internal communication.

Terms, \$3, to single subscribers, or to companies of ten, \$24 each. It will also be sent to any person at \$4 per volume, who will subscribe for two copies for two years at one time, or remit \$10, always in advance.

POSTMASTERS who are friendly to, and willing to act as Agents for the Journal will be furnished with a prospectus, by writing to the Editor, and will be allowed a fair commission for their services.

THE NEW-YORK AMERICAN is published DAILY at \$10 per annum, and SEMI-WEEKLY at \$4 per annum in advance.

Also, **TRI-WEEKLY**, containing all the reading, mining news, and advertisements of the daily paper, and the only Tri-Weekly paper published in the city of New-York.—Terms, \$1 per annum in advance.

Letters, referring to either of the above papers, may be addressed (postage paid) to the Publisher, D. K. MINOR, No. 23 Wall-street, New-York.

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Rope, the public are referred to J. B. Jervis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County Pennsylvania.

Palmyra, Wayne County, New-York,
1st mo. 2d, 1832.

J30 tf

RAILROAD IRON.

The subscribers having executed large orders for the Canal Commissioners of Pennsylvania, as well as for several Incorporated Companies, have made such arrangements in England, where one of the Partners now is, as will enable them to import it on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Flats, Wedges, spikes, and Splicing Plates, in use, both in this country and Great Britain, will be exhibited. Apply to A. & G. BALSTON, Philadelphia, Sept. 15th, 1832.

* * They have on hand *Railway Iron Bars*, viz: 96 tons, of 1 inch by 1 inch—200 do. 1½ by 1½ inch—135 do. 1½ by 1½ inch—500 do. 2 by 1 inch—8 do. 2½ by 1½ inch—in lengths of 15 feet each, with 12 countersunk holes, and the ends cut at an angle of 45 degrees; 300 tons, of 2½ by 1½ inch; with Splicing Plates and Nails, shortly expected.

This Iron will be sold duty free, to State Governments and Incorporated Companies, and the drawback taken in part payment.

PATENT, RAIL-ROAD, SHIP AND BOAT SPIKES.

THE TROY IRON & NAIL FACTORY keep constantly for sale a very extensive assortment of Wrought Spikes & Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years successful operation and now almost universal use in the United States (as well as England, where the subscriber obtained a Patent), are found superior to any ever offered in market.

RAIL-ROAD COMPANIES MAY BE SUPPLIED WITH SPIKES having countersunk heads suitable to the holes in the iron rails, to any amount and on short notice. Almost all the Rail roads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. Y., will be punctually attended to. HENRY BURDEN, Agent.

Troy, N. Y., July, 1831.
Spikes are kept for sale, at factory prices, by I. & J. Townsend, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Brower, 222 Water street, New-York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

P. S. Rail-road Companies would do well to forward their orders as early as practical, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand for his Spikes.

J25 lam tf

H. BURDEN.

FALL ARRANGEMENT.

THE PATERSON AND HUDSON RIVER RAILROAD continues in operation from Paterson to Aquackanonk, which is within ten miles of the Ferries at Hoboken and Jersey City, and until further notice, a passenger Car will depart from the Depots at those places daily, (Sundays excepted) at the following times:—

| FROM PATERSON. | | FROM AQUACKANONK. | |
|--------------------|-------------------------------|-------------------------------|-------------------------------|
| At 8 o'clock, A.M. | At half past 10 o'clock, A.M. | At half past 10 o'clock, A.M. | At half past 10 o'clock, A.M. |
| 1 before 10 do do | 1 before 1 do do | 1 before 1 do do | 1 before 1 do do |
| 12 do do | 12 do do | 12 do do | 12 do do |
| 3 do P.M. | 3 do do | 3 do do | 3 do do |
| half past 4 do do | half past 4 do do | half past 4 do do | half past 4 do do |

Parties of twenty or more persons can be accommodated at either of the above hours with a private Car. These villages have become remarkably healthy, and persons who wish to avail themselves of this rapid, delightful and safe mode of travelling, will now have a favorable opportunity afforded to them.

Distance 42 miles, average passage 22 minutes.
Fare 18 pence—Children under 12 years half price.
By order, E. B. D. OGDEN, Sec'y.

The Editors of Newspapers who advertise for the Company, will please to insert the above in the place of the former advertisement. Paterson, October 1, 1832.

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INFORMATION WANTED.—Should this notice reach the eye of any old revolutionary soldier who has any knowledge of me, or was with me in the time of the war of the revolution, he will confer an everlasting favor on me, in making it known immediately to me by letter, directed to the Tumbling Shoals Post Office, S. C., as I am extremely poor and unable to labor, and wish to avail myself of the opportunity of drawing a pension from the Government, should I be fortunate in getting the proof that is necessary, and required of applicants.

I enlisted at Henrico Court House, in the State of Virginia, under Capt. Samuel Booker; was transferred and served next under Capt. Wallis; was with Woodford's regiment, then served under Beaufort, and was in his defeat in this State. I was in one engagement on North River under Gen. Wayne. I got badly wounded in Beaufort's defeat; was carried to Camden, and lay two months under the care of Dr. Alexander, and was there discharged. I enlisted for three years or during the war, and served three years.

LEWIS LAYTON.

Editors throughout the United States will confer a favor by giving the above a few insertions in their paper.

Sept. 8th, 1832.

MARRIAGES.

MARRIED.—On Sunday evening, Oct. 14th, by the Rev. Mr. Hawkes, Mr. Joseph Skillman, Jr. to Miss Mary L. Anderson, daughter of Alexander Anderson, M. D. of this city.

On Tuesday evening, Oct. 16th, by the Rev. Cyrus Mason, Capt. Edwin Beach, to Miss Eliza W., daughter of the late Capt. John Barry, all of this city.

Last evening, by the Rev. Dr. Wainwright, Richard Ray, Esq. to Miss Mary Rebecca Lloyd, daughter of James Buggs, Esq.

Last evening, October 16, by the Rev. Dr. McElroy, David Ogden, to Ann, daughter of Andrew Foster, Esq.

On Tuesday morning at Hyde Park, by the Rev. Mr. Johnson, Mr. Jared Sparks, of Boston, to Miss Francoise Allen, daughter of William Allen, Esq. of Hyde Park.

At Paterson, N. J., on the 18th inst., by the Rev. Dr. Fisher, Mr. James S. Boyd, of Cincinnati, Ohio, to Sarah, daughter of John W. Berry, Esq., of the former place.

DEATHS.

DIED.—Monday evening, Mr. Patrick Divine, aged 21. The Richmond, Va. papers are requested to notice this death.

On Monday morning, 15th inst. Anna White, aged 2 years, youngest daughter of Fisher Howe.

Tuesday morning, Oct. 16, of consumption, Mrs. Catharine Boyle, wife Daniel Boyle, in the 26th year of her age.

On 12th inst. at her late residence in this city, Mrs. Sarah Lamberson, relict of D. Lamberson, Esq., late of Jamaica, L. I. in the 63d year of her age.

At St. Andrews, Orange County, on the 13th Oct. Dr. Henry L. Horsebeck, aged 51.

At New Orleans, on the 27th ult. of Billious Fever, Philander B. Penny, aged 37 years, eldest son of Mr. Samuel Penny of this city.

Obituary.—Died, at Washington, Mississippi, Major JOHN HOLBROOK, Principal of the Collegiate Institution at that place, aged 32 years. Possessing at an early age an uncommon taste for reading, with more than ordinary talents, he left the plough, and, from his industry and perseverance in the pursuit of knowledge, and without any other means of acquiring it, he was soon noticed by Capt. Partridge. Principal of the Literary and Scientific Institution at Norwich, Vt. who invited him to pursue his studies, and at the same time act as instructor under him. He continued with Capt. Partridge until he closed his establishment at Middletown, Conn. where he acquired a high reputation as a scholar. In 1828, he located himself in Georgetown D. C.; and in 1829, removed to Washington, Miss. by particular request of the citizens of that place, and opened a Literary and Scientific Institution, upon the plan of that at Middletown, Ct. under Capt. Partridge. We understand that he had been highly successful in his enterprise in Mississippi. His worth and amiable disposition will be long remembered, and his loss deeply regretted, by an extensive circle of friends—but by none more sincerely than ourself, who knew him intimately from childhood, and through all his struggles for respectability and eminence. He has left a wife and one child, to lament his premature death. They were formerly from Hartland, Vermont.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 129 persons during the week ending on Saturday last, 13th inst. viz:—41 men, 33 women, 30 boys, and 23 girls—of whom 21 were of the age of 1 year and under, 9 between 1 and 2, 10 between 2 and 3, 3 between 3 and 4, 10 between 4 and 5, 19 between 5 and 9, 23 between 10 and 14, 13 between 15 and 19, 7 between 20 and 29, 8 between 30 and 39, 3 between 40 and 49, and 1 between 50 and 90.

Diseases: Apoplexy 2, casualty 2, catarrh 1, cholera malignant 14, consumption 33, convulsions 7, diarrhoea 2, dropsy 4, dropsy in the head 1, dysentery 2, fever 3, fever bilious 2, fever bilious remittent 1, fever hectic 1, fever scarlet 3, fever typhus 4, flux infantile 6, hemorrhage 1, hives or croup 2, inflammation of the bowels 5, inflammation of the brain 2, inflammation of the chest 3, intemperance 1, marasmus 4, old age 4, peripneumony 2, pneumonia typhoides 2, sore throat 1, stillborn 6, suicide 1, teething 3, unknown 2, whooping cough 1.

ABRAHAM D. STEPHENS, City Inspector.

PASSENGERS.

In the new ship South America, sailed Tuesday for Liverpool—B. G. Wainwright, of New-York; Nathl. Littlefield and lady, of do.; Mrs. Torrey and daughter, of do.; Mrs. Johnson, of do.; James H. Hackett, of do.; G. B. Dorr, of do.; Edw. Shaw, Jr. of do.; Thomas Moss, of England; Dr. Wood, of do.; Mr. Fowler, of do.; Lieut. Gen. Murray, of the British Army; Miss Woodville and servant, of Baltimore; H. McKim, of do.; John McKim, of do.; Edward Shaw, of Dublin; James Clarke, of Lisbon, Ohio; Captain Hasty, of Liverpool; V. O. Audubon, of Kentucky.

Per ship New York, from Liverpool—Mrs. Harriet Grant Gillet, Augustus C. Gillet, Edward C. D. Gillet, Harriet E. Gillet, Lucretia T. Gillet, and Mrs. Mary Higgins and daughter, O. D. Warr, R. S. Swearingen, J. Sproston, W. Stenton, J. W. Grundy, G. B. Walker, P. B. Halliday, W. G. Wilson, and 15 in the steerage.

In the ship Henri IV, from Havre—James Wright and lady, of London; T. Jung and lady, of New-York; J. A. Tardy, of do.; Eugene Decaux, of do.; H. Gueter and lady, of Bethlem; A. Le Barbier, of Savannah; Henry Martin, of Paris; Lewis Vignarlonne, of do.; H. K. Leleuvre, of Charleston; George Mandrot, of Havre; Charles Vogelsang, of Bavaria; Ker Doret, of Guadeloupe; Philip Anhauser, from Germany, and 154 in the steerage.

Per ship Concordia, from Turke Island—J. Brainerd and W. Carnes.

Per ship John Linton, from New-Orleans—L. Butler and one in the steerage.

Per barque Ann Eliza, from Buenos Ayres—J. C. Bassett, Esq. and lady, and A. Tyler.

Coal Trade of the Lehigh.—Coal despatched at Mauch Chunk for the week ending Oct. 12, 1832:—

| Boats. | Tons. |
|------------------|--------|
| 47 carrying | 1,685 |
| 1,481 previously | 60,863 |
| 1,523 | 63,544 |

Coal Trade of the Schuylkill.—Descended last week with coal:

| Boats. | Tons. |
|-----------------------|---------|
| 226 carrying | 3,143 |
| 3,995 per last report | 140,544 |
| 4,721 | 143,143 |

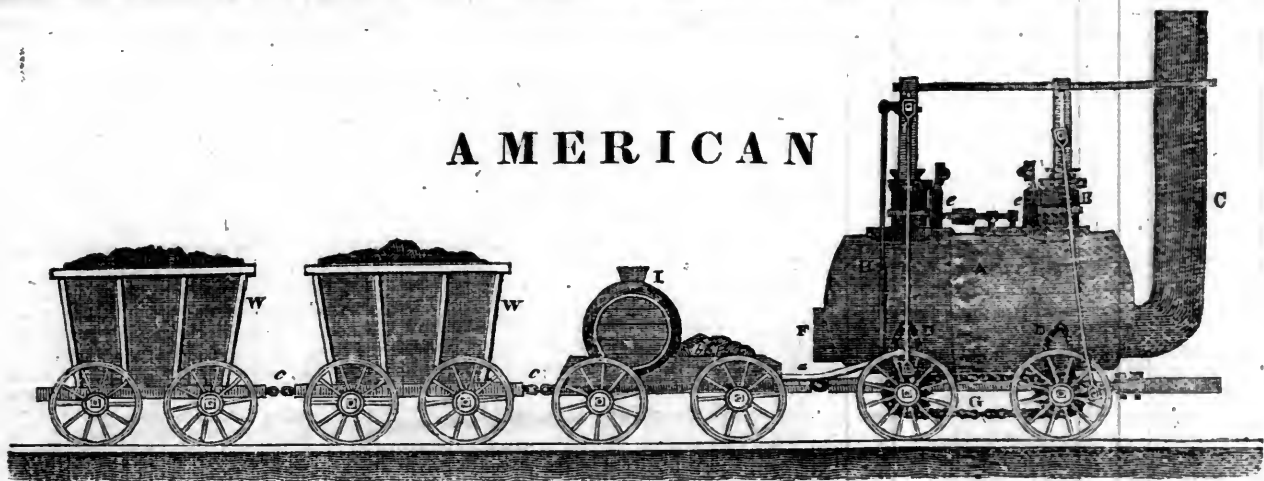
SALES AT AUCTION OF REAL ESTATE.

By W. F. Fell and Co.,—October 15.
House and Lot, No. 86 Centre street, 25 feet by 94, \$8,300.

METEOROLOGICAL TABLES.

| DAYS. | MONTREAL, U. C. | | | | TROY, N. Y. | | | | CHARLESTON, S. C. | | | | MOBILE, ALAB. | | | | | | | |
|-----------|-----------------|---------|------------|---------|-------------|-----------|--------------|---------|-------------------|---------|----------|---------|---------------|----------|----------|---------|----------|---------|---------|----------|
| | Thermometer. | | Barometer. | | Weather. | | Thermometer. | | Thermometer. | | Wind. | | Thermometer. | | Weather. | | Wind. | | | |
| | 7 a. m. | 3 p. m. | 7 a. m. | 3 p. m. | 7 a. m. | 3 p. m. | 7 a. m. | 3 p. m. | 8 a. m. | 2 p. m. | 10 p. m. | 8 a. m. | 3 p. m. | 10 p. m. | 7 a. m. | 3 p. m. | 10 p. m. | 7 a. m. | 3 p. m. | 10 p. m. |
| August | 10..... | 64 x | 78 x | 21.07 | 30.17 | Fair | 63 | 79 | 77 | 87 | 83 | SW | SW | SW | Clear | 80 | 82 | Fair | North | |
| " | 11..... | 67 x | 81 x | 20.97 | 30.27 | do | 64 | 79 | 79 | 85 | 81 | do | do | do | do | 86 | 85 | do | South | |
| " | 12..... | 62 x | 76 x | 20.19 | 30.21 | do | 58 | 74 | 80 | 83 | 80 | do | do | do | do | 77 | 85 | Cloudy | do | |
| " | 13..... | 76 x | 84 x | 20.15 | 30.35 | Rain, th. | 66 | 79 | 81 | 84 | 81 | do | do | do | Cloudy | 78 | 88 | do | do | |
| " | 14..... | 68 x | 84 x | 20.13 | 30.17 | do | 72 | 89 | 77 | 84 | 79 | do | do | do | Cloudy | 77 | 82 | do | do | |
| " | 15..... | 79 x | 75 x | 20.00 | 32.46 | Rain | 71 | 86 | 78 | 81 | 80 | do | do | do | Cloudy | 78 | 86 | do | do | |
| " | 16..... | 68 x | 75 x | 21.04 | 30.17 | Fair | 63 | 78 | 75 | 86 | 79 | do | do | do | do | 84 | 83 | do | do | |
| " | 17..... | 57 x | 79 x | 30.12 | 30.18 | do | 56 | 62 | 72 | 75 | 81 | SW | do | do | do | 76 | 81 | Fair | East | |
| " | 18..... | 59 x | 78 x | 30.17 | 30.07 | do | 57 | 72 | 80 | 85 | 78 | do | do | do | do | 77 | 84 | do | do | |
| " | 19..... | 69 x | 79 x | 30.18 | 30.18 | Rain | 57 | 39 | 80 | 80 | 85 | do | do | do | do | 80 | 84 | Fair | South | |
| " | 20..... | 63 x | 76 x | 30.12 | 30.24 | do | 55 | 39 | 77 | 77 | 83 | SE | do | do | Cloudy | 79 | 80 | do | do | |
| " | 21..... | 68 x | 78 x | 30.21 | 30.17 | do | 57 | 78 | 76 | 84 | 73 | do | do | do | do | 78 | 77 | do | do | |
| " | 22..... | 64 x | 72 x | 30.31 | 29.84 | do | 65 | 77 | 78 | 82 | 78 | do | do | do | do | 76 | 76 | do | do | |
| " | 23..... | 62 x | 76 x | 21.58 | 30.00 | do | 64 | 79 | 77 | 83 | 78 | do | do | do | Cloudy | 78 | 79 | do | do | |
| " | 24..... | 61 x | 72 x | 21.54 | 29.84 | do | 64 | 79 | 77 | 83 | 78 | do | do | do | do | 79 | 79 | do | do | |
| " | 25..... | 67 x | 84 x | 21.58 | 29.98 | do | 66 | 74 | 77 | 83 | 82 | do | do | do | do | 82 | 83 | do | do | |
| " | 26..... | 64 x | 84 x | 21.58 | 29.97 | do | 64 | 69 | 76 | 85 | 78 | do | do | do | do | 83 | 84 | do | do | |
| " | 27..... | 66 x | 84 x | 20.18 | 30.18 | do | 45 | 69 | 74 | 80 | 80 | do | do | do | do | 80 | 84 | do | do | |
| " | 28..... | 69 x | 84 x | 30.06 | 30.18 | do | 48 | 72 | 73 | 78 | 83 | do | do | do | do | 80 | 86 | do | do | |
| " | 29..... | 64 x | 84 x | 30.08 | 30.17 | do | 66 | 73 | 73 | 73 | 83 | do | do | do | do | 80 | 86 | do | do | |
| " | 30..... | 67 x | 86 x | 30.13 | 30.13 | do | 61 | 80 | 77 | 84 | 85 | do | do | do | do | 83 | 89 | do | do | |
| " | 31..... | 63 x | 78 x | 22.04 | 30.28 | Rain | 71 | 83 | 81 | 84 | 80 | do | do | do | do | 81 | 89 | do | do | |
| September | 1..... | 69 x | 86 x | 22.04 | 30.28 | do | 73 | 87 | 80 | 84 | 80 | do | do | do | do | 82 | 88 | do | do | |
| " | 2..... | 66 x | 86 x | 22.04 | 30.28 | do | 71 | 83 | 80 | 84 | 80 | do | do | do | do | 81 | 88 | do | do | |
| " | 3..... | 63 x | 79 x | 21.16 | 30.13 | do | 45 | 68 | 71 | 78 | 85 | do | do | do | do | 81 | 88 | do | do | |
| " | 4..... | 66 x | 76 x | 21.06 | 29.97 | do | 53 | 62 | 77 | 85 | 84 | do | do | do | do | 81 | 88 | do | do | |
| " | 5..... | 64 x | 67 x | 20.08 | 29.66 | do | 53 | 62 | 77 | 85 | 84 | do | do | do | do | 81 | 88 | do | do | |
| " | 6..... | 67 x | 67 x | 20.08 | 30.00 | Fair | 55 | 62 | 69 | 80 | 80 | do | do | do | do | 81 | 88 | do | do | |
| " | 7..... | 67 x | 71 x | 20.18 | 30.19 | do | 51 | 60 | 65 | 81 | 81 | do | do | do | do | 81 | 88 | do | do | |
| " | 8..... | 69 x | 69 x | 20.48 | 29.61 | Rain | 51 | 60 | 65 | 81 | 81 | do | do | do | do | 81 | 88 | do | do | |
| " | 9..... | 63 x | 63 x | 21.74 | 29.56 | do | 51 | 60 | 65 | 81 | 81 | do | do | do | do | 81 | 88 | do | do | |
| " | 10..... | 63 x | 63 x | 21.71 | 29.56 | do | 51 | 60 | 65 | 81 | 81 | do | do | do | do | 81 | 88 | do | do | |
| " | 11..... | 63 x | 63 x | 21.71 | 29.56 | do | 51 | 60 | 65 | 81 | 81 | do | do | do | do | 81 | 88 | do | do | |
| " | 12..... | 63 x | 63 x | 21.71 | 29.56 | do | 51 | 60 | 65 | 81 | 81 | do | do | do | do | 81 | 88 | do | do | |
| " | 13..... | 63 x | 63 x | 21.71 | 29.56 | do | 51 | 60 | 65 | 81 | 81 | do | do | do | do | 81 | 88 | do | do | |
| " | 14..... | 63 x | 63 x | 21.71 | 29.56 | do | 51 | 60 | 65 | 81 | 81 | do | do | do | do | 81 | 88 | do | do | |
| " | 15..... | 63 x | 63 x | 21.71 | 29.56 | do | 51 | 60 | 65 | 81 | 81 | do | do | do | do | 81 | 88 | do | do | |
| " | 16..... | 63 x | 63 x | 21.71 | 29.56 | do | 51 | 60 | 65 | 81 | 81 | do | do | do | do | 81 | 88 | do | do | |
| " | 17..... | 63 x | 63 x | 21.71 | 29.56 | do | 51 | 60 | 65 | 81 | 81 | do | do | do | do | 81 | 88 | do | do | |
| " | 18..... | 63 x | 63 x | 21.71 | 29.56 | do | 51 | 60 | 65 | 81 | 81 | do | do | do | do | 81 | 88 | do | do | |
| " | 19..... | 63 x | 63 x | 21.71 | 29.56 | do | 51 | 60 | 65 | 81 | 81 | do | do | do | do | 81 | 88 | do | do | |
| " | 20..... | 63 x | 63 x | 21.71 | 29.56 | do | 51 | 60 | 65 | 81 | 81 | do | do | do | do | 81 | 88 | do | do | |
| " | 21..... | 63 x | 63 x | 21.71 | 29.56 | do | 51 | 60 | 65 | 81 | 81 | do | do | do | do | 81 | 88 | do | do | |
| " | 22..... | 63 x | 63 x | 21.71 | 29.56 | do | 51 | 60 | 65 | 81 | 81 | do | do | do | do | 81 | 88 | do | do | |
| " | 23..... | 63 x | 63 x | 21.71 | 29.56 | do | 51 | 60 | 65 | 81 | 81 | do | do | do | do | 81 | 88 | do | do | |
| " | 24..... | 63 x | 63 x | 21.71 | 29.56 | do | 51 | 60 | 65 | 81 | 81 | do | do | do | do | 81 | 88 | do | do | |
| " | 25..... | 63 x | 63 x | 21.71 | 29.56 | do | 51 | 60 | 65 | 81 | 81 | do | do | do | do | 81 | 88 | do | do | |
| " | 26..... | 63 x | 63 x | 21.71 | 29.56 | do | 51 | 60 | 65 | 81 | 81 | do | do | do | do | 81 | 88 | do | do | |
| " | 27..... | 63 x | 63 x | 21.71 | 29.56 | do | 51 | 60 | 65 | 81 | 81 | do | do | do | do | 81 | 88 | do | do | |
| " | 28..... | 63 x | 63 x | 21.71 | 29.56 | do | 51 | 60 | 65 | 81 | 81 | do | do | do | do | 81 | 88 | do | do | |
| " | 29..... | 63 x | 63 x | 21.71 | 29.56 | do | 51 | 60 | 65 | 81 | 81 | do | do | do | do | 81 | 88 | do | do | |
| " | 30..... | 63 x | 63 x | 21.71 | 29.56 | do | 51 | 60 | 65 | 81 | 81 | do | do | do | do | 81 | 88 | do | do | |
| " | 31..... | 63 x | 63 x | 21.71 | 29.56 | do | 51 | 60 | 65 | 81 | 81 | do | do | do | do | 81 | 88 | do | do | |

A M E R I C A N



RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS.

OFFICE, 35 WALL-STREET.

NEW-YORK, OCTOBER 27, 1832.

VOLUME I...NO. 44.

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AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, OCTOBER 27, 1832.

We publish to-day, and would invite the attention of our readers to, the Report made by Major Douglass of his surveys for the Brooklyn and Jamaica Railroad. By his estimates, it will be seen that a good and substantial road may be made with wrought iron edge rails for about \$9500 per mile. Major Douglass proposes a new plan for the superstructure: he suggests the propriety of using billets of timber, about three feet in length, to be placed in a perpendicular position, and "dry puddled"—or the earth rammed hard around them—instead of blocks of stone, or sleepers of wood; the rail is to be placed directly upon the end of the timber, and spiked down, omitting entirely the cast iron chair, which is a common appendage to the edge rail. Of the excellence of this plan, we are not, from our limited acquaintance with the different modes of constructing Railroads, prepared to speak, but would invite to it the attention of our practical readers, and solicit from them communications upon the subject.

We also commence to-day the publication of the third annual report of Mr. Knight, the able Chief Engineer of the Baltimore and Ohio Railroad, to the President of the Company. It will amply repay those who feel interested in the success of that noble work, or in the Railroad system, for the time devoted to its perusal. The confidence heretofore expressed of the ultimate success of the work seems to increase as it progresses, notwithstanding they may have to tunnel the mountain for a considerable distance, or pass over the Potomac river, and upon the Virginia side, in order to reach Harper's Ferry. Either alternative would greatly add to the estimated cost of the work, yet it is believed that the advantages to be derived from the continuation of the work will fully warrant the expenditure.

[From the Liberty Port-Folio.]

ERIE AND MAD RIVER RAILROAD.—A body of the United States corps of Engineers are engaged in making a survey of the route of the Railroad from Sandusky city to Dayton, Ohio. The active measures taken by the commissioners of this work ensure success. They seem determined to commence the work, and to carry it into operation.

[From the Charleston Patriot, of Oct. 16.]

RAILROAD.—The Commissioners, we learn, last evening informed the Directors that the Road was ready for the conveyance of passengers as far as the Indian Fields, and that it is contemplated to commence on Thursday next, to open it for public travelling as far as Rumph's road, which leads directly to Mr. Finckley's well known house of entertainment, one mile from the stopping place, above the Fourhole Swamp, on the old Orangeburgh Road, being 40 miles from town and 40 from Orangeburgh. By this arrangement, passengers leaving town at half past 6 A. M. arrive at the stopping place at half past 9 A. M., and reach Orangeburgh with ordinary expedition the same evening.

We congratulate the stockholders on the further information received, that there will be, in a very short time, 78 miles opened for public use, and the advantages fully developed.

LIVERPOOL AND MANCHESTER RAILWAY.—The Mechanics' Magazine gives a copy of the statement of the balance-sheet of the Liverpool and Manchester Railroad, from 1st July to 31st December, showing that the undertaking is going on with increased prosperity. To this statement it adds the following abstract from the evidence on the advantages of Railroads, given on the London and Birmingham Railway Bill, so scandalously thrown out by the House of Lords:—

"Before the establishment of the Liverpool and Manchester Railway, there were 22 regular and about seven occasional extra coaches between those places, which if full, could only carry per day 688 persons. The Railway from its commencement carried 700,000 persons in 18 months, being an average of 1070 per day. It has not been stopped for a single day. There has occurred but one fatal accident on it in 18 months. The fare by coach was 10s. inside, and 5s. outside. By Railway it is 5s. inside, and 3s. 6d. outside. The time occupied in making the journey by coach was four hours; by Railway it is one hour and three-quarters. All the coaches but one have ceased running, and that chiefly for the conveyance of parcels. The mails all travel by the Railway, at a saving to Government of two-thirds of the expense. The Railway coaches are more commodious than others. The travelling is cheaper, safer and easier. A great deal of traffic, which used to go by other roads, comes now by Railway; both time and money are saved, though the length of the journey may be often increased. The proportion of passengers carried by Railway over those carried by coach, has been as twenty-two to ten in winter, and eighteen to ten in summer. A regiment of sol-

diers has been carried by the Railway from Manchester to Liverpool in two hours. Gentlemen's carriages are conveyed on trucks by Railway. The locomotives travel in safety after dark. The rate of carriage of goods is 10s. per ton—by canal it used to be 15s. per ton.

The time occupied in the journey by Railway is two hours—by canal it is twenty hours. The canals have reduced their rates thirty per cent. Goods are delivered in Manchester the same day they are received at Liverpool—by canal they were never delivered before the third day. By Railway, goods, such as wine and spirits, are not subject to the pilferage which existed on the canals. The saving to manufacturers in the neighborhood of Manchester, in the carriage of cotton alone has been £20,000 per annum. Some houses of business save 500l. a year in carriage. Persons now go from Manchester to Liverpool and back in the same day with great ease. Formerly they were generally obliged to be absent the greater part of two days. More persons now travel on their own business.

The Railway is assessed to the parochial rates in all the parishes through which it passes; though only 31 miles, it pays between 3000l. and 4000l. per annum in parochial rates. Coal pits have been sunk, and manufactories established on the line, giving increased employment to the poor, and thus reducing the number of claimants for parochial relief. The Railway pays one-fifth of the poor rates in the parishes through which it passes; fresh Coal mines sunk, owing to the facilities of carriage, and prices reduced. It is found advantageous for the carriage of milk and garden produce; arrangements about to be made for milk to be carried 15 miles at 1s. for ten gallons, i. e. less than one farthing per quart. Mr. Babbage observes, in his book on the Economy of Manufactures, "One point of view, in which rapid modes of conveyance increase the power of a country, deserves attention. On the Manchester Railroad, for example, above half a million of persons travel annually; and supposing each person to save only one hour in the time of transit between Manchester and Liverpool, a saving of five hundred thousand hours, or fifty thousand working days of ten hours each, is effected. Now this is equivalent to an addition to the actual power of the country of one hundred and sixty-seven men, without increasing the quantity of food consumed, and it should also be remarked that the time of the class of men thus supplied, is far more valuable than that of mere laborers."

ANOTHER RAILWAY.—In consequence of the introduction of the Leicestershire coal into the market in this place, by means of the railway, a meeting of the proprietors of the Derbyshire Colliers has been held at Alfreton, at which it was agreed to apply to Parliament for an Act to make a railway from Pilton to Leicester, a distance of thirty miles. By this undertaking it is calculated that a reduction of one shilling per ton may be had in the price of the first rate Derbyshire coal brought to this town.—[Leicester Herald.]

[From the Long Island Star.]

BROOKLYN AND JAMAICA RAILROAD.—We present with much pleasure the following report concerning the contemplated Railroad between Brooklyn and Jamaica. It has already been published in the Long Island Farmer, the editors of which paper have politely furnished us with a copy. We hope the citizens of Jamaica and Brooklyn will be induced upon considering it, to take active measures for carrying the work into effect.

To the Commissioners of the Brooklyn and Jamaica Railroad:

Gentlemen—The results of the survey made at your request, and with a view to determine the route and plan of the Brooklyn and Jamaica Railroad, is respectfully submitted in the following Report and accompanying Draft.

Your familiar acquaintance with the topographical character of the ground along the line will render it unnecessary for me to make any remarks on that subject, further than just to notice such characteristic features as come in connexion with the different locations.

The principal dividing ridge of the island, as it intervenes between Jamaica and Brooklyn, constitutes of course the dividing or summit ridge of the route; and the first question to be solved with reference to a definitive location, is the point at which this ridge shall be passed. The elevation is not so great as to present any serious difficulty on this account, but as the general direction of the ridge is nearly parallel with that of the contemplated road, a latitude of choice is allowed, which comprises six or seven miles from Jamaica westward; and it became necessary therefore to examine every part of this range with care, to determine the line of least elevation and least expense. Two summits of very favorable character in these respects were discovered within the limits mentioned, one at the distance of about a mile and a half from Jamaica, and the other in the neighborhood of the Half-way House, (Howard's tavern,) and two corresponding routes, designated as the northern and southern routes on the draft, were respectively examined and surveyed.

The point of commencement at Jamaica was selected for both routes the same, viz. a point in Flushing Lane, about eighteen chains north of the main street: that point being nearly in a direct line with the eastern part of the village, and on ground extremely favorable for any extension or connection that might hereafter be thought desirable. The ground on the south side was examined, and a trial made, with a view to the same object, but the line proved decidedly inferior in the respects mentioned, besides being much intersected by broken and low ground, which could not but add materially to the expense of construction.

From the point designated the two lines are traced on the same ground nearly out to the Williamsburg turnpike, passing in rear of the different tenements, and over a surface of the most favorable character. After crossing the turnpike, the northern route diverges to the right, and commences a gradual ascent along the face of the hills—the southern route at the same time following the surface in a very slight descent, makes a gentle curvature to the left, crossing the turnpike near Lot's farm, and the grounds of the Union Race Course about midway between the course and the turnpike. It then proceeds in nearly a straight line to the Half-way House, where it just touches the turnpike on the south side, and then turns to the right in a curve of about a mile radius, which brings it to the proper position and direction for crossing the summit. All the ground thus far is singularly favorable for the object in view, and the summit itself presents no material difficulty. A short extra cutting reduces the apex of the graduation to a height of about twenty feet above the town plat of Jamaica, and this is surmounted in both directions by grades not exceeding sixteen feet per mile. The line thus reaches the inter-valle of Bedford, which it passes on good ground, and without any impediment worthy of particular notice.

Between Bedford and Brooklyn a secondary ridge intervenes, commencing at Mount Prospect, south of Parmentier's Garden, and running out in the direction of the village of Williamsburg. Its height is less considerable than the principal ridge already mentioned, but its relative position in the immediate vicinity of Brooklyn precludes in some degree the necessary space for graduating, and we are obliged therefore to cut down sufficiently to bring the relations of height, between the ridge and termination of the line, within the limits of a reasonable maximum grade. Several trials were made at different points along the ridge, for the purpose of determining the lowest and most favorable crossing place; and the line as delineated on the map, crossing the

ridge a little north of the turnpike near Parmentier's Garden, exhibits the decisive result of these trials. If we assume an average grade, from the Brooklyn end of the line to this point, at twenty feet per mile, which, on a line calculated as largely as this might be for the conveyance of passengers, is deemed sufficient, it will make the extreme cutting on the top of the ridge a little more than thirty feet; but it runs out rapidly to 0, on Brooklyn side, and to about half the depth mentioned on the Bedford side, which gradually declines to 0, before reaching Bedford. With this cutting, the line is brought into the town plat of Brooklyn.

The northern route, which was spoken of as ascending the face of the hills near the Williamsburg turnpike, enters the woods in rear of J. C. Stothoff's farm, and attains its summit height in about the distance of a half mile beyond. In its approach to this point, as well as in its continuance through the hills, the ground is much broken, presenting a succession of gravelly ridges, resembling pine ridges, with deep isolated hollows between. The extreme height of the summit, however, is not great, and may be surmounted without much extra cutting, with a grade of about sixteen feet per mile from the Williamsburg turnpike; and the descent westwardly is accomplished by a declivity equally gentle.

The general character of the surface on the north slope of the hills is undulating; and the line, after emerging from the ravines of the ridge proper, continues on ground somewhat of this description; and which in construction would require rather a large proportion of cutting and filling. It is believed, however, that the ground on which the route is traced is less objectionable in this respect than that on the right or left—the former being broken into prominent head lands towards the sound, and the latter partaking in some degree of the bolder and more deeply undulating character of the neighboring ridge. In approaching Brooklyn the line in question admits of two different locations—one descending directly towards the Wallabout bridge, and the other tending more to the left, and intersecting the southern route in the neighborhood of Bedford. The latter, although it encounters the deep cut heretofore mentioned, in the ridge near Parmentier's, has upon the whole a decided advantage in point of ground. The Wallabout route having also a considerable deep cut near the head of the Brick Rope Walk—several lesser cuts and embankments in other places, and an expensive embankment and bridge for crossing the Wallabout itself—all which, however, will be exhibited in its proper relation by the estimate.

Assuming for the present the superiority of the branch, which unites with the southern route, we are enabled to institute a comparison between the northern and southern routes in point of length, curvature, &c. that is to say, from the point of commencement at Jamaica to the point of confluence near Bedford—indicated on the map by the letter C. The distance between these two points by the northern route proves to be 8 miles and 253 1-2 perches, while by the other it is only 8 miles and 255 1-2 perches—a difference of 3 perches in favor of the southern route. As this is of little consequence in a preliminary location, we assume for the sake of simplicity in what follows, the mean of 8 miles and 257 perches as the length of either route indiscriminately.

With regard to alignment and curvature, the north route has a total inflexion of 301 degrees in 4 miles and 136 perches, which gives an average radius of about 5000 feet, while the south route has only 110 degrees of inflexion in 3 1-2 miles, which gives a radius of about 10,000 feet. The residue of either line, viz. 4 miles and 121 perches of the north, and 5 miles 97 perches of the south, are straight. The relative expense of the two lines will be shown by the estimate at the end of this report.

I proceed now in presenting the rationale of the location, to state the circumstances which influence its trace through the village of Brooklyn.

Presuming that the Fulton street Ferry is contemplated as the point of ultimate termination, it is shown by the draft that it may be approached in a variety of ways, viz.:

1st, The Wallabout route approaches it, of course, by a line through the eastern and northern quarters of the village;

2d, The Parmentier routes, either of them, may reach it through the same quarters; or,

3d, They may be carried through the southern quarter of the village, and conducted to the proposed termination by a line through Furman street, under the cliff of the Heights; and this last location may either follow the arrangement of the streets, in the

quarter through which it passes, or it may take greater advantage of the ground by a detour to the left, independently of the streets—all which modes of approach are traced on the map.

In speaking of these different routes, the engineer, I presume, will not be expected to present any views other than those of a professional character. So far as choice of location depends upon views of local or relative interest, the stockholders will be the only proper judges—the business of the Engineer being merely to present facts, and such calculations of facility or advantage as are strictly technical.

Conformably to this suggestion, I proceed to speak more particularly of the routes just enumerated.

That called the Wallabout Route crosses the Wallabout itself, most conveniently, about on the line of the present bridge; and at a height of about 20 feet above the water—this height being necessary for elevating the grade as nearly as possible to the summit of the village graduation, which occurs between the bridge and the Fulton street ferry. At the west end of the viaduct the route takes the direction of Jackson street, by a curve of minimum radius, and thence, at the proper position, a similar curve brings it into the line of Water street, which it follows out to its termination at the ferry. Any feasible arrangement of this line will require some alteration of the regulated grades of the village—on the plan proposed, the alteration commences a little above the intersection of Prospect street, amounting to a depression of about seven feet at York street, and of fifteen feet at the intersection of Front; and it appears that these alterations may be managed in the transverse streets without any material public inconvenience. The ground between Front and Water streets on the line of the curve, and to some distance on the latter, including the tenement of J. H. Clarke, Esq., is *unexcavated*, and presumed to be *unregulated*; no account therefore is made of it, except in the estimate of excavation. The interference with this ground however, is the chief objection to this location, as well as to the next following one, though with this exception, neither of them can be considered as interfering injuriously with the rights of private property. The total length of the road by the line thus described, would 11 miles and 32 perches from the starting place in Jamaica to Fulton Ferry.

The route (either of them) which enters the village by the pass near Parmentier's Garden, and approaches the point of termination by the eastern and northern quarters, is the next to be considered. The location of this route, like that of the preceding, is attended with some difficulty, in consequence of the height of regulation to be surmounted, and the diagonal relation of its general course to the system of streets—many of which, in the quarters referred to, are densely built upon. It was suggested by some of the friends of the road that it might in this case take a zigzag direction, with five or seven turns, through the streets of least acclivity; but the objections to such an arrangement are almost too obvious to require remark. A train of carriages may indeed surmount a short inclined plane, graded much above the ordinary maximum, if it have free scope sufficient for acquiring the necessary head way; but in this case the angles would interfere materially with such an operation—rounded as much as they could be, within the limits of the street, they would still have to be passed with a very restrained velocity even by single cars, and a train would scarcely be able to pass at all without manual assistance. The first of them, therefore, that should be encountered on the rise of the plane, would effectually quench all the momentum previously acquired, and probably render the motive power impotent as to any further ascent. Such a location would evidently be illusory as regards a practical connexion with Fulton ferry. Under all the circumstances, I feel assured that the location delineated on the map is the *most feasible*, if it be not the only feasible one (in this direction) that the case admits of, that is to say—passing down Gold street, and thence by a curve of minimum radius into Water street. It interferes indeed with the tenement of Mr. Clarke, as already mentioned, but in every other part the quantity of excavation and embankment is far less than by any other street line whatever. Its length is no greater than that of a zigzag trace—it has but one rectangular turn, which may be circled by a radius of two or three hundred feet, and it interferes less with the regulated grades than any line with which it could be compared. Assuming it therefore for the case stated, it makes the entire distance from Jamaica to Fulton ferry eleven miles and 230 perches.

The location next to be spoken of is that which passes from Parmentier's to Fulton ferry by the south and west quarters of the village. This may

either pass the turnpike as delineated, or with greater obliquity at the toll-gate—in either case it falls easily and naturally into the direction of the streets on that side of the town leading to the water. In grade, however, it does not agree quite as well—as it requires for itself a continued and regulated descent, while the streets, governed in some degree by the figure of the ground, almost necessarily have their culmenations and counter-grades. In the vicinity of Fort Swift, for instance, and between that and the line of Hicks street, the ground and regulation of the streets rise considerably above the graduation of the said road. To obviate this inconvenience as far as possible, I propose to trace the location midway between two parallel streets, in which situation it may descend below the village regulations at pleasure, with very little injury to private property, and without any necessary interference with the transverse streets. The expense of the excavation and dry walling is then the only consideration that remains. Should this location not possess sufficient interest to justify this expense, the line may diverge as indicated on the draft, to a locality still further south, where it would nearly avoid all interference with the streets and the necessity of considerable extra cutting. Both lines, it will be seen, are without the incorporated limits of the village until they arrive at the water's edge. Finally, both lines, in approaching the water, veer round into the direction of Furman street—the last by a very gentle curvature, and the first by a circle of about 600 feet radius. In crossing the wharves the rail is supposed to be supported on trestles of timber, but after gaining the face of the high bank the construction in earth will be very easy, and before reaching Fulton street the grade descends to the ordinary level of the streets.

The entire distance from Jamaica to Fulton ferry by these locations is 11 miles and 252 perches by the first, and exactly 12 miles by the last.

The possibility of a ferry being established at some future time to accommodate the interests of the south part of Brooklyn, suggests one or two interesting views in the present connexion, which should not be omitted in this report. It will be perceived that the Railroad, located in either of the modes last explained, would participate as a matter of course, in any advantages which might result from the establishment of such a ferry; but there is a further facility to be derived from the local relation of the two interests, which it is believed would contribute in no small degree to the success of the Railroad. A track, for instance, may be arranged in such a relation to the ferry as that a train of cars may be received upon the upper deck of the boats, and landed at a regular depot in the city of New York. This would transfer the inner termination of the road virtually to the city, and it cannot be doubted that it would bring vast numbers of passengers into the cars who would not think of crossing the ferry for the purpose of taking seats.

It would be quite practicable in this connexion also to use the power of the ferry boats, for propelling the train of cars up an inclined plane of 50 or 60 feet rise, contiguous to the ferry, which would enable us to occupy one of the streets, with the line, without extra cutting, as well as to avoid a considerable part of the deep cutting at Parmentier's.

The entire distance by the trace, from Jamaica to the foot of District street, is precisely 11 miles.

Having thus specified and described the various routes of the road, it only remains in conclusion to state the probable expense of construction for each. This is founded chiefly upon the items of *terrace work and superstructure*; the other particulars of grubbing, dry walling, carpentry work, &c. being very inconsiderable in comparison with these. Indeed, it is worthy of remark that the items which on many railroads are the chief matters of expense, are wholly wanting on this. No viaducts, except the one on the Wallabout route; no stream, large or small, on either of the others; no deep ravines to cross; not a single arched culvert required; nor even a perch of mortared masonry; and to all appearances, not a yard of rock excavation of any kind. On the other hand, the soil generally a fine diluvial gravel, very easy to excavate, and the surface, particularly of the southern route, fair and even in a very remarkable proportion. Under these circumstances, I have not thought it necessary to present the estimate by sections, although in calculating it the amount of excavations have been carefully made up for each division of ten chains. In a few instances where the height of embankment has exceeded a limit of about eleven or twelve feet, *trestle work* of timber has been estimated instead of embankment.

With regard to the superstructure, I have supposed it executed upon a plan somewhat different from the usual modes of construction hitherto practised; having, as I think, the advantage of greater simplicity and economy, without any sacrifice of utility or permanency. It is as follows:

The foundation part of the structure to consist of *wooden pillars* one foot in diameter and three feet long, of locust, larch, white oak, pine, or chestnut, instead of stone blocks. These to be set thirty-three inches deep, and three and a half feet apart, along the line of each rail—the larger end down, and puddled dry—the tops to be then sawed off with a gauge saw, near the surface, and a light iron bar scribed down and spiked, as a cross-tie on every alternate pair; and lastly, the head of each pillar to be protected with a coat of greaving composition laid on hot. The foundation is then ready to receive the rail, which I suppose to be a rolled iron edge rail with a broad bottom flanch, similar to the annexed sketch, which may be set immediately upon the pillars and fastened without the use of chains.

The cost of a single track, built in this manner, is estimated from the actual prices of material and workmanship at \$5,200 per mile, (viz. for 3,326 wooden billets, set and sawed off, 35 cents each; for 70 tons of rail-iron, cross-ties, &c. \$50 per ton; and for putting on the iron and all contingencies, 30 cents per yard of track,) which is a little more than half the cost of a track constructed with stone blocks and broken stone; and less by a thousand dollars than the average expense of the ordinary construction with wooden rails and cross sleepers. Its durability, if properly constructed and taken care of, is estimated at 15 years; at the end of which the wooden pillars may be renewed for \$2000 per mile—in other words, a surplus of about \$170 per mile, or \$2000 for the whole road per annum, will keep it permanently in repair. A wooden rail and flat iron plate might be used on the same foundation, with a saving of about \$800 per mile on the foregoing estimate; it would however be, probably, a few years less durable, and would require at least double the surplus above-named to keep it in permanent working order. Either structure would give us a substantial road, well adapted to the use of locomotive power, and both of them possess the advantages—not unimportant ones in the present case—of requiring no broken stone either for setting the pillars or for horse-path, and only a very small proportion of mechanic's labor.

The general estimates formed upon these preliminaries will be as follow:

| | |
|---|---------------------|
| Estimate of the Northern Route, entering Brooklyn by the Wallabout bridge, viz. | |
| Grubbing and clearing the line | \$350 00 |
| Dry wall, and repairing and paving the streets in Brooklyn | 2,950 00 |
| 670 yards trestle and bridge work, including Wallabout, | 8,870 00 |
| Extra work at crossings | 500 00 |
| 498,800 c. yards excavation and embankment, at 9 cents, | 44,892 00 |
| 11 32-320 miles superstructure single track, at \$5,200, | 57,720 00 |
| Total | \$115,282 00 |

| | |
|--|---------------------|
| Estimate of the Northern Route, entering Brooklyn by Parmentier's, and passing through Gold and Water streets to Fulton Ferry: | |
| Grubbing and clearing | \$350 00 |
| Dry wall, and repairing and paving in Brooklyn, | 2,100 00 |
| 250 yards trestle work, at six dollars, | 1,500 00 |
| Extra work at crossings | 500 00 |
| 524,100 c. yards excavation and embankment, at 9 cents, | 47,169 00 |
| 11 230-320 miles superstructure, at \$5,200, | 60,937 50 |
| Total | \$112,556 50 |

| | |
|---|---------------------|
| Estimate of the Southern Route, entering Brooklyn and terminating as in the preceding estimate: | |
| Grubbing and clearing | \$300 00 |
| Dry wall, and repairing and paving streets, | 1,900 00 |
| Extra work at crossings | 500 00 |
| 418,100 c. yards excavation and embankment, at 9 cents, | 37,629 00 |
| 11 230-320 miles superstructure, | 60,937 00 |
| Total | \$101,266 00 |

Difference between the Northern and Southern Routes, \$11,290 50.

The following estimates are confined to the Southern Route, but the corresponding aggregate may be found for the Northern Route by adding the difference, \$11,290 50.

| | |
|--|---------------------|
| Estimate of the Southern Route, entering Brooklyn by Parmentier's, and passing down between two streets, and to Fulton Ferry by Furman street: | |
| Grubbing and clearing | \$300 00 |
| 300 yards trestle work, at six dollars, | 1,800 00 |
| Dry wall, and extra work at crossings, | 1,950 00 |
| 401,400 c. yards excavation and embankment, at 9 cents, | 36,126 00 |
| 11 282-320 miles superstructure, at \$5,200, | 61,782 00 |
| Total | \$101,958 00 |

| | |
|---|--------------------|
| Same Route, terminating at the foot of District street: | |
| Grubbing, dry wall, trestle, and extra of every kind, | \$1,825 00 |
| 386,200 yards excavation and embankment, at 9 cents, | 34,758 00 |
| 11 miles superstructure, at 5,200, | 57,200 00 |
| Total | \$93,783 00 |

| | |
|---|--------------------|
| South Route, entering Brooklyn at Parmentier's, and entering Furman street by a detour south of the village plat, and ending at Fulton Ferry: | |
| Grubbing and clearing, | \$300 00 |
| 550 yards trestle work, at six dollars, | 3,300 00 |
| 500 p. dry wall, and extra work at crossings, | 1,375 00 |
| 352,700 c. yards excavation and embankment, | 31,743 00 |
| 12 miles superstructure, at 5,200, | 62,460 00 |
| Total | \$99,118 00 |

| | |
|------------------------------------|-------------|
| Same Route, ending at District st. | \$90,943 00 |
|------------------------------------|-------------|

The foregoing estimates embrace only the superstructure for one track, which in the first instance will be sufficient. The excavations, however, are calculated for a full width of road bed, sufficient for two tracks. The amount of land, damages, and fencing, being generally conventional, are not included in the estimation. A single remark only need be added on the subject of the revenue of the road by way of example.

| | |
|--|--------------------|
| It will have been remarked, that several of the preceding estimates come within the limit of \$100,000, and for entire safety, we add 10 per cent. to this, for contingencies. The interest upon this aggregate, at 6 per cent. is | |
| Add to this for attendances and services of various kinds, | 3,000 00 |
| And for renewing the superstructure, instead of 2,000 as suggested, | 3,000 00 |
| Total | \$12,600 00 |

It appears then that an annual receipt of \$12,600, or an average of \$42 per day, (allowing 300 working days to the year,) will give a fair interest upon the investment; and this, is about the ordinary business of a convey of three cars, making a single trip each way per day. Instead of which, should the line take its departure from the city, as has been suggested, it would be inconsistent with all analogy if a well regulated train of cars, starting at intervals of only one or two hours, were not crowded with passengers from morning till night.

All of which is respectfully submitted.

D. B. DOUGLASS.

Brooklyn, September 7th, 1832.

Third Annual Report of the Chief Engineer of the Baltimore and Ohio Railroad.

Engineer's Office, Baltimore and Ohio Railroad, }
Baltimore, Oct. 1, 1832. }

To PHILIP E. THOMAS, President, &c.

In presenting the Third Annual Report of this department, in compliance with the regulations of the Company, I have the gratification to state that the work has generally progressed to the extent contemplated in the last Report, and with a speed and economy beyond the calculations then made, especially in the construction of the Railway, and of the machinery to move upon it; and that the travelling and tonnage upon the road have become great, and are increasing, so that no doubt remains of the complete success of this noble enterprise.

The interruption which has occurred in the advancement of the location and construction beyond the "Point of Rocks," owing to collision with the

Chesapeake and Ohio Canal, and which it is hoped will only be temporary, has necessarily curtailed the extent of our operations, and consequently of the details which otherwise would have been made in the reports of the present year. So far, however, as these operations have and may be extended, they will be noticed under the usual and appropriate heads.

The Graduation and Masonry.—At the time of the last Annual Report all the contracts for graduation and masonry had been nearly completed, with but few exceptions; and by about the 1st of November last, none remained to be performed between Baltimore and Frederick and the Point of Rocks, excepting the Marble rock excavation, situated 2 1/2 miles from the latter point, and which has been finished within the present season.

The report of Caspar W. Weyer, Superintendent of Graduation and Masonry, will contain the necessary details on this branch of the service.

The Construction of the Railway.—In this department of the service, the operations have also been carried on during the past year with due speed and economy in every respect. The expectation was entertained in the last Annual Report that the Railway would be so far laid by the close of the year 1831, as to be open for travel from Baltimore to Frederick, and to the Point of Rocks, at the Potomac. Such was the industry employed, however, that the entire line to Frederick city was formally opened on the first day of December last, and has since been in constant and profitable use. Owing to the uncommon severity of the winter, which set in about the 20th November, and continued without relaxation through the residue of the year, the completion of the first track on the fifth division, between the Monocacy and the Point of Rocks, was not effected within the year 1831. The process of laying the rails was resumed at the opening of the present season, and two continuous tracks are now completed from the Depot at Pratt street to the western bank of the Monocacy, a distance of 56 1/2 miles, and a single track thence to the Point of Rocks, 11 1/8 miles further, with about 3/4 mile of the second track, together with 3 1/2 miles of single track on the branch to Frederick, with 1 mile of sidings, in all 129 1/4 miles of single track laid upon 71 miles of road graduated throughout for two tracks. In addition, the company have laid a single track of railway from that Depot into the city of Baltimore, and along Pratt street to the Basin, and thence to the city block, a distance of 1 3/4 miles.

Of the 129 1/4 miles of single track, \$9 55-100 miles are laid upon wood strings and sleepers, at an average cost of \$426 81 per mile—5 83-100 miles upon wood string and stone blocks, at \$545 51 per mile—and 33 84-100 miles upon stone sills, at \$7193 14 per mile—inclusive of turnouts, and \$409 73 per mile for horse path.

During the progress of the laying of the rails there has been an evident increase of economy, both as respects the cost and improved quality of the work; and I have the gratification to state that the actual cost of the two tracks of railway on the main line from Baltimore to the Point of Rocks, and of the single track on the branch to Frederick, inclusive of turnouts, sidings, and horse paths, in all 129 1/4 miles of single track, will have been \$93,924 70, or \$773 per mile, less than the estimate made and stated in the last annual report. This saving is mainly to be attributed to the vigilance of the Superintendent of Construction and his Assistants, and to the experience which they had acquired during the progress of the work, as well as to the riper experience of contractors and workmen, in a branch of business which, until quite recently, was altogether new to them; and it may not be altogether out of place here to remark, that such is now the organization and experience of the several departments in the service of this company, including that of the superintendent of graduation and masonry, the superintendent of construction of the railway, the superintendent of machinery, &c. that there can be no doubt that fifty miles of railroad per annum could be constructed from the Point of Rocks towards the Ohio, with equal economy, and probably at no greater rate of cost than has occurred between Elllicott's Mills and the Point of Rocks; even a temporary suspension of the work at the latter place cannot, therefore, but be regarded as a public loss.

Materials are on hand, seasonably ready to be used in laying down the second track from the Monocacy to the Point of Rocks, whenever it shall be deemed expedient, and the work can be performed in the course of one month from the time when it shall be commenced.

In those parts of the railway where the iron rail was laid upon wood, thin wrought iron plates were introduced under the ends of the rails, to counteract their tendency to sink into the wood from the pressure of the car-wheels upon them; but this precaution was not taken where the rails were laid upon stone sills, from a belief that the resistance of the stone would be sufficient without the aid of the plates. Experience, however, has shown the error of that omission, and accordingly plates have likewise been introduced under the ends of the rails upon the stone sills.

For a more detailed account under this head, I refer to the minute and able report and statements of James P. Stabler, Superintendent of Construction; and to the report of Jacob Small, Esq. Architect, for an account in relation to the depots.

The cost of the construction of the main stem of the Baltimore and Ohio Railroad, from Baltimore to the Point of Rocks, a distance of 67 5/8 miles, may be set down as follows:

| | |
|---|----------------|
| Actual disbursements in the department of graduation and masonry, for the graduation, masonry, and bridging. | \$1,090,666 12 |
| For right of way, materials, repairs of county and farm roads injured, &c. &c. | 27,744 07 |
| For salaries, instruments, and various other contingencies. | 34,638 35 |
| For a quantity of lumber, tools, &c. [see last Annual Report, page 111] | 10,881 69 |
| For right of way, paid by other officers of the company. | 11,240 17 |
| Deduct for right of way on lateral road to Frederick. | 528 00 |
| Add for right of way not yet paid. | 10,712 17 |
| Actual disbursements in the department for the construction of the railway, in perfecting the graduation and masonry, by widening cuts, securing and strengthening banks and walls, raising embankments after settling, opening drains, building culverts, excavation and masonry of chambers, at the heads of the inclined planes, &c. | 1,363 25 |
| Deduct this sum, charged for right of way, and included in the fifth item of this statement. | 500 00 |
| For iron, wood, stone, workmanship, salaries, and contingencies in the construction of a double track of railway to the Monocacy 56 1/2 miles, costing \$60,028 21-100 dollars, and in the first track thence to the Point of Rocks, 11 1/8 miles further, 49,248 26-100 dollars, to which add as estimate for the second track on these 11 1/8 miles, 49,248 26-100 dollars, and the total for a double track from Baltimore to the Point of Rocks will be | 698,524 73 |
| Add the estimated cost of machinery to be placed at the inclined planes at Par's ridge, 40,000 dollars, and amount expended in the frame work in chambers, 9,034 23-100 dollars. | 49,034 23 |
| Total. | \$1,974,190 95 |

Being an average of \$29,193 21 per mile. Of the total amount, about the sum of \$62,000 has not yet been expended.

The Location of the Route.—Circumstances already alluded to have for the present prevented the location being carried beyond the first point of collision with the route of the Canal, at the Point of Rocks: to this place the location was completed the preceding year, as detailed in the last annual report. Negotiations have for some time been pending between the two companies, and at the request of the state legislature, for terms embracing the privilege of conducting the Railroad alongside of the Canal, between it and the rocky and narrow passes, to a point at the bridge, opposite to Harper's Ferry, but I am not aware that these have yet finally terminated. Should the issue be adverse to the application, it will be incumbent on this company in the prosecution of their enterprise towards the terminus originally designed—the steamboat navigation of the Ohio—to seek a route that shall not clash or be coincident with that of the Canal, as the same has been adjudicated. The twelve miles between the Point of Rocks and Harper's Ferry being common to all the practicable routes that may exist from thence to the Ohio, renders it of the first importance that the Rail-

road should be conducted through that common space to Harper's Ferry, from whence it may, without collision with the designated route of the Canal, pass to Cumberland along the right shore of the Potomac, or otherwise take the route of the Shenandoah. Until a pass is found, however, to Harper's Ferry, no certain or decisive conclusion can be safely made upon the proper route afterwards to be pursued. This point is the key to all the feasible routes westward of it, and the instant it shall be reached with the Railway, will command the trade and intercourse of the long and fertile valley of the Shenandoah on the one side, and on the other of that of the Antietam and Connecocheague. The accession to the trade and intercourse upon the Railway, that will accrue from reaching Harper's Ferry, will doubtless justify any expenditure that may be required to overcome all the obstacles that shall be found to intervene upon these twelve miles. The alternatives are several, in case the Canal Company shall finally negative the propositions made to them. Either the Railroad may be made to cross over the Canal and the Potomac river upon an extensive viaduct to be erected for that purpose, near to the Point of Rocks, and thence up on the Virginia side of the Potomac and across the Shenandoah to Harper's Ferry; or, which will probably be better on several accounts, it may be made on the same side of the river with the Canal, by excavating a shelf in the face of the rocky cliffs which form the narrow passes, or by tunneling one or two of the mountain spurs at no great distance from the route of the Canal; or lastly, passing with a single tunnel a depressed and narrow pass of the mountain, at a greater distance from the river, and where the one tunnel would pass both the Lower and Upper Points of Rocks, which are two projections from the one mountain. From thence the route could still be conducted without collision with the Canal, along the sloping basis of the hills, and probably for several miles on the bottom lands, to Miller's Narrows, 2 1/2 miles below Harper's Ferry, and 7 1/2 miles above the Upper Point of Rocks. These narrows, as well as those in the immediate vicinity of the bridge at Harper's Ferry, it is believed, can be passed by encountering some heavy rock excavation. With the foregoing views I respectfully recommend that, in case of an adverse decision of the Canal Company, surveys be ordered to ascertain the facilities of conducting the Railroad to Harper's Ferry independently of the Canal would unavoidably involve a very large and unusual; for altho' either of the alternatives here suggested necessary additional expenditure, beyond that of an amicable and conjoint location and construction,—the entire practicability of which has been so fully ascertained, and on all hands acknowledged; yet, as before remarked, the great objects to be attained will amply justify the excess of expense that this Company would be compelled to encounter, in conducting the Railroad to Harper's Ferry.

[To be concluded in our next.]

[From the Raleigh Register.]

CENTRAL RAILROAD.—The surveyors of this road have reached the vicinity of this city. They run their line from the Neuse river, near the banks of Walnut creek, until they reached Rocky Branch, near this place, and then proceed up that. It is not improbable that the route marked out by Carlton in his Essays, which originally appeared in this paper, will be found the most eligible. That route crossed Haw river at Jones's ferry, passed by the Cross-roads in Randolph, Lexington, crossed the Yadkin at Boon's Ford, and passed by Gen. McDowell's in Burke county.

It is desirable that the Central Road should pass through this city; but if that should not be practicable without much additional expense, a lateral Road will doubtless be made to connect it with our experimental Railroad.

[From the Petersburg Intelligencer.]

PETERSBURG RAILROAD.—In calling the attention of the stockholders to the advertisements of the Company which are published in this day's paper, we take occasion to state, the work has been in regular and rapid progress, since its commencement. More than half of it is completed, including substantial Bridges or viaducts over Nottoway River, and several smaller streams. A locomotive engine of the best construction, with a number of cars are now actively employed, in transporting iron, timber, &c. a distance of about 30 miles—the rate of 18 to 20 miles per hour, has been easily accomplished, but such rapid motion is not contemplated in the general use of the road. The transportation of passengers and merchandise will soon be commenced.

The remainder of the road to Roanoke, say 30 miles, is (with the exception of two miles) under contract, the excavations and embankments nearly completed, timber prepared, all the iron purchased, depots erecting, additional locomotives and cars in a state of forwardness, and, in short, every department of the work is in rapid progress toward completion.

Under this favorable aspect of affairs, it is evident that all the resources of the Company must be called into action, and as the large sum yet to be received from the Commonwealth cannot be called for, until all subscriptions by individuals shall have been paid, it is not less the interest, than the duty of Stockholders to be punctual in the payment of requisitions, the last of which is now called for. Thus far, there have been few delinquents, and we trust that the notification now given will not apply to any one after a short interval. Population and resources considered, we doubt if any City in the Union has undertaken and successfully prosecuted a comparatively greater work than ours.

[From the New Orleans Mercantile Advertiser.]

WEST FELICIANA RAILROAD.—We call the attention of Contractors, and others interested, to the advertisement of Captain John N. Dillahunty, Chief Engineer of this road, which will be found in our paper.

This magnificent undertaking commences on the East bank of the Mississippi, near St. Francisville, West Feliciana, and extending thence in a straight line and along the present travelled road, terminates in the town of Woodville, Mississippi—distance 30 miles.

We were much gratified to read a communication in the St. Francisville paper, addressed by James Bradford, Esq., (Director) to the Company, informing them that he had submitted to his Excellency Governor Roman, all the Reports of the Surveys and Estimates of the United States and Company's Engineers. That Governor Roman was perfectly satisfied with the same—that he now approves the bill of the last Legislature, making an appropriation of ten thousand dollars to this road, and that he would sign that bill within the three first days of the next session. This certainly will have an immensely beneficial effect; and we readily adopt Mr. Bradford's conclusion, that it will insure the success of the contemplated work.

We understand that the Chief Engineer will break ground and get fully to work, on or about the first of December next, and that he has been directed by the Board of Directors to finish the first four miles of the first division by or before the first of May next, and that it is their intention to finish and have in complete operation this great work during the next year.

We will notice this subject further: in the mean while, we wish them success with all our heart.

[From the Scioto Gazette.]

COMPLETION OF THE OHIO CANAL.—We congratulate the friends of internal improvement, both in and out of the State, upon the completion of the Ohio Canal, from Lake Erie to the Ohio River at Portsmouth, with the exception of one lock on the right margin of the Scioto River near that place, intended only to be used when the Ohio River is at its lowest stage of water, and which will not materially affect the navigation of the Canal; and that this joyful event will be celebrated at Portsmouth, on Friday the 12th October.

The completion of this Canal, by the almost unaided exertions of this State, within the short period of seven years, presents one of the most astonishing moral spectacles which has ever occurred in the civil history of this, or any other country. Without an accumulated revenue, and without any other resources but the soundness of her public credit, this young and enterprising State has consummated a great public work, in the 29th year of her political existence, which, for its magnitude and public utility, would do honor to the oldest and most powerful empire in Europe. The lasting and substantial benefits of which will be felt through all time to come, by every member of our Federal Union, as well as by the foreign bordering States which lie north and south of us.

If the weather should prove favorable, we anticipate the collection of an immense assemblage; perhaps the largest that has ever been brought together on this side of the mountains.

[From the Troy Sentinel.]

In his last number, the editor of the American Railroad Journal has an interesting notice of a new Locomotive Engine, built by Mr. Wm. T. James, of

New-York. It is said to be on a plan entirely different from the Locomotive now in use—to carry its own fuel and water—its fire driven by a bellows worked by the machinery,—estimated, with its supply of fuel and water on board, to weigh three and a half tons, and with a power only equal to sixteen horses, to be capable of running from thirty to forty miles an hour. It is perfectly under control, and equally capable of being applied to common roads, or to railways. Mr. James is about to take it to Baltimore, to give it a fair trial on their Railroad. Success to him!

We cannot dismiss this subject without repeating our conviction, that, save in peculiar situations, Railroads will, in a very few years, be entirely dispensed with. Good McAdam roads will supersede them; and on such roads we shall have locomotives, with their trains of cars, traversing the country over hill and plain, at an average speed of at least twelve miles the hour. The proof that this can be easily done is already extant.

Troy will not be true to herself if she suffers another session of the Legislature to pass away without procuring the requisite authority to construct such a road from this city to Schenectady—or another year to roll by, until the work is in a train of active and vigorous prosecution. Not only do the interests of the place imperiously demand such a work, but the construction of it offers to capitalists a first rate chance for profitable investment. In less than five years after its completion, it will be among the best and most productive stock in the market.

AGRICULTURE, &c.

[From the Baltimore American.]

In page 87 of Babbage's Economy of Machinery and Manufactures, an extraordinary species of manufacture is described as having been contrived by an officer of engineers residing at Munich. It consists of lace and veils, with open patterns made entirely by caterpillars. A paste made of the leaves of a plant upon which the caterpillar feeds, is spread thinly upon a stone, and the pattern drawn upon it in olive oil. The stone is inclined, and the caterpillars placed at the bottom, and they commence eating the paste and spinning a strong web up the plane, carefully avoiding every spot touched with the oil. The result makes a perfect veil of lace, of considerable strength, but of extreme lightness, a square yard weighing only 4.2 troy grains, while a square yard of fine cambric muslin weighs a hundred times as much.

[From the Baltimore American of Oct. 24.]

EGG PLANT.—We copied into our paper of Monday a notice from the American Farmer, of a large Egg Plant, raised on Orange Farm, near this city, weighing five pounds four and a half ounces, and measuring two feet two inches in circumference. This notice induced Mr. Samuel Regester, an enterprising gardener, to send us yesterday an Egg Plant measuring two feet ten inches in circumference, and three feet lengthwise, the weight of which was thirteen pounds eight ounces. Mr. Regester's farm is about four miles from Baltimore, on the Bel-Air road.

[From the New-England Farmer.]

ON REMOVING SUCKERS FROM INDIAN CORN.

Mr. Fessenden.—Having been a subscriber to your valuable and very useful Farmer, and having experienced much benefit from the numerous pieces which you have published; and finding that all opposition has yielded, and almost every one now acknowledges, that the opinions of the Farmer are generally correct, and ought to be respected, I am induced to request your opinion of the propriety of cutting the false stalks and suckers from the corn before the tops are usually cut. Also, the proper time and manner of pruning grape vines. By your attention to the above, and a publication of your opinion in your Farmer, you will greatly oblige

ONE OF YOUR SUBSCRIBERS.

Remarks by the Editor.

Agriculturists differ in opinion upon this subject, and we shall not be very positive when practical farmers disagree; but will merely copy their observations, and leave our readers to draw their own conclusions.

Mr. Lennel Davis, of Holden, Mass. in a paper republished from the Massachusetts Spy, in the New-England Farmer, vol. 1, page 8, gives an account of his method of raising a crop of corn, and observes as follows:

"Immediately after weeding, I spread two bush-

els of plaster on the rows—at a suitable growth I gave it a second hoeing; the second week in July hoed it the third time; at that period the growth was very rapid, and there appeared to be a greater quantity of suckers from the bottom of the stalks than I ever saw before. The observation struck me, that it would be worthy the attention of our agriculturists to try the experiment of cutting the suckers from the stalks, which I did from most of it. By observing, I found that such a proportion of juice from the stalk went out where the sucker was taken off, that the growth was not so large, and the ear set higher on the stalk: on the part where the suckers were not taken off, the corn was thicker set and more prominent—the ears set ten or twelve inches higher the ground, and were a good proportion larger."

Although some part of the following quotation is not exactly pertinent to the point to which our correspondent requests attention, it will all prove useful, and would be injured by curtailment.

"Maize, (says Loran) from its woody texture, and commanding size, might (without straining the point very far,) be called an annual tree, producing the best of all corns, and at the same time, crops, which in magnitude far exceed that of any other grain. Also tops, husks, and leaves, which can be readily gathered; and furnish abundant food for cattle, equal to the best hay; and independent of this, the stalks supply much valuable litter for the cattle yard.

"That part of the leaf which surrounds the stalk, and adheres so closely that it does not permit a particle of moisture to escape, is very interesting. The peculiar insertion of the leaf together with the formation of that part of the stalk covered by it, forms a cavity for the reception of the rich moisture, which is gathered into it from the atmosphere by the leaves, and for which they are admirably formed.

"The shoots, which form the ear, commence at the joint in contact with the ground. If the soil be rich and highly manured, they issue from every joint up to where the uppermost ear is formed at the stalk or the tassel. This last, or highest up ear is almost invariably the largest, and ripens soonest. It seldom occurs that more than two ears are perfected on one stalk, unless the clusters of plants are very distant from each other, and but few plants stand in each cluster. If the plants stand thick on the ground, but one ear is commonly perfected by each of them. The abortive ear-shoots are called suckers. These are commonly removed, so far as the farmer considers conducive to the welfare of his crop. This should be done as soon as they are large enough to be pulled off effectually. No part of them should be left adhering to the stalk, or they will grow again from the stub left behind.

"If this operation be not early commenced and frequently repeated, they become so numerous and large in fields highly manured, especially if the plants stand thick on the ground, that they are greatly injured, not only from the loss of nutriment, but also from the many and large wounds inflicted by the removal of them.

"After careful experiment in the removal of suckers, I now pull none above the joint in contact with the ground; and would not remove these, if they did not take root in the soil, and by this means become powerful exhausters. Although it commonly happens that several ear shoots above this point prove abortive, no sucker can be removed without injuring the leaf which binds it to the stalk; and so much that it is commonly rendered altogether incapable of conducting moisture. If it be not so extensively injured, the receptacle formed by it is so much deranged by this operation, that it cannot retain the slight portion which may happen to be conducted by the leaf into it.

"I am still further encouraged to let so many of these abortive ears stand, as I have observed that so soon as nature has determined the number of ears, which existing circumstances may enable her to fill, all her efforts are directed to them; and the abortive ones immediately dwindle, and finally wither: and for aught we know to the contrary, nature may cause them to part with the rich matters they had previously gathered, and apply this nutriment to assist in maturing her favorites."—[Loran's HUSBANDRY, p. 216, 217, 218.]

It appears then that the office of suckers, in the opinion of Mr. Loran, is similar to that of the leaves of plants. They collect and elaborate nourishment from the atmosphere, for the use of the seeds; and if so, it is as incorrect to take off the suckers, at any stage of their growth, as it is to cut off the tops of carrots or potatoes before the roots have arrived at maturity, which experiments have proved to be injurious to the crop. It has

however, generally, been the practice of cultivators to strip corn of its suckers, and we believe further experiments would be useful in deciding the question relative to the utility of this course of culture. It would be easy to set apart a row or two in a field to be stripped of suckers, and compare the product of the part thus treated, with similar rows in which the suckers were suffered to remain. The false stalks, or those plants which have no ears, or none which promise maturity, may be useful for fodder; but it might be well to cut them out of such hills as are well stocked with plants, which are likely to produce ears as well as herbage.

With regard to pruning vines, we would beg leave to refer our correspondent to an article written by a scientific and practical cultivator, originally published in the Massachusetts Agricultural Repository, and republished in Fessenden's New American Gardener, p. 294.

[From the Village Record.]

FINE CATTLE.—West Chester is known to be one of the best cattle markets in the commonwealth. We suppose not less than 1500 oxen and steers were at the yards of our neighbors within the last three weeks, and most of them disposed of satisfactorily. Among the number, were 186 from Madison county, N. Y., driven by Mr. Alphus Morse; 56 pair of which were working oxen; and we think a more just proportioned and improved drove have not visited any market for many years. They were principally if not entirely sold out, at the yard of William Reed, at the Green Tree; and at prices which will probably induce their proprietor to visit our market in future seasons. One pair five years old, were sold for \$130—and ten pairs at upwards of \$100 per yoke. When it is known that very fine cattle will command a superior price, it should, and will undoubtedly offer an inducement to those who raise stock, to select the best breeds.

[From the American Farmer.]

WESTMORELAND, Va. Sept. 29, 1832.

Mr. Smith,—May I take the liberty, whilst the opportunity offers, of suggesting, in a frank and friendly spirit, a few inconsiderable improvements, that I think may be made in your very valuable paper. Would it not be better to devote a larger portion of its columns to agriculture, and less to horticulture, than has been your practice for some time past?

Horticulture is a useful and ornamental art, but is surely infinitely less important than that first of all sciences—for in this stage of improvement, agriculture may justly be called a science—by which the various wants of man are supplied, and his very existence as a civilized being sustained. Horticulture, too, is very generally pursued as a matter of taste and pleasure, and not unfrequently of pride. It has, moreover, on its side, the active zeal and industry of all the ladies of our country, and under such patronage cannot fail to prosper. Agriculture, on the other hand, derives no aid from the fostering care of woman, and has to contend with the cold neglect and anathy of man.

The importance of manuring, though often insisted upon in your paper, ought, I think, to be pressed still more frequently upon the attention of your readers. Until farmers come to consider manuring as absolutely indispensable, and as the first and most important work to be done on the farm, no extensive and permanent improvement in the agriculture of the country is to be expected. You need not fear to tire by repetition upon this subject. It is inexhaustible; and farmers are like school-boys, requiring the same lesson to be frequently repeated, in order to understand—or at least to practise it. Moreover, what may be perfectly familiar to some, may be entirely new, and very interesting to others. I would recommend, therefore, that a standing column of your paper be appropriated to the subject of manures, with some such caption as the following: "Let the farmer ever hold in remembrance that manure is the life and soul of husbandry; and he that knows how to prepare it, and afterwards how to apply it, cannot fail of being a successful farmer in any situation."

The above extract is from the "New Edinburgh Encyclopedia," which contains one of the best and most comprehensive treatises upon agriculture, that it has been my good fortune to meet with. Is it possible that this very valuable work has escaped the notice of both you and your predecessor?—And yet among the numberless extracts from British publications to be found in the Farmer, there is not one from this admirable essay. Its happy arrangement, too, affords peculiar facilities for making ex-

tracts. There are passages upon almost every subject, sufficient to fill a column or two in the Farmer, that might be extracted without breaking the continuity of the text. Soils—the selection of farms—tillage—summer fallows—implements of husbandry—ploughs—harrows—rollers, &c.—manures—dung—lime—marl—kelp, or alga marine, &c. &c. may all be found treated of, in a succinct yet comprehensive manner, and in a style admirably calculated for your Journal. Permit me to recommend occasional extracts from this work, particularly upon the subject of manures. As the Encyclopedia is a costly work, and not to be found in a great many private libraries, it is not improbable, that some enterprising bookseller of your city might find it to his interest to republish the article on agriculture—it would make a neat octavo volume. Occasional extracts from the admirable essay of Mr. Ruffin on calcareous manures, would at this time be peculiarly appropriate, to fill a part of the new column which I have indicated. That work being at once popular and scientific, cannot fail to interest every class of readers; and whilst it reflects great honor upon its author, is calculated, if properly appreciated, to confer lasting benefit upon his country. Whilst speaking of Mr. Ruffin's book, I take occasion to say, that he has considerably overrated the expense of marling, in consequence of the practice adopted by him, of using horses instead of oxen for his carts. He estimates, as a part of the expense, twenty barrels of corn annually, for each horse employed in carting. Now this entire expense may be saved by the use of oxen. I have employed oxen on my farm on the Potomac, every working day for nearly two years, in carting kelp, Indian banks, and other articles for manure, and I am confident they have not consumed a bushel of corn, each, during that time. I keep a considerable number of them, and by occasionally shifting them, they have never flagged under the severest pressure. Being easily reared, their original cost is inconsiderable; they are nearly as valuable when worn out with service as when young; will carry much heavier loads than horses, and unless the distance be very great, nearly as many in a day; and possess, moreover, this great advantage, that a mere child may drive them; so that with one able hand to tilt your carts, and boys too small for other service, you may run as many carts as you please.

I am so far highly gratified with the success of my manuring system, which I have determined to pursue with the utmost perseverance. My neighbors, too, I am happy to find, are gradually falling into it. If you can, by repeatedly calling the attention of your readers to this subject, convince them that manuring must be pursued as a system, and that a constant and persevering devotion to it, is the only means of insuring success in their vocation, you will have accomplished nearly all for which your valuable paper was established. For it is idle to talk about tillage, ploughs, the grasses, &c. until the land is sufficiently fertilized by manure of some kind or other, to produce a good crop. After this is effected, the progress of improvement is easy and rapid. In the accomplishment of this laudable purpose, it is to be hoped that you will be aided by practical farmers throughout the country, who, by furnishing you with the results of their experiments, and evidence of the success of their efforts in the noble enterprise of improving their condition of the country, will afford to others the most persuasive arguments to follow their example. When I am more at leisure than at present, I will endeavor to furnish you with some satisfactory results of extensive manuring with kelp, Indian banks, &c.

If there be anything in the foregoing suggestions, worthy of being communicated to the public, you are at liberty to use them, reserving my name, however, which can give to them no additional weight. With best wishes for the success of your journal and of the cause which it advocates, I am, very respectfully, yours, &c.

[We are greatly obliged to our correspondent for the above hints, and shall avail of them as far as possible. In the mean time we would observe, that we shall be glad to receive assistance from him in carrying the proposed improvement into effect; for, indeed, it is to the want of practical matter from such as him, that the fault of which he complains is to be attributed.—ED. AM. FARMER.]

[From the same.]

THE VINE.—The following is the answer of the editor of the Genesee Farmer to our queries as to the kinds of foreign Grapes that bear the winters of the western part of New York:

The following are among the varieties of Euro-

pean grapes, which have been cultivated in the village of Rochester and its vicinity, for several years past; and, although many have practised covering them in the fall, others have allowed them to remain uncovered during the winter, and have even declared that they thought they succeeded better than those which were covered: White Sweet Water, White or Golden Chasselas, White Frontignac, and Munier. All these withstood the winters of 1830 and 1831 without injury. Although the past winter was more severe, and injured vines more than any for many years, yet we examined a Munier vine a few days since, which remained on an arched trellis during the winter without any material injury, and is now loaded with a fine crop of grapes. The vine was only three years old, and we think has at least one hundred and fifty clusters upon it. We have examined some Sweet Water grapes that were not covered, that produce a few clusters; but most of them that were left standing were killed nearly to the ground. We examined some in the spring, which were merely taken from the trellis and laid upon the ground without covering, which were in as fine condition as those which had been covered. Most of our native grapes endure our winters perfectly well.

The editor is undoubtedly aware that the winters in the Genesee country, although much longer than they are in Maryland, are not so changeable. By examining our meteorological table, he will find that for two months during the past mid-winter the thermometer was rarely above the freezing point. During the last of autumn, the atmosphere on the south side of Lake Ontario becomes quite humid, and as winter approaches is almost continually filled with frost or snow, which prevents the rays of the sun from having that influence at mid-day that it does as far south as Baltimore, where the atmosphere is comparatively clear; and very few days pass but what trees are thawed at least upon the south side, however severe the evening may have been which preceded it. In the Genesee country, there is not as much freezing weather when the ground is bare as at Baltimore, as the transition from autumn to winter weather is more sudden. After the ground has once become frozen in the fore part of winter, the frost rarely leaves it until it is covered with its "fleece mantle," after which, the ground beneath the snow becomes mostly thawed, and often remains so during much of the winter. From the changes of temperature which take place during the month of March, we think that tender plants suffer more in this latitude than they do from the severity of the weather during the two months of January and February.

[From the Genesee Farmer.]

THE SILK CULTURE.

TUSCARORA, Liv. co. Sept. 13, 1832.

Sir: Having noticed considerable in your paper respecting the management of the Mulberry Tree, and the manufacturing of the Silk, I have ventured to offer a few of my ideas on the subject. Persons unacquainted with the business would suppose (by reading some of the articles in print) that the process was very difficult; but those that are acquainted with the business consider it very simple and easy to be attained. For a proof of the same, I send you a skein of silk which I had manufactured by one unexperienced in the business. I raised about one hundred worms this season; my trees being very young, they did not yield food for but a few worms. Our climate and soil is very natural for the rearing of the Mulberry Tree. It is a much hardier tree than the peach or quince. My peach and quince, standing side by side to my mulberry trees, were injured twice as much by the severity of the past winter as my mulberry trees are, although the former are two or three years the oldest. I would recommend to the enterprising farmers and mechanics of the Genesee country, who have one acre of land to spare, to devote it to a mulberry orchard, and in a few years they will receive great profit from it. I would recommend them to be set on rich land, that the growth of the tree may be more rapid, and the leaves much larger. I have about three hundred very thrifty trees of the second year's growth.

E. B.

[The specimen of silk sent by our correspondent E. B., we have exhibited to several mechanics who are acquainted with the article, who have pronounced it an excellent specimen of American Silk: the thread is very even and strong, but is twisted more than the Italian Silk. As the first effort of a person unacquainted with the manufacture of it, it is certainly a much finer article than could have been expected.]

MISCELLANY.

In one of the latest English journals we find the following account of remarkable subterranean fires which have been witnessed in Geneva and its neighborhood. The article is dated Lake of Geneva, August 18.

The extraordinary heat which has prevailed almost without interruption for nine weeks, has produced a phenomenon in the countries bordering on our lake to which there is no parallel on record. At Geneva, a spontaneous combustion took place in the church-yard of Plain Palais, though in rather a damp plain (*plana palus*). The high grass on the graves, the cypress and the fir trees, took fire, and it was necessary to bring the engines to extinguish it, which was effected, but not without difficulty. A more remarkable event took place in Savoy, near the village of Maryland (province of Faucigny): all at once the alarm bell was sounded, not only in the village, but the whole surrounding country, and in the whole valley, to summon the inhabitants with all speed to extinguish a dangerous fire of a kind hitherto unheard of; for it was not houses, or trees, or heath, that were burning, but the roots of trees two feet under ground! This strange fire took place at Sceine (in the commune of Ar ache).—Nothing appeared on the surface; the furze and bushes were untouched, till at once several trees fell and were then consumed by the fire that burnt from the roots!

The people indeed felled the woods that the fire might not spread, and would willingly have turned up the ground to extinguish the fire that was burning the roots; but in the terrible drought where were they to get water. This subterranean fire, therefore, consumed 250 acres of fine forest. The fear of the subterranean fire had such an effect on the inhabitants that many villages, for instance Colasne, were wholly deserted, and as the people were also afraid of going into the forest, they remained exposed to the scorching rays of the sun, generally 46 deg. of Reaumur (112 deg. of Fahrenheit) in the naked plain, where the walls began to dry up. This subterranean fire is doubtless closely connected with the flames which at the same time issued from the earth in the several places in Lausanne. The rain which came a few days ago, and considerably lowered the temperature, seems to have checked the fire, though many persons fear that the rain was by no means of sufficient continuance to penetrate so deep into the earth as to remove all danger of the fire beginning again on the return of hot, dry weather, such as seems to be setting in.

The following Epitaph has been placed upon the tomb of the Duke of Reichstadt, by order of the Emperor of Austria:—

Æternæ Memoræ
Jos. Car. Francisci Ducis Reichstadtensis
Napoleonis Galliarum Imperatoris
et
Mar. Ludovici Arch. Austriæ
Filii
Nati Parisiis xx Mart. MDCCCXI.
In Conabulis
Regis Romæ Nomine Salutati
Ætate, Omnibus Ingenii Corporisque
Dotibus Florentem
Præcæta Statura, Vultu Juveniliter Decoro
Singulari Sermonis Comitate
Militariis Studiis et Laboribus
Mire Intentum
Phthisis Tentavit
Tristissima Mors Rapuit
In Suberbanis Augustorum ad Pulchram
Fontem Prepe Vindobonam
xxii Julii MDCCCXXXIII.

In English as follows:—"To the eternal memory of Joseph Charles Francis, Duke of Reichstadt, son of Napoleon, Emperor of the French, and Maria Louisa, Archduchess of Austria, born at Paris, March 28, 1811. Already in his cradle he was hailed by the title of King of Rome; he was endowed with every faculty and advantage, both of body and mind; his stature was tall, his countenance adorned with the charms of youth, and his conversation full of affability; he displayed an astonishing capacity for study and the exercise of the military art. Attacked by a pulmonary disease, he died at Schoenbrunn, near Vienna, July 22, 1832."

GENTLENESS.—How indecorous, offensive, and sinful, is it to see a woman, exercising authority over her husband, and saying, "I will have it so—it shall be done as I like." But I should hope the number of those who adopt this unbecoming and

disgraceful manner, is so small as to render it unnecessary for me to enlarge on the subject.

Never join in any jest, or laugh against your husband. He may be a plain and insignificant, even a ridiculous man; be it so, why did you marry him? You should have known all these defects before marriage. It is now too late; and as a wife, self (not to say a word of duty) calls you to hide his faults; and whatever you possibly can, to bring him forward and make him of importance.

Assiduously conceal his faults, and speak only of his merits. In the married life, confidants are by no means desirable. You may be listened to with sympathy and interest; but will this redress your grievance? By no means. Therefore never complain of him. In the first place, you violate a sacred duty by exposing your husband's faults; and in the next even a certain degree of female dignity should combine better motives to prevent it.

I would also recommend a concealment from others of any little discord or disunion which occurs between you. Repeated with additions and aggravations, it only gives food to the busy whisper of the malevolent; and, as the witty Richardson says, "is sure to be remembered long after the honest people have quite forgotten it themselves." Besides, on these occasions, rely on it, the world is much more inclined to be your husband's advocate than yours.—"Whisper to a new Married Couple."

That most interesting occurrence, the meeting of a bride and bridegroom for the first time, is thus described by Jaffier Sharref, in his work upon the customs of the Mussulmans of India, just published:

"On entering the house, the bridegroom alone is borne by the man, who carries him to the door of the dwelling, or to the court-yard around it, where he stops. The women then holding up a curtain between, and one of them having brought the bride in her arms to the other side of it, they put into her hands flowers, sugars, and unboiled rice, and direct her to throw them three times over the screen, on the head of the bridegroom, who does the same to her. This ceremony being concluded, the bridegroom withdraws to the male *dewankhana*."

Then follows the *neekah*, or solemnization of the contract of marriage, after which the bridegroom is indulged with a peep at the moon-like beauties of his bride, whom we are to suppose he has never yet seen, after the following formalities:—

"About five or six o'clock in the afternoon of the *neekah*-day, the *mooshata* (female jester) having fastened the *suphrya* on the bride's head, brings her on her lap and seats her on the cot. Then, having seated the bridegroom opposite to her, with their faces turned towards each other, and having a piece of red cloth held up as a curtain between them, she, holding one end of a long piece of red thread, puts the latter, along with some unboiled rice, into the bride's hand, and taking hold of it, makes her throw it over the curtain on the bridegroom's head. The sister of the latter, tying a gold or silver ring to the extremity of the thread, and also putting some unboiled rice along with it into the hand of her brother, takes hold of it, and makes him throw them to the bride. When they have thus thrown it (the ring) backwards and forwards three times, all the while singing some current epithalamium (called *hujoolah*) the *mooshata* desires the bridegroom to remove the curtain. After placing the bride and bridegroom on the bed, the female jester exercises her ingenuity in saying witty things. On the bridegroom's mother or sister requesting her to shew the bride's face to the bridegroom, she observes, "The bride eclipses the moon in beauty; and were I to indulge him with a single glance, the poor fellow would go mad, and become distracted." After two or three (lit. four) *ghurrees* (an hour) passed in this way, she places a bit of sugar-candy on the bride's head, and desires the bridegroom to pick it up with his mouth.—That being done, she puts the same on her shoulders, knees, and feet; but instead of removing it in the latter case with his mouth, he offers to do it with his left hand (a thing totally inadmissible among them,) which, of course, the *mooshata* does not sanction; and at this juncture amuses the bridegroom's mother and sister not a little, by insisting upon the performance; observing, that it is but right, since he has taken up the rest with his mouth, that he should do so in this case. After a few minutes, he is allowed to take it up with his right hand. Then the *mooshata*, singing, takes hold of the bride's head, moves it backwards and forwards two or three (lit. four) times, and does the same to the bridegroom; after which, holding a looking-glass between them, she directs them to look at each other in it. The bridegroom takes a peep, and obtains a faint glimpse

of his fair one (immediately after which the *Qoran* is exhibited to his view,) while the modest virgin does not so much as venture to open her eyes. They then give the bridegroom some milk in a cup to drink, and touch the bride's mouth with his leavings (hoping thereby to create a mutual affection between them.)"

Original Portrait of General Lambert.—A letter has just appeared in *Trevelman's Exeter Flying Post*, giving an account of the discovery of a portrait of this celebrated republican general, hid under a later work by H Van Vliet, and strongly resembling that engraved, in Birch's collection, by Houbraken.* It is in the possession of a Mr. John Force, and was, no doubt, concealed at the restoration, when the turbulent original was particularly exempted from the act of indemnity. The writer of the letter supposes that this likeness, which is executed in a masterly style, was painted by Robert Walker, a contemporary and successful imitator of Vandyck, and hidden within five years of its execution, about 1653.

* From a picture belonging to the Earl of Bradford, in which Cromwell and Lambert are on the same canvass, by Walker.

The following is a striking instance of the levity with which destruction was dealt in the French revolution:—

"Passing once quietly along the streets, Michau encountered one of those disorderly mobs that were in the habit of parading Paris in those happy days, when the lamp-posts served for hanging up our gallant citizens: they would have made him join their march—but he resisted, and demanded, in the name of that liberty whose scarlet ensign was as usual conspicuous in the foremost group, that he should be suffered to continue his route in pursuance of his own affairs. The discussion was brief, the lamp was shattered, and poor Michau, already stripped of his coat, was on the point of being hoisted in its place, when a fat fellow, with his plump arms bare, and a red and jolly face, rushed into the midst of the banditti and snatched Michau from their grasp, exclaiming, 'What are you about, simpletons?—don't you know Punch of the Republic?' (the *Comédie Française* was at that time called the *Théâtre de la République*.) And thanks to his title of Punch, with which his deliverer, the butcher's boy, had invested him, Michau found himself at liberty, and accepted the apologies which two hundred rescuers offered as coolly for their design of hanging him, as if they had simply trodden on his toes."

A great deal has been said of the prodigality of Mr. Watson Taylor's silver fire shovel, tongs, and poker; but at Burleigh, and many other noble houses, the dogs, (for wood fires) fenders, &c. of the state rooms are all silver. At Hain House, the bellows, brush handle, fire shovel, tongs, poker, &c. of one room, are of silver, exquisitely chased; and at Dunham Massey, in Cheshire, the seat of the Earl of Stamford, the most common utensils in the house are of silver, in consequence of the will of an ancestor, that between 2 and 3000*l.* annually, should be laid out in the purchase of silver plate.—[London Paper.]

Agricultural School for the Poor.—A Mr. Vernet, of Geneva has a large estate called Carra, on which a school of this description has existed for the last ten years. It is under the care of M. Gerhardt, who founded the school for the poor at Hofwy! None but entirely destitute children, such as would not have received any, or if any, the most wretched kind of instruction, are admitted into it; they are carefully educated until they reach the age of twenty; are employed constantly in various pursuits connected with agriculture and mechanics, and are thus fitted for filling the situations of workmen, domestic servants, and agricultural labourers. There are forty acres of meadow, arable land, and garden ground, entirely cultivated by them; and thirty of the children belonging to the school are maintained by the voluntary donations of the inhabitants of Geneva at a cost of two hundred and fifty pounds per annum; though it should be observed the labor of the children themselves produces as much as a moiety of that amount. Independently of the value of the food raised on the spot, the annual expense of their maintenance does not exceed eighty pounds.

Taking a Newspaper.—"Do you take a newspaper, neighbor?" says the Lowell Compend. "Yes." "Which one?" "Take!—egad, I take all I can lay my hands upon!" There are many such patrons.

TURKISH CURE FOR FOUNDER IN HORSES.—Letter from Commodore Porter, American Charge des Affaires at Constantinople, to the editor of the Sporting Magazine.—On the curious treatment of Founder in Horses, by Turkish Veterinary Surgeons.

Ancient Chelchodon, Kadi Kinny, Ap. 21. 1832. Dear Sir—There are few sailors who are "judges of horse flesh," and I make no pretensions to that sort of knowledge. I am going, however, to relate what I have seen; if it is worth knowing, it is well; if not, it is the easiest thing in the world to throw this in the fire.

Sometime ago I bought a very good horse in the bazaar, for which I paid 900 piastres, or 50 dollars. Some thought he was dear at that price, as you may for five or six hundred piastres, buy here such a horse as no gentleman need be ashamed to mount; however, I was much pleased with my bargain. On my removal from Buyurdine to this place, the horse was rode very hard, and on his arrival at Top Thana, a distance of 14 or 15 miles, was permitted to stand in the cold wind and rain two hours, without being rubbed down or walked about; consequently he became founder in the right fore leg, so that he could scarcely walk.

I sent for a Turkish farrier, the one who attends the Sultan's horses. He immediately pronounced the horse founder, and said he must be bled in the inside of the diseased leg. He put a nipper on his nose to keep him steady, then took up the left leg, and crossing it over the right, gave it to an attendant; he then struck his lancet into the vein a little above the fetlock joint, and took from it about three and a half pints of blood—the vein bled very freely. He now said he had taken enough; he then went in the very opposite side of the leg, and striking his lancet into a vein above the knee joint, a single drop of blood exuded, and both that and the first opened vein instantly ceased bleeding. There may be no novelty in this, but it certainly astonished me to find, that opening two veins in the same limb would stop both from bleeding; such, however, is the fact, for I witnessed it.

He desired that the horse should rest the next day, that he should then be rode with great violence until he was in a profuse perspiration, the diseased limb then to be rubbed with wet salt, to which I added a pint of hot brandy, then rubbed dry, and walked about until cool, and covered with blankets; and the same process to be repeated next day, which was done, and all lameness from that time disappeared—the horse the third day after the first rubbing was perfectly well.

FOREIGN INTELLIGENCE.

UNITED STATES AND BUENOS AYRES.—The following extract of a letter, dated Buenos Ayres, is published in the Baltimore Chronicle of Saturday:—"I am afraid this vexed Falkland Island question is going to become serious. Mr. Baylies and the government are at direct issue, and he has asked his passports. The government has requested a personal interview, which will take place to-day, and then we shall know whether we are to go to war or not."

[From the Baltimore American Office, Oct. 20.]

BRAZIL.—The ship Lafayette, Hurdie, at this port on Saturday from Rio de Janeiro, brings advices to the 5th September. The city was quiet, but a disturbance was feared and daily looked for. The houses of representatives, were about to unite, for the purpose of discussing a reform in the government.

A memorandum on a paper of the 4th says—"3000 bags coffee sold at 3¼/400. Sugars, no transactions. Hides, no buyers. Exchange, no takers under 48d.

The U. S. ship of war Lexington, and U. S. schooner Boxer and Enterprise had just arrived at Rio, officers and crews all well.

RIO DE JANEIRO, Sept. 3, 1832.

"With few exceptions, our market at the moment is well supplied with general articles of import. The stock of Flour, say 5000 barrels, may not be expected to deviate much if any from present rates, in the interval previous to the arrival of the new, which is looked for to appear about the 1st October. In the interim, the amount in first hands, added to the supplies the Bakers have by them, will be about sufficient for the consumption; retail sales are slowly effected at for "Gallego" 14½/000 bbl; other Richmond brands, Baltimore and Philadelphia good at 12½/13½/000 bbl. The supply of American Cotton Goods is very abundant at the moment, mostly of

narrow descriptions which are very dull; wide goods are in fair request, we quote them at 30 inch 95 rs. yard, 36 inch 130 rs. yard.

The supplies of Tea have of late been so plentiful as to greatly affect prices. Hyson, Imperial and Gunpowder may not be quoted over 1½/000 a 1½/200 lb. Blue Nankeons (India) are also in good supply, and may be quoted nominally at 1½/500 per piece. Whale Oil, none in first hands; last sale was 750 rs. gallon. Other articles of import from the United States may be nominally quoted at, spermaceti candles, 600 rs. lb.; tallow do. 200 rs. lb.; yellow soap 130 rs. lb.; Windsor chairs 14½/000 doz.; codfish 10½/000 qtl.; gin, white, 800 rs. gallon; Ravens Duck and Russia Sheet 14½/000 pro.; boards, pine, 25½/000 per in.; resin and pitch 4½/500 bbls.; yellow beeswax 320 rs. lb.

Mediterranean cargoes of late have been very limited, barely supplying the wants of the market; last sales were effected at, for Spanish brandy, 120½/000 per pipe; Catalonia wine 60½/000 per pipe; Cetto 55½/000 per pipe, none in first hands.

Coffee, first regular, 3½/300; superior, 3½/500.—These rates are, however, hardly more than nominal at the moment. A decline is anticipated. Sugars, none in market; the new crop will begin to arrive in about a month. Hides, nominally, 140 rs. lb., no purchasers. Exchange continues to advance gradually; last negotiations were at 46 per 1000 reis. Spanish doubloons 18½/00 each, nominal; do. dollars 1½/200 do. do.; there is no steady rate—fluctuations are effected by the least movement to sell or purchase.

An additional import duty of one per cent, has been laid upon imports, including specie; this last, however, it is expected, will be rescinded."

FROM MEXICO.—The schooner Express, arrived this morning from Tampico, whence she sailed on the 21st ultimo, reports the arrival of the *conducta* from the interior, with fifteen hundred thousand dollars; of which four hundred thousand was shipping, on board the schooners Eliza Thomas, and Emperor, for this port, and the balance was to be embarked on board a British packet then off the bar.

The contending armies of Bustamante and Montezuma had not met at the latest dates received.—[N. Orleans Emp.]

LIBERIA.—Arrived, 6th August, schooner Dollar, from Salem. Sailed, 23d July, brig John Decatur, for the leeward; 1st August, brig Reeper, for do.

Prices:—Bacon, 18 a 20 cents per lb.; Beef, No. 1, \$12 per bbl.; Cheese, 12 a 16 cts. per lb.; Cornmeal, \$4 50 a 5 per bbl.; Flour, \$9 a 10 per bbl.; Lard, 16 a 18 cts. per lb.; Molasses, 40 a 45 cts. per gallon; Pork, \$20 per bbl.; Powder, \$17 a 18 per keg; Tobacco, \$9 per 100 lbs.

FROM CANTON.—The Pioneer, at Philadelphia from Canton, May 23d, left the U. S. ship Potomac, Captain Downs, all well, to sail in ten days for the Sandwich Islands and South America. The provinces of Keangseo, Houquang and Quangseo, had revolted, which had caused much excitement in Canton. It was reported on the 19th of May, a battle had taken place between the revolted and government troops. The leader of the former was taken, and the latter lost seven Mandarins.

The Chinese Courier of the 12th May contains the following paragraphs:

"To give some idea of the preposterous conduct of the Canton authorities, we may mention the recent case of an American ship, whose *grand chap*, or exit permit, was withheld for several days by the Hoppo, in consequence of his excellency's inability to understand how the exports of this vessel could possibly exceed her imports into Canton; and before this absurd affair could be settled to his satisfaction, it was necessary to enter into a detailed explanation of exchange, freight, &c., by which the ship's cargo has been obtained, and much valuable time, at the most precarious part of the sailing season, was thereby lost."

[The fellow was almost as stupid as they are who wonder how a nation can import more than it exports without being in debt.]

"The *Kinang le*, or *Mouqua's* hong, is at present in great difficulty. The amount of debts is stated to be near a million of dollars, and the property nearly equal in value, but it is impossible, at present, to convert it into money without loss. *Mouqua* is said to have petitioned the Canton government to break him, or declare his hong bankrupt, which has been refused. It is well known that the hong has been seriously involved for some time past, and the pro-

sent stoppage has been induced by the importunate demands of the tea merchants, who insist upon the teas purchased by the hong during the past season being paid for immediately.

"The Chinese report the capture of the brother of *Lete ming*, the leader of the insurrection on the frontiers of this and the neighboring provinces, but no particulars of the war have reached us since our last."

From late European papers received at the Office of the New York American.

Among the victims of Cholera in England, the gentlemen of the press have numbered the following:

Mr. Godwin of the *Morning Chronicle*, a son of the celebrated author of *Caleb Williams*, and a young man of much promise; Mr. Metherwell of the *Morning Post*; Mr. Palmer of *The Globe*; Mr. Purcell of *The Spectator*; and Mr. Henchell of *The Alfred*. Mr. David Blakie has also fallen by the epidemic. He was the originator and editor of the *Edinburgh Evening Post* and the *Literary Gazette*.

The death of the Duke of Reichstadt has already been dramatized at Paris, into a *Vaudeville*, and represented at the Theatre of the Pantheon. A critic says, in the *Journal des Debats*, that Napoleon himself did not last more than a fortnight on the Paris stage.

Baron de Zach, the celebrated astronomer, fell a victim last month to the cholera in Paris, where he had settled for the benefit of his health.

The English disembodied Militia consists of 51,356 privates. The Irish, 18,725. The expenses of training were, in 1831, £750,000.

Amongst the advertisements in a London paper, we read that "two sisters want washing;" and that "a female, particularly fond of children, wishes for two or three, having none of her own, nor any other employment!"

"The Countess Guiccioli has been staying for sometime at Brighton, accompanied by her brother, Count Gamba. The Countess is an universal favorite in all the fashionable circles where she visits. Lady Byron was at Brighton at the same time as the Countess, and those two celebrated ladies were, on one occasion, on the Esplanade together, and repeatedly passed each other."—[London Court Journal.]

Dr. Curtis, the Catholic primate of all Ireland, is another of the victims of the cholera. He was 34 years of age.

Sir John Carr, the author of several books of Travels, entitled the *Stranger in Ireland*, in Holland, &c. has recently died, aged 60.

Parliamentary Openings.—Lord Lyndhurst said he ought to be despised—Lord Eldon said he never felt disposed to give—Sir Edward Sugden said he feared the Chancellor—Lord Wynford said he might have been convicted—Sir Charles Wetherell said that he must indeed be mad—The Bishop of Exeter said he had taken the opportunity of rising.—[Figaro.]

By a calculation lately made, it appears that 32,231 Crosses of Honor have been distributed in France since the Restoration. By Louis the Eighteenth, in the six months in 1814, 1,761; by Napoleon, the Hundred Days, 114; by Louis the Eighteenth, on his return, 4206; by Charles the Tenth, 11,524; by Louis Philippe, up to the 20th of July 1832, 14,566.—[Le Cercle.]

The Duke of Reichstadt, a short time before he died, had his portrait painted for his relative, the Arch Duchess Sophia, who was devotedly attached to him, and watched him in his last sickness with unwearied affection. At the bottom of the portrait were these words—

"Souvenir eternel d'un Mourant."

The Austrian Court now say, that if he had lived, he would have astonished the world by his uncommon talent.

Three English gentlemen are raising, at their own expense, a regiment of 800 men to serve under Don Pedro in Portugal. An East India vessel, mounting 62 guns, has also been sent him, and will give the ascendancy to his fleet.

The coal mines in Nova Scotia, owned by Messrs. Rundell and Bridge, jewellers, London, and from which so much fuel is shipped to New York, and sold as the Pictou coal, originally belonged to the Duke of York, and were by him transferred to the present owners. The directors of the Duke have recently filed a bill in Chancery against the firm and the directors of the company.

Corrected from the "New-York Shipping and Commercial List"—Wednesday, October 24, 1832

| | |
|--|---------|
| From Schuylkill Haven, 4451 boat loads | Tons |
| of Coal, carrying | 156,358 |
| From Mount Carbon Railroad | 44,773 |
| From Little Schuylkill | 7,861 |
| W. Branch Railroad | 51,711 |
| Milk Creek Railroad | 22,498 |
| Valley River Road | 20,421 |
| Coal Trade of the Lehigh | 62,258 |

| | | | | | | | | | | | | | | | |
|-----------------------------|-------|---|-------|--------------------------|--|--|--|-------------------------|--|--|--|--------------|--|--|--|
| ASHES— | | | | Rye Flour.....bbl | | | | a 4 00 | | | | | | | |
| Pot, last sort 1832.100 lbs | 4 50 | a | — | Indian Meal.....do | | | | 3 75 a 4 00 | | | | | | | |
| Pearl.....do | 4 70 | a | 4 75 | ".....hhd | | | | — a 17 00 | | | | | | | |
| BEESEWAX— | | | | | | | | FRUIT— | | | | | | | |
| White.....lb | 38 | a | 40 | Raisins, Malaga..cask | | | | 7 75 a 2 00 | | | | | | | |
| Yellow.....do | 13 | a | 20 | Do. bloom.....box | | | | — a 2 00 | | | | | | | |
| BREAD— | | | | | | | | Do. muscadell....do | | | | — a 28 | | | |
| Navy.....lb | 3½ | a | 3½ | Do. bunch.....do | | | | — a 28 | | | | | | | |
| Pilot.....do | 4½ | a | 4 | Do. Smyrna.....lb | | | | 6 a 8 | | | | | | | |
| Crackers.....do | 6 | a | 6½ | Currants, Zante...do | | | | 8½ a 8 | | | | | | | |
| BRISTLES— | | | | | | | | Almonds, soft shell..do | | | | 11 a 1 | | | |
| Russia, first sort....lb | 60 | a | 70 | Do. shelled.....do | | | | 13 a 1 | | | | | | | |
| Do. common.....do | 20 | a | 40 | Figs, Smyrna.....do | | | | 10 a 1 | | | | | | | |
| American.....do | 15 | a | 50 | Fiberite.....do | | | | 4 a 1 | | | | | | | |
| CANDLES— | | | | | | | | Prunes Bordeaux....do | | | | 14 a 1 | | | |
| Mould, tallow.....lb | 12½ | a | 13 | Tamarinds.....do | | | | 3½ a 1 | | | | | | | |
| Dipped.....do | 11½ | a | 12 | GRAIN— | | | | | | | | | | | |
| Sperm.....do | 30 | a | 33 | Wheat, North rivr..bshl | | | | — a 15 | | | | | | | |
| CLOVERSEED..lb | | | | | | | | Do. Genesee.....do | | | | — a 15 | | | |
| COAL— | | | | | | | | Do. Virginia.....do | | | | 1 20 a 1 25 | | | |
| Liverpool.....chaldron | — | a | 13 00 | Do. N.Carolina....do | | | | 1 15 a 1 25 | | | | | | | |
| Scotch.....do | 8 00 | a | 9 00 | Rye, Northern.....do | | | | 75 a 80 | | | | | | | |
| Sidney & Bridgeport.do | 9 50 | a | 10 00 | Corn, Yellow, North do | | | | 75 a 80 | | | | | | | |
| Albion.....do | 6 50 | a | 9 00 | Do. White, L.L.&N.J. | | | | 75 a 80 | | | | | | | |
| Virginia.....do | 8 00 | a | 10 00 | Do. Southern.....do | | | | 70 a 80 | | | | | | | |
| Anthractite.....ton | 8 50 | a | 10 00 | Barley, North river..do | | | | 87½ a 90 | | | | | | | |
| COCOA— | | | | | | | | Oats, South & North..do | | | | 36 a 7 | | | |
| Caracacs.....lb | 12 | a | 14 | Peas, white dry..7bshls | | | | 6 00 a 7 00 | | | | | | | |
| Trinidad.....do | 5 | a | 6 | Do. black eyed....do | | | | — a 10 00 | | | | | | | |
| St. Domingo.....do | 4 | a | — | Beans.....do | | | | 7 50 a 10 00 | | | | | | | |
| Para.....do | 5 | a | — | HEMP— | | | | | | | | | | | |
| COFFEE— | | | | | | | | Russia.....ton | | | | 150 00 a 200 | | | |
| Cuba.....lb | 12½ | a | 15 | Manilla.....do | | | | — a 220 | | | | | | | |
| Brazil.....do | 14 | a | 14½ | Sisal.....do | | | | — a 220 | | | | | | | |
| Porto Rico.....do | 13 | a | 15 | American dew-rot..do | | | | 130 00 a 150 | | | | | | | |
| Laguaira.....do | 12½ | a | 15 | Yarns, Kentucky....lb | | | | — a 220 | | | | | | | |
| St. Domingo.....do | 13 | a | 14 | HIDES— | | | | | | | | | | | |
| Jamaica.....do | 13 | a | 14½ | La Plaza & R.Grande.lb | | | | 14 a 1 | | | | | | | |
| COPPER— | | | | | | | | Brazils.....do | | | | 11 a 1 | | | |
| Sheathing.....lb | 22 | a | 23 | Do. wet salted....do | | | | 6½ a 1 | | | | | | | |
| Pig.....do | 17 | a | 17 | Oronoco.....do | | | | — a 1 | | | | | | | |
| Old.....do | 16½ | a | 17½ | W. India & Southern.do | | | | 10 a 1 | | | | | | | |
| Bolt.....do | 24 | a | — | S. A. Horse.....piece | | | | 1 35 a 1 00 | | | | | | | |
| CORDAGE— | | | | | | | | HOPS— | | | | | | | |
| Foreign.....lb | 9½ | a | 11 | First sort, 1832....lb | | | | 20 a 1 | | | | | | | |
| American.....cwt | 10½ | a | 11½ | Second sort, do....do | | | | 13 a 1 | | | | | | | |
| CORKS— | | | | | | | | HORNS— | | | | | | | |
| Velvets.....gross | 40 | a | 50 | Ox.....do | | | | 100 5 00 a 20 | | | | | | | |
| Common.....do | 20 | a | 30 | INDIGO— | | | | | | | | | | | |
| Phial.....do | 5 | a | 10 | Bengal.....lb | | | | 1 00 a 1 | | | | | | | |
| COTTON— | | | | | | | | Manilla.....do | | | | 75 a 1 | | | |
| New Orleans.....lb | 10½ | a | 13 | Caraccas.....do | | | | 1 12½ a 1 | | | | | | | |
| Upland.....do | 10 | a | 12½ | Guatemala.....do | | | | 75 a 1 | | | | | | | |
| Alabama.....do | 10 | a | 12½ | IRON— | | | | | | | | | | | |
| Tennessee.....do | 10 | a | 10½ | Pig, Engl. & Scotch.ton | | | | 40 00 a 45 | | | | | | | |
| COTTON BAGGING— | | | | | | | | Do. American.....do | | | | 30 00 a 40 | | | |
| Hemp.....yd | 13 | a | 21 | Bar, do.....do | | | | 80 a 85 | | | | | | | |
| Flax.....do | 12 | a | 16 | Do. Russia, F. S. I..do | | | | 95 00 a 97 | | | | | | | |
| Do. American.....do | 19 | a | 21 | Do. New Sable.....do | | | | 95 00 a 86 | | | | | | | |
| DIAPERS— | | | | | | | | Do. Swedes.....do | | | | 92 00 a 85 | | | |
| Russia, broad.....piece | 3 15 | a | 2 20 | Do. English ass'd....do | | | | 70 00 a 72 | | | | | | | |
| DUCK— | | | | | | | | Shet'g, English.....cwt | | | | 6 75 a 8 | | | |
| Russia, U. X.bolt | 13 00 | a | 13 50 | Fur l.G. flat & sq.ft. | | | | 110 00 a 150 | | | | | | | |
| Do. Bruiquiss.....do | — | a | — | Do. round.....do | | | | 120 00 a 150 | | | | | | | |
| Do. Zotoff & Konopff | 17 00 | a | — | Hoop, American.....cwt | | | | 6 50 n 7 | | | | | | | |
| Do. 3¼ quality....do | 15 50 | a | 16 00 | Do. English.....do | | | | 6 25 a 6 | | | | | | | |
| Do. inferior.....do | 13 50 | a | 15 00 | LEAD | | | | | | | | | | | |
| German, Half.....do | 16 00 | a | 11 00 | Pig.....lb | | | | 6½ a 1 | | | | | | | |
| Holland, A. A.do | 24 00 | a | 25 00 | Bar.....do | | | | 6 a 1 | | | | | | | |
| Ravens.....do | 8 50 | n | 9 75 | Sheet.....do | | | | 6½ a 1 | | | | | | | |
| Amer. Joy's, all flax, | — | a | — | Ole.....do | | | | 4½ a 1 | | | | | | | |
| No. 1 a 8.....do | 15 50 | a | 13 00 | Sole, Oak tanged....lb | | | | 20 a 1 | | | | | | | |
| Do. Plant Mill, Fa- | — | a | — | Do. Hemlock.....do | | | | 17 a 1 | | | | | | | |
| terson, flax, No.1a3. | 16 00 | a | 10 00 | Do. damaged.....do | | | | 14 a 1 | | | | | | | |
| Do. cotton, Faterson, | — | a | — | Upper, dressed....side | | | | 75 a 2 | | | | | | | |
| No. 1 a 10.....yd | 26 | a | 33 | Do. undressed....do | | | | 1 00 a 2 | | | | | | | |
| DYE WOODS— | | | | | | | | LUMBER— | | | | | | | |
| Braziltoe.....ton | 30 00 | a | — | Boards, N. R.....M ft | | | | — a 15 | | | | | | | |
| Cannwood.....do | 70 00 | a | — | Do. East'n Pine,do | | | | 16 00 a 17 | | | | | | | |
| Fustic, Cuba.....do | 23 00 | a | 34 00 | Do. Albany do..M ft | | | | 16 a 1 | | | | | | | |
| Do. Tampico.....do | 21 00 | a | 22 00 | Plank, Georgia do..M ft | | | | 25 00 a 35 | | | | | | | |
| Do. Maine.....do | 17 00 | a | 18 00 | Staves, W. O. pipe..do | | | | 54 00 a 56 | | | | | | | |
| Logwood, Camph'ry.do | 27 00 | a | 28 00 | Do. do hhd.....do | | | | 39 00 a 40 | | | | | | | |
| Do. St. Dom.....do | 22 00 | a | 24 00 | Do. do brl.....do | | | | 27 00 a 29 | | | | | | | |
| Do. Jamaica.....do | 20 00 | a | 21 00 | Do. R. O. hhd.....do | | | | 28 00 a 29 | | | | | | | |
| Nicaragua, Bonaire.do | — | a | 40 00 | Headling W. O.....do | | | | 45 00 a 47 | | | | | | | |
| Do. Coro.....do | 45 00 | a | — | Hoops.....do | | | | 18 00 a 25 | | | | | | | |
| Do. Hache.....do | 67 50 | a | 70 00 | Scaulding, Pine....do | | | | 16 00 a 16 | | | | | | | |
| FEATHERS— | | | | | | | | Do. Oak.....do | | | | 20 00 a 25 | | | |
| Live, Foreign.....lb | 14 | a | 20 | Timber, oak.....sq.ft | | | | 20 a 1 | | | | | | | |
| Do. American.....do | 35 | a | 40 | Do. Geo.Yell. Pine.do | | | | 25 a 1 | | | | | | | |
| FISH— | | | | | | | | Shingles, Cypress.M ft | | | | 3 75 a 4 | | | |
| Dry Cod.....cwt | 2 75 | a | 3 00 | Do. Pine, bundle | | | | 2 50 a 3 | | | | | | | |
| Scale.....do | 2 00 | a | 2 25 | MOLASSES— | | | | | | | | | | | |
| Pickled Cod.....brl | 3 50 | a | 3 75 | Martinique & Guad.gall | | | | 30 a 1 | | | | | | | |
| Do. Salmon.....do | 13 00 | a | 14 00 | English Islands....do | | | | 38 a 1 | | | | | | | |
| Smoked do.....lb | — | a | 17 | Havana & Matanzas.do | | | | 27 a 1 | | | | | | | |
| Mackerel No. 1.....brl | 6 57½ | a | 6 00 | Trinidad do Cuba..do | | | | 29 a 1 | | | | | | | |
| Do. No. 2.....do | 4 50 | a | 4 25 | New Orleans.....do | | | | 31 a 1 | | | | | | | |
| Do. No. 3.....do | 3 00 | a | — | NAILS— | | | | | | | | | | | |
| Shad, Conn. Mass....do | 8 50 | a | 8 50 | Cut, 4d to 3d.....lb | | | | 5½ a 1 | | | | | | | |
| Do. Bucksport,do....do | — | a | 25 | Cut, 3d.....do | | | | 6½ a 1 | | | | | | | |
| Herrings.....do | 2 00 | a | 2 25 | Cut, 2d.....do | | | | 8 a 1 | | | | | | | |
| Do. Smoked....box | 40 | a | 1 25 | Vough.....do | | | | 16 a 1 | | | | | | | |
| FLAX— | | | | | | | | NAVAL STORES— | | | | | | | |
| Russia.....lb | — | a | — | Tar.....brl | | | | 1 75 a 1 | | | | | | | |
| Do. American.....do | 9 | a | 11 | Pitch.....do | | | | — a 1 | | | | | | | |
| FLAXSEED— | | | | | | | | Rosin.....do | | | | 1 13 a 1 | | | |
| Clean.....cask | — | a | — | Turpentine Wilim. soft. | | | | 2 22 a 1 | | | | | | | |
| Rough.....do | 11 50 | a | 11 75 | Do. North Co.do..do | | | | 2 37 a 1 | | | | | | | |
| FLOUR AND MEAL— | | | | | | | | Spirits Turpentine.gall | | | | 36 a 1 | | | |
| New York sup'ne....brl | — | a | 5 00 | OILS— | | | | | | | | | | | |
| Troy.....do | 6 00 | a | 6 12½ | Florence 20 flasks..box | | | | 5 00 a 1 | | | | | | | |
| Western Canal.....do | 6 40 | n | 6 25 | Florence 12 bottles..bkt | | | | 3 00 a 4 | | | | | | | |
| Philadelphia.....do | — | a | — | Olive.....gallon | | | | 1 00 a 1 | | | | | | | |
| Baltimore Howard st.do | — | a | — | Linseed, American..do | | | | — a 1 | | | | | | | |
| Richmond City Mills.do | 6 75 | a | — | Do. Dutch.....do | | | | 90 a 1 | | | | | | | |
| Do. Country.....do | 6 12½ | a | 6 25 | Whale.....do | | | | 30 a 1 | | | | | | | |
| Alexandria & George. | — | a | — | Do. refined.....do | | | | 40 a 1 | | | | | | | |
| town.....do | 6 12½ | a | 6 50 | Sperm, Summer....do | | | | 96 a 1 | | | | | | | |
| Federicksburg.....do | — | a | 6 00 | Do. Winter.....do | | | | 1 10 a 1 | | | | | | | |
| Petersburg.....do | 6 12½ | a | 6 35 | Liver, Straits.....brl | | | | 16 00 a 1 | | | | | | | |
| Scratched and fine..do | 5 52½ | a | 5 75 | Do. Shore & Bank..do | | | | 14 00 a 16 | | | | | | | |
| Fine middlings.....do | 4 75 | a | 5 00 | PLASTER PARIS. 3 87½ a 1 | | | | | | | | | | | |

| PROVISIONS— | | | |
|----------------------------|--------|----------|----------|
| Beef, Mess. | brl | 8 75 | a 9 00 |
| Do. Prime. | do | — | a 6 50 |
| Do. Cargo. | do | — | a — |
| Butter, N. Y. Dairy. . | lb | 14 | a 16 |
| Do. Shipping. | do | 10 | a 11 |
| Do. Philadelphia. . | do | 10 | a — |
| Hog's Lard. | lb | 8 | a 9 |
| Pork, Mess. | do | 14 00 | a 14 50 |
| Do. Prime. | do | 11 75 | a 12 00 |
| Do. Cargo. | do | — | a — |
| Cheese, American. . | lb | 5 | a 7 |
| Hams, Virginia. . | do | 10 | a 11 |
| Do. Northern. | do | 9 | a 10 |
| RAGS— | | | |
| Foreign. | do | 4 | a 84 |
| Country. | do | 3 | a 5 |
| RICE. | 100 lb | 3 75 | a 4 25 |
| SALT— | | | |
| Turk's Island. | bahl | 53 | a 64 |
| Isle of May. | do | 50 | a — |
| St. Ubes. | do | 48 | a 50 |
| Cadiz. | do | 49 | a — |
| Liebo. | do | 46 | a 46 |
| Liverpool ground. . | do | 40 | a 41 |
| Do. blown. | do | — | a — |
| Do. sack. do. | sack | 1 87 1/2 | a 2 00 |
| SALT PETRE— | | | |
| Saltd. | do | — | a 9 |
| Crude S. | lb | 7 | a — |
| SHEETINGS— | | | |
| Russia, white. | piece | 11 00 | a — |
| Do. brown. | do | 9 00 | a 9 25 |
| SOAP— | | | |
| New-York, Brown. . | lb | 5 | a 6 |
| Castile. | do | 11 | a 12 |
| SPELTER— | | | |
| Do. | lb | — | a 34 |
| SPICES— | | | |
| Cassia, in mats. . | lb | 22 | a 28 |
| Clives. | do | 50 | a — |
| Ginger, race. | do | 7 1/2 | a 8 |
| Do. ground. | do | 6 | a 9 |
| Numegs. | do | 1 50 | a 1 60 |
| Pepper. | do | 16 1/2 | a — |
| Pimento, Jam. | do | — | a 13 1/2 |
| SPIRITS— | | | |
| Brandy, O. D. & Co. gal | | 1 62 1/2 | a — |
| Do. Rochelle. | do | 1 40 | a 1 45 |
| Do. Bordeaux. | do | 1 25 | a 1 35 |
| Rum, Jam. 4th proof. do | | 1 00 | a 1 18 |
| Do. St. Croix, 3d do. do | | 93 | a 1 00 |
| Do. Wind Isl. 3d do. do | | 85 | a 87 |
| Do. N. Orleans, 1st do. do | | 42 | a 56 |
| Do. N. Eng. 1st do. do | | 35 | a 37 |
| Gin-Hull'd, Meder Swan | | 1 12 1/2 | a 1 15 |
| Do. Hour Glass. | do | 1 10 | a — |
| Do. Imperial. | do | — | a 1 08 |
| Do. Country. | do | 37 | a 44 |
| Whiskey, Rye. | do | 30 | a 31 |
| Cider Brandy. | do | 40 | a 42 |
| STEEL— | | | |
| German. | lb | 10 1/2 | a 12 1/2 |
| English. | do | 11 | a 14 |
| Trieste, in boxes. . | do | 5 | a 6 1/2 |
| American. | do | 5 1/2 | a — |
| SUGARS— | | | |
| British Island. | lb | 7 1/2 | a 9 |
| St. Croix. | do | 8 | a 9 1/2 |
| New Orleans. | do | 7 1/2 | a 8 1/2 |
| Havana, White. | do | 9 | a 11 1/2 |
| Do. Brown. | do | 8 | a 8 |
| Do. Muscovado. | do | 6 1/2 | a 7 |
| Porto Rico. | do | 7 1/2 | a 8 |
| Brazil, White. | do | 7 | a 8 |
| Do. Brown. | do | 6 | a 7 |
| Malilla, Brown. | do | — | a 7 |
| Lump. | do | 12 | a 13 |
| Loaf. | do | 14 | a 17 |
| SUMAC— | | | |
| Sicily. | ton | 70 00 | a 75 00 |
| Trieste. | do | 35 00 | a 45 00 |
| American. | do | 27 00 | a 30 00 |
| TEAS— | | | |
| Imperial. | do | 1 00 | a 1 31 |
| Gunpowder. | do | 1 00 | a 1 31 |
| Hyson. | do | 75 | a 1 12 |
| Young Hyson. | do | 70 | a 1 06 |
| Hyson Skin. | do | 50 | a 75 |
| Souchong. | do | 35 | a 62 |
| Bohea. | do | 22 | a 25 |
| TIMOTH. SEED. | 17 00 | a | 17 60 |
| TOBACCO— | | | |
| Richmond & Petersh. do | | 3 | a 6 |
| North Carolina. | do | 3 | a 4 |
| Kentucky. | do | 3 | a 5 |
| Cuba. | do | 9 | a 18 |
| St Domingo. | do | 9 | a 15 |
| Manufactured, No. 1. do | | 10 | a 12 |
| Do. No. 2. | do | 7 | a 8 |
| Do. No. 3. do. | do | 6 | a 7 |
| Ladies' Twist. | do | 14 | a 19 |

NEW-YORK AMERICAN.

OCTOBER 20, 21, 22, 23, 24, 25, 26—1832.

LITERARY NOTICES.

NORTH AMERICAN REVIEW, No. LXXVII. Boston, GRAY & BOWEN.—Impressed as we are with the belief, that in our yet young, bustling, and business country, where systematic study is suited to the tastes of few, and to the means of still fewer, periodical publications, such as the North American Review at Boston, and the Quarterly Review at Philadelphia, of necessity exercise a positive and wholesome influence upon the public mind.—We always look to their quarterly return with solicitous anxiety, that their general tone and sentiments may be such as men of sound heads and hearts can approve. It is therefore with pleasure we say of this as of preceding numbers, that it fulfils our hopes. Of the eight articles which it embraces, all are well treated. Art. I is devoted to Washington Irving and his Alhambra, and is written in a strain of affectionate interest in the success of his past labors, and of strong and confident anticipations of richer glories yet in store for him, since his foot is "on his native heath again." Art. II is a long and elaborate history of the Italian language, and its various dialects, full of curious research and apt illustrations. Art. III presents an analysis of Wheaton's History of the Northmen. Art. IV does the like for the Journal of the Landers, not without some glowing anticipations of the benefits which the final solution of the vexed question of the termination of the Niger may confer upon Yankee enterprise. Art. V, on American Forest Trees, urges, in an earnest and eloquent strain, the claims of trees to more attention from the cultivators of the soil. We are too negligent, as a matter of taste, and now, in the older parts of the Union, it may be added, on the score of interest, in regard to providing for the primeval forests which, like the redmen who once tenanted them, are swept by the advance of settlements from the face of our country, too often without leaving a remnant to recal that once they were. Art. VI, on the beautiful work of Sir James Mackintosh, is on the Progress of Ethical Philosophy. Art. VII, on Noyes' Translation of the Psalms, which is spoken of in terms of deserved praise; and the concluding Art. VIII, summarily discusses the questions of the value of the Bank of the United States, of the significance of the President's objections to its being re-chartered, and of the particular doctrines put forth by the President in his Veto Message. The conclusions of the article are sound, and its spirit is altogether commendable.

ENCYCLOPEDIA AMERICANA. Vol. XI. Philadelphia, Carey & Lea.—As this valuable publication approaches its close, it loses nothing in point of care or execution. The articles extend from REV to STE. The original design was to conclude the work in twelve volumes. It may, however, be found impracticable to embrace all that remains in one volume more. Among other articles we have read with great satisfaction in this number, is that on Ships, charmingly written, and the Life of Socrates.

A NEW LITERAL TRANSLATION OF *Longinus* ON THE *Sublime*, for the Use of Schools, &c. by a Graduate of Trinity College, Dublin. New-York, C. S. Francis: 1 vol. 12mo.—Written for a school book, and purporting to render literally, and almost word for word, the text of the original, so far as it could be done, without violence to our own language, this little volume challenges no comparison with the more ornate and periphrastical translation of Longinus which we already possess. Its aim is more humble, though perhaps not less useful; and it will not be misad.

THE SIGNS OF THE TIMES, as denoted by the Ful-

filament of Historical Predictions, &c. &c. by the Rev. ALEX. KEITH: 2 vols. 12mo. New-York, Jonathan Leavitt.—The Evidence of Prophecy, which was from the pen of this same learned author, has made him well known. His object in the volumes now before us is, to trace prophetic history down to "where we are, and to ascertain the point at which we stand." His work, though occupying two volumes, is, from the multiplicity of materials, greatly condensed, and, as he says himself, might "most properly be called a book of historical abridgments and extracts." The application and fulfilment of the prophecies is brought down to the year 1831. Learning, genius, and earnestness, speak in these pages: beyond that we venture to pass no judgment.

THE ANATOMIST'S MANUAL, &c. BY J. P. MAYORIER, M. D. P. &c. &c.; translated from the fourth French edition, by GUNNING S. REEFORD, A. M., M. D., &c. New-York, Collins & Co. 2 volumes in 1. 700 pp.—This is, we believe, the text-book of all the anatomical schools in France, and by translation, of other parts of Europe. It is introduced to the American schools by recommendation from the most distinguished surgeons and anatomists of this city, and is translated by an individual who, to great professional acquirements, adds a thorough knowledge of the French language. Under these circumstances, we can hardly doubt that it will, as the translator hopes for the benefit of the profession it may, be as popular here as in France.

THE REFUGEE IN AMERICA, is the title of a new work, in 3 vols. which Mrs. Trollope, with the aid and encouragement, we suppose, of Basil Hall, has elaborated about our country. The annexed extracts will shew, as well as longer ones, the spirit in which it is written, and the probable amount of truth in its portraits and representations. The history of an emigrant for the first extract:

Madame de Clairville was a widow: her husband, a man of education and good connexions, had been beguiled to leave Paris, his profession of the law, and every thing else which made life valuable to him, for the purpose of following the fortunes of a crazy speculator, who in some most unaccountable manner found means to persuade him that he would find in the wilderness every thing he left in Paris, and a great deal beside. The doctrine he taught was, that the moment approached when man would shake off for ever the degrading trammels of a rusty superstition; in a word, the unfortunate M. de Clairville was induced to join the celebrated Mr. Wimble's settlement on the banks of Red River. If he had done so alone, the thing would have been sad, but by no means so sad as it really proved. His pretty, gay, happy little wife went with him. Some people, had they seen her in society, in all the gay flutter of animal spirits, might have thought her coquettish; but never did any woman give a stronger proof of attachment than she did, when she left all she loved to follow him. She had one darling child, a girl of twelve years old, on whom she doated with all a mother's fondness and a woman's pride. But the pretty Adelaide was to be the heiress of her rand-mother, so Madame de Clairville left her at Paris, and alone followed her husband to the banks of the Red River. They spent much money in a costly but unprofitable outfit, and much more after arriving at New-York, in procuring all the commodities with which Mr. Wimble recommended them to adorn the wilderness. On arriving at Perfect Bliss, the name Mr. Wimble had given to his settlement, it was signified to M. de Clairville that he was to hew down a tree, cut it into rails, and fix it as a zig-zag or serpentine fence. The poor Frenchman, whose visions had been of scientific lectures, amateur concerts, private theatricals, and universal philanthropy, was startled; but he bore it well. He did cut down the tree, and though he cut off half a toe in the course of the operation, he bled as patiently as Socrates, and sang *Ca ira* as he finished the zig zag. But when he found that his delicate wife was expected to milk cows every morning standing ankle deep in water, and moreover to assist in washing linen; when he learned that all the little comforts which he had spent his last thousand francs to purchase at New-York, were seized upon, as general stock, and a scanty pittance of necessities

doled out to them at each meal; his gay heart sunk within him, and he would have gladly surrendered half his destined term of life, to have passed the other half among the *gens d'arme* and *mouchards* of Paris. But he was totally without funds to carry them across the immense distance which divided him from his country, now loved in vain; he had irreconcilably offended his wife's mother, the only wealthy relative they had, by taking her daughter from France; and seeing no chance of escaping from Perfect Bliss, he fell into a deep decline, and died before the end of the year. It is impossible to conceive a situation more desolate than that of Madame de Clairville. On one pretence or another, every dollar they had brought with them had been borrowed, or vested, or subscribed, or begged away; and she literally had not wherewithal to pay the inland postage of a letter to her mother. In this extremity of distress, she recollected a gentleman at New-York, who, during the month she had passed there, had shown her much good-natured attention. To this gentleman, though merely an acquaintance, she wrote, enclosing a letter to her mother, and entreating him to pay the postage to Paris. To this letter she never received an answer, but the one she enclosed was forwarded; and after five months of sickening hopes and fears, an answer arrived, post-paid, but without an envelope. This letter contained an order for two hundred dollars, and a promise that an equal sum should be remitted half-yearly; but this was accompanied with a stern intimation from her mother, that if she presented herself in Paris, after making herself the subject of *d'un roman si ridicule*, she would not afford her any assistance or countenance whatever; nor was this denunciation softened by one word of greeting from her darling child. Perhaps the composure with which the little French woman bore this, might have been taken by some for want of feeling; but it was not so. She was now, for the first time in her life, called upon to act; and she felt, notwithstanding her tender sorrow for her husband, that she might be able to manage for herself, better than he had done for her. There was still an active principle of hope alive within her; she determined to return to her country and her child, and felt but little alarmed, and not at all discouraged, by the difficulties in her way. The first and greatest of these was to make her way from Perfect Bliss, without letting it be known that she had in her possession what might be turned into dollars; for by that time she had learnt to comprehend thoroughly the theory and the practice of a community founded on the principles of general equality and universal benevolence. On the character of her New-York friend she reasoned with all the caution of poverty, and all the fineness of a French woman. He had forwarded her letter and the answer to it, though the doing so must have cost him sundry cents; but he had not written to her, because that would have cost more; *ergo*, he was a man of business, and careful of his money, but nevertheless was, to a certain degree, benevolent and friendly. To him therefore she again addressed herself, enclosing the half of her letter of credit, which was drawn on a house at New-York, requesting him to open a running account with her for postage, commission, &c., and desiring, by return of post, an acknowledgement of the receipt (post paid, or it could never reach her), on the arrival of which she promised to forward the other half, and would request in return a remittance of fifty dollars. Her correspondence was faithful and punctual. He thanked her in the usual form for her business; and from that hour she had no farther trouble as to receiving her little revenue. It is not necessary to follow her in her route up the Mississippi, and the Ohio, across Lake Erie, and so on; it is enough to say, that she arrived safely at Rochester, and remembering the prices of New-York, she determined to rest there, till she had amassed enough, by savings from her little income, to carry her again to Paris. Once there, and within reach of her Adelaide, she felt sure, that whether as her mother's heiress, or as a *femme de chambre*, she should be happy. With this dear hope to sustain her, which seemed like a bright star hanging for ever before her eyes, and pointing the way she was to go, she had lived not only patiently, but cheerfully, weekly adding from her pittance something to swell the sail that was to waft her home.

We add a brief specimen of feminine dialogue.

"Caroline, partly from her gay nature, and partly from curiosity, began a gossiping conversation with the pretty girls of the house, while the mother set aside the aperturances of the supper-table. 'Have you lived here long, Miss Euphrosyne?' she began. 'We have been in the bush better than six years!'

answered Miss Euphrosyne. "My" interrupted Miss Ophelia, "why, is, 'tis seven years this fall." "And how do you like the life?" "I expect 'tis pleasant enough by times." "Do you see many people?" "My! I guess not indeed; 'tis sometimes a month out, 'twixt time and time that we sees a human." "Do you go to church?" "No, we ar'n't Christians." "You are not Christians? How is that?" "Why how can we be Christians, living in the bush so?" "When Ophelia is married," said the other sister, "as she counts to be next month, then I and she will both be Christians; for she is to bide at Avon, and we shall be of the Baptist congregation." "And when do you mean to be married, Euphrosyne?" "Not this year, I expect. I sha'n't be sixteen afore August." "And how old are you, Ophelia?" "Most seventeen. I should have been married before, only my beau was building a house. I hope sis will be married before she's so old, for I hate old maids." "And how do you amuse yourselves here? Do you love to walk in the forest?" "The two girls looked at each other, and smiled. No, sure, answered the elder. In our country, 'tis only the men what does that." "I dont expect," said the other, "that you would find any American young lady what would demean herself to do just what you did to-night." "No, why not?" "Cause she'd think it quite out of the way to be walking about in the dark with a parcel of mow. But I expect the English thinks nothing of it." "Why what was I to do, my dear girl? Would the American ladies sit by the road-side all night, instead of walking through the forest to such a nice comfortable place as this?" "Why I guess they'd lose by that, sure enough; but I never did see an American lady walking in the forest, for all that." "Do you ride then?" "Sometimes, when father goes to market, we rides in the wagon with mother, to sell the spinning, and to buy coffee and the like." "Are you not delighted to go?" "Yes, I like it very much when I have got a good bonnet." "Well, I think I should be delighted, if I had got no bonnet at all." "I expect the English don't mind, but the American young ladies had rather bide at home from July to eternity, than show themselves when they ar'n't jam."

Now for one of the traits of high breeding in Mrs. Trollope's heroine.

"The next morning, at eight o'clock precisely, the same long table, covered with little plates full of unimaginable cakes, sweetmeats, fishes, outlets, half-cold steaks, whole-cold ham and eggs, awaited the descent of Miss Gordon. The gentlemen were all five standing round the fire when she entered; and Mr. Warner, his spirits refreshed by sleep and his morning 'bitters,' approached her gaily, with the information that they had only waited to have their coffee poured out by her. Now it happened that Miss Gordon had scarcely ever officiated in this way in her life; her evening tea and coffee had always been handed to her by a servant. Upon this summons to the top of the table, she gave a look of whimsical discomfiture to her father. "I fear, Mr. Warner," he said, "that you will think Miss Gordon a very useless young lady, when I confess that I doubt if she ever poured out a cup of coffee in her life." A silent look passed between the three gentlemen of the family; and the little 'help,' who had just brought in a plate of hot corn-cakes, was fain to put a portion of her apron in her mouth to prevent her laughing out at the 'strange woman what can't so much as pour out a cup of coffee.'"

SKETCHES FROM VENETIAN HISTORY: 2 vols. Harper's.—This is a modest title for a useful book, which, while in so small a compass, it can hardly pretend to give broad views of the eventful history of Venice, is still, though a succinct a complete account of that wonderful city and her dependencies. But, though it abounds in information, it is far from satisfactory. No annals have more romance in them than those of Venice. From the time when the wretched inhabitants of Padua and the neighboring towns of Venetia, fleeing before the iron hordes of Attila, found an asylum upon a cluster of mud islets in the Adriatic, through the ages when the fleets of Venice scoured every sea, down to the days when the Lion of St. Mark is utterly humbled beneath the Eagle of Austria, her story has been rich in poetry, and every thread in its tissue gilded by romance. In a work like that before us, where brevity has to be kept continually in view, much of the warm coloring is lost, and a thousand fine dramatic touches,

which, in all interesting scenes, and especially the historic passages of Venice, make up half their power, are dismissed with little hesitation. It must be admitted, however, that the writer of these sketches by occasionally sacrificing a portion of his narrative, has ingeniously given unbroken and striking pictures of the most important subjects. In other respects, the work is compiled with skill, and displays much research among materials which are accessible but to few. The present edition, which forms No. 43 of Harper's Family Library, is ornamented with maps and engravings, some of which possess considerable merit.

We intended to have dwelt more at large upon the contents of this book, which are of sufficient interest to warrant such examination; but there are several works remaining yet upon our table: and among these first—

THE TOKEN, for 1833, for which we are indebted to Peabody & Co., Broadway. In this work we are grievously disappointed. After swallowing up the Atlantic Souvenir, and incorporating the same with itself, we hoped that a publication, before so good, would still farther have improved upon such diet. But we must say, that with the exception of some three or four pieces which are much superior to most "annual" articles, and which, by the by, have been chiefly published before, it is a pretty miserable affair, and we do most fervently protest against its being noticed and reviewed abroad as a fair specimen either of American art or American literature. The engravings which, with the exception of "The Storm," "The Shipwreck," "Audrey and Touchstone," and one or two others, are remarkable for anything rather than excellence; are almost all from foreign artists; and the impressions, in the copy we have seen, are as cold and feeble as if the plates were nearly worn out.

We are surprised that such excellent publishers as Gray & Bowen, of Boston, should have put forth so inferior a number of a work which has hitherto rivalled many of its sister European publications; and we are sorry that the editor, who is said to be fully equal to his share of duty in getting up a literary work of taste, has been so badly sustained by those who should, at any cost, have supplied him with better materials out of which to construct such a fabric. After so expressing ourselves upon the poetry and engravings of the volume, we ought to add that we have not yet read the prose articles; one among which, by Miss Sedgwick, we are told by a friend who has just read it, is worth the price of the book. Among the exceptions to the indifferent poetical contributions, is a noble piece by Mrs. Sigourney, entitled "The Passage of the Beresina;" and some fine lines to a Wild Deer, by C. W. Thomson, which we have already republished from Doughty's Cabinet of American Field Sports.

We have room but for one more notice to-day, and that is, of

THE HEROINE, from Peabody, Broadway.—An excellent publication—it is the modern Don Quixote; and its author, Stanard Barrett, has done almost as much good among modern novel-readers, as did Cervantes among those, who in his time were bewitched by old romances. Not that for a moment we would compare it to the glorious work of the soldier of Lepanto; but it must be confessed, that the broad absurdity of Cherubina would cure many a "miserable in her teens" of extravagancies, which would hardly wither before the highly finished satire of Cervantes, as displayed in his diverting, but, withal melancholy history of the moon-struck, but noble-hearted knight of La Mancha.

The sixth number of volume second of the Cabinet of Natural History, by Mr. John Doughty, has appeared. It contains two beautiful plates, one re-

presenting the eggs of many of the American birds, and the other, splendidly colored, representations of the Scarlet Tanager and the Yellow Warbler.

M. Champollion's MSS.—We learn with pleasure, that the numerous MSS. left by the late M. Champollion are about to be edited for publication; they are likely to throw farther light on the remains of ancient Egypt.—[Literary Gazette.]

One of the best of the recent European productions in the historical department, is Lémontey's *History of the Regency and Minority of Louis XV.*, in two octavos, French.

Goethe.—Dr. Eckermann is to be the editor of Goethe's posthumous works, as directed by the will of that distinguished man. Falk's book on his private life and manners has appeared at Leipzig, and rather disappointed the expectation excited by the terms of his announcement.

Victor Hugo has put forth a long ode entitled *Napoleon II.*, in which the various fortunes of the deceased youth are sung with dithyrambic fire and pathos.

General Desprez, who held a high rank in the French expedition against Algiers, has published at Paris, a very interesting narrative of the campaign of 1830 in Africa.

One of the most extensive and useful literary enterprises at Paris is an "Historical and Chronological Atlas of Ancient and Modern Literature," upon the plan of Le Sage's Atlas. It consists of twenty-five large sheets, and is said to be executed exceedingly well in all respects.

Austria.—A catalogue of 5000 books relating to Austria has been published at Vienna, and a continuation is promised of this *Bibliotheca Austriaca*.

GREENOUGH THE ARTIST.—The fame of this gifted American is now becoming the property of his country. A statue of WASHINGTON, that will occupy five years in the completion, is confided to his skill and genius, and we venture to predict that in all succeeding times, the artist will find the veneration and love which attach to the subject of his chisel, will be accompanied with a high regard and esteem for the head and hand which shall perpetuate its memory. Mr. Greenough is a man of splendid talents; and, we do not doubt, his effort will be worthy of the subject to which he has devoted himself, with so much ardor and hope. We have now before us a series of playful sketches recently made by him in Paris, while discussing his prospects, his fears and his hopes, with another man of genius, and an artist now abroad.

He has here, with a bold hand, blocked out in ink the head of WASHINGTON. Under the peculiar circumstances before alluded to, it has more than ordinary interest. Nothing can be finer than the outline, the noble forehead, the well defined nose, the firm lip, the well fixed and resolute chin. It is a marked likeness. The artist seems to have understood his subject, and to have given in an instant all its expression of character, with the truth of history. On the same sheet, and at a short remove, is the head of Napoleon. This is a striking likeness. It combines the hero of Austerlitz and the prisoner of St. Helena. The heads of Adams the elder, of La Fayette, of Cooper the novelist, are also in the group. Above, the profile of Miss Cooper, the novelist's daughter is traced; below, is the never tiring group of Laocoon, the classical figure of Apollo, the gracefully bending Venus de Medicis. The character of each is distinctly marked, and the whole sketch, though quickly and carelessly done, is precisely what none but a genius and an artist of extraordinary merit could produce.—[Alb. Daily Adv.]

The annexed communication comes to us from an unknown source, but the fact it relates to is curious, and, we dare say, accurate. The article referred to was that published in this paper, on Thursday last, respecting *Ali Pacha*.

BORING FOR WATER.—In an article on Egypt mention is made of boring for water in the desert. A few years ago, while Disbrow was boring at Alexandria, in Virginia, one of the young officers of the Navy, going out to the Mediterranean, made very minute inquiries of him into the details of the operation, expressly with a view to communicate the information to the Vice-Roy. This is probably the origin of those works, which, if persevered in, may arrest the progressive encroachments of the Desert on the fertile borders of the Nile. And we are the more persuaded of the fact of its originating in this

way, as they have in Europe no method of settling the iron tubes requisite to keep off the sand as the work progresses. The American method is in all respects new. It is according to prophecy that Egypt shall revive in power, and be the medium of the restoration of the Jews to their country.

A SUBSCRIBER.

The Medical Faculty of this city, it is known, with some inglorious exceptions, remained firmly at their posts during the visitation of Cholera, and were ever prompt and fearless in seeking to mitigate its ravages. To the general claim which such a course gives them to the respect and approbation of their fellow-citizens, several of those resident in the Second Ward now entitle themselves, as will be seen by the annexed correspondence, to the credit of great disinterestedness, by refusing all compensation for their services.

NEW-YORK, Oct. 15, 1832.

Gentlemen.—The Epidemic Cholera having, at length, so far declined as to be nearly extinct, the continuance of this association is rendered no longer necessary.

The objects of our organization were, to "check the progress of Cholera, and diminish its mortality," by affording timely assistance to that class of individuals most liable to its attack, viz. the poor of the ward. In pursuance of this design, the ward was divided, and domiciliary visits, to such as were deemed objects of our charity, were frequently made. Thus, at the same time, while we prescribed for such as we happened to find affected with first symptoms of the disorder, we were enabled to recommend measures of precaution to those still in health. Of the former class a very large number have come under our observation and received our assistance, whilst of severe cases of Cholera, few in comparison, have occurred, though the aggregate was by no means inconsiderable. We feel that the design of our association has been completely answered, and that our success has been greatly promoted by the prompt and efficient aid which we have received from the constituted authorities of the ward.

As you have requested our "bills for professional service," &c. we would respectfully add, that the original plan of the association was purely charitable, and the consciousness of having contributed, in common with our fellow-citizens, to the alleviation of distress, during a period of unparalleled suffering, is ample compensation.

| | |
|------------------|----------------------|
| Thomas Cook | Elijah Mead |
| Benjamin B. Coit | N. Edson Sheldon |
| Peter Pratt | Jacob T. Gifford |
| Lynde C. Ferris | Charles F. Wilcoxson |
| J. C. Wright | |

To Abnerman Sharp,
Assistant Alderman Van Wyck.

Cape de Verdes.—We are happy to state that the benevolent feeling existing in this city in behalf of the Cape de Verd sufferers, has at length embodied itself in a shape which promises success. A meeting was held on Saturday, at which arrangements were made for receiving the contributions of our citizens, and transmitting the avails in provisions to the Islands above mentioned. The proceedings are annexed:

At a meeting of citizens held on Saturday, the 20th of October, to take into consideration the expediency of collecting subscriptions in behalf of the inhabitants of the Cape de Verd Islands, who are represented to be in a state of great distress from the want of necessary food,—

Jonathan Goodhue was called to the Chair, and James G. King appointed Secretary.

Whereupon it was resolved, That a subscription list be prepared and left at the Merchants Exchange, that the benevolent citizens of New York may have an opportunity of affording relief to their fellow-creatures at the Cape de Verd Islands.

Resolved, That Arthur Tappan be Treasurer for the receipt of such money or other contributions as may be offered.

Resolved, That the Chairman and Secretary, together with the Treasurer, be a committee to carry into effect the humane purposes of their fellow citizens disposed to aid in this charitable undertaking, by making suitable arrangements for the transportation to, and distribution among the inhabitants of the Cape de Verd Islands, of such articles as may be procured for that purpose.

Resolved, That the thanks of this meeting be tendered to Messrs. Spofford, Tileston & Co. of this city for their liberal offer of carrying, freight free, to said Islands, the bulk of 500 barrels; and that said offer be accepted.

JON. GOODHUE, Chairman.

JAMES G. KING, Secretary.

[From the Gazette, of Tuesday last.]

EPISCOPAL CONVENTION.—This body met at the usual hour yesterday, at St. John's Chapel, where a sermon was preached by the venerable Bishop White of Pennsylvania, the senior officer of the Church.

The business of the Convention, after Divine services, commenced with the report of a majority of a joint committee of the House of Bishops and that of

the Clerical and Lay Delegates, accompanied with a counter report of the minority of the same committee, in regard to the resignation of the Rt. Rev. Bishop Chase, of the Ohio Diocese.

All the documents and extraneous information in regard to this resignation, as furnished to the committee on which the report was founded, were read by Rev. D. Anthon, the Secretary.

The original report of the committee of the two Houses, was, to accept the proceedings of the Ohio Diocese, in making valid the resignation of Bishop Chase, and the election of Rev. Dr. McIlvaine of Brooklyn, as his successor. The minutes of the annual Conventions of Ohio of 1831 and 1832, showed that the resignation was accepted, and that Dr. McIlvaine was in both years unanimously elected to the Episcopate, by those Conventions. A subsequent protest was issued by other persons belonging to the Church of Ohio, denying the right of the Bishop to resign.

The question before the Convention is, whether a Bishop in the United States has a right to resign?

The discussion was opened by WILLIAM A. DUER, LL.D. President of Columbia College, one of the Lay Delegates of New-York. He spoke two hours in the affirmative of the question, and adduced many precedents in support of his position, both before and since the reformation. His arguments and remarks were well digested, and in some instances pungent. He was listened to with great attention by one of the most intelligent and respectable audiences that we recollect to have met at any time.

President Duer, at 3 o'clock, gave way to a motion of adjournment, and is expected to resume his remarks this morning.

Previous to the discussion, the Convention accepted the request of the Diocese of Alabama to be admitted into the union of the Episcopal Church of the United States.

[From the Gazette, of Wednesday.]

EPISCOPAL CONVENTION.—The subject of the vacancy in the Diocese of Ohio was yesterday resumed by President Duer, of Columbia College, who occupied the attention of the Convention in an address of more than two hours, of great ability and research. He recapitulated the remarks made by him on the preceding day, in regard to the resignation, or rather renunciation, of Bishop Chase of the Episcopate of his charge. He spoke of the fact of his removal from Ohio to the Territory of Michigan, the sale of his property in Gambier, and his refusal to withdraw his resignation, when requested to do so by a deputation from the Ohio Convention, as a sufficient warranty to adopt the resolution of the committee under consideration, viz. that the resignation is valid, and the subsequent proceedings of the diocese of that church be confirmed by the General Convention; that his appointment, not being of Divine origin, there was no temporal power existing to prevent the exercise of the privilege he had asserted.—He mentioned, as precedents, the translation of Bishops in England from one bishopric to another, implying a resignation of their first stations. He cited several instances in the reigns of Henry VI. and Henry VIII. where bishops had resigned and their successors were appointed. He quoted the case of Narcissus, in the early age of the church, then bishop of Jerusalem, who, being charged unjustly of an infamous crime, and his accusers condemned and punished, having, from excessive sensibility on the accusation, abandoned his place and fled to the wilderness, where he remained in solitude many years. His abandonment was considered sufficient warranty to the choice of a successor; and it was not till after three several successors had been elected, that he made his reappearance in Jerusalem, and was hailed as one risen from the dead. Narcissus was then declared coadjutor of the incumbent bishop, and so continued till the end of his life. He noticed the case of Percy Jocelyn, brother of the Earl of Roden, Lord Bishop of Clogher, who, accused of an infamous crime, fled to Italy, and the appointment of a successor, in 1822; also, the Earl of Bristol, Bishop of Londonderry, whose case was similar to the last.

In support of his argument, he said that our own country was not without precedent in the case, and related at large the circumstances in regard to Bishop Provost of New York, who resigned in 1801, on account of ill health. The vacancy was filled by the appointment and consecration of Bishop Moore, with the consent of the Bishops assembled, Bishop White presiding. A controversy, however, grew out of the case; and it was settled, that, although Bishop Provost was not to be considered as the head of this or any other diocese, yet that his diocesan functions had not ceased, but he had a right

to officiate at large in all offices appertaining to his order which did not come in conflict with his brethren. Thus he officiated at Trinity Church, in this city, at the consecration of Bishops Hobart of this, and Griswold of the Eastern Diocese, in 1811.

The President cited authorities from the English canons, making it imperative on Bishops to have domiciles in their own jurisdictions, and not to reside out of them.

He urged the necessity of a prompt action of the convention in the premises, as it regarded the welfare of the church in Ohio, the feelings of the members of that diocese, and those of the Bishop elect, and urged with great eloquence and pathos the divine blessing on their final decision.

The Rev. W. H. De Lancey, D. D. of Pennsylvania, took the negative of the question on the adoption of the resolution, and urged, in a very eloquent and impressive manner, the interference of the Convention, in reconciling the conflicting parties in Ohio to an adjustment of the difficulties which have given rise to the question before them. He proposed that a negotiation should take place between the Bishop and his late diocese, and exhibited testimony to prove that if this Convention, after deliberating maturely on the subject, should recommend his return to the Episcopate, Bishop Chase would not withhold his consent.

Dr. De Lancey, having occupied the floor about two hours, and rivetting the attention of a large audience during that time, took his seat, with the intention of going more fully into the subject this morning, to which time the Convention stands adjourned.

[From the Gazette, of Thursday.]

EPISCOPAL CONVENTION.—The Rev. Dr. De Lancey, of Pennsylvania, resumed the subject of the vacancy in the Diocese of Ohio, at the opening of the Convention yesterday morning. On the preceding day he stated that Mr. Samuel Chase, who had recently met Bishop Chase on his journey to Michigan, was present at the meeting of the Committee, whose report was under consideration, and whose opinion was, that the Bishop might be induced to return to his diocese, if it was the wish of this Convention that he should do so. A letter was also read by Dr. De Lancey, from Mr. Johnson, one of the delegates to this Convention from Ohio, but who was prevented by indisposition from attending, to the same effect. This letter was directed to Bishop Onderdonk, of New-York, and was introduced with a view to effect the object of the speaker—a reconciliation between the Bishop and his Church.

On resuming the subject, Dr. De Lancey denied the position that the Bishop's removal involved an abandonment of his Diocese; and also, that he had a right to resign in any contingency, and maintained a contrary opinion.

He reviewed, under different heads, the argument of the gentleman who had preceded him, (President Duer.) He said that this or the next week would not allow time sufficient for a complete investigation and thorough refutation of the grounds taken by that gentleman: but this and the next month might be employed in the work.

He said that no subject of equal importance, in point of principle, had ever been submitted to the convention, and that it ought to be met without party or personal feelings, which it was thought to involve. He denied the validity of British or other foreign precedents as authority, in cases of resignation: they were no rule in our Church. He denied the right, spiritual and temporal, of Bishops to abdicate; the spiritual power came from God; the temporal from man—both were united: there was no earthly power that could separate them, and none to receive their renunciation. This was the language of the Apostles, who considered them as inseparable. He asked for Scriptural authority for their separation. None could be found.

He quoted authorities from Scripture respecting Apostolic Dioceses, and mentioned the names of those who held sees in the first age of the Church. In regard to the creation and translations of English Bishops, they arose, in most instances, from politics alone, which he hoped would never enter into our Church affairs.

Dr. De Lancey treated with some levity the case of Narcissus, bishop of Jerusalem, whom nobody here had heard of, till his case was cited yesterday. He was a poor old man, tired of his place, and ran away into the wilderness, and was reinstated in his see. If it was intended to bring up this case as one at all applicable to the question in discussion, it suited his purpose exactly; for Bishop Chase had gone from his territorial episcopal jurisdiction. His (Dr. De Lancey's) object was to reclaim him;—and

that object being effected, the cases of bishop Narcissus and Bishop Chase would be found precisely of the same character.

Let us, said the Doctor, in the spirit of Christian feeling, endeavor to promote harmony among the conflicting feelings of the Church in Ohio; and make a trial, at least, to heal the breaches now existing in that Diocese. If the effort fail, then it will be time to consecrate a new Bishop in room of him who has now abandoned it. Above all, let us proceed with such caution as not to destroy the interests of the Church of Christ, to favor the views of the Convention of Ohio, which had been led precipitately to the acceptance of the resignation of one Bishop and gone into the choice of another.

In conclusion, he compared the union of a Bishop with his Diocese, as inseparable as that of the matrimonial contract. The parties were mutually taken for better for worse, for richer for poorer, in sickness and in health, to love and to cherish, till death do them part.

Those gentlemen who followed Dr. De Lancey were, Samuel J. Donaldson, Esq. of Maryland; Rev. Dr. Lyell, of New-York; Rev. Dr. Ducachet, of Virginia, and Rev. Dr. Montgomery, of Pennsylvania, who continued the debate till 3 o'clock, when an adjournment took place to 7 in the evening. We have not time to prepare a synopsis of their remarks for this paper, but will attempt it hereafter.

We yesterday erroneously appended the title of L.L.D. to the name of Dr. Delancey. It should have been D.D.

SUMMARY.

CHOLERA IN THE WEST.—At Cincinnati, on the 16th twenty-two new cases of cholera were reported, of which nineteen terminated fatally.

The Louisville (Ky.) Public Advertiser, of 13th inst. says—"In the absence of official reports, we deem it our duty to state, that the cholera is said to have made its appearance in Louisville. Some ten or twelve deaths have occurred, from cholera, in the past week, if the attending physicians are to be believed. We make this statement to correct the exaggerated reports that have gone abroad."

The Cholera has re-appeared at Hagerstown, Md., with considerable violence. The Press, of that town, says, that for the week ending on Thursday morning, there were 18 deaths—7 white, 11 colored.—There is, however, less panic than formerly, and the sick are well cared for. Among the victims, is Thomas Kennedy, Esq., editor of "The Mail," and Delegate elect to the Legislature of Maryland. He died in a few hours after the attack.

LIBERALITY OF SEAMEN.—On the 1st of May, Mr. N. K. G. Oliver, Secretary of Commodore Downs, of the U. S. frigate Potomac, then on her passage to China, died of consumption. On the following day, as we learn from the Daily Advertiser, two thousand and eighty-two dollars were subscribed by the officers and crew, for the relief of his bereaved family.

NEW JERSEY.—The Legislature of this State met at Trenton 23d inst., and was organized by choosing Elias P. Seely, of Cumberland county, to preside over the Council, and John P. Jackson, of Newark, as Speaker of the Assembly. The choice was in both instances unanimous, the Jackson party offering no candidates. The former Secretary of the Council, James D. Westcott, was re-elected, and David Johnston was elected Clerk of the House.

On Friday both Houses will go into joint ballot for the election of Governor, Chief Justice, and other State officers.

The Hon. William Jay, of Bedford, Westchester Co. has declined the appointment of agent to superintend the location of the Indians beyond the Mississippi.

It becomes our painful duty, (says the Charleston Patriot) to announce the death, by country fever, of Maynard D. Richardson, Esq., the Editor of the Sumter Whig, and a son of Judge Richardson.

Mr. R. was an intelligent and able member of the editorial corps, and has been cut off in the prime of his vigor and usefulness.

Foundling.—In the early part of Monday evening last, a babe, three or four weeks old, was found in the upper part of this village, snugly wrapped up in a white safe-flannel blanket, on a wood pile. It had on neither frock or cap. Its under-clothes were of a superior quality.—[Elmira Rep.]

STAMFORD, Oct. 23.—By the arrival of the schr. Bethlehem, we have received a file of Colonial papers, they contain no information of interest to the citizens of the States. The Barbadoes Mercury mentions that the inhabitants of Anguilla are suffering extremely with famine—many have perished for want of food. The neighboring Islands were contributing to their immediate wants, but the supplies received were small in proportion to the wants of the sufferers—only one pint of meal was apportioned to one person for three days.

[From the New Orleans Bee, Oct. 6.]

The most painful apprehensions are entertained by the numerous friends of Judge Workman for his safety, he having left the Bay of St. Louis in a small boat last week on a short excursion, and not having been heard of since. As there is no certain intelligence of his having been lost, we still "hope even against hope" that he may be safe.

Letters from Havana, received in this city on Saturday, render it probable that the schr. Felice, which left this port about three months since, bound to Havana, has been lost. Nothing has been heard of her since her departure. There was on board of her two or three of our fellow-citizens, besides the crew and a valuable cargo.

A little negro boy, belonging, it is said, to Mr. Eustis, fell off of the forward car on the Railroad on Sunday, and had his arm cut off and the top of his head taken off. He has since expired.

SOMETHING NEW.—In the record published in the Journal of Commerce, of the proceedings of the Board of Assistant Aldermen last evening, we find a resolution, "that the Ferry Laws be printed under direction of the Constable."

Canal Revenues.—The tolls collected on the state canals for the month of September, amount to 148,282 dollars. In the same month last year, the amount collected was 141,095 dollars. The increase of tolls for the month is 7,187 dollars. The duties on salt for the month of September last, amount to 32,179 dollars: Increase from last year, 3,952 dollars. Total increase of the canal revenues for the month of Sept. as compared with last year, 11,139 dollars.—[Argus.]

HARTFORD, Oct. 21, 1832.—After a long exemption from any serious losses by fire, our city was last night visited with one more destructive of property than any which ever occurred here before. About 12 o'clock, the valuable 4 story block, known as the Exchange Buildings, was discovered to be on fire in the 4th story; and in the course of a few hours, the whole was a mass of ruins. The loss of property is great. There were six valuable stores on the first story. The upper stories were occupied in front by Messrs. Cooke & Co., and D. F. Robinson & Co., who are extensively engaged in publishing books—the remainder was occupied principally as offices, shops, &c. The office of the New England Review was in the third story. The contents of the stores on the first story were principally saved—and also, a part of the goods in the upper stories. Insurance to a large amount on the buildings and contents. The buildings were recently erected, and highly ornamental to the city.—[Daily Adv.]

MILLEDGEVILLE, (Ga.) Oct. 11.—At a late term of Laurens Superior Court, Daniel Goulding was tried for the offence of altering and tendering in payment the counterfeit imitation of a note on the Planter's Bank of the State of Georgia, convicted and received sentence of death, from his honor Judge Warren to be executed on Friday 9th November.

Yesterday morning early, a person by the name of Daniel Haines, an engraver, threw himself from the dormant window of a house in Strawberry alley, and was instantly killed.—[Philadelphia Chronicle.]

It appears from a new French statistical work, that about twenty-nine millions of French subjects speak their native language, but in seventy different dialects; the remainder, (about 2,500,000) speak German, Flemish, Italian, Celtic, or Cantabuo.

CHOLERA IN THE WEST.—During the week ending 17th October, one hundred and seventeen persons died of cholera in Cincinnati. The total of deaths from all causes the preceding week was thirty-five. Fifteen new deaths occurred on the 18th. Cincinnati contains about twenty-five thousand inhabitants when all are at home; but the panic there, as elsewhere, had caused hundreds to fly.

LOUISVILLE, (Ky.) Oct. 15.—The cholera is evidently on the increase, and is marked with about its usual fatality. We do not know the number of new cases; but we suppose there were, in the 24 hours ending at 7 P.M. yesterday, six deaths in the city, and as many in the outskirts of it.—[Public Advertiser.]

Whale Ship John Adams.—A young man who arrived at Halifax in the schooner Loon, from St. Johns, Newfoundland, on the 2d instant, states that he is one of six persons, survivors of the crew of the American whale ship John Adams, Captain Clark, of Nantucket, which vessel was sunk on the 28th of July last, off Fayal. The particulars he gives are as follows:—He was one of the boat's crew that struck the fish, about a quarter of a mile from the ship; that it sounded, shortly after rose and made for her stern, she then lying to, and struck her several times, when they cut the line in the boat and pulled alongside the ship, but being much confused and alarmed, let go and drifted astern; that in a few minutes, there being a heavy sea, the ship fell over on her side and sunk, carrying with her the captain and remainder of the crew, consisting of 16 persons, all the other boats being lashed at the time. About 12 hours after, they were picked up by the American whale ship Orbit, and landed at Pico, from thence he proceeded to Fayal, where he left his companions. The chief mate was among those saved.

CINCINNATI, OCTOBER 12.—The Cholera is raging fiercely, and more malignant than it was with you. Those taken do not live more than three to six hours, and nearly every case so far has terminated fatally. It is more indiscriminate here than with you; it attacks high and low. The report to-day is 23 cases for the last twenty-four hours, and it only commenced this week.

CLEVELAND, (Ohio) October 6.—With the forty-eight hours ending on Friday the 5th, 15 persons have been interred in the village grave yard, who had died of Cholera. Such a sudden destruction of human life as is here recorded is indeed frightful.—From whence originated the cause of the mortality no human mind attempts to define. All that is known of its approach is, that the Cholera came borne on the same blast, as it were, with what is usually termed the equinoctial storm, and with its cessation passed away. No deaths or new cases, as we can learn, have occurred since the weather has become settled, and we trust in Heaven that we may never have occasion to record a like mortality, as the one that has so recently made its appearance and exit.—[Cleveland Adv.]

By the Massillon Gazette it appears that several fatal cases have occurred in Massillon, and that the subjects have been mostly German emigrants.

At Frederick, in Maryland, the Cholera is making most alarming ravages.

Mammoth production.—Four apples, called cat-head, were exhibited last week to the editor of the Portland Advertiser, weighing a pound each. They would fill a half peck measure!

Mr. Edward Johnson, of Fairfield, also raised in his garden the past season a blood beet weighing seven, and a radish weighing five pounds.

[From the Commercial Register.]

MOBILE, October 10, 1832.

The Cotton Crops.—The period of the year has arrived when it is customary to compare opinions in regard to the extent of the Cotton Crop, for the current season. As usual, we have been industrious in collecting facts from well informed men, in the different counties in South Alabama, both in reference to the amount of land in cultivation, and to the probable product by the acre. From a great variety of letters, written at different periods of the summer and autumn—and we may add, from a great variety of opinion on the subject—we feel ourselves justified in adopting the conclusion, that the crop of this year, in South Alabama, will exceed that of the one just closed by at least eight or ten thousand bales. The quantity of land subjected to the growth of cotton this year exceeds that of the last by about ten per cent. and although some of the plantations on the Alabama, and in some of the inland counties, may have suffered by the rains and wet weather, our letters assure us that, in some other portions of the state, the yield per acre will be materially increased upon that of last year. Should the season prove as favorable as usual in the collection of the crop, we may calculate on at least 135,000 bales; and should the cold weather keep off as it did in the autumn of 1830, 140,000 bales would not probably be an over estimate of the crop of South Alabama.

[From the Baltimore Chronicle.]

Information having been communicated to Mr. George Riggs, chief constable of this city, that the mail between Baltimore and Washington had been robbed of money, he immediately, in conjunction with Mr. Samuel Milliton, one of the city bailiffs, went in search of the offenders, and succeeded in detecting and arresting two persons whom they suspected, on searching whom the money which had been purloined was discovered."

Murder.—On Monday afternoon last, some children at play in the meadow, in the part of the city called Wapping, discovered an infant in a well. They immediately went and informed some older persons, who proceeded to the spot. On taking it out of the water, it was found to be a male white infant. Its skull was broken, and a stone was tied to its left foot. It is supposed to have lain in the well 10 or 15 days. The jury of inquest brought in their verdict that the child came to its death in consequence of blows inflicted on its skull by some person unknown.—[Middletown Sentinel.]

WRECKING, Oct. 13.—Bank Robbery.—Two more bags of the specie taken from the Bank, containing upwards of \$600, were found on Wednesday last, between Market and Main streets, at the upper end of the town.

It is not certainly known how the robbers accomplished an entrance into the Bank, but it is generally supposed it was with a false key. In the inside they found the key of the vault. The money was in a remarkably strong iron chest: this they forced open with levers.—[Gazette.]

It is stated in the Lexington Observer of the 10th inst. that at the race field, the preceding Saturday, a young man was shot and mortally wounded with a pistol ball. He died the next day, Mr. Thomas Jones, immediately surrendered himself to the officers of justice, but, adds the Observer, it is not believed that he intended to shoot Grooms, but to defend himself against the attack of several others that were at the time menacing and pursuing him. Between Grooms and Jones there appears to have been no ill-will, and the conduct of Grooms was by no means censurable, and it is supposed his object was to interfere in behalf of Jones.

Vermont against the World.—At the last session of the County Court of Grand Isle County, the first convict was sent to the State Prison that ever was sent from that county since its organization—a period of more than forty-five years. We also learn that the person convicted was not a citizen of this State, and had but recently escaped from "durance vile" in the Canadas.

This may indeed be called an excellent criterion of the moral honesty of the hardy Green Mountain Boys.—[Burlington Sentinel.]

The price of coal has fallen at Boston. The amount of anthracite already imported there, is 24,523 tons. Last year there was but 8,255 tons.

The land upon which Cincinnati (Ohio) is built, is said to have originally cost forty-nine dollars! It contained 640 acres, or a quarter section. Now (in 1832), some part of it is said to be worth thirty dollars a foot!!

Miss Fanny Kemble is drawing overflowing houses in Philadelphia, and the critics draw largely upon their ingenuity to find terms strong enough for their admiration.

A young man named Gregory was shot and instantly killed, whilst sitting at his fireside, on the evening of the 30th ult. at Columbus, in the county of Chenango, N. Y. The name of the supposed perpetrator is Denison, who is now in prison awaiting his trial.

Dr. Bird's Oratorios has been very successful in Philadelphia, and is said to have drawn large houses, in spite of the attractions of the Kembles at the other theatre.

Trotting Match.—A trotting match came off yesterday at the Hunting Park Course. Columbus, Sally Miller, and Comet, contended for the purse—two miles and repeat. Won by Columbus. First heat, two miles in 5 minutes and 26 seconds; second heat, 5 minutes and 21 seconds.—[Phil. paper.]

The return of young Kean, who has just left town, in time for his appearance at the Park, with the Kembles, at their next engagement, is anxiously looked for by the playgoers, who have set their hearts upon seeing them act together.

The U. S. ship St. Louis, Capt. Newton, from New-York, anchored in Hampton Roads, 16th inst.

Sudden Death.—The Albany Evening Journal, of Saturday, records the death, by apoplexy, of Hon.

John L. Viele, late member of the State Senate, and a Regent of the University.

QUEBEC, Oct. 12.—Occasional deaths from Cholera still occur. Several of those who were attacked or who died were workmen from Anticosti Light House, who had been absent during the whole summer.

KINGSTON, (U. C.) Oct. 6.—An unfortunate collision occurred on Saturday night between the steamer William IV. and the United Kingdom, which, as might be expected, produced considerable damage to each. In the former we regret to learn that one of the crew was killed. Both vessels, however, proceeded on their course and continue their usual trips.

Governor of Vermont.—We are informed by a gentleman from Montpelier, that Mr. Palmer has been re-chosen Governor, by the Legislature. The final ballot, we understand, resulted thus:—William A. Palmer, 112; Samuel C. Crafts, 72; Ezra Meech, 33; W. C. Bradley, 1.—[Albany Even: Jour.]

St. Louis, Oct. 6.—We have just received intelligence that the splendid steamboat Louisville, of this port, on her way to New Orleans, was snagged and sunk about thirty-five miles above the mouth of Ohio. The passengers and crew, and a greater part of the cargo, the engine and furniture, saved.

An old man, by name of Richard Roberts, who lived in Madison county, was shot dead at Greenhaw's blacksmith shop, in this county, on the 18th ult. by one Chas. Lewis of Madison county. The circumstances of this transaction are briefly these:—Lewis is one of three men who killed (in self defence 'tis said) Wm. C. Roberts, a son of the old man above named, at Burrus' old store, last spring. Johnson, another of the three, was shot by some unknown person, while going home from this place in July last, an account of which was then published. It is presumed that bad feelings have ever since existed among the surviving friends of the parties. And these feelings have, perhaps, led to the unhappy deed we are now recording. On the day of the late homicide, old Mr. Roberts was, as above stated, at Greenhaw's shop, walking about the door in a stooping position, apparently hunting for something—Lewis rode up, had a gun with him—and the first words that attracted the attention of those present, was his commanding Roberts not to advance towards him. At this salutation, Roberts straightened himself from his stooping position, and as he did so, Lewis fired and lodged the contents of the gun in Roberts' abdomen, which caused his almost immediate death. Lewis did not attempt to escape. He is now in jail in this place—the act having been done in this county, though the parties reside in Madison.—[Athol. nian.]

Extract of a letter dated Cheraw, S. C., October 9th:—"We are in the midst of the dead and the afflicted. Alas! what a catastrophe to Dr. Ellerbe! He came to town yesterday, to the election, and, while under excitement, used a good deal of abusive language to Dr. McQueen, who did all in his power to avoid him; Dr. E., however, followed him up with a cowskin, with which he struck Dr. M'Q., when they closed up, and both of them falling out of the store door, Dr. E. struck his head on the cellar bar (of iron). He was immediately removed to Stinemetz's Hotel, where, in charge of all the Doctors in town, he breathed, entirely speechless all the while, until about 12 o'clock to-day, when he expired. McQueen is regarded as faultless in this melancholy affair by everybody, including the family and nearest relations of the deceased."

The truly distressing nature of the transaction detailed above, will be more painfully apparent, when it is known how intimately the combatants were connected. The father of one and the mother of the other, were brother and sister.

LOWELL, Oct. 16.—Accident.—A most distressing accident took place in this town last evening. Mr. John Webb, the head watchman at the Tremont Mills, having occasion to go into the upper story of one of the mills not yet finished, incautiously stepped down a hatchway which had been left open for taking up machinery, and was instantly killed. Mr. Webb was from Beverly, and has been but a short time in this place. He was much respected by all who knew him, and has left a family to mourn his loss.

MILLEDGEVILLE, (Ga.) Oct. 11.—At a late term of Laurens Superior Court, Daniel Goulding was tried for the offence of altering and tendering in payment the counterfeit imitation of a note on the Planter's Bank of the State of Georgia, convicted and received sentence of death, from his honor Judge Warren, to be executed on Friday 9th November.

The steamboat New Philadelphia, on her passage to Albany on Saturday evening, broke her shaft; in consequence of which she was towed back to the city, and will be detained a day or two to repair. The Constellation took her passengers on to Albany.

Michigan.—The people of Michigan have determined by vote, not to take even the preliminary steps towards assuming the rank of a State. The Detroit papers attribute this decision to an apprehension that the making of a State Government would increase the taxation.

Heavy Damages.—A suit for breach of promise of marriage, and seduction, was tried before the Circuit Court, in Lexington, on Wednesday last. The parties, Miss Clark, of Clark county, plaintiff, and Mr. Rodgers, of Fayette county, defendant, were cousins. The damages were laid at \$10,000, and the Jury, after a patient investigation of the case, gave a verdict in favor of the plaintiff for that sum. We understand that the circumstances of the case were so aggravated, that the Jury would have given a verdict for a much larger sum, had it been claimed. We believe this is the largest verdict ever given in the United States in any similar case.—[Kentucky Observer.]

Accident.—We regret to learn, that John Vandike, jr. whilst employed in the marble quarry of Mr. Wm. Freas, in Whitmarsh township, Montgomery county, accidentally came to his death on Saturday afternoon last, about five o'clock. As a box of stone, which had just been raised from the quarry, was being emptied into a cart, one of the stones, of a tolerable size, fell from the cart and rolled thence into the quarry, and after bounding several times, it struck the unfortunate individual directly on the skull which it dreadfully fractured, and he survived but four hours afterwards. He has left a wife and four children to bewail his untimely end.—[Ger. Tel.]

[From the Georgian.]

CHOLERA AND COMETS.—The most probable hypothesis in relation to comets, is that they are the agents for distributing electricity through the planetary space.

The prevalence of malignant diseases may be attributed to the want or excess of electricity in the atmosphere.

A succession of minor causes may have disturbed the electric equilibrium in the atmosphere of the earth. The revolution of the earth from west to east, may account for the apparent progress of the choleric influence from east to west.

The visit of two comets, in the year 1832, may be the means for restoring a healthy medium to our atmosphere, particularly as one of them will cross the orbit of the earth.

I throw out these hints, as we do bottles on the ocean, to attract the attention of the curious, and lead them to make observations. CURTIS.

POETRY.

HOME.

OH! if there be on earth a spot
Where life's tempestuous waves rage not,
Or if there be a charmer—a joy—
Without satiety, or alloy—
Or if there be a feeling fraught
With every fond and pleasing thought,
Or if there be a hope that lives
On the pure happiness it gives,
That envy touches not—where strife
Near mingles with the cup of life;
Or if there be a word of bliss,
Of peace, of love—of happiness—
Or if there be a refuge fair,
A safe retreat for toil and care,
Where the heart may a dwelling find,
A store of many joys combin'd,
Where every feeling—every tone,—
Best harmonizes with its own,
Whence its vain wishes ne'er can rove,
Oh! it is Home!—a home of love.

LIFE.

We are born; we laugh; we weep;
We love; we droop; we die!
Ah! wherefore do we laugh, or weep?
Why do we live, or die?
Who knows that secret deep?
Alas, not I!
Why doth the violet spring
Unseen by human eye?
Why do the radiant seasons bring
Sweet thoughts that quickly fly?
Why do our fond hearts cling
To things that die?
We toil,—through pain and wrong;
We fight,—and die;
We love; we loose; and then, ere long,
Stone-dead we lie,
O Life! is all thy song
"Endure and—die!"

STANZAS.

We have been friends together,
In sunshine and in shade;
Since first beneath the chestnut trees
In infancy we played.
But coldness dwells within thy heart,
A cloud is on thy brow;
We have been friends together—
Shall a light word part us now?

We have been gay together;
We have laughed at little jests,
For the fount of hope was gushing
Warm and joyous in our breasts.
But laughter now hath fled thy lip,
And aullen glooms thy brow;
We have been gay together—
Shall a light word part us now?

We have been sad together;
We have wept with bitter tears,
O'er the grass grown graves, where slumbered
The hopes of early years.
The voices which were silent there
Would bid thee clear thy brow;
We have been sad together—
Oa! what shall part us now?

[From the Edinburgh Athenaeum.]

BADNESS.

Why is my spirit sad?
Because 'tis parting, each succeeding year,
With something that it used to hold more dear
Than ought that now remains;
Because the past, like a receding years,
Flits into distance, and the lonely gale,
O'er vacant wastes reiga!
O'er vacant wastes reiga!

Why is my spirit sad?
Because no more within my soul there dwell
Thoughts fresh as flowers that fill the mountain dell
With innocent delight;
Because I am weary of the strife
That with hot fever taints the springs of life,
Making the day seem night!

Why is my spirit sad?
Alas! ye did not know the lost—the dead,
Who loved with me of yore green paths to tread—
The paths of young romance;
Ye never stood with us 'neath summer skies,
Nor saw the rich light of their tender eyes—
The Eden of their glance!

Why is my spirit sad?
Have not the beautiful been borne away—
Are not the noble hearted turned to clay—
Withered in root and stem?
I see that others, in whose looks are met
The radiant joys of youth are round me yet,
But not—but not like them!

I would not be less sad!
My days of mirth are past. Droops o'er my brow
The sheaf of care in sickly paleness now—
The present is around me;
Would that the future were both come and gone,
And that I lay where, 'neath a nameless stone,
Crushed feelings could not wound me!

[From the New York Daily Advertiser.]

ON THE ESTABLISHMENT OF A FEMALE COLLEGE
IN NEW GRENADA.—By Mrs. Sigourney

Ye have done well my brethren—thus to cast
The beam of healing at the fountain head
Was wisely done. For on the thousand streams
That murmur freshly round your hallow'd homes,
Its blessedness shall flow. Well have ye scan'd
With philosophic eye, their latent worth,
Who in the weakness of their tender forms,
And shrinking consciousness of ill might deem
Of little import—Yet those fragile forms,
Now trembling in their beauty and their fear,
Shall kindle with new energies—high hope,
And martyr-like endurance, and deep strength,
To toll untired, to suffer and be still,
And all those deathless sympathies that spring
Up from a mother's love, these shall be theirs;
And what you trust to them of mental wealth,
Knowledge, or virtue, or the truth of God,
Shall blossom round the cradle of your sons
And bear rich harvest in your country's fame.

Realms there have been, which, like your own, did tear
A despot's shackles from their giant breast,
And rush to freedom—But the baleful breath
Of ignorance, or luxury, or guilt,
Came o'er them as an opiate; and they sank
Amid the waste of ages. They perchance
Did look on Woman as a worthless thing,
A cloister'd gem, or briefly fading rose,
Remembering not that she had kingly power
O'er the young soul, and that its first, deep lines,
Grav'd so indelibly that all the storms
And water-floods of time erase them not,
And death may read them, when he comes to seal
The scroll of life up for the judgment bar,
Were from a mother's pencil.

Ye have judg'd

That 'mid a nation's elements, her hand
Might cast a healthful leaven, and her lip
Even from the mould'ring pillow of the grave
Reach with its dove-like, heaven taught eloquence
A race unborn.—According to your faith
Be your reward; and may the glorious voice
Of Liberty, from Andes' cloud-wreathed crown,
Thro' every region whence your rivers hoar
Their ocean tribute, go with godlike strength,
Waking new nations to Jehovah's praise.

L. H. S.

Sachem's Head, Sept. 14th, 1832.

It may be remembered that we mentioned, a few weeks since, that the government of New Grenada has established by law a college in Bogota, for the education of Females, the first we believe, not only in America, but in the world. The President is to be a lady; and among the branches of instruction, are several which have been unfortunately and unwisely neglected in our schools, often in our families; domestic econ-

my, cookery, Christian morals and religion—with appropriate professors. The general superintendence of this interesting institution is fortunately to be vested in that eminent patron of learning, Gen. Santander, the President of the Republic. A more appropriate subject for the fine poetical talent of our first American poetess could hardly have been selected, practically and ardently devoted as she has been to female education.

BANK NOTE TABLE.

| MAINE. | |
|---------------------------|-------------------------|
| U. S. Branch, para | Cumberland.....do |
| Thomaston.....do | Caso.....do |
| Vassalborough.....do | Merchants.....do |
| Canal.....do | Union.....do |
| Portland.....do | Waterville.....do |
| Bangor.....do | Saco.....do |
| South Berwick.....do | Lincoln.....do |
| NEW-HAMPSHIRE. | |
| U. S. Branch, para | Rockingham.....do |
| Cheshire.....do | Portsmouth.....do |
| Concord.....do | Farmers.....do |
| Exeter.....do | Fiscataqua.....do |
| New-Hampshire.....do | Dover.....do |
| N. H.—Stratford.....do | Winthrop.....do |
| VERMONT. | |
| Brattleborough.....do | St. Albans.....do |
| Montpelier.....do | Windsor.....do |
| Rutland.....do | Vergennes.....do |
| Bank Caledonia.....do | Bennington.....do |
| MASSACHUSETTS. | |
| U. S. Branch, para | Plymouth.....do |
| Boston city B's & Co. | Pawtucket.....do |
| Agricultural.....do | Salom.....do |
| Beverly.....do | Springfield.....do |
| Bedford Com'l.....do | Taunton.....do |
| Commercial.....do | Worcester.....do |
| Dedham.....do | Blackstone.....do |
| Gloucester.....do | Fall River.....do |
| Hampshire.....do | Exchange.....do |
| Franklin.....do | Danvers.....do |
| Sunderland.....do | Asiatic.....do |
| Hampden.....do | Mendon.....do |
| Mechanics.....do | Oxford.....do |
| Marblehead.....do | Milbury.....do |
| Newburyport.....do | Housatonic.....do |
| Pacific.....do | Hamp. Manufacts.....do |
| Manu. & Mech.....do | Barnstable.....do |
| | Leicester.....do |
| RHODE-ISLAND. | |
| U. S. Branch, para | North Kingston.....do |
| Providence.....do | Village Bank.....do |
| Union.....do | Smithfield Lime.....do |
| Exchange.....do | Rock.....do |
| Mechanics.....do | Newport Bank.....do |
| Globe.....do | Roger Williams.....do |
| Manufacturers.....do | Scituate.....do |
| R. Island Union.....do | Kent.....do |
| Rhode Island.....do | Eagle, Bristol.....do |
| Merchants' Provi.....do | Do. Providence.....do |
| dence.....do | Mount Vernon.....do |
| Do. Newport.....do | Cranston.....do |
| N. E. Commercial.....do | Bank of Bristol.....do |
| Washington.....do | Commercial.....do |
| Burrillville Agric.....do | Freemans.....do |
| and Manuf.....do | Franklin.....do |
| Smithfield Exch.....do | Landholders.....do |
| | Narragansett.....do |
| CONNECTICUT. | |
| U. S. Branch, para | Hartford.....do |
| Norwich.....do | Phenix.....do |
| Bridgeport.....do | Middletown.....do |
| Fairfield County.....do | Mechanics.....do |
| Do. Branch.....do | New-London.....do |
| EastHaddam.....do | City Bk. N. Hav.....do |
| NEW-YORK. | |
| U. S. Branch.....par | Bank of Albany.....do |
| City Banks.....do | State Bank.....do |
| Long Island Bk.....do | Commercial, \$50.....do |
| Dutchess Co.....do | Bank of Troy.....do |
| Lansingburg.....do | Farmers', \$50.....do |
| Poughkeepsie.....do | Mohawk.....do |
| Catskill.....do | Utica.....do |
| Newburgh.....do | Do. Branch.....do |
| Do. Branch.....do | Ontario.....do |
| Mech. & Farmers.....do | Do. Branch.....do |
| NEW-JERSEY. | |
| Trentn B. Co. \$5 par | Morris Canal.....do |
| State B. Newark.....do | Newark B. Co.....do |
| Do. Morristown.....do | Orange.....do |
| Do. Elizabeth.....do | Washington.....do |
| Do. Camden.....do | People's.....do |
| Do. Brunswick.....do | Sussex.....do |
| Farm. & Mech. do | Farmers.....do |
| at Rahway.....do | Bk Brunswick.....do |
| PENNSYLVANIA. | |
| U. S. Bank.....para | Montgomery Co.....do |
| Philadel. Banks.....do | Columbia Br. Co.....do |
| Harrisburg.....do | Chester county.....do |
| Northampton.....do | Lancaster.....do |
| Farmers Reading.....do | Germantown.....do |
| Do. Lancaster.....do | Delaware county.....do |
| Do. Bucks co.....do | Penn Township.....do |
| Easton.....do | York.....do |
| DELAWARE. | |
| Farmers.....do | Wilm. & Brand.....do |
| Do. Branches.....do | Delaware.....do |
| MARYLAND. | |
| U. S. Branch.....do | Bank Maryland.....do |
| Baltimore Bks.....do | Frederick co.....do |
| Farmers.....do | Westminster.....do |
| Do. Branches.....do | Farmers & Mech.....do |
| DISTRICT COLUMBIA. | |
| Patriotic.....do | Alexandria.....do |
| Metropole.....do | Potomac.....do |
| Washington.....do | Union.....do |
| VIRGINIA. | |
| U. S. Branch.....do | Farmers.....do |
| Vally, & Branch.....do | Do. Branches.....do |
| NORTH CAROLINA. | |
| State, & Branches.....do | Newbern & Brnch.....do |
| SOUTH CAROLINA. | |
| U. S. Branch.....do | Union.....do |
| Plant & Mech.....do | State Bank.....do |
| | South Carolina.....do |

U. S. Branch.....do Augusta.....do
Planters.....do State B. & B's.....do
Marine & Fireins.....do Merch. & Planters.....do
* The Bank of Macon has failed. The other Banks in Macon are good at the rate quoted above.

GEORGIA.

U. S. Branch.....do Augusta.....do
Planters.....do State B. & B's.....do
Marine & Fireins.....do Merch. & Planters.....do
* The Bank of Macon has failed. The other Banks in Macon are good at the rate quoted above.

OHIO.

U. S. Branch.....do Marietta.....do
Chillicothe.....do Lancaster.....do
Western Reserve.....do Mount Pleasant.....do
Franklin.....do Farmers.....do

LOUISIANA.

U. S. Branch.....do State 4—Orleans 4
State of Mississippi.....do Louisiana.....do

MISSISSIPPI.

State of Mississippi.....do Louisiana.....do

ALABAMA.

U. S. Branch.....do Mobile 3—State 8
U. S. Branch.....do Tombeckbe.....do

MISSOURI.

U. S. Branch.....do Missouri.....do

MICHIGAN.

Michigan Banks.....do Michigan.....do

CANADA.

Canada Banks.....do Canada.....do

THE AMERICAN RAILROAD JOURNAL

AND ADVOCATE OF INTERNAL IMPROVEMENTS will hereafter contain extracts from approved works upon the cultivation of *The Fine*, the rearing of Silk, and Agricultural subjects generally, in addition to its former variety of interesting matter. Its leading character, however, will continue as heretofore—that of advocate and promoter of internal communication.

Terms, \$3, to single subscribers, or to companies of ten, \$34 each. It will also be sent to any person at \$24 per volume, who will subscribe for two copies for two years at one time, or remit \$10, always in advance.

POSTMASTERS who are friendly to, and willing to act as Agents for the Journal will be furnished with a prospectus, by writing to the Editor, and will be allowed a fair commission for their services.

THE NEW-YORK AMERICAN is published DAILY at \$10 per annum, and SEMI-WEEKLY at \$4 per annum in advance.

Also, TRI-WEEKLY, containing all the reading, marine news, and advertisements of the daily paper, and the only Tri-Weekly paper published in the city of New-York. Terms, \$5 per annum in advance.

Letters, referring to either of the above papers, may be addressed (postage paid) to the Publisher, S. D. K. MINOR, No. 35 Wall-street, New-York.

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Ropes, the public are referred to J. B. Jervis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County Pennsylvania. Wayne County, New-York, 1st mo. 22d, 1832.

RAILROAD IRON.

The subscribers having executed large orders for the Canal Commissioners of Pennsylvania, as well as for several incorporated Companies, have made such arrangements in England, where one of the Partners now is, as will enable them to import it on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Pins, Wedges, Spikes, and Splicing Plates, in use, both in this country and Great Britain, will be exhibited. Apply to A. & G. RALSTON, Philadelphia, Sept. 15th, 1832.

They have on hand Railway Iron Bars, viz: 95 tons, of 1 inch by 4 inch—200 do. 1 1/2 by 4 inch—135 do. 1 3/4 by 4 inch—500 do. 2 by 4 inch—8 do. 2 1/2 by 4 inch—in lengths of 15 feet each, with 12 counter-sunk holes, and the ends cut at an angle of 45 degrees; 300 tons, of 2 1/2 by 4 inch; with Splicing Plates and Nails, shortly expected.

This Iron will be sold duty free, to State Governments and incorporated Companies, and the drawback taken in part payment.

FALL ARRANGEMENT.

THE PATERSON AND HUDSON RIVER RAILROAD continues in operation from Paterson to Aquackanonk, which is within ten miles of the Ferries at Hoboken and Jersey City, and until further notice, a passenger Car will depart from the Depot at those places daily, (Sundays excepted) at the following times:—

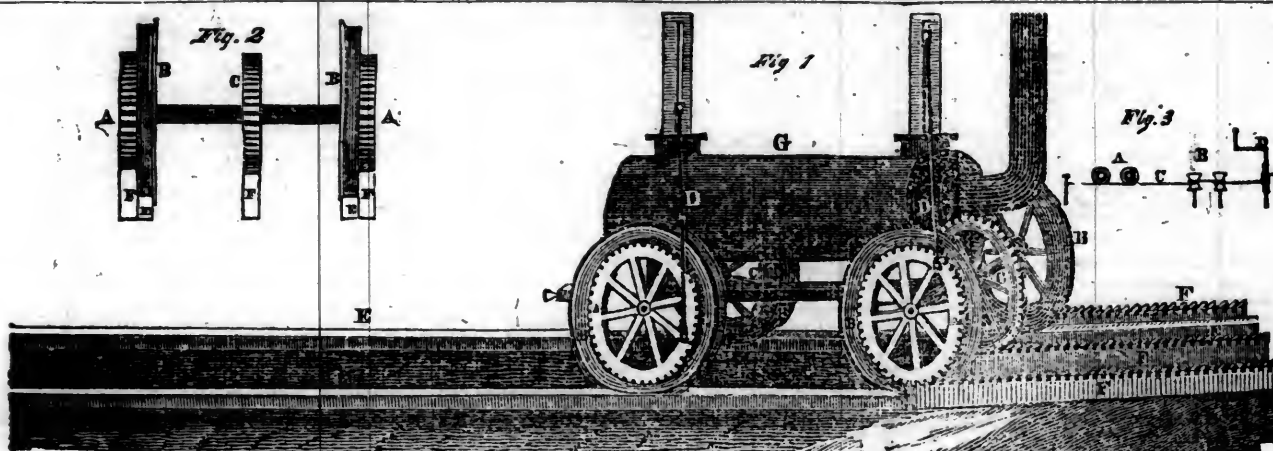
| FROM PATERSON. | | FROM AQUACKANONK. | |
|----------------|-----------------|-------------------|--|
| At | 5 o'clock, A.M. | At | half past 10 o'clock, A.M. |
| 1/2 before 1 | do do | 1/2 before 1 | do P.M. |
| 12 | do do | half past 3 | do do |
| 3 | do P.M. | 5 | do do |
| half past 4 | do do | half past 6 | do do or, as soon as the last stage arrives there from N.York. |
| ON SUNDAYS. | | | |
| At | 8 o'clock, A.M. | At | 9 o'clock, A.M. |
| half past 9 | do do | 19 | do do |
| half past 12 | do P.M. | 2 | do P.M. |
| half past 4 | do do | half past 5 | do do |

Parties of twenty or more persons can be accommodated at either of the above hours with a private Car.

These villages have become remarkably healthy, and persons who wish to avail themselves of this rapid, delightful and safe mode of travelling, will now have a favorable opportunity afforded to them.

Distance 41 miles, average passage 22 minutes. Fare 18 pence—Children under 12 years half price. By order, E. B. D. OGDEN, Sec'y.

The Editors of Newspapers who advertise for the Company, will please to insert the above in the place of the former advertisement. Paterson, October 1, 1832.



To the Editor of the American Railroad Journal:

Sir: Will you have the goodness to give the following a place in your valuable paper, viz.—A Description of an Improvement made by RICHARD BERRIAN, of the city of New-York, on the Locomotive Engine, as well as the Rails on the Road. The power gained on the present principle over the former is more than double; it will ascend and descend hills and mountains, at the most freezing and slippery season of the year; it is secured by safety guards attached to the same, if any thing should give way in going up or down hill; it will stop itself in an instant of time, without injury to either passengers, freight, or cars. On the above principle, thousands and tens of thousands of dollars may be saved, in consequence of not being under the necessity of digging and cutting down hills and rocks, or mountains, to a level; to do which would be a herculean task that very few Companies would be willing to undertake. The power gained on this principle, it must be evident to every discerning mind, is in proportion to the diameter of the small cogged wheels, and the cranks that are on the axles which turn the same. The Locomotive Engine may either run on the double or single rails cogged.—By examining the model minutely the advantages will more fully appear.

RICHARD BERRIAN.

[For the New-York American.]

THE DIRGE.

But there was weeping far away,
And gentle eyes, for him,
With watching many an anxious day
Were sorrowful and dim.—Bryant.

Through the dim forest, where of greenest leaves,
The god of spring his fairy chaplet weaves,
A voice shall go;
Solemn and sad, like spirit notes at even,
When from the portals of the sunset heaven
They sweetly flow.

And it shall breathe of highest hopes decayed,
And a fresh grave by weeping brethren made,
By the lone sea;
Of a bright eye, where death hath set his seal,
And a warm heart, that never more shall feel
Love's ecstasy.

For oh! thy youthful burial place hath been
In a far clime of wild and rugged men;
Where a clear stream
Doth murmur gently by its banks of flowers,
And Indian girls have reared their fragrant bowers,
'Neath the warm beam.

And in thy childhood's home there dwelleth one
Who oft will wander forth to gaze upon
The Evening Star;
And watch, through the long seasons of the night,
In the blue depths of heaven, its seraph light
Trembling afar;

And vainly deem that thou, 'neath alien skies,
On that bright star at eve dost fix thy eyes,
And fondly dwell,
On all the witcheries of love and youth;
And breathe again the vows that clothed with truth
Thy last farewell.

And there thy mother, as she kneels, doth send
A prayer to her God, in which still blend
Fond thoughts of thee;
And loved companions gather on the shore
To watch, in vain, thy blest return once more
O'er the blue sea.

Yet, rest thee where thy youthful brow is laid,
All lowly with the exiled and the slain,
On foreign strand;
Though faithful hearts are breaking at thy fate,
And thy bright home is lone and desolate,
In thine own land.

J. W. B.

[For the New-York American.]

Urit me Glycerea nitro
Splendens, Pario Marmore purius;
Urit grata protevitas
Et vultus nimidum lubricus aspicit.
In me tota mens Venus
Cyprum deseruit.

Give me blisses, or give me pain—
Love's sweetest joys, or hardest chain,
To live the passion wasted night
In one slow fire of gay delight;
Or linger through each halting day,
Searing my heart strings as I may,
Whether my love moves ill or well—
Whether it gives me heaven or hell—
I find in love my fortunes still,
And be in love I ever will.
Suppose my mistress prove unkind;
Why what is that that I should mind,
Or knock my foolish head about,
Trying to find her reasons out!
If she love, her eyes will tell;
And if she hate, I'll hate as well;
If she smile, I'll smile as sweet;
And if she frown, my brows shall meet.

She who likes, may dedicate
Her baylorn to Love's rapturous state
Some short lived hours—for, 'mongst so many,
I can't afford much time to any;
And she who don't, will grow more mellow,
'Ere she meet a cleverer fellow.

MAJOR RIDLEY.

MARRIAGES.

MARRIED—On the 18th Oct. by the Rev. Thos. Brientnall, Harmonious Garretson, to Miss Jane Oakden, both of this city.
On the 23d October, by the Rev. Dr. Wainwright, G. R. J. Bowdoin, to Frances, daughter of James A. Hamilton, Esq.

At Philadelphia, on Thursday evening, by the Rev. George Boyd, Lieut. J. G. Blanchard, U. S. Army, to Susan G., daughter of the late Samuel Thompson, of Charlestown, Mass.

At Louisville, Ky., Henry Clay, Jr., Esq., to Maria Julia, daughter of the late Thomas Prother.

At Winchester, Va., on the 10th inst. by the Rev. David H. Riddle, Mr. John McDowell, Jr. of Romney, to Miss Sidney O., daughter of the late Rev. Joseph Glass, of this county.

Also, on the same day, by the Rev. James Walls, Mr. David Deahl, to Miss Sarah, daughter of Mr. Thomas Grimshaw, all of this place.

At Hygent Mount, Cecil county, Md. on the 16th inst. by the Rev. Mr. Goforth, Mr. William F. Savin, to Miss Eliza Margarette, eldest daughter of Thomas L. Savin, Esq.

Also, on the 17th inst. by the Rev. Mr. Bartow, Mr. James G. Brown, of Kent county, to Miss Ann Eliza Briscoe.

At Conewago, Adams county, Pa., on the 16th inst. by the Rev. Matthew Lekue, Mr. William Hickley, to Miss Susannah Gross.

In Canandaigua, by Henry Chapin, Esq. Mr. Win. Case to Miss Meub Casle.

In Gorham, by Elder Allen, Mr. Charles Pickett to Miss Eliza Newman.

DEATHS.

DIED—On Thursday morning, Oct. 18, in the 31st year of his age, of inflammation of the chest, James Oswald Grim.

On Friday morning, Oct. 19, Naomi, wife of Joseph Neal, in 63d year of her age.

Monday evening, Oct. 22, Isaac Stevens, only child of John W. Towl.

Tuesday morning, Oct. 23d, Capt. Clement S. Dunning, 33 years of age.

On Saturday morning last, Lewellyn, infant son of the Rev. Thomas Brientnall, aged one year and four months.

Tuesday evening, Oct. 23, after a lingering illness, Patrick G. Hildeth, Esq. in the 50th year of his age.

This morning, Oct. 25, of consumption, David Alfred Jacot, son of Mr. David Jacot, aged 21 years.

Oct. 17th, at the residence of his Father, at Staten Island, Mr. Edward Church, aged 25 years.

Suddenly, on Tuesday evening, at Bedlows Island, Frederick Augustus, son of Captain W. G. Belknap, aged 5 months.

At Ellicott Mills, on the 9th inst. Mr. William Finks, in the 46th year of his age.

At Winchester, Va. of a pulmonary affection, Mr. Thomas Marshall Ware, son of the late James Ware, Esq. of this county, in the 21st year of his age.

At Woodville, Mississippi, on 5th Sept. after a long and severe illness, Gen. Josiah Hellen McComas, in the 47th year of his age, son of the late Col. J. McComas, of Harford co. Md.

At Byrum, Connecticut, on Monday morning, the 23d inst., of diarrhoea, William Merritt, Esq., of St. John, N. B., in the 27th year of his age, son of Nehemiah Merritt, Esq., of the same place.

At Cincinnati, Ohio, on the 29th of Sept. last, B. E. Bliss, Esq. formerly of this city.

At New-Orleans, on the 30th September, of the Yellow Fever, Mr. Charles Chandler, aged 29, late of this city.

At Erie, Pa. on the evening of the 11th inst. very suddenly, Judah Colt, Esq. in the 73d year of his age, formerly a respectable Merchant of Canandaigua.

At Boilvar, Texas, on the 21 August last, Mary Tallor, wife of Henry Austin, late of this city.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 34 persons during the week ending on Saturday last, 20th inst. viz.:—26 men, 23 women, 22 boys, and 14 girls—of whom 21 were of the age of 1 year and under, 5 between 1 and 2, 6 between 2 and 6, 3 between 5 and 10, 3 between 10 and 20, 14 between 20 and 30, 10 between 30 and 40, 11 between 40 and 50, 13 between 50 and 60, 6 between 60 and 70, 2 between 70 and 80, and 1 between 80 and 90.

Diseases: Apoplexy 1, asphyxia 1, childbed 1, cholera malignant 11, consumption 6, convulsions 7, contusion 1, dropsy 1, dropsy in the head 4, drowned 2, dysentery 2, fever bilious 1, fever indurative 1, fever remittent 1, fever scarlet 2, febricitus 1, flux infantile 1, gout 1, inflammation of the bowels 2, inflammation of the brain 2, inflammation of the chest 3, inflammation of the liver 3, marasmus 1, old age 1, palsy 1, peripneumony 3, pneumonia typhoid 2, apople 1, stillborn 4, suicide 2, teething 1, whooping cough 1, worms 1.

ABRAHAM D. STEPHENS, City Inspector.

The following are the weekly interments in this city since the 30th June—specifying the number from Cholera Malignant:

| Week ending | July 7—191 interments, of which 58 of Cholera |
|-------------------|---|
| Do. do. 11—510 | 336 |
| Do. do. 21—387 | 716 |
| Do. do. 28—879 | 636 |
| Do. August 4—580 | 333 |
| Do. do. 11—467 | 251 |
| Do. do. 18—444 | 222 |
| Do. do. 25—391 | 178 |
| Do. Septem 1—324 | 138 |
| Do. do. 8—355 | 201 |
| Do. do. 15—291 | 128 |
| Do. do. 22—238 | 72 |
| Do. do. 29—180 | 50 |
| Do. October 6—177 | 24 |
| Do. do. 13—129 | 14 |
| Do. do. 20—94 | 11 |

Total since 30th June, 6,097 interments 3,496 of Cholera

PASSENGERS.

In the packet ship Havre, sailed for Havre, 20th inst.—Mr. Thorndike, of Boston; Thomas W. Storrow, Jr. of Paris; J. G. Hess, Samuel Ward, Jr., Archibald G. King, Professor Rostan, lady and daughter, of New-York; Professor Chase, of Massachusetts; Mr. Bertault, and Robert M. Walsh, of Philadelphia; Messrs. Leopold, Roling, Gauthier and son, of France.

In the ship Sovereign, for London, sailed 25th inst.:—Col. McIntosh, of the British Army and servant; Capt. Piper of the Royal Engineers, lady, child and servant; Miss Steers, of Cananda; Miss Jeaton, of Philadelphia; Mr. Hill, of Brighton, England; Mr. Pitcairn, of Scotland; Messrs. Flotion and Burford, of London; Mr. Hunt, of Boston; Messrs. Osborn and Hughes, of New-York, and 40 in the steerage.

Per Packet ship Junior, for Mobile—B. Leavens, Esq. lady and child, Miss C. Leavens, Miss E. Leavens, Mrs. Wilkinson, M. J. Myers, Esq. lady and servant, Miss Reynolds and servant, D. Sampson, Esq. and lady, Miss Williams, S. Lee, Esq. lady and child, Capt. N. Hayden lady and child, Messrs. Powers, Fowler, Cummings, Bragaw, Rogers, Kellogg, Hutchcock, Aubice, Fairchild and Stodder.

In the ship Villia, from London—Mrs. Hunter and 5 daughters, Mr. Hunter and lady, Mr. Simmons and lady, Messrs. J. Beadel, Fisher, Kille, and 72 in the steerage.

In the brig Evelina, sailed yesterday for St. Marks—Rev. Amos Savage, Mrs. Savage, Miss Hattister, Messrs. R. Lloyd, of Tallahassee; Bull, and Atwater, of do; Halsey, of N. York; G. W. Fletcher, of Connecticut.

Per brig Silbey, from Mayaguez—F Overman, Esq.
Per brig Syren, from Sidney—Mr. Everett, lady and children.
Per brig York, from Charleston—L. Morton and lady, B. H. Hutchinson, J. Cobb, F. M. Bartlett, F. Edmond, and O. McGrath.

A M E R I C A N



RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS.

OFFICE, 35 WALL-STREET.

NEW-YORK, NOVEMBER 3, 1832.

VOLUME I....NO. 45.

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AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, NOVEMBER 3, 1832.

NEW YORK AND ERIE RAILROAD.—We hope our readers will not be deterred by its length, from reading the communication in this number of the Journal, referring to the great Western Railroad. The subject is one in which not this city only, but the state is deeply interested, as well as the western states, and it should therefore call forth the best exertions of all who feel interested in the continued prosperity of New York and the west. Mr. Sullivan has not only spoken of the importance of, and the routes for, a Railroad, but he has also devised a plan by which he thinks the work may be commenced and completed without subjecting the stockholders to the too common fate of those who engage in such enterprises, the depreciation of the stock during the construction of the work. The suggestion is one which we think well worthy of attention, and we would therefore ask for it, as well as for that part which refers to the propriety and constitutionality of aid being extended by the United States Government to such works as may be deemed of national importance, an attentive perusal.

The remainder of the Report of the Chief Engineer of the Baltimore and Ohio Railroad Co. will be found in the Journal of to-day. It should be read, as it no doubt will be, by all engaged in Railroad making, with attention. It gives the result of an experiment successful beyond even the most sanguine anticipations of the friends of that great work. We shall, in our next, give the report of the Superintendent of Transportation, which shows the amount and variety of articles transported, and the receipts and expenditures.

It affords us pleasure to be able this week to commence our promised improvements in the appearance of the Journal. The paper, it will be observed, is of a superior quality: it is from the extensive

mills of the "Saugerties Paper Manufacturing Company"—Messrs. GRACIE, PRIME & Co., of this city, Agents. We shall also, in a short time, have a new type, together with several engravings of new inventions, one in particular, of Mr. Hancecock's steam carriage for common roads—which we hope will induce our friends to continue their efforts to aid us in extending its circulation—for the *American Railroad Journal, and Advocate of Internal Improvements*, MUST AND WILL SUCCEED.

Capt. Alden Partridge, formerly of Westpoint, and more recently Principal of the Scientific and Military Academy at Middletown, Conn. and Norwich, Vt. has been elected President of Jefferson College, in the state of Mississippi, in the place of Major John Holbrook, deceased.

On the two Railroad Routes westward from New-York; and the Means of Economy, and Reasons for National Aid exemplified in the Case of South Carolina.

To the Editor of the Railroad Journal:

There is some reason to think that a descriptive outline of the two Railroad routes, authorized by law, from New-York to the western waters, with a suggestion of a mode of financial management to prevent shares in the work from falling below par, as usual while a work is in process, may at this time have some interest to this community; nor will perhaps a few remarks, that place the obligation of the General Government to aid in works of internal improvement in an unusual point of view, be unacceptable, especially as it may be made to appear that this policy is the most effectual means of healing the discontent and distress of the south, so far as it is founded in fact—a result desirable as well for the commercial relations of New-York with that part of the country, as from any danger to the constitution from threatened disunion. And, as the writer of this letter happens to have been employed as an engineer, to make the preliminary survey which prepared the information for the Legislature on which one of the routes was authorized,—that through New-Jersey,—and has had occasion to become acquainted with the ground of the other, and generally with the whole line, and from being well acquainted with the topography of the middle States, he hopes this offering to the stock of public information may be in some degree useful.

Our sea-ports, which must forever carry on the foreign commerce of the Union, are few; but the country to which they belong being very extensive, fertile, and productive, abounding in most of the minerals, and spreading through varied climes, affords the materials reciprocally the subject of a great trade; and while the Atlantic States have been filling up with people and improvements, the tide of population has so suddenly rolled over the western country, in which states and cities have quickly risen, that the avenues of intercourse are

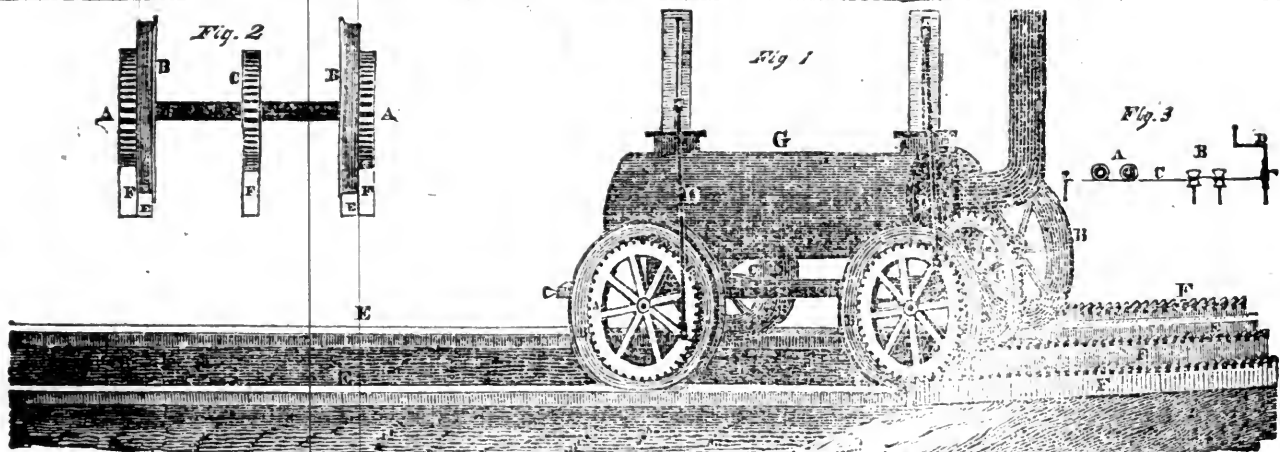
not yet fully prepared, though one-third of the nation occupies nine extensive states on the western waters, and a keen foresight of the value of their trade has excited an earnest emulation among these few seaports to concentrate commercial routes on themselves, and the legislatures of the states to which they belong have with provident munificence granted funds and charters to promote this object; and from the useful effects of the Railroad, as an instrument of economy, their location and construction in the best lines, and the best form, has become a matter of great and general interest. Their place, direction, and extent, is forthwith to decide the comparative value of a great amount of property, public and private, as well as the fair and equal participation of our principal cities in this immense commerce; and above all, the due remuneration of the agricultural labors of much the largest interest or employment amongst the people of the United States.

The natural advantages of the city of New-York are great, but not so great that they may not be outdone by art; and to repose on the effects, great and beneficial as they are, of the achievement of the Erie Canal, would be to quit the course, and leave the great prize to the steady energy of our enlightened, wealthy rival. In regard to this competition, Philadelphia and Baltimore appear to be united against New-York, and we must at no distant day calculate to see the shipping that brings their foreign supplies for the west, if not in their ports, in out-ports less distant than ours.

New-York must, then, seasonably admit the urgency of impending consequences of too supine a disregard of these obvious things, and attach due importance to the defensive and remedial measures that are in her power. She must even take speedy advantage of the difficulties and errors of her rivals, and secure by prompt and energetic steps the vantage ground of direct access to the head of navigation of the eastern branch of the western navigable waters rising within the limits of this state, and affording an opportunity of a line of communication with the western states, wholly under our own laws: unless the laws of New-Jersey and Pennsylvania, for the route crossing their territory, to regain the line in ours, should be entirely satisfactory.

Philadelphia and Baltimore are in some measure frustrated in their plan,—the former by the unfortunate prejudice of the people in favor of a Canal system, and the latter in the interference of the Chesapeake and Ohio Canal with their location throughout the valley of the Potomac. Both can hardly be good property, yet neither will give way; and the passage of the Alleghenies at the head of the Potomac, if made to the southern bounds of the charter on the Ohio will be very costly; if to Pittsburgh, they reach a point on the western waters that we can reach from New-York in less time. By the route and the means I propose to describe, it will appear evident that we can travel and transport from New-York to Pittsburgh in 48 hours.

We have in point of time, if this be done, nothing to fear from the Canal system of Pennsylvania; as



To the Editor of the American Railroad Journal:

SIR: Will you have the goodness to give the following a place in your valuable paper, viz.—A Description of an Improvement made by RICHARD BERRIAN, of the city of New-York, on the Locomotive Engine, as well as the Rails on the Road. The power gained on the present principle over the former is more than double; it will ascend and descend hills and mountains, on inclined planes, at the most freezing and slippery season of the year; it is secured by safety guards attached to the same, if any thing should give way in going up or down hill; it will stop itself in an instant of time, without injury to either passengers, freight, or cars. On the above principle, thousands and tens of thousands of dollars may be saved, in consequence of not being under the necessity of digging and cutting down hills and rocks, or mountains, to a level; to do which would be a herculean task that very few Companies would be willing to undertake. The power gained on this principle, it must be evident to every discerning mind, is in proportion to the diameter of the small cogged wheels, and the cranks that are on the axes which turn the same. The Locomotive Engine may either run on the double or single rails cogged.—By examining the model minutely the advantages will more fully appear.

RICHARD BERRIAN.

[For the New-York American.]

THE DIRGE.

But there was weeping far away,
And gentle eyes, for him,
With watching many an anxious day
Were sorrowful and dim.—*Bryant.*

Through the dim forest, where of greenest leaves,
The god of spring his airy chaplet weaves,
A voice shall go;
Solemn and sad, like spirit notes at even,
When from the portals of the sunset heaven
They sweetly flow.

And it shall breathe of highest hopes decayed,
And a fresh grave by weeping brethren made,
By the lone sea;
Of a bright eye, where death hath set his seal,
And a warm heart, that never more shall feel
Love's ecstasy.

For oh! thy youthful burial place hath been
In a far clime of wild and rugged men;
Where a clear stream
Doth murmur gently by its banks of flowers,
And Indian girls have reared their fragrant bowers,
Neath the warm beam.

And in thy childhood's home there dwelleth one
Who oft will wander forth to gaze upon
The Evening Star;
And watch, through the long seasons of the night,
In the blue depths of heaven, its scorching light
Trembling afar;

And vainly deem that thou, "neath alien skies,
On that bright star at eve dost fix thy eyes,
And fondly dwell,
On all the witcheries of love and youth;
And breathe again the vows that clashed with truth
Thy last farewell.

And there thy mother, as she kneels, doth send
A prayer to her God, in which still blend
Fond thoughts of thee;
And loved companions gather on the shore
To watch, in vain, thy blest return once more
O'er the blue sea.

Yet, rest thee where thy youthful brow is laid,
Alas! lowly with the exiled and the slain,
On foreign strand;
Though faithful hearts are breaking at thy fate,
And thy bright home is lone and desolate,
In thine own land

J. W. B.

[For the New-York American.]

Urit me Glycerio nitor
Splendens, Pario Marmore purior;
Urit grata protervitas,
Et vultus nimium lubricus aspicit.
In metata mens Venus
Cyprum deseruit.

Give me bliss, or give me pain—
Love's sweetest joys, or hardest chain,
To live the passion wasted night
In me slow fire of gay delight;
Or linger through each halting day,
Searing my heart with cruel ray,
Whether thy love moves ill or well,
Whether it gives me heaven or hell—
I find in love my fortunes still,
And be in love I ever will.
Suppose my mistress prove unkind,
Why what is that that I should mind,
Or knock my foolish head about,
Trying to find her reasons out?
If she love, her eyes will tell;
And if she hate, I'll hate as well;
If she smile, I'll smile as sweet;
And if she frown, my brows shall meet.

She who likes, may dedicate
Her favours to Love's rapturous state
Some short lived hours—for, 'mongst so many,
I can't afford much time to any;
And she who don't, will grow more mellow,
'Till she meet a cleverer fellow.

MAJOR RIDLEY.

MARRIAGES.

MARRIED—On the 18th Oct. by the Rev. Thos. Brientnall, Harmonious Garretson, to Miss Jane Oakden, both of this city.

On the 21d October, by the Rev. Dr. Wainwright, G. R. J. Bowdoin, to Frances, daughter of James A. Hamilton, Esq.

At Philadelphia, on Thursday evening, by the Rev. George Boyd, Lieut. J. G. Blanchard, U. S. Army, to Susan G. daughter of the late Samuel Thompson, of Charlestown, Mass.

At Louisville, Ky., Henry Clay, Jr., Esq., to Maria Julia, daughter of the late Thomas Posther.

At Winchester, Va. on the 10th inst. by the Rev David H. Riddle, Mr. John McDowell, Jr. of Romney, to Miss Sidney O., daughter of the late Rev. Joseph Glass, of this county.

Also, on the same day, by the Rev. James Walls, Mr. David Deahl, to Miss Sarah, daughter of Mr. Thomas Grimsshaw, all of this place.

At Hyatt Mount, Cecil county, Md. on the 16th inst. by the Rev. Mr. Giddish, Mr. William F. Wain, to Miss Eliza Margaret, the eldest daughter of Thomas L. Savin, Esq.

Also, on the 17th inst. by the Rev. Mr. Bartow, Mr. James G. Brown, of Kent county, to Miss Ann Eliza Briscoe.

At Concord, Adams county, Pa. on the 16th inst. by the Rev. Matthew Lekue, Mr. William Hickley, to Miss Susanah Gross.

In Canandaigua, by Henry Chapin, Esq. Mr. Wm. Case to Miss Merib Case.

In Gorham, by Elder Allen, Mr. Charles Pickett to Miss Eliza Newman.

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ABRAHAM D. STEPHENS, City Inspector.

The following are the weekly interments in this city since the 30th June—specifying the number from Cholera Malignant:

| Week ending | July 7— | 191 interments, of which 56 of Cholera |
|-------------|------------|--|
| Do. | do. 11— | 510 " 336 " |
| Do. | do. 21— | 887 " 716 " |
| Do. | do. 28— | 879 " 686 " |
| Do. | August 4— | 580 " 383 " |
| Do. | do. 11— | 477 " 281 " |
| Do. | do. 18— | 444 " 222 " |
| Do. | do. 25— | 391 " 178 " |
| Do. | Septem 1— | 324 " 138 " |
| Do. | do. 8— | 255 " 201 " |
| Do. | do. 15— | 291 " 128 " |
| Do. | do. 22— | 238 " 72 " |
| Do. | do. 29— | 180 " 50 " |
| Do. | October 6— | 157 " 21 " |
| Do. | do. 13— | 124 " 14 " |
| Do. | do. 20— | 91 " 11 " |

Total since 30th June, 6,697 interments 3,496 of Cholera

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In the ship Sovereign, for London, sailed 20th inst. Col. McIntosh, of the British Army and servant; Capt. Piper of the Royal Engineers, lady, child and servant; Miss Steers, of Canada; Miss Jeaton, of Philadelphia; Mr. Hill, of Brighton, England; Mr. Pirbright, of Scotland; Messrs. Flocton and Barford, of London; Mr. Hunt, of Boston; Messrs. Osborn and Hughes, of New-York, and 40 in the steerage.

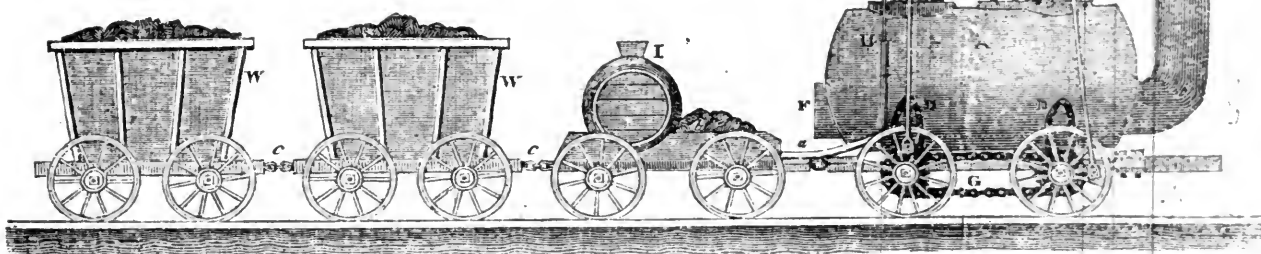
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In the ship Vidua, from London—Mrs. Hunter and 5 daughters, Mr. Hunter and lady, Mr. Simmons and lady, Messrs. J. Beadel, Fisher, Keller, and 72 in the steerage.

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Per brig Syren, from Sidney—Mr. Everell, lady and 2 children.
Per brig York, from Charleston—L. Morton and lady, R. H. Hutchison, 1 Esq. F. M. Bartlett, F. Edmond, and O. McGrath.

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mills of the "Saugerties Paper Manufacturing Company"—Messrs. GRACIE, PRIME & Co., of this city, Agents. We shall also, in a short time, have new type, together with several engravings of new inventions, one in particular, of Mr. Hancock's steam carriage for common roads—which we hope will induce our friends to continue their efforts to aid us in extending its circulation—for the *American Railroad Journal, and Advocate of Internal Improvements*, MUST AND WILL SUCCEED.

Capt. Aldon Partridge, formerly of Westpoint, and more recently Principal of the Scientific and Military Academy at Middletown, Conn. and Norwich, Vt. has been elected President of Jefferson College, in the state of Mississippi, in the place of Major John Holbrook, deceased.

On the two Railroad Routes westward from New-York; and the Means of Economy, and Reasons for National Aid exemplified in the Case of South Carolina.

To the Editor of the Railroad Journal:

There is some reason to think that a descriptive outline of the two Railroad routes, authorized by law, from New-York to the western waters, with a suggestion of a mode of financial management to prevent shares in the work from falling below par, as usual while a work is in process, may at this time have some interest to this community; nor will perhaps a few remarks, that place the obligation of the General Government to aid in works of internal improvement in an unusual point of view, be unacceptable, especially as it may be made to appear that this policy is the most effectual means of healing the discontent and distress of the south, so far as it is founded in fact—a result desirable as well for the commercial relations of New-York with that part of the country, as from any danger to the constitution from threatened disunion. And, as the writer of this letter happens to have been employed as an engineer, to make the preliminary survey which prepared the information for the Legislature on which one of the routes was authorized,—that through New-Jersey,—and has had occasion to become acquainted with the ground of the other, and generally with the whole line, and from being well acquainted with the topography of the middle States, he hopes this offering to the stock of public information may be in some degree useful.

Our sea-ports, which must forever carry on the foreign commerce of the Union, are few; but the country to which they belong being very extensive, fertile, and productive, abounding in most of the minerals, and spreading through varied climates, affords the materials reciprocally the subject of a great trade; and while the Atlantic States have been filling up with people and improvements, the tide of population has so suddenly rolled over the western country, in which states and cities have quickly risen, that the avenues of intercourse are

not yet fully prepared, though one-third of the nation occupies nine extensive states on the western waters, and a keen foresight of the value of their trade has excited an earnest emulation among these few seaports to concentrate commercial routes on themselves, and the legislatures of the states to which they belong have with provident munificence granted funds and charters to promote this object; and from the useful effects of the Railroad, as an instrument of economy, their location and construction in the best lines, and the best form, has become a matter of great and general interest. Their place, direction, and extent, is forthwith to decide the comparative value of a great amount of property, public and private, as well as the fair and equal participation of our principal cities in this immense commerce; and above all, the due remuneration of the agricultural labors of much the largest interest-employing amongst the people of the United States.

The natural advantages of the city of New-York are great, but not so great that they may not be outdone by art; and to repose on the effects, great and beneficial as they are, of the achievement of the Erie Canal, would be to quit the course, and leave the great prize to the steady energy of our enlightened, wealthy rival. In regard to this competition, Philadelphia and Baltimore appear to be united against New-York, and we must at no distant day calculate to see the shipping that brings their foreign supplies for the west, if not in their ports, in out-ports less distant than ours.

New-York must, then, seasonably admit the urgency of impending consequences of too supine a disregard of these obvious things, and attach due importance to the defensive and remedial measures that are in her power. She must even take speedy advantage of the difficulties and errors of her rivals, and secure by prompt and energetic steps the vantage ground of direct access to the head of navigation of the eastern branch of the western navigable waters rising within the limits of this state, and affording an opportunity of a line of communication with the western states, wholly under our own laws: unless the laws of New-Jersey and Pennsylvania, for the route crossing their territory, to regain the line in ours, should be entirely satisfactory.

Philadelphia and Baltimore are in some measure frustrated in their plan,—the former by the unfortunate prejudice of the people in favor of a Canal system, and the latter in the interference of the Chesapeake and Ohio Canal with their location throughout the valley of the Potomac. Both can hardly be good property, yet neither will give way; and the passage of the Alleghenies at the head of the Potomac, it made to the southern boards of the charter on the Ohio will be very costly; if to Pittsburgh, they reach a point on the western waters that we can reach from New-York in less time. By the route and the means I propose to describe, it will appear evident that we can travel and transport from New-York to Pittsburgh in 48 hours.

We have in point of time, if this be done, nothing to fear from the Canal system of Pennsylvania, as

to go from her seaport to Pittsburg by canal will require three as long as from New York to Pittsburg by a Railroad and the Alleghany River; and the early spring transportation will have been accomplished from New York before the goods bought in the winter months in Philadelphia could reach Pittsburg by canal. The western merchants want their purchases to be on the western waters as soon as the ice disappears, which is usually in February, that they may be early at their distant destination.

The law granting authority to form a company to make a Railroad from the city of New York to the Lake shore, probably did not contemplate its touching on the head of the Alleghany river, for the fact of its being navigable by steamboats (of a peculiar construction) was not perhaps known. We now reach the Lake by canal nearly as early as it is navigable. The object is much more important to reach the western rivers early, for these lead directly to the cities and villages of the western States; and to navigate them too in low water at midsummer.

The success of the *Blanchard* steamer in ascending the Alleghany river, has rendered this a permanently navigable stream. It has been the instrument by which this direct route is secured to New York; and as this improvement is an invention under contract in my own control, it is spoken of with the more confidence; and to strengthen that of others, reference is made to its singularly powerful operation in ascending the rapids of the Connecticut and the Kennebec. Erie Canal was made principally to accommodate the agricultural interest of the middle line of the State. The lake trade was not then a sufficient object. The like motive now would induce the State to make a Railroad through the Southern tier of counties, and with the more reason as the produce of these, equally extensive and productive, is poured unwillingly into the lap of Philadelphia, mostly by a precarious natural navigation. The Susquehanna rose, the last spring, too early, and subsided before the rafting and arking was ready, leaving millions of dollars worth of produce and other property on the shores of the N. York branches. Great indeed would be the benefit of a direct and cheap Railroad communication, open at all seasons to our commercial city. The very provisions which come to us from Pennsylvania would be superseded by the produce of the south-western counties. The whole value of that extensive part of the State, eleven counties, would be raised 25 to 50 per cent. in value.

Such being the outline of this great object, the filling up the sketch in some detail will perhaps be interesting to the city of New York,—her owners of real estate, her capitalists, merchants and mechanics.

There are two lines authorized by law: the one passes through New Jersey from the Hudson to the Delaware, and through that part of Pennsylvania which lies between the latter and the Susquehanna, and may be supposed to be continued up along the shore of the Susquehanna to the northwest, to the State line near Tioga point; or it may be across Susquehanna county by Leggett's Valley survey and grant, to pass east of Montrose and strike the river below the Great Bend—provided the Legislature should consent to the junction.

The other line will commence in the city of New York, and to keep within the State, ascends the North River to opposite Rockland county, and thence across Orange, and Sullivan, and Broome, to the same point on the Susquehanna.

The route by law through New Jersey is so located as to pass the Walkill summit at Snuffton; and of course the line will coincide with the Paterson Railroad for

| | |
|--|----|
| It then ascends the valley of the Passaic about 8 f. a mile to Pompton | 11 |
| Up the Pequannock branch 49 f. | 11 |
| Then to Snuffton, 27 f. | 9 |
| Summit level | 2 |
| Inclined Plane | 1 |
| Gradually descending, the line crosses the county of Sussex | 33 |

To the Delaware at Water Gap 83

A bridge across the Delaware at the west end of the Gap will connect the two State sections.

The Pennsylvania section ascends 22 f. 35 f. and 40 f. a mile

The summit is level for 11 miles

The descent to the Susquehanna is 18 and 26 f.

per mile 33 miles, with 3 stations —71 miles.

Passing among or near the coal mines of the Lackawanna valley for the last 15 miles.

This line comes into this valley eight miles below

Carbondale, the mines of the Hudson and Delaware Canal Company, which are at the northern extremity of the anthracite formation; and the nearest to the head of their canal at Honesville, connecting therewith by a Railroad of sixteen miles. The lower part of the valley being very rich in coal, it appearing on the sides of this deep valley in thick strata, sometimes 40 feet thick, as described by Professor Griscom, employed to confirm this part of my preliminary report of investigations for that work, now in successful operation, and though constructed at much more expense than was then contemplated, is already of full value.

This line is, as a western trade route, as near as any other, and combines more commercial objects. The distance from the Hudson to the Delaware across New Jersey, is

| | |
|---------------------------|----|
| Thence to the Susquehanna | 71 |
| Up to Tioga Point | 86 |

Making 240

And if here the main line divides to reach Ithaca, the road continues up the east branch to Owego, 15 miles, whence to Ithaca is 30 miles; unless the route should be across Susquehanna county.

The commercial advantage of this route will be that it opens the coal trade, and gives direct access to the centre of Pennsylvania; for here the Susquehanna, coming from the northwest, takes a sudden turn to the southwest, accompanied by the State Canal, passing through Wilkesbarre, and the whole extent of the Wyoming Valley, and its numerous villages, eighty miles to Northumberland, where it meets the confluence of the great north-west branch, with its bordering canal, from a region of iron and bituminous coal, which, at this point, would have the choice of the New-York and the Philadelphia market on equal terms: that is, from Northumberland down to the termination of the Canal at Columbia, about 110, and by Railroad to Philadelphia 100, is 210 miles—or to ascend to Pittston 80, and to New-York 154, = 234 miles; and if the New-York market is its destination, then there is a saving of 74 miles, and some expense and delay. While we are receiving iron from Lake Champlain and from Russia, we may well receive it from Clearfield—nor is it unlikely that coke will be among the articles of fuel from that quarter, as this is a great article of traffic in England.

The anthracite coal of Lackawanna valley is the nearest to the city of New-York. It is nearer to us than the mines of Schuylkill are to Philadelphia; and the Commissioners state that it may be delivered at the side of the Railroad at 50 cents a ton. If we assume that half a cent is the actual cost of carrying a ton of coal a mile on a Railroad, (and this is the rate at which the contractors for transportation on the Darlington Railroad are stated to do it,) then we have for 150 miles 75 cents, and for toll 2 cents a ton per mile, making 4.25 a ton; and may say that it could be afforded to consumers at six dollars a ton, instead of eleven, the present price.

The borders of this route also afford some objects worthy of accommodation: the iron, of Morris and Bergen—the marble, lime, and grain, of Sussex—the various kinds of valuable timber, of Pike and Northampton—are such; and the wheat and flour trade from this whole region will be literally immense. It would, in effect, be another route like the Erie Canal, without drawing business away from that.

The entire New-York line, according to the act, is to commence at this city, and keep within the state. It is thus described:

| | |
|---|----------|
| From Canal street to opposite Tappan village, in Rockland, is about | 22 miles |
|---|----------|

| | |
|---|----|
| Thence across Rockland, to Ramapo, (not yet surveyed) | 14 |
|---|----|

| | |
|---|----|
| Ascending Ramapo valley, 17 ft in a mile, in Orange county—Descending to the Walkill, 22 feet a mile, | 13 |
|---|----|

| | |
|--|----|
| Ascent to Deer Park, gap summit, 40 ft | 12 |
|--|----|

| | |
|--|---|
| In Sullivan county—Descent to Hudson and Delaware Canal, 95 feet a mile, | 2 |
|--|---|

| | |
|--|----|
| Ascent of the valley of Delaware river, 8 feet a mile, | 63 |
|--|----|

| | |
|---|----|
| Upper Delaware, 3 feet a mile, In Broome county—Crossing summit | 31 |
|---|----|

| | |
|--|----|
| from Delaware to Susquehanna, up 45 feet a mile, 5—down 105 feet, 11 miles | 16 |
|--|----|

| | |
|---------------------------|----|
| To Binghamton (uncertain) | 15 |
|---------------------------|----|

| | |
|---------------------------------------|----|
| To Owego, descending 1 1-4 ft a mile, | 20 |
|---------------------------------------|----|

| | |
|-------------------------|----|
| To Tioga Point, do. do. | 20 |
|-------------------------|----|

246 miles

To this place the other appears to be the shorter route, even by the river shore, unless this line were

to cross Sullivan county instead of following up the Delaware valley; but this would involve several summits and stations, which again are equivalent to distance, for practical distance is calculated by resistance to power, and in this respect the comparison would involve the elevations on each route. We therefore assume them to be practically equal, and look at them only in point of measured distance and sources of revenue.

In commercial effect, much may also be said for the New-York line. It ascends the manufacturing valley of Hamapo, and crosses the rich agricultural county of Orange, and comes into Broome so as to take or divide the business of Otsego with other routes; it crosses the Hudson and Delaware Canal, but cannot become its substitute for the coal trade, as that Company holds its own mines, and will never permit the coal trade to be taken away from their Canal. That route will therefore add nothing to the relief of the city as to fuel; it will, however, be a New-York route. But if the charters granted in New-Jersey and Pennsylvania were equally favorable and permanent, the location would be no objection. These works will be made, because they have adequate objects independent of the south-western counties and the western trade. The New-York line, then, has these objects also adequate. Both lines then will, and perhaps ought to be made. I proceed now to examine the financial obstacle, in the magnitude of the expense, having already glanced over the magnitude of the object; but we will first, in that respect, show also its collateral objects.

The main line ascends along the Chemung 70 miles to Canastota, rising 4 feet in a mile. At this village the road would fork: the northern line going to Danville, Genesee, Le Roy, Batavia, Black Rock, and Buffalo—with a branch to Rochester, to connect that place with the winter trade of the city.

These routes have great objects in the agriculture and manufactures of those districts, and very useful Railways may be made of timber, well chosen, and if defended from premature decay, (by a method I have devised,) would probably last a century.

Rochester requires this winter way, though well provided for in the Canal and Lake navigation; and the city of New-York requires her supplies of flour from this district also in winter.

And soon another large manufacturing town will rise at the harbor of Black Rock, equally demanding access the year round to the commercial market. The artificial harbor formed by the state at the entrance of the Erie Canal, by connecting Bird Island with Squaw Island, and then with the shore by dams, has created an immense mill power by the difference of level in the harbor water on one side and the river on the other; and its owners, Judge Edwards and others, being incorporated (11th April, 1832,) under the title of the *Niagara River Hydraulic Company*, have the use of the waters of the Lake, and room for many mills, accessible to the Lake vessels as well as the Canal boats; and as the land around the Lake is generally so low and level as to afford few mill sites, this will become the great market for the grain produced in this vast and fertile country. Here, at no distant day, a city will rise, comprehending both Buffalo and Black Rock, connected as their harbors are by the Canal, and the intermediate ground affording elegant situations for building. We should hope in that event, it might be called the city of Clinton. The Railroad would probably reach Black Rock most conveniently, first by the valley of Tonawanta creek,—and the need that the counties of Erie and Chataque have for a good winter-way to the grain market, will, of course, prolong it through Buffalo to them, and to the line of Pennsylvania. The rich soil, and the open winters of the Lake borders, of all this part of both states, will make this improvement exceedingly important to the agricultural interest. The distance by Railroad to New-York will be about 400 miles, or an hundred miles nearer than by the Canal.

Resuming our main line at Canastota, the next section crosses some moderately elevated ground to Angelica, 25 miles, and thence along Olean creek about 30 miles, to Hamilton, the practicable head of steamboat navigation on the Alleghany.

The route will here be modified by considerations relating to the point at which the Railroad will terminate at the Lake. If at Cattaraugus, it will have forked to Iscua—if to Portland, it may have left the Alleghany at Little Valley creek, or nearer the state line, to reach the borders of Chataque Lake,—or, with the leave of Pennsylvania, it may continue down ten miles below Warren, and by the valley of the Broken Straw creek, reach Waterford and Port Erie, and through a rich district to the summit of the Ohio Canal, as suggested by Col. Clinton.

Wherever the Railroad shall leave the shore of the Alleghany, will be the head of steam navigation of the eastern branch of the western waters, and there a town will soon spring up. This point will be at from 200 to 270 miles from Pittsburg.

The light and powerful kind of steamboat which Mr. Blanchard has already built for this river, as well as for the Connecticut, already mentioned, will ascend at eight miles an hour up this rapid river, and descend at about twenty, according to her performance on the other streams, by the union of power and gravity. This river may be, with few exceptions, considered one inclined plane.

If now we recapitulate the distances, and call it from New-York to Tioga Point, 240—to Canastota, 70—to Angelica, 25—to Hamilton, 30—to Pittsburg, 270—it is 635 miles, which may be travelled in about forty-eight hours.

The commonly prevailing opinion, that Railroads do not permit safely to the structure, of more than eight miles an hour, is evidently founded on the *slightness of the construction*. A well laid timber base, if its surface under the iron be protected, (in the manner described in my specification,) will admit of any velocity of which the locomotives are capable, much better, demonstrably, than stone blocks, which are liable to tilt—to be hove by the frost—and from being necessarily low, and but little above the ground, to be covered with ice in our northern climate. We perhaps sometimes err in copying too closely the English methods. An engineer must never neglect climate.

To be able thus to reach the western navigable waters, and connect the commerce of New-York with the immense trade of the western states, without depending on the laws of any other, and especially a *rival state*, may be considered of no small consequence, and of far more importance than to make a Railroad to the Lake, having already a Canal that connects its navigation with that of the Hudson.

We now return to a brief consideration of the means of obviating the greatest obstacle to a work of this magnitude, that, from the length of time it must take before dividends are made, the stock must fall below par. This discouraging circumstance would be prevented, if there were any mode by which the stock could receive *regular dividends of interest of six per cent.* from the beginning, with compensation at the end. There is one way in which this may be effected, and with advantage to the community as well as stockholders. It requires to be stated in some detail, and with some preliminary remarks on banking. The privilege of loaning money on banking principles mainly consists in that from the short periods of re-payment, the capital receives interest on interest, and loans are safely made as well on deposits as capital, and even more than the capital, by representing securities given, by the bills of the bank—thus putting a larger amount equivalent to specie in circulation, than could be by merely lending the specie capital. This privilege, which commonly affords beyond expenses and losses, sometimes, or commonly, if not shackled by taxes, about eight per cent, has been granted to associate capitalists in consideration of a premium or bonus paid to the state. But how much better or greater a *bonus* is given to the public in the form of a commercial route. The bonus paid has sometimes been one hundred thousand dollars; but the *beneficial effect* of a Railroad to the community is to the amount of millions.

The Erie Canal at once raised the value of all the wheat in the western counties from 50 to 100 cents. Such is the benefit of extensive Railroads, that perhaps no bank should in future be granted, unless on condition of executing some work of this kind, at a cost at least equal to their banking capital; and especially, as the loans that the bank may preferably make to promote business on the road, will aid both the country, the city, and the stockholders.

The financial expedient I would suggest to this Company is to obtain a law to make their *whole capital temporarily a bank*, and the remainder of it, after the execution of the work, *permanently so*.

Assuming that a Railroad of 400 miles will cost 8 millions, leaving 2 millions for their permanent bank:

The first year 1 million, being paid in, is used in banking, (and this accession of banking capital to the city will not interfere with the other banks.) For such an object the banking operation should not be subject to any taxes, and could therefore produce 8 per cent. of which 6 per cent. or 60,000 dollars, would be divided, and the remaining 20,000 be reserved. In the course of this year the surveys would be made.

Second year—Let the banking capital be two millions—dividend 120,000—surplus 40,000

This year call in and apply, to the work 1.3d of a million, and pay 6 per cent. thereon, with the first year's surplus.

Third year—Let the banking capital be 3 millions, dividend 180,000, surplus 60,000

100,000

This year call in and apply 1.3d of a million more, and pay its interest with one half the second year's surplus 20,000

Also, pay 2 year's interest on the first 1.3d applied 40,000

60,000

Balance 40,000

Fourth year—Let 4 millions be employed in banking, dividend 240,000, surplus 80,000

120,000

Call in and apply 1.3d of a million more, and pay its interest 20,000

Pay 2 years' interest on second 1.3d 40,000

Pay 3 years' interest on first 1.3d 60,000

120,000

We have now 1 million in the work, 4 millions in the bank, and 5 millions to call in.

Fifth year—The dividend on 4 millions at 6 per cent. is 240,000, surplus 80,000

The investment in the work being now 1 million, if the location has been directed in a productive course, with one track, it will give a revenue of 6 per cent. 60,000

140,000

Pay inter't on 1 million in the work, 60,000

Call in 1 million from the 5 millions, and apply it, 60,000

120,000

Balance 20,000

Sixth year—The bank dividend on 4 millions is 240,000, surplus 80,000

Revenue 2 millions in the work at 6 p. ct. 120,000

220,000

Pay int. on 2 millions in the work 120,000

Apply a 2d million from the five, 60,000

180,000

Balance 40,000

Seventh year—Bank dividend on 4 millions is 240,000, and surplus 80,000

Revenue of 3 millions in the work 180,000

300,000

Pay int. on 3 millions in the work 180,000

Apply a third million from the five, and pay its interest, 60,000

240,000

Balance 60,000

Eighth year—Bank dividend on 4 millions is 240,000, and surplus 80,000

Revenue of 4 millions in the work 240,000

380,000

Pay int. on 4 millions in the work 240,000

Interest on fourth million applied 60,000

300,000

Balance 80,000

Ninth year—Bank dividend on 4 millions is 240,000, surplus 80,000

Revenue of 5 millions in the work 300,000

460,000

Pay int. on 5 millions in the work 300,000

Interest on 5th million called in 60,000

360,000

Balance 100,000

Dividend of 3 millions in bank 180,000, surplus 60,000

Revenue of 6 millions in the work 360,000

520,000

Pay int. on 6 millions in the work 360,000

And on 1 million, withdrawn from the bank, and being applied, 60,000

420,000

Balance 100,000

Tenth year—Dividend of 2 millions in bank 120,000, surplus 40,000

Revenue of 7 millions on the road 420,000

560,000

Pay int. on 7 millions in the road 420,000

Interest on 1 million, being put in, 60,000

480,000

Balance 80,000

Thus, if the Company having this privilege will be content to make *six per cent. dividend* for ten years, the stock will be at or above par, and they will have well earned the remainder of the privilege of banking with two millions; but it is also evident that if money is worth 7 per cent. it will have cost then at least \$550,000 less the balance of 80,000; and this is the reason why it should be granted free of taxes.

Unless this inducement is sufficient, there must be loss of interest somewhere. The process is a slow one, and the public requires a quicker one. But this loss of interest can better be borne by the public through the aid of government, than by the stockholders, for the public is the party most benefited. This benefit is not limited to the state where the work lies: the road leads to other states, and is more or less an accommodation to the whole Union, as the medium of its trade.

This is not the place to discuss the constitutionality of internal improvements by the United States, but there is one point of view in which that subject may be briefly placed, that shows it to be, according to the national compact, *obligatory* on Congress to aid in these works as much as to regulate commerce and provide for the common defence. It is briefly this:—The Colonies had confederated for their common defence, and sent their delegates to a Congress. The Colonies were of various extent and population, but were engaged in a common cause, in which they were equally interested. They were, as regarded each other, *equal powers*; and one of their earliest and most momentous acts was the declaration that the Colonies were and of right ought to be *free, sovereign, and independent States*, recommending to each to form its own government accordingly, under mutual protection.

Whether either or the whole should ever be a Nation, depended on achieving their Liberty, and being acknowledged free, sovereign, and independent, by Great Britain.

Their independence was collective. Their equal sovereignty related to each other. It raised the small and weak to a level with the great and strong. Foreign alliances were made with Congress, and when arms had compelled the mother country to admit the separation of the United Colonies, the treaty of peace was made with the Congress representing them *collectively*, and their sovereignty and independence was *not* acknowledged *individually*. Great Britain acknowledged *all the American people of the confederate States to be a Nation*, whatever form of government they might think proper to establish.

The confederacy was too weak a government for the external relations of the nation, and the relative state sovereignties too clashing and inefficient for our internal relations. The materials of a free and powerful nation were on the ground, but the edifice of a free and powerful government that should shelter and protect the American people, was yet to be reared. We were a nation without a government.

Among the earliest acts of patriotism in every state was to send competent delegates to a convention, to fulfil the difficult trust of devising an efficient form of government, balanced and adapted to the complicated interests and exigencies of the whole confederacy. The federal constitution was at length produced, and, after much discussion in each state, solemnly adopted by all; and in doing this, each and all at once laid down and relinquished their *tributes of sovereignty*, and vested them in the Government of the United States: that is, the right of making war and peace—supporting armies and navies—coining money—issuing bills of credit—regulating commerce—and raising revenue by impost.

These essential attributes of sovereignty could not be at once relinquished and retained by the States.

This surrender of state sovereignty into the hands of a national government, created by and for themselves, was in the nature of a permanent trust of power, each to the other, and all to those who should be chosen to administer the Constitution thus framed to exercise the national sovereignty with, according to the laws, and represent both the people and the states. Neither state retained power to break it: the people of no state, in adopting the constitution, made a reservation that any future legislature might break this national compact—for this would not have been

to adopt the Constitution. Indeed, so popular was the National Government to be, and so completely sovereign, that even the militia of every State is under the command of the President of the United States.

The States retained their Legislatures, and all power not inconsistent with those they had surrendered; and lest they should inadvertently enact some law that might be a resumption or encroachment, the Supreme Court of the United States was constituted, to decide on the consistency of all laws with this great instrument, the *American Magna Charta*.

Among the duties of the General Government was that of paying the public debt, from the revenues from taxes; and Congress, also, as an act of equity towards each state, undertook to pay the war debt, which each had contracted in the long conflict of the revolution, and as an equally equitable act, they all (except Georgia) agreed to cede to the United States the right to the wilderness within the lines of their ancient charters, conflicting indeed with each other, and as yet held by the original owners and possessors, the warlike tribes of Indians, of whom they were to be acquired by purchase before they could be made of value; which value was pledged to the payment of the State balances, the public debt, and with the revenue, after the common defence, to the expenses of the Government, at home and abroad, and to whatever might be found by Congress to be for the *general welfare*.

On this broad and sufficient basis stands the claim and right of the people of every state to receive aid in their works of commercial communication, as the means of internal commerce. Free Trade is the privilege and advantage of a country and nation spreading through various climes, and competent to every form of skillful agriculture and industry.

The people of each State had consented to surrender the right of revenue by impost duties on foreign commerce, but expressly and only reserving or denying to the Congress, the right to lay duties on exported produce, and produce transported from State to State. Thus with just foresight providing for the only practicable form of free trade that ever has or can exist.

But as the States thus surrendered the power of raising money by impost, there was an implied reliance that Congress would do those works favorable to commerce, which each state might have done with revenue from commerce. Such works as in time of war would prevent the exposure of the produce of one part of the country to capture in its way to other parts; national roads among the States, that would facilitate the operations of free trade on terms of mutual profit, from the effects of their economy, for much of the produce of this country is too bulky to bear transportation far in the ordinary manner.

This implied power and just expectation was indeed never before in any nation, rising to greatness, more reasonable: for as soon as the constitution had established the national power, and the extent of its protection was understood, the long repressed enterprise of the people broke over the formidable barrier of the Alleghanies, and rolled on with the waters of the Ohio into that wilderness, where now half the states of the Union demand their just participation in the benefits of that commerce with all the world which had been among the objects of the revolution.

And the national government was not, in the administration of Jefferson, insensible to this claim. The land purchase of Georgia, now constituting Alabama and Mississippi, the extinguishment of the Indian titles, and the acquisition of Louisiana from a Foreign Power, were acts of policy as constitutional as they were essential to the welfare of the people at large. Valuable territory was acquired as well as free access to the Ocean, and opportunity given for a vast extension of the culture of that valuable staple, which had been introduced into Georgia and South Carolina by protective duties, long cheerfully borne by all the northern people, till at length made more profitable by mechanic ingenuity, its spread unexpected wealth over those States; nor was there any illiberal policy then manifested on the occasion of these acquisitions of territory, which must have been foreseen and expected greatly to increase the quantity of cotton produced. The south on the contrary, not denying to all an equal share of prosperity, with better policy than has been of late manifested, sustained the protection of the cotton manufactures and the home market, and this acquisition of territory.

The time was not come, the state of things did not then exist, that would have justified the south to have asked those exertions of constitutional power, that were most likely to equalize the profits in the cotton culture.

A great object with each successive administration had been to pay off the public debt, which stood always in the way of national credit on the occurrence of new exigencies: and no small progress had been made therein when the aggressions of England on the persons and property of American citizens caused a war, which again raised it to above an hundred millions. To redeem it and extinguish it gradually by the application of the revenue was a renewed purpose of Government, and has now been nearly effected.

But the revenue has been reduced ten millions precisely at the moment this sum might have restored the equality of profit among the cotton growing states.

This reduction, done in hostility to the manufacturing interest, by southern influence, was suicidal policy for South Carolina to pursue. The great States of New York, Pennsylvania and Virginia, too energetic and powerful to wait the slow approach of the time when our moderate duties on foreign merchandize would have enabled the United States to assist in making commercial roads, commenced themselves a system of Internal Improvements, and in asking aid of Congress, New-York declared her opinion of the constitutionality of the measure, had there been national funds then disposable.

Since then, the success of New York in her great work encouraged that of Pennsylvania, and they have been content to use their own resources, their works being within their own limits, and these extending to the western waters.

Works connecting or being in different states, under state laws, have received aid from Congress, by a participation in the expense and property.

Virginia and Maryland have been nurturing their resources, and encouraging private enterprise by liberal charters to companies.

North Carolina has been exerting much foresight in preparations for her internal communications, and perhaps no state has greater objects to accomplish or more needs the concurrence of the national policy.

South Carolina a few years ago appeared to be animated, of a sudden, with an enlightened perception of her resources and of the means of developing them. Her rivers were cleared of obstructions, and made navigable hundreds of miles up to the Uplands, teeming with rich and various produce, in order to afford it at as low prices as the south-west; and a company has been authorized of late to make a Railroad from Charleston to Augusta, but with a capital that perhaps permits of only a work of one track, and moderate cost. Its location points to a populous part of Georgia, and seems calculated to draw the trade of the upper counties away from Savannah; and such would be its principal benefit to Charleston, was not a branch contemplated to go to Columbia—especially, did it not aim perhaps, to an ultimate extension to the western states, where provisions may be derived cheaper than they can be raised in sufficient quantity at home. And thus, probably, with the aid of cheap transportation of their own produce to the market of the nearest port to Europe, some hope of competition with the south-western culture might be entertained.

But the distress of South Carolina, from the diminution of the price of cotton, has of late been attributed, not to the vast spread of the culture in the south-western states, but to high duties on woolen and hempen cloth; while it should rather have been expected of statesmen, that the true cause of the distress would not have been lost sight of, but the true remedy discerned, and demanded as of right under that Constitution which is pretended there to be cast off, and from those resources of national revenue which they have assisted to cut down, but to which South Carolina had, in equity, the earliest claim.

No state could have laid claim to the earliest application of surplus revenue to a commercial road to the western waters, with so good reason as South Carolina. She had been actually injured by the purchase of the Georgia lands, and Louisiana. She had herself assisted to purchase and to lay open to rival culture, those rich tracts which afford twice as much cotton per acre and per man as her own fields. She had herself assisted to bring into competition with herself, in the markets of Europe, cotton of a better quality, and that could be afforded cheaper than her own: of opening to emigration, even from her own territory, inducements to occupy those rich shores of rivers which at once bring provisions from the cheapest source, and carry away the products of the soil on the cheapest navigation. She might have said that, in 1831, New-Orleans and Mobile exported 536,000 bales of cotton, while South Carolina and Georgia exported only 442,000.

That ten millions ought to be applied to the opening of a communication that would make Charleston a commercial port to a vast extent of country: the medium of direct intercourse of the south-west with Europe: and, at least, divided trade with New-Orleans and Mobile, and given another market to the north-west.

Nor would it have been urged inconsistently that 285,328 bales, besides, were sent to the eastern states; and notwithstanding the great quantity of cloth made out of it, an importation took place the same year in cotton cloth to the value of 16,090,224 dollars—that of this there was consumed in the United States 12,861,000, and exported again 3,229,000 dollars,—showing at once the great room for the improvement of manufactures at home before they can equal those abroad, either for use or trade; and that if we must receive such quantities of cotton goods from England, they ought to be there enabled to receive our cotton at a low price.

It might have been urged with much reason that it might be considered the duty and best policy of the National Government, to render it practicable to afford cotton low, since other countries produce it—and those dependent on Great Britain very likely to be favored, and that its importations from them were on the increase—that England received

From U. States. Brazil. E. Indies. W. Ind's. Egypt. Total.
In 1833... 443,000 143,000 33,000 33,000 577,000
1831... 603,000 165,000 77,000 33,000 903,367

And that India annually sends to China as much cotton as the United States sends to England, all of which might be made to go to England.

And, had she urged Congress to the most effectual protection of the cotton manufacture, it would have been consonant with the usual policy of nations. It would have been in accordance with the best interests, too, of the south-western states.

It is, therefore, difficult to conceive how a convention can be sought with those states, or how they can be persuaded that they are aggrieved by the causes which depress the prosperity of South Carolina, when this depression is of a nature that, were it to be in such extreme as to change the whole agriculture of South Carolina from cotton to indigo, would be a matter of satisfaction, or at least of indifference.

What remedy is there for South Carolina short of this exertion of the national power? It is an exertion of it compatible with the interests of the south-west; and had the question of their best policy been understood, no member of Congress from that quarter would have been willing to have reduced the duties till there had been a Railroad made from New-Orleans to New-York. It is not to be apprehended that a sympathy can be awakened in the south-west in unfounded complaints; and concurrence in a policy at variance with the best interests of the south-west, declared by the senator of Louisiana, in debate, to be in great prosperity.

The proposal to nullify the constitution will be coldly received by a part of the Union that owes its existence, as well as its prosperity, to the due exertion of the powers given by that constitution; besides, what is the true aspect of this new doctrine, that a part is greater than the whole? When the United Colonies were acknowledged a nation, Great Britain did not acknowledge each state to be a nation—but the whole collectively one: a power with whom she as a nation could treat of commerce. That acknowledgment did not go so far as to admit that the little state of Rhode Island, containing 94,000 people, or the weak state of South Carolina, had become a sovereignty, because a Congress, the organ of the Rebellion, had so declared them; and surely, if such state were to be found out of the protection of that sovereignty which she did acknowledge, she could reclaim that one back to her allegiance. Should Rhode Island declare her independence, and a British army should land there to take possession, it does not seem to be likely that it would be long permitted. Nullification is then, in effect, a resumption of allegiance to England; and that party in any State must be small indeed, that is willing it should be in the condition of Jamaica.

We have not applied the term weak state to South Carolina in reference to any moral weakness; for there are perhaps as many New England people there as remaining descendants of the Hugonants; and there certainly are a great many respectable foreigners there also; but numerically, we say she is weak.

| | Whites. | Slaves. | Excess |
|---------------------------------------|---------|---------|--------|
| South Carolina by the last census has | 265,793 | 313,665 | 48,872 |
| Georgia | 299,097 | 217,470 | 81,627 |
| Total | 564,890 | 531,135 | |
| Excess of whites in both states | | | 31,755 |

We know that the politicians of those States do not consider the black population as *diminishing* the strength of the State, and with good reason, as two-fifths of them are represented in Congress. The comparison of the interest of the *South-west* numerically, may be made in the same way.

The six cotton-growing States, with West Florida, contain 1,594,849 whites and 642,394 slaves. Here are three times as many white inhabitants as in S. Carolina and Georgia, who have a directly *contrary* interest to them, if it be for their interest to destroy the Union.

If we pursue this inquiry a step further, it is perceived that North Carolina, Virginia, Maryland and Delaware, contain 1,650,991 whites and 822,369 slaves; and surely these States cannot sympathize in *imaginary* wrongs, proposed to be remedied by *real* wrongs to themselves.

Ohio, Indiana, and Illinois, have the same interest with the southwestern States, that is, that they should prosper. These three states contain 1,436,634 free inhabitants.

It is scarcely necessary to say that the *nine* middle, northern and eastern States, containing six millions of free people, have the same interest—that is, that all should prosper.

We cannot, therefore, believe that Nullification, the monstrous offspring of party ambition, without even the semblance of patriotism, hostility without arms, can be long countenanced even in its native State. It assumes a right to *deprive* their fellow citizens of their country—of the part they have in the National existence, rights, laws, and prosperity,—to divest them of their *birth right* privilege of citizens of the United States. This protection removed, confiscation and the scaffold, for opinion sake, may follow of course. What is there to prevent it? Nothing but the administration of the laws of the United States. The executive head of the administration of the government of the United States may be struck like any other man with a paralysis of body or mind, and the execution of the laws be suspended; but the suspension of execution does not abrogate the laws, nor destroy the Constitution. He may recover, or be superseded, and the Constitution recover its protective force. The obstruction, like that formed by an *ice jam* in a river, only proves its cumulative and irresistible power. Public opinion like these waters rises, perhaps, slowly, but surely, till it sweeps the accidental barrier away.

We turn from this hideous form of party spirit, that must in history tarnish the laurelled patriotism of South Carolina, and dwell with pleasure and hope on the steady and dignified good sense of her sister State, North Carolina, maturing under peculiar disadvantages the means of developing her resources, and of availing of her *rights* as a member of the Union.

In the Arkansas territory, where States will soon be formed, the Highlands come to the Mississippi, opposite to Memphis, directly west of the bend to the north of the Tennessee, below the Muscle Shoals.

Nature has indicated here a future commercial route, and on the suggestion of Mr. Fanning, of New Orleans, well acquainted with the country, the Legislature of Louisiana passed a resolution to apply to the President for Engineers to survey, locate, and estimate the expense of a Railroad through Louisiana, Mississippi, Tennessee, Alabama, North Carolina, and Virginia, to the City of Washington.

The usefulness of the United States' Topographical Engineers, composed of the most accomplished scholars of the West Point Academy, headed by experienced officers in this scientific division of the service, is thus manifest. Since the plans of the fortifications were furnished under Gen. Bernard, this corps has been annually augmented in numbers, while the objects of its national usefulness have been lessening, and their talents in some instances have been occupied with the details of private employ: usefully indeed, but less usefully surely than in the investigation of those extensive lines of commercial route which extend through several States, and that must constitute part of a system of national communion, under State laws through all parts of the Union.

The valleys of the uplands running obliquely across the Alleghenies, and in the direction that connects the most fertile part of the Union with the most manufacturing, the most agricultural with the most commercial, are the obvious seat of a great work: for the south-western States last war lost by capture two-thirds of all coastwise shipments. Is there a stronger argument than this for national Railroads?

These southern highlands are rich in resources

and in the materials of trade. A fertile country in a mild climate, possessing iron, coal, gold, cotton, hemp, wool, tobacco, grain, the vine and the mulberry, and water power unlimited—intermediate to the wide spread west, and the teeming south, and the commercial east—with these means of cheap conveyance to the *seaports* of North Carolina and Virginia, *down through the middle of each State*, there is surely no part of the United States to which the oppressed and crowded industry of the continent of Europe could be more reasonably invited, or come with better prospects of success. The grand remedy for the evil of slavery, so far as it is there considered such, is the encouragement and *honor* of free labor.

It is true the new tariff has reduced the revenue, ten millions a year: but this concession to *party agitation* has not entirely unsettled the agricultural and manufacturing interest. It may have only stimulated the latter to bring into use some more of the skill of Europe, or excited American ingenuity to improve machinery to equal it in effect. The progress of commerce will again produce some surplus revenue; but its commercial roads will be delayed.

The policy of this country, which the revolution demanded, and which has from the beginning been acted on, to prefer ourselves to foreign nations—to protect our own labor, as well as our own rights—will continue; and the constitution remain unshaken. And if the Internal Improvement of the country by the aid of the financial power of the United States is a duty of Congress, next after those of the due administration of the laws and the common defence, then the only question will be the location of works, and the *mode of investment*.

The mode of investment can only be just to all by being made profitable—by being made providently—by being a property, convertible to money whenever the exigencies of war shall render the use of millions suddenly necessary.

However just a nation may be, aggressions may again, as they have, draw the United States into defensive war. At such a moment, a great amount of property *afloat* in commerce must be lost, and the revenue must be diminished—the expenditures much increased. Loans have been the common resource. The debt of Great Britain is above three thousand five hundred millions of dollars. Its annual interest one hundred and seventy-five millions, which must be raised by taxes in every imaginable form. How can there be reciprocal free trade between England and this country?

The United States are or were in the new and enviable position of *preventing a national debt*, as well as of paying one off. The investment of hundreds of millions in such Railroads substantially made, as states and people will venture to put their own money in, will be as safe, and safer, and far better for the people, than if it were locked up in a treasury, or circulated in bills of credit on this base. This sort of property will always be convertible to money when commerce is driven home, and the coasting trade dangerous. The existence of the *sinews* of war, in readiness at a moment's warning, would cause this our country to be respected in peace. The policy of a commercial people is peace.

There would be not only a national object in a surplus revenue, but one deeply interesting to every part of the Union; and free trade among the States would enjoy every possible facility, and agriculture every market. The barriers to intercourse, the Alleghenies and the climate, would be alike subdued, and no shore or frontier of the Union could be invaded without being quickly met by the whole disposable force of the nation. A railroad is the best of military roads. The extent of the Union would be its strength; and the only desire of the parts would be the prosperity of the whole.

I propose to show how timber Railroads may be constructed in a very durable manner, and economy in construction be consistent with the greatest speed.

The first purpose of this article has been to show the nature of the ground and the useful effects of the proposed Railroad westward; and that, if the capital required is too great to be derived from private subscription, even with the privilege of a Bank, there is reason and right to expect aid from the National Government: that not only New-York, but other States, have this right, and that in fact, if the United States were to loan the funds, it would be no other sacrifice than the interest, for the time the works are in the process of construction. It now remains to show, that were we to raise the question, how Railroads on extensive lines, through comparatively new parts of the country, should be made to produce the earliest and best results with least expenditure of capital, the answer would probably

be entirely in accordance with that of the public, to say, that the materials on the ground must be used, but in such manner as to be *for a long time* substantial.

The method of construction in England has been indicated by the cheapness of iron there; and the manner of using stone to support the iron was, of course, low, as the climate opposed no objection; but the circumstances are different under which Railroads must be made in the United States. Our extensive lines cause the sums to be too large which they require. The business to be done at this period of our country's history on them may not pay for enormous capitals invested. But if we must then use timber, the manner must not be *peculiarly disadvantageous* to its durability, as is rather the fact; for regard is not had to the effects of use, and protection is not given against those effects; hence, without precautions, a railroad will last perhaps ten years only, (for it is found that one-tenth of that which connects the Hudson and Delaware Canal with Carbondale, is renewed in this ratio); which is equal to 10 per cent. per annum; but this is not a necessary drawback. A wooden railroad may, with a few precautions, be made to last as long as timber in the frame of a house—even a century.

I shall with pleasure communicate these expedients to Railroad Companies wishing the information.

J. L. SULLIVAN,

Formerly of the U. S. Board of Engineers.
New-York, Oct. 27, 1832.

We understand, says the Columbia (S. C.) Times, that the vineyards of Mr. A. Geiger, of Lexington district, have produced the present season, upwards of 6,500 gallons of wine, from the bland Virginia and Madeira grapes.

Curiosities.—It is stated in an Ohio paper, that on the 4th inst. as some young men were hewing timber for a barn, in Granger, Medina county, they found in a solid White Oak tree, a Bone 7 inches long and 1 inch in diameter, imbedded in it, 29 feet from the root of the tree.

Acuteness of the Ear.—By practice, the discriminating powers of the ear may be carried to the highest state of perfection. The success of thieves and gamblers depends upon its quickness. Since the money has been recoined, the regularity with which each piece is struck gives them a uniformity of sound that is very remarkable; and the half-crowns having the sound of A in *alt*. Bankers quickly discover the least deviation from the proper tone, by which they readily detect the counterfeiters. In the tossing up of money, gamblers can perceive a difference in the sound, whether it falls upon one side or the other. Piemen are furnished with a covering to their baskets, made of a smooth plate of metal, by which they take in the unwary, as they readily tell which side is uppermost by the sound upon the plate, though concealed by the hand. The atmosphere is the grand medium by which sound is conveyed, though recent discoveries prove that other bodies conduct it with greater expedition; as in the instance of vibrating a tuning fork; to the stem of which is attached a packthread string; on the other end being wrapped round the little finger, and placed in the chamber of the ear, the sound will be audibly conveyed to the distance of two hundred yards, though not perceptible to any bystander. Miners, in boring for coal, can tell by the sound what substance they are penetrating; and a recent discovery is that of applying a listening-tube to the breast, to detect the motions of the heart. The quickness which some persons possess in distinguishing the smaller sounds is very remarkable. A friend of the writer has declared, he could readily perceive the motion of a flea, when on his nightcap, by the sound emitted by the machinery of his leaping powers. However extraordinary this may appear, we find a similar statement is given in the ingenious work upon insects, by Kirby and Spence, who say, "I know of no other insect, the tread of which is accompanied by sound, except, indeed, the flea, whose steps a lady assured me she always hears when it passes over her nightcap, and that it clacks as if it was walking in patters!" If we can suppose the ear to be alive to such delicate vibrations, certainly there is nothing in the way of sound too difficult for it to achieve. To accustom ourselves to listen with attention is the first step to improvement.—[Gardner's Music of Nature.]

Third Annual Report of the Chief Engineer of the Baltimore and Ohio Railroad.

[Concluded from our last number, page 692.]

The Machinery and Moving Power.—This branch of the service has been conducted with the anticipated success, so far as it has been extended, and as relates to the construction of cars, considerably economized. For a detailed account of the operations in that department, I refer to the report of George Gillingham, Superintendent of machinery.

No very essential modifications of the two principal kinds of cars used, and which have been heretofore fully described, have been made since the last report: the experiment, however, then recommended, of employing springs in the burthen cars, to obviate the effects of concussion, is now in the course of trial, and we have high expectations of its success and benefit in lessening the wear, both of the cars and the rails. With springs a greater load may be drawn, and at an increased velocity, without adding to the wear and tear. It is believed the same cars with springs, would be as competent to bear three tons as two and a half tons without springs, and that the damage to the Railway would be less; indeed it is probable that a locomotive carriage of 4 1/2 tons without springs, would be as injurious upon the Railway as one of 6 tons weight having springs, and that the difference will be at least 30 per cent in favor of the latter.

The amount of benefit to result from the use of springs will, however, greatly depend upon the rate of speed employed; and whilst it is believed they will be beneficial at all rates of speed, their use will be indispensable at velocities greater than 3 or 4 miles per hour. In case Locomotive Steam Engines, on account of their greater efficiency and economy shall supersede the use of horses upon the Railway, as is highly probable, a general accession to the speed will follow as a thing of course; for whilst the speed of horses in the conveyance of passengers cannot be made to exceed 10 miles per hour, that of locomotives need not be less than 12 to 15 miles, and under favorable circumstances of curvature and grade, may safely double these velocities; and again, whilst the maximum of useful effect, and which must be regarded in the transportation of commodities, is obtained at about 3 miles an hour, with horses, the maximum with the Locomotive Engine does not obtain short of double that speed, and may safely be estimated at about 7 1/2 miles per hour. It would appear, therefore, that springs should be viewed as an indispensable appendage to all the cars, when steam shall be the power used in the transit.

It was mentioned in the last report, that a car with chilled boxes had been constructed so as to allow the axles to vibrate. A train of six cars of this description has been in the course of construction, and will in a short time be placed upon the Railway; the value of this arrangement will therefore soon be experimentally tested.

It has not yet been deemed expedient to erect the contemplated stationary engines, and fixtures at the inclined planes, at Parr's Ridge, though a portion of the machinery, consisting of wheels and sheaves for the applications of the ropes, and costing \$4,136 09.100, has been procured; hitherto the cars have passed upon the planes with horse power, but should the trade and intercourse continue to increase as expected, the stationary system will soon be found more economical than the method now in use, and can then be speedily established.

The appeal made within the last year by the President and Directors of the Baltimore and Ohio Railroad Company, to the mechanical genius of this country, for the production of efficient Locomotive Steam Engines, of American manufacture, was mentioned in the last report, wherein it was stated, that of the several engines produced, only one, which had been constructed at York, Pennsylvania, by Phoenix Davis, or rather by Davis & Gartner, had been found efficient, and that it was capable of conveying (inclusive of the weight of the cars) 15 tons 15 miles per hour on a level, but that in consequence of its lightness,—weighing only about 3 1/2 tons, it could not be advantageously employed upon ascending lines of road.

This being the state of the Locomotive concern upon our road at the last report, it is proper now to notice the advances that have been made in these engines since that time, in consequence of the call of the Board: Several very ingenious mechanics have employed themselves upon the construction of engines, of as many different forms, and whilst some have been entire failures, others have only partially succeeded in producing apparently efficient effects; some of the latter description, amongst the most

prominent of which Cooper's engine must be placed, it is believed, with such modifications as practice and the known mechanical skill of its projector will probably suggest, may succeed to the scale and rank of practical efficiency.

A new locomotive engine of enlarged dimensions and capability, has, however, been constructed and placed upon the Baltimore and Ohio Railway, by Davis & Gartner, who, profiting by their first successful attempt, have, in this instance, completely succeeded in combining in the new locomotive all the requisite efficiency, as regards capacity and motive power.

This engine, denominated the "Atlantic," has undergone the test of one month's continuous use in the transportation of all the passengers travelling between Baltimore and the inclined planes at Parr's Ridge, a distance of 40 miles, making 80 miles each trip, going and returning daily. This engine has also performed many other trips through the same space, as well as lesser journeys with passengers and with commodities, in all of which the performance has been highly satisfactory.

The fuel used is exclusively anthracite coal, the combustion of which has been such as to give entire satisfaction and confidence in its use; yielding no smoke, it is equally commodious with the coke of bituminous coal for this purpose, and is a cheaper fuel.

The total ascent of the Railway from a level of 66 feet above tide at Baltimore, to the foot of the first inclined plane is 567 feet, averaging about 14 1/4 feet per mile, and the steepest ascent, with the exception of a very short distance in reaching the level at the foot of the plane, the increased resistance from which will be overcome by the momentum, is at the rate of 37 488.1000 feet per mile, or at the rate of 1 in 140 8.10; and the next lower grade is at the rate of 34 848.1000 feet per mile, or 1 in 151 5.10; but whilst the curvature upon the former, which is of a radius less than 1000 feet, will not oppose a resistance to the motive power exceeding 1 lb. per ton of the weight of cars and lading, the curvature of the latter is, in some parts, of a radius of 400 feet, and which, according to recent experiments made to ascertain the fact, gives an average resistance amongst the cars of nearly 50 per cent. of the power required on a straight and level road, equal to 5 lb. per ton when the latter is 10 lb. Assuming the average resistance of the cars in use upon the road when the rails are far from being clean in consequence of dirt being thrown upon them by the horses' feet, when those animals are used in the transportation, to be 10 lb. per ton on the parts of the way that are both level and straight, then the resistance from friction, gravity, and curvature on the part which has been described as ascending at 37 488.1000 feet per mile will be 10 lb. 15 9.10 lb., and about 1 lb. respectively, making a total resistance of 26 9.10 lb. per ton, and the resistances from similar obstacles on the part ascending at 34 848.1000 feet per mile, will be 10, 14 8.10 and 5 lb. respectively, amounting to a total resistance of 29 8.10 lb. per ton of the whole weight drawn. This last is equal to the resistance due to the ascent upon a straight road ascending at the rate of 1 in 113 or 46 7.10 feet per mile, and with a curvature of a radius not less than 1000 feet, to the resistance upon an ascent of 1 in 119 or at the rate of 44 3.10 feet per mile.

The resistance of 29 8.10 lb. per ton, which occurs upon the parts of the line ascending at 34 848.1000 feet per mile is, therefore, the greatest to be encountered, and consequently will limit the load in ascending the line. We shall now see what this engine is capable of performing.

The weight of the locomotive "Atlantic," with its charge of fuel in the furnace, and complement of water in the boiler, is 6 1/2 tons; with about 3.5ths of the weight or 4 tons resting upon the two travelling wheels, or road wheels, through the adhesion of which, upon the rails, the motion and power is communicated. These wheels are 3 feet in diameter, and motion is communicated to them from the steam engine by means of a spur driver working in a pinion on the middle of their axle. Diameter of driver 28 and of pinion 14 inches, each full stroke of the piston, or descent and ascent, producing two revolutions of the road wheels, and equivalent, in motion, to single gearing with road wheels of 6 feet diameter. The two cylinders are upright, and are each 10 inches diameter, with a length of stroke equal to 20 inches; their connecting rods work the two cranks which stand at right angles to each other on the axis of the driver. The boiler is tubular and stands in an upright position.

The effective power of these engines is limited by the amount of adhesion of the wheels, and by the

quantity of steam generated and used in a given time. In England the adhesion of locomotive wheels is reckoned to be at least 1.15 of the weight with which they bear upon the rails when the latter are in their worst state for adhesion, or covered with a film of mud or moist calcareous or marly earth, with which their lines of Railway are known to abound. Dry weather as well as heavy rains are favorable for adhesion, moist and drizzly weather unfavorable. In this country there is more dry weather, and more heavy rains than in England, and the soil of the country through which this Railway extends is more sandy, and less liable to make the rails slippery. It is not doubted, therefore, that in the worst state of the rails, the available adhesion will be the 1.12, and that this will only happen in the winter season, when the loads will be lighter, unless indeed, as will sometimes be the case, that trade will be diverted to the Railway in winter, in consequence of the frequent bad condition of other roads, and of the freezing up of the navigable avenues to market. At all times other than when the rails are in the condition here supposed, the adhesion will be much greater, and probably not less than 1.8. In the worst state of the rails, therefore, the available adhesion is reckoned equal to the one-third part, and in their ordinary state, to the one half of the known friction or adhesion of iron upon iron.

The least adhesion will therefore be about 750 lb. and the ordinary 1120 lb.; and the limit of the power of this engine, so far as the adhesion of the wheels is concerned, will be, for the two states of the rails, 75 tons and 112 tons, gross, or 50 and 75 tons of goods respectively upon a level straight road. For a level road curved with a radius of 400 feet, 50 tons and 75 tons, gross, or 32 and 50 tons of freight respectively; likewise from Baltimore to the planes at Parr's Ridge (after deducting 50 lb. the resistance from curvature, and 148 lb. the gravity of the engine and tender, weighing together 10 tons,) the load will be 18 1/2 tons, equal to 5 cars, carrying 12 1/2 tons of freight in the one case, and in the other, and at ordinary times, 29 3/4 tons, or 8 cars with 20 tons of freight. The least load here mentioned, that is, 18 1/2 tons, is equivalent to 6 cars and 100 passengers, whilst the greater would equal 10 cars, and 175 passengers, to the inclined planes.

In the same state of the rails an advantage of at least 50 per cent in the quantity of tonnage conveyed would be gained, on the level road, by the use of the Winan car: upon the ascents, however, the advantage would be much reduced, the gravity being of course the same for each kind of car, and equal in the case before us, to the resistance both from curvature and friction.

With regard to power and supply of the steam, it may, in the first place, be observed, that it is the calculation to use steam of a density that will exert a pressure in the boiler of 50 lb. per square inch; and supposing the pressure upon the pistons to be 40 lb. per inch, their surface area being 157 inches, the entire pressure will be 6280 lb. The English count upon 30 per cent. of the pressure as being effective in their locomotives; but if, in consideration of the gearing in this engine we only allow 25 per cent., it gives 1570 lb. effective pressure; and if we suppose the friction of the locomotive to be 125 lb., and augment this to 450 lb. for increased friction when working with a full load, and for inertia, and add the amount to the value assigned to the adhesion in common states of the rails (1120 lb.) the sum is 1570 lb. the same as the effective pressure upon the pistons. It would appear, therefore, that steam at 40 lb. pressure will always be equal to the adhesion of 1.8, and at times will be redundant.

The speed having to depend upon the quantity of steam which the cylinders can work off, and the furnace and boiler generate and supply, let us see the capacity of this locomotive in these respects.

For a speed of 15 miles per hour, the road wheels being 3 feet in diameter, must perform 140 revolutions in a minute, each revolution expending two cylinders full of steam. The area of the two cylinders is 157 inches, the length of stroke 20 inches, and hence the volume is 3140 cubic inches of steam, which taken 140 times, gives 439,600 cubic inches of steam consumed per minute, in a velocity of 15 miles per hour, upon the Railway. We have assumed the pressure to be 40 lb. to the square inch, but if to allow for waste, we calculate for a pressure of 50 lb. we find that to obtain 439,600 cubic inches of steam of that density per minute, 4 gallons of water must be evaporated per minute, or 240 gallons per hour. The steam-generating ability of this engine is competent to more than this, and it is believed to be capable of evaporating 300 gallons per hour; wherefore, since the power of the locomotive is propor-

tional to the supply of steam, it will be capable of a speed of 17 1/2 miles per hour with a full load, when 300 gallons of water per hour shall be converted into steam, and used at a pressure of 40 lb. to the inch. With a less load the velocity could be greater than 17 1/2 miles per hour.

There can be no doubt, therefore, that this engine would, in two hours running, convey a train of cars containing 200 passengers, the entire distance between the cities of Baltimore and Washington upon a Railway, such as is now in contemplation to connect those cities.

It may be observed that the capability of this engine to generate steam is fully equal to that of the best English engine. Before the late improvements there, the quantity of water evaporated per hour was only 94 gallons. The quantity evaporated by several of the improved engines is as follows:—Rocket 185, Phoenix 215, Arrow 275 gallons, and the Planet rather more. The weight of the Planet and the Atlantic, as well as their evaporating powers, are about equal; and there are good grounds for believing that the performance of the "Atlantic" will be quite equal to that of any English locomotive of the same weight.

It has been shown, that the capacity and proportions of the "Atlantic" locomotive are suited to a speed of from 15 to 20 miles per hour, at full pressure: it follows, therefore, that if restricted to a speed of 12 miles between Baltimore and the planes, this engine cannot work off all the steam that it can generate—while it is capable of generating at least 500,000 cubic inches of steam per minute, of a density due to a pressure of 50 lb. per square inch, the cylinders could only use, at a velocity of 12 miles per hour, upon the Railway, about 350,000 cubic inches per minute. To increase the diameter of the cylinders in order to absorb the larger quantity of steam would seem to be useless, since the pressure is already a match for the adhesion of the wheels. To increase the adhesion by adding to the weight of the engine would injure, if not destroy the Railway. The method to be pursued, when the velocity is less than 15 miles per hour, will, therefore be, to economise the fuel by consuming no more than is barely sufficient to generate the requisite supply of steam for the speed so diminished. We may here observe, that although the foregoing calculations have been made for an equal density of steam in the cylinders throughout the stroke, yet the arrangement of the machinery is such as to work expansively through one-third of the stroke.

The daily cost of running the engine to the planes will, at the present high price of fuel, probably be \$16, made up as follows:

| | |
|-------------------------|----------------|
| Engineer | \$2 00 |
| Assistant | 1 50 |
| One ton Anthracite coal | 8 00 |
| Oil | 50 |
| Repairs and renewals | 2 50 |
| Interest | 75 |
| Contingencies | 75 |
| Total | \$16 00 |

This expenditure in the motive power will perform all the service in the transportation of passengers now accomplished with 42 horses and 12 men, at a daily cost of \$33, and, therefore, at a saving of \$17 per day, or of \$6,205 per annum.

It is probable that the daily expense of the locomotive system in the conveyance of commodities in this region of the country, where fuel will continue to be comparatively dear, will not exceed \$15 per engine in use. With the power of the "Atlantic," and travelling 80 miles per day, with full loads in the ordinary state of the rails, the performances would be, on a level straight road, 6000 tons, conveyed one mile, for 1500 cents, or at the rate of 1.4 of a cent, per ton per mile; on a level road with curves of 490 feet radius, 4000 tons at 3/8ths of a cent per ton per mile; on the road from Baltimore to Parr's Ridge, 1600 tons at 15.16 of a cent per ton per mile. During a portion of the winter season the performances will probably be lessened about one-third part.

The foregoing statements indicate the very great advantage that would be gained in the cost of the transportation of commodities, if the Railway were extended from the Point of Rocks, up the nearly level and gently curved valley of the Potomac to Cumberland, or for an equal distance on the Shenandoah. It would appear, that on the 132 1/2 miles westward of the Point of Rocks, the grades and curves will be so very moderate, as to allow the transportation, by locomotives, to be done at a rate not exceeding 1.2 of a cent per ton per mile. While on the part between Baltimore and the Point of Rocks 67 1/2 miles, it will be about 1 cent and

probably 1 2-10 cents per ton per mile, when the expense of passing the planes is added. The cost of motive power, in conveying a ton of goods, therefore, from Baltimore to the Point of Rocks, will be 81 cents, and thence for about twice the distance westward, only 66 cents, making together 147 cents for one ton conveyed 200 miles, or 3/4ths of a cent per ton per mile. It must be recollected that these rates will be increased by the cost of the cars used in the transportation, and an allowance for contingencies, to cover the entire cost of transportation, augmenting it probably to one cent per ton per mile, yet this will not affect the striking character of the foregoing result.

An opinion was expressed in the last Annual Report, rather adverse to the employment, on the Baltimore and Ohio Railroad, of locomotives, exceeding 4 1/2 tons weight, from an apprehension of injury to the Railway: but when it is considered that the resistance reaches to about thirty lb. per ton upon parts of the present Railway, as we have it already calculated, and that a locomotive of 6 1/2 tons will only convey, to the foot of the planes, a train of 8 cars, containing 20 tons of freight, in a favorable state of the rails, and at other times only 5 cars, and 12 1/2 tons of freight, whilst the effect of the lighter engine would be further reduced to 5 cars and 12 1/2 tons freight in the one case, and to 3 cars and 7 1/2 tons in the other, the advantage would appear to be greatly in favor of the use of the heavier engine, as to the quantity conveyed; and since the expense of attendance would be equal, the freight will be carried at a less cost by the same engine. The lighter engine and tender weighing 8 tons, would have to travel the road five times to three times of the other engine and tender of 10 tons, to produce an equal effect in the transit; one-third more tonnage of engine and tender must therefore actually travel the road, if the lighter engines were used. This circumstance added to the diminished cost of conveyance and less interruption, consequent upon the fewer engines in use, to do the same amount of work, may be sufficient to counterbalance the evil effects that were apprehended, though not proved to exist, and will certainly justify the experiment. Good springs should be continued to be employed upon the engine and its tender as at present, and they should likewise be added to the burden cars as soon as practicable. In that case the wear and tear will be greatly reduced, as has before been remarked.

The advantages of the locomotive system will consist in the reduced cost of conveyance, to arise from the cost of running these engines being less than that of the horse establishment, the saving of the expense attendant on the repairs of the horse paths, the increase of effect to arise from the more clean state of the rails, since the action of the horses' feet casts much dirt upon the rails, by which the resistance is increased perhaps 25 per cent., and from the less number of cars required to perform an equal amount of transportation at double the speed. The gain from the use of locomotives, will, however, be much greater in the conveyance of passengers, than in the transit of commodities, on account of the very greatly diminished useful effect of horses, when their speed approaches to 10 miles per hour, compared to that when the speed is only 2 1/2 or 3 miles; yet if there should be but little gain in the latter case it will be advantageous to extend the locomotive rather than employ the mixed system.

A detailed account in relation to the transportation will be made by William Woodville, superintendent.

In my plans and operations, with respect to the machinery, and in addition to the aid of the superintendent of machinery, I have been assisted by Ross Winans and John Elgar, the latter of whom has not been in the service of this company since the first of July last.

Location of the Railroad to Washington.—The examinations and surveys of the country between Baltimore and Washington, with a view to the location of a route for the contemplated Railroad to connect those cities, were begun, and partly accomplished, during the year 1831, as stated in the last Annual Report, and an estimate was made from the imperfect data, obtained in the course of the surveys of that year, and reported on the 17th of February last, of the probable cost of construction. That estimate was made upon the route that passes more nearly in the vicinity of the Turnpike road, and, including masonry, bridging with stone arches, graduation, a double track of Railway, superintendances and contingencies, amounted to \$1,555,529 47 100. The route commenced on the Baltimore and Ohio Railroad, six miles from Baltimore, and terminated at the north-

eastern boundary line, of the plat of the city of Washington, and included a distance of 29 miles. For a more particular account of the estimate here alluded to, and of the facts and principles upon which it was predicated, I refer to the accompanying document, marked H 1.

At the opening of the present season the Board resolved, that these surveys should be prosecuted to completion, and that a single party only should be organized for this purpose. Accordingly a party was formed, and placed under the immediate direction of Benj. H. Latrobe, assisted by Henry H. Krebs, Oliver C. Morris, John W. Smith, Geo. T. Dunbar, Wm. K. Coulter, John Small and Henry R. Hazlehurst, in the respective capacities of draftsmen, surveyors, levellers, calculators, &c. [For my instructions to B. H. Latrobe on this occasion, see document marked H 2, herewith presented.] The field operations relating to these surveys will be completed by the middle of the present month; and as soon as practicable thereafter, the office work will be accomplished; at which time I shall be able to report a very full, clear, and, it is hoped, satisfactory estimate of the probable cost of construction, and efficiency of motive power on the several routes which are the most feasible, with the necessary notes, maps and profiles.

In concluding this annual statement, it is but just to the several engineers, officers, and assistants, to say, that their services during the year just ended have been rendered with ability and fidelity. Several of them, namely, John Elgar, Henry J. Rannoy, Ralph S. Smith, St. Albert M. Lea, Charles G. Hanson, B. A. Alderson, and Oliver C. Morris, have left the service of this company since the date of the last Annual Report, either through choice on their parts, or because of the limited operations of this company. Their services, however, were individually valuable, and were not parted with without regret.

All of which is respectfully submitted,

J. KNIGHT, Chief Engineer.

[From the Baltimore American.]

We published on Wednesday a very interesting document, appended to the late Annual Report of the B. & O. Railroad Company, showing the steady and encouraging increase of the business of the Railroad, and the prospect which is held out of a profitable return upon the capital, even in its comparatively limited extent, before it has reached the point at which, by the original calculations, the revenue was expected to commence. There is another paper, equally interesting in its details, which we should be glad to publish, but have not the space for more than the abstract of the principal items. It is the Report of C. W. Wever, Esq. Superintendent of Graduation and Masonry, giving tables and comparisons of the cost, under each of their heads, of every division of the road, as completed from the City Block to the Point of Rocks. The result shows a great disproportion between the cost, in each department, of the first two divisions of the road, and of the succeeding divisions—demonstrating an increased skill and experience, as well as greatly increased facilities,—physical and miscellaneous,—and confirming the assurances of the Directors that the whole road will be completed within the estimate.

The Graduation of the whole line, the lateral branch to Frederic inclusive, commencing at the depot on Pratt street (rather more than 71 miles) cost \$804,142 90, or at the average rate of \$11,321 38 per mile. Of this, the first 15 1/2 miles cost as much as all the rest, say 55 1/2 miles,—the average of the first being \$25,537, and of the rest \$7,233 per mile each. A stronger contrast is made, however, by taking the first six miles, terminating at the second crossing of the Washington Turnpike road. Those six miles cost for graduation \$43,580 per mile; and the rest, (sixty five miles,) only \$7,885, or less than one sixth of the other.

From Baltimore to Ellicott's Mills (13 miles) the cost was \$29,193 92 per mile—of the remaining 58 miles, only \$7,290 56 per mile.

The same vast disproportion is shown in reference to the cost of the Masonry on the several divisions. The gross sum for the whole route is \$318,367 77, or per mile \$4,482 24. The masonry on the first 8 3/4 miles cost more, by seven thousand dollars, than all the rest of the road—more than sixty two miles. The average rate of the first was \$18,563 38 per mile—of the others \$2,505 03 per mile. On the first six miles the average cost was \$24,217 per mile;—on the other sixty five, \$2,366 per mile.

From Baltimore to Ellicott's Mills (13 miles) the

rate was \$17,160.64;—on all beyond, only \$1,622.72.

Under this head there have been constructed 35 bridges and viaducts, besides a large number of "gothic and square culverts," and a few detached walls.

The contrast is strengthened by combining the two items of graduation and masonry, and calculating the average of their joint amount. The gross sum expended for both, is \$1,122,510.67—averaging \$15,803.52 per mile.

The first eleven miles cost forty four thousand dollars more than the succeeding sixty miles. The average rate of the first was \$53,000, and of the rest only \$8,913.38.

The first six miles cost \$72,797 per mile,—and the remaining sixty-five miles \$10,546 per mile—or about one seventh of the average of the former.

From Baltimore to Ellicott's Mills (13 miles) the whole cost was \$605,912.59—and of the remaining 58 miles, \$516,598.08—or \$89,314.51 less,—the first 13 miles averaging \$56,354.56, and the last 58 miles \$8,913.38.

These items, taken from the official sources, show with what rapid decrease of expense the work was prosecuted after the first stupendous difficulties were mastered. The whole sum expended on the road, adding to the sums for graduation and masonry, the payments for right of way, damages, repairs of turn-pikes and other roads, expenses of arbitrations, contingent expenses, including salaries, instruments, advertising, printing, &c.—amounts to \$1,193,774.79 1/4. The contingent expenses have amounted to less than three per cent on the other disbursements.

SUMMARY.

It gives us sincere pleasure to find it stated in the Baltimore Patriot of Saturday, that Mr. Gale, one of the Editors of the National Intelligencer, whose life had been despaired of, was then out of danger.

At Mr. Colman's sale of pictures, which took place this week, besides the collection of old paintings, which have been sometime forming, were three beautiful landscapes by American artists; one of which was a view upon the Conestoga Lake, in Pennsylvania, from Ward's pencil, a soft and sunny landscape, much in Doughty's style; and another, a lovely view of Sebago Lake, in Maine, which reminds one of Cole, from the rich promise it displays on the part of the young artist.

SAC AND FOX INDIANS.—The Treaty recently concluded with the Sac and Fox Indians, is published at length in the Vandalia Whig. The following are among the names of the Indian signers:

his
Ke-o-kuck ✕ or he who has been every where.
mark.
Waw-kum-mee ✕ Clear Water.
Ninuc-toun guai-sat ✕ the Terror of Men.
Wan-we-au-tun ✕ the Curling Wave.
Mau-noa-tuck ✕ He who controls many.
Pow-shuk ✕ the Roused Bear.
Nou-nau-mu ✕ the Running Fox.
Me-she-wau-quau ✕ the Dried Tree.
Chau-cho-sout ✕ the Prowler.
Weo-she-kau-kia-shack ✕ he who steps firmly.

DESTRUCTIVE FIRE.—Wolcarr, says the Providence Journal of yesterday, that on Tuesday morning about three o'clock a fire broke out in the stables of the Citizens' Line Coach Company, which, together with the extensive building attached, known as the Dedham Hotel, were burnt to the ground. Sixty-six horses were consumed, together with several chaises, harness, &c. This calamity falls heavily upon an enterprising company, with whom their friends will deeply sympathize. Most of the noble animals were cut loose, and were, many of them, nearly taken from the burning building, but they could not be entirely removed. They rushed back into the flames, and perished with most heart-rending screams and groans.

NEW-ORLEANS, Oct. 17.—The boat in which Judge Workman is said to have left the Bay of St. Louis, has been found near the Malheureux Islands, bottom upwards. No further doubt can now be entertained but that the Judge and the two negroes are drowned.

The Augusta Courier of the 15th inst. states, that a duel was fought last week opposite Petersburg, on the Carolina side of the Savannah River, between Messrs. Brown and Gregory, of Macon, in which the latter it is believed was mortally wounded.

Murder in Missouri.—A letter received from St. Louis, relates, that on the 7th ult. a young man in that city by the name of Graves was shot by a fellow clerk, by the name of Mitchell, through the body while behind the counter. Graves fell. Mitchell walked to the door—returned—drew a second pistol, and reached over the counter and shot a brace of balls through the neck downward into the chest, which finished the business so well commenced.—Graves died in a few hours.—[Phila. Inquirer.]

Suicide.—A coroner's inquest was held yesterday afternoon over the body of Mr. Richard Holt Sager, aged 48 years. He was discovered by his nephew, between 1 and 2 o'clock, at his store No. 8 Fitcher street, hanging from the fall rope, which was made fast to the wheel, and from appearances, was supposed to have been dead some time. From the evidence at the inquest, the coroner reports that "he had for some time been laboring under mental derangement."

Mr. Sager was a native of England, but a resident of this city for the last 10 or 15 years, engaged as an importer of British goods. He was a gentleman of correct deportment, sedate in his habits, supposed to be in prosperous circumstances, and was in general respect with the mercantile community, with whom his transactions were extensive.

He was in conversation with a merchant at 12 o'clock yesterday on the subject of business, when he appeared perfectly rational. His friends are wholly unable to account for the unfortunate act.—[Mercantile.]

Boston, Oct. 25.—The pirate Joachim Antonio.—At the opening of the United States' Circuit Court yesterday, Joachim Antonio, one of the crew of the Portuguese brig Triumpho, was brought to the bar and informed by Judge Story that the Grand Jury had found three indictments against him for Murder on board that vessel—and that he was entitled to have copies of the indictments, and also to have counsel assigned and appointed to assist him in making out his defence.

Jonathan Chapman and John C. Park, Esqrs. were assigned by the Court to be his counsel.

Copies of the indictments were then furnished to the prisoner, and the Court informed him that he would be arraigned upon them next week, when he would be required to say whether he was guilty or not guilty of the crimes charged.

The New Orleans Emporium, October 5th, states, that the steamer Monticello burst her boiler, below Donaldsonville, on Thursday, by which accident a man was killed.

Curious Circumstance.—The Evergreen, Appleton on her passage from New London to this port was struck in the run of the vessel on the 14th inst. at 6 P. M. off Hatteras, by a Needle Fish. The Needle entered between the Timber, split off about 2 feet of the Plank, and drove a part of the lower jaw into the Timber; the jar was felt all over the vessel. At the time it was done the supposition was that the smack had struck a log, the pumps were tried and the vessel was found to leak badly. On searching, the leak was found in the run, and partly stopped. The Needle Fish is a native of the West Indies and the Gulph. The Needle may be seen at this office.—[Charleston Patriot.]

LOUISVILLE, Ky. Oct. 22.—Cholera.—The cholera is raging here to a great extent. There were ten deaths and forty cases of the cholera on board the steamboat Express from the mouth of the Ohio.—She arrived here on the 20th inst. Business is at a stand.

CINCINNATI.—Deaths by Cholera 24 hours ending noon 22nd inst., 26, and on 23d inst. 20.

Cholera at Pittsburgh.—Four cases of Cholera have occurred in the city of Pittsburgh. They were promptly reported by the physicians, and immediately published by the board of health and the sanitary board, and assurances were given that a full and true account would be published of all cases that should occur.

Caution to Witnesses.—At the late Circuit in Queens county an action was tried, in which John Pelletreau was plaintiff, and C. C. Moore defendant, for damages sustained by the plaintiff in consequence of the defendant's not having appeared as a witness in a cause pending between the plaintiff and C. R. Colder, at a term of Circuit Court held at Troy in

March last. The defendant had been subpoenaed and was a very material witness for the plaintiff in the action, and in consequence of his absence, the damages obtained were alleged to have been much smaller than would otherwise have been. Several points were made on the trial of no particular interest to the public; and we advert to the case only as a warning to witnesses of the consequences of disobeying legal process. The defendant undertook to prove sickness as an excuse for his absence, but the weight of evidence being against him, the jury after a clear and impartial charge by Judge Edwards, returned into court with a verdict for the plaintiff of \$1457 damages, and costs of suit.—[Courier.]

Distressing Shipwreck.—Extract of a letter dated Mannahawkin, N. J. Oct. 24th, 1832. "Came ashore on Long Beach, near the Great Swamp, Monmouth county, the schooner Euseline, of Staten Island, bottom upwards on the 22d; and the Commissioners took charge of said schooner. Four bodies were found on the shore, supposed to be the crew of said vessel; the bodies were brought to Mannahawkin, and buried in the Baptist church yard. The clothes of the deceased remain in the hands of the Commissioners.

Naval.—The U. S. ship Vandalia, Captain Budd bound to West Indies, has dropped down to Hampton Roads, where the St. Louis, Captain Newton, was at anchor on the 22d.

Boston, Oct. 24.—Coroner's Inquest.—Yesterday afternoon a coroner's inquisition was held upon the body of Earl Bosworth, said to belong to East Bridgewater. It appeared in testimony that the deceased took lodging at the house of widow Elizabeth Welch, in Marshall street, on Tuesday evening; that during the night a fellow lodger in the chamber, a Mr. Arnold, became crazy, and threatened him with harm,—to escape which, he attempted to let himself down from a window in the third story, and dropping; but his foot striking on the window sill of the second story, he fell on his side, and his skull was fractured. He was taken into the house of Mr. Lilly, and a surgeon attended him. He died about 4 o'clock in the afternoon. In his pockets were found a pinchback watch, brass chain and key; an old pocket wallet, containing four dollars in paper and 61 cents in change; a note signed by Silvanus Rodgers for \$25, dated East Bridgewater, February 4, 1829, payable to Earl Bosworth; also a letter signed by Washington Hall, dated Kingston, October 10, 1832, directed to Lyander Bourne, Halifax. These articles are in the hands of Prince Snow, Esq., the coroner.

Accident.—On Sunday afternoon last, Pierce, son of Nathaniel Davis, Esq. of Philadelphia, and grandson of Pierce Crosby, Esq. of Philadelphia county, was unfortunately drowned in the mill race of his grandfather. The deceased was an interesting little boy between the age of six and seven years.

On Saturday the Coroner was called to view the body of a man—supposed to be Daniel Ware, of Poultney—found floating in the river. About the clothing of the deceased were found a silver watch, marked P. P. C. on the inner case, and having a small piece of English and another of American silver coin attached to the chain; also a leather wallet, containing a few shillings in change. Verdict of the jury—death from accidental drowning.—[Troy Sentinel.]

The Hunchback.—What shall we say of Fanny Kemble's Julia? Nothing of panegyric that the English language will afford could be too extravagant. It was a thrilling and perfect performance from its commencement to its close—surpassed all expectation—drew down universal plaudits. The piece was more successful than any thing we have seen produced on the American stage for years.—[Phil. Inq.]

Postscript to a letter received by a gentleman in Philadelphia, dated WHEELING, Oct. 23.—"Our town is much alarmed by the fact of the Cholera having made its appearance among us."

QUEBEC, Oct. 17.—The season.—There was a fall of snow on Sunday afternoon, which continued a few minutes. Yesterday enough fell to cover the roofs of the houses, and give a wintry aspect to the country around. It lay on the ground only an hour or two. The thermometer at seven, was at 36d.

Narrow Escape.—On Saturday about 11 o'clock, an elderly gentleman, a highly respectable merchant, was passing down Central wharf, when a bale of merchandise, thrown out of the second story of Messrs. S. & T. H. Perkins's store struck him on the head, and knocked him down between some other bales, which alone prevented his being crushed to

death. It is hoped that this accident may prove a warning to those who so often violate the laws of the city, which provides that nothing shall be thrown from the lofts of any building into the street.—[Transcript.]

Female Horse Thief.—A horse and chaise were carried off from the village of Lonsdale, in this vicinity, last week, under circumstances somewhat peculiar. A young lady of prepossessing appearance landed, it is believed, from one of the canal boats, and contracted to work at a cotton factory at that place. She next went to the keeper of a livery stable and hired an elegant horse and chaise, under the pretence of going to Providence to bring out her cousin, who, as she represented, wished to procure employment at the same place. On being asked by the owner to what name he should make the charge, she replied with an engaging modesty, tempered with a slight show of indignation at the asking of so impertinent a question, "Miss Walker." Miss Walker drove off in fine style and has not been heard of since.—[Pawtucket Chronicle.]

Yesterday morning early, a person by the name of Daniel Haines, an engraver, threw himself from the dormant window of a house in Strawberry alley, and was instantly killed.—[Philadelphia Chronicle.]

A few days before, in digging a ditch through a swamp near Massillon, two Tusks of a Mammoth were discovered, each upwards of 9 feet long, and about 29 inches in circumference. They were broken in getting them out. The enamel on them was perfect, and nearly a quarter of an inch thick. Search is making for further remains of the animal.

Lately, a passenger of the steamboat Amulet, on the Ohio river, fell overboard between Rising Sun and Vevay, and was drowned. No person on board knew his name. During the evening he had been lying on a bench, near the edge of the guard, sometimes apparently asleep, and was supposed by some to have sprang overboard while dreaming; for from his situation he could not have accidentally fell in. We were conversing with him about 25 minutes before the accident, and learned that he was from Cincinnati, and going into this state to purchase land. He was a man about 40 or 45 years of age, wore a white fur hat and spectacles.—[Indiana paper.]

CINCINNATI, Oct. 20.—Mad Bullock.—Yesterday afternoon, as we sat writing at our window, we saw a bullock come up Front street, and turn on to the public landing pursued by about 15 or 20, mostly boys. He had a rope attached to his horns, which trailed after him 50 or 60 feet. As soon as he got on to the landing, a crowd collected immediately, and annoyed the poor animal with every kind of missile they could lay their hands upon. They thought to prevent his pursuing them by making the rope fast to a plank; but the enraged animal, goaded to perfect madness, turned upon his tormentors, and killed one man and wounded another.

BALTIMORE.—Accident.—A man named Adams, a resident of Frederick county, was killed on the Railroad, between Frederick and the Monocacy, on the 17th inst. The Times, of that city, states that the unfortunate individual was lying asleep in the road, with his head resting on one of the rails, at the moment the car from the Point of Rocks was coming in. The driver not seeing him in time to prevent the accident, the wheel passed over his head, and at once deprived him of life.

HEAD QUARTERS OF THE ARMY. Adj. Gen's Office, Washington, Oct. 25.

ORDER No. 94.—The following list of Promotions and Appointments in the Army of the United States, made by the President, since the publication of Order No. 62, of July 19th, 1832, is published for general information:

1. PROMOTIONS.

First Regiment of Artillery.

Second Lieutenant John Farley, to be First Lieutenant, 1st August, 1832, vice Swift, resigned.

Brevet Second Lieutenant George W. Turner, to be Second Lieutenant, 1st July 1831, vice Farley, promoted.

Second Regiment of Artillery.

Brevet Second Lieutenant George W. Ward, to be Second Lieutenant, 1st July, 1832, vice Barney, resigned.

Brevet Second Lieutenant Robert P. Smith, to be Second Lieutenant, 1st July, 1832, vice Mitchell, resigned.

Third Regiment of Artillery.

Brevet Second Lieutenant Benjamin Poole, to be Second Lieutenant, 1st July, 1830, vice Brown, deceased.

Fourth Regiment of Artillery.

Second Lieutenant Horatio A. Wilson, to be First Lieutenant, 30th September, 1832, vice Monroe, resigned.

Brevet Second Lieutenant Samuel C. Ridgely, to be Second Lieutenant, 1st July, 1831, vice Norcom, resigned.

Brevet Second Lieutenant William H. Emory, to be Second Lieutenant, 1st July, 1831, vice Wilson, promoted.

First Regiment of Infantry.

Brevet Second Lieutenant Edward R. Williams, to be Second Lieutenant, 1st July, 1829, vice Gale, deceased.

Fourth Regiment of Infantry.

Brevet Second Lieutenant Richard B. Screven, to be Second Lieutenant, 1st July, 1829, vice Clay, deceased.

Brevet Second Lieutenant Joseph Ritner, to be Second Lieutenant, 1st July, 1830, vice Clark, deceased.

Brevet Second Lieutenant Robert C. Buchanan, to be Second Lieutenant, 1st July, 1830, vice Torrence, deceased.

APPOINTMENTS.

Hartman Bache, Assistant Topographical Engineer, to be Topographical Engineer, 1st August, 1832, vice Poussin, resigned.

William H. Swift, First Lieutenant of the First Regiment of Artillery, to be Assistant Topographical Engineer, 1st August, 1832, vice Bache, promoted.

2.—CASUALTIES.—Resignations.

Brevet Major—William Tell Poussin, Topographical Engineer, 31st July, 1832.

First Lieutenants.—William H. Swift, 1st Artillery, 1st August, 1832.
James Monroe, 4th Artillery, 30th September, 1832.

Second Lieutenants.—Joshua Barney, 2d Artillery, 31st July, 1832.

Ormsby McK. Mitchell, 2d Artillery, 30th September, 1832.

Frederick Norcom, 4th Artillery, 31st August, 1832.

Brevet Second Lieutenants.—George Richard James Bowdoin, 1st Infantry, 31st August, 1832.

William H. Warfield, 3d Infantry, 12th October, 1832.

Charles Whittlesey, 5th Infantry, 30th September, 1832.

Albert T. Bledsoe, 7th Infantry, 31st August, 1832.

Assistant Surgeon.—Green W. Caldwell, 19th October, 1832.

Declined.

Captain.—William Wade, Ordnance.

Assistant Surgeon.—Andrew M. Clark.

DEATHS.

Second Lieutenants.—Gustavus Brown, 3d Artillery, 12th July, 1832.

Levin Gale, 1st Infantry, — September, 1832.

Joseph Clay, 4th Infantry, 8th July, 1832.

Nelson N. Clark, 4th Infantry, 11th July, 1832.

Samuel Torrence, 4th Infantry, — September, 1832.

Brevet Second Lieutenants.—Franklin McDuffie, 4th Artillery, 15th July, 1832.

Thomas J. Royster, 6th Infantry, — September, 1832.

Surgeons.—Josiah Everett, 14th July, 1832.

Richard M. Coleman, — September, 1832.

III.—The officers promoted, will report to their Colonels by letter, who will assign them to Companies for duty, unless they have received orders, or shall be otherwise instructed from this office.

By order of ALEXANDER MACOMB,
Major General Commanding the Army,

R. JONES,
Adjutant General.

APPOINTMENTS BY THE PRESIDENT.

CALEB S. MANLY to be Receiver of Public Moneys for the District of Lands subject to sale at Batesville in the Territory of Arkansas, vice John Redmon, deceased.

CHARLES J. STEDMAN to be Naval Officer for the District of Charleston in the State of South Carolina, vice John S. Cogdell, resigned.

SAMUEL SIMONS to be Collector of the Customs for the District and Inspector of the Revenue for the Port of Fairfield in the state of Connecticut, vice Walter Bradley, removed.

CHARLES B. LINES to be Surveyor and Inspector of the Revenue for the Port of Bayou St. Johns in the State of Louisiana, vice G.A. Montmain, resigned.

—[Globe.]

NEW-YORK AMERICAN.

OCTOBER 27, 29, 30, 31, NOVEMBER 1, 2—1832.

LITERARY NOTICES.

THE SACRED HISTORY OF THE WORLD FROM THE CREATION TO THE DELUGE; by Sharon Turner, F. S. A. &c.; 1 vol. 12o., pp. 422: New York, William Jackson.—Whoever has read Paley's Natural Theology, and been delighted—as what intelligent mind is not?—with the admirable skill and knowledge with which the material objects of creation, and man the lord of all in his physical structure, are made to illustrate the wisdom, the goodness, and the power of the Deity, will turn with gratification to this publication, which so ably reconciles Philosophy with Religion, and makes Science the handmaid of Faith. There can be no finer or more useful employment for the highest faculties, than that of showing that the Record of Creation, as delivered to us in the Bible, is confirmed by the discoveries of modern philosophy, and that the assent of our hearts and conscience to the truth of Divine Revelation, is strengthened by the investigations of our understanding, and the conclusions of our reason.—Such is the object of this treatise; and the varied learning and indefatigable industry it displays in the furtherance, and, as we think, full attainment of its objects, are alike admirable and convincing. The New York publisher has presented this volume on excellent paper, and in a type, as to the text,—for the copious, instructive, and often amusing notes, are necessarily in a smaller type,—that is large and clear.

ELEMENTS OF LOGIC, by Richard Whately, D. D. &c.—1 vol. 12o. pp. 335, New York, Wm. Jackson. We have to say of this, as of the volume noticed above from the same press, that its mechanical execution is very good; the two together are of good augury that Mr. Jackson, who is we believe a new publisher among us—will improve the style of publication here. Of the merits of the work itself, it cannot be necessary at this time of day that we should speak in praise. Its first appearance as an article in the Encyclopedia Metropolitana, constituted quite an epoch in literature—and its subsequent success as a separate treatise, which has already passed through four editions in England, attests the value placed upon it. The study of logic has fallen somewhat into desuetude on account of the fantastical uses to which it was sometimes made subservient, and of the absurdities and paradoxes which it was employed to enforce and defend—and thus the abuse of a useful and noble science has tended to disparage the science itself. But while it is the peculiar province of man to reason, and while all men, whatever their vocation or pursuits, are constantly employed in some of the various processes of reasoning, it can never be a useless or uninteresting inquiry to learn how these processes can be best and most efficiently conducted; and such is the object and aim of Logic. Dr. Whately, now, we believe, a Bishop, has in his preface successfully vindicated its claim to a distinguished place in every scheme of liberal education, while furnishing in the body of the work itself, the best text-book for its acquirement.

From the same bookseller, Wm. Jackson, we have received the following English publications, viz.

THE SHAKESPEARIAN DICTIONARY, by Thos. Dolly.—This appears to be a recent work, improving upon Ayscough's Index to Shakespeare, and various collections of aphorisms and quotations from Shakespeare, by placing under some one general head, (all of which are arranged alphabetically,) such, for instance, as *Absence, Love, Power, Rebellion*, &c. whatever striking passages in prose or poetry the works of Shakespeare afford, in relation to each. As a work of quotations, and of reference, this volume

is very valuable; and even as a travelling companion to be read by snatches, it would prove quite attractive, for who can read Shakspeare too much?

THE BYRON GALLERY—part I.—a beautiful beginning of a series of historical embellishments to illustrate the poems of the noble bard; differing from the plates which accompany the edition of Byron's Works now publishing by Murray, of London, in this; that these are chiefly portraits and landscapes, while the aim of this enterprize is to embody some of the glorious imaginings of Byron's muse in living pictures. Six, or, at most, eight numbers, each containing five plates, will complete the series; and the best artists will be engaged in the work. In the number before us, the plate taken from a passage in the *Bride of Abydos*, and that from *Don Juan*, strike us particularly.

PROSPECTUS OF A UNIFORM EDITION OF MISS EDGEWORTH'S WORKS, ILLUSTRATED WITH PLATES—similar, so far as we remember, in design and execution, to the edition and illustrations of the *Waverley* novels.

FRIENDSHIP'S OFFERING FOR 1832, with some pretty, some indifferent, and some fine engravings, and with prose and poetry not above the general standard of *Annals*. This "Offering" presents itself with all the embellishments of fine paper, fine type, and handsome binding.

THE NEW UNIVERSAL GAZETTEER, OR GEOGRAPHICAL DICTIONARY, &c. &c. By EDWIN WILLIAMS. N. York, Jas. Conner.—A capital labor-saving Index is here presented, for all persons who have little time to search for, and frequent occasion, on the spur of the moment, to speak or write of, places and peoples in all parts of the habitable globe. The editor, Mr. Williams, has made himself favorably known before by the accurate and well condensed statistical information comprised in his *New-York Annual Register*. The same industry and accuracy, with much greater labor, are manifested in this *Gazetteer*, which though originally intended only as a revision of *Brookes' Gazette*, has been in fact nearly rewritten, and is much extended by Mr. W. The latest travellers and authorities in Geography have been consulted throughout. Appended to the *Gazetteer*, and adding greatly to its value, are some thirty pages of population returns of different countries, and particularly of France, England, and the United States, the whole derived from authentic and recent returns. We are sure this little volume, which, by the aid of small type and double columns contains an immense mass of information, will be generally acceptable and popular.

THE RECTORY OF VALEHEAD; by the Rev. ROBERT WILSON EVANS, M. A.; 1st American, from the 6th London edition: Philadelphia, Carey & Lea.—It would be difficult by any series of set discourses to illustrate so beautifully and in so popular and acceptable a way the efficacy of religion to encourage, reward or console, as is done in this diary of the daily incidents, pursuits, hopes and trials of a Christian pastor's fireside. It is the history of home,—of a Christian home,—such as all may aim to possess; and the instruction which is furnished by these pages is such as every ingenuous mind may receive without distrust; for it inculcates no sectarian bigotry, no narrow and exclusive creeds or practice. The occurrences of the household, whether of joy or sorrow—the birth, the wedding, the funeral,—the rural excursion, the visits of duty or of pleasure,—each and all are made subservient to the same great end—religious contentment.

SELECT SPEECHES OF JOHN SERGEANT OF PENNSYLVANIA: Philadelphia, E. L. Carey and Hart.—This morning only we received this handsomely finished volume, and can therefore do no more now than announce it as for sale here at Carvills, and recommend it to those who would have the evidence of

the ability and talents of a prominent candidate for the Vice Presidency.

THE POLITICIANS' MANUAL, by Edwin Williams, is a useful and well timed little pamphlet, which furnishes the accurate returns of votes given at the Presidential election in 1833 in all the States.

A HISTORY OF THE AMERICAN THEATRE; by Wm. Dunlap: New York, J. & J. Harper.—No works are more readable and popular in this book-making age, than the class to which this publication belongs. Reynolds, Michael Kelly, Bernard, and others, have successively entertained and delighted the public with their lively miscellanies of literary gossip, criticisms and sketches of character, until the field of their observations is almost exhausted abroad, and we have the complete annals of the modern British theatre, and even the continental stage, in a variety of shapes. The majority of readers who have taken up these amusing books merely to pass an idle hour, have been surprised and gratified at the amount of valuable information to be gleaned from them, the knowledge of eccentric and distinguished characters, literary anecdote, scientific facts, and the lessons in life of every description; in short all that kind of intelligence which one takes years to collect from ordinary books, and which, though undervalued by many as trifling, is yet indispensable to liberalize and enlarge the mind, and give pliancy and truth to its views of human nature. One department in this province of literature was yet unfilled; and though Bernard in his "Retrospections of the Stage" has glanced occasionally over the Atlantic, yet it remained for Mr. Dunlap, a gentleman every way qualified by talent, literary experience and familiarity with his subject, to supply the deficiency. It has been, therefore, with much agreeable anticipation that we have looked forward to the appearance of this work since its first announcement. This has been by no means disappointed; indeed so far from it, that the few misgivings which our ignorance of the extent and value of Mr. Dunlap's materials induced, were completely dispelled before we had read three chapters of his work. The history of the American Theatre we had thought too deficient in incident to make a very interesting book, though confident that in such hands it must be an agreeable one. The result has as much dissipated our impressions in the one particular as it has realized our expectations in the other, and the performance proves as valuable for the facts accumulated in it, as it is entertaining from the manner in which they are narrated and the observations appended to them. The author has arrested many a fleeting memorial of the early character and manners of the country, and there is a costume and keeping about some of his pictures of life "fifty years since," that will make his book invaluable as a work of reference to the future writer of fiction in this country. Who for instance has not often heard of the gay times of this metropolis, when Burgoyne and Andre, and the other dashing gallants of Sir Henry Clinton's army, turned the heads of half the fair dames of that day, as the "Archers," "Belcours," &c. of the John-street Theatre.

Of this dramatic company, we have the following account by Mr. Dunlap, who often witnessed their playing in his youth:—

Having been driven from Boston, the warriors of England triumphantly took possession of the city and theatre of New York, such as both have been described above.

A corps dramatique was formed, and the theatre in John street opened, on the 25th of January, 1777. The manager for several years and principal low comedian, was Doctor Beaumont, Surgeon-General of his Majesty's army in America. We remember his *Scrub* and *Mock Doctor*, characters which, seen a few years after in London as performed by Quick and Edwin, appeared, such is the force of first impressions in early life, very inferior to the representations of the manager, doctor of John street. Col. French played *Scrub* likewise with great success.

Women's characters, as in the time of Shakspeare, were frequently performed by the younger subalterns of the army, and we have before us the name of Lieutenant Pennefather as Estifania, in the well-known *Wife of Beaumont & Fletcher*. It is to be hoped that the allies of the English arms, the Mohawks, Senecas, Onondagos, and other supporters of his majesty's honor, and asserters of the cause of justice, mercy, and humanity, were ignorant that the warriors of their great father George submitted to the degradation of the petticoat.

Major Williams, of the Artillery, was the hero of tragedy, the Richard and Macbeth of the company, and the heroine bore his name, though not received as the legal possessor. Her comedy had great merit. Mrs. Sullen and Clarinda are particularly remembered. There were other females associated with the company, such as had "followed the drum," and these were paid for their services at the rate of two, three, and four guineas each performance. The names of Captain Oliver Delaney, 17th Dragoons, Captain Michael Seix, 22d Foot, Captain W. Loftus, Guards, Captain Edward Bradden, 15th Foot, Lieut. Pennefather, Captain Phipps, Captain Stanley, Wm. Hewlet, Wm. C. Hewlet, are recorded with that of Major Andre, as performing at this time.—We remember, besides these, many others, afterwards known in London, when peace and half-pay had deprived them of much of the heroic splendor which surrounded them in the streets and on the stage of New York.

The house in John street was now called the "Theatre Royal." The play bills were headed "Charity," and sometimes "For the benefit of the orphans and widows of soldiers."

This company of comedians opened their Theatre Royal with a prologue, written for the occasion, and spoken by the author, Captain Stanley, and limited their efforts the first night to the performance of *Tom Thumb*.

Their loyal friends applauded the performers both at the theatre and in the Royal Gazettes. They had opened the theatre shut up by the Congress. They possessed humour and spirit, and proved that "good education and knowledge of polite life are essentially necessary to form a good actor"—this was said when the performers had proved these qualifications only by playing *Tom Thumb*. The prologue was pronounced honorable to the "infant muse" of Captain Stanley,—and "the scenes painted by Captain Delaney," who by the by was a manager at this time, "would not disgrace a theatre under the management of a Garrick. The house was crowded with company, and the ladies made a brilliant appearance." Tickets were advertised to be had of "David Matthews, Esq. Mayor, Wm. Waddle, Esq. Alderman, and of the printer, Hugh Gaine, at the Bible and Crown." Captain Delaney was a performer, a manager, and second painter, and Major Andre likewise played and painted scenery.

To some it may be interesting to have the names of the managers and performers for charity's sake, at the Theatre Royal, New York, in 1778:—

Col. Guy Johnson, and Dr. Hammond Beaumont, managers—the latter a performer as *Iago*—*Hecate*—*Lovegold*—*Scrub*—*Mock Doctor*. Major Edward Williams (Artillery), Richard—*Macbeth*. Captain Stephen Payne Adye (Artillery and Judge Advocate), King Henry the Sixth. Major John Andre (Guards and Adjutant General). Captain William Fawcett (Guards). Captain McDonnell (Seventy first Foot). Major O'Flaherty, Ranger—Douglas. Captain Hardenbrook (Provincials), Belcour. Lieutenant Le Grange (Provincials). Captain Thomas Shreve (Provincials), Duke of Venice—Lord Mayor—Freeman. Major Lowther Pennington (Guards), *Othello*. Lieutenant Butler (8th Foot), *Stockwell*. Major Moncreiff (Engineers), *Othello*. Lieutenant Spencer of the Queen's Rangers. This gentleman played Richard the Third at Bath in 1785, and the next day he was thus noticed in one of the papers: "The debutant of last evening has long been known as an excellent player—at billiards."

The name of Andre has not been unobserved by the reader in this enumeration of amateur players.

How strange it seems, that in this very theatre, many of the scenes of which were traced by his pencil, and upon the stage which his talent had so often enlivened, the disgraceful end of the gifted but unhappy gentleman was represented some fifteen years afterward. But we could easily fill our columns with instances taken from this volume of reverses, which might point a moral or adorn a tale. The life of a player being even more of a lottery than

are most others. We must, however, contenting ourselves with this glance at its contents, take some other opportunity to refer to it, and conclude this notice with the following heart-rending account of an event, which is probably still vivid in the recollection of many of our readers—the burning of the Richmond Theatre:

The house was fuller than on any night of the season. The play was over, and the first act of the pantomime had passed. The second and last had begun. All was yet gayety, all so far had been pleasure, curiosity was yet alive, and further gratification anticipated—the orchestra sent forth its sounds of harmony and joy—when the audience perceived some confusion on the stage, and presently a shower of sparks falling from above. Some were startled, others thought it was a part of the scenic exhibition. A performer on the stage received a portion of the burning materials from on high, and it was perceived that others were tearing down the scenery.—Someone cried out from the stage that there was no danger. Immediately after, Hopkins Robinson ran forward and cried out “the house is on fire!” pointing to the ceiling, where the flames were progressing like wild-fire. In a moment, all was appalling horror and distress. Robinson handed several persons from the boxes to the stage, as a ready way for their escape. The cry of “Fire, Fire!” ran through the house, mingled with the wailings of females and children. The general rush was to gain the lobbies. It appears from the following description of the house, and the scene that ensued, that this was the cause of the great loss of life.

The general entrance to the pit and boxes was through a door not more than large enough to admit three persons abreast. This outer entrance was within a trifling distance of the pit door, and gave an easy escape to those in that part of the house. But to attain the boxes from the street it was necessary to descend into a long passage, and ascend again by an angular staircase. The gallery had a distinct entrance, and its occupants escaped. The suffering and death fell on the occupants of the boxes, who, panic-struck, did not see that the pit was immediately left vacant, but pressed on to gain the crowded and tortuous way by which they had entered. The pit door was so near the general entrance, that those who occupied that portion of the house gained the street with ease. A gentleman who escaped from the pit among the last, saw it empty, and when in the street, looked back again upon the general entrance to the pit and boxes, and the door had not yet been reached by those from the lobbies. A gentleman and lady were saved by being thrown accidentally into the pit, and most of those who perished would have escaped if they had leaped from the boxes and sought that avenue to the street. But all darted to the lobbies. The stairs were blocked up. All was enveloped in hot scorching smoke and flame. The lights were extinguished by the black and smothering vapour, and the shrieks of despair were appalling. Happy for a moment were those who gained a window and inhaled the air of heaven. Those who had issued to the street cried to the sufferers at the windows to leap down, and stretched out their arms to save them. Some were seen struggling to gain the apertures to inhale the fresh air. Men, women and children precipitated themselves from the first and second stories. Some escaped unhurt—others were killed or mangled by the fall. Some with their clothes on fire, shrieking, leaped from the windows to gain a short reprieve and die in agony.

“Who can picture,” says a correspondent of the Mirror, “the distress of those who, unable to gain the windows or afraid to leap from them, were pent up in the long narrow passages.” The cries of those who reached the upper windows are described as being heart-sickening. Many who found their way to the street were so scorched or burnt as to die in consequence, and some were crushed to death under foot after reaching the outer door.

Add to this mass of suffering, the feelings of those who knew that they had relatives or friends who had gone to the house that night. Such rushed half frantic to the spot with the crowds of citizens from all quarters—while the tolling bells sounded the knell of death to the heart of the father or mother whose child had been permitted to visit the theatre on that night of horror.

“As my father was leading me home,” said Mr. Henry Placide, “we saw Mr. Greene, exhausted by previous exertion, leaning on a fence, and looking at the scene of ruin. For all was now one black mass of smoking destruction. ‘Thank God!’ ejaculated

Greene, ‘Thank God! I prohibited Nancy from coming to the house to-night! She is safe.’”

Nancy was his only daughter, just springing into womanhood, still at the boarding-school of Mrs. Gibson; and as beautiful and lovely a girl as imagination can picture.

Mrs. Gibson and the boarders had made up a party for the theatre that evening, and Nancy Greene asked her father's permission to accompany them. He refused—but unfortunately added his reason—“the house will be crowded, and you will occupy a seat that would be otherwise paid for.” On these words hung the fate of youth, innocence, and beauty. “I will pay for your ticket, said the kind instructress, we will not leave you behind.” The teacher and the pupil were barred in the ruin on which the father gazed, and over which he returned thanks for the safety of his child. He went home and learned the truth.

An instance of the escape of a family is given.—The husband, with three children, were in the second boxes; his wife with a female friend, in another part of the house. The wife gained a window—leaped out and escaped unhurt. Her friend followed and was killed. The father clasped two helpless girls to his breast, and left a boy of twelve years of age to follow—the boy was forced from the father, ran to a window, sprang out and was safe.—The parent, with his precious charge, followed the stairway, pressed upon by those behind him, and those who mounted on the heads and shoulders of the crowd before them—he became unconscious, but was still borne along—he was taken up, carried to his bed, and opened his eyes to see all his family safe.

On the contrary, Lieut. Gibbon, of the Navy, an exemplary in private life as heroic in the service of his country and on the brink of a union with Miss Conyers, the pride of Richmond for every accomplishment and virtue—was swept into eternity while exerting himself to do all that man should do in such trying circumstances. He was with his mother at the theatre, and carried her to a place of safety—then rushed back to save her in whose fate his own was bound up—he caught her in his arms—had borne her partly down the staircase, when the steps gave way, and a body of flame swept them to eternity.

Friday, the 27th December, 1811, was a day of mourning to Richmond. The banks and stores were closed. A law was passed prohibiting amusements of every kind for four months. A day was set apart for humiliation and prayer. A monument was resolved on—to be erected to the memory of the dead and the event.

BABBAGE ON THE ECONOMY OF MACHINERY AND MANUFACTURES: Carey & Lea.—The number of extracts we have lately given from the English edition of this work, has, probably, ere this, by making them familiar with its contents, fully recommended it to our readers. No republication, we venture to say, could be more acceptable in this country. It teems with information of the most important kind, because it is all available to the necessities of life, and the improvement of the human family.

Messrs. Gray and Bowen, the publishers of the “Token,” have taken our last Saturday's notice of that Annual very much to heart, and send us a long letter, appealing in warm terms from our criticism upon it. Though sincerely wishing them all the benefit they might derive from the publication of their letter, we cannot, by inserting the whole of it, afford a precedent, which, if followed up to any extent, would soon put an end to these literary notices altogether, by filling their place with such discussions as it would lead us into. It is due, however, to the publishers of the Token, to state, that they were not aware that the pieces we spoke of as having been before in print, were not original in their publication. We also take pleasure in mentioning upon their authority, as a proof of their liberality, that “the plates of this number have cost twelve hundred dollars more than those of the previous numbers.” With regard to the excellence of the engravings, they very justly remark, “the public will judge for themselves,”—a privilege, by the by, which we shall also exercise, to confirm us in the opinion already expressed in our notice.—“The Guardian Angels” and “The Portrait” are

indeed beautiful, as Cheney's engravings always are, and we meant them to be included among the exceptions that we particularized,—though the impression of the last is so feeble—at least in the copy we have seen—as to give it the semblance of coming from an old plate. Parrie's “Bridesmaid” is spoilt, and “Rural Amusements,” though the publishers challenge “the criticism of the best artists,” we cannot admire: it is an imitation, and an unsuccessful one, of the bold style, with masses of light and shade, in which the well-known print of “Master Lambton” is engraved. In short, while almost all the engravings are from pictures not by American artists, and while we do not think one of them is superior to the exquisite “Sybil” of the Token of 1830, or “The Lost Children” and “My Grandfather's Hobby” of the same volume, we cannot say, that either in novelty or beauty do the embellishments of this number surpass those of its predecessors. So much for the embellishments. As for the literary contents, we said of the prose nothing but what was commendatory, nor of the poetry but what was warranted by an impartial examination of it. And now, having devoted more room to this matter than we had any intention of doing when commencing these observations, we cannot conclude them without a word to these worthy publishers, with regard to our having an unkind feeling toward them as Boston publishers,—a suspicion on their part, we gather from the general complexion of their letter, rather than from anything expressly said. If they choose to refer back to these notices since they were first commenced, they will find, that the elegance of Boston publications, the munificence of Boston patronage, and the active literary talent which elicits it, are matters of which we are constantly reminding our own citizens, who—worthy people—sometimes require a hint of the kind, in spite of their manifold perfections.

SPAIN AND PORTUGAL: Lardner's Cabinet Cyclopædia. Carey & Lea, Philad.—From the first invasion of the Romans to the last of the French, the wars of its independent states, the struggles with the Arabs, and feuds of every description, have invested the Peninsula with all that romantic interest which military traditions, above all others, give to a country. The present history, therefore, is full of incident, and leads one on through a maze of interesting knowledge, that has all the stir and warm coloring about it, which we are disposed to think belongs to fiction alone, and which, indeed, we may now hardly look for elsewhere than in the land of Camoens and Cervantes: for the materials of poetic interest are not those which make up the substantial goods of life; and the present unhappy condition of those countries, as contrasted with that of the rest of the world, is much the same as that of a semi-gothic age, when compared with the present. We shall revert to this book hereafter.

A noble edition of Johnson's works, received this morning, is among the books upon our table, which must be deferred for another week. It is published by George Dearborn, John street, corner of Gold, with an Essay on Johnson's Life and Genius by Murphy. This is the first complete edition of Dr. Johnson's works published in this country. It is printed from stereotype plates, on fine paper, and contains nearly 700 pages per volume, and embraces twenty-seven publications of Dr. Johnson, not to be found in any previous American edition.

HEWITT has just issued an additional lot of Songs, Ballads, Waltzes, &c., among which are the following:—There be none of Beauty's daughters, by Byron—set by Mr. Cogdell of S. C.; T. Haynes Bayley's ballad, Oh, dark-eyed maid of Palestine—music by T. H. Severn; The Ananath, a Waltz, by J. F. Hance; The celebrated Waltz, by Nicholson, as performed at the Park Theatre by Mr. Kyle, arranged for the piano by W. Blondell, &c.

LITERARY.—It is said that a volume of poems, from the pen of a young physician, will shortly appear. It is entitled, "Harmonia Celestis, or Christian Melodies," from the majority of the poems being of a religious character.

The Providence (R. I.) Journal, for whose columns Mrs. Sigourney is exercising her gifted pen, should requite the preference by more care in printing. The "diem perdidit" of Titus, in that paper of Wednesday, will explain our allusion.

The General Convention of the Protestant Episcopal Church determined on Saturday, by a vote taken by States, of ten to eight of both orders, that the Diocese of Ohio is vacant. The question so much discussed, however, of the lawfulness of a Bishop's resigning, is not decided by that vote—the vacancy existing unquestionably in the present instance, by reason of the abandonment of his diocese by the Bishop. As a consequence of this vote, the testimonials of Mr. McIlvaine, Bishop elect of Ohio, were signed, and he, together with the Bishop elect of Vermont, Mr. Hopkins, of New Jersey, Mr. Doane, and of Kentucky, Mr. Smith, were consecrated on Wednesday last.

[From the Journal of Commerce of Saturday.]
EPISCOPAL GENERAL CONVENTION.—THE QUESTION DECIDED.—The previous question on the Resolution declaring the Ohio Bishopric to be vacant, was yesterday moved and carried. The vote on the main question was then taken by yeas and nays, in States and Orders; and the result was that the Clerical Delegations of eight States voted in the affirmative, and the Clerical Delegations of nine States in the negative. The votes of the Clerical Delegation of New York were equally divided, 2 to 2, and of course neutralized each other. So the Clergy voted in the negative.

The Laity of seventeen States were present, and voted:—of which, eight States voted in the affirmative, and seven in the negative.—the delegations of Connecticut and New Jersey being equally divided. So the Lay Deputies voted in the affirmative.

The Chair then declared that the resolution was lost,—the concurrent vote of the two Orders being necessary to its passage.

It appears that two of the States whose Lay Deputies voted in the affirmative, were not represented by any Clerical Deputies, and it was suggested that, in this case, according to the Rules of the Convention, the Laymen should also represent the Clergy of those States. The Chair decided that the votes of the Lay Deputies could only be taken in their order, as Laymen. President Duer objected to this decision, and, on motion, the Convention adjourned to meet at seven o'clock in the evening.

CONSECRATION OF BISHOPS.—On Wednesday, in St. Paul's Chapel, a very interesting service was performed in the consecration of four individuals as Bishops of the Episcopal Church. They are as follows:—

Rt. Rev. John H. Hopkins, D. D. Bishop of Vermont.

Rt. Rev. Benj. B. Smith, D. D., Bishop of Kentucky.

Rt. Rev. Charles P. McIlvaine, D. D., Bishop of Ohio.

Rt. Rev. Geo. W. Doane, Bishop of New Jersey.

THE UNFORTUNATE POLES.—Several of the gallant but ill-fated soldiers of Poland have already reached, and others are daily expected on, our shores. They come stripped of every thing but honor, and the will, by the labor of their hands, to "minister to their own necessities." Ignorant, however, of our language, they can find no employment; and it therefore becomes incumbent, it seems to us, upon our benevolent citizens to devise some systematic plan of relief and provision for these sufferers in Freedom's holy cause. We hear with pleasure that the gentlemen composing the committee who had the distribution of the funds raised to aid the struggle of Poland, are about to convene in order to suggest some plan. We hope they will succeed in doing so—and soon.

FOREIGN INTELLIGENCE.

PORTUGAL.—The following is an extract from a late letter dated at Lisbon, from an American citizen, to a gentleman in this city; and although we have later dates from Portugal via England, the information which follows has not been made public before, at least in such detail. As everything tending to throw a light upon the present struggle in that ill-fated country is interesting, we are glad to give it place:—

"On the subject of news, I have little to inform you of, and the English papers will more fully and exactly acquaint you with the state of this unfortunate country, and of the affairs of the two Pretenders. The ridiculous 'Gazetta de Lisboa' is filled with the list of the contributors to defray the expenses of the Government, and of acknowledgments from the latter; but we here know that all this is exacted and forced from the majority of the givers. Then there are long lists going about collecting signatures for the purpose of showing the popularity of Miguel's misrule: but this will not blind the people, for if the names of the office-holders and of the Clergy be subtracted, but few will remain; and I doubt the sincerity of the greater number. As it was found that Admiral Sartorius, who was blockading this port, had but a small force with him, this Government ordered out an eighty gun ship, the Don Joan, a frigate, three corvettes, and three brigs, to sink or capture Donna Maria's small forces. Sartorius weighed and steered to the westward, and had the ability to play hide-and-seek with them for thirteen days and more—of getting at times to close quarters, to the injury of his enemy, as the return of Miguel's squadron to port in a worse state than when it sailed, proved. In this interval a report was set on foot—you may well guess by whose authority—that Sartorius and his small squadron had been captured, and that Miguel's was blockading Oporto. The city was illuminated, the forts fired a salute, &c. Now mark: as the false news of the capture had circulated in the provinces, the 'Gazetta' was mum, and did not publish the return of the squadron into port! The consequence is, that the people of the interior believe it to be off Oporto. Sartorius has since reappeared with a greater force than he had before. We learn there had been some few skirmishes, but nothing lately—at least that we know of in this city; for the Government uses every exertion to prevent the introduction of any kind of news. Don Pedro's object was to augment his small force with deserters from his opponent's ranks. The Government aware of, and fearing this, had a care to keep back the regulars, and sent forward the volunteers (a perfect canaille) and the militia, numbers of whom have run off and joined Don Pedro's standard, the greatest numbers to their homes, and other places in the interior. Operations have therefore ceased for the present. Oporto is well fortified, and has abundance of provisions, and the Constitutionalists think themselves sufficiently strong not to fear an attack, nor to be compelled to abandon the place; but as to their advancing on to Lisbon, it cannot be done, especially for want of cavalry. It is thought that the Marquis Palmella's mission to London was to obtain the latter, as also the aid of foreign intervention; and it is surmised that his request was favorably received. In the meantime this beautiful country is verging to utter ruin; at and near the theatre of operations there are no provisions to be found, and the army destined to besiege Oporto is suffering every privation. Here also there is a great scarcity of money, and it can only be obtained by violent means, such as forced loans, double tythes, window tax; and now the Government is about imposing a new one of five thousand reis on every shop wherein there is a counter. The greatest tranquillity reigns in Lisbon; it owes it to the general terror and the absence of many of those who might disturb it, who have been pressed for the Navy and Army. All the theatres are closed; there are no assemblages of persons, or amusements of any kind; at dusk, all the shops close, and the justices of the several wards of the city, accompanied with a motley group, armed with clubs tipped with iron, are to be seen going the rounds, stopping every individual, and inquiring their names, residence, whence from, and where going! The English squadron continues on the coast, and a French frigate and corvette are in the Tagus. The American frigate United States has been here: our fellow-citizens are much made of. You would have blushed— * * * but the less said on this subject, the better. A poor unfortunate farrier was

strangled the other day, inside the castle, and his head stuck upon a pike, in front of his residence. He was accused of inciting the soldiers to desert, and aiding their escape. His poor wife was sentenced to transportation; but the bloody tragedy which deprived her and her five children of support, deprived her of reason, and she died raving mad a few days after. This is one more foul deed, added to numberless others, this crowned monster and his supporters have to answer for.

The pulpit, instead of being used for the purpose of expounding the Divine Word, only serves now as a convenient place to throw out invectives against Don Pedro and the Constitutionalists. The zeal of a certain Franciscan friar at Gurinaraens was so great, that among other equally edifying truths told, is that Don Pedro was served daily, for dinner, with a child! He did not, however, explain whether he ate it alive or roasted. Which is the sentiment the knowledge of such facts should draw forth—that of execration against the priesthood, or of pity for their poor, deluded, and ignorant flocks?

LATER FROM EUROPE.—The France, from Havre, brings us Paris papers of the 19th; and Havre of the 20th ultimo. We do not find in them any thing very material. It would seem, from some statements in the latest Havre papers, that wearied with the protracted negotiations respecting Holland and Belgium, England, and particularly France, had determined upon requiring from King William immediate and unconditional compliance with the treaty of the 24 articles, under penalty of seeing a combined British and French fleet in the Scheldt and 30,000 French troops, under Marshal Gerard, before Antwerp. If it be so, King William will comply. The rumors of apprehended difficulties had caused a slight decline in the French funds.

La Vendée was still agitated with Carlist factions, and the South was again becoming rather more so. Nothing is known of the Duchess of Berry. All expectations in France were turned towards the approaching session of the Chamber of Deputies; and, until the political complexion of that body be ascertained, it is not probable, notwithstanding many rumors to the contrary in the Paris papers, that any change or new combination would occur in the ministry.

From Portugal there is nothing of moment. Don Pedro was secure and tranquil in Oporto, gaining strength—contrary, we confess, to our first impression—by delay. His fleet was off Lisbon defying that of Miguel, which remained impassive within the port.

Charles X. and the Duke of Angouleme were on the point of embarking at Leith for Hamburg. The Duchess of Angouleme was in London, and had received the visit, *incognito*, of the Queen of England, and of several of the Foreign Ambassadors.

Madame Letitia, the mother of Buonaparte, was at the point of death. Her will occasioned much speculation, as her property is very large. The bulk of it, estimated, after paying all the legacies, at about fifteen millions of dollars, she leaves to the eldest in the male line of the Buonapartes, in perpetual entail. Joseph is the present heir.

The Gazette de France, and some of the other Paris papers, publish the Nullification Manifesto of Messrs. Hayne, McDuffie, and other South Carolina members of Congress, on the breaking up of Congress, and seem puzzled what to make of its threats of disunion.

Capt. Popham Hill, who commands the Marines on board the Donna Maria, raised above 200 men for the service of the young Queen, principally from his own tenantry in the Isle of Wight.

Lord John Russell had experienced a severe attack of Cholera at Dartmouth, but was recovering.

Letters from Germany state a report that the King of Prussia was seriously indisposed.

The Paris Correspondent of the Journal du Havre states, on the 19th September, that the Conference in London had almost ceased its deliberations, finding it impossible to produce an arrangement of the questions in dispute. Lord Palmerston, the British Minister, however, still continued his endeav-

vers alone, and had transmitted to the Hague a project for the definitive settlement of the different points unadjusted. This step had not been more successful than those which preceded it, and six days before the French Government had received intelligence from their Minister at the Hague, the Marquis of Dalmatia, that the project of Lord Palmerston had been rejected. A cabinet council was immediately summoned, and, on the 14th, instructions were transmitted to M. Durand de Mareuil, the French Ambassador at London, of which the following is said to be a copy:—

"We have learned from our Minister at the Hague, that the proposals made by Lord Palmerston have not even been taken into consideration by the Cabinet of the King of Holland, and, in consequence, we are convinced that the project of Lord Palmerston will neither receive any attention from the Northern Powers, it having been drawn up and sent without their participation. The question of Holland and Belgium is, however, of too vital importance for Europe, and particularly for his Majesty Louis Philippe, to allow the Ministers of his Majesty to hesitate longer about bringing it to a close. It is absolutely necessary, that in his Majesty's speech at the opening of the Chambers, he should be able to say, 'Affairs between Belgium and Holland are adjusted,' or else, 'We are compelled to have recourse to violent measures to bring about a settlement of the differences between Belgium and Holland.' You will communicate to Lord Palmerston the instructions we now send to you, and you may add, that confiding in the friendship of his Britannic Majesty, the French Government considers it indispensable to send a note to the King of Holland, in the names of France and England, announcing to him that a short delay will still be granted him to give a decisive reply to the different proposals which have been made to him, on the subject of his difficulties with Belgium—that his silence will be considered a refusal to accept the said proposals, and that the French Government will then consider itself obliged to have recourse to arms."

These instructions further direct the French Ambassador at London, to invite the English Cabinet to unite with the French, in adopting coercive measures, if the demand about to be made of the Dutch Government should be as unavailing as the preceding. While waiting a reply from M. Durand de Mareuil, the French Ministers had frequently assembled to deliberate on this important subject. On the 17th September the Council of Ministers met and long discussions ensued without deciding any thing,—at last it was settled, that each one of the Ministers should reflect separately on what coercive measures should be taken; and on the 18th it was determined to resume the old project of assembling a fleet at Cherbourg, to act in concert with the English fleet. M. de Rigny will command in person the French Squadron. Marshal Soult has declared that it would take but eight days to place Marshal Gerard with 30,000 troops at Antwerp.

The resolutions have been sent to M. Durand de Mareuil, that he may submit them to the consideration of the English Cabinet. Orders have been sent by telegraph to assemble an army on the frontiers of Belgium. It appears that besides the army of 30,000 men which is to enter immediately in Belgium, another army will be formed on the frontiers in case a larger force should be necessary.

[From the New Orleans Courier.]

Mexico.—A respectable commercial house of this city, who have regular correspondents in Vera Cruz and Tampico, have politely given us a correct detail of the late events.

A battle took place between the forces of Bustamante and Montezuma on the 18th September. It was begun at six o'clock in the morning by their advanced guard, at a place called San Miguel Dolores, which continued for about an hour, when the main body coming up, a general engagement took place, which was sustained with equal bravery on both sides until 11 o'clock, when Montezuma's troops began to give way and retreat. Bustamante, who had a reserve of cavalry, ordered a pursuit, which had the effect of routing and dispersing them in every direction. Montezuma's loss is estimated at 1400 killed and 500 taken prisoners. A battalion of Pueblo Viejo, which was said to be the flower of Montezuma's army, was, with the exception of Col. Peraza, killed to a man. Montezuma, with eight officers of his suite, fled, and at the last accounts he was within 25 leagues of Tampico. The force of Bustamante, or the number of his killed, is not known.

Bustamante is on his march to Zacatecas, a State that is in the hands of the Revolutionists. He will, most probably, send some troops down to take Tampico and Pueblo Viejo. For the following letter we are indebted to a gentleman in this city; it is from a resident of Tampico, dated 2d September:—

"When the news arrived here of the defeat of the army of Montezuma, the harbor was shut and an embargo laid on all merchant vessels. The battle took place near Queretaro or Quanajuato, at a place called San Miguel Dolores, or according to others, las Gallinas. Martin Peraza, the Colonel of the battalion of Pueblo Viejo, ran eighty leagues in four days, and arrived here yesterday. Bustamante, it is said, is marching upon Zacatecas; others say that he had arrived at San Luis; if so, we may expect his troops to arrive here very soon—opposition they will find none, as we have neither soldiers, officers, or ammunition."

The election for President of the Republic took place last month; but on account of the communication with the capital being stopped, there is nothing definite as to the result yet known. We have heard, however, that Gen. Bravo had received nine votes, (each State having one vote,) and it is probable he is elected. There were two other candidates, Gov. Garcia, of the State of Zacatecas, and Gen. Santa Anna: the latter, we are told, has not received one vote.

Still Later.—A fast sailing schooner arrived here last evening from Vera Cruz, whence she sailed on the 6th inst. The news by her is of little importance. Santa Anna is still besieged in Orizaba. He had sent down orders to Vera Cruz to have every man who was capable of bearing arms enlisted in the army. There had been two slight engagements between Facio and Santa Anna, in one of which, the latter obtained advantage, but in the second he was beaten. Facio has resigned the command of the government troops; Col. Andrade has been appointed to succeed him.

We have now before us a notice published at Jalapa, containing the five articles of an agreement entered into on the 11th day of September last, at the city of Los Bravos, between Gen. Nicholas Bravo and others associated with him, and Col. Juan Alvarez, commander of the forces of Acapulco and the coast of Tepecam. These articles have been signed with a view of preventing those evils which threaten the republic, and more particularly the effusion of blood, which would be the immediate consequence of a rupture in the south; they were submitted to General Bravo by persons commissioned to that effect by Colonel Alvarez.

They contain in substance, that the people of the South, together with the armed forces, unite for the purpose of defending their rights and the liberties of their country against the attempts of designing and ambitious men. They recognize, until the expiration of the constitutional term, Don Melchor Muzquiz as President, and General Bravo as General in Chief of all the forces, and Col. Alvarez will be at his disposal, with all those under his command.—They pledge themselves that hereafter the South shall never be disunited, and that when the opinions of the people differ, commissioners shall be appointed to conciliate parties; and that in no case shall hostilities be commenced, until this measure shall have been resorted to. They doom to oblivion all past, private, and political animosities, and agree to acquiesce in the Government with those resolutions, in order to obtain their approbation.

The armed brig Santa Anna, which was in the river several weeks, waiting for President Pedraza, to convey him to Vera Cruz, departed precipitately last evening, being towed by the towboat Postboy. What can be inferred from this, we hardly know. Is Pedraza on the eve of his arrival? or is the sudden departure of that vessel owing to the late news?

[From the Washington Globe.]

OFFICIAL.—Extract of a letter from the Consul of the United States at Tampico to the Secretary of State, dated September 29, 1832:

"I have the honor to inform you that an express arrived in town last evening, with the information, that a battle had been fought at a place called Gallener, near Queretaro, between General Montezuma, with an army of five thousand men, and General Bustamante, (the Vice President,) with three thousand five hundred men, in which the former has been entirely cut up; fifteen hundred men were killed on the part of Gen. Montezuma, and the remainder of the army fled. So sanguinary was the battle, that he killed the wounded, and even the women following the army."

POETRY.

[For the New York American.]
A SYBILLINE LEAF.

Thou seest thy Fate: No Astrologer I,
To read what they tell us is writ in the sky—
Yet thy Fortune sweet Ella I know I can trace
While the lore of the heavens I read in thy face.

Oh there is something darkly hid,
At times beneath that pensive lid,
Which tells of a dreary cruel fate,
And a heart by love made desolate.

"Rashly, rashly, wilt thou give
That young heart away,

"Sadly, sadly, wilt thou live,
Through each weary day.

"Watching wilted hopes to bloom,
That never will,

"Disbelieving half thy cruel doom,
Still, oh still.

Thou wilt love as woman loves,
Fondly and true,

"Blindly as woman trusts,
Wilt thou trust too.

"Thou wilt be loved as men love
Lightly alone—

Thy joys be shared by others,
Thy griefs be all thine own."

Nay Ella, nay, I did but jest,
Thy credence of my art to test,
How could'st thou love and love in vain—
Whose heart each one would die to gain,

If those which in this world are given
Were only repossessed in heaven.

Then, lovely girl, do not revere,
As truth, these idle bodings here.

But list thee while I briefly spell,
The lot thy features avail to tell.

"Bright—bright as the splendor of tropical skies,
Or the soul that beams out from those love-lighting eyes,
Will sparkle the stream of thy life's happy hours,
Like a brook which sings through one long summer of flowers."

Tuesday Night.

H.

[For the New York American.]

"Love is better skilled in the art of unhappiness than a melancholy man: if fortune won't help his humor, he will himself invent more ingenious devices of misery than Fate could ever compass."

Dear Fanny, why that o'ercast brow—
Have you indeed forewarn all mirth?
You look for all the world, just now,
As if you had no friend on earth;
Come, learn to have a gayer air—
Nor think it such a monstrous sin,
At times a merry face to wear,
And laugh a little now and then.

Dear Fanny, do for once be still,—
I swear you never let me rest;
You wag that little tongue until
Your talking is a perfect pest!
And quit that everlasting smile—
I like to see a cheerful face;
But, to be simpering all the while,
Becomes a very different case.

Fanny! methinks you're rather free
With those I choose to call my friends—
You should not so familiar be
With every stranger, for it tends
To bad results. You must reserve
That very confidential tone,
For him who does your love deserve:
I mean myself—myself, alone.

Dear Fan, I wish you had more spirit:
I know you love me, but what then—
Your love for me might mingle with it
Some liking, too, for other men!—
But, lord! you're ever by my side,
With eye so fond, and look so zealous,
That, though indeed I've never tried,
I do not think I could be jealous.

Nay, Fanny! wipe that tear away—
Indeed, in jest I only spoke,—
You know I mean it all in play,—
Why, Fanny! can't you take a joke?
Curse on my wit!—This luckless hour—
Extremes I'm always flying to!
Nay, Fanny, now!—or by the power
Of Love, you'll set me crying too!

MAJOR RIDLEY.

MISCELLANY.

A nobleman, who had a splendid library, and wanted a copy of a very rare and magnificent book, was informed that it had been bought by a tradesman of Paris. "Then," said he, "the book will be mine; for I will make an offer which no tradesman can refuse." He was introduced to the possessor, who was M. Renouard. When he saw his library, and discovered his taste and learning, he dropped the idea of bribery, and said, "Sir, I called on you to solicit the honor of your acquaintance."—[Note in Dr. Valpy's Catalogue.]

ANECDOTES OF GERMAN COURTS.

The various tongued denizens of earth who had crowded Frankfort during the great fair were fast returning to their distant homes; the well filled *table d'hôte* at the Romischer Kaiser was now reduced to a few members of the *corps diplomatique*. "See that my passport is *en règle* for Vienna," said I to the Kellner, "for Frankfort has now become intolerably dull."

As the traveller journeys towards Saxony, the face of the country undergoes a marked change; the vine clad heights of the Mein, gave place to the dark ridges of the Thuringian forest, between which and the foot of the Erzgebirge, extend the dominions of a crowd of petty princes, who, by their family influence or political services, have saved their insignificant independencies from the mediating ban of the German confederation.

My travelling companion was an old Dutch colonel, the Baron Van S—. He had made thirty campaigns, and the wild uncertainty of a camp life had given to him that happy constitutional indifference which philosophy in vain aspires to. A vein of military pedantry ran through his conversation, but this was enlivened by such shrewd and profound observations on men and things, such a fund of anecdote, as taught me that the Baron had moved no inattentive observer on the great theatre of events on which he had played his part. "In whose dominions are we at present?" said I to the postmaster at Lebenstein, for in the course of our morning's ride, we had passed through half a dozen states. "In those of his Serene Highness of Saxe-Meiningen," was the reply. I confess I felt a little curious to visit the state that was likely to have the honor of one day giving a Queen to England. We therefore proceeded straight to the capital, and little time it took us to get there.

The town of Saxe-Meiningen is situated on the right bank of the Warre, beautifully embosomed in hills: it is rather handsomely built, and is poetically called the *City of the Hatp*. The population of the whole state is about 40,000 souls, its revenue 30,000*l.* and as a member of the German Confederation, it has *one-fifth of a vote*. I gathered this important statistical knowledge from the Court Almanack. What a ridiculous *«spectacle politique»* do these little petty German States present, with their standing armies and all the *attirail* of a Court. Here is the duchy of Saxe-Meiningen,—its whole population is inferior to that of a moderately sized English town, and its entire revenue considerably less than the pin-money of our Queen. Such is the fact; an English town, considered unworthy of being represented in Parliament, has double the population, and centuple the wealth and intelligence of the duchy of Saxe-Meiningen, that has given to us a Queen who has shown so much elevated contempt for our Manchester and Birmingham. An English hunter would gallop round its territory in an hour; an English nobleman must be a skilful financier to subsist on its paltry revenue without running in debt.

"You are right," said the Baron, "but it was still worse in the time of the old German confederation. In fact the state we are now in is a mighty empire compared to the Lilliputian dominions of many of these princes, whose military contingent to the confederation was fixed at *half a man each*. The whole extent of their territory might have been ranged by an eighteen pounder. On the formation of the confederation of the Rhine, eighty *de ces Messieurs* were mediatized at one *coup de plume*, an arrangement which was confirmed by the congress of Vienna in 1815, who I believe would fain have extended to a few more this mediatizing principle; an act that would have gained for that assembly the eternal gratitude of the subjects of these petty sovereigns, who are borne to the earth by the weight of taxes to support their beggarly pride and ridiculous pretensions. To give you an idea," continued the Baron, "shortly after Napoleon was overrun by the French, I was in garrison at Breda." Now at the words "*J'étais à garnison*," I filled out a bumper of Rhudeshimer, for I expected the relation of a whole campaign at least, and I foresaw it would be far past midnight ere we got into winter quarters; but for once I was mistaken.

"Tired of the monotony of a garrison life, I resolved to make an excursion into some of the little states of the right bank of the Rhine; they were crowded at the time with French emigrants, and I need not tell you there was no lack of amusement. I directed my steps to the nearest of these, the dominions of the Hereditary Prince of Bentheim Steinfurth, and took up my quarters at the Hotel de

la Cour,—immediately opposite the parade. This was fortunate, for it afforded me an opportunity of reviewing the standing army of the state, which consisted of *six hussars and twenty grenadiers*.

"On the second day of my arrival I waited upon the Grand Chamberlain, in order to make *le premier pas* towards an introduction at court. Letters of nobility proving three descents at least, were indispensable to procure the honor of an *entree*. 'I am a Baron born,' said I, in reply to the chamberlain, 'but the *revolution a change tout cela*.' I had, however, brought with me some old musty parchments, though not without the apprehensions of compromising myself with my own government by figuring away under my old title. These I handed to him. Never shall I forget the satisfaction he displayed; he capered about the room, singing the old romance

'Aux bons temps de la chevalerie.'

and darted off to lay them before his Highness in person.

"On the following Sunday I was invited to the *grand couvert du prince*. On being ushered into the banquetting hall, I was rather surprised to observe that all the lacqueys wore enormous mustaches. It was, said the Baron a decoration *de lacquai* which I had never before seen, and I accordingly testified my astonishment to the Prince de B—i, who sat next to me. "If you look more attentively at them," said the Prince, smiling at my observation, "you will perceive *que ces drolas* are the grenadiers of the guard, who on these occasions throw off the uniform of the soldiers to assume the livery of the footman. To be serious, this little state plays the part of an Italian buffoon, and affords food for merriment from morning to night. To begin with the Prince himself. He is one of the most worthy men of his estate, dominions, I should say, but a perfect imbecile on the subject of his nobility, which he pretends has descended to him in a direct line from Charlemagne. The court genealogist goes farther, and pretends that without difficulty it might be proved that the blood of Arminius

«tont purain que sa noblesse,

Est descendu jusque à lui de Lucrece en Lucrece.»

"With respect to the Princess," continued the Prince, "she may go many lengths beyond her lord. She fancies herself another Marie Therese; in fact, the tone of the Court is aristocratic on *n'y pent plus*. Two parties at present divide the state, an Austrian and a Prussian, who hate each other as much as the Guelphs and the Ghibellines of the middle ages. The Court inclines to the Austrian faction, for you must know that the Prussian Government has seized a village which lay conveniently on their boundary line which produced a revenue to the Prince of about 80*l.* annually. The consequence of this serious devaluation in the revenue has been an appeal to the German Diet, which, however, is too prudent to show its impotency by ordering Prussia to make the *amende honorable*.

"Observe," said the prince, "that man bedizened like an English General. On gala days he officiates as commander-in-chief; on others, '*il fait les fonctions*,'—of architect to the court, director of bridges and highways, and intendant of police. The other on his right is the Minister of Foreign Affairs, in his own opinion—a second Alberoni. His sagacity has already led him to discover that you are charged with an important diplomatic mission from a foreign power. You may amuse yourself at his expense.—And now mark more particularly that old cavalier in earnest conversation with the Countess Von S. g. it is the Baron Von H—g; he has gambled away an immense fortune, and now lives by his wits; he generally contrives to lay under contributions every stranger who arrives at court. You he has already booked for a *vingtaine de Louis* at least. Beware of him, for he is an able tactician, with the effrontery of Belshazzar himself, as the following anecdote will show. He was playing a few days ago at Boston with the Countess Von S., and my cousin the Chevalier B. The Baron lost three thalers and the Chevalier one, who threw down half a Frederick d'or to discharge his debt. This the Baron immediately pocketed, saying to the Countess, "this makes my debt to you, Madam, seven thalers; three that I lost, and four that I now borrow of you;" so that the Countess, independently of her winnings, lost four thalers, for he has never paid her, and never will! "In truth," said my friend the Baron, "I observed the old fellow hovering on my flanks during the whole of the evening; but he was forestalled by the Minister of Foreign Affairs, who, drawing me aside, dilated profoundly on the then political state of Europe. War he deemed inevitable, and he took an opportunity of adroitly al-

luding to the subject of the village, on which would pend the policy of the State. Indeed, Sir, said he, we are on the eve of great events. And so we were, much nearer than his Excellency had any idea of; for while he was so eloquently discoursing on the state of Europe, four of the 'Hussars of the Guard' were committing some outrage on the adjoining Prussian territory.

"Now, it happened that the commandant of the district was Blucher, at that time a colonel. And," added the Baron, with military frankness, "he was a '*matin*' not to be trifled with. He accordingly ordered a corporal and four file to invade the territory of the Prince, and seize the delinquents. He might have sent, it is true, a larger force, but then the difficulty of subsisting them! The corporal set out, and executing a march *a-la Seidlitz*, he surprised the hussars in their cantonments, and carried them prisoners to Blucher's head-quarters. The sensation produced by the invasion on the court and the minds of the people, was astonishing. The Prince carried his hand to his sword, but the rage of the Princess and the ladies of her train was sublime; it was the wrath of Juno!

Flectere si nec non superos Acheronta movebo.

The only *case* in the little capital was crowded with politicians. A general war was deemed inevitable; an alliance with Austria, and above all, a subsidy from England, was the obvious policy of the state. Every horse in the Prince's stables was impressed into the service of the *cafafette*. At the expiration of a week, murmurs of discontent began to be heard; an alarming deficiency in the revenue, caused by the enormous consumption of stationery in the department of foreign affairs, was foretold, and a few fierce spirits pronounced the word republic! What would have been the result heaven only knows, had not his Prussian Majesty made due reparation to the wounded honor of his Highness of Bentheim Steinfurth, an event which was celebrated at court by a grand *fête*.

"My *conge* was expired, and I returned to Breda. A few years afterwards I met this ex-sovereign Prince in Paris, where he was living upon a pension from the French government, his principality having been converted into a parochial *arrondissement* of the newly formed kingdom of Westphalia."

I was highly amused with these anecdotes, which were rendered more piquant by the Baron's *art de raconter*, a talent he possessed to a degree that would have pleased the fastidious taste of Louis Quatorze himself.

It is these political territorial divisions that are the curse of Germany. Among her children we see much to admire,—a depth of thought—a love of science—a martial independence of character that elevates the personal dignity of man; but we nowhere find the virtues of the citizen—their love of father-land is not a political aspiration, and in fact how should it be so—a German but seldom dies the subject of the prince under whose dominion he first drew breath; he may have been born a Prussian, lived an Austrian, and died a Bavarian. Or it may have been his worst fate to have been the subject of some petty independent prince, to support whose beggarly pride, and aristocratic, nay autocratic pretensions, his industry, his energies, his manly price, have been borne to the earth.

But a change is fast coming over this state of things, the vibrations of the political substratum have already foreshadowed the coming earthquake; one, if we are not mistaken, that will not stay its fury until it has swept from the face of the land the race of pigmy despots, who have so long disgraced it with their tyranny and oppression.

How to Establish a Name.—Dr. Portal, who died lately in Paris, was in high repute as a physician.—It was really amusing to hear him relate to his pupils the manner in which he began business.—Knowing that, in a great capital like Paris, quackery answers well enough for those without talents, the Doctor determined for once to make it serve the purpose of merit. To this end he ordered his man, the only one that he kept, to knock daily at all the hotels in the city, and inquire for Dr. Portal. No one of course, knew any thing of Dr. Portal, but by frequent repetition of the name, and stunned by the noise of the knockers, people began to suspect that he was some able man in his line, and for once the conjecture was right. [We know a professional man who took a less expensive mode of puffing himself. Every Sunday in the middle of the service, his valet came running into church to call out his master, to attend in haste a patient on the point of death. The scheme succeeded. The congregation soon began to think the Doctor in great practice,

and people will employ only those said to be in great practice.]

Monument to Alexander—We adverted a few days since to the gigantic undertaking conceived by Nicholas, the Emperor of all the Russias, of erecting a massy column of granite in one of the public squares of St. Petersburg, to the memory of his brother the late Emperor Alexander. This is undoubtedly the most stupendous undertaking of the present age—and none but a monarch who possessed an unexhausted treasury, and who wielded despotic power, would for a moment entertain the idea of executing such a magnificent project.

A letter from a friend in St. Petersburg furnishes us some details respecting this monument, which may be interesting to our readers.

The dimensions will be as follows.

Platform of Granite, with five steps, 5 English Feet.
Pedestal and base, 36
The Shaft, a single block of Granite, 84
The Capital, surmounted with a colossal statue of Alexander, 35

Total height on the monument 160

The enormous mass of rock intended for the shaft, in its rough state nearly 90 feet long, and weighing more than a million of pounds was, after immense labor, riven from the rock of which it formed a part. It was then roughly fashioned, and safely conveyed on rollers to the water side, where a mole had been built, with a basin in the midst, sufficiently large to contain the enormous flat bottomed vessel which had been purposely constructed to receive it on deck, and transport it from Finland to St. Petersburg. When safely embarked, three steamers towed the vessel through the Gulf of Finland to the metropolis—where it arrived safe and was landed on the quay. It was expected to be conveyed on an inclined plane to its place of destination, and placed on the scaffolding 98 feet square and 36 feet high, from whence it was proposed to erect it.

"This last operation," says the Journal du Commerce, "more difficult than any of those which have preceded it, will be particularly interesting. Nearly two thousand men will be employed at the same time and conformably to the orders of his Majesty the Emperor, none but those veterans (vieux braves) who have served under the orders of the deceased, will be permitted to assist in erecting the monument, which is designed to perpetuate his name."

The 11th day of September, the jour de fete of St. Alexander, was the day appointed for the elevation of this tremendous block of granite, which when beautifully polished, (and the granite of that country is susceptible of as fine a polish as the Parian marble,) is estimated to weigh 900,000 pounds, or 450 tons.—[Exeter News Letter.]

PASSENGERS:

In the pocket ship *Huntsville*, sailed on Sunday for New Orleans—Mrs F. Butler & daughter, Mrs Clements, Mrs Francis, Messrs A H Bowman, H B Robertson, A Winterburgen, T C Colt, A Brower, B L Lyon, Southmayd, Mills, Evans, Brown, Anoline, Woodruff, Lawrence, Ball, Carter, Malcolm, Williston, Stevenson, F T Turnbull, T Blackwell, J B Hyde, Ch T Reynolds, A Deprat, Colt, and Lyon.

In the ship *Marion*, sailed 29th ult for Mille—Mrs Robert Center & servant, Robt E Center, A R Cuyler & lady, Mrs J T Knorr, child & servant, Miss M E Watson, Messrs Thomas, Lang, R W Alcock, L Bunsie, B Newhouse, J Ross, L Satchell, C E Harris, C White, H D Vankleek, R H Meakings, C A Jennings, A Marshall, and 3 in the steerage.

Per ship *Samuel Robertson*, from London—R. V. John Thornton Kirkland and lady, Rev. William Southwood and lady, Mrs. Smith, Messrs. Howitt, Philcox, Cautanach, Williams, Moreland, Winslow, Rees, and 84 steerage passengers.

Per ship *France*, from Havre—Messrs. Germalin, Meson, Michael Mason, Misses Eugenia and Eliza Mason, of New Orleans; Messrs. Urbain, A. Bourgaux, of Savannah; John P. Soze, Augusta; John Dug, Panama; James Darraman, New Orleans; Frederick Sturt, Miss Heloise, M. Corcellette, and Louis Beniere, of Cuba—and 74 steerage passengers.

In the brig *Nascopee*, from Bordeaux—Monsieur Desire Le-garde.

SALES AT AUCTION OF REAL ESTATE.

By W. F. Fell and Co.—October 27.

A lot of ground on the east side of Bleeker street, about 100 feet south of Carme ne street—\$1800.
A lot on the Ninth avenue, at the N E corner of Sixteenth street, 25 feet by 100—\$1275.
A lot adjoining on Sixteenth street, 25 feet by 91—\$700.

By James Bleeker and Sons—October 27.

House and lot 255 Bleeker street, 25 by 75—\$2500.
Lot on N W corner of Broome and Suffolk street, 25 by 52 ft, subject to a lease—\$575.
Lot of ground corner of 19th street and 5th avenue, containing about 50 feet square—\$1475.
House and lot on the N W corner of 6th avenue and Asylum street, 66 ft 11 inches on the avenue, 100 ft on the street—\$5900.
House and lot 7 Rose street, 29 by 109—\$4100.
Lot on Elizabeth street, near Bowery, 25 by 100 ft; also, lot in rear of the above, on Bowery lane—\$9500.

House and 16 years' lease of lot 135 Duane st. 25 by 116—\$510.
Three 3 story brick houses N E corner King and Hudson sts an 133 yrs lease of lot, 50 ft on Hudson, 64 on King at—\$11,800.
Lots 120 and 123 Delancy street, each 25 by 100 ft—\$3055.
Two story brick house and lot N E corner Houston and Lawrence streets. 22.2 by 75 feet—\$7100.
4 years lease of lot and house 47 Warren street—\$3000.
Two lots on 18th street, 25 by 92 feet—\$3000.

BANK NOTE TABLE.

MAINE.

U. S. Branch, par a2
Rhombaston.....do
Vassalborough.....do
Canal.....do
Portland.....do
Bangor.....do
South Berwick.....do

NEW-HAMPSHIRE.

U. S. Branch, par a2
Cheshire.....do
Concord.....do
Exeter.....do
New-Hampshire.....do
N. H.—Strafford.....do

VERMONT.

Brattleborough.....do
Montpelier.....do
Rutland.....do
Bank Caledonia.....do

MASSACHUSETTS.

U. S. Branch, par a2
Boston city B'k.....do
Agricultural.....do
Bedford Com'l.....do
Commercial.....do
Dedham.....do
Gloucester.....do
Hampshire.....do
Franklin.....do
Sunderland.....do
Hampden.....do
Mechanics.....do
Marblehead.....do
Newburyport.....do
Phenix.....do
Pacific.....do
Manu. & Mech.....do

RHODE-ISLAND.

U. S. Branch, par a2
Providence.....do
Union.....do
Exchange.....do
Mechanics.....do
Globe.....do
Manufacturers.....do
R. Island Union.....do
Rhode Island.....do
Merchants' Provi-dence.....do
Do. Newport.....do
Y. E. Commercial do
Washington.....do
Burrillville Agric. and Manuf.....do
Smithfield Exch. do

CONNECTICUT.

U. S. Branch, par a2
Norwich.....do
Bridgeport.....do
Fairfield County do
Do. Branch do
East Haddam.....do

NEW-YORK.

U. S. Branch.....par
City Banks.....do
Long Island Bk.....do
Dutchess Co.....do
Lansingburg.....do
Poughkeepsie.....do
Catskill.....do
Newburgh.....do
Do. Branch.....do
Mech. & Farmers do

NEW-JERSEY.

Frents B. Co. \$5 par
Newark B. Co.....do
Do. Morristown.....do
Do. Elizabeth.....do
Do. Camden.....do
Do. N Brunswick.....do
Farm. & Mech.....do
at Rahway.....do

PENNSYLVANIA.

U. S. Bank.....par a2
Philadel. Banks.....do
Harrisburg.....do
Northampton.....do
Farmers Reading.....do
Do. Lancaster.....do
Do. Bucks co.....do
Easton.....do

DELAWARE.

Farmers.....do
Do. Branches.....do

MARYLAND.

U. S. Branch.....do
Baltimore Bks.....do
Farmers.....do
Do. Branches.....do

DISTRICT COLUMBIA.

Patriotic.....do
Metropolis.....do
Washington.....do

VIRGINIA.

U. S. Branch.....do
Vally, & Branch.....do

NORTH CAROLINA.

State, & Branches.....do
Newbern & Br'nch.....do

SOUTH CAROLINA.

U. S. Branch.....do
Plant & Mech.....do

GEORGIA.

U. S. Branch.....do
Augusta.....do
Planters.....do
Marine & Fireins do
* The Bank of Macon has failed. The other Banks in Macon are good at the rate quoted above.

OHIO.

U. S. Branch.....do
Chillicothe.....do
Western Reserve do
Franklin.....do

LOUISIANA.

U. S. Branch.....do
State 4—Orleans 4
Mississippi.....do

MISSISSIPPI.

State of Mississippi.....do

ALABAMA.

U. S. Branch.....do
Mobile 5—State 8
Tombekke.....do

MISSOURI.

U. S. Branch.....do

MICHIGAN.

Michigan Banks.....do

CANADA.

Canada Banks.....do

THE AMERICAN RAILROAD JOURNAL AND ADVOCATE OF INTERNAL IMPROVEMENTS will hereafter contain extracts from approved works upon the cultivation of *The Fine*, the rearing of Silk, and Agricultural subjects generally, in addition to its former variety of interesting matter. Its leading character, however, will continue as heretofore—that of advocate and promoter of internal communication.

Terms, \$3, to single subscribers, or to companies of ten, \$24 each. It will also be sent to any person at \$2½ per volume, who will subscribe for two copies for two years at one time, or remit \$10, always in advance.

POSTMASTERS who are friendly to, and willing to act as Agents for the Journal will be furnished with a prospectus, by writing to the Editor, and will be allowed a fair commission for their services.

THE NEW-YORK AMERICAN is published DAILY at \$10 per annum, and SEMI-WEEKLY at \$4 per annum in advance.

Also, TRI-WEEKLY, containing all the reading, marine news, and advertisements of the daily paper, and the only Tri-Weekly paper published in the city of New-York.—Terms, \$5 per annum in advance.

Letters, referring to either of the above papers, may be addressed (postage paid) to the Publisher, D. K. MINOR, No. 35 Wall-street, New-York.

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Rope, the public are referred to J. B. Jervis, Eng. M. & H. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County Pennsylvania.

Palmyra, Wayne County, New-York, 1st mo. 22d, 1832.

RAILROAD IRON.

The subscribers having executed large orders for the Canal Commissioners of Pennsylvania, as well as for several incorporated Companies, have made such arrangements in England, where one of the Partners now is, as will enable them to import it on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Pins, Wedges, Spikes, and Splicing Plates, in use, both in this country and Great Britain, will be exhibited. Apply to A. & G. KALSTON, Philadelphia, Sept. 15th, 1832.

* They have on hand *Railway Iron Bars*, viz: 95 tons, of 1 inch by 1 inch—200 do. 1½ by 1 inch—135 do. 1½ by 1 inch—500 do. 2 by 1 inch—8 do. 2½ by 1 inch—in lengths of 15 feet each, with 12 countersunk holes, and the ends cut at an angle of 45 degrees; 300 tons, of 3½ by 1 inch; with Splicing Plates and Nails, shortly expected.

This Iron will be sold duty free, to State Governments and incorporated Companies, and the drawback taken in part payment.

FALL ARRANGEMENT.

THE PATERSON AND HUDSON RIVER RAILROAD continues in operation from Paterson to Aquackanonk, which is within ten miles of the Ferries at Hoboken and Jersey City, and until further notice, a passenger Car will depart from the Depots at those places daily, (Sundays excepted) at the following times:—

FROM PATERSON.
At 8 o'clock, A.M.
do before 10 do do
do 12 do M.
do 3 do P.M.
half past 4 do do

FROM AQUACKANONK.
At half past 10 o'clock, A.M.
do before 1 do P.M.
do half past 3 do do
do half past 5 do do
do half past 6 do do or, as soon as the last stage arrives there from New-York.

ON SUNDAYS.
At 9 o'clock, A.M.
do half past 9 do do
do half past 12 do P.M.
do half past 4 do do

Parties of twenty or more persons can be accommodated at either of the above hours with a private Car. These villages have become remarkably healthy, and persons who wish to avail themselves of this rapid, delightful and safe mode of travelling, will now have a favorable opportunity afforded to them.

Distance 4½ miles, average passage 22 minutes. Fare 18 pence—Children under 12 years half price.

By order, E. B. D. OGDEN, Sec'y. The Editors of Newspapers who advertise for the Company, will please to insert the above in the place of the former advertisement. Paterson, October 1, 1832.

NEW YORK.—The following is a list of Candidates nominated for Congress from the respective Districts.

| Anti-Jackson: | | Jackson: | |
|--------------------------------|---------------------|----------------------|--|
| 1 Suffolk & Queens | David Gardiner | Abel Huntington | |
| 2 Kings, Richmond, & Rockland | John S. Gurnee | Isaac Van Houten | |
| | David B. Ogden | C. C. Gambrell | |
| 3 New-York | Hubert Van Wagenen | C. P. White | |
| | George F. Tallman | C. W. Lawrence | |
| | Juanhan Thompson | Cudley Selden | |
| 4 Westchester & Putnam | Henry B. Cowles | Aaron Ward | |
| 5 Dutchess | Edm. H. Pendleton | Abm. Booke | |
| 6 Orange | Samuel T. Wilkin | John W. Brown | |
| 7 Ulster & Sullivan | Thos. S. Lockwood | Charles Bodie | |
| 8 Columbia, Green, & Schoharie | Jedediah Miller | John Adams | |
| 9 Rensselaer | John D. Dickinson | Aaron Vanderpool | |
| 10 Albany | Ambrose Spencer | Job Pleson | |
| 11 Saratoga & Schoenectady | John W. Taylor | Gerrit Y. Lansing | |
| 12 Washington | Henry C. Martindale | John Cramer | |
| 13 Warren, Essex, & Clinton | Thomas D. Gilson | John McIntyre | |
| 14 Franklin & St. Lawrence | Luther Bradish | Reuben Whallon | |
| 15 Montgomery & Hamilton | Howland Fish | Ransom H. Gillet | |
| 16 Herkimer & Lewis | Ela Collins | Charles McVean | |
| 17 Oneida & Oswego | Charles P. Kirkland | Abujah Mann, jr. | |
| 18 Jefferson | Daniel Lee | Samuel Beardsley | |
| 19 Otsego | John C. Morris | Joel Terrell | |
| 20 Delaware & Broome | John A. Collier | Daniel Wardwell | |
| 21 Chenango | Tilly Lynde | Sherman Page | |
| 22 Cortland, Tompkins, & Tioga | Eliazar W. Edgcomb | Noadiah Johnson | |
| 23 Onondaga & Madison | James B. Eldridge | Henry Mitchell | |
| 24 Cayuga | Laban Hoskins | Saml. G. Hathaway | |
| 25 Seneca & Wayne | Joseph S. Colt | Nicoll Halsey | |
| 26 Ontario | John Dickson | William Taylor | |
| 27 Steuben & Yates | William Woods | William K. Fuller | |
| 28 Monroe | Frederick Whitteley | Rowland Day | |
| 29 Genesee | George W. Lay | Samuel Clark | |
| 30 Allegany & Livingston | Philo C. Fuller | John Price | |
| 31 Cataraugus & Chautauque | Abner Hazeltine | Edward Howell | |
| 32 Erie | Millard Fillmore | Isaac Hills | |
| 33 Niagara & Orleans | Gideon Hard | David C. Miller | |
| | | Jamee Faulkner | |
| | | Jonathan Hoyt | |
| | | Franklin Butterfield | |

MARRIAGES.

MARRIED—On Wednesday morning, Oct. 21th, by the Rev. Dr. Saml. H. Cox, Gilbert M. Milligan, to Lucy Cleveland, daughter of John C. Smith, all of this city.

On Monday morning, the 29th ult., by his Honor the Mayor, William M. Fish, of this city, to Lydia Ann, daughter of John L. Franklin, Esq. of Flushing, L. I.

On Monday evening, Oct. 29th, by the Rev. Dr. Wainwright, Mr. Charles Lowther, of the firm of Saml. B. Reeve & Co., to Miss Kliza, adopted daughter of Mr. J. Brown.

Sunday evening, Oct. 23, by the Rev. Dr. Dunbar, Mr. John P. Ridner, to Miss Caroline, daughter of Mr. John A. Miller, both of this city.

On the 25th of Oct. by the Rev. Dr. De Witt, Mr. Michael Burke, son of Richard Burke, Esq. Burialleight, County Tipperary, Ireland, to Catherine Angelle, daughter of James I. Roosevelt, Esq. of this city.

On Saturday the 27th Oct. by the Rev. Benj. J. Haight, John Warren, Esq. of England, to Miss Mary Elizabeth, only daughter of James Watkinson, of this city.

At Friends Meeting House, Stanford, Dutchess Co. on the 25th Oct. Walter Lockwood, Jr. of the firm of Lockwood, Haggerty & Co. of this city, to Hannah C., daughter of John Hull, of the former place.

DEATHS.

DIED—Thursday morning, Oct. 25th, of apoplexy, Elizabeth, eldest daughter of the late John J. Glover.

On Friday afternoon, Oct. 21, of Cholera, Mrs. Hannah Delany, in her 39th year of her age. And also of the same complaint, her niece, Mary Ann Eagan, aged 6 years.

On Saturday evening, October 27, Almy, relict of Thomas Buchanan, in the 83th year of her age.

On Sunday night of rapid consumption, in the 21st year of her age, Sarah Ann, second daughter of the late John Lunsell Esq.

Tuesday morning, Oct. 30th, John Garretson Pollon, in the 23th year of his age.

On Friday evening, Oct. 25, after a short and severe illness, Mr. James Dunn, in the 35th year of his age.

On Monday evening, Oct. 29, Mrs. Amy P. Wickham, wife of the Rev. Joseph D. Wickham and daughter of Moses Porter, Esq. of Hadley, Mass. aged 31 years.

On the 1st Nov. Major John Sprolls, with the dropsy, aged 47 years.

Last evening, Oct. 31, of consumption, Mr. Seth P. Gregory, in the 30th year of his age.

At Philadelphia, on Wednesday, 21th Oct. when she went for the benefit of her health, Mrs. Louisa C. M. Watson, wife of Mr. Eugene A. Watson, and daughter of the late Don Juan Stoughton, for many years his Catholic Majesty's Consul at Boston.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 101 persons during the week ending on Saturday last, Oct. 27th, viz:—34 men, 23 women, 27 boys, and 19 girls—of whom 23 were of the age of 1 year and under, 16 between 1 and 2, 8 between 2 and 5, 4 between 5 and 10, 4 between 10 and 20, 14 between 20 and 30, 23 between 30 and 40, 8 between 40 and 50, 5 between 50 and 60, 3 between 60 and 70, 1 between 70 and 80, and 2 between 80 and 90.

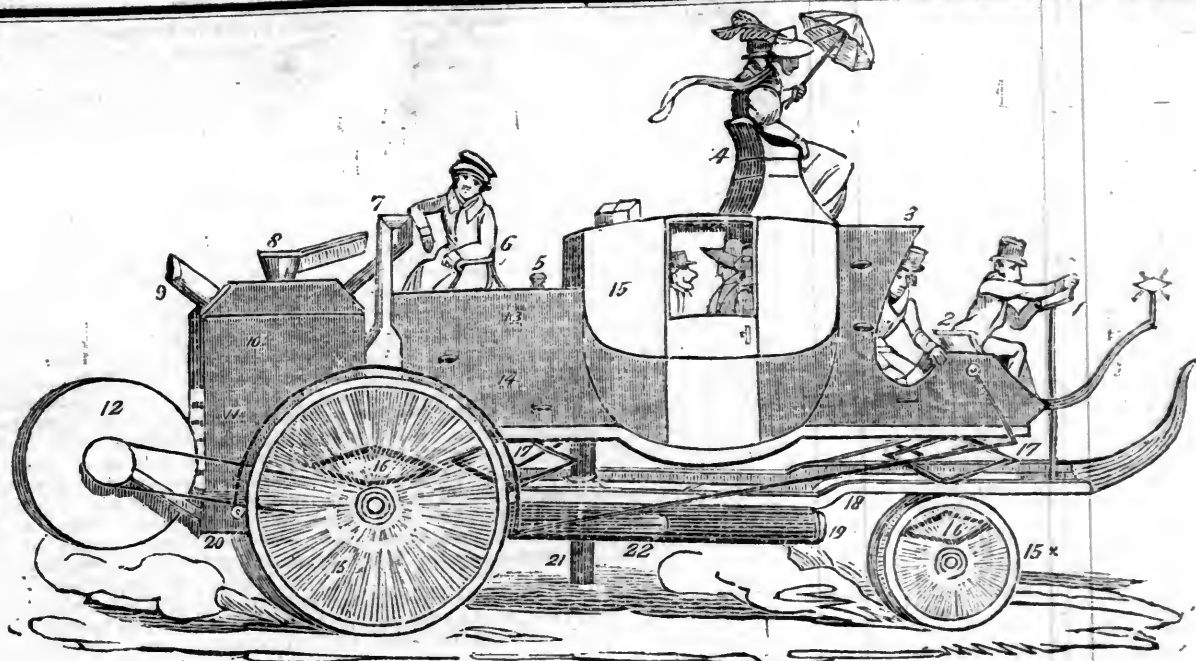
Diseases: Apoplexy 1, burned or scalded 1, cancer 1, casualty 1, cholera malignant 14, consumption 21, convulsions 8, diarrhoea 1, dropsy 2, droupy in the chest 2, droupy in the head 2, drowned 1, dysentery 3, fever 3, fever bilious 1, fever remittent 1, fever scarlet 2, fever typhus 1, flux infantile 1, hives or croup 3, inflammation of the bowels 4, inflammation of the brain 2, inflammation of the chest 2, inflammation of the liver 1, intemperance 3, marasmus 3, old age 3, peripneumony 4, spasms 1, stillborn 2, suicide 1, teething 3, unknown 1.

ABRAHAM D. STEPHENS, City Inspector.

NEW-YORK PRICES CURRENT:

Corrected from the "New-York Shipping and Commercial List"—Wednesday, October 31, 1892.

| | | | | | |
|--|-----------------|--------------------------------|---------------------|-----------------------------|-----------------|
| ASHES— | | Rye Flour | | PROVISIONS— | |
| Pot, 1st sort 1832.100 lbs | 4 50 a | Indian Meal.....do | 3 75 a 4 00 | Beef, Mess.brl | 8 50 a 8 75 |
| Peat, 1st sort 1832.100 lbs | 4 70 a 4 75 | hhd | — a 17 50 | Do. Prime.....do | — a 5 50 |
| BEESEWAX— | | FRUIT— | | Do. Cargo.....do | — a — |
| White.....lb | 38 a 40 | Raisins, Malaga.....cask | 7 75 a — | Butter, N. Y. Dairy..lb | 12 1/2 a 16 |
| Yellow.....do | 13 a 20 | Do. bloom.....box | 2 50 a 2 62 1/2 | Do. Shipping.....do | 10 a — |
| BREAD— | | Do. muscatel.....do | 2 75 a — | Do. Philadelphia.....do | 10 a — |
| Navy.....lb | — a 3 1/2 | Do. bunch.....do | — a 2 87 1/2 | Hog's Lard.....lb | 8 a 9 |
| Pilot.....do | — a 4 1/2 | Do. Smyrna.....lb | 6 a 9 | Pork, Mess.do | 14 00 a 14 50 |
| Crackers.....do | 6 a 6 1/2 | Do. Currants, Zante.....do | 8 1/2 a 9 | Do. Prime.....do | 11 75 a 12 00 |
| BRISTLES— | | Almonds, soft shell.....do | 11 a 12 | Do. Cargo.....do | — a — |
| Russia, first sort.....lb | 60 a 70 | Do. shelled.....do | 13 a 17 | Cheese, American.....lb | 6 a 7 |
| Do. common.....do | 20 a 40 | Figs, Smyrna.....do | 10 a — | Hams, Virginia.....do | 10 a 11 |
| American.....do | 15 a 50 | Filberts.....do | 4 a 5 | Do. Northern.....do | 9 a 10 |
| CANDLES— | | Tamarinds.....do | 3 1/2 a 4 | RAGS— | |
| Mould, tallow.....lb | 12 1/2 a 13 | GRAIN— | | Foreign.....do | 4 a 8 1/2 |
| Dipped.....do | 11 1/2 a 12 | Wheat, North riv. bshl | — a — | Country.....do | 3 a 5 |
| Sperm.....do | 32 a 34 | Do. Genesee.....do | 1 28 a 1 31 | RICE.....100 lb | 3 50 a 4 00 |
| CLOVERSEED— | | Do. Virginia.....do | 1 28 a 1 31 | SALT— | |
| Liverpool.....chaldron | — a 12 00 | Do. N. Carolina.....do | 1 22 a 1 35 | Turk's Island.....bshl | 53 a — |
| Scotch.....do | 8 00 a 9 00 | Rye, Northern.....do | 80 a 85 | Isle of May.....do | 50 a — |
| Sidney & Bridgeport.....do | 9 50 a 10 00 | Corn, Yellow, North.....do | 60 a 72 | St. Ubes.....do | 48 a 50 |
| Albion.....do | 8 50 a 9 00 | Do. White, L.I. & N.J.....do | — a 79 | Cadiz.....do | 48 a — |
| Virginia.....do | 8 00 a 10 00 | Do. Southern.....do | 72 a 75 | Lisbon.....do | 48 a 48 |
| Anthracite.....ton | 9 00 a 10 00 | Barley, North river.....do | 57 1/2 a — | Liverpool ground.....do | 40 a 41 |
| COCOA— | | Oats, South & North.....do | 40 a 45 | Do. blown.....do | — a — |
| Caracas.....lb | 12 a 14 | Peas, white dry.....7 bshls | 6 00 a 7 00 | Do. sack do.....sack | 1 87 1/2 a 2 00 |
| Trinidad.....do | 5 a 6 | Do. black eyed.....do | — a — | SALT PETRE— | |
| St. Domingo.....do | 4 a — | Beans.....do | 7 50 a 10 00 | Refined.....lb | — a 9 |
| Para.....do | 5 a — | HEMP— | | Crude E. I.....do | 7 a — |
| COFFEE— | | Russia.....ton | 135 00 a 200 00 | SHEETINGS— | |
| Cuba.....lb | 12 1/2 a 14 1/2 | Manilla.....do | — a 220 00 | Russia, white.....piece | 11 00 a — |
| Brazil.....do | 14 1/2 a — | Sisal.....do | — a — | Do. brown.....do | 8 75 a 9 00 |
| Porto Rico.....do | 13 a 15 | American dew-rot.....do | 130 00 a 150 00 | SOAP— | |
| Laguaira.....do | 12 1/2 a 14 1/2 | Yarna, Kentucky.....lb | — a — | New-York, Brown.....lb | 5 a 6 |
| St. Domingo.....do | 13 a 13 1/2 | HIDES— | | Castile.....do | 11 a 12 |
| Java.....do | 14 a 14 1/2 | LaPlata & R. Grande.....lb | 14 a 14 1/2 | SPELTER.....lb | — a 3 1/2 |
| Jamaica.....do | 13 a 14 | Brazil.....do | 11 a 12 | SPICES— | |
| COPPER— | | Do. wet salted.....do | 6 1/2 a 6 1/2 | Cassia, in mats.....lb | 22 a 26 |
| Sheathing.....lb | 32 a 23 | Oronoco.....do | — a 13 | Cloves.....do | 50 a — |
| Flg.....do | 17 a 17 1/2 | W. India & Southern.....do | 10 a 12 | Ginger, rose.....do | 7 1/2 a 8 |
| Old.....do | 16 1/2 a 17 | S. A. Horse.....piece | 1 35 a 1 45 | Do. ground.....do | 6 a 9 |
| Bolt.....do | 24 a — | HOPS— | | Nutmegs.....do | 1 50 a 1 60 |
| CORDAGE— | | First sort, 1862.....lb | 20 a 28 | Pepper.....do | 16 1/2 a — |
| Foreign.....lb | 9 1/2 a 11 1/2 | Second sort, do.....do | 19 a 20 | Pimento, Jam.....do | — a 15 1/2 |
| American.....cwt | 10 1/2 a 11 | HORNS— | | SPIRITS— | |
| CORKS— | | Ox.....do | 5 00 a 20 00 | Brandy, O. D. & Co. gal | 1 62 1/2 a — |
| Velvet.....gross | 40 a 50 | INDIGO— | | Do. Rochelle.....do | 1 40 a 1 50 |
| Common.....do | 20 a 30 | Bengal.....lb | 1 00 a 1 50 | Do. Bordeaux.....do | 1 35 a 1 35 |
| Phial.....do | 5 a 11 | Manilla.....do | 75 a 1 12 1/2 | Rum, Jam. 4th proof.....do | 1 00 a 1 18 |
| COTTON— | | Caracas.....do | 1 12 1/2 a 1 30 | Do. St. Croix, 3d do.....do | 95 a 1 00 |
| New Orleans.....lb | 11 a 1 1/2 | Guatemala.....do | 75 a 1 25 | Do. Wind. Isl. 3d do.....do | 85 a 87 |
| Upland.....do | 10 1/2 a 12 1/2 | IRON— | | Do. Norf'n, 1st do.....do | 42 a 65 |
| Alabama.....do | 10 1/2 a 12 1/2 | Fig, Engl. & Scotch.....ton | 40 00 a 45 00 | Do. N. Eng. 1st do.....do | 36 a 37 |
| Tennessee.....do | 10 1/2 a 10 1/2 | Do. American.....do | 30 00 a 40 00 | Gin: Holl'd, Meder Swan | 1 12 1/2 a 1 15 |
| COTTON BAGGING— | | Bar, do.....do | 80 00 a 85 00 | Do. Hour Glass.....do | 1 10 a — |
| Hemp.....yd | 13 a 21 | Do. Russia, P. S. I. do.....do | 95 00 a 97 50 | Do. Pine Apple.....do | 1 10 a — |
| Flax.....do | 12 a 16 | Do. new Sable.....do | 85 00 a 86 00 | Do. Imperial.....do | — a 1 06 |
| Do. American.....do | 19 a 21 | Do. Swedes.....do | 82 00 a 85 00 | Do. Country.....do | 37 a 46 |
| DIAPERS— | | Do. English ass'd.....do | 70 00 a 72 00 | Whiskey, Rye.....do | 30 a 31 |
| Russia, broad.....piece | 2 15 a 2 20 | Sheet, English.....cwt | 6 75 a 8 00 | Cider Brandy.....do | 40 a 48 |
| DUCK— | | Ferri Co. flat & sq. ton | 110 00 a — | STEEL— | |
| Russia, U. X.....} bolt | 13 00 a 15 00 | Do. round.....do | 120 00 a 130 00 | German.....lb | 10 1/2 a 12 1/2 |
| Do. Bruisguins.....do | 17 00 a — | Hopp, American.....cwt | 5 50 a 7 00 | English.....do | 11 a 14 |
| Do. Zottoff & Konopff.....do | 17 00 a — | Do. English.....do | 6 62 1/2 a 6 75 | Trieste, in boxes.....do | 5 a 6 |
| Do. 3d quality.....do | 15 50 a 18 00 | LEAD | | American.....do | 5 1/2 a 6 1/2 |
| Do. Inferior.....do | 12 50 a 15 00 | Fig.....lb | 6 1/2 a 6 | SUGARS— | |
| Gorman, Half.....do | 16 00 a 11 00 | Bar.....do | 6 a — | British Island.....lb | 7 1/2 a 9 |
| Holland, A. A.....do | 24 00 a 25 00 | Sheet.....do | 6 1/2 a 6 1/2 | St. Croix.....do | 9 a 9 1/2 |
| Ravens.....do | 8 50 a 9 75 | Old.....do | 4 1/2 a 4 1/2 | New Orleans.....do | 7 a 8 |
| Amer. Joy's, all flax.....do | 15 50 a 14 00 | LEATHER— | | Havana, White.....do | 9 1/2 a 11 |
| Do. No. 1 a 8.....do | 15 50 a 12 00 | Sole, Oak tanned.....lb | 20 a 27 | Do. Brown.....do | 8 a 8 1/2 |
| Do. Phenix Mills, Paterson, flax, No. 1a2.....do | 16 00 a 10 00 | Do. Hemlock.....do | 17 a 20 | Do. Muscovado.....do | 6 1/2 a 7 1/2 |
| Do. cotton, Paterson, No. 1 a 10.....yd | 26 a 39 | Do. damaged.....do | 14 a 16 | Porto Rico.....do | 7 a 8 |
| DYE WOODS— | | Upper, dressed.....side | 75 a 2 75 | Brazil, White.....do | 7 a 8 |
| Brazilletto.....ton | 30 00 a — | Do. undressed.....do | 1 00 a 2 50 | Do. Brown.....do | 6 a 7 |
| Camwood.....do | 70 00 a — | LUMBER— | | Manilla, Brown.....do | — a 7 1/2 |
| Fuetic, Cuba.....do | 23 00 a 24 00 | Boards, N. R.....M ft | — a 15 00 | Lump.....do | 12 a 13 |
| Do. Tampico.....do | 21 00 a 22 00 | Do. East'n Pine.....do | 16 00 a 17 00 | Loaf.....do | 14 a 17 |
| Do. Maine.....do | 17 00 a 18 00 | Do. Albany do. pce | 16 a 17 | SUMAC— | |
| Logwood, Campby.....do | 27 00 a 28 00 | Plank, Georgia do. M ft | 25 00 a 35 00 | Sicily.....ton | 70 00 a 75 00 |
| Do. St. Dom.....do | 22 50 a 24 00 | Staves, W. O. pipe.....do | 54 00 a 56 00 | Trieste.....do | 35 00 a 45 00 |
| Do. Jamaica.....do | 20 00 a 21 00 | Do. do hhd.....do | 38 00 a 40 00 | American.....do | 27 00 a 30 00 |
| Nicaragua, Bonaire.....do | — a 30 00 | Do. do bbl.....do | 37 00 a 39 00 | TEAS— | |
| Do. Coro.....do | 45 00 a — | Do. R. O. hhd.....do | 28 00 a 29 00 | Imperial.....do | 1 00 a 1 31 |
| Do. Hache.....do | 67 50 a 70 00 | Heading W. O.....do | 45 00 a 47 00 | Gunpowder.....do | 1 00 a 1 31 |
| FEATHERS— | | Hoops.....do | 15 00 a 25 00 | Hyon.....do | 75 a 1 12 |
| Live, Foreign.....lb | 14 a 20 | Scantling, Pine.....do | 15 00 a 16 00 | Young Hyson.....do | 70 a 1 06 |
| Do. American.....do | 35 a 40 | Do. Oak.....do | 20 00 a 25 00 | Hyson Skin.....do | 50 a 75 |
| FISH— | | Timber, Oak.....sq. ft | 20 a 25 | Souchong.....do | 36 a 62 |
| Dry Cod.....cwt | 2 75 a 3 00 | Do. Geo. Yell. Pine.....do | 25 a 30 | Bohea.....do | 22 a 28 |
| Scale.....do | 2 00 a 2 25 | Shingles, Cypress, M ft | 3 75 a 4 00 | TIMOTHY SEED.....do | |
| Pickled Cod.....brl | 3 50 a 3 75 | Do. Pine, bundle | 2 50 a 3 00 | Do. No. 1 do.....do | 10 a 12 |
| Do. Salmon.....do | 13 00 a 14 00 | MOLASSES— | | Do. No. 2 do.....do | 7 a 8 |
| Smoked do.....lb | — a 17 | Martinique & Guad. gall | 30 a 31 | Ladies' Twist.....do | 14 a 16 |
| Mackerel No. 1.....brl | 6 25 a 6 50 | English Islands.....do | 30 a 32 | Cavendish.....do | 6 a 30 |
| Do. No. 2.....do | — a 6 25 | Havana & Matanzas.....do | 27 a 30 | WINES— | |
| Do. No. 3.....do | 3 00 a — | Trinidad do Cuba.....do | 29 a 31 | Madeira.....gall | 1 12 1/2 a 2 25 |
| Shad, Conn. Mess.....do | 8 50 a 9 50 | New Orleans.....do | 31 a 33 | Sherry.....do | 80 a 2 00 |
| Do. Bucksport, db.....do | — a — | NAILS— | | Canary, Cogswell's.....do | 95 a 1 37 1/2 |
| Herrings.....do | — a 2 25 | Cut, 4d to 40d.....lb | — a 6 1/2 | Teneriffe L. P.....do | 80 a 1 25 |
| Do. Smoked.....box | 40 a 1 12 1/2 | Cut, 3d.....do | 6 1/2 a 7 1/2 | Do. Cargo.....do | 60 a 75 |
| FLAX— | | Cut, 2d.....do | 8 a 8 1/2 | Malaga, dry.....do | 40 a 45 |
| Russia.....lb | — a — | Wrought.....do | 10 a 16 1/2 | Do. sweet.....do | 43 a 48 |
| American.....do | 9 a 11 | NAVAL STORES— | | Claret.....cask | 14 00 a 25 00 |
| FLAXSEED— | | Tar.....brl | 1 62 1/2 a 1 75 | Do. in bottles.....doz | 2 25 a 6 00 |
| Clean.....cask | — a — | Pitch.....do | — a 1 62 1/2 | Port.....gall | 70 a 1 57 1/2 |
| Rough.....do | — a 11 75 | Rosin.....do | 1 12 1/2 a 1 62 1/2 | Lisbon.....do | 80 a 1 26 |
| FLOUR AND MEAL— | | Turpentine Wilm. soft. | — a 2 87 1/2 | Marseilles Madeira.....do | 40 a 48 |
| New York suprfine.....brl | 6 50 a — | Do. North Co. do do. | — a 2 50 | Catalonia.....do | 30 a 36 |
| Troy.....do | 6 50 a — | Spirits Turpentine, gall | 58 a 40 | WOOL— | |
| Western Canal.....do | 6 36 a 6 75 | OILS— | | Merino, Am. fleccc.....lb | 40 a 45 |
| Philadelphia.....do | 6 75 a — | Florence 20 flasks.....box | 5 00 a — | Do. pulled.....do | 37 a 40 |
| Baltimore Howard st do | 6 75 a — | French 12 bottles.....bask | 3 00 a 4 12 1/2 | Common.....do | 25 a 30 |
| Richmond City Mills do | 6 75 a — | Olive.....gallon | 1 06 a 1 12 1/2 | Pulled, spinning.....do | 38 a 38 |
| Do. Country.....do | 6 60 a — | Linseed, American.....do | 85 a 87 1/2 | Lambs, 1st quality.....do | 37 a 40 |
| Alexandria & George-town.....do | 6 50 a 8 62 1/2 | Do. Dutch.....do | — a 88 | Do. 2d quality.....do | 26 a 28 |
| Fredericksburg.....do | 6 50 a — | Whale.....do | 30 a 31 | Do. 3d quality.....do | 20 a 23 |
| Petersburg.....do | 6 50 a — | Do. refined.....do | 40 a 46 | | |
| Scratched and fine.....do | 6 00 a 6 12 1/2 | Sperm, Summer.....do | 96 a 98 | | |
| Fine middlings.....do | — a 6 00 | Do. Winter.....do | 1 10 a 1 12 1/2 | | |
| | | Liver, Straits.....brl | 15 00 a — | | |
| | | Do. Shore & Bank.....do | 14 00 a 15 50 | | |
| | | OSNABURG.....yd | 9 a 9 1/2 | | |



References—1, Helm by which the carriage is guided—2, Seat for the conductor—3, Coupé, like French Diligences, for four persons—4, Seat for outside passengers—5, Hand-pump for filling tanks—6, Seat for engineer—7, Pipe for surplus steam—8, Jigger by which the turnace is fed—9, Flue, or chimney—10, Boiler—11, Furnace—12, A Blower, worked by a strap round the axle—13, Water Tank—14, Break to check speed, regulated by a lever to the conductor's seat—15, Carriage for eight insiders—15*, Wheels very strong, the spokes not here marked—16, Springs on which the machinery rides—17, Springs on which the carriage rests—18, Frame connecting the whole—19, Machinery under the carriage—20, Ash Box under the furnace—21, Pump by which the engine forces the water into the tanks—22, Piston for working the pump.

RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS.

OFFICE, 35 WALL-STREET.

NEW-YORK, NOVEMBER 16, 1832.

VOLUME I...NO. 46.

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AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, NOVEMBER 10, 1832.

At the head of this number of the Journal, our readers will find a representation, with references, of the steam carriage for common roads invented by Messrs. Ogle and Summers. We have heretofore given some account of it—as will be seen by a reference to No. 36, page 567—extracted from the examination of Mr. Ogle before a committee of the House of Commons. For the annexed account, as well as the above cut, we are indebted to Bell's Weekly (London) Messenger of 23d ult.

We shall, in our next, give an engraving and description of another, built by Mr. Hancock, with a more particular description of both.

Some notice has been taken by the public press of the arrival of a steam coach at Birmingham from Southampton, on the 4th inst. We have since been favored with some particulars by a gentleman, whose zeal induced him to become one of the party in this novel and successful experimental journey. This coach is the invention of Messrs. Ogle and Summers, of Southampton, who, after a most serious expenditure of time and money, have at length accomplished the desideratum of a moving power, by which carriages can be propelled on the common roads of the country with speed and safety, and without smoke. The first attempt was from Southampton

to Oxford, and then from Oxford to Birmingham. During its first progress there was considerable difficulty in regulating the speed down hill, the machine having, in one instance, hurried down a declivity at a most enormous rate, probably 50 miles an hour. Captain Ogle, by his nerve and management, steered it, notwithstanding, with perfect ease. This has been amended, and the vehicle was soon leisurely proceeding down long Compton-hill at a steady rate of about seven miles an hour: a rate slower than that with which it ascended Leveridge hill. Through the tortuous windings of Shipstone, too, it proceeded at about ten miles an hour with the greatest precision.

Perhaps a finer sight has rarely been seen than its starting from Oxford. The intention had been known previously, and it being the day of St. Giles's Fair, the town was thronged with thousands of visitors; and as the ponderous machine was preparing to start from the Star Inn, the description of the car of Juggernaut rushing on its votaries was strongly brought to mind. It commenced at about ten miles per hour, accelerating its speed to about 14 miles at the utmost. On the whole line of its journey it suffered delays from the badness of quality, or actual want of coke, and the time taken up in charging the tank—matters of detail, which a regular establishment will easily correct.

When the country through which the experiment has been made is considered, as regards irregularity of level and variety of material of which the roads are composed, it must be thought a most successful attempt. It singularly happened, that the coke was expended and the steam down at the very moment it reached the entrance of Birmingham; the zeal of the populace, however, supplied the want, and it was hailed with cheerings to the Hen and Chickens, where its 22 inmates took up their quarters.

When its speed, security, power, and freedom from smoke, are considered, as well as the road it has travelled, we may boldly assert, that the invention of Messrs. Ogle and Summers is worthy of the highest support, and this we trust it will receive. It is a common observation with engineers, that "Steam is still in its infancy;" and truly does this essay corroborate the truth of it.

We believe that the patent boiler of Messrs. Ogle and Summers is the main cause of their success, as containing the greatest possible heating surface

within the smallest possible space, and without any danger, although worked at 200 lbs. on the square inch, and capable of bearing 294 lbs.; in fact, this boiler presents 398 feet of heating surface, and at the pressure of 200 lbs. to the inch, exhibits upwards of nineteen millions of pounds of pressure, without the slightest danger!

The cylinders are 12 1-4 inches in diameter, with metallic pistons; and the whole of the machinery is carried horizontally under the body of the carriage.

This information we think worthy the attentive consideration of machinists in general, and particularly the great coach proprietors of the United Kingdom.

[From Bell's Weekly Messenger.]

LONDON AND DOVER RAILROAD.—A prospectus of this undertaking has just been sent to us. The line is very straight, crossing the Thames between Woolwich and Barking, where a dock for steam vessels, &c. and a ferry, are proposed to be established.—There also appears on the plan, after passing through Greenhithe and Northfleet, a steam ferry across the Medway, just below Chatham dockyard, and above Upnor Castle; the course then taken is by Milton and a little south of Canterbury, to Dover, frequently crossing the present Dover road. The expediency of facilitating the intercourse with the capital and this port, where so large a portion of our communications with the continent centre, is insisted upon, and great internal commercial advantages are anticipated. At the rate of twenty miles an hour, the minimum of Railroad travelling, the journey would occupy three hours and a half; and it is held out to shareholders who subscribe, that the steamboat alone, unconnected with the main design, will immediately yield a profit on their advances. The design certainly appears to possess immense capabilities.

We hear that active steps are being taken to carry the projected Railway from Brighton to London into effect. It is intended to apply to Parliament for a bill. This scheme will unquestionably meet with strenuous opposition from the coachmakers and others concerned in the transit of passengers and goods. A calculation has been made that the Railway will cost 160,000. Passengers will be able, should the project succeed, to be conveyed to London in two hours.

NEW YORK.—The following is a list of Candidates nominated for Congress from the respective Districts.

| Anti-Jackson: | | Jackson: | |
|--------------------------------|-----------------------|----------------------|--|
| 1 Suffolk & Queens | David Gardiner | Abel Huntington | |
| 2 Kings, Richmond, & Rockland | John S. Gurnee | Isaac Van Houten | |
| | David B. Ogden | C. C. Cambrleng | |
| | Hubert Van Wageningen | C. P. White | |
| 3 New York | George F. Tallman | C. W. Lawrence | |
| | Jonathan Thompson | Undley Selden | |
| 4 Westchester & Putnam | Henry B. Cowles | Aaron Ward | |
| 5 Dutchess | Edm. H. Pendleton | Abm. Boeck | |
| 6 Orange | Samuel T. Wilkin | John W. Brown | |
| 7 Ulster & Sullivan | Thos. S. Lockwood | Charles Bodle | |
| 8 Columbia, Green, & Schoharie | John Martin | John Adams | |
| | Jedediah Miller | Aaron Vanderpool | |
| 9 Rensselaer | John D. Dickinson | Job Pierson | |
| 10 Albany | Ambrose Spencer | Gerrit X. Lansing | |
| 11 Saratoga & Schenectady | John W. Taylor | John Cramer | |
| 12 Washington | Henry C. Martindale | John McIntyre | |
| 13 Warren, Essex, & Clinton | Thomas D. Gilson | Reuben Whallon | |
| 14 Franklin & St. Lawrence | Luther Bradish | Ransom H. Gillet | |
| 15 Montgomery & Hamilton | Howard Fish | Charles McVean | |
| 16 Herkimer & Lewis | Ela Collins | Abijah Mann, jr. | |
| 17 Oneida & Oswego | Charles P. Kirkland | Joel Torrell | |
| 18 Jefferson | Daniel Lee | Daniel Wardwell | |
| 19 Otsego | John C. Morris | Sherman Pace | |
| 20 Delaware & Broome | John A. Collier | Noah Johnson | |
| 21 Chenango | T. J. Lynde | Henry Mitchell | |
| 22 Cortlandt, Tomp., & Otsego | Sam. G. Hathaway | Nicoll Halsey | |
| 23 Onondaga & Madison | Eljah Rhodes | William Taylor | |
| | James B. Eldridge | William K. Fuller | |
| 24 Cayuga | Laban Hoskins | Rowland Day | |
| 25 Seneca & Wayne | Joseph S. Colt | Samuel Clark | |
| 26 Ontario | John Dickson | John Price | |
| 27 Steuben & Yates | William Woods | Edward Howell | |
| 28 Monroe | Frederick Whitteley | Isaac Hills | |
| 29 Genesee | George W. Lay | David C. Miller | |
| 30 Allegany & Livingston | Philo C. Fuller | James Faulkner | |
| 31 Cattaraugus & Chautauque | Abner Hazeltine | Jonathan Hoyt | |
| 32 Erie | Millard Fillmore | Franklin Butterfield | |
| 33 Niagara & Orleans | Union Hall | | |

MARRIAGES.

MARRIED—On Wednesday morning, Oct. 21th, by the Rev. Dr. Saml. H. Cox, Gilbert M. Milligan, to Lucy Cleveland, daughter of John C. Smith, all of this city.

On Monday morning, the 29th ult, by his Honor the Mayor, William M. Fish, of this city, to Lydia Ann, daughter of John L. Franklin, Esq. of Philadelphia, Pa.

On Monday evening, Oct. 29th, by the Rev. Dr. Wainwright, Mr. Charles Lowther, of the firm of Saml. B. Reeve & Co., to Miss Eliza, adopted daughter of Mr. J. Browne.

Sunday evening, Oct. 24, by the Rev. Dr. Dunham, Mr. John P. Ridner, to Miss Caroline, daughter of Mr. John A. Miller, both of this city.

On the 25th of Oct. by the Rev. Dr. De Witt, Mr. Michael Burke son of Richard Burke Esq. Burrisleigh, County Tipperary, Ireland, to Catherine Angelica, daughter of James I. Roosevelt, Esq. of this city.

On Saturday the 27th Oct. by the Rev. Benj. J. Haight, John Warrin, Esq. of England, to Miss Mary Elizabeth, only daughter of James Watkinson, of this city.

At Friends Meeting House, Stamford, Dutchess Co. on the 25th Oct. Walter Lockwood, Jr. of the firm of Lockwood, Haggerty & Co. of this city, to Hannah C., daughter of John Hull, of the former place.

DEATHS.

DIED—Thursday morning, Oct. 25th, of apoplexy, Elizabeth, eldest daughter of the late John J. Glover.

On Friday afternoon, Oct. 25, of Cholera, Mrs. Hannah Delany, in her 38th year of her age. And also of the same complaint, her niece, Mary Ann Egan, aged 6 years.

On Saturday evening, October 27, Almy, relict of Thomas Buchanan, in the 50th year of her age.

On Sunday night of rapid consumption, in the 21st year of her age, Sarah Ann, second daughter of the late John Inness Esq.

Tuesday morning, Oct. 30th, John Garretson Bullon, in the 24th year of his age.

On Friday evening, Oct. 25, after a short and severe illness, Mr. James Dunn, in the 25th year of his age.

On Monday evening, Oct. 24, Mrs. Amy P. Wickham, wife of the Rev. Joseph D. Wickham, and daughter of Moses Porter, Esq. of Hadley, Mass. aged 31 years.

On the 1st Nov. Major John Spralls, with the dropsy, aged 47 years.

Last evening, Oct. 31, of consumption, Mr. Seth P. Gregory, in the 30th year of his age.

At Philadelphia, on Wednesday, 21th Oct. where she went for the benefit of her health, Mrs. Louisa C. M. Watson, wife of Mr. Eugene A. Watson, and daughter of the late Don Juan Stoughton, for many years his Catholic Majesty's Consul at Boston.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 101 persons during the week ending on Saturday last, Oct. 27th, viz:—33 men, 27 women, 27 boys, and 19 girls—of whom 21 were of the age of 1 year and under, 16 between 1 and 2, 8 between 2 and 5, 4 between 5 and 10, 4 between 10 and 20, 14 between 20 and 30, 22 between 30 and 40, 8 between 40 and 50, 5 between 50 and 60, 3 between 60 and 70, 1 between 70 and 80, and 2 between 80 and 90.

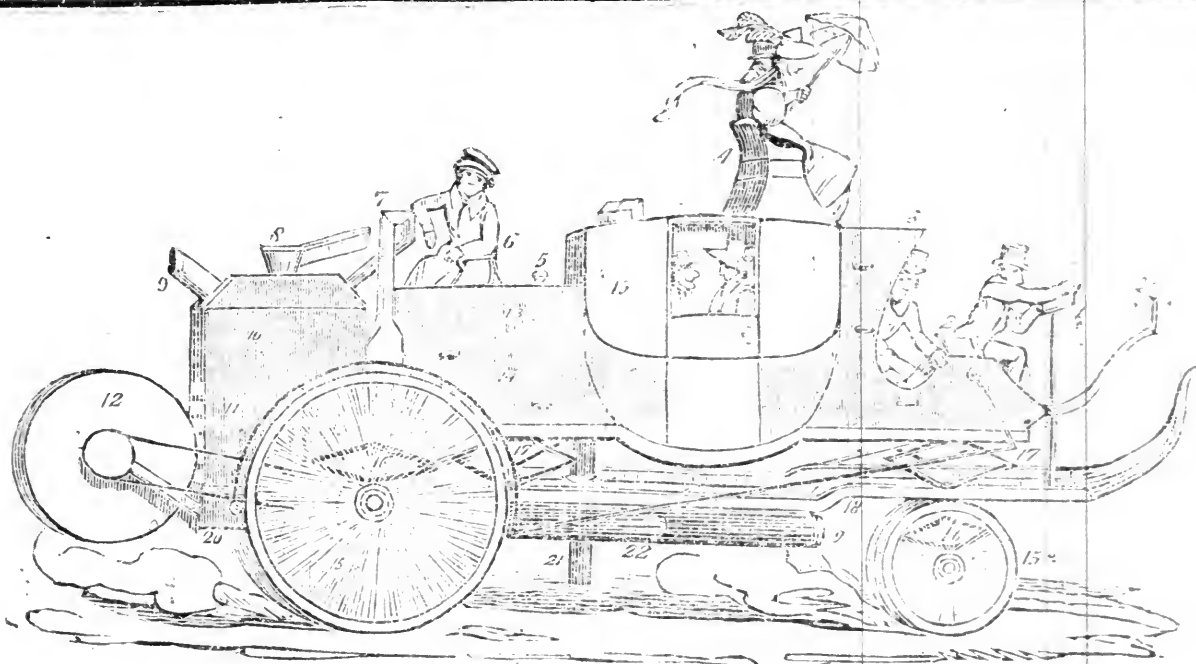
Diseases: Apoplexy 1, burned or scalded 1, cancer 1, casualty 1, cholera malignant 14, consumption 21, convulsions 2, diarrhoea 1, dropsy 2, dropsy in the chest 2, dropsy in the head 2, drowned 1, dysentery 3, fever 3, fever bilious 1, fever remittent 1, fever scarlet 2, fever typhus 1, flux infantile 1, hives of croup 3, inflammation of the bowels 4, inflammation of the brain 2, inflammation of the chest 2, inflammation of the liver 1, intemperance 3, marasmus 3, old age 2, peripneumony 4, spasms 1, stillborn 2, suicide 1, teething 3, unknown 1.

ABRAHAM D. STEPHENS, City Inspector.

NEW-YORK PRICES CURRENT:

Corrected from the "New-York Shipping and Commercial List"—Wednesday, October 31, 1882.

| | | | | | | |
|--|---------|--------------------|---------|-------|-----------------------------|---------|
| ASHES— | | Rye Flour.....bbl | 4 37½ a | 4 30 | PROVISIONS— | |
| Pot, 1st sort 1832, 100 lbs | 4 50 a | Indian Meal.....do | 3 75 a | 4 00 | Beef, Mess.....bbl | 8 50 a |
| Pearl.....do | 4 70 a | Do.....do | — | 17 50 | Do. Prime.....do | — |
| BEEWAX— | | Do.....do | — | 17 50 | Do. Cargo.....do | — |
| White.....lb | 38 a | Do.....do | — | 17 50 | Butter, N. Y. Dairy.....lb | 12½ a |
| Yellow.....do | 18 a | Do.....do | — | 17 50 | Do. Shipping.....do | 10 a |
| BREAD— | | Do.....do | — | 17 50 | Do. Philadelphia.....do | 10 a |
| Navy.....lb | — | Do.....do | — | 17 50 | Hog's Lard.....lb | 8 a |
| Pilot.....do | — | Do.....do | — | 17 50 | Pork, Mess.....do | 14 00 a |
| Crackers.....do | 6 a | Do.....do | — | 17 50 | Do. Prime.....do | 11 75 a |
| BRISTLES— | | Do.....do | — | 17 50 | Do. Cargo.....do | — |
| Russia, first sort.....lb | 60 a | Do.....do | — | 17 50 | Cheese, American.....lb | 5 a |
| Do. common.....do | 30 a | Do.....do | — | 17 50 | Hams, Virginia.....do | 10 a |
| American.....do | 15 a | Do.....do | — | 17 50 | Do. Northern.....do | 9 a |
| CANDLES— | | Do.....do | — | 17 50 | Foreign.....do | 4 a |
| Mould, tallow.....lb | 12½ a | Do.....do | — | 17 50 | Country.....do | 3 a |
| Dipped.....do | 11½ a | Do.....do | — | 17 50 | RICE—100 lb | 3 50 a |
| Sperm.....do | 32 a | Do.....do | — | 17 50 | SALT— | |
| COVERSEED—lb | | Do.....do | — | 17 50 | Turk's Island.....bbl | 53 a |
| COAL— | | Do.....do | — | 17 50 | Isle of May.....do | 50 a |
| Liverpool.....chaldron | — | Do.....do | — | 17 50 | St. Ubes.....do | 48 a |
| Scotch.....do | 8 00 a | Do.....do | — | 17 50 | Cadiz.....do | 48 a |
| Sidney & Bridgeport.....do | 9 50 a | Do.....do | — | 17 50 | Lisbon.....do | 46 a |
| Albion.....do | 8 50 a | Do.....do | — | 17 50 | Liverpool ground.....do | 40 a |
| Virginia.....do | 8 00 a | Do.....do | — | 17 50 | Do. blown.....do | — |
| Anthracite.....ton | 9 00 a | Do.....do | — | 17 50 | Do. sack do, sack | 1 87½ a |
| COCOA— | | Do.....do | — | 17 50 | SALTPETRE— | |
| Caracas.....lb | 12 a | Do.....do | — | 17 50 | Refined.....lb | — |
| Trinidad.....do | 5 a | Do.....do | — | 17 50 | Crude E. I.....do | 7 a |
| St. Domingo.....do | 4 a | Do.....do | — | 17 50 | SHEETINGS— | |
| Para.....do | 5 a | Do.....do | — | 17 50 | Russia, white.....piece | 11 00 a |
| COFFEE— | | Do.....do | — | 17 50 | Do. brown.....do | 8 75 a |
| Cuba.....lb | 12½ a | Do.....do | — | 17 50 | SOAP— | |
| Brazil.....do | 14 a | Do.....do | — | 17 50 | New York, Brown.....lb | 5 a |
| Porto Rico.....do | 13 a | Do.....do | — | 17 50 | Castle.....do | 11 a |
| Laguaira.....do | 12½ a | Do.....do | — | 17 50 | SPELTER—lb | |
| St. Domingo.....do | 13 a | Do.....do | — | 17 50 | SPICES— | |
| Java.....do | 14 a | Do.....do | — | 17 50 | Cassia, in mats.....lb | 22 a |
| Jamaica.....do | 13 a | Do.....do | — | 17 50 | Cloves.....do | 50 a |
| COPPER— | | Do.....do | — | 17 50 | Ginger, raw.....do | 7½ a |
| Sheathing.....lb | 22 a | Do.....do | — | 17 50 | Do. ground.....do | 6 a |
| Pig.....do | 17 a | Do.....do | — | 17 50 | Nutmegs.....do | 1 50 a |
| Old.....do | 16½ a | Do.....do | — | 17 50 | Pepper.....do | 16½ a |
| Bolt.....do | 24 a | Do.....do | — | 17 50 | Pimento, Jam.....do | — |
| CORDAGE— | | Do.....do | — | 17 50 | SPIRITS— | |
| Foreign.....lb | 94 a | Do.....do | — | 17 50 | Brandy, O. D. & Co. gal | 1 62½ a |
| American.....cwt | 10½ a | Do.....do | — | 17 50 | Do. Rochelle.....do | 1 40 a |
| CORKS— | | Do.....do | — | 17 50 | Do. Bordeaux.....do | 1 25 a |
| Velvet.....gross | 40 a | Do.....do | — | 17 50 | Rum, Jam. 4th proof.....do | 1 00 a |
| Common.....do | 20 a | Do.....do | — | 17 50 | Do. St. Croix, 3d do.....do | 95 a |
| Phial.....do | 5 a | Do.....do | — | 17 50 | Do. Wind Isl. 3d do.....do | 85 a |
| COTTON— | | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 42 a |
| New Orleans.....lb | 11 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 35 a |
| Upland.....do | 10½ a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Alabama.....do | 10½ a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Tennessee.....do | 10 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| COTTON BAGGING— | | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Hemp.....yd | 13 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Flax.....do | 12 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Do. American.....do | 19 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| DIAPERS— | | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Russia, broad.....piece | 2 14 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| DUCK— | | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Russia, U. X.....bolt | 18 00 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Do. Brusquins.....do | 17 00 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Do. Zotti & Konopff.....do | 15 50 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Do. 3rd quality.....do | 12 50 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Do. inferior.....do | 10 00 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| German, Half.....do | 16 00 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Holland, A. A.....do | 24 00 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Ravens.....do | 9 50 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Amer. Jay's, all flax.....do | 15 50 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Do. No. 1 a 8.....do | 15 50 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Do. Phenix Mills, Paterson, flax, No. 1 a 8.....do | 16 00 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Do. cotton, Paterson, No. 1 a 10.....yd | 26 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| DYE WOODS— | | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Brazilwood.....ton | 30 00 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Camwood.....do | 70 00 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Fustic, Cuba.....do | 23 00 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Do. Tampico.....do | 21 00 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Do. Maine.....do | 17 00 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Logwood, Camphy.....do | 27 00 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Do. St. Domingo.....do | 22 00 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Do. Jamaica.....do | 20 00 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Nicaragua, Bonaire.....do | — | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Do. Coro.....do | 45 00 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Do. Hartie.....do | 67 50 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| FEATHERS— | | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Live, Foreign.....lb | 11 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Do. American.....do | 35 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| FISH— | | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Dry Cod.....cwt | 2 75 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Scale.....do | 2 00 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Pickled Cod.....bbl | 3 50 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Do. Salmon.....do | 13 00 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Smoked do.....lb | — | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Mackerel No. 1.....bbl | 6 45 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Do. No. 2.....do | — | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Do. No. 3.....do | 3 00 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Shad, Conn. Mess.....do | 8 50 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Do. Bucksport.....do | — | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Herrings.....do | — | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Do. Smoked, 2 box | 40 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| FLAX— | | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Russia.....lb | — | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| American.....do | 9 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| FLAXSEED— | | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Clean.....cask | — | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Rough.....do | — | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| FLOUR AND MEAL— | | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| New York supreme.....bbl | 6 50 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Troy.....do | 6 50 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Western Canal.....do | 6 50 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Philadelphia.....do | — | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Baltimore Howard St.....do | 6 75 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Richmond City Mills.....do | 6 75 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Do. Country.....do | 6 50 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Alexandria & George.....do | 6 50 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Fredericksburg.....do | 6 50 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Petersburg.....do | 6 50 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Scratched and fine.....do | 6 00 a | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |
| Fine middlings.....do | — | Do.....do | — | 17 50 | Do. N. Eng. 1st do.....do | 32 a |



RAILROAD JOURNAL,

AND ADVOCATE OF INTERNAL IMPROVEMENT.

NEW-YORK, NOVEMBER 10, 1832.

VOLUME 1, NO. 16.

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The JOURNAL AND ADVOCATE is published every Saturday, at No. 35 Wall street, New-York, at three dollars a year, *in advance*.

The cylinders are 12-14 inches in diameter, with metallic pistons; and the whole of the machinery is carried horizontally under the body of the carriage.

This information we think worthy the attentive consideration of machinists in general, and particularly the great coach proprietors of the United Kingdom.

AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, NOVEMBER 10, 1832.

At the head of this number of the Journal, our readers will find a representation, with references, of the steam carriage for common roads invented by Messrs. Ogle and Sumners. We have heretofore given some account of it—as will be seen by a reference to No. 36, page 567—extracted from the examination of Mr. Ogle before a committee of the House of Commons. For the annexed account, as well as the above cut, we are indebted to Bell's Weekly (London) Messenger of 23d ult.

Perhaps a finer sight has rarely been seen than its starting from Oxford. The intention had been known previously, and it being the day of St Giles Fair, the town was thronged with thousands of visitors; and as the ponderous machine was preparing to start from the Star Inn, the description of the car of Juggernaut rushing on its votaries was strongly brought to mind. It commenced at about ten miles per hour, accelerating its speed to about 14 miles at the utmost. On the whole line of its journey it suffered delays from the badness of quality, or actual want of coke, and the time taken up in charging the tank—matters of detail, which a regular establishment will easily correct.

When its speed, security, power, and freedom from smoke, are considered, as well as the road it has travelled, we may boldly assert, that the invention of Messrs. Ogle and Summers is worthy of the highest support, and this we trust it will receive. It is a common observation - with engineers, that "Steam is still in its infancy;" and truly does this essay corroborate the truth of it.

From Bell's Weekly Messenger.

LONDON AND DOVER RAILROAD.—A prospectus of this undertaking has just been sent to us. The line is very straight, crossing the Thames between Woolwich and Barking, where a dock for steam vessels, &c. and a ferry, are proposed to be established.— There also appears on the plan, after passing through Greenwich and Northfleet, a steam ferry across the Medway, just below Chatham dockyard, and above Upnor Castle; the course then taken is by Milton and a little south of Canterbury, to Dover, frequently crossing the present Dover road. The expediency of facilitating the intercourse with the capital and this port, where so large a portion of our communications with the continent centre, is insisted upon, and great internal commercial advantages are anticipated. At the rate of twenty miles an hour, the minimum of Railroad travelling the journey would occupy three hours and a half; and it is held out to shareholders who subscribe, that the steam-boat alone, unconnected with the main design, will immediately yield a profit on their advances. The design certainly appears to possess immense capabilities.

We hear that active steps are being taken to carry the projected Railway from Brighton to London into effect. It is intended to apply to Parliament for a bill. This scheme will unquestionably meet with strenuous opposition from the coachmakers and others concerned in the transit of passengers and goods. A calculation has been made that the Railway will cost £50,000. Passengers will be able, should the project succeed, to be conveyed to London in two hours.

Report of the Superintendent of Transportation of the Baltimore and Ohio Railroad Company.

Office of Transportation, Balt. & O. Railroad Co.
1st October, 1832.

Philip E. Thomas, Esq. President:

SIR—The period having arrived when it becomes necessary to report to you the transactions connected with the transportation on this road for the past year, the accompanying documents marked M. No. 1, to M. No. 7, exhibiting in detail all the operations in that department, to the 1st October, are respectfully submitted to you.

The statement marked from M. No. 1 to No. 3, appertain, exclusively, to the receipts of the Company,—by them it will be observed, that the aggregate transportation effected during the year, has consisted of 89,022 passengers, and of tonnage, tons 41,086.23.14 pounds, producing a revenue of \$136,937.70; whilst by the paper marked M. No. 4, it will appear that the expenses incurred in their transportation, amounted to \$69,534.47. The statements M. No. 5 and 6, exhibit the apportionment of the expenditures to the particular branch of revenue to which they respectively belong, as well as the subsequent net profits of such branch: to this document are also appended the amounts disbursed, respectively, for the repairs of the road, and of carriages and machinery, by the officers at the head of the departments to which those duties belong: and further, in the table M. No. 7, is presented a monthly detail of the various commodities, and of the aggregate tonnage of each, respectively, transported eastwardly on this road, during the past year.

By reference to these papers, it will be found that the cost of transportation has, for some months past, been materially reduced, whilst the commerce and general efficiency of the road have been increased: the immediate cause of the high rate of the expenses, for some time after the road was extended to Frederick, have already been made known; the most prominent of these, was the withdrawal of the moving power, of the Company from their ordinary traffic, to the transportation of fuel for the supply of this city, at a time of unprecedented scarcity of that commodity.

The measure thus adopted by this Company, although completely successful in the highly important object contemplated, was, as this description of transportation afforded no return loads, attended with a considerable diminution of their revenue:—it having been indispensable, also, that the public exigency should be promptly met, and the transportation effected almost without intermission, day and night, an augmentation in the expenses was unavoidable.

As the difficulties alluded to, as well as many others which arose from a want of experience in this system of intercommunication, and from the unpropitious season in which it was opened to the public, produced an unfavorable effect on the early business of the Company, the operations of that period, or even of the entire year in which they are embraced, cannot, it may be assumed, be received as any criterion of the prospective or of the actual condition of the commerce on the road; in forming, therefore, any estimate of this kind, recourse ought rather to be had to a time when the embarrassments alluded to had ceased—namely, to the 1st of April,—from which date to the 1st of October,—being an interval of six months—it will be seen, by reference to the tabular return M. No. 6, that the receipts were \$91,002.68, and the expenses \$33,286.14.

With a commerce not exceeding that now effected on the road,—the transportation also being performed exclusively by animal power,—the returns just referred to, may probably present a fair indication of the relative rates of the cost of transportation and its revenue; it is satisfactory, however, to know, that with the increase of business the ratio of the expenditures to the receipts will diminish, and that every accession of income must be attended with more than a corresponding augmentation in the net profits of the Company. This inference will be the more readily admitted, as it will be apparent that even a considerable increase of the transportation requires solely a proportional addition to the moving power—the horses and drivers; whilst a large amount of great, and, to a Railroad, indispensable charges,—of agencies, depot and station expenses, and numerous other items, would not require any increase, with a very considerable accession to the business of the road.

The explanation which it is thus sought to make, is deemed the more necessary, as it will account for some apparent discrepancies in the tabular statement M. No. 5, where it will be perceived that, on several occasions, with only a slight increase or decrease in

the comparative expenditure of certain months, there is a greatly disproportioned result in their net profits,—thus, on referring to that statement, it will be seen that in the transportation of passengers for February and August, the difference in expense of those months is only \$350,* whilst the excess of the net revenue of August over that of February, is upwards of \$4,900—and again in the transportation of tonnage, the expenses of July and September only vary \$629, whilst their net revenue differ \$3317.

These results will appear the less incongruous, when it is recollected that this Railroad is subject to the expense of a series of inclined planes, and requires the constant support, on upwards of seventy miles, of a power adequate to a frequent, rapid and uninterrupted intercourse, day and night, for passengers as well as for tonnage—a communication which whilst it is maintained in the state of efficiency and activity required by the public, could not be supported, with even a reduced commerce, at a materially less cost, it is believed, than the expenditures stated, respectively, for passengers and tonnage for July and February; whilst, on the other hand, and from the operation of the causes already adverted to, had the business of those months even considerably exceeded their actual amounts, the expenses would, notwithstanding, have been comparatively but little enhanced.

It has been deemed proper to enter thus minutely into these details, not so much with a view of endeavoring to explain their effect on the past operations on the road, as to exhibit the favorable influence they will exercise on its future success; and it is satisfactory to find that the additions which are constantly making, and which a more general knowledge of its facilities will continue to make, to the business of the road, must, beyond their increase of its revenues, be attended with the further advantage of adding still more to the profits of the Company, by diminishing the relative rate of the expenses to the receipts.

For some time after this road was extended to Frederick, (and it was one among its many early embarrassments,) the traffic was confined, almost exclusively, to the transportation of tonnage, eastwardly, whilst the trains proceeding westwardly, though attended with an equal expense, produced scarcely any returns. The injurious effect of such a system of business, on the revenue of that period, will be readily conceded; it, in fact, not only deprived the Company of a commerce, which yields a higher toll than that in the opposite direction, but, in proportion as the transportation westwardly was withheld, a corresponding amount of eastern tonnage was also diverted from the Railroad. The extent to which these disadvantages have been removed, may be inferred from the fact, that the aggregate amount received for tonnage forwarded from Baltimore to Frederick county, for the first three months after the road was opened to that point, did not yield an average of more than \$632, for each month; whilst in September alone, the amount derived from the same source, exceeded \$3,200.

The result just stated, although so decidedly favorable relatively to the past operations on the road, is, at the same time, an imperfect evidence of the extent of the general improvement that has been effected during the past season, and which the revenue of September would have exhibited, had it not, in common with the general commerce of the town, been materially curtailed by the pestilence which then prevailed. On the appearance of that calamity here the receipts of the company suffered an immediate reduction of upwards of one-third, and on the very item, lately adverted to, of western tonnage, its injurious effect was at least as decided as on any other.

As the month of September may be regarded as the commencement of a new season of commerce, and as it would, therefore, have formed approximately, a criterion of the future business on the road, it would have been satisfactory, in this report, to have presented the returns which a full development of its resources would have afforded;—but, under the disadvantages alluded to, it will, nevertheless, be perceived, that its revenue, from tonnage alone, has been \$9,340; and that, although curtailed in its business, and only receiving the benefit of a partial revival of the transportation from Frederick and the Potomac, its receipts from that source have exceeded those of any previous month, by \$934.

These results cannot but be considered as highly favorable to the future prospects of this work, indicating as they do that the use of the Railroad is becoming more extensively and exclusively adopted.

* Unimportant fractions are omitted.

It must, however, be remarked that, whilst many new and permanent sources of revenue have thus been obtained, there still remains a very large amount of tonnage, which, although passing parallel to this work, has not yet been attracted to it. The same facilities that have effected, and that are still producing, an increase of the commerce of the road, will, it may be presumed, gradually add this also to the other resources of this Company.

In order to insure to merchandize proceeding westwardly greater despatch, arrangements were some time since made and carried into effect, to accomplish its delivery at the Point of Rocks, and Frederick, within twenty-four hours from its departure from Baltimore. Independent of the advantages which it was contemplated thus to afford to the public, by this increase of speed, it was presumed that it would offer to the proprietors of tonnage, now passing between Baltimore and the Ohio river, an adequate inducement to make the Railroad the channel of communication for it, as far as between this city and Frederick, as it would materially reduce the time now required for its transportation in the established method. The plan proposed in relation to the Ohio trade has been adopted in a few instances by several individuals engaged in the forwarding of goods, and as a decided saving in the two important items of time and expense* has resulted from the change, it may fairly be presumed that a more general transfer of the Western tonnage to the Railroad will gradually ensue—an acquisition that, from its magnitude, would produce a most important addition to the revenue of this Company, and at the same time greatly benefit the Western trade.

The Railroad to the Point of Rocks—sixty-eight and a half miles from the depot in Baltimore—was opened to the public on the first day of April last; but owing to the advanced state of the season, and to a change which had been recently established in the inspection of flour, a very limited accession to the tonnage of the road was for some months produced from this source; since, however, more time has been afforded to remove the prejudices which ever exist against a new channel of communication, and an untried market, a considerable increase has taken place in this trade, and arrangements have been matured on an extensive scale for the transportation to this city of a large amount of produce, during the approaching season. The tonnage which it is expected that this road will thus conduct to Baltimore, being the product of that portion of Virginia contiguous to the waters of the Potomac and the Shenandoah, has, with few exceptions, been heretofore directed to other markets, and on this account it is a subject of more decided interest, as it may, in reference to this city, be regarded as a new source of business that has been secured to it. In amount it had hitherto been insignificant, but it is increasing, and it is moreover the commencement of a participation in a highly important commerce, which cannot but yearly become more valuable.

The Railroad in its progress to Frederick could not make any considerable additions to the mercantile resources of this city, it merely diminished the cost of transportation to a trade that it already possessed: this result has, however, been greatly exceeded by its extension to the Potomac—it has there reached the confines of a section of country of great extent and fertility, to which Baltimore, for its various and extensive exports, was almost an untried market. It is the first point, in its progress westwardly, at which this work has been enabled in any

* It may not be irrelevant to this subject to state the data on which this assertion has been made:—The rates of transportation, including all the incidental charges made by this Company, are as follows, viz.:

From Frederick to Howard street, or to the depot near to Light street wharf, in Baltimore, the charge is 12 1-4 cents for 100 lbs. and from the last named places to Frederick, it is 17 1-2 cents.

The distance by the turnpike being 45 miles, or upwards of one-sixth of the entire distance to Wheeling from Baltimore—therefore,

Eastwardly, the freight from Wheeling to Baltimore having been ascertained to be \$1.25 per 100 lbs., one-sixth would be 21 cents—the charge by the Railroad being 12 1-4, the saving is 8 3-4 cents;

Westwardly, the freight from Baltimore to Wheeling, as published on the 29th September, being \$2 per 100 lbs., one-sixth would be 33 1-2 cents—the charge by the Railroad being 17 1-2, the saving is 16 cents.

The saving on each 100 lbs. in both directions is 24 3-4 cents—or, on the entire wagon load of 4,500 lbs., \$11.13.

decided degree to accomplish one of the primary objects of its institution. Having now reached the Potomac, where it is first placed in contact with the channel of a new and vast commerce, every step in addition to the present extent of this work must realize those objects in an increased degree, and bind it more intimately to the fertile and extensive region adjoined to it.

During the past year great activity has prevailed throughout the line of road in developing its mineral resources; and quarries, in its immediate vicinity, of granite, limestone and soapstone, have been opened and worked with energy. By the Returns in Table M. No. 7, it will be seen that during the year 5,512 tons, equal to 77,168 cubic feet of granite, have been transported. As the use of this commodity is daily extending, and as it will, as well as lime, have become exports from Baltimore, an increased commerce may be anticipated from them.

Among the means which have been resorted to, to diminish the expenses of transportation, may be mentioned the adoption of a plan—previously, however, employed on other similar works—of using the gravity of the load as its moving power, where the plane of the descent admitted of it, and transporting the horses on platforms. The same means have also been adopted on portions of the road where a part of the power, either from the diminished load in one direction, or from the descending grade of the road, can be dispensed with. The economy resulting from this arrangement has, in the instance first named, amounted to one half of the power previously found necessary; the saving of time has also been considerable, as the train, instead of travelling at the usual rate of heavy transportation, proceeds with safety at a speed of seven or eight miles an hour.

A most important result is derived from the plan described: the disadvantages attending of an undulating grade of road are by it neutralized, and the spontaneous descent of the load in one direction places such a road, with regard to the efficiency of its power* and its expense of transportation, nearly on an equality with a level road.

The cases to which the above remarks have more immediate reference are those in which the tonnage may be equal or nearly so, in both directions: where, however, the descending line of Railway is also that of the heaviest train, the expense of transportation will be proportionally less than on a level road.

During the period that this road has been opened to Frederick, embracing a winter of almost unprecedented severity, the intercourse has been sustained without interruption, and the communication for passengers has been maintained with rarely any deviation from the speed of ten miles an hour. Throughout the above line post-offices have been established, mails being delivered and received at each office daily; and in order further to increase the facilities of public intercourse, four lines of passenger cars pass daily over the road, affording, for the despatch of individual business, the opportunity of proceeding from one extremity of the road to the other, and, after the lapse of two or three hours, of returning on the same day.

For the purpose of ascertaining, practically and conclusively, the applicability of steam power on this road, and with the farther view of testing its comparative expense and advantages with animal power, a series of experiments was, on the 21st August, instituted and continued for the space of thirty days.

A locomotive steam engine, the "Atlantic," which had recently been constructed by Messrs. Davis & Gartner, of York, Pennsylvania, was employed for testing this important and interesting question.

This engine weighed 5 1/2 tons, exclusive of water; it had two cylinders, of 10 inches diameter each, with a stroke of 20 inches, and, in order to increase its velocity, it was geared in the ratio of 2 to 1, working on road wheels of 3 feet diameter.

The "Atlantic" being intended for a high speed, its operations were accordingly directed to the transportation of passengers between Baltimore and the foot of the inclined planes; it passed twice over that portion of the road daily, being a distance of about 80 miles, and transported the regular train of cars engaged in that business, consisting generally of five cars, carrying, according to the extent of the current business of the day, from 50 to 100 passengers—the load weighing, exclusive of the engine and tender, about 18 tons. Throughout the line thus traversed, curves are of frequent recurrence, several having a radius of only 400 feet, and the grade of

the road, with the exception of 8 miles, is undulating—the extreme ratio of ascent being 47 feet per mile. The fuel was anthracite coal.

The operations of this engine were continued to the termination of the period designated for them, with the most triumphant success. The speed of 10, 12, and 15 miles, to which considerations of prudence had limited its average performance, was uniformly maintained, in extreme curves, as well as on extreme ascents—neither of which produced any perceptible retarding effect. The steam was always redundant.

Mr. Gillingham, the Superintendent of Machinery of this Company, under whose direction the above experiments were made, has furnished the following details, viz.: During the space of the thirty days, the operations of the engine were suspended for only seven days, which were consumed in repacking the piston, and in some important repairs upon the wheels and carriage; the daily consumption of water was 1700 gallons, and of coal one ton; the services of a principal and an assistant engineer were required;—producing the following aggregate of daily expenses, viz.:

| Actual Expenses. | |
|-----------------------------------|---------|
| One ton of anthracite coal | \$8 00 |
| Engineer, assistant, and laborer, | 3 50 |
| Expense of oil and packing, | 50 |
| | \$12 00 |

| Estimated Expenses. | |
|---|--------|
| Repairs and wear of engine, and interest of its cost, | \$3 00 |
| Expenses of water stations, | 1 00 |
| | 4 00 |

Total expense of the engine per day, \$16 00

This engine, in its daily routine, accomplished the same extent of work that with animal power, is now performed at the following expense, viz.:

| | |
|---|---------|
| 42 horses, including their keep, interest on cost, their annual depreciation, harness and shoeing, at 50 cents per day, | \$21 00 |
| Car-drivers and stable-keepers, 12, at \$1, | 12 00 |
| Total expense of animal power per day, | \$33 00 |

The above statements of the comparative expense of steam and animal power results, in this single instance, in a saving of \$17 per day, or of upwards of \$500 per month.

It has been shown that the Atlantic was employed in the traction of 5 cars, weighing about 18 tons, at an average speed of about 12 miles an hour. This performance has not been stated as the extent of the power of that engine, it was the speed and labor assigned to it as being the limit of that description of business which the Company required to be performed. On several occasions much greater results were exhibited: thus a load of 30 tons, exclusive of the engine and tender, has been repeatedly drawn from Baltimore to Ellicott's Mills, a distance of 13 miles, within an hour—the road for 5 miles ascending from 13 to 21 feet.

The Atlantic having been constructed with reference to speed, of course, a portion of its power was merged in its velocity. Messrs. Davis and Gartner, to whose skill and perseverance this Company are indebted for this first successful exhibition of steam power on their road, are, however, now engaged in the completion of another engine, formed exclusively with reference to its force of traction. This engine is expected to convey 100 tons from 6 to 8 miles an hour.

Independent of the established superiority of steam power, it possesses an important advantage in accommodating itself more readily to the fluctuations in the amount of business which must daily occur on a Railroad, designed, as this is, for a general commerce. With an animal moving power, the inconveniences of these fluctuations can neither be remedied nor mitigated, producing, if an excess of business be offered, the disadvantage to the public of unavoidable delay; and in the event of a diminished traffic, the loss to the Company of frequently maintaining an unemployed force, of which the expense cannot in any degree be reduced. By the substitution of steam for animal power, the first inconvenience can be materially lessened, by occasionally increasing the work of the engines; and in the case of a deficiency of traffic, the expenses of the locomotives can immediately be diminished, by suspending the operations of the surplus engines, when the principal costs—the fuel, the wear and repairs—will be altogether saved.

From the tabular returns, accompanying this re-

port, it has been seen that the receipts for the last six months have been \$91,000. The sources of this income, it may be assumed, are permanent, as they are founded on the growing connexion of this work, with the general travelling and commerce of the country; and being derived solely from the superior facilities that this road presents, it is not probable that any portion of its traffic will be either diminished or withdrawn. Such being the basis of its revenue, the same amount, it may be presumed, will at least be maintained throughout the residue of the year, being equal to an annual sum of \$182,000. Such may, therefore, from the data adverted to, be considered as the actual progress made by this Company, to the present time, in the acquisition of a permanent revenue.

Besides the portion of the general transportation of the country which has thus been obtained, it has been previously remarked that there is a large amount of tonnage, forming within itself a trade of considerable magnitude, which, although passing near to this road, has not hitherto been transferred to it: for this also, from the influence of the same considerations that have secured its present transportation, the Railroad can scarcely fail to be ultimately found the most commodious means of conveyance.

In reference, therefore, to the question which must constantly recur, of the extent of the returns which this work may be capable of yielding, it is satisfactory to know that, even confined within its present limits, this road traverses a country which affords extensive resources of transportation, and that from the actual revenue of the Company, aided by a portion of the tonnage just adverted to, it would be enabled to make returns to the Stockholders amply adequate to its cost.

Respectfully submitted,

W. WOODVILLE,
Auditor and Superintendent of Transportation Balt. and O. Railroad Co.

M. No. 1.

Statement of the Revenue received for the transportation of passengers on the Baltimore and Ohio Railroad, from the undermentioned places, respectively, from the 1st of October, 1831, to the 30th September, 1832, viz.:

| During the month of | Baltimore. | | Relay House. | | Ellicott's Mills. | | Frederick. | | Pilot Rock. | | Total. |
|---------------------|-------------|----------|--------------|---------|-------------------|---------|-------------|----------|-------------|---------|----------------|
| | Passengers. | Amount. | Passengers. | Amount. | Passengers. | Amount. | Passengers. | Amount. | Passengers. | Amount. | |
| October, | 4517 | 1378 19 | 1275 | 333 75 | 2422 | 933 91 | 842 | 856 23 | 151 | 127 53 | 2650 55 |
| November, | 2687 | 1554 02 | 841 | 233 48 | 5014 | 804 97 | 932 | 1109 69 | 784 | 784 77 | 7384 348 77 |
| December, | 2066 | 1117 36 | 349 | 93 00 | 607 | 228 38 | 322 | 419 69 | 212 | 232 27 | 4176 3497 03 |
| January, | 1533 | 1572 33 | 143 | 70 00 | 238 | 219 37 | 573 | 1012 21 | 234 | 287 37 | 2487 2873 91 |
| February, | 1647 | 1812 24 | 160 | 70 62 | 246 | 259 13 | 631 | 1223 38 | 550 | 529 97 | 2734 3338 37 |
| March, | 2738 | 2885 99 | 275 | 82 72 | 327 | 355 50 | 1210 | 1975 76 | 323 | 387 07 | 5050 5299 97 |
| April, | 3808 | 3771 04 | 651 | 171 12 | 1178 | 503 51 | 1696 | 2473 53 | 90 | 87 79 | 7834 8240 73 |
| May, | 4838 | 4169 21 | 728 | 193 67 | 1720 | 732 38 | 2928 | 3066 20 | 212 | 232 27 | 11904 8661 99 |
| June, | 5985 | 4539 68 | 734 | 169 59 | 9188 | 914 21 | 2785 | 2785 54 | 323 | 387 07 | 8614 39 |
| July, | 5943 | 4558 47 | 693 | 183 94 | 2337 | 1044 98 | 2591 | 2539 78 | 380 | 346 69 | 8601 23 |
| August, | 157 | 4575 67 | 639 | 170 15 | 1760 | 841 30 | 2945 | 2757 42 | 264 | 264 22 | 6777 5554 53 |
| September, | 3502 | 1281 89 | 468 | 122 89 | 1074 | 494 85 | 1593 | 1780 68 | 210 | 264 22 | 6777 5554 53 |
| Total, | 45413 | 33837 16 | 6956 | 1842 93 | 16831 | 7304 09 | 18126 | 21550 42 | 1366 | 1345 72 | 93022 67910 32 |

* These passengers were received at the foot of the Plane—the Railroad not having been then opened to Frederick, it has been deemed proper to put them under the head of passengers from Frederick.

* There is a slight and unimportant difference occasioned by the draft of the empty platforms on the ascent, to convey the horses on their return.

| During the month of | Westwardly. | | Eastwardly. | | Total. |
|---------------------|--------------|----------|---------------|--------------|--------------|
| | Tonnage. | Amount. | Tonnage. | Amount. | |
| October, | 291 0 3 18 | 317 92 | 693 9 1 27 | 479 73 | 984 10 1 17 |
| November, | 408 6 2 0 | 491 32 | 824 5 3 14 | 1297 12 1 14 | 1297 12 1 14 |
| December, | 355 10 3 9 | 563 55 | 2677 15 3 3 | 1716 17 | 3033 6 2 12 |
| January, | 399 11 1 17 | 453 35 | 2881 0 0 19 | 4509 67 | 3280 11 2 8 |
| February, | 718 15 0 5 | 1078 41 | 4022 17 1 25 | 6127 37 | 4741 12 2 8 |
| March, | 1021 19 2 26 | 2993 75 | 3670 4 0 7 | 6312 83 | 4692 3 3 5 |
| April, | 1559 1 1 4 | 3535 83 | 2587 13 3 23 | 4113 21 | 4146 15 0 27 |
| May, | 1393 0 1 8 | 3531 13 | 2599 6 1 19 | 4712 01 | 3599 6 2 11 |
| June, | 1005 17 0 12 | 3998 73 | 2392 5 2 27 | 3758 63 | 3398 2 3 11 |
| July, | 958 7 1 19 | 2173 23 | 1825 19 1 16 | 3920 44 | 2784 6 1 3 |
| August, | 1659 17 0 1 | 4083 00 | 1997 7 3 7 | 3292 23 | 3557 4 0 3 |
| September, | 1873 16 2 14 | 4243 23 | 3273 12 2 2 | 5097 57 | 5147 9 0 16 |
| Totals, | 11649 4 0 21 | 24682 47 | 29445 18 2 21 | 44344 91 | 41086 2 3 11 |

Statement of the Revenue received for the Transportation of Tonnage on the Baltimore and Ohio Railroad, from the 1st of October, 1831, to the 30th September, 1832.

| | |
|--------------------------|----------------|
| Flaxseed, - - - - - | 18 2 1 |
| Bark, - - - - - | 74 5 2 0 |
| Cotton Goods, - - - - - | 99 4 1 9 |
| Paper, - - - - - | 10 12 2 0 |
| Miscellaneous, - - - - - | 261 13 3 26 |
| Total, - - - - - | 29,445 18 2 21 |

| | |
|---|--------------|
| Total amount of Revenue | \$136,937 70 |
| Do. do. Expenses | \$69,534 47 |
| In addition to the above there are the following charges for repairs, viz.: | |
| By Superintendent of Construction, for repairs of the railroad, | 2,067 97 |
| By the Superintendent of Machinery, for repairs of carriages and machinery, | 4,071 99 |
| | 75,674 43 |
| Net Revenue, | \$61,263 27 |

[From Babbage's Economy of Machinery, &c.]
INCREASE AND DIMINUTION OF VELOCITY.

The fatigue produced on the muscles of the human frame does not altogether depend on the actual force employed in each effort, but partly on the frequency with which it is exerted. The exertion necessary to accomplish every operation consists of two parts: one of these is the expenditure of force which is necessary to drive the tool or instrument; and the other is the effort required for the motion of some limb of the animal producing the action. If we take, as an example, the act of driving a nail into a piece of wood, the first of these is, the propelling the hammer head against the nail; the other is, raising the arm in order to lift the hammer. If the weight of the hammer is considerable, the former part will cause the greatest portion of the exertion. If the hammer is light, the exertion of raising the arm will produce the greatest part of the fatigue. It does, therefore, happen, that operations requiring very trifling force, if frequently repeated, will tire more effectually than more laborious work. There is also a degree of rapidity beyond which the action of the muscles cannot be pressed.

The most advantageous lead for a porter who carries wood up stairs on his shoulders, has been investigated by M. Coulomb: but he found from experiment that a man walking up stairs without any load, and raising his burden by means of his own weight in descending, could do as much work in one day as four men employed in the ordinary way with the most favorable lead.

The proportion between the velocity with which men or animals move, and the weights they carry, is a matter of considerable importance, particularly in military affairs. It is also of great importance for the economy of labor, to adjust the weight of that part of the animal's body which is moved, the weight of the tool it urges, and the frequency of repetition of these efforts, so as to produce the greatest effect. An instance of the saving of time, by making the same motion of the arm execute two operations instead of one, occurs in the simple art of making the tags of boot laces: they are formed out of very thin, tinned, sheet iron, and were formerly cut out of long strips of that material into pieces of such a breadth, that when bent round they just enclosed the lace. Two pieces of steel have recently been fixed to the side of the sheers, by which each piece of tinned iron, as soon as it is cut, is bent into a semi-cylindrical form. The additional power required for this operation is almost imperceptible; and it is executed by the same motion of the arm which produces the cut. The work is usually performed by women and children, and with the improved tool more than three times the quantity of tags is produced in a given time.*

Whenever the work is itself light, it becomes necessary, in order to economize time, to increase the velocity. Twisting the fibres of wool by the fingers would be a most tedious operation: in the common spinning wheel the velocity of the foot is moderate, but by a very simple contrivance that of the thread is most rapid. A piece of cat-gut passing round a large wheel, and then round a small spindle, effects this change. This contrivance is common to a multitude of machines, some of them very simple. In large shops for the retail of ribands, it is necessary at short intervals to "take stock," that is, to measure and re-wind every piece of riband, an operation which even with this mode of shortening it, is sufficient

ciently tiresome, but without it would be almost impossible from its expense. The small balls of sewing cotton, so cheap and so beautifully wound, are formed by a machine on the same principle, and but a few steps more complicated.

In turning from the smaller instruments in frequent use to the larger and more important machines, the economy arising from the increase of velocity becomes more striking. In converting cast into wrought iron, a mass of metal of about a hundred weight is heated almost to a white heat, and placed under a heavy hammer moved by water or steam power. This is raised by a projection on a revolving axis; and if the hammer derived its momentum only from the space through which it fell, it would require a considerably greater time to give a blow. But as it is important that the softened mass of red hot iron should receive as many blows as possible before it cools, the form of the cam or projection on the axis is such that, the hammer, instead of being lifted to a small height, is thrown up with a jerk, and almost the instant after it strikes against a large beam, which acts as a powerful spring, and drives it down on the iron with such velocity, that by these means about double the number of strokes can be made in a given time. In the smaller tilt-hammers, this is carried still farther: by striking the tail of the tilt-hammer forcibly against a small steel anvil, it rebounds with such velocity, that from three to five hundred strokes are made in a minute.

In the manufacture of scythes, the length of the blade renders it necessary that the workman should move readily, so as to bring every part on the anvil in quick succession. This is effected by placing him in a seat suspended by ropes from the ceiling: so that he is enabled, with little bodily exertion, by pressing his feet against the block which supports the anvil, to vary his distance to any required extent in the manufacture of anchors, an art in which this contrivance is of still greater importance, it has only been recently applied.

AGRICULTURE, &c.

To determine the Economy of a Cow.—The annual consumption of food per cow, if turned to grass, is from one acre to an acre and a half in the summer, and from a ton to a ton and a half of hay in the winter. A cow may be allowed two pecks of carrots per day. The grass being cut and carried, will economise it full one-third. The annual product of a good fair dairy cow, during several months after calving, and either in summer or winter, if duly fed and kept in the latter season, will be an average of seven pounds of butter per week, from five to three gallons per day. Afterwards, a weekly average of three or four pounds of butter from barely half the quantity of milk. It depends upon the constitution of the cow, how nearly she may be milked to the time of her calving, some giving good milk until within a week or two of that period, others requiring to be dried eight or nine weeks previously.—[Hereford Times.]

[From Cobb's Manual on the Cultivation of the Mulberry Tree—continued from page 678.]

SETTING OUT STANDARD TREES.

It is an axiom in rural economy, that the greater the disbursement in improving the land the greater will be the proportional income. The land where the trees are to be set, will be much better for the purpose if ploughed, harrowed and manured. The trees may be three years old if taken from a rich soil, or four if from a poor soil; they should be from four to eight feet in height, and at least an inch in diameter. The holes should be dug at about the same distance from each other as for setting apple trees, and be made eighteen inches deep and three or four feet in diameter. The bottoms of these holes may be covered with a few inches of fresh mould. The young tree should be placed in its proper range, ascertained by a stake at each extremity of the line, and it should be held there till its roots are well covered with friable and well manured earth, free from stones, and must be well trodden down and watered if necessary; a small cavity round the stem to retain the rain is very proper. Two or three dressings a year with a hoe and manuring occasionally may be of essential advantage.

GRAFTING AND BUDDING.

In grafting it is essential to adapt the bark of the scion at its extremity to the bark of the stock, and to place the scion on the northerly side in order that it may be less exposed to be withered and dried by

The following is a statement of articles transported eastwardly on the Baltimore and Ohio Railroad, from the 1st of October, 1831, to the 30th September, 1832, inclusive:

| | Tons, cwt. qrs. lbs. |
|-------------------------------|----------------------|
| Flour, 130,936 barrels, - - - | 12,610 14 3 20 |
| Tobacco, - - - - - | 174 6 1 13 |
| Grain - - - - - | 352 19 0 4 |
| Meal and Ground Stuff - - - | 511 16 0 4 |
| Pork and Bacon, - - - - - | 28 13 1 21 |
| Fire Wood, - - - - - | 4,480 11 0 27 |
| Granite, - - - - - | 5,512 4 1 23 |
| Paving Stones, - - - - - | 1,549 7 0 9 |
| Red Ochre, - - - - - | 171 16 2 0 |
| Soap Stone, - - - - - | 70 11 0 0 |
| Lime, - - - - - | 1,199 12 0 18 |
| Iron, - - - - - | 1,573 14 0 25 |
| Iron Ore, - - - - - | 65 2 1 0 |
| Hardware, - - - - - | 130 18 3 13 |
| Leather, - - - - - | 111 4 1 0 |
| Ship Timber and Lumber, - - - | 383 7 1 13 |
| Whiskey, - - - - - | 66 4 1 0 |

the sun. Budding should be performed with the same care as in other fruit trees in order to insure success. But these and many of the modes of improving and propagating the mulberry which have been resorted to in Europe, will be unnecessary in this country. With us, land is so cheap, and labor so high, that the easy and convenient mode of propagating by seed will be chiefly resorted to, and no essential permanent advantage will result to us from grafting or budding, except in propagating the rare varieties.

PRUNING

The imperfections in the form and growth of the trees may be remedied by a judicious pruning, once in two or three years; and with regard to that, the good sense of every cultivator will direct him how to form a tree the most beautiful, as well as the most productive. June is the best season for doing this, and the young branches that are taken off will afford their leaves for the worms.*

GROWTH OF THE MULBERRY TREE

Standard trees when once well rooted, will thrive in any soil that is not too wet; the gigantic size to which the wild native mulberry attains in the western country, and numerous examples of large and thrifty trees in the Atlantic states, furnish abundant evidence of this. The mulberry tree attains to very great age, and no other tree of equal growth and beauty resists so well the influence of the sea atmosphere. Two or three grand specimens of this beautiful tree, says Mr. Phillips, standing on the most exposed situation of the northeast coast of England, not only defy the enemy, but delight in their situation; throwing out their noble limbs in all directions, and assuming a foliage rich, full, and tufted to its topmost boughs: one of them is of the greatest magnitude, though some of its vast limbs have been torn from it; it is still in vigor, and in point of richness of effect, the oak itself is scarcely superior. They are abundantly prolific. The red, or as it is more commonly called, the purple mulberry, is considered as the only species indigenous in this country. The northern extremity of Lake Champlain is, according to Michaux, its most northern limit. It is found in all the states in the Union, south and west, and Dr. James found it as far west as the river Canadian.

Everything is useful in the mulberry tree. Its leaves are valuable in the silk which they produce by nourishing the silk worm; its fruit is excellent for poultry, and the wood is useful for the joiners and for fuel. The mulberry tree may also serve as an ornament to our gardens and streets, very different from the Lombardy poplar, which harbors a loathsome insect, or the elm, or the ash, which are barren and do not afford so thick a shade; and as this tree is always handsome and useful, the Author of nature has been pleased to add cleanliness, as on account of the acrid bitterness of its sap, but few insects will harbor upon it.

The first mulberry tree that was planted in France was near Montelimart, and nearly three centuries after (in 1802) the original tree was in existence.

In England it was first planted in the year 1548; Mr. Phillips saw at Sion House the original trees. He found their interior so decayed that the timber crumbled on being touched: the propped branches were nevertheless so well nourished, that the fruit and foliage were not inferior to those of the youngest trees. Of the plantations formed during the reign of James I. many venerable remains are still seen in England. Mr. Phillips found a black mulberry tree in a garden adjoining Greenwich Park, which is supposed to be one of the oldest in England. 'It throws out,' says Mr. P., 'ten large branches so near the earth, that it has the appearance of half a score of large trees rather than one, and notwithstanding many of the projecting branches have been sawed off, it completely covers a circumference of one hundred and fifty feet; and although the elder trees have fixed their abode in some parts of the trunk, and other parts are covered with ivy, it continues to give shoots as vigorous as the youngest tree and produce the finest mulberries in England. It is a regular bearer, and the gardener assured me that he gather-

* For taking off the small branches of larger trees which could not be reached by hand, I saw an ingenious contrivance at Baltimore by G. B. Smith, Esq. It was nothing more than a pair of pruning shears attached by one of the handles to a ten foot pole, which is held in one hand, and operated upon by means of a cord passing through a pulley, and attached to the other handle, with the other hand; by this simple contrivance the twigs and branches were taken off with ease, and so smoothly as not to lacerate the bark and injure the appearance of the tree,

ed more than eighty quarts per day during the season.

THE CHINESE MULBERRY.

Besides the varieties of the mulberry tree heretofore mentioned, there is one, which, if we may believe the recommendations of it, is superior to all others for the culture of silk: I mean the Chinese mulberry.

The following account of it I derive from the second No. of the Silk Culturist, a valuable and useful work, published by Dr. Felix Pascalis, of New-York. It is contained in a letter to the author from Havre:

'Samuel Perrottet, a member of the Linnæan Society of Paris, employed by government as a travelling botanist, returned to this port after a voyage of thirty-four months. He brought with him eighty-four boxes of various dimensions, containing one hundred and fifty-eight species of living plants, of at least eight feet in height, to the quantity of five hundred and thirty-four individuals. All these productions had been procured in the seas of Asia, or gathered on the coast or in the lands of Cayena. From the commencement of the present century, there had never before been so vast an importation—one so extensive in number, for rare genera, species and families, and vegetable productions, or of their seeds. All of them passed under my examination, and they rather appeared to have come out of a green-house than from a ship.

'In this immense collection was the *Morus multicaulis*, thus called by Perrottet, for the first time ascertained to be the real Chinese mulberry, *Morus alba sinensis*, of which every silk grower and culturist should endeavor to multiply the species. It has been deposited in the Royal Garden. Monsieur Perrottet says that it grows with many shoots from the roots, with tender stems and large foliage, of a much more nourishing nature than the European mulberry.

'Chinese inhabitants assured him, that to this tree the disciples of Confucius are indebted for the prosperity and solidity of their empire.

'The *Morus multicaulis* is already propagating in many parts of France, and probably will be substituted and preferred to all the other varieties. Among the other qualities of the plant, it is affirmed in China that a less quantity of this foliage is required for the precious insects than of that which we are obliged to provide for them. Monsieur P. has left the tree in Cayena, where it is now flourishing in dry and barren soil.'

I received last autumn half a dozen shrubs from Mr. Prince's Nursery on Long Island, which were sold to me as the *Morus multicaulis*—but upon proof they appear to be nothing more than the common white. These trees come at the expense of one dollar each, and I would rather have given Mr. Prince five dollars each for the real *Morus multicaulis*, than to have been thus disappointed, as it puts me back a whole season, in the culture of this valuable tree. During my late visit to Madame Parmentier's Nursery at Brooklyn, N. Y., I saw several hundreds of these plants which looked very thrifty, bore very large leaves, seemed to take well to the soil, and grow with uncommon rapidity. I picked several leaves from them, each of which more than covered the crown of my hat. The leaves were given to the silk worms in my presence and were devoured by them with great avidity. This lady has also twelve different varieties of the mulberry in her nursery, but this seems to be fast taking the place of all the others.

Mr. Richard K. Haight, an intelligent merchant of the city of New York, has one hundred of these plants, which were imported from France the present season, which I saw in his nursery at Brooklyn in a flourishing condition. He has also some Chinese mulberry trees of a different character, which he has imported with great care and which may prove upon experiment to be valuable. I have brought this valuable plant into Massachusetts, and intend to inoculate some thousands of the common white in my nursery with buds the present season if possible.

The following statistics of a mulberry orchard of two acres, are by the late Andrew Parmentier, Esq. of New York:

* These trees were probably sent to me by mistake. I have since seen a few of the plants of the *Morus multicaulis* in the Kenrick Nursery at New-ton, which were transplanted from Mr. Prince's the present season, and are now in a flourishing condition. Our nursery men will find it for their interest to propagate this plant as extensively as they can for the present, by inoculation and grafting.

650 standard trees in the low parts of the ground, each 20 feet apart.

250 standard trees on the rising places, 12 ft. apart.

650 dwarf trees on suitable portions of the ground.

1550

This ground to be fenced by mulberry hedges.—The purchase money for about two acres, with of manure and necessary tillage, is estimated at \$500.

Supposing that to secure full success to this orchard by using none of the foliage, and tilling and replacing dead trees during five years, counting loss of interest and other expenses accruing, we have an increase of debt of \$375, and a capital of \$881; but commencing from the fifth year up to the twentieth of its existence, the author of these statistics forms three different periods of five years each. The plantation will give in the first period from 90 to 95 quintals of foliage, that is, 9000 lbs. or fodder for five ounces of worm seeds; 35 pounds of silk, about \$180, that is, 20 per cent on \$881. The second period will annually afford for fourteen ounces, 15000 quintals or 95 lbs. of silk, equal to 47 per cent on \$881. But the third period to the twentieth year of age of the orchard, from 500 to 650 quintals may be expected, which will feed 28 ounces and give 196 lbs. of silk, worth nearly \$1000, or more than 112 per cent.

Admitting however that each crop of silk costs some expense, which in no way whatever could be one quarter or one third the profits, these latter are so secured and so considerable, that the undertaking would prove in the highest degree useful and profitable.

Remarkable Trees.—There is now growing in the garden of Mr. Ogilvie, of Mero, near Kautsford, a Hornbeam, which has attained to the extraordinary height of between forty and fifty feet. The trunk of the tree is twelve feet in height and measures ten feet in circumference.—On the lands of P. Brooke, Esq., at Mero, there is now growing a magnificent specimen of the British oak, measuring thirty two feet in circumference, and the branches of which extend over a space of one hundred yards. Some years ago a large bough fell from this tree which contained nearly sixty solid feet of timber.—Mr. Brooke has another tree upon the estate nearly of the same size, for which he has refused the sum of one hundred pounds, and it is stated that the value of the bark alone is upwards of twenty pounds.—[Chester Chronicle.]

[From the New-England Farmer.]

AGRICULTURAL ESSAYS.—Mr. Editor: On looking over some old pamphlets lately, I have found one entitled an *Address to Farmers*, printed at Newburyport, nearly forty years ago. It is written in a plain, concise style, and is replete with valuable suggestions on the subject of agriculture and good husbandry. A manuscript note on the third title page says it was written by the late Rev. Nathaniel Fisher, of Salem. Among the subjects discussed, the following I think well worthy republication in the New-England Farmer. The character of a complete Farmer; the Importance of Manure; Labor Exchange; Work; the Advantages of an Orchard; the Management of Cider; Keeping a Day Book; Contracting Debts; Clothing and Diet; Engaging in Law Suits; Good Neighborhood; Education; Remarks on the most approved methods for the management of Tilling, Mowing, and Pasture lands, &c. I would suggest the propriety of copying one or two of the above essays weekly till finished.

THE CHARACTER OF A COMPLETE FARMER.

A complete farmer is a most careful, industrious, and frugal, as well as reputable and useful man, and unless carefulness, industry, and economy, are united in the character, it will be an imperfect one. Although a farmer cannot live without labor, by labor alone he never can grow rich and reputable. Much depends upon his laying out and performing certain kinds of labor in the times and seasons when they ought to be performed. If he will not cart out his summer dung, nor plough those lands in the fall which he means to seed in the following spring—if he will not put his seeds into the ground early, and as soon as the season will admit—if he will not attend to his fences, and see that they are sufficient—and if he will not cut his grass when it is ripe, and do every thing necessary to secure it in good order,—he will be perpetually hurried from one kind of labor to another, and every one will be slighted; his

flax will not be well coated, nor his grain properly filed out; his corn will be shortened for want of being well hoed; and his grass will become dead, and dry away in the field. Let every kind of labor, therefore, be performed in due season. A complete farmer is also a man of great carefulness and solicitude; without care, the severest labor on the best of farms will never produce riches nor plenty. If the farmer will not milk his cows in season—see that they are properly tended—go to the male in the right time for the next year's profit—and that his dairy is neatly and carefully managed,—he may labor without ceasing, will have a small, poor breed of cattle, and never enjoy a fulness of good butter and cheese. It is care which makes a flock increase and grow to a good size, which brings forth the profits of a dairy, and which fills the house of the farmer with good things. If he will not carefully inspect his fields and meadows, and see that his fences are in good order, his grass and his corn will be crop by his cattle; and if he will not gather and put them up carefully and in due season, he will have a short and mouldy crop. If he mows, rakes, and fodders his cattle in a careless slovenly manner, his flock will be pinched through the winter, and become poor and lousy in the spring—poor oxen too poor to do the labor of the season—poor cows, with little or no milk, and wretched calves—and poor horses, too feeble to draw, and too weak to ride with safety. If his swine, poultry, and stock in general, and if his cars, rakes and tools of all kinds, are not carefully attended to, the farmer never can grow rich and respectable. It is attention which gradually collects from various sources, and covers the soil with manure; it is attention which causes the hills, fields and valleys, to yield their increase, and advances and completes the most beneficial improvements.

There is a third virtue, without the practice of which the farmer can never attain to wealth and independence: I mean *economy*. Without this, both labor in raising and care in preserving the fruits of the earth are absolutely thrown away. Economy is an excellent virtue in any man: it is indispensable in the affairs and profession of a farmer. And of this he should never be unmindful when he looks into his barn, his cellar, or his garret, or even his pastures—to say nothing of his fields, mowing lands and meadows. But farmers, as well as other men, are too apt to forget that, in their pursuit after riches, almost every thing depends upon economy, joined with care and industry.

A frugal, industrious man, blessed with but a common share of understanding, will undoubtedly succeed and advance his interest beyond whatever he expected, when he first set out in life, provided no singular providential evil should overtake him. More is gained by saving than by hard labor. A farmer, therefore, whose utmost profits are small and slow, as he cannot grow rich suddenly from his profession, should be a rigid and steady economist. He should consider the saving he may make in every thing: in his fuel, tools, clothes, meat, drink, and pocket expenses—above all, in his time, which is equal to so much money in hand. Every day that his neighbor runs down to market on his horse, with a pound or two of butter and a few eggs, if he stays at home and keeps steady to his labor, he gets two, if not three days the start of him. While his neighbor wastes his time and spends his money by this imprudent and trifling pursuit, he saves both time and money in dressing and improving his lands, and which demand all his attention. There is no leisure hour to be found on a farm from early in the spring till late in the fall. Through all that whole period, a good farmer knows how to spend every hour profitably on his lands. He can have no time to pass in idleness—in chattering with people as they pass by—in making needless visits—in attending courts, horse races, taverns, and the like. By these means the public is annually deprived of many thousands of bushels of potatoes, corn, tons of hay, &c. and individuals themselves become poor, and fall into the worst of habits—into idleness, gaming, drinking, &c.

There is no kind of economy in the farmer which will not be well rewarded. Early rising will contribute to his health, and preserve his fields from the inroads of unruly creatures, which commonly begin their trespasses just as the day begins to dawn. Close mowing and careful raking will enable him to winter one cow extraordinary. Feeding his hogs by weeds and other vegetable substances, will enable him to pay his shoemakers. Scraping his door and barnyards after rains and showers, will clothe his boy. Saving his early apples, and which are commonly lost entirely, will pay his tailor. His poultry well attended, will pay his maid. His calves will pay all his taxes, and some part of his hired labor, if

proper care be taken of them. In fine, let a farmer who possesses only fifty acres of good land—who owes no man—and who has a common blessing on the labors of his hands—strictly attend to the management of his affairs, live a life of patient industry, and practise agreeably to the principles of economy, and I think he may live well—may be excused the hardest of labor—and leave his hoe and spade to the next generation by the time he has been fifty years, when most men begin to think of comfort, ease, and independence.

[From the American Farmer.]

THE WEEVIL.

VIRGINIA, October 19, 1832.

Mr. Smith:—It is a curious fact, that no weevil have made their appearance in the wheat in this part of Virginia, the present season. In stacking my own little crop I sprinkled it with salt, in pursuance of a practice that had been successfully adopted on the Ohio river, and which I wished to test. Finding no weevil in my wheat when it was thrashed, (nor up to this day, for it is unsold,) I inquired of some of my neighbors, who informed me, that they had neither seen nor heard of any weevil during the season. My inquiries have extended to several counties, and the same answer has been uniformly given. How far this is a general thing throughout the state, or even throughout lower Virginia, I know not. We all know the very destructive ravages of that insect, and that, unless our crops are gotten out quite early, they are liable to be greatly reduced in quantity and quality by it.

The extent of the present exemption from this serious pest of the wheat grower, ought to be made known through the American Farmer, and otherwise. The cause of that exemption will, of course, be matter of investigation and speculation. It is worthy of our closest attention, and most painstaking inquiries. For, in the wheat growing portion of Virginia, the industrious farmer is liable, some years, to lose from one-fourth to one-third of his wheat, by a single fortnight's delay in getting it out, and sometimes after it has been gotten out, the injury is nearly as great. I think this ratio of loss is not too high in most cases, in unfavorable seasons. When the weevil perforates, and comes out of the grain, it has consumed the flour of it, and leaves but the rind, with the germinating bud, and a parcel of excrementitious dust and matter. The miller too, loses by such wheat. He has to pay for the weight of the worthless grains, and for that portion of the grains in the several stages, from the first hatching of the insect to its entry into winged existence. It is true, that he runs the wheat through strong blowing mills, and through rubbers, which mash the empty rinds, and the fat, plump, living grains: but the young, half-grown insect is apt to escape, and go into the mill-stones, and give richness and flavor to the flour. In fact, the essences of the fat worms and hatching flies that must be crushed in countless numbers, and must stick to the sound and half-sound grains, that have solidity enough to resist the wooden rubber, and specific gravity enough to drop thro' the wind of the blowing machine, is sufficient to make flour rich enough for the palate of an epicure. Keep me from eating such cakes, however fair they may look!

Within my recollection there was not a weevil west of the Blue ridge; but they have become numerous there, though not generally so destructive as with us, from the colder nature of the climate, I presume.

The millers in our town of Richmond have as good mills as can be found in the world; and I believe they are nice and particular in their business.—They make family flour that cannot be surpassed—but they make it out of wheat that is brought to market soon after being cut; and grind it before the weevil appears in any shape. They have, heretofore, been in the habit of purchasing inferior wheat, out of which they made confessedly inferior flour, on which they would not put their brands, although much of it was fair enough to pass the inspector, who is a very clear sighted and exact man. But they do not purchase this description of wheat now, in consequence of a controversy with the legislature, relative to their brands, which I have not time to explain, if it would interest your readers. If the millers have not already triumphed, they will finally do so; for, it is useless to attempt to regulate by law the industry and pursuits of men. Every thing must be left to itself. Industry will work in the most profitable shop, and men will consult their own interest and happiness without legislative instruction: at the same time they will readily pocket bounties and premiums, if poured into

their laps. But this is no insect subject, like that which is the theme of my letter.

I trust, that your numerous and intelligent correspondents will take up the subject of the weevil; inform us what portions of the United States are subject to it? How far the exemption I have spoken of extends? What remedies have been adopted to prevent its ravages? In what manner its eggs are introduced into the grains? In short, what are the history and habitudes of the insect?

It is proper that I should mention a fact, which I did not know until a few years since, and which may not be known to all of your readers. When wheat heads out, the grain has scarcely begun to form, and the head grows rapidly. The formation and growth of the grain are singular, and, as far as I have noticed, unlike any thing else in the history of vegetable growth. When the head comes out of the boot, it is not quite so long, nor so thick as it will be; but the shuck for the reception and covering of the grain is complete in form. When the grain begins to appear it is not a small grain, forced by nature to be enlarged by regular growth, but the bottom or heart end appears of full size, with a flat surface on top, out of which proceed to the extremity of the shuck numerous small fibres. As the grain grows it maintains this full size below, and flat surface above; so that when half grown, if you take it out of the shuck, it looks like a grain cut in half, except that where it seems to have been cut, it is covered with long white down, perceptible to the eye, and that may be taken hold of by the fingers. It continues to grow up in this flat form, until it is perfected, when all the silky fibres are brought to a point, and form a fuzz at the upper end of the grain. In this fuzz, after the grain is formed, some speculators think that the eggs of the hearse fly, of the weevil, and the farina of the rust, are deposited. But it is not my object to go into these speculations. I have satisfied myself that the grain of wheat grows lengthwise, and of full size as I have described.—The shuck by which it is protected is open on two sides, and is accessible to the insect tribe, and to fine pollen when nearly ripe. I take it for granted, that the fibres I have mentioned receive the farina of the bloom. Those who have not noticed this peculiarity in the growth of wheat will look into it during the next spring, if they have curiosity enough or doubt this representation.

Some of your readers may not have seen the remarks of Mr. Jefferson, written in 1781, on the subject of the weevil. I copy them from the 20th Enquiry, in his Notes on Virginia. Speaking of the culture of wheat he says:

"The weevil indeed is a formidable obstacle to the cultivation of this grain with us. But principles are already known which must lead to a remedy.—Thus, a certain degree of heat, to wit: that of the common air in summer, is necessary to hatch the egg. If subterranean granaries, or others, therefore, can be contrived below that temperature, the evil will be cured by cold. A degree of heat beyond that which hatches the egg we know will kill it.—But in aiming at this, we easily run into that which produces putrefaction. To produce putrefaction, however, three agents are requisite, heat, moisture and the external air. If the absence of any one of these be secured, the other two may be safely admitted. Heat is the one we want. Moisture then or external air, must be excluded. The former has been done by exposing the grain in kilns to the action of fire, which produces heat, and extracts moisture at the same time: the latter, by putting the grain into hogsheds, covering with a coat of lime, and heading it up. In this situation, its bulk produced a sufficient heat to kill the egg; the moisture is sufficed to remain indeed, but the external air is excluded. A nicer operation yet has been attempted; that is, to produce an intermediate temperature of heat, between that which kills the egg, and that which produces putrefaction. Threshing the grain as soon as it is cut, and laying it in its chaff in large heaps, has been found very nearly to hit this temperature, though not perfectly, nor always. The heap generates heat sufficient to kill most of the eggs, whilst the chaff restrains it from rising into putrefaction. But all these methods abridge too much the quantity which the farmer can manage." &c. &c.

We have had two uncommonly cold winters following each other, the effects of which may have been felt by the weevil. But my communication has filled my sheet, and I leave the subject for the discussion of more experienced farmers than myself.—Its great importance will be acknowledged by all who have experienced the evil of the weevil.

HENNING,

FOREIGN INTELLIGENCE.

LATE FROM EUROPE.—From the Journal of Commerce we take some extracts of London papers to the 23d of September, received by the Silas Richards packet of 24th September from Liverpool.

The death of Sir Walter Scott, is reported by Captain Bursley of the Silas Richards, to have taken place at Edinburgh on the 22d September.

The King of Spain is also reported dead.

The King of Holland had positively refused to treat with the King of Belgium as recommended by the London Conference; so that the probability of France and England being obliged to bring his Dutch majesty to reason by arms, is greatly increased. It must then appear whether or not he is supported in his obstinacy by Russia and Prussia.

The Cotton market, it will be seen, was rising.

Rejection of the Ultimatum of London Conference.

LONDON, Saturday Evening, Sept. 22.—Very little excitement has been produced in the money market by the confirmation of the rumors respecting the note of the King of Holland, though in fact, to the general apprehension, it makes the alternative of a war all but inevitable. This is owing, probably, to the very contracted state of business and the almost total extinction of speculative transactions in the funds. Had similar circumstances occurred a year or two back, they could not have failed to produce very material fluctuations. Consols left off at 84 1-8, and Exchequer Bills at 16 to 17 premium.

[From the Sun, Evening of Sept. 22.]

The expectations which were entertained by the Conference of a speedy and satisfactory arrangement of the Belgian question are at an end. On Thursday evening a sealed note, from the King of Holland to the Conference, was given to Lord Palmerston by the Dutch Ambassador, Baron Von Zuylen; and last night the members of the Conference having all assembled the note was opened and read by them. Instead of finding as they had expected, an acknowledgement of the readiness of the King of Holland to treat with the King of Belgium, on the recommendations of the Conference, and an appointment of Baron Von Zuylen with full powers to treat with M. Van de Weyer, the Conference to their astonishment, and to the real indignation of some, as well as the avowed indignation of all, found a long note without the slightest allusion to the proposal of negotiations between M. Van de Weyer and Baron Von Zuylen, or to the suggestions of the Conference.

The note commences by an expression of surprise on the part of the writer, M. de Verastok, in the name of the King, his master, at the delay which has attended the Belgian question since the conditions on which the King was willing to treat had been made known to the Conference and to the Belgians, and then proceeds, in language which is intended to be courteous, but which is not to be misunderstood, to complain of the support given by the Conference to revolutionary principles, and to declare that, whatever may be the conduct of the great powers, the King of Holland, relying on the justice of his cause, and on the support of Divine Providence, will know how to maintain his honor without the necessity of conceding points which are of vital importance to his country.

The note is of great length, but we have given its chief character. It is evidently intended only for farther delay; and, unless France and England should act a decisive and manly part, that object will be gained. Let us hope, however, that the two cabinets will see their interest, and unite in a resolution to compel the King of Holland to conclude a treaty with Belgium, on terms which, without being dishonorable to him, shall be fair and liberal towards his former subjects.

The position of Leopold is now one of great difficulty; but, as regards his country and France, it is better than it was a few days ago. By taking upon himself to accept the proposals of the conference, contrary to the declared wishes of his Chambers, and to dismiss a ministry acting in accordance with those bodies, he has shown his desire for peace, and has now a direct claim for support on the British and French cabinets. The King of Holland has rejected all overtures for peace, except on his own terms; and if Belgium be abandoned by us and France, after the concessions offered by her King at the risk of his own popularity with his people, the two governments will be guilty not only of great meanness, but of great injustice; and the next thing

to be expected will be a dictation to England and France, on matters directly concerning their own honor and safety, by some petty state, acting as the puppet of Russia, Austria, or Prussia.—[Sun.]

[From the London Times Sept. 22.]

We have learned with regret not unmixed with astonishment and indignation, that his Dutch Majesty has refused to treat on the reasonable modifications of the treaty of Nov. 15, which we mentioned yesterday, and which were lately transmitted to the Hague, by the President of the Conference on the part of Belgium. His Majesty's answer is at once insulting and evasive—insulting to the Conference, and evasive of the question at issue—declining to make any new proposition of his own, and taking no notice of the propositions made on the other side.

The extraordinary answer was yesterday delivered to the Conference, specially convened to deliberate upon its nature and contents. Of course, it cannot be imagined that any final decision was adopted on so momentous a subject in the absence of the chief English Ministers. The Conference is to meet again to-day, but every reasonable man must now see that all hope of bringing his Dutch Majesty to his senses by protocol and peaceful representations must be abandoned. He is evidently determined to come to no arrangement without being compelled by superior force. He is evidently resolved to employ every subterfuge,—to practise every stratagem to gain time. His mind seems to be made up to take advantage of the chapter of accidents,—and rather to hazard the chances of war, to recover the whole of his former dominions, than to agree to terms of accommodation, by which he may enjoy a part of them in security and peace.

The Conference, which has been so grossly insulted, cannot permit this insidious game to be pursued any farther. It is evidently the interest of Austria and Prussia that Belgian affairs should be settled; and it is no less the interest than the duty of France and England to become the instruments of such a salutary work. His Dutch Majesty can place his only reliance on the infamous Government of Russia; which, desirous of embroiling Western Europe, that it may perpetrate unmolested all its intended barbarities in Poland, has no doubt encouraged his Dutch majesty in his present dangerous course.

The Conference can no longer trifle with the peace of Europe and the rights of Belgium. If they have appointed themselves umpires, they must enforce their award. After inducing the new King of Belgium to descend from the lofty position which he occupied on a treaty ratified by all the Courts, and become the public law of Europe—after leading him to believe that the reserved points of difference between him and his neighbors might be arranged by mutual concessions—after thus extracting from him some reasonable proposals of modifications in the treaty—after making him thus break through the assurance which he had given his Chambers, that he would never negotiate with an enemy in his territory—they have exposed his Belgian Majesty to the dangerous chances of unpopularity, without securing any of the advantages of peace. He is now, perhaps, without a Cabinet—exposed to the attacks of the press, to the remonstrances of the Legislature, and even to the suspicion of the more charitable and loyal portion of his subjects. His allies are bound to replace him in the situation which he would have occupied had he not trusted to their assurances of that definitive arrangement, which, if obtained, would have constituted his best apology for appearing to have deserted his pledges.

Express from Paris.

LONDON, Sept. 23 (Evening).—An express from Paris has arrived to-day with the letters of Thursday, and every thing indicates that France is perfectly ready to second the decision of the Conference by a movement against Holland, should that step be deemed advisable. Troops are collected on the frontier next Belgium, and could, it is conceived, be in Brussels in a very short time. The Duke of Orleans has left Paris for Brussels, in order, as it is supposed, to convey to Leopold the opinions of the French ministry, and to explain the course which is intended to be pursued in the event of the King of Holland proving refractory. The late communication from the Hague, which was laid before the London Conference yesterday, was well known in Paris, but every expectation existed that it would turn out as unsatisfactory as has really proved to be the case. It is perfectly understood, however, that the French troops will not move without the concurrence of the English ministry. The co-operation of England, by sending a fleet into the Scheldt, is desired by France, but, failing that, the consent of the ministry to the

march of the French troops into Belgium will be deemed sufficient. The funds fell about one per cent. in Paris on Thursday, in consequence of the feeling that an interference in behalf of Belgium had become all but inevitable.

Change in the Belgian Ministry.

LONDON, Sept. 21.—Despatches have been received by M. Van de Weyer, the Belgian minister, from General Goblet, announcing the retirement of M. de Meulinaire, the Belgian Minister for Foreign Affairs, and the appointment of General Goblet to that post ad interim. An entire change of the Belgian Ministry is announced, but it is not yet officially stated who are to replace them. M. Van de Weyer has received from General Goblet full powers to treat with the Dutch minister, Baron Von Zuylen, on the dispute between Holland and Belgium; but up to the present time, Baron Von Zuylen has received no powers from his court to treat with M. Van de Weyer on the subject; and it remains to be seen whether the King of Holland will consent to such a mode of proceeding, taking for the basis of it the recommendations of the Conference.

It is not true, as stated by some of our contemporaries, that Leopold has accepted certain propositions from the Conference; he has neither accepted nor rejected any thing that has been suggested to him from that quarter, and the Conference have merely advised the course which they wish him to follow. The retirement of M. de Meulinaire and the other ministers, however, and the powers given to M. Van de Weyer to negotiate with the Baron Von Zuylen, are, we think, strong indications of a disposition, on the part of Leopold, to adopt most, if not all, the suggestions of the Conference.

LONDON, Sept. 22d.—The Russian ambassador, Count Malasavich, has arrived in town to-day from Doncaster. He is supposed to have been sent for by the Dutch minister, to strengthen his position with regard to the Conference of the English ministry. The meeting of the Conference, which was to have taken place to-day, has been put off till Monday, and it is believed that Lord Grey has been sent for to assist at its deliberations.

Of the foreign funds the chief fluctuations to-day were in Dutch and Belgian, which have both declined. All the European securities are, however, more or less affected by the crisis which is believed to be impending.

Death of Ferdinand of Spain.

LONDON, Saturday Evening, Sept. 22.—Intelligence has been received through France to-day, of the death of the King of Spain, which there is no reason for doubting, though some persons have declared themselves incredulous on the subject. His health has been declining for some time past, and he has lately had a severe attack of the gout. This news, if confirmed, is expected to hasten the approach of the crisis in Spain.

Don Pedro's Expedition.

There are no later accounts from Portugal. Reinforcements to aid the cause of Don Pedro were continually departing.

LONDON, Sept. 23.—The Lord Wellington East Indiaman, a large ship of upwards of 1400 tons burden, has been lately purchased by the agents of Don Pedro, after having made several voyages to the East Indies, and is now being enlarged, altered, and repaired, at the ship building yard of Messrs. Cox & Curling, at Limehouse. This fine vessel will be pierced for sixty guns, and will, in fact, be transformed into a line-of-battle ship sufficient to cope with the largest man-of-war in Don Miguel's service, and will prove when completed, a powerful reinforcement to the fleet of Admiral Sartorius.

The Echo steamer, Lieut. Otway, sailed from Falmouth on Tuesday 18th for Oporto, with the Marquis Palmella, Senhor Barboza, his Secretary, and suite; Señors Costa, Vasconcellos, Rorke, and Gomez, on a special mission in the cause of Donna Maria. The Marquis reached Falmouth on Saturday morning. The steamer had been detained some days, waiting the arrival of a messenger with despatches, who arrived on Tuesday, and the steamer sailed immediately.—[Plymouth Journal.]

Major Lawson, who came home from Oporto on leave, in consequence of differences, as we are informed, with Col. Hodges, is about to return to Portugal, accompanied by a general officer of considerable experience, under whose command Count Villa Flor served during the war. Several hundred effective men, who have enrolled themselves under Don Pedro, will go out with these gallant officers.

LIVERPOOL, Sept. 21.—The sales of Cotton on Saturday were 5000 bags, of which 1000 were on speculation. Prices have risen 3d per lb. in all but the highest qualities, since the 14th, and are fully established on all sorts. Our stock is now 230,000 bales against 212,000 at this time last year.

Turpentine has been sold at the reduced price of 10 to 10 1/2 cts. per cwt., the arrivals having been large in the last ten days. Scaled Hides, middling quality, have been sold at 1 1/2 cts. lb. We are happy to say the Board of Health have discontinued reports, and we expect now to be able to get clean bills of health. We address you by the *Silas Richards*, which will sail in about an hour with a fair wind. There is a prospect of a large business in Cotton to-day. [Jour. of Com.]

In looking over our papers by the *Silas Richards*, we find some few items additional to those published in Saturday's paper. The most material is that respecting the French ministry, announced in the following postscript of the Paris correspondent of the London Times, of 22d, dated at four o'clock of the afternoon of the 20th September:

The Ministry is arranged. Barthé keeps the Seals; Montalivet goes out. Dupin takes the portfolio of the Interior, and the Duke of Bassano is to be the Foreign Minister. The latter is a Bonapartist: this is the party conciliated, as since the death of the Duke of Reichstadt it is no longer formidable in power. Barrot and the Doctrinaires are both set aside, unless the latter accept inferior places. My informant mentioned, that the Finances are offered to Bignon, but I can scarcely believe it."

This may or not be accurate. We should doubt its accuracy; for *M. Dupin* has heretofore refused a seat in the cabinet, and the Duke of Bassano would not give it much strength. Moreover, it seems to us still most probable that no remodelling of the French cabinet will be effected till after the meeting of the Chambers.

At a great public dinner in the Tower Hamlets in honor of Reform, at which 700 persons were present, Mr. Hume presiding, *Campbell* the poet, in toasting Poland, thus spoke of the Emperor of Russia:

He would say, and the Russian Ambassador in this country might prosecute him if he pleased, that he despised and utterly condemned the tyrant of Russia—that he considered him a monster of monsters. (Immense cheering.) He had heard of the Malays—those cannibals that drank the blood of their victims, yet he did not deem them more savage than the miscreant Autocrat. The cold-hearted cruelty of a Barke and a Bishop was such, that even their remains had been held up to the disgust of the world; but never was a subject placed in a dissecting room that deserved such contumely more than the savage who styled himself Emperor of the All the Russias.

This is "unpacking one's soul" indeed.

We have had occasion once or twice latterly, to mention Mr. Macaulay to our readers. We introduce him again, in a characteristic scene—an examination he underwent on the hustings at Leeds, as to his views on some questions of interest to those whom he desires to represent.

On Thursday Mr. Macaulay attended to answer certain questions to be put to him by some members of the Political and Trades Unions.

Mr. R. Taylor came forward, and said, I have a question to ask of the greatest importance, on the part of the Trades' Union of this town.—"Do you, Mr. Macaulay, hold the opinion that the working classes have a right to unite themselves to protect their wages? Will you support the Trades' Union?"

Mr. Macaulay—What is meant by supporting the Trades' Union? (A laugh and cheers. Mr. R. Taylor was about to reply, but Mr. Macaulay, after the cheers had subsided, proceeded.) I will oppose a re-enactment of the Combination Laws; I was always completely opposed to their principle. (Cheers.)—I am for free trade: whether in industry, or in any thing else that a man has to bring to market; in Heaven's name let him bring it and make the most of it. (Cheers.) But I can give no opinion whether there are or are not any legal Trades' Unions; I have no knowledge on the subject; there may be unlawful combinations—as, for example, if a number of workmen were to bind themselves to murder their master: any such combination as that I would put down with all the force of the law. (Cheers.)

Mr. R. Taylor then asked the same questions of Mr. Marshall.

Mr. Marshall said, I have no hesitation in expressing my opinion on this subject. I agree in the right of workmen to do every thing in support of the price of their labor, whilst they keep within the bounds of the law. (Cheers.)

Mr. R. Taylor—Am I then to understand that whilst the Trades' Union adhere to the laws, Mr. Macaulay and Mr. Marshall will support them?

Mr. Macaulay—I must know something different to what I know now, before I consent to pass a law to prevent men from raising their wages by means which are pacific, fair, and legal. (Cheers.)

Mr. R. Taylor, being asked what was his opinion of the answers he had received, said,—"I do decidedly say that I am satisfied, and I believe my colleagues are too?"

Mr. John Ayrey, President of the St. Peter's square Radical Union, now mounted the hustings, and asked the following question:—Will you, if elected for Leeds, support a bill for all householders in England and Ireland to have a voice in choosing representatives in Parliament?

Mr. Macaulay, (in a tone of great animation and decision) "No, I will not." (A loud laugh, and much cheering. After a pause, Mr. Macaulay proceeded.) I say, I will give the present Reform Bill a fair trial. The people of England wish it should have a fair trial. I altogether deny that there can be any right in a householder, as a householder, to claim to vote. If a householder has a right, why not a servant? why not a lodger? These privileges are not a matter of right, but of utility. A nation has, indeed, a right to be governed well, and it has a right to those things which are necessary to its being well governed; but there is no such thing as a natural right in every householder to vote. I will try the present system; if it works ill, I will endeavor to find out where the defect lies, and whether it be in the want of ballot, in the want of more extended suffrage, or in any thing else, I will endeavor to get it amended. (Loud cheers.)

Mr. Ayrey—Every man who fights the battles of his country has a right to vote. Will you vote for Universal Suffrage?

Mr. Macaulay—No, I will not. (A laugh.) Why should not a man of 20 years of age have a vote?

Mr. Ayrey—He has not arrived at years of discretion.

Mr. Macaulay—(With much quickness.)—Why not a woman? (This cross examination of the questioner by Mr. Macaulay, occasioned vast amusement to the meeting, especially as Mr. Ayrey was obviously puzzled by the last question, and had no answer ready.)

Mr. Ayrey proceeded with his questions,—Will you support the ballot?

Mr. Macaulay—I have repeatedly declared I will support the ballot if it should be found necessary. I think we shall find the ballot necessary. I do not think we shall find an extension of the suffrage necessary.

Mr. Ayrey asked Mr. Macaulay's opinion as to triennial parliaments.

Mr. Macaulay—I think seven years too long; I incline to think three years too short. (Cheers.)

Mr. Ayrey—I am not satisfied with the answers. (A laugh.)

Mr. Macaulay—They are very plain answers, tho' probably not satisfactory.

Mr. Ayrey—What are your sentiments on extinguishing (or reducing, we did not exactly catch the word) the National Debt?

Mr. Macaulay—(With great animation) I will not agree to a national bankruptcy.

Mr. Ayrey—(Leaping down from the hustings) You are not the man for me. (A laugh.)

Mr. Macaulay—Well, we shall not quarrel about that. Give me your hand, you have put your questions very fairly. (Mr. Macaulay here stooped down, and shook hands very cordially with Mr. Ayrey, amidst the cheers of the meeting, who had highly enjoyed the decision, frankness, and smartness of Mr. Macaulay's replies and retorts.)

Mr. Baines called Mr. Ayrey, and asked him if he had put those questions to Mr. Sadler?

Mr. Ayrey replied that he had.

Mr. Baines—What answer has he given?

Mr. Ayrey—Mr. Sadler says he is for household suffrage! (Great laughter.)

Mr. Baines—Does he say he is for universal suffrage?

Mr. Ayrey—He declares himself favorable to household suffrage.

A person in the crowd—Do you believe him?

Mr. Ayrey—Yes I do. (Oh! oh!)

Mr. Baines—What does Mr. Sadler say about the ballot?

Mr. Ayrey—He says if the ballot, along with universal suffrage, be necessary to protect the laborer from the tyranny of his master, he will be for it.—(Loud laughter.)

This animated scene was now brought to a close, and after three hearty cheers for the liberal candidate, mingled with a few hisses, the meeting broke up.

SPAIN.—Captain Chapman, of the brig *Athenian*, who left Malaga on the 27th September, confirms the intelligence of the death of the King of Spain. The news was received at Malaga the day before he sailed.

Ferdinand VII was born on the 14th of October, 1784; and of consequence, must have been, at the time of his death, 58 years of age. He has left no son, and the oldest of his two daughters was two years old on the 14th of October. Her name is Maria Isabel Luisa. The other is a mere babe. He has left two brothers, Carlos Maria Ysidro, aged 54, and Francisco de Paula, aged 48.

The question of the succession is involved in difficulty. According to the Salic law, which was ordained by Philip V near the beginning of the last century, no female could inherit the throne; and none has occupied the throne from that day to this. About two years since, however, a law was published by Ferdinand VII, which he averred to have been enacted by his father in 1789, with the sanction of the Cortes, restoring the order of succession as it stood before the Salic law was passed. The reasons for its having been so long suppressed, were stated at the time of its publication. According to this new law the rightful heir to the crown is Ferdinand's daughter, Maria Isabel Luisa. But according to the Salic law, the crown would pass to his elder brother, Don Carlos Maria Ysidro.

Here, therefore, is abundant ground for dispute as to the person entitled to inherit the crown. The Apostolical party, who have long been anxious to see Don Carlos on the throne, will probably deny the validity of the law promulgated by Ferdinand which fixes the crown upon the head of his daughter. The Ferdinand party, on the contrary, will consider themselves bound by every feeling of attachment to the deceased King, and by every principle of loyalty and duty, to support the claims of Maria Isabel. Should they prevail, Francisco de Paula will probably be made Regent during the minority of the Queen.

But they know little of the spirit of Don Carlos and his party, who expect that such an event can be brought about without a fierce and sanguinary contest. Indeed it was not without some difficulty they could postpone the execution of their projects until the death of Ferdinand; and now that he is out of the way, all the power of the priests, and all the resources of the Church will be put in requisition to secure the elevation of Don Carlos. Ferdinand was too liberal to be popular with the priests. In 1829, the Apostolical party, finding that he was likely to live a number of years longer, solicited him to re-establish the Inquisition, which he had abolished in 1820. His reply was, "I have reigned nine years without the Inquisition, and if I reign nine thousand it shall be without the Inquisition." If Carlos should succeed to the throne, that abominable institution will resume its horrors.

As to the probabilities of his success, it is impossible to judge with any degree of certainty. As we said before, he has the entire priesthood on his side, and all the resources of the church. This, in such a country as Spain, where the priests are surprisingly numerous, and have vast sums of money at their disposal, is a matter of no small importance. But on the other hand, the people, it is believed, priest-ridden as they are, are not so utterly blind to their own interest, that they will desire to see the Apostolicals in exclusive possession of the power. At any rate, there is an immense body of the people who desire a Constitution, and more liberty in every respect than even Ferdinand gave them. These will unite with all their energy in opposing the claims of Don Carlos.

Our opinion is, that there will be bloody work before either he, or the daughter of Ferdinand, is acknowledged throughout the kingdom. On scarcely any subject are the people of Spain more excitable, and there is just uncertainty enough about the title to the throne, to give full play to their enthusiasm.

It is the opinion of good judges, that the constitutional Spaniards, who have taken refuge in England, France, and other countries, will now rush to the conflict in Portugal, in the hope of securing the success of Don Pedro, and thence carrying constitutional arms and principles into Spain. Certain it is that the Spaniards will have business enough of their own, without lending assistance to the cause of Don Miguel.—[Journal of Commerce.]

QUEBEC, Oct. 29.—There was a second fall of snow on Saturday forenoon, which gave the country the appearance of winter. It remained in many places until this morning. Several nights of frost had preceded it. The weather is now however fine, but rather cold.

SUMMARY.

HEALTH OF THE CITY.—It appears from the Report of the City Inspector, that the number of deaths in this city during the week ending on Saturday morning last, was 125.

The *Cholera*, we see with pleasure, has much abated in Cincinnati. Only six deaths are reported for the two days ending on the 1st of November.

NEW ORLEANS, Oct. 20.—*Health of the City.*—We regret to say that the City, at present, is extremely unhealthy and we do not believe that we have had so much sickness since 1822, as there has been here for a month past, and we understand that it has rather increased than diminished for the last two or three days. We would earnestly recommend to our absent friends and townsmen to delay their return for a short time, until there is a change in the atmosphere, and the city becomes more healthy.

The weather is now, and has been for some time past, excessively warm, but it is to be hoped it will not continue so much longer.

We are sorry to have to state, says the Mercantile, that the brig *Charles*, which sailed from Boston on the 20th ult. with a cargo of provisions, contributed by the benevolent inhabitants of that city for the suffering people of the Cape de Verd Islands, was much injured in the late gales. She put into this port on 1st instant, to repair. The brig *Hyperion*, from Portland, for New Orleans also put into this port same evening, having lost the master, Captain McManus overboard, on the 25th ult. during a heavy gale.

We are happy to state that the collections taken up in many of our churches last Sabbath for the relief of the Cape de Verd sufferers, have appeared to the Committee sufficient to authorize the purchase of 500 barrels of flour and meal, the freight of which to the Cape de Verdes was offered by Messrs. Spofford, Tileston & Co. free of expense, and that it has been purchased accordingly. In a number of the churches, it was found more convenient to postpone the collection until next Sabbath.—[Jour. of Com.]

Fire.—About 6 o'clock last evening, the trunk and shuttle factory of Mr. Shaw, north side of Hammond street, six doors east of Bleeker, was discovered to be on fire, and in a few moments, the wind being fresh from E. N. E. that and several other buildings were enveloped in flames. The buildings totally destroyed are,—Mr. Shaw's trunk and shuttle factory; John Jackson's (late Jackson & Robb's) weaving and dyeing factory, adjoining; Moses Speer's do. do. on Bank street; two dwellings on Bank street, and one on Hammond, belonging to Mr. Speers. Two other houses on Hammond, belonging to Mr. Speers, and one to Dr. Quackenbush, were badly damaged. Mr. Speers was insured both on his factory and houses. Dr. Quackenbush was also insured. In regard to Mr. Jackson's insurance, we could not ascertain.—[Jour. Com.]

FROM CHARLESTON.—We are indebted to Captain Sutton, of the ship Calhoun, for a Charleston paper of the 1st inst. It announces the loss of the brig *Amelia*, of and from this port, bound to New Orleans, and the death of the mate and 22 passengers. The following are the particulars as given in the Charleston Courier:

Distressing Shipwreck.—The brig *Amelia*, Capt. Dickinson, with a valuable cargo of dry goods and wine, and one hundred and two steerage passengers and three cabin passengers, sailed from New York on the 19th ult. bound to New Orleans. On the passage they experienced boisterous weather, lost bulwarks, and leaked badly. The Captain in consequence, concluded to put into Charleston, crossed our bar on Tuesday afternoon last, and anchored in Five Fathom Hole, as reported in our paper of yesterday morning—after remaining there about five hours, it blew so heavily as to cause her to drag her anchors, when she was compelled to put to sea. In crossing the bar, the brig struck several times, which increased the leak considerably. It then became necessary for the preservation of the lives of all on board that she should be run on shore, which was accordingly done, on Folly Island beach; where she grounded, with six feet water in her hold. The vessel will be totally lost, but the cargo will most probably be saved, though in a damaged state. On the 27th ultimo, William G. Gibson, first officer, was washed overboard, but regained the vessel—he died the same day. Messrs. P. Pindar and W. Field, cabin,

and 22 steerage passengers, died on the passage. The remainder of the passengers and crew were landed on Folly Island, (many of them in a very feeble state,) where every attention was paid to their distressed situation by the proprietor of the Island, Andrew Milan, Esq. who, with the most praiseworthy promptitude, gave up all his buildings for their accommodation. We understand that the city authorities despatched a boat to their assistance last evening, with supplies for their temporary relief—and we trust that measures will be immediately adopted effectually to relieve them from their distressing situation.

[From the Washington Telegraph.]

We find the following in the Nashville Republican of October 22d. It is the first tidings, we believe, of the afflicting malady having progressed so far in that direction:

We learn with deep regret the death of Charles S. Bibb, Esq. recently appointed U. S. Judge in the territory of Arkansas. He died at his brother-in-law's near the Yellow Banks, on Monday morning, the 15th instant, having been attacked the morning before with the cholera. He was the eldest son of George M. Bibb, U. S. Senator from Kentucky.—[Russellville Mess.]

We mentioned yesterday, says the National Intelligencer of Tuesday, the recent death of Mr. Charles S. Bibb, son of George M. Bibb, Senator of Kentucky, and we have now to state that a letter was received yesterday in the city, from Maysville, announcing the death of the father also, of cholera.

Joseph C. Hornblower has been appointed Chief Justice of the State of New Jersey, in the place of the late Charles J. Ewing; and William Grant, Esq., Treasurer, vice Charles Parker removed.

We have received, says the Alexandria Phoenix, so many inquiries through the public prints and private letters, relative to the *Mechanic's Bank* of this place, that we deem it proper to refer our correspondents abroad to a note which appeared in Saturday's Gazette. We can give no other information than that which is generally known, that the Bank has suspended payment, and we learn that in a short time an exposition of the affairs of the Institution will be submitted to the public.

A most diabolical attempt was made to assassinate Capt. Laines, port warden at the Basin Carondelet, on Wednesday evening. As that gentleman was walking down the canal, a short distance from the basin, two pistols were suddenly discharged at his breast, but happily, without effect, by a person concealed behind some bricks. In the confusion of the moment, Capt. Laines, while drawing the sword from his cane, fell into one of those holes that have been made by the travelling of horses on the margin of the canal. While in this situation, the assassin who had attempted to shoot him, began to beat Capt. L. upon the head, with the butt of a pistol and with a brick; but being seized by the leg, the ruffian was thrown into the canal, where he was picked up by a boat, and rowed to the lower side of the basin.—A horse was there in readiness, and upon him the assassin made his escape.

The circumstances combined—the attack—the boat—the horse—all bespeak a premeditated assassination, which was only frustrated by the superior strength of the intended victim. But besides these, a placard was posted up in the neighborhood, a day or two previous, "inviting Frenchmen and dogs to attend the funeral of Capt. Laines to-morrow morning." Suspicion, we learn, already points to a Capt. Lee, as the perpetrator of the foul deed. Capt. Laines is very seriously wounded in the head.—[New Orleans Bee.]

SHIP ANDES.—The wind during the whole of yesterday blew a gale from N. N. E., and we fear no assistance could be rendered the *Andes* ashore near Tybee. Vessels that have come up saw her lying apparently bilged, and such a sea running that nothing could approach her. The captain and crew remain on board, but not voluntarily we presume, as the crew were anxious to leave on Sunday, but were restrained by the captain. The vessels that went down are however anchored not far from her. The *A.* sprung a leak in a gale off Hatteras, which previously exhausted the men by their exertions to keep her free. Her cargo was unusually valuable and most of it insured. The vessel was insured in New York for \$15,000.

Some severe weather has been experienced at sea and we may possibly hear of other disasters besides those recorded in our shipping list.—[Savannah Georgian of 30th ult.]

Explosion at Masonic Hall.—Soon after the organization of the anti-Jackson meeting at Masonic Hall on Monday, a report was heard overhead resembling the discharge of a six pounder, and immediately a considerable portion of the ceiling, together with the central chandelier, was precipitated upon the heads of the assembly. The crowd rushed in a panic to the door, to the stairway, and into the street. Some said the house was on fire, and declared that the roof was blown off. The few who had remained in the hall, or returned to it, busied themselves for some time with conjectures as to the cause of the explosion; and the general opinion seemed to be, that it was caused by a torpedo or bomb, placed for some diabolical purpose in the upper rooms. At length one proposed a search, and a few others followed him, notwithstanding the suggestion that perhaps other torpedoes would presently explode.

After diligent search, the mystery was explained. It appears that a black servant had been sent to the room, over the central part of the hall, to light it up. He opened the closet containing the gas pipe, to let off some gas. A quantity of gas had, it seems, escaped from the pipe and was confined in the closet. The gas was instantly ignited from the flame of the candle held by the servant, and exploded, knocking him over, tearing to pieces the closet door, and breaking through the ceiling beneath, as before described.

Thus far the Journal of Commerce. Other papers state that two individuals were injured by the falling plaster, &c., but not seriously.

Murder.—Henry Wynard, a German, who kept a small victualling shop at the foot of Vendue Range, was found in his house, yesterday morning, most barbarously murdered. His neck cloth was tightened, and his head literally crushed by a stone, which was left lying beside the body. From the corpse being yet warm when discovered, it is supposed that the bloody deed was perpetrated about 12 o'clock on Saturday night or later. The inducement of the murderer is supposed to have been a sum of money, (from two to four hundred dollars) which the deceased was known to have had about his person. Two individuals have been arrested on suspicion.—[Charleston Mercury.]

Unparalleled Barbarity.—The Chester County Democrat contains a horrid account of murder and incendiarism, equalling in enormity, if the details are void of exaggeration, the most barbarous cruelties practised among savages. The victims are represented to have been an old man and his family, who had some months previously settled in the neighborhood, and the populace the instruments of this atrocious villany. They suspected that these emigrants, tho' in perfect health, were under the influence of the epidemic which has scourged the Atlantic cities. A universal panic ensued. The dread of contagion prompted the neighbors to close their doors against the old man and his family, and to avoid all intercourse with them. They were soon driven from their dwelling, wandering about without shelter. A humble mechanic received the distressed family into his house, which was surrounded in the dead of night by a mob, who rushed in, murdered the owner, the old man and his family, and then fired the building, which was reduced to ashes. The writer of the account states that on the next day might be seen "the bones of the miserable victims blackened by the smoke of the smouldering ruins, lying exposed to the public gaze." It is understood that the ring-leaders have been arrested.—[Miner's Journal.]

POTTSVILLE, Nov. 3.—**Dreadful Occurrence.**—It becomes our painful duty briefly to announce, that yesterday afternoon, that while twenty men were engaged in the coal mine of Samuel J. Potts, Esq. the water suddenly rushed down from an adjoining mine, which has been for some time unoccupied, drowning two individuals, who were unable, by reason of their situation to make their escape. The remainder sustained no injury—one of whom was immersed in water up to his chin, and saved himself by clinging to the roof of the mine. One of the deceased miners was a foreigner, engaged in his first day's work on this side of the Atlantic.—[Journal.]

We learn that the steamer *Monticello*, Capt. Paterson, on her way down to New Orleans, on Thursday evening, the 4th inst. collapsed her flue. We are sorry to add that one or two lives were lost.—[Philadelphia Chronicle.]

The U. S. schr. *Porpoise*, Lt. Com. McIntosh, has dropped down from the Navy Yard to the anchorage off Town Point.—[Norfolk Herald of Friday.]

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LITERARY NOTICES.

ADDRESS INTRODUCTORY TO THE FRANKLIN LECTURES IN BOSTON; by EDWARD EVERETT; delivered November, 1831: Boston, Gray & Bowen.—There is no more striking nor encouraging indication of the real "march of mind" than that afforded by the zeal and frequency with which we see men themselves conspicuous and honored by reason of the successful cultivation of their intellectual faculties, employing the best power of those faculties, and all the resources of their learning and acquirements, to recommend to others the path which has led them to eminence and usefulness. This indeed is the genuine fruit of knowledge; and no portion of that power, which it imparts, and indeed is, proves more grateful in the exercise than that which enables the possessor to share it with others. This is true homage to the people; this is indeed to have their interest at heart, and to serve their cause in the most effective manner; and among the gifted men of our country, no one has been more prompt or successful in rendering such service than the writer of this address, Mr. Everett. It was delivered a year ago in Boston as introductory to a course of lectures to young men of the industrious classes; who, when their daily work was done, might, as at the lectures given under the auspices of the Mechanics' Association, and those of the Clinton Hall Association in our city, have the opportunity of acquiring useful general knowledge. In such an address, which sets forth most attractively the inestimable benefits, and the self-relying happiness which a cultivated mind cannot fail to confer, it is difficult to disjoin paragraphs without marring their beauty. The annexed quotation is one, perhaps, as complete in itself, as any that could have been made, and will, we are sure, be read with pleasure:

What is it that we wish to improve? The mind. Is this a thing monopolized by any class of society? God forbid: it is the heritage with which he has endowed all the children of the great family of man. Is it a treasure belonging to the wealthy? It is talent bestowed alike on rich and poor; high and low. But this is not all; mind is in all men, and in every man, the same active, living, and creative principle; it is the man himself. One of the renowned philosophers of heathen antiquity beautifully said of the intellectual faculties, I call them not mine, but me. It is these which make the man; which are the man. I do not say that opportunities, that wealth, leisure, and great advantages for education are nothing; but I do say, they are much less than is commonly supposed; I do say, as a general rule, that the amount of useful knowledge, which men acquire, and the good they do with it, are by no means in direct proportion to the degree to which they have enjoyed what are commonly called the great advantages of life. Wisdom does sometimes, but not most commonly, feed her children with a silver spoon. I believe it is perfectly correct to say, that a small proportion only of those, who have been most distinguished for the improvement of their minds, have enjoyed the best advantages of education. I do not mean to detract, in the least degree, from the advantages of the various seminaries for learning, which public and private liberality has founded in our country. They serve as places, where a large number of persons are prepared for their employment in the various occupations which the public service requires. But, I repeat it, of the great benefactors of our race; the men, who by wonderful inventions, remarkable discoveries, and extraordinary improvements, have conferred the most eminent service on their fellow men, and gained the highest names in history,—by far the greater part have been men of humble origin, narrow fortunes, small advantages, and self taught.

And this springs from the nature of the mind of man, which is not, like natural things, a vessel to be filled up from without; into which you may pour a little or pour much; and then measure, as with a gauge, the degrees of knowledge imparted. The knowledge that can be so imparted is the least valuable kind of knowledge; and the man who has nothing but this, may be very learned, but cannot be very wise. We do not invite you to these lec-

tures, as if their object would be obtained, when you have heard the weekly address. It is to kindle the understanding to the consciousness of its own powers; to make it feel within itself that it is a living, spiritual thing; to feed it, in order that it may itself begin to act and operate, to compare, contrive, invent, improve, and perfect. This is our object; an object, as much within the reach of every man who hears me, as if he had taken a degree in every college in Christendom.

In this great respect,—the most important that touches human condition,—we are all equal. It is not more true, that all men possess the same natural senses and organs, than that their minds are endowed with the same capacities for improvement, though not perhaps all in the same degree. The condition in which they are placed is certainly not a matter of entire indifference. The child of a savage, born in the bosom of a barbarous tribe, is, of course, shut out from all chance of sharing the improvements of civilized communities. So, in a community like our own, an infant condemned, by adverse circumstances, to a life of common street beggary, must be considered as wholly out of the reach of all improving influences. But Shakespeare, whose productions have been the wonder and delight of all who speak the English language for two hundred years, was a runaway lad, who got his living in London, by holding horses at the door of the theatre, for those who went to the play; and Sir Richard Arkwright, who invented the machinery for spinning cotton, of which I have already spoken, was the youngest of thirteen children of a poor peasant, and, till he was thirty years of age, followed the business of a travelling barber.

As men bring into the world with them an equal intellectual endowment—that is, minds equally susceptible of improvement—so in a community, like that in which we have the happiness to live, the means of improvement are much more equally enjoyed, than might, at first, be supposed. Whoever has learned to read, possesses the keys of knowledge; and can, whenever he pleases, not only unlock the portals of her temple, but penetrate to the inmost halls and most secret cabinets. A few dollars, the surplus of the earnings of the humblest industry, are sufficient to purchase the use of books, which contain the elements of the whole circle of useful knowledge.

It may be thought that a considerable portion of the community want time to attend to the cultivation of their minds. But it is only necessary to make the experiment, to find two things; one, how much useful knowledge can be acquired in a very little time; and the other, how much time can be spared, by good management, out of the busiest day. Generally speaking, our duties leave us time enough if our passions would spare us; our labors are much less urgent in their calls upon us, than our indolence and our pleasures. There are very few pursuits in life, whose duties are so incessant, that they do not leave a little time every day to a man, whose temperate and regular habits allow him the comfort of a clear head and a cheerful temper, in the intervals of occupation; and then there is one day in seven which is redeemed to us, by our blessed religion, from the calls of life, and affords us all time enough for the improvement of our rational and immortal natures.

It is a prevalent mistake to suppose, that any class of men have much time to spend, or do spend much time, in mere contemplation and study. A small number of literary men may do this; but the very great majority of professional men,—lawyers, doctors, and ministers, men in public station, rich capitalists, merchants,—men, in short, who are supposed to possess eminent advantages and ample leisure to cultivate their minds, are all very much occupied with the duties of life, and constantly and actively employed in pursuits very ungenial to the cultivation of the mind and the attainment of useful knowledge. Take the case of an eminent lawyer, in full practice. He passes his days in his office, giving advice to clients, often about the most uninteresting and paltry details of private business, or in arguing over the same kind of business in court; and when it comes night, and he gets home, tired and harassed, instead of sitting down to rest or to read, he has to study out another perplexed cause, for the next day; or go before referees; or attend a political meeting, and make a speech; while every moment, which can be regarded in any degree as leisure time, is consumed by a burdensome correspondence. Besides this, he has his family to take care of. It is plain that he has no more leisure for the free and improving cultivation of his mind, independent of his immediate profession, than if he had

been employed the same number of hours in mechanical or manual labor. One of the most common complaints of professional men, in all the professions, is, that they have no time to read; and I have no doubt, there are many such, of very respectable standing, who do not, in any branch of knowledge, not connected with their immediate professions, read the amount of an octavo volume in the course of a season.

The is, also a time of leisure, which Providence, in this climate, has secured to almost every man, who has any thing, which can be called a moment; I mean our long winter evenings. This season seems provided as if expressly for the purpose of furnishing those who labor, with ample opportunity for the improvement of their minds. The severity of the weather, and the shortness of the days, necessarily limit the portion of time which is devoted to out door's industry; and there is little to tempt us abroad, in search of amusement. Every thing seems to invite us to employ an hour or two of this calm and quiet season, in the acquisition of useful knowledge, and the cultivation of the mind. The noise of life is hushed; the pavement ceases to resound with the din of laden wheels and the tread of busy men; the glaring sun has gone down, and the moon and the stars are left to watch in the heavens over the slumbers of the peaceful creation. The mind of man should keep its vigils with them; and while his body is reposing from the labors of the day, and his feelings are at rest from its excitements, he should seek, in some amusing and instructive page, a substantial food for the generous appetite for knowledge.

AN ADDRESS DELIVERED BEFORE THE UNION LITERARY SOCIETY OF MIAMI UNIVERSITY, in September last, by TIMOTHY WALKER, A. M.: Cincinnati; Carey & Fairbank.—The difference between practice and precept—between the principles inculcated by the chosen orator of a literary Society and those avowed and acted upon by the same individual, (when he happened to be a conspicuous public man) on the great theatre of the world—has been so disgustingly manifested in some recent instances—we may instance that of Mr. Geo. Dallas, of Pa., as a type of the whole—that when we took up this address, our first inquiry was, whether the author of it was known as a politician. We cannot find that he is—we certainly do not know him as such ourselves—though we can say with truth, that if the opinions and doctrines he inculcates in this address, were carried by all aspirants into public life, and there acted upon, we could not have too many politicians framed on such a model. But this is travelling out of record. Mr. Walker's discourse, addressed to the alumni of a College in Ohio, upon the occasion of their anniversary assembly, when a new class was about to take leave of their alma mater, very naturally refers to the evils which young men in our country are most exposed to in the outset of their career. These he serves up, under several heads, as follows:—

1st. The proneness, at the outset of active life, to overlook the distinction between character and reputation:

2d. The forming erroneous impressions as to the importance of wealth as one of the objects of life:

3d. The liability to false notions respecting the importance of office; and

4th. The aptness to set out with false impressions respecting the nature of civil liberty.

Under each of these heads, advice, instruction and warning, are given in language that testifies most amply to the ability and purity of the mind which conceived them, and which cannot be wholly without good results. We regret that our limits forbid, more than a single quotation, which refers to the first head, the distinction between character and reputation.

These two things, so widely different, are often fatally confounded. The distinction is this; character is determined by what a man is, in reference to himself alone; reputation, by what he seems to be, in the opinion of the world. Character is the combined result of our thoughts and actions as they exhibit themselves to the all-seeing Eye; reputation is

the result of the conclusions drawn by our fellow-men, respecting our thoughts and actions. Of character, conscience is the arbiter; of reputation, mere opinion. Hence it is possible, that directly opposite decisions may be pronounced at the two tribunals. Our reputation may be as bright as morning, when our character is as black as night. Fallible men may mistake or misrepresent us, and thus fix our reputation too high or too low; but with God and our secret conscience, there can be no mistake. Reputation we hold at the mercy of men, exposed to the buffetings of flattery and detraction. But character depends upon no such tenure; it rests not on opinion, and is, therefore, independent of contumely. Human breath can neither make nor mar it. Be it good, or be it bad, it is our own work, and we alone are answerable for it. The merit or the blame is altogether ours.

The truth is, the man who desires to carve out a high character, knows that he has power to do it. The ability lies here. The human soul is a vast magazine of matchless energies. They may slumber, as the thunder in its cloud, if not called forth; and then their possessor, after a sort of negative existence, goes down.

To the vile dust from whence he sprung,
Unwept, unhonored, and unused.

But if they be duly summoned, they come forth at his bidding; and then he becomes the lord of circumstances. Resolution operates like faith; all things become easy; *possunt quia posse videntur*—you can prevail, because you think you can. But remember the distinction, broad as the great gulf, between character and reputation—between what you are, and what men think of you. Everything in our institutions tends to excite an undue solicitude about the popular voice; to make you look abroad for counsel, instead of inward, where you ought to look. You are strongly tempted to act upon expediency, instead of principle; and when a given course of conduct is proposed, to ask yourselves that ignoble question, *What will the world say of it?*—instead of that noble question, *Is it right?* But bear this in mind, that character is of infinitely higher moment than reputation, and can never depend upon it. Men cannot make you good or bad by calling you so; yet, as public sentiment is more likely to be right than wrong, your reputation will, for the most part, depend upon your character; so that if you in fact deserve admiration or detestation, you may, in the long run, count upon receiving it. Of this, at all events, you may rest assured, that if you only take sufficient care of your characters, you may confidently leave your reputations to take care of themselves. Act in such a manner as to meet your own secret approval, and you may smile upon the buzz that goes abroad respecting you.

One self-approving hour, whole years outweighs,
Of stupid starrers and of loud huzzas.

A TREATISE ON THE FUNCTIONS, DISORDERS AND TREATMENT OF THE TEETH, designed for the use of individuals and private families: Peabody, Broadway.—This work, which has already been through one edition, and conferred a good degree of celebrity upon the author, Mr. Pleasant, Dentist, Park-Place, is now again offered in a second edition, with all the additional claims which the writers increased popularity, and known skill, in the matters of which it treats, can confer.

A NEW AND COMPLETE GRAMMAR OF THE FRENCH TONGUE, by Joseph F. A. Bouff.—This is also a new edition of a work we have already strongly recommended: Mr. Bouff is peculiarly happy in imparting a knowledge of the genius of the language to the pupil, and to this end has introduced nearly two hundred rules of his own, so ingeniously modified, as to embrace the greatest idiomatic difficulties of the French, as well as its broader peculiarities. He also suggests a new method of learning the irregular verbs with greater facility, and solves many difficulties which hitherto unexplained, have only been impressed in an arbitrary manner upon the mind of the pupil. This edition is enlarged and much improved, and to those who would avail themselves of a useful adjunct in the acquirement of a difficult tongue we say, with the motto of Mr. Bouff's book: *Tolle ligo.*

"GIORDANO, a tragedy, by James Lawson, author of Tales and Sketches, &c.," Carvills, N. Y.—Seeing this production announced for representation at the Arch street Theatre, Philadelphia, reminded us of a duty we ought long since to have performed, in noticing its reception from the publishers, which its having been mislaid has alone prevented.

Somebody says in some book or other, that this is no age for play-writing; that people have nothing characteristic about them—life nothing scenic, and poets nothing dramatic. As we forget the authority we shall not try to dispute it here for fear of knocking our head against the cranium of some lumbering German Philosopher, or coming into collision with some hack magazine writer. We therefore leave Joanna Baillie, Alfieri, Lord Byron, and our own Hillhouse, to shift for themselves, and convince the world by what means they may that a decent tragedy has been written within this century, and they, all or either, have had a hand in it. But there can hardly be a doubt that the present literary age has been less fruitful in fine dramatic productions than many which have preceded it. The novel—decidedly now the most popular species of writing—has probably diverted much talent from an ancient channel, while the astounding events and brilliant characters that have stunned and bewildered our senses, have wrapt them beyond those trite incidents which formerly the magic of genius could invest with the intensest interest. Poetry is never written during a gust of passion, but from the recollection of the paroxysm after it has passed away, and so it is necessary for a season to intervene before the grand materials for the drama which the last 30 years afford, are so mellowed in association as to fit them for the work-shop of the poet. Among the causes; then, of the admitted barrenness in this field of composition, we may conclude that novels have superseded plays in treating of incidents in by-gone years, while those of the present are as yet unripe for use, and that the alleged decay of the stage, by threatening to cut off authors from their hope of immediate distinction, as well as enduring fame, has deterred many from attempting success in dramatic writing. These causes, we are inclined to think, however, do not operate so strongly here as abroad, and we entertain a lively hope, that it is in this land of promise and fruition, that the drama is to be restored to its ancient pride. A national drama should be among the first creations of genius in every land; and it is that which we long to see. And, with one whose active genius and zealous patriotism has done all in other departments of native literature, which he would excite and call out in this—"by a national drama, we mean, not merely a class of dramatic productions written by Americans, but one appealing directly to the national feeling,—founded upon domestic incidents,—illustrating or satirizing domestic manners, and above all, displaying a generous chivalry in the maintenance and vindication of those great and illustrious peculiarities of situation and character by which we are distinguished from all other nations. We do not hesitate to say, that next to the interests of eternal truth, there is no object more worthy the exercise of the highest attributes of mind than that of administering to the just pride of national character, inspiring a feeling for national glory, and inculcating a love of country." And by no means, we may add, after this eloquent observation of Mr. Paulding, can than object be more readily advanced, than through the medium of the drama. All this, however, has not a great deal to do with the writer before us, who, if we err not, owes his birth and genius to another soil than ours, and one in the present age, most prolific of talent. His productions, therefore, drawn as their materials are, from foreign sources, it would be absurd to claim as American,—it being

rather more difficult to naturalize a man's mind than his body, if there be any truth in the stale quotation,
Celum non animus mutant qui trans mare currunt.

As Mr. Lawson, therefore, though an American citizen, is beyond all question a foreign writer, we must hunt up a niche for him in the British Temple of Fame; but whether in the same aisle with Fletcher, Massinger, and Otway, or in that with Millman, and the more modern playwrights, we cannot here determine, having already spun out these observations to so unconscionable a length, as to leave no room for the discussion. In the mean time, the ability displayed in the following extracts is a better recommendation of the play than any the weight of our opinion can supply.

The vanity of Greatness.

When death approaches, who then can cry, "stay,"
Or nod the head, and awe him to subjection,
As man does millions of his fellow men?
O, none! the monarch, like the slave, must yield,
And give his life without one moment's pause!
A few years must pass—then, where are the renowned?
Ask the dank charnel-house, no voice responds:
Ask the vain living,—we may hear, they were,
But now are gone, and with them is entombed
Each aim and action of life's fretful hour:
The world has spared them, and regrets it not!
The mausoleum proud, and towering pile,
Crumbly to dust; yea, all memorials die.

Considerations upon the choice of a Magistrate, and the investiture of Power.

Duke. The weighty trust which late the traitor held,
By one more worthy must with speed be filled—
That one, my judgment and my heart proclaim
To be our own victorious general.
Grave senators, how stand you all disposed?
Speak freely each: Meets this your approbation?
Cottolmi. It does, my sire—their silence gives approval.
Cavido. No! I oppose; I will not lend my vote
To raise a victor to such high control;
I fear the sway his office might insure
Over the people's mind. Success in war
Circles the hero in a glare of light,
That dazzles those who move within his sphere.
Civilians, soldiers, all might bow to him;
Pause at his word, or at his bidding move.
Duke. False are thy fears; I know Giordano well.
Col. As I can vouch! from boyhood we have been
In friendship strong as fable ever told.
Give him your voices, friends. Why sit you mute?
Car. I prize him dearly, and I hold his deeds
The proudest records on our history's page;
For these, would yield him all becoming honor.
What is becoming? Give him wealth immense—
The arch triumphal, titles proud, and love,
Yea, boundless as the realm, or as his fame—
But dress no hero in our civil robes.
Duke. Why should you fear? Does history not record
Examples parallel, and where renown,
As great in council as in tented field,
Has brightly marked the warrior-statesman's course?
Ay, in a land as brave and wise and free,
As the wide globe contains, there's proof supreme.
Car. I grant you this; but does not history too
Record, that heroes by their country prized,
(And man is prone to love the brave in war,)
Have made, without a stepping-stone like this,
Their martial deeds a claim to civil rule,
And won it too? Then tyranny hath marched
With ruthless vengeance, and with sword unsheathed,
Drenching the frightened land in native blood.
Why should I bring you instances to prove,
From ancient times, or e'en in modern days,
The truth and force of my asseveration?
I say what has been once may be again.
And, though I speak not present fears, I would
Avoid all possibility of fear.
Col. Who else opposes? Silent all!—then none.
Duke. Yea, answer us! who does oppose our choice?
Who will refuse all honor to the man
That's won his country's battles, and subdued
An insolent foe? Let him arise and speak.
Car. Will none support me in the vote I give?
Grave Senators, to you I speak; hear me:
I pray ye all, beware. Lead not your votes
To yield such power to an ambitious man,
A daring soldier and the people's idol—
There's danger in't.

Presentiment of coming Calamity.

A feeling strange prevails throughout the city;
Some move with stealthy step, and speak by signs;
Some whisper and start back, as if observed;
While others pale or redder, as they gaze
Upon the firmament, and watch the stars
Twinkling their fires as darkness thickens round.
Old men appear as if distressed in thought,
And to inquiring looks, show doubt and fear.
Women address a prayer to Heaven, and sigh,
Then hug their infants closer to their breasts,
While children, seeing them, do weep and tremble.

We have several books on our table, the notices of which are crowded out by the foreign news.—Among them is the valuable Treatise on Pleading, by Judge Gould; the new club book, Tales of the Glauber Spa, which has been for some time the town talk, as among the coming works of interest; and an American translation of The Tomb of the Sci, a work long popular in Europe,

The poem of the Hon. J. Q. Adams, entitled *Demot MacMorrough, or the Conquest of Ireland*, was to be published at Boston on the 3d inst. It is an octavo of 108 pages.

The German Prince Muskau, observes in his travels—"We are greatly indebted to the distinguished American, Washington Irving, for his *Life of Columbus*. It is a beautiful tribute to the great navigator, brought from the land which he gave to the civilized world, and which appears destined to be the last station traversed by the cycle of human perfectibility." By the by, it is strange that the travels of this German Prince have not as yet been republished in this country. We apprehend that here, as in England, it would prove one of the most saleable books that has been long published. He shows John Bull up to the world with a lively audacity that none before have presumed upon, and English absurdity meets with as little clemency at his hands, as does "American vulgarity" from those of Mrs. Trollope. Unlike that fair dame, however, the Prince Puckler Muskau had access to the first circles in England, and from mingling in all kinds of society, as well as traversing every part of the British kingdom, his views of life, animate and inanimate, have a truth and reality in their coloring which are wanting to the delectable pictures of this country by English artists. For this defect in the last, however, we do not know that the unhappy painters are much to blame: it is their misfortune rather than their fault, that their offensive manners prevent their access to people of refinement, and thereby leave them only individuals like themselves as subjects for their pencil. Now the noble German traveller, happily for those here who wish to be initiated into the arcana of English life, labored under no such disadvantages; it is admitted that he moved in the first circles, and had every facility for observation, whether at noble men's castles or gentlemen's villas; he was domesticated among large families, and allowed to go tame about the premises by those who had no idea that a Prince would ever take to book making, and serve them up in a brace of octavos. He has proved an arrant prowler, and pilfered every trait of national character upon which he could lay his hands. Nor is this the worst; he deals in personals: ladies, lords, and all are nothing to this German ogre, who belted them down alive with as little ceremony as a New Zealander would swallow his enemy. His volumes seem to come from the London press in successive courses, the last always more highly seasoned than the one that preceded it; and they who were not dished up at first seem only to be kept, "like nuts in the jaw of an ape—first mouthed to be last swallowed." We long to have the whole set out upon our editorial table; when, if we do not assist the amiable Prince in doing full justice to the entertainment, may we be doomed through life to read such novels as "The Exclusives," and figure after death as a twaddler in some new "Almacks."

Seriously though, we would recommend the work for a re-print to almost any of our publishers. It would sell like a "fashionable novel;" and while full as entertaining, it would prove far more useful than that solid species of publication. The best way to arrive at a due estimate of one's country is to compare it fairly upon familiar acquaintance with others. The result, we need hardly add, should in points favorable to ours, strengthen a just and rational, but quiet, pride in their superiority; and in those unfavorable, awaken our concern and increase our interest where only both are due.

[For the New-York American.]
SIR WALTER SCOTT.

The grave has now closed upon the remains of this highly gifted individual. Unlike many other great men, it has not been left to posterity to discover his excellencies, and to do justice to his memory. The

spirit of the age has happily been enlightened enough to feel his superiority, and to appreciate his transcendent merits. Youth, manhood and old age have equally been fascinated with the magic of his pen. We present to our readers what we hope they will concur with us in thinking a neat, graphic and comprehensive yet accurate delineation of this extraordinary man's literary character. It was a prize essay composed two or three years ago in Edinburgh by a young lady then just turned of fifteen, (a native of Edinburgh but now residing in New York,) and it received as will be seen the commendation of the Great Magician himself.

The essay, we are assured was written extempore, at a public examination of one of the first French Academies in Edinburgh, in presence of a numerous, fashionable and highly intelligent audience. Several subjects for composition by the pupils of the highest class were suggested by the ladies and gentlemen present, at the request of Mr. Espinasse the teacher, and each subject was written down on a slip of paper, folded up, and thrown into a basket from which they were impartially distributed to the pupils. That which fell to the lot of the young lady alluded to was, "On the genius of Sir Walter Scott as respects Scotland." Within half an hour she composed and wrote in French the following concise and forcible sketch, and the reading of it elicited deservedly, as we think, a burst of the most fervid and universal approbation:

DU GENIE DE SIR WALTER SCOTT.

Voilà un sujet qui demande un génie plus étendu que celui dont je puis me vanter; mais puisqu'il faut en faire l'essai, je ferai de mon mieux. Sir Walter Scott est l'homme le plus célèbre de ce siècle; il a cultivé notre esprit; il nous a fait sortir de cet état d'indolence dont nous étions les victimes; il a perfectionné notre goût contribuant en même temps à notre amusement et à notre instruction; il a fait connaître notre vrai caractère aux autres nations; et il a fait oublier ces romans méprisables, qui ne servoient qu'à nous rendre les esclaves d'une imagination malade et à nous donner des idées de la vie qui ne pouvoient jamais être réalisées. Shakespeare seul a surpassé notre grand compatriote dans la connoissance du cœur humain; en effet, Sir Walter Scott est un peintre aussi bien qu'un écrivain; tous ses caractères ont la force et la vivacité de la réalité; ses descriptions sont sublimes; son langage est énergique; son imagination est brillante, mais sous la domination d'un jugement sain. Il a plus fait pour l'Ecosse que tous les autres auteurs au monde; et il a acquis une réputation qui durera tant que les hommes sauront estimer le goût et apprécier le savoir. C. G.

[Translation.]

ON THE GENIUS OF SIR WALTER SCOTT.—This is a subject which demands a far higher genius than that of which I can boast; but since I must make the attempt, I shall do my best. Sir Walter Scott is the most celebrated man of this age: he has cultivated our mind; he has roused us from the state of indolence into which we were sinking; he has improved our taste, in contributing at the same time to our amusement and our instruction; he has made known our true character to other nations; and he has consigned to oblivion those despicable novels which only served to render us the slaves of a morbid imagination, and to give us ideas of life which could never be realized. Shakespeare alone surpasses our great countryman in the knowledge of the human heart: in fact, Sir Walter Scott is a painter as well as a novelist; all his characters have the force and vivacity of reality; his descriptions are sublime; his language is energetic; his imagination is brilliant, but under the government of a sound judgment. He has done more for Scotland than all other authors in the world; and he has acquired a reputation which will last as long as men can esteem taste and appreciate learning.

The teacher transmitted a copy of this essay to the illustrious object of it, who expressed his commendation in the following modest letter to Mr. Espinasse:

Sir: I am obliged by your polite card enclosing a very good French essay composed upon a very indifferent subject. I congratulate you upon your fair pupil's progress, and, while flattered by her enthusiasm, I can say without affecting modesty, that I

sincerely hope that it will one day be fixed upon a more deserving object of literary reputation. In proportion to my own conscious want of desert, I can safely avow my obligation to the young lady and her successful teacher is, as it ought to be, greater and more sincere; and remain, Sir, your most obedient servant,
WALTER SCOTT.

3 Walker-street, 19th June.

GOVERNOR SOUTHARD, of New Jersey, on taking the oaths of office, made an address to the Legislature, from which we take an extract, sound in its sentiments, and well timed in its utterance:

The proper course for state officers, is to exercise fully and faithfully the powers given to them—and to resist encroachments upon them; but not to act as guardians, and render void the acts of others, whom their common masters have deputed to perform other services connected with their rights and interests. They may not do it unless the authority has been given to them; and in our state constitution—our warrant to act, no such guardianship is prescribed. The correction of errors is to be found in the power of those who can recall the authority, and in that tribunal which has been constituted to declare the limits of the grant and the conformity of their actions with those limits. To these sources of control it is wise to leave the correction of errors. The Supreme Court of the United States has been found a safe and sure guard against encroachments of the one upon the other—and to its authority it is right to yield, as we would to the higher power, the people, which created us and it.

This tribunal is not only the expounder of the relative powers of the two governments; but the arbiter of controversies between the States—the substitute, in our system, of wisdom and law, for force—the Amphictyonic Council, which, while it remains uncorrupt, will not fail to guard with equal firmness the weak and the strong. It is not in the view which I take of constitutional principles, wise, in the feeble members of the Union, to deprecate its authority, or weaken its influence; and especially in the people of New Jersey, who have appealed to its decision for the peaceful adjustment of claims which they regard as dear to their interests and honor.

In looking for a guide to direct me in the discharge of my duties, I shall seek it in the letter and spirit of the constitutions of the State and the Union, and of the laws passed and approved as in conformity with them. To this I shall presently be bound by the oaths which I am about to take. My mode of construing them, is to seek the obvious meaning of those who created them—and not to carry their provisions beyond the expression and manifest design. In doing this, my own judgment and conscience must guide me, wherever their construction has not been authoritatively fixed by those who have this right in the last resort. To that I must yield—and it will be sometimes required of me, by what has appeared to me to be encroachments on our State Constitution. But my own judgment is not to be deemed infallible. The will of the officer is not the constitution. The people of New Jersey made the constitution—they have a right to say what was their meaning—and when they have said it, either by themselves, or their constituted agents, their decision is binding, even upon the consciences of those who have to act for them. If there be error in the decision the remedy is not to be found in disobeying and disregarding it; but by seeking, in the proper source, a correction of the error. A different course savors of presumption, and leads in the end to tyranny. It is unbecoming in him who is but a fiduciary—whose office was not created for him and his benefit, but for them and their interests—is but an agency under the people the great principal.

AMERICAN COLONIZATION SOCIETY.—It may be remembered by some of our readers that during the last session of Congress, a petition by certain foreigners, in favor of the objects of the American Colonization Society, was presented to the House of Representatives, and led to a warm debate. The spirit of the debate we did not admire, but the decision, that the petition of foreigners, as to matters of our own, should not be entertained, we entirely approved.

By the following letter, which we take from the London Courier of 18th Sept. it would seem that this petition was a forgery. It will, therefore, become the member who presented it in the House of Repre-

representatives, (we do not recollect who it was, or whether it was presented by the Speaker,) to ascertain, if possible, the source of the imposture.

BANGOR, SEPT. 15.

To the Editor of the Courier.—Sir: I met accidentally to-day with your paper of the 13th instant, in which you have inserted the report of a debate in the Congress of the United States on the 12th of May last, on the presentation of a memorial from Mr. Fowell Buxton, Dr. Lushington, and myself, in favor of the American Colonization Society.—Certainly no such memorial was ever signed or sanctioned by me, nor, I believe, by either of the other gentlemen named. The pretended memorial must, therefore, be either a hoax or a forgery. As for myself, had I been led to express any opinion publicly with respect to the Society in question, it would not have been in favor of the principles on which it now professes to act. I remain, Sir, your most obedient servant,
ZACHARY MACAULAY.

AN EDITOR'S LIFE IN THE WEST.—The Louisville (Ky.) Journal and Focus of 25th ult., has this paragraph:

Self-defence.—The Advertiser says, that the editor of the Lexington Observer, apprehensive of an attack on his person, sleeps with pistols "cocked and primed at the four corners of his bed." We are glad to hear it. Our Lexington friend, whenever beset, will defend himself with manly courage, and not, like our neighbor over the way, leap from a garret window half dead with affright and flee to a swamp for refuge from his pursuers!

MISCELLANY.

The Pleasure of Amusement compared with the Pleasure from Industry in our Callings.—How is that man deceived who thinks to maintain a constant tenure of pleasure by a continued pursuit of sports and recreations. The most voluptuous and loose person breathing, were he but tied to follow his hawk and his hounds, his dice and his courtships, every day, would find it the greatest torment that could befall him; he would fly to the mines and the galleys for his recreation, and to the spade and the mattock for a diversion from the misery of a continual unremitted pleasure. But, on the contrary, the providence of God has so ordered the course of things, that there is no action, the usefulness of which has made it the matter of duty and of profession, but a man may lead the continual pursuit of it without loathing and satiety. The same shop and trade that employs a man in his youth, employs him also in his age. Every morning he rises fresh to his hammer and anvil; he passes the day singing; custom has naturalized his labor to him; his shop is his element, and he cannot, with any enjoyment of himself, live out of it. Johnson thought the happiest life was that of a man of business, with some literary pursuit for amusement; and that, in general, no one could be virtuous or happy, that was not completely employed. "Be not solitary, be not idle," is the conclusion of Burton's "Anatomy of Melancholy."

Vocal Machinery of Birds.—It is difficult to account for so small a creature as a bird making a tone as loud as some animals a thousand times its size; but a recent discovery has shown that, in birds, the lungs have several openings communicating with corresponding air-bags or cells, which fill the whole cavity of the body from the neck downwards, and into which the air passes and re-passes in the progress of breathing. This is not all: the very bones are hollow, from which air pipes are conveyed to the most solid parts of the body, even into the quills and feathers. This air being rarefied by the heat of their body, adds to their levity. By forcing the air out of the body, they can dart down from the greatest heights with astonishing velocity. No doubt the same machinery forms the basis of their vocal powers, and at once solves the mystery.—[Gardiner's Music of Nature.]

An account has been given of the remarkable visit of bottle-nosed porpoises to the sands opposite Holbeach Marsh. By 11 o'clock on Monday, the whole 17 that were left on the ebb of the tide (measuring from 6 to 18 feet in length, and averaging a ton each in weight,) had been cut up for their fat and blubber, by the fishermen and others in the neighborhood: at that hour, a report having been circulated that a number of young whales had been taken, a great many people assembled from all parts, and might be seen operating on the mutilated carcasses

of the porpoises, some securing a jaw-bone, others a heart, and some content with a rib. The blubber which was secured by the early operators is said to be worth a considerable sum.—[Lincoln Mercury.]

Napoleon and the Twelve Apostles.—Napoleon having entered one of the cities of Italy, the holy fathers recommended to him the reliques of their church. "Sire, will you deign to take our Apostles under your protection?" "Your Apostles! are they of wood?" "No, Sire." "Of what are they then?" "Of silver, Sire,—of solid silver." "Solid silver?" replied Napoleon, quickly, "Yes, I shall help them to fulfill their mission; it has been ordained that they should go throughout the world, and they shall." Having said so, the Emperor sent the twelve Apostles to the Mint at Paris.

Robert Hall's Opinion upon Educating the Lower Classes.—Some have objected to the instruction of the lower classes from an apprehension, that it would lift them above their sphere, make them dissatisfied with their station in life, and, by impairing the habit of subordination, endanger the tranquillity of the state; an objection, surely, devoid of all force and validity. It is not easy to conceive in what manner instructing men in their duties can prompt them to neglect those duties; or how that enlargement of reason which enables them to comprehend the true grounds of authority and the obligation to obedience should induce them to obey. The admirable mechanism of society, together with that subordination of ranks which is essential to its subsistence, is surely not an elaborate imposture, which the exercise of reason will detect and expose. This objection implies a reflection on the social order equally impolitic, invidious, and unjust. Nothing, in reality, renders legitimate governments so insecure as extreme ignorance in the people. It is this which yields them an easy prey to seduction, makes them the victims of prejudice and false alarms, and so ferocious withal, that their interference in the time of public commotion is more to be dreaded than the eruption of a volcano.

A Naval Engagement.—On Friday morning, nearly the whole of Dover was either upon the Piers, the Heights, or Marine Parade, to witness a chase of a singular kind. A Mr. Curtess and his lady had been living there at the City of London Hotel six weeks. On Wednesday, a Monsieur Sole, a French gentleman, tall and good-looking, arrived at the same hotel. On Friday morning, the lady of Mr. Curtess left his bed cautiously, and started off with M. Sole for Calais in a fine four-oared galley. Soon after Mr. Curtess discovered his loss, and pursued the parties in a 35-feet six-oared galley; the men were to be paid 8l. for their trouble. About three or four miles from shore the rival boats came together after a smart chase. The husband lay in the bottom of his galley during the chase, but when alongside his runaway wife's boat, he jumped up. This so frightened the lady that she fainted of course, and went into the most appalling fits. A dreadful sea-fight then ensued; oars, boat-hooks, &c. were used with the greatest effect on both sides. The crew of M. Sole's boat at last gave in, in consequence of the terror they were in of having had a hole stove through her bottom by the terrific agitation of M. Sole's wooden leg. The two boats then returned to Dover, Mrs. Curtess weeping bitter tears, with her hair, like Niobe's, hanging in negligent festoons over her face and back, and the husband looking alternately at his wife, and at the proprietor of the wooden leg. M. Sole, it is said, gained great honor, and his wooden leg, during the celebrated three days in Paris.—[London Globe.]

Portuguese Females.—The passer through the streets of Portugal sees little of the ladies. They look at him, with scrutinizing eyes, from their balconies; but he may readily fall into the mistake of philandering after an old woman instead of a young one. Their dress resembles dominoes and their faces are not discriminable. But during passion week, the jewels of the land are submitted to view. Then are to be seen flocks of fascination going in procession to church; and then only, are the beauties of Portugal to be contemplated without danger or constraint—but to be contemplated only.—[Sketches of Society and Manners in the Interior of Portugal.]

Character of the Kentuckians.—The Kentuckians all carry large pocket knives, which they never fail to use in a scuffle; and you may see a gentleman seated at the tavern door, balanced on two legs of a chair, picking his teeth with a knife, the blade of which is full six inches long, or cutting the benches,

posts, or any thing else that may lie within his reach. Notwithstanding this, the Kentuckians are by no means more quarrelsome than any other people of the western states, and they are vastly less so than the people of Ireland. But, when they do commence hostilities, they fight with great bitterness, as do most Americans, biting, gouging, and cutting unrelentingly.—[Farrall's Rambles in America.]

Rothschild's Opinions on Trade.—In reply to the following query by the committee, "You think the best principle the bank can adopt is to issue largely and make the currency abundant?" Mr. Rothschild says, Yes; if this country has money in abundance, it will have all the trade from the whole world: and, if you make money very scarce, the trade will go to other countries."

A Portuguese Dinner.—On the last day of the Intrudo, i. e. Shrove Tuesday, the day preceding that long fish season, which certain holy persons are accustomed to designate as one of fasting, the Sarjento Mor made a grand dinner, to which I was invited; being the only occasion upon which I was ever invited to the table of a genuine Lusitanian. I am far from saying, or wishing to insinuate, that the people of Portugal do not dine; or that they are disinclined to hospitality; but convivial occasions are rare among, and even terrific to them. In the first place, they do not undertake such enterprises, without greatly deranging the ordinary course of their economy. The dinner, for instance, of a good and respectable Portuguese family is merely a muster for the purpose of satisfying hunger; and the muster is made more for the sake of convenience than of social enjoyment. The animal wants being provided for by eating, the palate is cooled by a quart draught of fair water; after which all heads go to sleep. This is their idea of enjoying a dinner; and, of course, it will at once appear, that the habit of somnolency after repelition (a habit which people easily fall into, the more easily when hereditary, and adopted from the earliest period of life,) is utterly fatal to the hilarity which an English dinner is designed and adapted to promote.—To meals of this kind, therefore, strangers are seldom invited, and would feel but slight inducement to go. The table may be plentifully spread; but the cookery is coarse, and worse than coarse; while the garniture is any thing but elegant. We began the solemn business of the occasion with an omeu of cabbage, beans, oil, bacalhao, (stock-fish,) beef, bacon, pumpkins, tomatoes, and water, boiled, together, and presented in a tureen. This, I understand, was soup. What order the sequences came forth in, I do not recollect; but I have a confused remembrance of lumps of something swimming in oil, and strengthened in fluid salt butter. I think there was a leach of colhos, (rabbits,) and there was a hopeful kid, (like the negro's pig, "tain, ittle, nut tam ole,") baked entire. All this would not be worth relating but for the circumstances, which astonished me not a little, of every dish being cleared as it was produced. Three people, (for, I declare, I could not perform my part of the play,) devoured the olla podrida, the lumps, the rabbits, and the kid, with amazing despatch. In the meantime, there was no want of wine from the worthy sarjenta's quinta, or farm, in the neighborhood; which, having been brought in the skins of the pigs, whose "bones, and ribs, and flesh, and features," had been required to enrich the "pot-au-feu," tasted like a decoction of rhubarb. Well, we are not done yet: after all this came watermelons, as big as Chinese lanterns, and almost as void, excepting of the saccharine liquor, for which they are remarkable, and oranges by the bushel, with insipid and thick grapes by the crop. Everything was entombed; and, to my definitive confusion, (who had, by this time, by dint and force of example, began to feel surfeit, though good manners forbade me to mention it,) there came a huge, coarse, brown dish of some lucious composition; resembling, in its external aspect, our peas-pudding, of which one spoonful was all I could discuss; and which was despatched with as much avidity as if the company had eaten nothing since that day twelvemonth. To close and crown all, the cooling draught of the element was not omitted, and, being presented in a tall clear glass, it was not difficult to ascertain that it contained no full grown horse leeches; the never failing inhabitants of those classical stone fountains which decorate the borders of the highways. The only resource in a such a serious case was (by natural propensities and established habits) denied to me, viz., sleep. I suffered while they snored.—[Sketches of Society and Manners in the Interior of Portugal.]

[From *Blackwood's Magazine*.]

THE HOUR OF FORTUNE.—"We have still a home, my Emily, though it is a poor one," said Ernest Darley to his beautiful young wife, the first day they took possession of their lodgings in a humble alley in London. "I little thought, when we used to wander in the old woods at Balston, that I should take you to such a miserable abode as this."

"I am happier here, dear Ernest; than in the woods of Balston."

"Now, by heavens, it makes me angry to see you happy! I believe you would continue to smile and be contented if we were in jail."

"If we were in jail together, Ernest."

"Ah! bless you, my own dearest. Fortune cannot continue to frown upon so much goodness."

"The Christian calls Fortune by a different name. He calls it Providence."

"Well, Providence, fortune, fate, chance, or whatever other name it rejoices in, cannot surely persecute us for ever. We are guilty of no fault."

"We married against your uncle's will. He spurned us from the moment we were united. He must have some reason surely for his detestation of me."

"What reason can any one have to detest you?—You were poor—had he not told me over and over again that he did not care for wealth in the object of my choice? You were young, beautiful, accomplished, my equal in birth—it can't be—it can't be! I tell you it must be something that I have done which makes him so enraged."

"And what have you done, Ernest, that can make him your enemy? You bore with all his humors and caprices; you were affectionate to him as a son; he loved you better than any thing else upon earth. How kind he was to you in your youth, and how well you deserved his kindness! No, no it is he he persecutes—me he hates."

"Then may the God of—"

"Hush! hush! dear Ernest. He may yet relent."

"Relent! Ha, ha! Sir Edward Darley relent! I, tell you he makes it one of his boasts, that he never forgave, and never will forgive, even an imaginary offence. Relent! I tell you he is of that stubborn, obstinate nature, the feeling of repentance is unknown to him!"

"Try him, dear Ernest; he cannot be so immovable. Ask him in what we have offended him, and tell him we are anxious to atone for our offence."

"Have I not written to him? Have I not begged an interview, in terms which I never thought I should have meanness enough to address to mortal man?—Have I not besought him at least to inform me what I have done to draw down his indignation, and has he ever even deigned to send an answer? I have left our address here with his scoundrelly attorney in case he should condescend to favor me with a reply."

At this moment, a knock was heard at the door, and in answer to the "come in" of Mr. Darley, a lawyer's clerk presented himself, and with no very respectfully demeanor, held out a letter.

"A letter? From whom?"

"From Mr. Clutchem. Does it wait an answer?"

Ernest hurriedly glanced it over.

"No. There—there," he said as soon as they were again alone. "Relent, indeed! Read it."

Emily took the letter and read.

"Sir, I am desired by Sir Edward Darley, Bart., to inform you that no begging letters will be received; and further, I am desired to inform you, that Sir Edward Darley holds acknowledgments from you for the sum of £3,400, and advanced to you while at Oxford. Measures will be taken to exact payment of the full amount forthwith. Your obedient servant,"

SIMON CLUTCHEM.

"Then we are indeed entirely ruined!" said Emily, with a sigh.

"Do you doubt it? so we have been any day this three months."

"But can he really claim that money?"

"I suppose so. He always took my acknowledgments for the amount of my year's allowance, solely, he said, to enable him to keep his books. As he had always taught me to consider myself his heir, I never thought he would produce them against me; but stay, have you looked on the other page of the note?"

"P. S.—I am further requested to beg your presence to-day, at half past 5, to be witness to an important deed."

At the appointed hour Ernest was punctually at Mr. Clutchem's office. There, sitting in an easy chair, to his great surprise, he saw his uncle. He approached, with a gush of feeling at his heart, but the baronet fiercely ordered him back,

"Stand there," he said, "till I tell you the reason for which I have summoned you here to-day. You recollect the old long-tailed pony you rode when you were a little boy at school, which I turned out for life at your request?"

"I do," said Ernest, wondering to what this request tended.

"I had him shot the day before yesterday. Your dogs? you no doubt recollect them well! Bruno, and Ponto, and Caesar—and the old Newfoundland that brought Miss Merrivale—I beg your pardon, Mrs. Ernest Darley, your amiable wife, out of the lake, when your awkwardness upset the boat?"

"I do—the faithful affectionate creature."

"I hanged them all at the same time. You recollect Abraham Andrews whom you installed in the fancy cottage in the Park, and his mother, and his family, that you were so much interested in?—They have left the cottage; they have been paupers on the parish for some time."

"Sir!" cried Ernest, "if you only summoned me here to listen to the recital of such infamous, inhuman!"

"Spare your heroics, young man, you will listen to something more before we part. But come, we're wasting time. Now hear me. You married that girl. You asked no leave of me. Do you know, Sir, who she was—who her father was, and do you know, sir, what reason I have to hate them? Answer me that, sir."

"Her father and mother have long been dead, sir. I never knew any cause you could have to dislike them."

"Dislike!—use better words, sir. Say hate—detest—abhor them. Oh! you did not!—you ought to have asked, sir—you would have known that the mother ruined my happiness—that the father attempted to take my life—that I loved her, sir—fiercely—truly—and that she taught me to believe that she returned my love;—till—till it suited her purposes, and she proved herself a—"

"Stay, sir. I will hear no such language applied to the mother of my wife."

"Your wife! Oh, is she your wife, sir? and has her equipages, no doubt, and her country house, and her town house—your lady wife, sir—and her mother was?"

"I shall stay here no longer, sir."

"Wait, wait!—Mr. Clutchem, is the deed all properly prepared?—worded so that the law can find no flaws in it?"

"It is sir Edward."

"Then give me a pen, Mr. Clutchem, it wants but my signature to make it efficient."

"This deed, Mr. Ernest Darley, is my will, by which I bestow irrevocably, land, houses, money, goods, mortgages, &c. &c., on certain charities, for which I care nothing, Sir, but that I know my bequest will be less beneficial, so applied, than by any other means; and I leave you, Sir, and your inestimable wife the baronetcy—oh! I would not have you deprived of that!—and a jail, Sir, and here, Sir, I have called you to be a witness. The ink, the ink, Mr. Clutchem," he continued, and held out his pen to dip it in the inkstand, keeping his eye still savagely fixed on his unfortunate nephew. The clock struck six—a sudden light flashed into the room—and Ernest thought he heard, for one moment, the creaking of a wheel.

The baronet's hand continued in the same position—his eye still glared upon the countenance of his nephew, and dead silence reigned in the room. At last Mr. Clutchem advanced—"How's this? bless me! Sir Edward is quite cold. Help there—run for Sir Astley. Ah! the passion was too much for him—gone off in a fit. Dead as an unsigned parchment. Sir Ernest, I shall be happy, Sir, to continue in the service of the family. The rent-roll is in my desk, Sir—fourteen thousand a year. How would you like the funeral conducted? Quite private, of course. Honor me by accepting the loan of this two thousand pounds for your immediate expenses. I wish you long life, Sir Ernest, and joy of your title, Sir Ernest. Sir Edward shall be carefully buried this day week."

Taking Coffee at Bebuhan.—I was honored with a few visits of ceremony from mine host and his aristocratic acquaintance, who seemed much diverted with the difference between their customs and dress and those which they observed in me. The Khans and Meerzas of Bebuhan are considerable consumers of coffee, but not after the fashion of Turks, Arabs, or Europeans. It is with them a kind of *bon-bon*, eaten in a powdered and roasted state, without having had any connexion with hot water. When Meer Goolam Hussein called on me, he was always

accompanied by his coffee-bearer, who carried about the fragrant berry in a *snuff-box*, and handed it frequently to the company present. The first time it was brought to me, deceived by its color and quality and strengthened in the delusion by its singular repository, I took a *pinch* of the coffee and applied it to my nose amidst the roars of laughter and looks of surprize of all the party.—[Stoequeler's Pilgrimage through Persia, &c.]

General Cemetery.—The company formed by Mr. Carden, for the provision of an ornamented burial place, on a large scale, out of the bounds of the metropolis, (near Hampstead,) has received the sanction of the Legislature, and may now be considered firmly established. Arrangements have been made with the London Clergy for the payment of a small fee for every body removed from their several parishes (5s. each, and 7s. 6d. for Marylebone).—Nearly 10,000l. has been paid for land, of which the company is empowered to purchase eighty acres; trees have been planted, and a boundary wall is nearly finished: the capital subscribed is above 36,000l.; above 22,000l. has been paid, and altogether about 15,000l. expended. Every intelligent person must rejoice to see the nuisance of burying in churches and churchyards in the midst of a dense population abated. It has long been desirable, and Mr. Carden deserves well of his country for the zeal and perseverance with which he has so successfully labored in this cause.—[London paper.]

National Gallery, &c.—Recently, 15,000l. were voted in the House of Commons to commence the building of a national gallery, and accommodation for the Royal Academy, at Charing Cross. The whole cost is to be 50,000l.; and we trust that the structure will be worthy of the country.—[Lit. Gaz.]

Travels in India.—Letters have lately been received from M. Jacquemont, a French traveller in India. He had quitted the dominions of Ramjek Sing after his return from Cashmere, and having found it impossible to penetrate into Persia by way of Afghanistan, he had returned to Delhi, with the intention of proceeding to the Persian Gulf by way of Bombay. Ramjek Sing had in vain endeavored to detain him, and offered him an office at his court; at his departure he made him magnificent presents of shawls and jewels. He seems to have a particular predilection for the French, and takes as many of them into his service as the jealousy of the English will permit him. His army is organized on the French system, and consists of between 40,000 and 50,000 men, with 100 pieces of cannon. His differences with the East India Company seem to be terminated for the present, though from the relative station of the two parties, it is difficult to foresee how long the peace may last. He lately had an interview with the governor general of India, and made his troops exercise before the English. He is master of Lahor, Cashmere, and the provinces of Afghanistan on the banks of the Guden, which provinces he subdued on the death of Mahommed Schah.—*Paris 29th June.*

Fox's Characteristics of Buonaparte.—"The First Consul at Malmaison, the First Consul at St. Cloud, and the First Consul at the Tuileries," said Mr. Fox to me, "are three men forming together the *beau ideal* of human greatness; but I could wish to be a painter," added he, "to take his portrait under these three different characters, because I should have three resemblances of the same face, with three different countenances."

Improved method of heating Hot Houses.—We find in the *English Gardener's Magazine*, the annexed description of an improved method of heating hot houses. The inventor is Mr. A. M. Perkins, a son of Mr. Jacob Perkins the celebrated 'steam compeller,' who has won so much for the credit of American invention and science in London.

The improvement is a plan for heating hot houses by the circulation of hot water in hermetically sealed tubes, of small diameter. However favorable this plan may be for heating hot houses, the advantages for that class of structures, are as nothing compared to those which it offers for heating dwelling houses, and all kinds of manufactories. Water may be circulated, under ordinary circumstances of attention to the fire, at from 300 deg. to 600 deg. It is found that 400 deg. will roast meat. Mr. Perkins is constructing for himself an oven for roasting by water. This will lead to beneficial changes in domestic arrangements. Water at 500 deg., or, at least, 320 deg. for the purpose of cookery, and for heating reserve cisterns of cold water, or masses of metal or masonry, for various domestic purposes, including

warming rooms, heating baths, laundries, &c., may, at no distant time, be circulated by companies, in the same manner as gas; and, in London, instead of one fire for every room, as at present, there may be only one in a parish, or in every square of an acre in area.

POETRY.

[For the New-York American.]

LINES—to her who will understand them.

"A place in thy memory, dearest,
And a fiftieth share in each smile,
And believe me, wherever thou stearest,
I'll be after thee—after a while."

I have mark'd thee, when coxcombs were trying
To deafen thine ears with their prase,
And marking have thought, even sighing,
Of a fog laying siege to a rose.
But the rose from her foggy annoyance
Shrinks droopingly, palely away,
Reserving her beauty and joyance
For the radiant noon of the day.
But none on thy cheek can discover
If thou hast a preference too—
There's a smile for the dunces and the lover,
Alike if they bore thee, or woo.
Sometimes thy eternal flirtations
Too severely my constancy try—
I renounce puellianous patience,
And valiantly turn me and fly.
But as Noah's stray dove, when despairing
Of a resting-place out of his ark,
Came again, like a suppliant, bearing
An olive branch back to the ark,
Even so, after each ebullition
Of petulance, still to my chain
I return, with the sighs of submission,
And ask but to wear it again.

"A place in thy memory, dearest,
And a fiftieth share in each smile,
And believe me, wherever thou stearest,
I'll be after thee—after a while."

COUNT PIPER.

[For the New-York American.]

STANZAS.

"Plunging the dew of the Morning back,
Over each image and earthly track."

Clouds athwart the stars are straying,
Moaning winds disturb the night,
Leaves unto the dust are falling
Touch'd with blight.

Autumn eve shuts cold around me;
Gay companions—here are none;
Silent thoughts and visions give me
Life that's gone.

Minutes seen and snatched forever—
Told in beauty, told in mirth;
How they flitted bright and noiseless
Over the earth!

How my heart untouch'd of trial—
Bathed in sunshine daily lay,
Reckless all of care or conflict
Far away.

Joyous hours! I glow to meet you,
Even in fitful, changeable dreams!
Pierce the shadow of my slumbers
Vanished gleams!

Float ye o'er the faded garlands,
On my brow that used to be;
Sun the paths my feet have trodden
Blithe and free!

Gem the skies my glance hath ponder'd
Of at midnight's thrilling ode;
Where the breath of waking summer
Only sighed.

Where my spirit so was reaping
Gentle gifts from altars nigh,
I could wish amidst their fulness
Ne'er to die.

Happier days than e'er can meet me
To the mystic land are flown;
Days of blossom! days of blessing!
Past and gone.

Lo! the future, Winter sealeth,
Garb'd in sternness, storm and night;
Birds and flowers along the pathway
Ta'en to flight!

Lessons from the present flowing—
Yield but dull, unwelcome lore,
All unlike the spreading pages
Traced of yore!

Let me then the past embracing,
On her breast my vigils keep,
Till amidst her murmuring music
Lull'd to sleep.

Voices of the lost beside me,
Faces of the loved shall be!
I shall feast at older fountains!
Pensively!

Joyous hours! I smile to greet you,
Even in changeful, fitful dreams!
Pierce the shadow of my slumbers
Vanished gleams!

ANNA.

SALES AT AUCTION OF REAL ESTATE.

By James Bleecker and Sons—October 31.
The 2 story frame house and lot, No. 98 Beekman street, on the north side, 14 by 25 feet—\$2,150.
The 2 story brick house and lot, No. 18 Market street, on the north side, between Madison and Henry sts., 22 by 86 ft—\$8,850.
The two story brick house and lot, No. 9 Mercer street, lot 76 by 100—\$2,850.
The two story brick house and lot, No. 47 Mercer street, near Broome, 46 by 100—\$9,125.

BANK NOTE TABLE.

| MAINE. | |
|--|-------------------------|
| U. S. Branch par | Cumberland..... |
| Thomaston..... | Caso..... |
| Vassalborough..... | Merchants..... |
| Canal..... | Union..... |
| Portland..... | Waterville..... |
| Bangor..... | Saco..... |
| South Berwick..... | Lincoln..... |
| NEW-HAMPSHIRE. | |
| U. S. Branch par | Rockingham..... |
| Cheshire..... | Portsmouth..... |
| Concord..... | Farmers..... |
| Exeter..... | Fiscataqua..... |
| New-Hampshire..... | Dover..... |
| N. H.—Stratford..... | Whitplaseoce..... |
| VERMONT. | |
| Brattleborough..... | St. Albans..... |
| Montpelier..... | Windsor..... |
| Rutland..... | Vergennes..... |
| Bank Caledonia..... | Bennington..... |
| MASSACHUSETTS. | |
| U. S. Branch par | Flymouth..... |
| Boston city B'ks..... | Fawcett..... |
| Agricultural..... | Salem..... |
| Beverly..... | Springfield..... |
| Bedford Com'l..... | Taunton..... |
| Commercial..... | Worcester..... |
| Dedham..... | Blackstone..... |
| Gloucester..... | Fall River..... |
| Hampshire..... | Exchange..... |
| Franklin..... | Andover..... |
| Sunderland..... | Amherst..... |
| Hampden..... | Mendon..... |
| Mechanics..... | Oxford..... |
| Marblehead..... | Milbury..... |
| Newburyport..... | Housatonic..... |
| Phenix..... | Hamp. Manufacts..... |
| Pacific..... | Barnstable..... |
| Manu. & Mech..... | Leicester..... |
| RHODE-ISLAND. | |
| U. S. Branch par | Village Bank..... |
| Providence..... | Smithfield Lime..... |
| Union..... | Rock..... |
| Exchange..... | Newport Bank..... |
| Mechanics..... | Roger Williams..... |
| Globe..... | Scituate..... |
| Manufacturers..... | Kent..... |
| R. Island Union..... | Eagle, Bristol..... |
| Rhode Island..... | Do. Providence..... |
| Merchants' Provi- | Mount Vernon..... |
| dence..... | Cranston..... |
| Do. Newport..... | Bank of Bristol..... |
| N.E. Commercial..... | Commercial..... |
| Washington..... | Freemans..... |
| Burrillville Agric. | Franklin..... |
| and Manuf..... | Landholders..... |
| Smithfield Exch..... | Narragansett..... |
| CONNECTICUT. | |
| U. S. Branch par | Hartford..... |
| Norwich..... | Phenix..... |
| Bridgeport..... | Middletown..... |
| Fairfield County..... | Mechanics..... |
| do do Branch..... | New-London..... |
| Eastham..... | City Bk. N. Hav..... |
| NEW-YORK. | |
| U. S. Branch..... | Bank of Albany..... |
| City Banks..... | State Bank..... |
| Long Island Bk..... | Commercial, \$50..... |
| Dutchess Co..... | Bank of Troy..... |
| Lansingburg..... | Farmers, \$50..... |
| Poughkeepsie..... | Mohawk..... |
| Catskill..... | Ulva..... |
| Newburgh..... | Do. Branch..... |
| Do. Branch..... | Ontario..... |
| Mech. & Farmers..... | Do. Branch..... |
| NEW-JERSEY. | |
| Trenton B. Co. \$5 par | Morris Canal..... |
| State B. Newark..... | Newark B. Co..... |
| Do. Morristown..... | Orange..... |
| Do. Elizabeth..... | Washington..... |
| Do. Camden..... | People's..... |
| Gem the skies my glance hath ponder'd | Sussex..... |
| Of at midnight's thrilling ode; | Farmers..... |
| Where the breath of waking summer | Bk N Brunswick..... |
| Only sighed. | at Rahway..... |
| PENNSYLVANIA. | |
| U. S. Bank..... | Montgomery Co..... |
| Philadel. Banks..... | Columbia Br. Co..... |
| Harrisburg..... | Chester county..... |
| Northampton..... | Langaster..... |
| Farmers, Reading..... | Germantown..... |
| Do. Lancaster..... | Delaware county..... |
| Do. Bucks co..... | Penn Township..... |
| Easton..... | York..... |
| DELAWARE. | |
| Farmers..... | Wilm. & Brand..... |
| Do. Branches..... | Delaware..... |
| MARYLAND. | |
| U. S. Branch..... | Bank Maryland..... |
| Baltimore Bks..... | Frederick Co..... |
| Farmers..... | Westminster..... |
| Do. Branches..... | Farmers & Mech..... |
| DISTRICT COLUMBIA. | |
| Patriotic..... | Alexandria..... |
| Metropolis..... | Potomac..... |
| Washington..... | Union..... |
| VIRGINIA. | |
| U. S. Branch..... | Farmers..... |
| Vally, & Branch..... | Do. Branches..... |
| NORTH CAROLINA. | |
| State, & Branches..... | Newbern & Br'nc'h..... |
| SOUTH CAROLINA. | |
| U. S. Branch..... | Union..... |
| Plant & Mech..... | South Carolina..... |
| GEORGIA. | |
| U. S. Branch..... | Augusta..... |
| Planters..... | State B. & Br'nc'h..... |
| Marine & Fireins..... | Merch. & Planters..... |
| * The Bank of Macon has failed. The other Banks in Ma. | |
| con are good at the rate quoted above. | |
| OHIO. | |
| U. S. Branch..... | Marietta..... |
| Chillicothe..... | Lancaster..... |
| Western Reserve..... | Mount Pleasant..... |
| Franklin..... | Farmers..... |
| LOUISIANA. | |
| U. S. Branch..... | State 4—Orleans..... |
| State 4—Orleans..... | Louisiana, par..... |

| MISSISSIPPI. | |
|---------------------------|---------------------|
| State of Mississippi..... | 3 |
| ALABAMA. | |
| U. S. Branch..... | Mobile 5—State..... |
| Michigan Banks..... | Tombecke..... |
| | 90 |
| MICHIGAN. | |
| | 1 |

THE AMERICAN RAILROAD JOURNAL AND ADVOCATE OF INTERNAL IMPROVEMENTS.

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Palmyra, Wayne County, New-York.

1st mo. 22d, 1832.

J30 tf

RAILROAD IRON.

The subscribers having executed large orders for the Canal Commissioners of Pennsylvania, as well as for several incorporated Companies, have made such arrangements in Eng and, where one of the Partners *now is*, as will enable them to import it on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Pins, Wedges, Spikes, and Splicing Plates, in use, both in this country and Great Britain, will be exhibited. Apply to A. & G. RALSTON, Philadelphia, Sept. 15th, 1832.

They have on hand *Railway Iron Bars*, viz: 95 tons, of 1 inch by 1/2 inch—200 do. 1 1/2 by 1/2 inch—125 do. 1 3/4 by 1/2 inch—500 do. 2 by 1/2 inch—8 do. 2 1/2 by 1/2 inch—in lengths of 15 feet each, with 12 countersunk holes, and the ends cut at an angle of 45 degrees; 300 tons, of 2 1/2 by 1/2 inch; with Splicing Plates and Nails, shortly expected.

This iron will be sold duty free, to State Governments and incorporated Companies, and the drawback taken in part payment.

PATENT, RAILROAD, SHIP AND BOAT SPIKES.

THE TROY IRON & NAIL FACTORY keep constantly for sale a very extensive assortment of Wrought Spikes & Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years successful operation and now almost universal use in the United States (as well as England, where the subscriber obtained a Patent,) are found superior to any ever offered in market.

RAIL-ROAD COMPANIES MAY BE SUPPLIED WITH SPIKES having countersink heads suitable to the holes in the iron rails, to any amount and on short notice. Almost all the Rail roads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. Y., will be punctually attended to.

Troy, N. Y., July, 1831. HENRY BURDEN, Agent.

Spikes are kept for sale, at factory prices, by I. & J. Townsend, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Brower, 222 Water street, New-York; A. M. Jones, Philadelphia; T. Janvier, Baltimore; Degrand & Smith, Boston.

P. S. Rail-road Companies would do well to forward their orders as early as practical, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand for his Spikes.

J23 1am tf

H. BURDEN.

FALL ARRANGEMENT.

THE PATERSON AND HUDSON RIVER RAILROAD continues in operation from Paterson to Aquackanock, which is within ten miles of the Ferries at Hoboken and Jersey City, and until further notice, a passenger Car will depart from the Depots at those places daily, (Sundays excepted) at the following times:—

| FROM PATERSON. | | FROM AQUACKANOK. | |
|----------------|-----------------|------------------|----------------------------|
| At | 8 o'clock, A.M. | At | half past 10 o'clock, A.M. |
| 1/2 before 10 | do do | 1/2 before 10 | do do |
| 12 | do M. | half past 3 | do do |
| 3 | do P.M. | half past 6 | do do |
| half past 4 | do do | half past 8 | do do |

as soon as the last stage arrives there from N. York.

ON SUNDAYS.

| | | | |
|--------------|-----------------|-------------|-----------------|
| At | 8 o'clock, A.M. | At | 9 o'clock, A.M. |
| half past 9 | do do | 10 | do do |
| half past 12 | do P.M. | 2 | do P.M. |
| half past 4 | do do | half past 5 | do do |

Parties of twenty or more persons can be accommodated at either of the above hours with a private Car.

These villages have become remarkably healthy, and persons who wish to avail themselves of this rapid, delightful and safe mode of travelling, will now have a favorable opportunity afforded to them.

Distance 41 miles, average passage 22 minutes.

Fare 18 pence—Children under 12 years half price.

By order, E. B. D. OGDEN, Secy.

"NEW-YORK FARMER & HORTICULTURAL REPOSITORY."

THE SUBSCRIBER having become the Proprietor and Publisher of the *Agricultural* paper called the "New-York Farmer & Horticultural Repository," heretofore, for several years, published in this city by Mr. Samuel Fleet, deems it proper to say that it will hereafter be issued punctually, and forwarded regularly to its subscribers.

On the 1st of January ensuing, the paper will be enlarged, by lengthening the columns and adding another to each page, and it will thereby contain nearly double its present quantity of reading. It will be printed upon superior paper, with new type; and in addition to its usual variety of interesting matter, one or two pages in each number will be devoted to the subject of Road-making and Repairing upon Mr. McADAM'S System, and to Steam Carriages for common roads—with engravings; also, an occasional article upon Railroads—which, at this time, so generally interests the community; and no exertion of the Proprietor, or Editor, Mr. SAMUEL FLEET, (the former Proprietor and Editor) will be wanting to render it worthy of a liberal patronage by an enlightened community.

The work will be published monthly, and contain thirty-two pages, with a cover, and list of contents to each number.

Terms, \$3 per annum in advance.

The October number has been delayed a few days beyond its time, but the November and December Nos., to complete the present volume, will be issued earlier than their regular days, in order to commence the next volume on the 1st of January, after which they will appear regularly on the first of each month.

With these promises, which he pledges himself to fulfil, he asks the continued patronage of those who are not subscribers to the work, as well as a large addition from those who are not.

D. K. MINOR.

* * Communications for the Editor, or for publication, may be addressed as heretofore, to Samuel Fleet, but all letters relating to the business of the establishment may be addressed to the Proprietor, and they will meet with immediate attention.

New-York, 7th November, 1832.

MARRIAGES.

On Tuesday, 6th inst., by the Rev. E. W. Peet, Mr. Joseph E. Tripp, of Newark, N. J., to Miss Elizabeth Darrow, of this city.

On the evening of the 30th October, by the Rev. Mr. Durbin, Eugene Van Ness, to Miss Julia Anna, daughter of Dr. N. Brush, of this city.

On Tuesday, 6th Nov. by the Rev. Dr. Wainwright, Cornelius Dubois, Jr. Esq., to Mary Ann, daughter of John Delafield, Esq.

On 1st inst. at King's Chapel, Boston, by the Rev. Mr. Greenwood, George Higginson, of this city, to Mary Cabot, daughter of Henry Lee, Esq. of Boston.

At Baltimore, on Tuesday evening, by the Rev. Mr. Nevins, Henry Kneeland, Jr. of New-York, to Margaret S., daughter of John T. Barr, Esq. of that city.

At Plaquemine, Iberville Parish, Louisiana, on the 6th of September last, James M. Cummings, Esq. formerly of this city, to Miss Eliza Erwin, of the former place.

DEATHS.

On Friday morning, 21 inst. in the 83d year of her age, Helena Price, relict of the late Michael Price.

On Friday evening, Wm. McBurney, in the 20th year of his age.

On Wednesday evening, Oct. 31, of consumption, Mr. Seth P. Gregory, in the 30th year of his age.

Monday evening, after a lingering illness, William F. Irving, of the U. S. Navy, in the 24th year of his age.

Monday morning, Nov. 5th, Mrs. Sarah Cronly, in the 24th year of her age.

On Monday, Nov. 6, at Dorris, (L. I.) at the house of her son, John B. Coles, Elizabeth Coles, relict of the late John B. Coles, in the 49th year of her age.

At Walden, Orange Co. on Sunday, Nov. 4, Maria Moore, aged 31 years, daughter of the late Alfred Livingston, of this city.

At Webbville, West Florida, on the 10th of July last, Mrs. Sarah Parsons, in the 46th year of her age; and on the 3d of August, her son Wm. Parsons, in the 23th year of his age.

At New-Orleans, of yellow fever, on the 10th October, Mr. Ignatius Caulfield—also, on 19th October, Mr. Patrick Brooke, both formerly of this city, and natives of Ireland.

Obituary.—JAMES MANN, M. D., late of the U. S. Army. He was a native of Wrentham, Mass., and was graduated at Harvard University in 1776. He studied Medicine and Surgery in Boston, under the celebrated Danforth, and was his favorite pupil. Immediately after his admission to practice, he joined the Revolutionary Army as a Surgeon; but, after three years service, his enfeebled state of health having compelled him to resign this situation, he established himself in private practice in his native town. Possessing a mind of high order, ardent and indefatigable in the advancement of his profession, and in the discharge of his duties, he soon acquired the well-deserved confidence of his professional brethren and the public. He was a scientific practitioner—bold and intrepid, but not adventurous—His boldness and intrepidity were the result of a well-considered and well-ascertained pathology of disease. The talents and merits of Dr. Mann have been, on various occasions, acknowledged and honored. He was a Member of several Medical and Literary Institutions, and of the American Academy of Arts and Sciences. He was the author of the two Monographs to which the Medical Prize Establishment of Harvard College awarded their first prizes in 1804: his subsequent writings have also received the decided approbation of the profession. Dr. Mann was appointed a Hospital Surgeon, in the United States Army, in 1812; and was at the head of the Medical Staff, on the northern frontier, during the late war. The arduous duties of this highly responsible situation he discharged with distinguished ability and to universal satisfaction. After the peace he was retained in service, and continued his useful and faithful labors to the last. His was a long, an honorable, and a well-spent life. His close was peaceful, and, we trust, happy. Let those who would be like honored in life, and like blest, profit by so worthy and virtuous an example.

NEW-YORK PRICES CURRENT:

Corrected from the "New-York Shipping and Commercial List"—Wednesday, November 7, 1832.

| | | | | | | | | |
|------------------------------|-------|---------|-------------------------------|--------|--------------|-------------------------------|-------|---------|
| ASHES— | | | FRUIT— | | | PROVISIONS— | | |
| Pot, 1st sort 1832, 100 lbs | 4 50 | a | Rye Flour.....bbl | 4 62½ | a | Beef, Mess.....bbl | 8 25 | a 8 37½ |
| Pearl.....do | 4 60 | a 4 70 | Indian Meal.....do | — | a 4 00 | Do. Prime.....do | 5 37½ | a — |
| BEESEWAX— | | | GRAIN— | | | Do. Cargoe.....do | 12½ | a 16 |
| White.....lb | 38 | a 40 | Raisins, Malaga, cask | 7 75 | a 8 00 | Butter, N. Y. Dairy.....lb | 10 | a 11 |
| Yellow.....do | 13 | a 20 | Do. bloom.....box | — | a 2 62½ | Do. Shipping.....do | 10 | a 11 |
| BREAD— | | | Do. muscatel.....do | — | a 2 75 | Do. Philadelphia.....do | 8 | a 9 |
| Navy.....lb | — | a 2½ | Do. bunched.....do | — | a 2 75 | Hog's Lard.....lb | 14 00 | a 14 50 |
| Pilot.....do | — | a 6 | Do. Smyrna.....lb | 6 | a 7 | Do. Prime.....do | 11 00 | a 12 00 |
| Crackers.....do | 6½ | a 6½ | Currents, Zante.....do | 9 | a 9½ | Do. Cargoe.....do | 14 00 | a 12 00 |
| BRISTLES— | | | Almonds, soft shell.....do | 11 | a 12 | Cheese, American.....lb | 5 | a 7 |
| Russia, first sort.....lb | 60 | a 70 | Do. shelled.....do | 13 | a 16 | Hams, Virginia.....do | 10 | a 11 |
| Do. common.....do | 20 | a 40 | Figs, Smyrna.....do | 10 | a 5 | Do. Northern.....do | 9 | a 10 |
| American.....do | 15 | a 50 | Liberte.....do | 4 | a 5 | RAGS— | | |
| CANDLES— | | | France Bordeaux.....do | 15 | a 20 | Foreign.....do | 4 | a 8½ |
| Mould, tallow.....lb | 12½ | a 12 | Tamaris.....do | 3½ | a 4 | Country.....do | 3 | a 5 |
| Dipped.....do | 11½ | a 12 | WHEAT— | | | RICE.....100 lb | 3 50 | a 4 00 |
| Sperm.....do | 32 | a 34 | Wheat, North riv. behl | — | a — | SALT— | | |
| CLOVESEED— | | | Do. Genesee.....do | 1 31 | a 1 35 | Turk's Island.....behl | 53 | a — |
| COAL— | — | a 12 00 | Do. Virginia.....do | 1 25 | a 1 30 | Isle of May.....do | 50 | a — |
| Liverpool.....chaldron | 6 00 | a 9 00 | Do. N. Carolina.....do | 1 25 | a 1 30 | St. Ubes.....do | 48 | a 50 |
| Scotch.....do | 9 50 | a 10 00 | Rye, Northern.....do | 55 | a 90 | Caliz.....do | 48 | a — |
| Sidney & Bridgeport.....do | 8 50 | a 9 00 | Corn, Yellow, North.....do | 58 | a 90 | Lisbon.....do | 46 | a 48 |
| Albion.....do | 8 50 | a 9 00 | Do. White, Lel. & N. J.....do | 78 | a 81 | Liverpool ground.....do | 40 | a 41 |
| Virginia.....do | 8 50 | a 10 00 | Do. Southern.....do | — | a 94 | Do. blown.....do | — | a — |
| Austracite.....ton | 8 50 | a 10 00 | Oats, South & North.....do | 46 | a 56 | Do. sack do.....sack | 1 87½ | a 2 00 |
| COCAO— | | | Peas, white dry.....do | 6 00 | a 7 00 | SALTPETRE— | | |
| Caracas.....lb | 12 | a 14 | Do. black eyed.....do | — | a — | Refined.....lb | — | a 9 |
| Trinidad.....do | 6 | a 6 | Beans.....do | 7 50 | a 10 00 | Crude E. I.....do | 7½ | a 7½ |
| St. Domingo.....do | 4 | a — | HEMP— | | | SHEETINGS— | | |
| Para.....do | 5 | a — | Russia.....ton | 135 00 | a 200 00 | Russia, white.....piece | 10 50 | a 11 00 |
| COFFEE— | | | Manilla.....do | — | a 200 00 | Do. brown.....do | 8 75 | a 9 00 |
| Cuba.....lb | 12 | a 14½ | Sisal.....do | — | a — | SOAP— | | |
| Brazil.....do | 14 | a — | American dew-rot.....do | 130 00 | a 150 00 | New-York, Brown.....lb | 5 | a 6 |
| Porto Rico.....do | 13 | a 15 | Yarns, Kentucky.....lb | — | a — | Castle.....do | 11 | a 12 |
| Laguaira.....do | 12½ | a 14½ | HIDES— | | | SPELTER.....lb | — | a 3½ |
| St. Domingo.....do | 13 | a 14½ | La Plata & R. Grande.....lb | 14 | a 14½ | SPICES— | | |
| Java.....do | 14 | a 14 | Brazil.....do | 11 | a 12 | Cassia, in mats.....lb | 32 | a 28 |
| Jamaica.....do | 13 | a 14 | Do. wet salted.....do | 6½ | a 6½ | Cloves.....do | 50 | a — |
| COPPER— | | | Ononco.....do | — | a 13 | Ginger, race.....do | 7½ | a 6 |
| Sheathing.....lb | 22 | a 23 | W. India & Southern.....do | 10 | a 12 | Do. ground.....do | 6 | a 12 |
| Pig.....do | 17 | a 17½ | S. A. Horse.....piece | 1 15 | a 1 30 | Nutmegs.....do | 1 60 | a 1 66 |
| Old.....do | 16½ | a 17 | HOPS— | | | Pepper.....do | 16½ | a — |
| Bolt.....do | 24 | a — | First sort, 1832.....lb | 20 | a 21 | Pimenton, Jam.....do | 15 | a 15½ |
| CORDAGE— | | | Second sort, do.....do | 19 | a — | SPIRITS— | | |
| Foreign.....lb | 9½ | a 11 | HORNS— | | | Brandy, O. D. & Co. gal | 1 62½ | a — |
| American.....cwt | 10½ | a 11½ | Ox.....do | 100 | 5 00 a 20 80 | Do. Rochelle.....do | 1 40 | a 1 50 |
| CORKS— | | | INDIGO— | | | Do. Bordeaux.....do | 1 25 | a 1 35 |
| Velvet.....gross | 40 | a 50 | Bengal.....lb | 1 00 | a 1 50 | Rum, Jam. 4th proof.....do | 1 00 | a 1 18 |
| Common.....do | 20 | a 30 | Manilla.....do | 75 | a 1 12½ | Do. St. Croix, 3d do.....do | 95 | a 1 00 |
| Phial.....do | 5 | a 11 | Caracas.....do | 1 12½ | a 1 30 | Do. Wind. Isl. 3d do.....do | 85 | a 87 |
| COTTON— | | | Guatemala.....do | 75 | a 1 25 | Do. N. Orleans, 1st do.....do | 42 | a 55 |
| New Orleans.....lb | 11 | a 13 | IRON— | | | Do. N. Eng. 1st do.....do | 36 | a 37 |
| Upland.....do | 10½ | a 12½ | Pig, Engl. & Scotch.....ton | 40 00 | a 45 00 | Gin. Holl'd, Meder Swan | 1 12½ | a 1 15 |
| Alabama.....do | 10½ | a 12 | Do. American.....do | 30 00 | a 40 00 | Do. Hour Glass.....do | 1 10 | a — |
| Tennessee.....do | 10½ | a 10½ | Bar, do.....do | 80 00 | a 85 00 | Do. Pine Apple.....do | 1 10 | a — |
| COTTON BAGGING— | | | Do. Russia, P. S. I.....do | 95 00 | a 97 50 | Do. Imperial.....do | — | a 1 03 |
| Hemp.....yd | 13 | a 21 | Do. new Sable.....do | 95 00 | a 96 00 | Do. Country.....do | 37 | a 45 |
| Flax.....do | 12 | a 16 | Do. Sweden.....do | 82 00 | a 85 00 | Whiskey, Rye.....do | 30 | a 31 |
| Do. American.....do | 19 | a 21 | Do. English ass'd.....do | 70 00 | a 72 00 | Cider Brandy.....do | 40 | a 42 |
| DIAPERS— | | | Sheet, English.....cwt | 6 75 | a 8 00 | STEEL— | | |
| Russia, broad.....piece | 2 15 | a 2 20 | Feru L. Co. flat & sq. ton | 110 00 | a — | German.....lb | 10½ | a 12½ |
| DUCK— | | | Do. round.....do | 120 00 | a 150 00 | English.....do | 11 | a 14 |
| Russia, U. X.bolt | 13 00 | a 18 50 | Hoop, American.....cwt | 5 50 | a 7 00 | Trieste, in boxes.....do | 5 | a 6½ |
| Do. Brunsquins.....do | — | a — | Do. English.....do | 6 82½ | a 6 75 | American.....do | 6½ | a 6 |
| Do. Zottoff & Knopff.....do | 17 00 | a — | LEAD— | | | SUGARS— | | |
| Do. 3d quality.....do | 15 50 | a 16 00 | Pig.....lb | 6½ | a 6 | British Island.....lb | 7½ | a 9 |
| Do. inferior.....do | 12 50 | a 15 00 | Bar.....do | 6 | a — | St. Croix.....do | 8 | a 9 |
| German, Half.....do | 16 00 | a 11 00 | Sheet.....do | 6½ | a 6 | New Orleans.....do | 7 | a 7½ |
| Holland, A. A.do | 24 00 | a 25 00 | Old.....do | 4½ | a 4½ | Havana, White.....do | 9½ | a 10 |
| Ravens.....do | 8 50 | a 9 75 | LEATHER— | | | Do. Brown.....do | 8 | a 9 |
| Amer. Joy's, all flax.....do | 15 50 | a 14 00 | Sole, Oak tanned.....lb | 20 | a 27 | Do. Muscovado.....do | 6½ | a 7 |
| Do. No. 1 a 3.....do | 15 50 | a 14 00 | Do. Hemlock.....do | 17 | a 20 | Porto Rico.....do | 7½ | a 8 |
| Do. Phenix Mills, Pa.....do | 16 00 | a 10 00 | Do. damaged.....do | 14 | a 16 | Brazil, White.....do | 7 | a 8 |
| Do. cotton, Patterson.....do | 26 | a 39 | Upper, dressed.....side | 75 | a 75 | Do. Brown.....do | 6 | a 7 |
| Do. No. 1 a 10.....yd | 26 | a 39 | Do. undressed.....do | 1 00 | a 2 50 | Manilla, Brown.....do | 12 | a 7½ |
| DYE WOODS— | | | LUMBER— | | | Lump.....do | 6 | a 7 |
| Brazilito.....ton | 30 00 | a — | Boards, N. R.ft | — | a 15 00 | Local.....do | 14 | a 17 |
| Camwood.....do | 70 00 | a — | Do. East'n Pine.....do | 16 00 | a 17 00 | SUMAC— | | |
| Guaiac, Cuba.....do | 23 00 | a 24 00 | Do. Albany.....do | 16 | a 17 | Sicily.....ton | 70 00 | a 75 00 |
| Do. Tampico.....do | 21 00 | a 22 00 | Plank, Georgia do.....ft | 25 00 | a 33 00 | Trieste.....do | 33 00 | a 45 00 |
| Do. Maine.....do | 18 00 | a 21 00 | Staves, W. O. pipe.....do | 84 00 | a 56 00 | American.....do | 27 00 | a 30 00 |
| Logwood, Camphy.....do | 27 00 | a 28 00 | Do. do hhd.....do | 38 00 | a 40 00 | TEAS— | | |
| Do. St. Dom.....do | 22 50 | a 23 00 | Do. do bbl.....do | 37 00 | a 39 00 | Imperial.....do | 1 00 | a 1 31 |
| Do. Jamaica.....do | 20 00 | a 21 00 | Do. R. O. hhd.....do | 28 00 | a 29 00 | Gunpowder.....do | 1 00 | a 1 31 |
| Nicaragua, Bonite.....do | — | a 40 00 | Heading W. O.....do | 45 00 | a 47 00 | Hyson.....do | 75 | a 1 12 |
| Do. Coro.....do | 45 00 | a — | Do. Oak.....do | 18 00 | a 25 00 | Young Hyson.....do | 70 | a 1 06 |
| Do. Hache.....do | 67 60 | a 70 00 | Scaulding, Fine.....do | 18 00 | a 18 00 | Hyson Skin.....do | 40 | a 75 |
| FEATHERS— | | | Do. Oak.....do | 20 00 | a 25 00 | Souchong.....do | 36 | a 62 |
| Live, Foreign.....lb | 14 | a 20 | Timber, Oak.....sq. ft | 20 | a 25 | Bohea.....do | 22 | a 25 |
| Do. American.....do | 35 | a 40 | Do. Geo. Yell. Pine.....do | 25 | a 30 | TIMOTHY SEED.....ce | | |
| FISH— | | | Shingles, Cypress.....ft | 3 75 | a 4 00 | TOBACCO— | 15 00 | a — |
| Dry Cod.....cwt | 2 75 | a 3 00 | Do. Pine.....bundle | 2 50 | a 3 00 | Richmond & Petersb.....do | 3 | a 6 |
| Scale.....do | 2 00 | a 2 25 | MOLASSES— | | | North Carolina.....do | 3 | a 4 |
| Pickled Cod.....bbl | 3 60 | a 3 75 | Marinique & Quad.....gal | 30 | a 31 | Kentucky.....do | 3 | a 5 |
| Do. Salmon.....do | 12 00 | a 13 00 | English Islands.....do | 30 | a 32 | Cuba.....do | 9 | a 18 |
| Smoked.....do | — | a — | Havana & Matanzas.....do | 27 | a 30 | St. Domingo.....do | 9 | a 15 |
| Mackerel No. 1.....bbl | 6 25 | a 6 50 | Trinidad do Cuba.....do | 29 | a 31 | Manufactured, No. 1.....do | 10 | a 12 |
| Do. No. 2.....do | 4 50 | a 4 62½ | New Orleans.....do | 31 | a 33 | Do. No. 2.....do | 7 | a 8 |
| Do. No. 3.....do | 3 00 | a — | NAILS— | | | Do. No. 3.....do | 6 | a 7 |
| Shad, Conn. Mess.....do | 8 50 | a 9 50 | Cut, 4d to 40d.....lb | — | a 6 | Ladies' Twist.....do | 14 | a 16 |
| Do. Bucksport, do.....do | — | a — | Cut, 3d.....do | 6½ | a 7½ | Cavendish.....do | 8 | a 30 |
| Herrings.....do | — | a 2 25 | Cut, 2d.....do | 8 | a 8½ | WINES— | | |
| Do. Smoked.....box | 40 | a 1 00 | Wrought.....do | 10 | a 16½ | Madeira.....gall | 1 12½ | a 2 25 |



RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS.

OFFICE, 35 WALL-STREET.

NEW-YORK, NOVEMBER 17, 1832.

VOLUME I....NO. 47.

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AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, NOVEMBER 17, 1832.

We were highly gratified on Wednesday last, as we were passing up the Bowery, with a view of the beautiful Cars of the Harlaem Railroad Company. We understand they were made by Mr. Miln Parker, coach-maker, of this city. They are spacious and convenient, being divided into three distinct apartments, each amply large enough for eight, and can accommodate very conveniently ten persons—or twenty-four to thirty passengers inside; and, when we saw them, there were at least, we should think, an equal number upon, and hanging around the outside, the whole drawn by two fine horses abreast, at the rate of ten or twelve miles an hour. We admired their construction, and believe they are less liable to accident than most others we have seen, as the wheels are under the body, by which a person would be more likely, should he be run against, to be thrown from, than under its wheels.

We understood they were on that day devoted to the FAIR and the FATHERS, (or rather, to the FATHERS and the FAIR, as the Fathers were first served, in order to be in time for the turtle soup,) of our goodly city, who were, doubtless, highly delighted with the treat,—which is, in this city, so great a novelty.

We now have a specimen of Railroads in a

busy, bustling street, and it will, we trust, satisfy those who have been apprehensive of danger from their introduction, that they are far more safe to the pedestrian than hacks and stages, as they pursue a direct, forward course, and usually at a uniform velocity.

We consider this section of the Harlaem Railroad, now ready for use, the *first link* in a long line of Railroad, which will, and at no distant period, connect this city with the *far and fertile west*, and we therefore wish to all who are concerned in it, success in the undertaking, a speedy completion of the work, and a liberal return for their investment.

The gentlemen of the Railroad Company, together with the members of the Corporation of our city, partook of a sumptuous dinner given by the former at the City Hotel.

RAILROAD CARS.—Messrs. M. P. and M. E. Green, coach-makers, of Hoboken, N. J. left with us a day or two since, a lithograph print of the Cars which they recently constructed for the Camden and Amboy Railroad. We have heard them highly spoken of by travellers for their elegance and convenience; and we hope soon to have an opportunity of speaking from our own observation.

There will be found in our columns of to-day an extract from Mr. Alexander Gordon's Treatise on "Elemental Locomotion by means of Steam Carriages on Common Roads," from the London Magazine, which will amuse, if it does not surprise, some of our readers.

We give this week, according to promise, a representation of Walter Hancock's Steam Carriage, with a partial description from the London Mechanics' Magazine, together with a further description by Mr. Hancock himself, taken from his examination by the Committee of the House of Commons. There is also a separate representation of the boiler, of which we gave an interesting account in No. 36, and to which we

would again call the attention of our readers, now they have the engravings before them.

Extracts from Mr. Hancock's Examination:

How long have you been running that steam carriage? I dare say about a twelve-month this present coach, but I have been working for hire on the road only a month.

Are you the inventor of that particular description of engine that you make use of? Yes.

Will you state the progress which you have made in the improvement of your steam carriage? The principal improvement I consider is in the boiler: that of constructing the boiler much lighter than any that are now in use.

Will you be kind enough to give a general outline of your plan? There are flat chambers which are placed side by side, the chambers being about two inches thick, and there is a space between each two inches; there are ten chambers and ten flues, and under the flues there is six square feet of fire, which is the dimension of the boiler top and bottom. The chambers are filled from half full to two-thirds with water, and the other third is left for steam: there is a communication quite through the chambers, top and bottom: this communication is formed by means of two large bolts, which screw all the chambers together; the bottom bolts the bottom part of the chambers, and the top bolts the top part of the chambers; and by releasing those bolts at any time, the chambers fall apart, and by screwing them they are all made tight again. We have braces to fasten them; the steam is driven out from the centre of one of the flues, and the water is ejected from the pump at the bottom communication for the supply of water.

Does the fire pass between the boxes, or does it pass through them? It passes only between them.

There is no line of communication for the fire made between the boxes? Nothing more than the flue through which the fire passes; the sides of the boilers form the chimneys.

Have you ascertained what pressure such boilers are equal to? I have never gone beyond 400 lbs. on an inch; I have worked it on a road at 400; the average pressure on an inch is from 60 to 100.

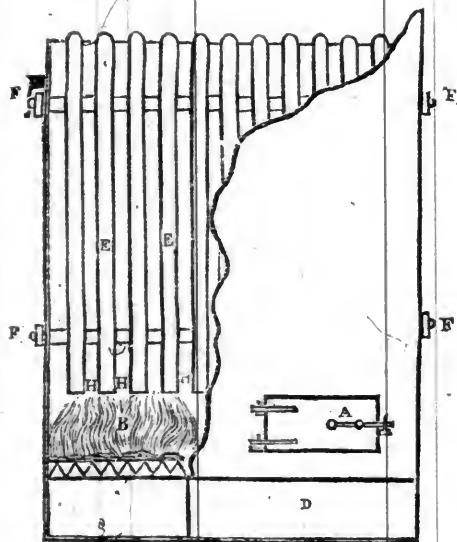
At what pressure do you set your safety-valve? Taking the average of roads, I work at about 70 lbs. upon the square inch.

You have calculated how many square feet of boiler? At the present carriage I have 100 square feet of boiler exposed to the fire.

[From the London Mechanics' Magazine.]

The engraving on our front page represents a new steam carriage, which Mr. Walter Hancock has just built to run on the road between London and Greenwich. For the following particulars of its construction, we are indebted to Mr. Gordon's valuable Historical and Practical Treatise, reviewed in our last number.

There are two engines, which are placed before the boiler and turned with the stuffing box down, so that the cylinders are uppermost, and the piston and connecting rods below. The crank shaft with two cranks is supported by a flexible frame, which provides for any concussion on rough roads. A chain passes over a sheave on the crank shaft, and over a larger sheave on the hind axle-tree. The wheels turn loose on the axle, and one or other, or both, are fixed by a clutch when required. This clutch is on the outside of the wheel, and can be screwed out or in, as the case demands, with great facility. The turning of the carriage round to the offside is prepared for, by throwing out the offside clutch, and keeping in the near one; and the turn round to the near side, is prepared for by throwing out the near clutch, and throwing in the offside clutch. A little play is left between the catches in each clutch, so that a winding road may not oblige either wheel to be disengaged; and it is only in a short turn, or a turn round, that the clutch must be shifted, and this can be done in a very small space of time.



The above engraving represents an elevation of the boiler, with part of the casing removed for the purpose of exhibiting the interior structure. A is one of the fire doors, of which there are two. B the fire-place; D the stoke-hole; E E the chambers, constructed of the best wrought iron; F F shows the manner in which all the chambers are bolted together, so as to form a large boiler of many compartments. There are fillets of iron, which keep the individual compartments at a proper distance from each other; and the spaces which these fillets leave are the flues of the boiler, through which the flames ascend, as shown at H H H. All these compartments are connected at the bottom for the purpose of keeping the water in each at the proper level; and at the top the steam is conveyed from each by as many pipes as there are chambers into the steam feed-pipe, by which steam is conveyed to the engines. By this arrangement, the only parts of the boiler which can be dreaded are the sides; but good ties will keep them together. And as to the bottom end, and top of the boiler, which are composed of the edges of these compartments, if one part is burnt out or hurt, it is only that individual compartment which can burst, an its power of doing mischief is not worth notice. The fire is urged by a blower

which is driven by a connexion with the engines. The waste steam is blown from the engines into the chimney, and so destroyed. The passengers are carried on the same machine, Mr. Hancock preferring that disposal of the weight to the dragging of it in a carriage behind. The wheels of the carriage are a beautiful exhibition of strength and lightness combined. The spokes are all wedge-shaped, and where they are fastened into the nave abut against each other. Their escape laterally is prevented by a large iron disc at each end of the nave; and these being bolted through, confine the spokes securely in their place.

In our last we gave a representation, with a partial description of Messrs. Ogle and Summers' Steam Carriage, and promised more particulars in this. The following extracts, together with what may be found in No. 36 of the Journal give the best account of it that we are in possession of—and upon further examination we find that those who are engaged in the invention of Steam Carriages are very cautious what they publish relative to the details of their construction, as will be seen by Mr Ogle's answer to the Committee.

"Have you made many experiments as to the size of your cylinder? We have made many experiments."

"In reference to the usual velocity you require, and the weight you have to carry, what do you find the most advantageous size of cylinder? The larger the cylinder, certainly, the better; but were I to give definite answers to such questions, it would be giving too much information to those opposed to us."

"Will you describe the form of your boiler? The base of the boiler and the summit are composed of cross pieces, cylindrical within, and square without; there are holes bored through these cross pieces, and inserted through the hole is an air tube. The inner hole of the lower surface, and the under hole of the upper surface, are rather larger than the other ones. Round the air-tube is placed a small cylinder, the collar of which fits round the larger aperture on the inner surface of the lower frame, and the under surface of the upper frame work. These are both drawn together by screws from the top; these cross pieces are united by connecting pieces, the whole strongly bolted together, so that we obtain in one-tenth of the space, and with one-tenth of the weight, the same heating surface and power as is now obtained in other and low-pressure boilers, with incalculably greater safety. Our present experimental boiler contains 250 superficial feet of heating surface in the space of 3 feet 8 inches high, 3 feet long, and 2 feet 4 inches broad, and weighs about 800 weight. We supply the two cylinders with steam, communicating by their pistons with a crank axle, to the ends of which either one or both wheels are affixed as may be required. One wheel is found sufficient, except under very difficult circumstances, and when the elevation is about one foot in six, to impel the vehicle forward."

"Have you taken out a patent for this invention? We have, in the name of William Alcott Summers and Nathaniel Ogle."

"You state that the weight of that carriage is about three tons or more—is that independent of the necessary load? That will include the coke and the water, but not the passengers."

"Have you any peculiar means for rendering explosion impossible? Yes; the cylinders of which the boilers are composed are so small as to bear a greater pressure than could be produced by the quantity of the fire beneath the boiler, and if any one of these cylinders should be injured by violence, or any other way, it would become merely a safety valve to the rest. We never, with the greatest pressure even burst, rent or injured our boilers, and have not once required cleaning after having been in use twelve months."

"Is the connexion between your different cylinders so perfect, that there is no danger of the steam collecting in one particular point of it? There is a perfectly free communication, and not the least danger to be apprehended."

It is not singular, however, that they should be cautious, when we consider the amount expended by some of them. Messrs. Ogle and Summers say they alone have expended over £30,000 sterling in bringing theirs to its present state of perfection. We cannot, therefore, give as minute a description of the Carriage as we could wish, but we are enabled to give a very interesting account of their Experimental Journey from Southampton to Liverpool, a distance of 200 miles, as they performed it.

Experimental Journey of Messrs. Ogle and Summers, in their new Steam Carriage, from Southampton to Liverpool, by the way of Oxford and Birmingham.

This vehicle, says the Liverpool Chronicle of Sept. 29th, of which we gave an account last week, arrived in town on Monday evening last. It drove rapidly up to the Adelphi Hotel, and after the ladies of the party who occupied it had alighted, the carriage proceeded to the Repository, in Great Charlotte street, where it still remains. It affords us much pleasure to be able to lay before our readers the following interesting account, which was furnished by the proprietors:

To reach Liverpool, observe Messrs. Ogle & Summers, was our intention, as here the efficiency of our power is most likely to be properly appreciated, and its application understood, for where so great and so laudable a work as the Liverpool and Manchester Railroad has been completed, the knowledge of the subject and its advantages are most generally diffused, and the number of practical and scientific men which that work and the mercantile demand for mechanical structures has called together, induced us to conclude that our method of obtaining power would meet with due consideration.

As many observations have very naturally (they observe) been made on the subject, and some doubts expressed of our ability to continue the journey, from the time which has elapsed since we left Southampton, we will, after offering a few observations, give a briefly detailed account of the journey, and the circumstances which caused delay.

"It can hardly be supposed that the completion of that mighty work, the Railway, of which England may be justly proud, would terminate the labors of mankind on locomotion; it was more likely to stimulate others to carry the subject still farther; and as man slowly and progressively improves, it must have been seen by the eye of science, that the beautiful and useful Railroad would, like all other human undertakings, be modified, and perhaps ultimately superseded, when the power of steam, or any other power, should be successfully applied to move vehicles along the prepared surface of the earth. When steam was first applied to propel vessels across the stormy seas of our climate, the attempt was derided, by even the informed and the good, as the vain wanderings of misdirected genius—we now know how deeply wronged the men were who, seeing farther than their opponents, persevered in the wondrous work, until the application of the power now insures swiftness, regularity, and safety, beyond all comparison. Let the reasoning be analogi-

cally applied to the application of steam for the purpose of propelling vehicles on the common roads, and the enlightened mind will instantly perceive the justness of the analogy.—The scientific man may apprehend many difficulties, but he will at once admit that, as there is no doubt of the principle being obtained, the details must follow."

These enterprising gentlemen left the village of Milbrook, two miles from Southampton, on the 13th of August, in their steam carriage, containing fuel, water, tools, and luggage, with a party of twenty-five persons, (most of whom accompanied them for no other purpose than to witness its performance,) and proceeded to Winchester, 14 miles, over a hilly, and, in some places, soft road, in one hour and ten minutes, with steam blowing off the whole distance. It was discovered on this route, in descending some of the hills, which are very steep, that the apparatus for retarding the carriage was not sufficient. The journey was, however, prosecuted towards Oxford, through Whitechurch—a cross-road, so hilly that the best horse coaches can only clear 8 miles, whilst the steam carriage cleared 12½ miles per hour. The delay on the road was, in no instance, occasioned by the slightest failure in the machinery, or want of firmness in the general structure. On descending a steep hill the drag got displaced, and the carriage actually passed over the space of one mile in a minute and ten seconds, without sustaining the least injury; and in another instance, it was driven through a river. On reaching Oxford, a more powerful break was put on, so as effectually to regulate its speed in descending hills. On examining the machinery, a defect was discovered in the crank axle; and on a critical inspection, it was also discovered that the man who forged it, at Messrs. Treffrys and Haseldens, had concealed three cold-shuts, and other faults: a singular circumstance, too, as it was the only piece of the machinery which was not made by themselves. This was a fortunate discovery, as another trial of its strength, like that of descending a hill at the rate of fifty miles an hour, might have been attended with serious consequences.

On this discovery, Mr. Summers started immediately for Bristol, by the way of Milbrook, a distance of 120 miles, and required more than a fortnight to complete and return with a new axle to Oxford. During their stay at Oxford an additional pump was added, to supply the tank with water, together with some other trifling matters. The springs of the carriage were, also, strengthened. The boiler was perfectly tight. When the new axle was in its place, they proceeded on their way to Birmingham, and performed the distance to Woodstock in 38 minutes, over a sticky, clay road. On this stage some experiments relative to waste steam were tried, which, it was thought, may be profitably used hereafter to heat the supply of water. On leaving Woodstock a good supply of water in the boiler was reported by the attendants; but it was soon discovered not to be the case, and, to complete the misfortune, they remark, "the communication between the tank and the pump was closed, and the boiler without water and red hot." Every precautionary measure was instantly adopted, and the boilers allowed to cool gradually. After a delay of three hours, water was again injected, but, to our great annoyance, we found that two portions of our boiler were injured. Its great power, however, enabled us

to reach, though with rather diminished speed, Chapel-house, where we remained, and again examined the boiler. On the following morning we proceeded towards Birmingham, and notwithstanding the misfortune which had happened to us, the steep hills, well known on the road, were ascended with facility: that of Liveridge, nearly a mile long, at eight miles an hour,—and our break, on descending, was found efficient. A clutch of one of the wheels was dropped on the road, so that we were compelled, when ascending the steepest hills, to work with only one wheel—a very serious disadvantage, when the ascent is considerable. On reaching Birmingham, it being dark, and the fog very dense, our lamps were lighted, and we passed without the least difficulty the various coaches on the road towards London; and with scarcely any fire, and no coke, for it was all consumed, and one wheel only in gear, we forced with rapidity our way through long continued masses of heavy gravel and broken granite just laid down, up the steep ascent called the Bull-ring, to the Church, without one check. There one wheel, and little steam, were found hardly sufficient to propel so heavy a body up so great and so rough an ascent. The artisans of Birmingham, who now formed a dense crowd, saw the cause of the difficulty, and instantly applied the little additional power which was requisite, and the vehicle reached its destination."

Business, and a desire to view the various manufacturing establishments at Birmingham, Stourbridge, and Shute End, where Mr. Rastrick's excellent locomotive engine is at work, (as well as his useful hydraulic lift,) induced them to remain a fortnight. On leaving Birmingham, the boiler continued to leak, and the blowing strap proved rotten, which caused them some trouble; but this was of little consequence compared with the discovery that they had not only the natural difficulties of such an undertaking, but also the ill will and malice of designing persons to contend with, as will be seen by the annexed extract:

"It was found that the connection between the tank and the pump was closed, and we were compelled to stop close to Soho, the factory of Messrs. Watt and Bolton, who neither rendered nor offered to render us the least assistance, being the solitary instance we encountered in a journey of 200 miles, of so sordid illiberality. On examining the cause of the stoppage, in the pipe, we found that some one had fitted, very neatly, a piece of wood into the cock, which acted as a plug. We do not envy the feelings of the malicious person who could perpetrate such a crime against those who had not given him any offence. After the discovery and removal of the cause, the vehicle proceeded to Wolverhampton, and then to Penkridge, in Staffordshire. From the badness of the fuel, the leak in the boiler, &c. the only real defect which has happened to any of the machinery, this part of the journey was performed in an unsatisfactory manner. The defect alluded to was the loosening of one of the piston rods, from the key not having been accurately fitted. The three last miles into Penkridge were performed with only one engine! At Penkridge, a new key was put into the piston, and one portion of the boiler cut out and left behind! This occupied several days. We then proceeded to Trentham Inn. On the following morning, the agent to the Marquis of Stafford, hearing that the cokes were bad, most kindly sent us some of a quality so superior that, on leaving Trentham, the adjacent and lofty hills were ascended with such rapidity, that well-mounted horsemen could not keep pace without distressing their animals. Mr. Cork, a coach proprietor, timed the vehicle, and found that two miles, nearly all up hill, were cleared in six minutes and a half. The difference in speed arising from the quality of the fuel was now apparent; and the coachmen on the roof, sent expressly by the coach proprietors to report our progress, gave up all doubt, and loudly

expressed their astonishment. At Newcastle we obtained a good strap for the blower, and accompanied by Mr. Witty and his son, the distinguished engineers, proceeded on our journey. Mr. Witty has most handsomely sent us the following letter, which, with the scientific and practical man, will remove all doubt:

'Basford Cottage, near Newcastle, Staffordshire, Sept. 26, 1832.

'Gentlemen,—On your arrival at Newcastle, last Saturday, I had an opportunity of witnessing the performance of your steam carriage on the Liverpool road. Myself and son travelled by it to Lawton Gate, a distance of seven miles, passing over two or three very high and long hills, well known to travellers on this road: in one part of which an arched drain crossing it was undergoing repair, so that the road was impassable, except on one side, where the ground had recently been filled in, but left quite soft, and just wide enough to admit a single carriage. Notwithstanding this formidable obstruction, I had the pleasure of seeing your steam carriage pass over it, although the wheels sank five or six inches in the soft ground. With regard to the speed, it much exceeded my expectations, when I saw a coach with the horses at full gallop pass by the steam carriage before we arrived at Lawton Gate.

'I cannot close my letter without congratulating you on the success of this trial, and from having some knowledge of the parts and principles of steam carriages, I think your patent boiler exceeds every other yet brought into use, and have no doubt of its being generally adopted.—I am, Gentlemen, yours, very respectfully, RICHARD WITTY.

'To Messrs. Ogle and Summers.

'P. S.—As you were much annoyed on this road by the want of good coke, permit me to recommend what is here called Worsley Coke. It comes from Lancashire. Our iron foundries all use it for smelting; no other will bear a blast equal to this. No doubt it may be found at the foundries in Liverpool.—R. W.'"

The greatest speed attained on the journey, except when it rushed down-hill, was between Knutsford and Hoo Green. The road is good, and, as they express themselves, "may be considered a *give and take* piece of ground." The distance is 3½ miles, and was passed in seven minutes, or a mile in two minutes. On leaving Hoo Green they were obliged again to use coke of an inferior quality. The few bags so liberally promised by the Directors of the Railway, were, by mistake, taken from such as had been found too poor for their own use, and of course were not suitable for experimenting; yet the journey was continued, and at times considerable speed was obtained by adding coal to the coke.—"We had been kindly warned," says Mr. Ogle, "and judiciously instructed how to proceed on reaching the embankment at Holdheath. Many bets were made that we could not pass this high, soft, and shaking embankment, and many scientific men deemed it the only remaining test necessary to prove to the most sceptical the prodigious power possessed by us."

With a full supply of fuel and water, the luggage of the whole company, and five persons on board,—the others having got down to witness the trial, and lighten the carriage,—it ascended steadily, and passed the shaking mass at the rate of full ten miles an hour. Not a voice was heard, even the numerous workmen on the St. Helen's Railway stood in anxious expectation of seeing it stop, or roll down the embankment,—but no sooner was the summit gained, than a simultaneous shout burst from all who witnessed the wonderful performance, and the carriage

with accelerated speed regained the solid ground. During the whole distance, even at the steepest ascent, steam was blowing off, which showed that there was an abundance of power to have carried up the whole company with the same ease that it carried the five.

When we reflect for a moment on the disadvantages under which this was performed,—one part of the boiler having been taken out—the quality of the fuel—the nature of the road—an immense embankment of soft earth recently raised, and so narrow that a deviation of six inches either way would have precipitated them down its banks—and the carriage itself on narrow wheels, which cut in, to the depth of several inches,—we cannot but be astonished at the result; and those who doubted before, cannot certainly doubt any more, that steam carriages on common roads are destined to effect as great a revolution in the mode of travelling on land as steamboats have on water.

"With the exception," says Mr. Ogle, "of the two parts of the boiler injured, there is not the remotest appearance of the slightest leak. Rushing down a flinty hill at fifty miles an hour has not started it one hair's breadth, the rattling over various pavements, even after the boiler was red hot, has not produced the least effect. Every joint is perfectly tight, which, considering the vibration, and the pressure of 200 lbs. on the square inch, may be deemed the acquisition of an important point. The furnace has suffered slightly, but not so much as might have been expected, considering that it is made of thin sheet iron.

"The substitution of mechanical for animal power, for the purposes of public transit, can no longer be a question. Perhaps among the improvements to which it may lead, are the partial levelling of the hills—making the roads hard and sound—and, where the traffic is great, and the speed required upwards of fifteen miles an hour, a train will be laid down of hard stone, each about three feet long, one and a half broad and deep, on which not only steam but other vehicles will run. This is contemplated between Manchester and Liverpool, which would probably turn a considerable portion of the traffic and personal transit from the Railway to the common road. It may be a question, and a serious one, with the public, after our experiment, how far the Railways proposed are advisable, either as a mean of transit or an investment of capital.

"N. O. & W. A. S.
"P. S.—Our boilers are equally applicable to vessels, factories, mines, or the collieries. Our object in coming to Liverpool is either to sell licenses for the working of our Patent, or to enter into such arrangements as will remunerate us for the very great outlay we have made in bringing our Locomotive Carriage and Boiler to its present state of perfection. We are, therefore, ready to receive applications from any person who may be inclined to treat with us."

STEAM CARRIAGES AND M'ADAM ROADS.—We have frequently observed of late, by the newspapers, that the citizens of Troy have it in contemplation to improve the road between that enterprising and growing city and Schenectady, for the purpose of trying the experiment of Steam Carriages upon Common Roads, in order to have as formerly a share of the travel, which now goes almost entirely by the Railroad. We hope they will do so, and that, in the course of another summer, we may see a beautiful steam carriage competing with the commodious cars of the Hudson and Mohawk Railroad; and we have no place where the comparative merits of travelling can be more fairly ascertained, thousands, and tens of thousands, from the South

and East,—and New-York, from the North and West,—would then have an opportunity, without additional expense, of seeing, and not only of seeing, but of testing, both; and, from that comparison, spread, as the information would be, to all parts of the country, great benefits would undoubtedly result, and therefore it is, that we hope they will persevere in their plan, and construct a road to Schenectady strictly after the rules laid down by Mr. M'Adam, which will be found in this number of the Journal at considerable length. It would serve as a model for others to go by, and stimulate them then to adopt it.

As we have devoted so much space of late in the Journal to *Steam Carriages*, it would seem no more than just that we should also endeavor to provide for them suitable roads to run upon, so that when some of our ingenious and enterprising countrymen shall have rivalled those now in use in England, they may have a fair field for experiment; and accordingly, we have given a lengthy and interesting extract from the examination of J. LOUDON M'ADAM, Esq. by the Committee of the House of Commons, upon the subject of Road Making and Repairing.

This subject,—one in which every person is directly interested,—cannot be too frequently referred to, nor too strenuously urged upon the attention of the public. We have probably published more upon it, within the last twelve months, than has before been published in this country; and, altho' very little attention seems to have been called to it, we have taken measures to obtain later and more particular information from Mr. M'Adam than we now possess, as we consider it a matter of deep interest to every man who rides or drives, as well as to every one who buys or sells, or has to provide the necessaries of life.

Extracts from J. Loudon M'Adam's Examination before a Committee of the House of Commons, in the year 1819.

I believe, Mr. M'Adam, you reside at Bristol? Yes, I do.

And have under your care a considerable district of the turnpike roads in that neighborhood?—Yes, about 180 miles of road in that neighborhood.

How long has your attention been particularly directed to the state of the public roads of the kingdom generally, and the means of their improvement?—About 25 years.

Are you a professional civil engineer?—No.

Be pleased to state to the Committee the general state of the turnpike roads at the time you first directed your attention to them, about 20 years ago?—I think the state of the roads twenty years ago was worse generally than at present, and in particular places much worse. If the Committee would indulge me, I would mention what first led me to these considerations. On my first arriving from America, in the year 1783, at the time the roads were making in Scotland, (their Turnpike Acts being in operation about twenty years at that time,) very many of their roads were unmade. I was then appointed a commissioner of the roads, and had occasion in that capacity to see a great deal of road-work.

Where?—In Scotland. This first led me to inquire into the general method of road-making, and the expense of it. Since that period I have been mostly in Bristol, where I was also appointed a commissioner of the roads; the very defective state of which could not fail to attract my attention. I was induced to offer myself to the commissioners to take charge of the roads as a surveyor, because I found it impossible for any individual commissioner to get the roads

put into a situation of being mended with any prospect of success; and no individual could incur the expense of making experiments on a great scale. The roads of Bristol were accordingly put under my direction in the month of January, 1816.

That was when you were appointed surveyor?—Yes; I have travelled at various times during the last twenty years, to ascertain which are the best roads, and which are the best means of road-making over the whole kingdom, from Inverness, in Scotland, to the Land's End, in Cornwall. I have obtained all the information that an unauthorized person could expect to receive. In the course of travelling through the country, I have generally found the roads in a very defective state, certainly much worse in particular parts of the country than in others; and in particular counties I have found some parts of the roads much worse than in other parts of the same county. The defects of the roads appear to me to proceed from various causes, but principally from the large use of a mixture of clay and chalk, and other matters, that imbibe water, and are affected by frost. Such roads become loose in wet weather, so as to allow the wheels of carriages to displace the materials, and thereby occasion the roads to be rough and rutty. More pains, and much more expense, have been bestowed on the roads of late years, but without, in my opinion, producing any adequate effect, from want of skill in the executive department. I consider the roads in South Wales, in Monmouthshire, in Cornwall, in Devonshire, in Herefordshire, in part of Hampshire, in part of Oxfordshire, and some part of Gloucestershire, are managed with the least skill, and consequently at the heaviest expense. The paved roads of Lancashire appear to be very unprofitable, and very expensive. I shall mention to the Committee a few roads which I think in a better condition, and under a better system of management. Eastward of Bridgewater, in Somersetshire, near Kendall, in Westmoreland, and near North Allerton, in Yorkshire, the roads appear to be in a much better state than in other parts of the kingdom; and there is a striking difference in the moderate rate of their tolls, which I have always found most moderate where the roads are best managed. I consider the reason of the roads in those parts being in a better condition than in other places, is from greater skill and attention being paid to the preparation of the materials, and the manner of laying them on the roads.

Does the superiority of roads, in certain places that you have mentioned, arise from their better materials in those neighbourhoods?—No; the same material is found in many parts of the kingdom with much worse roads.

Then, in general, you impute the badness of the roads solely to the applying of the materials?—Yes.

And also to the formation of the roads?—That I consider as part of the application of the materials.

Has there prevailed of late years a general spirit of improvement, in different parts of the country, with regard to the roads?—I think there has, and particularly in the west country.

What instances have come within your own knowledge?—The roads immediately round the city of Bristol to the extent of 148 miles, round Bath to the extent of 49 miles, between Cirencester and Bath to the amount of 32 miles, the roads of nine trusts in the eastern parts of Sussex amounting to 97 miles, at Epsom to Surrey amounting to 20 miles, at Reading in Berkshire six miles, amounting in the whole to 352 miles, have been put into very good condition; in addition to which, there are now under repair, five trusts in Wiltshire and Berkshire, amounting to 108 miles; six trusts in Middlesex, Cambridge and Huntingdon, amounting to 91 miles; six trusts in Devonshire, Buckinghamshire and Glamorganshire, amounting to 129 miles; making a total of 323 miles under repair. These are roads that have been mended, or are now mending, under di-

rections which I have given, or which have been given by my family.

You are not particularly acquainted with the improvements taking place under the management of other persons? Not particularly; but I have some knowledge of some of them from circumstances.

You have not taken under observation the great road to Holyhead?—No; that I understand is a new road. You asked me with respect to the spirit of improvement; I would wish to explain in what way I think that is proceeding. I have been sent for and consulted by 34 different sets of commissioners, and as many different trusts, and in 13 counties, to the extent of 637 miles, all of whom have been making improvements, and I have had many surveyors instructed and sent to different parts of the country, at the request of commissioners; many surveyors also in the neighbourhood where improvements are making, have availed themselves of the opportunity of having instruction. Thus the surveyors of Southampton and that neighbourhood have attended to what is doing at Salisbury and Wilton; thus the surveyors at Kingston and Guildford have profited by the improvements at Epsom in Surrey.

On which road are the 20 miles that you mentioned at Epsom?—From Epsom to Tooting, and then across the country to Kingston. Several surveyors near Reading in Berkshire have imitated, with considerable success, the improvements on that road. Mr. Clay, who has contracted for the repair of the Kingsland road near London, engaged a young man who was in my office at Bristol, Mr. Marshall, whom he sent afterwards to Leeds in Yorkshire. It has been my study to give every facility to spread information.

Has your attention been directed to the roads in the neighbourhood of London; and can you state to the Committee whether any corresponding improvement has taken place in this district?—I think less improvement has taken place round London than in the country. On the Surrey roads the examples set by the pieces of road made at Blackfriars and Westminster bridges has induced a little amendment; the materials have been more carefully broken, and they have continued to use the hammers, rakes, and other tools which were recommended to them; but the general improvement is unimportant: and I am not aware that any alteration has taken place in the system of expenditure, and the mode of being supplied with materials, or in employing more competent surveyors.

From the experience you have had in the improvements that have taken place, have you found that these have been attended generally with an increase or diminution of expense?—In general the expense must be diminished by the improvements. The repairs of one hundred and forty-eight miles round Bristol, and many expensive permanent improvements and alterations, have been made in the last three years, during which a floating debt of upwards of 1,400*l.* has been paid off, a considerable reduction of the principal debt has been made, and a balance of a considerable amount is remaining in the hands of the treasurer, applicable to further alterations, or to the payment of part of the debt, at the discretion of the commissioners.

[To be continued.]

An Historical and Practical Treatise upon Elementary Locomotion, by means of Steam Carriages on Common Roads. Illustrated by Plates. By ALEXANDER GORDON, Civil Engineer. 8vo. pp. viii. 192. London.

We live in an age of wonders: and the amazing rapidity with which it has become possible to travel from one part of the kingdom to another, is not the least wonder of the age. Time was when an Edinburgh merchant could boast, that he "should have in readiness a sufficient strong coach to run between Edinburgh and Glasgow, to be drawn by six able horses, to leave Glasgow *ilk Monday morning,*

*and return *ilk Saturday night.* God willing."* Six days in travelling from Edinburgh to Glasgow, with the assistance of six horses!—This was in 1678. In 1765, we find the following advertisement:—"A new post coach, hung on steel springs, with four horses and two postilions, sets out from the Greyhound Inn, Market Place, Bath, and the George Inn, Drury Lane, London, every Monday, Wednesday, and Friday, at 7 o'clock in the morning, and arrives at the above Inns on the following days at four in the evening. *The Coach stops all night at Andover, going and coming.*" Our readers will know how possible it is to breakfast leisurely in London, and to sit comfortably down to a late dinner, or an early supper, at Bath, in the evening of the same day.

It is, however, worth while to inquire by what means and at what cost, this improvement—as far as speed, saving of time, and travelling expenses are concerned—has been obtained? We know that much is owing to the great pains which have been taken to form good roads; but, generally speaking, this quick travelling has been accomplished by means at which humanity is compelled to shudder. Listen to Mr. Gordon: "The short average life of stage coach horses (three years only!) shows how dreadfully over-wrought and *out-wrought* they are by the speed now in practice. Driven for 8 or 10 miles, with an oppressive weight, they tremble in every nerve. With nostrils distended, and sides moving in breathless agony, they can scarce, when unyoked, crawl to the stable. It is true they are well fed; the interest of their owners secures that. They are over well fed, in order that a supernatural energy may be exerted. The morrow comes, when their galled withers are again to be wrung by the ill-cushioned collar, and the lumbering of the wheels. But we do not witness all the misery of the noble and generous steed. When the shades of night impend, the reproaches of the feeling, or the expostulations of the timid traveller, no longer protect him from the lash; and the dread of Mr. Martin's Act ceases to effect for a time its beneficial purpose; when the stiffened joints—the cracked hoofs—the greasy legs—and stumbling gait of the worn out animal, are all put into agonized motion, by belabouring him *upon the raw!* The expression is Hibernian, but the brutality is our own. A few ill-gained pounds reconcile the enormity to the owner—and the *cheapness* and *expedition* of the conveyance give it public sanction: but HUMANITY is outraged by the same: *human sympathies are seared;* and the noble precept, that 'the merciful man is merciful to his beast,' is trampled under foot."

And yet the increased speed of which we have spoken is but the crawling of a snail, compared with what has since been accomplished. On the 23d of November, 1830, the distance between Manchester and Liverpool was travelled by a carriage containing three persons, *in fifty-eight minutes!* In February, 1831, five loaded wagons, fastened to each other, were drawn nine miles in one hour. In the same month, *thirty wagons,* fastened to each other, containing, with luggage, passengers, &c. the enormous load of ONE HUNDRED and SIXTY-FOUR TONS and a HALF, averaged *twenty miles an hour* upon level ground.

These are some of the wonders of STEAM; and the carriages propelled by this amazing power have been improving to the present moment. To furnish a history of those improvements—to point out their commercial importance—to explain their principle—to give practical illustrations of their utility—and to recommend their general adoption—are the objects of Mr. Gordon in the very interesting and important volume now before us; a volume which displays the ability of the writer in a striking point of view, and which, merely as a matter of entertainment, will amply repay an attentive perusal. The first chapter treats on THE ADVANTAGES of elementary locomotion;—these advantages are considered under the heads of Commercial, Political and Moral. As an immense saving of time, this mode of tra-

velling, or of transporting goods, is equivalent to a saving of capital: the idea of distance is almost annihilated, so that the merchandize or manufacture may be conveyed to any part of the kingdom at a very moderate rate of profit, and at the shortest possible notice. The subject is then regarded in a political point of view, and Mr. Gordon shows plainly that immense quantity of Food, which it would preserve for the use of the human species, would go far to frighten pauperism, and all its attendant evils of starvation, disease, and misery, far away from our beloved country. "By the substitution of inanimate for animate powers, this may easily be effected. At present the animal power employed in the commercial transportations of this great kingdom, is estimated to amount to two millions of horses: each horse consumes as much food as is necessary for the support of eight men. Hence the conversion of its consumption to purposes of human existence would, if carried to this practical extent, amount to a quantity of food equal to support sixteen millions of people."

This subject is pursued in detail at considerable length; and Mr. Gordon shows plainly the influence of the system in the price of grain—of butchers' meat—of tallow and candles—of hides, leather, and shoes—of woollen cloths—of all the necessities of life;—as also the saving of expenditure in the army and navy estimates, and in the Post Office department alone to upwards of half a million. A necessity for the repeal of the corn laws would no longer exist. The pilchards of the channel, and the herrings of Loch Fyne, would find an easy inland consumption. Taxes would be no longer a burden; and from the savings a sinking fund would be speedily formed, under which the enormous national debt would eventually disappear! All these and other prodigies Mr. Gordon connects with the introduction of Steam Carriages, and goes very far to demonstrate, in the volume before us.

The influence of the system is then regarded as to its moral bearings—the greatest degree of safety to the passengers both as to casualties, and the diseases occasioned by cold and wet from exposure on the top of coaches. Its influence on humanity to animals we have already shewn. "Thus," says Mr. Gordon, "we have comfort for comparative inconvenience—safety for danger—accelerated speed without inhumanity—gain of time—of accommodation—of money—and, over and above all, as a non-consumer of food, we have by the substitution what will remove the host of Malthusian ills to a period of almost indefinite duration."

The volume furnishes a vast quantity of documentary evidence in illustration and confirmation of all Mr. Gordon's principles, and a number of excellent engravings by which the whole system is explained and valuable information furnished to Mechanics. We had marked a number of passages for quotation, but must refer our readers, for the present, at least, to the volume itself, which is replete with curious and interesting information. The subject is one of national importance, and Mr. Gordon must be regarded as a philanthropist of no ordinary character. [London Magazine.]

[From the Miners', Pa. Journal.]

INCREASE OF RAILROAD TRANSPORTATION.—From the 25th September to the 1st November, 12,157 tons of coal descended the West Branch Railroad, the tolls on which amounted to \$2,768, showing an increase of \$300 on the whole amount of tolls received upon the business of last year. Such is the rapidity with which transportation has increased on this Railroad, that the receipts during a single month are considerably greater than the income of a whole year! And this business is still increasing, with a prospect of continuing as long as our mountains shall yield the article transported, or the wants of consumers shall afford a market. The same observation is applicable to the other Railroads in this vicinity, whose transportation has augmented in a similar ratio—the foundation of whose prosperity is equally as solid.

To the Editor of the Railroad Journal:

SIR.—The perusal of Major Douglass' Report to the Commissioners of the Brooklyn and Jamaica Railroad has afforded me great satisfaction. He proposes substituting "wooden pillars, one foot in diameter, and three feet long," "instead of stone blocks," for "the foundation part of the structure." "These to be set thirty-three inches deep, and three feet and a half apart, along the line of each rail—the largest end down, and puddled dry."

I will now beg leave to suggest a modification of the Major's plan. I would propose that these "wooden pillars" should be nine or ten feet long, and set upwards of three feet in the ground, nine or ten feet apart, and, as he proposes, with *dry puddling*. It is, however, just below the surface of the ground that the pillars will be most liable to decay; and to remedy this defect, I would propose that a thin coat of cement or plaster, composed of the most eligible materials, be laid contiguous to the pillars, on the top of the "dry puddling," on an inclined plane, and covered over with pieces of plank. The pillars should be charred, and perforated through the centre from end to end with a small hole, plugged at the bottom, and saturated with oil. I would avoid, however, going into minute details, as upon such occasions, various expedients may be suggested.

Executed in this way, about an equal quantity of timber would be required; but as there would be only one pillar to set, in the place of three, and the cross-ties of iron of course dispensed with, we will estimate the additional work and materials as an equivalent for the cross-ties of iron, and setting and puddling three pillars instead of one. Upon the whole, then, so far the expenses of the two modes would be about equal.

The Major tells us, however, that a wooden rail and flat iron plate might be used on the same foundation, with a saving of about \$800 per mile on the foregoing estimate. It would, probably, be a few years *less durable*, and would require at least double the surplus above named to keep it "in permanent working order." He had previously stated that, "Its durability, if properly constructed and taken care of, is estimated at fifteen years, at the end of which the wooden pillars may be renewed at \$2000 per mile"; but if the "wooden rail" would render it still "less durable," it is easy to see that this project could not conveniently be reduced to practice. The pillars in front of my piazza stood, without requiring any repairs, for forty years, with the precautions above stated. I would presume, then, that the durability of the pillars may be estimated at fifty years. When we take into consideration, too, the facility of effecting these repairs of the pillars, without the least derangement of the rails, all objections on this score would be done away. The rails, if properly constructed, would probably last a century. I would propose that they should be made of three or four rows of well seasoned white or southern pine plank, placed edgewise on the pillars, at half an inch distance from each other, breaking joints; on the top of these plank, a cap piece should be placed for supporting the "flat iron plate," projecting half an inch on each side beyond the rails. If rails thus constructed are always kept well painted, they would be nearly indestructible by weather.

But there remains still an objection, which, at first blush, would appear insuperable. The overturning of a car from such an elevation would indeed be terrific; but the cars must not be suffered to overset. On rails lying on the surface of the ground this would not be easy to effect: a thousand accidental circumstances might occasion such disasters—but, when running on

rails so elevated, no accidents could well occur but from some derangement of the machinery, and every expert mechanic knows that, in a short time, practice would teach him effectually to remedy all mischiefs arising from that source.

One circumstance, however, which would result from the adoption of the plan now proposed ought to be particularly noticed. Where the irregularities and inequalities of the surface of the ground is not considerable, it will be unnecessary to remove a single shovelful of earth. How far this almost total exemption from grading and levelling may go towards lessening the aggregate of expense I cannot pretend to say: it certainly would amount to hundreds, if not to thousands, of dollars per mile.

The freedom from dust and mud, and, in the winter season, the easy removal of snow, which this elevation would give to the rails, are objects of no small importance. It would also prove a great security against various accidents to which rails immediately even with the surface of the ground are liable.

How far the proposed elevation of the rails may facilitate their progress through the streets of Brooklyn, I leave the parties concerned to consider. It strikes me, however, very forcibly, that it would have a powerful tendency in removing the inconveniences necessarily attendant on grading and reducing levels in the streets of a town.

Should objections occur, which I have not noticed, I could wish to see them fairly stated, as it is possible that it may be in my power to obviate or remove them.

Very respectfully, I am, Gentlemen, your obedient servant,

J. S.

P. S.—The iron rail, founded on blocks of stone, is subject to a very disagreeable jar, especially when the velocity is increased. This may, in some measure, be obviated by placing the carriage on springs; but I am inclined to believe, by the substitution of *wood*, in the place of *iron*, this jar would be entirely removed, and the velocity might be accelerated almost *ad libitum*. Upon the whole, the improvement, in my apprehension, when it comes to be tested by actual experiment, will be found to be very great: its almost total exemption from accidents, and, probably, from noises of any kind—its durability, and easiness of motion—but, above all, its cheapness, and facility of execution—must, and will, ultimately give it a decided preference.

[From Bell's Weekly Messenger.]

IRON STEAMBOAT.—On Wednesday, the 19th of September, the Lord William Bentinck iron steam vessel, lately launched at Messrs. Maudsley's yard, in the Belvidere road, which has been lying off Westminster bridge, unmoored for the first time, her steam engine of 60 horse power and all her apparatus being completed. Captain Johnson, of the East India Company's service, under whose superintendence she was built, and all the partners of the firm of Messrs. Maudsley, were on board, with some of their friends, and the vessel proceeded up the river for the purpose of trying her speed and the working of her engine. She sailed admirably, and every thing succeeded beyond expectation. With the engine on board, and a supply of coals, she does not draw more than 17 inches water. This vessel was intended to be sent out to India, to ply on the Ganges, but the East India Company, for whose service she was built, have determined not to send her out, but to keep her on the Thames, for the purpose of towing their own ships up and down the river, and also for conveying cargoes from London to their outward-bound ships, when lying at Northfleet Hope and Gravesend. Another iron vessel, flat-bottomed, has been laid down at Messrs. Maudsley's yard, which is in a state of great progress, and will be completed in about a month. This vessel will not have a steam engine on board, but will be used entirely for cargoes, to be towed by the iron steamer. Several of these iron steamers are to be built for the East India Company, and it is now determined merely to fit

them together in this country, and then pack them in pieces, and send them out to Calcutta in the Company's ships, where they will be built under the superintendence of competent persons sent there from England.

AGRICULTURE, &c.

[From the New-England Farmer.]

AGRICULTURAL ESSAYS, No. II.

THE IMPORTANCE OF MANURE.—Too much cannot be said upon the subject of Manure. The vast importance of this article has not been sufficiently attended to by farmers in general, although it is the principal source of their riches; without it, after all their care and labor, they can have but miserable crops of grass, flax, corn, &c. A man must plough, hoe, mow, rake and hire, more on poor than on rich land; and it will take a much greater number of acres to support his family comfortably. And it requires the same quantity of seed, is much harder to till, and is taxed the same as rich land; and after all produces not one half the profits. Every farmer, therefore, who wishes to reap the fruits of his labor and care; to improve his lands and increase his substance; and to live easy some future day, should carefully attend to the increase of his manure.

And here I would observe, that the hog-stye, properly attended, will be found to be one of the greatest and richest sources of this important article. Almost any quantity may be obtained from it; provided the farmer will be as careful to feed the stye, as the swine confined in it. All kinds of weeds, potatoe tops, straw, pomace, broken peat, dressing of flax, butt-stalks, roots and vegetables of every kind, will soon become the richest of manure when thrown into the hog-stye. Three or four swine in this way, will make twelve or fifteen loads in a year; the value of which, where dung is scarce and dear, will be four pounds at least. Several judicious farmers of my acquaintance are persuaded that the greatest profits in keeping swine arise from their styes. A small proportion of this manure, mixed with soil and rubbish, would be seen in a field of potatoes or of Indian corn. And the quantity to be made in one stye, well supplied with weeds and other vegetable substances, through the year, is almost incredible; some have said that "forty loads" may be obtained in this way, from ten or twelve swine, in one year only. And great quantities of excellent manure for dressing grass land, may be obtained by ploughing, or cutting up green sward two or three inches thick, by the sides of roads, walls, &c. and laying it in heaps, grass side down, for eight or ten months. A little lime mixed with it would render it fit for use much sooner.

One would think, that a farmer who mows over three or four acres of land, naturally good, but worn down, and which yield not more than fifteen or twenty hundreds of hay—who cultivates as many acres of Indian corn, on a soil equally as good; but starved and exhausted, and which return him sixty or seventy bushels only; when he looks into the fields of his neighbor, which are not better, if quite so good, in point of soil, but which are richly manured, and yield three times the crops yearly, must be convinced of the vast importance of manure; and of the amazing advantages to be derived from this great and capital article in the cultivation of the earth. The Chinese, who may be termed a vast nation of farmers, as agriculture is their most honorable and their principal employment, pay the greatest attention to it. The urine of families is all carefully saved; and the refuse of every kind of vegetable substance which the earth produces, through their labor and care, is made to contribute to reproductions. And, as very little can be done in the farming line in the states of New England without manure, excepting new lands, which from the general deluge have increased in richness, by the falling of leaves, and other substances scattered on their surfaces, it ought to be considered and attended to most carefully. And there can be no ju-

dicious farmer among us, who does not endeavor to obtain large quantities of this article, in proportion if possible to the proposed cultivation and improvements of the next year.

We read, that the lands of the rich man brought forth plentifully, but this was not merely because the possessor was rich; for, the lands of the wealthy will be no more productive than those of the poor, if they neglect to manure them properly. The truth is, a plenty of manure, and a judicious, seasonable cultivation, will soon put a new face upon almost any lands whatever. And if farmers in general would pay more attention to the increase of their manure, they would experience a decrease in their labors, and receive a much greater profit from them. A few acres of good land richly manured and highly cultivated, would support their families comfortably. And there is scarcely any soil, but which, by these means, would give a prudent man a decent living. And that farmer in this state who will not give his attention to this subject, cannot reasonably expect any great profits from cultivating the earth, nor to become respectable in his profession.

[From the Southern Agriculturist.]

RULES FOR THE HOUSING AND PRESERVING OF SWEET POTATOES.

CHRIST CHURCH PARISH, S. C. June, 1832.

Dear Sir,—In compliance with my promise, I have been governed for many years in putting up my potatoes. I have been very successful in following them, and I hope they may prove beneficial to others. The first thing to be considered is the cellar, and I would recommend—

1st. The rails or puncheons to be split in July, or the first of August, and stacked up for drying.

2d. The cellar to stand east and west, with the door in the centre and perpendicular, to face the sun the most part of the day.

3d. To be made on as high and dry a spot, and convenient for draining as possible, and made at least five weeks before wanted.

4th. To be double banked, by making a coarse frame to support the same. The earth to be taken four feet from the foot of the cellar all around, about three feet wide, eighteen or twenty inches deep; in this ditch, never let any water remain, but keep it perfectly dry.

5th. To be supported inside by short crutches, standing three feet high with poles, or rails laid lengthways in those crutches. By thus supporting your cellar, it will last you two years with safety, by airing it. When your cellar is finished, small fires to be made at each end, that it may be perfectly dry and clear of damp.

6th. The cellar to be perfectly tight with no air holes left—to have two doors, one a tight door for the inside, the other a slat door hung on, and opening on the outside; the slat will admit the requisite air as much as it may be necessary.

7th. The pine-trash to be well dried as usual, and laid in the cellar six inches thick at least, and if dried a second day, it would be of advantage.

8th. To begin with your potatoes—make four sortments in the field; 1st, all that are least touched with frost or chilled—2d, all that are cut—3d, seed—4th, eatable potatoes—to be harvested free from any kind of wet or rain, and brought in by sunset, and on no consideration move them a second time, but put them where you intend to keep them from the first move out of the field.

9th. On commencing your housing, small fires to be made in any thing convenient, say a large pot with a little earth in the bottom, every evening, until all are housed; your slat door then to be used, leaving the inner one open, and admit the air freely every morning, but shut in time, say two or three hours before sunset.

Now, having housed your crop, you will find considerable damp, but not detrimental, if you will pay attention to it, which is one of the principal secrets to be observed. On seeing

this in a moist morning, you must have a small fire or a smoke of lightwood or pine bark made to clear up this damp, and sometimes a second fire will be requisite, of which you will be the best judge when sufficient. Observe to keep the tight, or inner door, open at the same time and they will soon become cool. In a state of moisture your potatoes will remain for ten or twelve days. After this you will find them become more cool and much less damp in your cellar, which you should examine every morning. About this time you will find them sprouting, then you are sure of their keeping. But little trouble is now required—only, on seeing the damp, mind to make a little fire and open your inner door for air. The sprouted part of them is only on top of the heaps, not more than five or six inches deep: on examination, you will find the inner or lower part of them clear of sprouts, and dry. In my opinion, slips may be kept thus for two years; and root potatoes much longer than they generally are in our country.

The slat (of which the doors are made) is about two and a half inches in width and the same between each slat to be open. The door is about five feet high and two feet six inches wide.

A coarse frame is made with crutches for double banking. Your obedient servant,

JOHN M. PHILLIPS.

Note.—The plan here laid down by our correspondent has been successfully followed for many years, and we have been shown potatoes kept more than a year by him, in these cellars. Our readers will recollect that another of our correspondents experienced great benefit from the use of smoke in his cellars, and from all we can learn, we are inclined to believe that they may be kept longer in a sound state by following these rules, or similar ones, than any other mode in common practice among us.—[Ed. So. Agr.]

[From the New-York Farmer.]

MEDICAL TREATMENT OF HORSES.

MR. EDITOR,—I am aware that my ideas respecting the nature and treatment of Glanders, Grease, Strangles, &c. are somewhat peculiar, but I still think them correct. I conceive the bile to be the natural corrector of the system; and, when diffused in the circulation, it comes in contact with the glands, by which the various humors of the body are prepared and passed. These glands are irritated and inflamed, especially the smaller glands, which are unable to pass the bile; it irritates, inflames, and produces suppuration in them, and induces Farcy, Glanders, and other glandular affections. The kidneys, and other large glands, are capable of passing this secretion, and hence the Yellow Waters, or Jaundice. While the bile continues to flow regularly by the ordinary channels into the bowels, they are rarely, if ever, disordered, or any affection of the glands appear; but the moment it is diffused into the circulation, irregularity of the bowels and glandular affections ensue. This secretion is indispensable to a healthy digestion, and in this view every way important in the bowels, but in the circulation a deadly poison. It would seem, therefore, every way important to direct this secretion as nature intended it, into the bowels.—Such are my ideas on this subject: and I remain,

Yours, &c.

CARLO.

August 25th, 1832.

DIABETES IN HORSES.

MR. EDITOR,—Diabetes is generally considered an incurable disorder, both in men and horses, but if properly treated, I think there is good ground to hope for a cure, especially in young horses. The first object appears to me to divert the overaction from the urinary vessels to the bowels: to effect this, I would recommend to give daily a ball made of gamboge, aloes, and flour, as in a case of costiveness, for eight or ten days; and, at the same time, give an ounce of uva ursi, in powder, morning and evening, mixed with his food, and continued for ten or twenty days. The balls will divert the

action to the bowels; and the uva ursi will operate to strengthen and give tone to the urinary vessels. If any fever, an ounce of ipecacuanha put into two quarts of warm water, and a pint given daily in his drink, will soon cure the fever. The uva ursi should not be given until the fever is gone.

CARLO.

September 3d, 1832.

[From the American Farmer.]

ANEMONIES.

GREATFIELD, CAYUGA COUNTY, N. Y.

10th mo. 22, 1832.

A florist of this neighborhood purchased some Anemonies at Thorburn's, about a year ago, and made me a present of three roots, presuming that they were one or more of the numerous varieties of the *Anemone coronaria*. At the usual time of planting, these were forgotten; but finding them accidentally in the early part of summer, I set them in a shaded border, consisting of pit-sand and vegetable earth from the woods, and thought little about them for several months, except to keep the ground free from weeds. One month ago they began to flower with a splendor that has attracted the attention of every person who has visited the garden. The prevailing color is a light red, inclining to scarlet; the exterior sepals green, striped with red and white, but the bases of the interior sepals are white, with a stripe of this color often passing upward into the red. The flowers are double, sometimes proliferous, and often contracted on one side. I had observed some time ago that the leaves greatly resembled those of *Anemone hortensis*; but in the culture of the latter plant I have not been successful in the open ground, and it was therefore with some surprise that I observed the flourishing condition of our present plants. On examining them by Loudon's Encyclopedia, we found them to agree with *Anemone pavonia*, a native of France, and which is distinguished from *Anemone hortensis* chiefly by its "very acute sepals" and taller scape. Ours are from twelve to fourteen inches in height, the flowers two inches in diameter.

Though so late in the season, these plants show no symptoms of decline: new scapes are successively protruding from the crowns; and there is a fair prospect of their continuing in this state till the ground shall be frozen.

Will the Editor be so kind as to inform me if he has cultivated this plant; and also, if he has been successful in cultivating *Anemone hortensis*?

D. T.

[The Editor of the American Farmer has never been able to succeed in cultivating the *Anemone* of any species. He has never seen the one described by "D. T." and would be glad to obtain a root of it.]

[From the Northern Farmer.]

INFLUENCE OF HORTICULTURE.—In all parts of our country, where Horticultural Societies have been formed, and a taste for gardening, as a necessary consequence, improved; new capabilities both of soil and climate, have been suddenly developed; and fruits and other horticultural productions, believed to be exclusively the growth of more genial climes, have been reared in abundance, and great perfection.

We would suggest to gentlemen of taste, and enterprise, that it is with their influence to promote the formation of County Horticultural Societies; and would submit to them whether, by so doing, they might not greatly promote practical horticulture, and consequently the health, morals, and comforts of the community.

[From the Southern Planter.]

MANAGEMENT OF SWINE AT THE SOUTH.—An extensive farmer in Twiggs county, has given us some additional particulars on this subject. He makes from 40 to 50,000 weight of bacon annually. His hogs roam at large till late in the summer. When his sweet potatoes and peas begin to get ripe, he has his hogs turned in upon them, one field at a time, and allowed to remain until pretty well cleared. They are then turned into another field, and so

on. He never loses any of his hogs by this course—as often happens when fed upon peas alone—he thinks potatoes and peas preferable to either separate. A short time before killing, he puts them in pens and gives them corn. His hogs are the common breed. Has at this time about 350 head. He plants potatoes and peas in every field, especially for this purpose.

[From the Northampton Courier.]

SILK.—There may be seen at the Town Hall to day, among the articles of American Manufacture, Silk in all its various stages of preparation, from the looms of Mrs. Shaw in Belcher-town. There are 1200 skeins of Sewing Silk of all colours and beauty; 350 sticks of Silk braid; 66 skeins of Silk from the floss or tow as it is called; 10 hanks of silk reeled upon the Italian reel, and many bundles reeled upon the American one; the difference is striking. There are also silk hose made from raw silk and the tow also, a very firm and neat article. Mrs. Starkweather, of Northampton, also has some beautiful specimens of silk hose wove in this town and bundles of raw silk for exhibition. The cocoons in their various stages may be seen there also. We rejoice to see public attention turning to this practically useful branch of business.

[From the American Farmer.]

THE CULTURE OF THE VINE.

BERKELEYVILLE, Oct. 16th, 1832.

Mr. Editor;—Having intimated to you some time since that, when I found leisure, I might send for your disposal an account of some experiments I have made in the cultivation of the Vine, I accordingly transmit this.

In early life a farmer; and afterwards greatly injured in health by the sedentary life necessary to a course of collegiate and professional education; and by medical advice, from a northern, located in a southern part of our country, I purchased about three years since a small plantation, resolving to return to farming, my original employment, and with that to cultivate the vine. I was induced to undertake the cultivation of the vine, by the hope that I might exert an influence to increase in our country the pure, light, home-made wines, and thereby lessen the destructive effect of ardent spirits. My knowledge of rearing the vine was entirely theoretical. I had read considerable upon the subject, but had no experience.

The famous native of this state, the Scuppernong, had particularly attracted my attention. Late in the fall of 1829, I set out in the usual way three hundred cuttings of the Scuppernong, besides a number of other kinds of vines. Early in the spring of the next year, a neighbor, who was a subscriber to "The American Farmer," showed me a number of that periodical, in which was a communication of Mr. Herbemont, of Columbia, S. C., on the speedy manner of rearing the vine by grafting. Immediately I procured stocks of the Muscadine, (*Bullus* here named,) and other kinds from the surrounding woods, and grafted upon them scions of the Scuppernong and others; and to try the suitability of different stocks to the several kinds of vines, I grafted interchangeably, and in some cases different kinds upon the same stock.

My manner of grafting was that recommended for vines in the columns of the "American Farmer," viz. common cleft grafting, even with or below the surface of the ground. In some cases I bored gimblet holes in the roots, and thus inserted the scion, which manner also succeeded. At first, I put a composition of clay before drawing earth around the scion, but have since discontinued this as useless.

A friend in Pennsylvania sent me about four hundred cuttings of vines, from a vineyard in that state; and, though an unlooked-for delay in their conveyance, they did not reach me until some time in the month of April. Of these last I succeeded in saving a few only of three kinds, viz. the Lisbon, Robs-wine, and Madeira. My Scuppernong cuttings generally budded with apparent vigor; but soon, when hot weather

came on, withered and died—with the exception of two only, which, by careful watering and being in a place somewhat shady, grew off, and are now flourishing, bearing vines.

Those I grafted of all sorts generally succeeded. The common growth the first season about twelve feet; some upwards of twenty feet, and others under twelve.

With respect to the experiment of grafting interchangeably, and different kinds on the same stock, I mention as an instance of its success, that this fall I gathered Scuppernong and Sweet Water Madeira Grapes from vines growing on the same stock of the common Bunch Grape; Scuppernongs, from the stock of the Fox Grape; and other different kinds from stocks of the Muscadine. But I have found, that the Scuppernong does best grafted upon the stock of the Muscadine, to which it is similar in its bark, leaf, and texture of wood. As to the time of grafting, the spring appears to be most favorable; but I have flourishing vines grafted in the fall and winter. And I have experienced less trouble, and had more success in grafting upon stocks procured from the woods, than upon those standing, where desired, of natural growth, for the latter are more apt to send forth shoots, which, unless repeatedly pulled off, will destroy the growth of the graft.

Intending to add more in some future communication, I will conclude this by observing that, from my own experience, and that of others which I know, the Scuppernong very rarely succeeds when attempted to be propagated by cuttings. With great esteem, yours, &c.

SIDNEY WELLER.

Apple Trees.—A horticulturist in Bohemia has a beautiful plantation of the best sort of apple trees, which have neither sprung from seeds nor grafting. His plan is to take shoots from the choicest sorts, insert them in a potato, and plunge both into the ground, leaving but an inch or two of the shoot above the surface. The potato nourishes the shoot whilst it pushes out roots, and the shoot gradually springs up and becomes a beautiful tree bearing the best of fruit, without requiring to be grafted.—[Canada Record.]

It is stated in the Pensacola Gazette of 26th ult. that some seed of the *Teak-wood* was to be sent there by the Navy Department to be sown in Florida. This, as our readers may know, is very solid, heavy, durable wood of the East Indies.

Improved Manufacture of Flour.—An improvement in the mode of manufacturing flour, in order to preserve it in a sweet and sound condition, for a long period, has been for some time past in practical operation, at the Flouring Mill of Nathan Tyson, Esq. at Jones' Falls. On various occasions, in the shipment of flour to hot climates, or to the distant ports in the Pacific, merchants have sustained material losses in consequence of the article having proved unsound and sour, on its arrival out, in spite of all the care that had been employed in the selection of wheat and its conversion to flour. To obviate this difficulty is the design of this improvement of which we are now speaking, and the inventor, acting on the principle, that by removing the cause, the effect will also necessarily be removed, has erected on one side of his mill, a furnace with drying cylinders, by means of which, after the flour is ground and bolted in the usual way, it is deprived of all moisture—the substance which it is believed is the primary cause of its fermentation, and becoming sour and hard.

The apparatus is simple, economical and efficient, and the heat being applied externally to the cylinders, does its office without in any way affecting or altering the original flavor of the flour. As far as the article made in this way, has been submitted to the test of experiment, the result has been perfectly satisfactory. A small parcel has been sent to Rio de Janeiro and brought back again to this port, and is as sound and good now as at the time of its manufacture. The real value of the improvement can, of course, only be fully tested in a more enlarged field of experiment, and to a trial of this kind it is now submitting in a cargo of two thousand barrels, despatched on a distant voyage. Should the process be successful in furnishing so important an article as flour, divested of its ordinary tendency to spoil, it will prove invaluable for the purposes of

commerce. To our friends in the West, who send their flour to the New Orleans market, under the disadvantages of a long voyage and hot climate, it cannot be less important.—[Balt. Am.]

FOREIGN INTELLIGENCE.

LATER FROM EUROPE.—The Boston papers of yesterday furnish us with London dates of the 4th ult., received by the way of Halifax.

The King of Spain is not dead, notwithstanding the confirmation in our last by way of Malaga of the report of his death. He had been very ill, and was insensible, it would seem, for a time—which led to the rumor of his death.

The Belgian question, it is now said, will be settled amicably, though on the other hand, our readers will remark that a large French force was said to be concentrating on the Belgic frontier, which had led to an intimation on the part of Prussia, that, in case the French troops entered Belgium, the Prussians would also march into that kingdom. A change has taken place in the French ministry, which places Soult at its head. This may possibly be construed into a preparation for war. The Boston papers do not apprise us which of the old ministers go out, nor who compose the new Cabinet. The Duke of Broglie, however, and M. Hurmann, the only names mentioned, are not of the movement party.

As to Portugal, Don Pedro's cause looks well.—The rumor of an attack made by Don Miguel's troops on Oporto is stated in the Boston Atlas to be confirmed. Don Miguel's loss is calculated at nearly two thousand in killed, wounded and prisoners, and Don Pedro's to nearly 500. Among the prisoners were a number of friars, who were decorated with chains and marched through Oporto. A renewal of the attack was expected, but in perfect confidence that it would again fail.

Besides the successful resistance of the attack of Don Miguel on Oporto, we have to announce the capture of a 26-gun ship bound to Lisbon, from Goa, with about 30,000l. on board in treasure, on the 21st ult. by the Constitutional brig *Twenty-Third* of July; and also the dismantling of the Fort Aveiro, by a detachment of Pedro's troops.

The fleet of Admiral Sartorius was seen within a few leagues of Oporto on Sunday, who was supposed to be wending his way towards Vigo, off which place Don Miguel's squadron was said to be on the preceding day.

Funeral of Sir Walter Scott.—The remains of Sir Walter Scott have been consigned to the tomb, amid the unfeigned regret of thousands. We understand that cards had been issued to nearly 300 persons, who almost all attended the funeral. One o'clock was the hour fixed on for the time of meeting, and for about an hour afterwards carriages of different sorts and gentlemen on horseback continued to arrive from Edinburgh and other parts of the surrounding country. The company having partaken of refreshments, adjourned to the library, where they heard an eloquent and affecting prayer from Principal Baird; and a little after two o'clock the melancholy procession began to move from Abbotsford to Dryburgh Abbey. As the long funeral train passed through the villages and hamlets, one universal feeling of deep sorrow pervaded all classes! Groups of people were assembled at different parts of the road, and on elevated points from which a view could be obtained. Most of them were in mourning, and many standing uncovered. The streets at Melrose were lined on both sides with the inhabitants in mourning, and uncovered. The shops of this and other towns were shut, and the sign-boards were covered with black.

Before the body was committed to the earth, the English burial service was read by the Rev. J. Williams, Rector of the Edinburgh Academy. A little before five in the afternoon, the last offices were performed.

The spot in which Sir Walter Scott is laid in, is north wing of the splendid ruin of Dryburgh Abbey; now, alas! containing a more splendid ruin

than itself. Here is laid the body of Lady Scott, and also that of his uncle. The situation is secluded, romantic, and quite congenial to all the ideas of the deceased.

[From the Journal of Commerce.]

LATEST FROM HAVRE—By the packet ship Sully, we have Havre papers to Oct. 5th, and Paris to the evening of the 3d.

PARIS, Oct. 3.—Stock Exchange, Oct. 2, half past 4 o'clock.—The obstinate resistance of the King of Holland has given rise to the idea that he must be supported by the Northern Powers: which together with the disappointment occasioned by the Moniteur's not containing the appointment of the new ministers, gave some uneasiness to speculators, who in consequence pushed sales, which led to a fall of one-third per cent.—

Subsequently a reaction took place, but still closing quotations remained about 3.8 per cent lower than those of yesterday. For money the Fives have fallen 45c.; the New Loan and Neapolitan, 30c.; the National Loan, 25c.; the Threes, 40c.; Roman, 1.2; Belgian, 1.8; Rentes Perpetuelles, 3.8; Guebhard's have risen 3.8. For the end of the month the Fives have 30c.; the Threes, 35c.; Belgian and Rentes Perpetuelles, 3.8.

An express has been received from Dunkirk announcing the arrival of the Marquis of Dalmatia there on Monday, on his way from the Hague to Paris. A letter of the 27th ult. from the Hague, after announcing that the French Ambassador was on the point of quitting that capital, adds that his departure appears to have no connection with the present political crisis.

SALES AT HAVRE, Oct. 4th.—129 bales Louisiana Cotton at 98¢106; 200 do. Georgia at 96c.; 73 bags Rio Coffee 78 3-4.

Sales Sept. 29.—228 bags Hayti Coffee at 1734 duly paid 68 brls. Russia Potash at 36f; 435 bales Georgia Cotton at 90¢102c. 520 bales Louisiana Cotton at 89¢100c. September 28, 276 brls Potash at 30f75¢40f; 282 bales Louisiana Cotton at 95¢115.

MARKET, Sept. 29.—Coffee is without variation, 1400 bags Brazil sold at 12s. or 83f 50 per 50 ko and Porto Rico at 85f 80. The sales of cotton are 1800 bales this week at prices well supported.

[From the Baltimore American of Saturday.]

LATEST FROM RIO DE JANEIRO.—The schooner Mary, Captain Perry, arrived at this port yesterday evening from Rio de Janeiro, whence she sailed 26th September. Captain Perry reports that on the 25th a mob collected in one of the public streets, in front of the Theatre, and demanded the reinstatement of the late Ministry. The matter seemed to be lightly viewed by the Government, as no means were resorted to for dispersing the people, who, however, departed on the approach of a shower of rain. When the Mary sailed, order had been restored, but it was feared that the partisans of the Ex-Emperor would make further efforts to regain their influence.

The sessions of the Chambers had been prolonged to the 20th of October. On the 15th of September a discussion took place in the Chamber of Deputies on the subject of improving the circulating medium of the country. After a long debate, it was resolved to appoint a committee of three to draw up and report to the Chamber, a project of a law for the establishment of a National Bank. When the Mary sailed the Chamber were occupied in joint session on the amendments to the Constitution, to be proposed to the next assembly. Two of these had passed the Chamber of Deputies but were negative in the Senate. The first declared that the future government should be a hereditary monarchy. The other that the Senators could be elected for a specified term, instead of for life. The latter was rejected by a majority of one vote after a long and animated discussion. Two Senators, whose age and infirmities usually prevented their attendance, turned out on this occasion, to vote against the passage of a law which would deprive them of their offices, worth 6000 milreis per annum.

On the 18th September, official notice was given of the existence of the cholera, New York, and it was understood that all vessels coast from that port will be subject to a long quarantine. The United States' schr. Boxer remained at Rio, the Lexington and Warren were at the River Plate, and the Enterprize sailed for Bahia on the 23d of September.

Captain Perry states that the market was almost bare of Flour, which was in much demand; the price was 20 milreis per barrel. Exchange on London 40 per cent.

SUMMARY.

Mr. Rives and family have arrived in the Sully.

VERMONT.—The Legislature adjourned on Thursday last. A resolution was passed, permanently locating the State House at Montpelier, and appropriating \$40,000 for the erection of a new one. The inhabitants of Montpelier are to give \$20,000, making \$60,000 in the whole, which, it is expected, will build a pretty decent State House.

The Right Rev. Bishop Hopkins passed through Windsor, on the ninth instant, with his family, on his way to Burlington.

Messrs. Worcester and Butler, the missionaries confined in the Georgia penitentiary, have addressed a letter to the editors of the New York Observer, in which they contradict the story of their having been compelled to render assistance in the construction of the Georgia lottery wheels.

Yale College.—The annual college catalogue presents the names of 46 students in Theology, 31 in Law. In the Senior Class 93, Juniors 75, Sophomores 88, Freshmen 98, Under Graduates 354. The Medical Class does not assemble till November, and consequently is not enumerated in the catalogue. The average number of medical students for the last ten years has been 73.

A meeting has been held in Fluvanna county, Virginia, for the purpose of taking into consideration the propriety of making application to the Legislature, at its ensuing session, for the passage of a law appropriating such a sum of money, or such sums, from time to time, as the public finances will admit, for the gradual removal of such free persons of color as are now resident within the Commonwealth; and of such slaves as may be hereafter emancipated for the purpose of removal to such place without its limits, as the Legislature, in its wisdom, may designate and direct.

The commander of one of the U. S. Revenue Cutters, speaks of the great benefits already resulting from the Breakwater in Delaware Bay. He gives an account of several vessels, lately riding out a gale, protected by the Breakwater, which otherwise would have certainly been wrecked.

SENATOR BIBB, OF KENTUCKY.—Since our paper of yesterday was issued, we have received the Mayaville and Louisville papers of the 1st instant, which say nothing of the death of Mr. Senator Bibb, and we infer that the information communicated by the letter from Mayaville is incorrect.—[National Int.]

AUGUSTA, Oct. 31.—A lady of this city left New York on yesterday morning week, at 10 o'clock, and arrived in Augusta on Monday evening last, at half-past four, and slept one night in Savannah. We know of but one case that comes near this. It does not equal it. A gentleman attended church in New York this Sunday, and the next was at church in Augusta; but he came to Charleston only by water. The lady went to Savannah and arrived one day earlier.

A correspondent informs us that in 1827 the schr. Excel arrived here in 70 hours from New York, and that goods by her, forwarded by the steamboat George Washington, arrived in Augusta in five days after their departure from New York. A lady passenger attended church in New York on one Sunday, and on the following performed the same at Sparta, seventy-five miles above Augusta.—[Savannah Georgian.]

Considerable sensation was aroused about town to-day by the discovery of a quantity of human bones and flesh, under Deering's Bridge. Parts of five different bodies were enumerated by Dr. M'Lehlan and Dr. Clark, who presume them to have been used for anatomical purposes. These bodies are supposed to be those of men, women and children. Clothes, such as stockings, shirts, a sheet, &c. were also found. A coroner's inquest, holden by Mr. Swett, Coroner, reports that "the cause of the death is to them unknown." No suspicion is yet hazarded as to whose remains they are. They have been all decently interred this afternoon at the Almshouse.—[Portland Adv. of Nov. 10.]

COURT FOR THE CORRECTION OF ERRORS.

Tuesday, Nov. 13.—Mr. Van Vechten closed the argument in the case of Anthony R. Livingston vs. the Peru Iron Company.

Wednesday, Nov. 14.—Samuel Wright appellant vs. John Tayler respondent. Mr. D. Graham, jr., opened the argument on the part of the appellant.—Mr. Prescott Hall commenced the argument on the part of the respondent, but the court adjourned before he concluded.—[Albany Argus.]

NEW-ORLEANS, 27th Oct.—"It is now established beyond a doubt," says the New-Orleans Courier, of 27th, "that the direful malady, the Cholera, pervades our city. The Board of Health met yesterday, and concurred unanimously in the belief of its existence here." The number of cases is not mentioned.

The same paper expresses regret at the daily arrival of strangers, as the yellow fever had not ceased to exist.

A duel was fought on the 25th ult., near the Florida line, between James D. Westcott, Jr., Secretary of Florida Territory, (one of General Jackson's civil officers, translated from the Department of State,) and Thomas Baltzell, Esq., an Attorney at Law, of Webbville. After two fires, one of Mr. Baltzell's balls passing near the throat and the other just above the hip of his adversary, without doing much injury, the affair ended.—[Alexandria Phoenix.]

Fire.—A fire broke out last night about 9 o'clock in the Fancy Hardware Store of Mr. Lowerre, 91 William street, a door or two from Maiden-lane.—It was soon extinguished by the exertions [of the firemen, and the ravages of the flames did not extend beyond the shop in which it first broke out—even part of the stock of goods was saved.—[Courier.]

The Commanding General of the U. S. Army has issued an order revoking a previous one authorizing commanding officers of Regiments and Posts to recommend the discharge of soldiers at their own request, or at the request of their friends, on paying the sum of 25 dollars, to reimburse the recruiting fund against the losses which would arise, on granting such discharges, having been found in practice, to operate disadvantageously to the public interest. A reward of thirty dollars will be paid to any person who shall apprehend and deliver to an officer of the Army a deserter from the Army.—[Boston Post.]

The Emigrating Choctaws.—We learn from the Arkansas Gazette, of October 10th, that the emigrating Choctaws were expected to cross the Mississippi about the beginning of November. They will be embarked at Memphis, Vicksburg, &c. on board of snag steamboats belonging to the government, which, from their light draught, are said to be well calculated for the service. From the points of embarkation they will be conveyed up the Mississippi to White River, and up White River to a point known by the name of Rock Roe, a few miles below the mouth of Cache, from whence they will proceed by land to their place of destination west of the Arkansas. Agents had been sent out by Mr. Armstrong, Superintendent of Emigration, in various directions from Little Rock, (Ark.) to engage wagons, oxen and horses, for the conveyance of the Indians from the place of landing to their new country.—Upwards of 100 teams, of five horses or six oxen each, were to be employed in this service.

Remarkable Natural Curiosity.—Mr. Parker last evening brought to our office a small living tortoise with two distinct heads and necks, each head having two eyes, and possessing and exercising all the functions that belong to the head of that animal. The little double head appears to delight in water, tho' there was not a perfect agreement between the two heads as to which should be the head. This singular affair will be this morning at Mrs. Parker's oyster cellar in Chesnut, above Third street. Mr. Parker purchased it of a farmer, who found it in a field.—We ought to add, that after the double head and neck, the rest of the animal appears to be a unit.—[U. S. Gazette.]

CINCINNATI, Nov. 2.—This day the Board of Health report, that no case of Cholera had occurred.

MONTREAL, Nov. 8.—The last canoe of the Hon. Hudson's Bay Company, expected from the interior this season, arrived at Lachine on Tuesday, 6th inst. The only passenger therein, as far as Sault St. Mary, (Lake Superior) was Donald M'Kenzie, Esq. who intended to proceed direct from that place to New York. The two Bay ships, the Prince Rupert and Prince of Wales, arrived from England at York and Moose Factories, in Hudson's Bay, on the 24th of August. The Red River Settlement, Assiniboia, continues in a very thriving and prosperous condition. Cholera had not, at the latest advices, reached Sault St. Mary's.

Spot on the Sun.—A writer in the Connecticut Courant states, that there is now a spot in the sun's disc, nearly ten thousand miles in diameter. On Saturday last it was quite distinctly marked, and appeared nearly circular. In the morning it was to be seen directly above the sun's centre, nearly half way towards his western limb.

NEW-YORK AMERICAN.

NOVEMBER 10, 12, 13, 14, 15, 16—1832.

LITERARY NOTICES.

ON POLITICAL ECONOMY IN CONNECTION WITH THE MORAL STATE AND MORAL PROSPECTS OF SOCIETY: by THOS. CHALMERS, D. D.: 1 vol. 12mo. pp. 405; New York, Daniel Appleton.—We look upon this book as important in several points of view, but in none more than in that which seeks to connect the study of political economy with the education of ministers of religion. The stigma undeservedly attached to a science pursued by the French economists, and by the untrammelled Scotch philosophers, on account of the real or imputed scepticism of its votaries, is fast passing away. The name of *Whately* in England, and in our country of *W. Vicker*,—both able ministers of the church, and not less able or zealous expounders of the true doctrines of political economy,—have already served to establish the compatibility of this science with the strictest profession and practice of religion; and now *Chalmers* comes with a special treatise, written to show that political economy not only may form a part of the education of churchmen, but that it is essential to the best interests both of religion and society—that it should do so. We cannot here enter into an investigation, or even an analysis of the peculiar views in political economy of Dr. Chalmers; though those who would desire to ascertain them without or previous to reading the treatise, will find at the close of the volume, an excellent synoptical view of its doctrines. The main aim of the treatise, however, may be stated to be—the enforcing of the important truth that the principal object of political economy, which is to multiply the means of human enjoyment, can only be surely attained by such a system of common and Christian education, as will raise the habits and tastes of the people, and render them sensible to those moral and prudential restraints which forbid the contracting of the relations of husband or parent, without the means of sustaining them. This truth is, of course, most applicable to the condition of an old country, like England, where the population is pressing upon the means of subsistence, and where this “population is maintained in a state of perpetual overflow,” by the unwise and demoralizing system of poor laws; but it is like all truth, universal; and may be listened to here, as elsewhere, with advantage.

THE TREASURY OF KNOWLEDGE AND LIBRARY OF REFERENCE.—Parts I, II and III. New-York.—James Conner.—The art of condensing can hardly be carried farther than in this volume—which, being about the size of a small dictionary, embraces in very clear, though of course not large stereotype—in Part I, an English Grammar and Dictionary, very copious, and a list of moral maxims—in Part II, the New Universal Gazetteer, or Geographical Dictionary of Edwin Williams, of which we had occasion to speak warmly in commendation some two or three weeks ago—and in Part III, a Law Dictionary, a Classical Dictionary, an Analysis of Chronology and History; a succinct History of the United States; the Declaration of Independence; the Constitution of the United States; with Tables of Remarkable Events in various countries, &c. &c. This may indeed be well called a treasury of knowledge. It is by itself a whole library. There are two very remarkable engravings from wood, by a young American, J. A. Adams; they might be mistaken, even by critical eyes, for steel engravings.

PROVERBES DRAMATIQUES.—1 vol. Boston. Gray & Bowen.—This collection of pieces from the French drama, consisting of short and amusing comedies, has been prepared by Professor H. W. Longfellow, of Bowdoin College, as a Class Book for learners

somewhat advanced in the knowledge of the French—and it seems to be well adapted for such a purpose. The book is printed on a fair clear type, and very good paper.

LEGENDS OF THE WEST; by James Hall; 1 vol.: Philadelphia, Harrison Hall.—We have read this volume with pleasure, and laid it down with regret that there was not another to accompany it. Mr. Hall is one of the most truly characteristic American writers of the day; and we should not be surprised if the peculiarly original complexion of these legends should, in the existing popularity of description of American life, make them cordially received abroad. His hunters and trappers, though not equal to Cooper's Natty Bumppo as we first meet with him in “the Pioneers,” are more natural, fresh, and striking, than “the Scout,” after his manifold resurrections. His Indians, though less poetical we apprehend, are truer to the reality than Mr. Cooper's; and his pictures of border life can only be rivalled, but not surpassed, by the vivid sketches of Mr. Flint. Legends of the West will richly repay more than one perusal, and the book is so neatly printed as to be well worth binding up for the library.

THE BOYS AND GIRLS' FAMILY LIBRARY, Nos. II. and III.: New York, J. & J. Harper.—These two volumes contain the “Swiss Family, Robinson;” an adventure of a family cast away on a desert island. This little work, which has gone through seven editions in London, purports to be the narrative of a Swiss pastor and his children wrecked on a desert island; and imparts, under the attractive form of a story, much useful knowledge in natural history, and good lessons for the general conduct of life.

THE WORKS OF ROBERT BURNS COMPLETE, WITH HIS LIFE; by F. Lockhart, Esq.: printed by William Pearson, Cliff-street, and sold by the principal Booksellers.—This is a publication we are very glad to see; for, by giving all the writings of the poet thus in one volume, the collection is brought at once within the means of many who are most anxious, but least able to possess them.—Burns being, though a favorite with people of taste in every condition, better known and relished than any other poet in the humbler walks of society. The work is preceded by Lockhart's interesting Life of the Poet, which we noticed sometime since; and a portrait of Burns, with an autograph letter, enriches the publication. It is neatly stereotyped in an 8vo. of the same size with Galignani's edition of the Modern English Poets.

THE ROMAN NIGHTS, OR THE TOMB OF THE SCIPIOS. Peabody & Co., Broadway.—This is a new edition with plates, of a work very popular in Europe, and of which we gave a long and favorable notice when it first appeared in this country. It is a book of instruction and amusement that may be read with interest and advantage by many.

TALES OF GLAUBER SPA, by several American Authors. 2 vols. Harpers.—As this book must be already in the hands of most of our readers, it is almost a work of supererogation to notice it here: especially, as the names of the writers, Miss Sedgwick, and Messrs. Bryant and Leggett, Sands and Paulding, are a sufficient guarantee for its literary merit.

The advantages which a work of this kind has over an ordinary collection of stories from the pen of a single individual, however gifted, lies in the variety of style, and the decided difference of character with which each separate sketch is imbued by the hand that traced it. In the instance before us, the peculiarities of each author are strikingly marked, and tend much to the interest of the whole collection. Their different tasks in the composition of the work seem to have been a labor of love with them, and we are con-

vinced that they either wrote, if in winter, before a crackling hickory fire—a better enhancer of the brain than champagne itself—or else, if in summer, when in good humor with themselves and all the world beside. All this, however, may be owing to the salutary effects of the Glauber Spa: the waters of which we trust have some excellent properties to compensate for their name—the very pronunciation of which might, with delicate people, be successfully substituted, when one was needed, for an emetic. Our circumscribed limits will not allow us to dwell much at length upon this work, and we must, therefore, compress our observations into a mere notice of each story. “The Block House” is a tale of the frontier, describing western life and character with a great deal of spirit. Though but a sketch, the incidents are wrought up with much power, and display that peculiar graphic talent for which Cooper, in his happier moments, is remarkable. The scene of La Bossu is laid in the reign of Charlemagne, and the tale reads like an episode from a Waverley novel. “The Skeleton's Cave” is an original conception, beautifully but not completely filled up: it betrays a mind keenly alive to the beauties of nature, and has in it some exquisite touches of scenic description; but the story might have been lengthened to much advantage, and without any diminution of its interest, which is already great. “Medfield” is of the German School, and, though by no means so striking a story as the previous one, has both the beauties and faults of it in an increased degree. The author's inventive and improving powers evidently do not harmonize. To the simplest ideas of others he imparts almost a poetic charm: his own original conceptions he manages very indifferently. It is as if a lapidary should throw away diamonds in the rough, and yet not let a pebble pass unpolished from his hands. “Mr. Green” paints high life in Chatham street: it is a very droll extravaganza; but the caricature is too broad. The same remarks may apply to the greater portion of Childs Roscliffe's Pilgrimage; which, however, has a beautiful mosaic work of just sentiment imbedded with its flinty satire. Solim is an eastern legend in the Hagii Baba vein; quaintly and happily written.—Boyuca is strange, wild and fantastical; and though the style may be condemned by some as overloaded—yet, taking it as a transfer of the excited descriptions of the Spanish historians, and an embodiment of their warm conception of the splendors of tropic scenery, it is singularly happy. The glowing description would form a beautiful subject for the pencil of Wier. The writer betrays considerable research in getting up the machinery of the piece, but his learned observation generally comes in a humorous and never in a pedantic shape.

The whole work is one of interest and entertainment, and creditable to all parties concerned. Tales of “Glauber Spa” will be regarded as a sort of “American Club Book,” and naturally compared with its British namesake. Viewing it as we do not hesitate to say, that it is infinitely superior, in originality and ability to “The English Club Book,” and merits a wider circulation than that popular work. We shall give some extracts among our miscellanies next week.

We conclude our Review to-day with a notice of, and some extracts we find in Boston papers, from the poem, just published, of an *Ex-President!* JOHN Q. ADAMS.

[From the Boston Advocate.]

DERMOT MACMURRAH, OF THE CONQUEST OF IRELAND, an historical tale of the twelfth century, in four cantos, by John Quincy Adams.—This is the title of a neat pamphlet of 108 pages, which came from the press of Carter, Hendee & Co. on Saturday.

Nothing has occurred for a long time, in the history of literature, more remarkable than this. A poem; a playful, satirical, finished, polished poem, from the pen of the profound and austere statesman,

the learned civilian, the deep scholar, the acute politician, the unconquered and unconquerable controversialist! And yet we really have in this poem, another of those specimens, so rare and so agreeable in the history of genius and learning, of great versatility of talent; the union of the opposites of playful humor, and profound research.

The ex-President has occasionally been known to have wooed the muses, in a few stanzas, but this is his first attempt at anything like a continuous poem. His friends might well have trembled for his fame, if they had known he was venturing on so hazardous an experiment, at an age when those who were practised poets in their youth, lose all the fire and force of fancy, and when those who never were poets cannot acquire the smoothness and refinement of the art.

Nevertheless, Mr. Adams has been eminently successful in this fanciful, but elegant trifling of his leisure hours. He has chosen for his theme the events which led to the possession of Ireland by England in the twelfth century, and as has always been the fact, since the days of Eve and Helen, in all conquests and downfalls of man and empires, a woman is the cause of all.

Dermot, King of Leinster, seizes and carries off Doregilda, wife of Orloric, who, in return, attacks Dermot, and drives him out of the kingdom. He applies to Henry of England for succor, and ravages his kingdom, which he consents to hold in vassalage under the crown of England. Henry availed himself of this claim, and through it achieved the entire conquest of Ireland.

This outline Mr. Adams has wrought up to a beautiful moral, illustrating the trite, but as he conceives, false maxim, that History is Philosophy teaching by example; an aphorism, which he says has made a greater fortune in the world than it deserves. History, as it should be written and read, is the school of morals, teaching sometimes by example, but much more frequently by admonition. To test this truth, says Mr. A. 'I would ask the young men and women of my native country, who may charge an idle evening with the perusal of the history which I now dedicate to them, what sort of philosophy would be taught by the example of Henry the Second of England, or of Dermot Mac Morrough, which, resulted in the conquest of Ireland.' He adds, with a well-deserved sneer, 'David Hume passes for a philosophical historian.'

The correction of a false notion of the nature of history, as it has heretofore been written, is worthy the attention of a man even as distinguished and as grave as is Mr. Adams, and he has, perhaps, chosen the best possible vehicle for illustrating it. This is no other than the studiously negligent measure, celebrated in the Italian schools of poetry, but first successfully engrafted into the English language, by Lord Byron, in his inimitable Beppo and Don Juan; the last a poem of more genius, in our own conception, than Milton's epic, and of unsurpassed richness in delicacy of satire, fancy and truth to nature. We say nothing of its immoralities, but of its powers.

Mr. Adams has successfully followed this model; one which seems most easy of imitation, and yet is most difficult. It has been redeemed in the present instance from everything offensive, which gives so much point to Byron's satire; for it is much easier to be smart, when you disregard decency, than it is to be witty and severe, without being in the slightest degree indecent or rude. In no measure applicable to poetry, is there so slight a shade, as in this, between the sublime and the ridiculous. There is scarcely a middle ground of mediocrity, and it will either excite admiration or disgust, as it is successfully or unsuccessfully attempted. It is a form of poetry which we have always preferred to all others for embodying at once the grave and gay, the lively and severe, the trifling and pathetic. Mr. Adams has certainly been successful in it. There is not much effort at the imaginative or pathetic, but the satire is delicate, polished, and severe, and the friends of the distinguished author have no cause to regret that he has condescended to trifle with a few of his leisure hours, and has given the results to the world.

In his preface, Mr. Adams says:—The subject was well adapted to the composition of an historical tale, and as such I deliver it to the judgment of my country. It is intended also as a moral tale, teaching the citizens of these States, of both sexes, the virtues of genuine piety, and of devotion to their country, by pointing the finger of scorn at the example six hundred years since, exhibited of a country sold to a foreign invader by the joint agency of violated marriage vows, unprincipled ambition, and religious imposture.

We find the following quotations from the poem, in the Boston Evening Gazette.

'King of Dermot, Erin's early pride;
The pious patriot of the Emerald strand;
The first deliverer, for a stolen bride
Who sold to Albion's king his native land.
But—countrymen of mine, let me betide
The man who thinks of ought but what's in hand.
What I shall tell you, happen'd, you must know,
Beyond the seas, six hundred years ago.
'Tis strange how often readers will indulge
Their wits a mystic meaning to discover;
Secrets never dreamt of by the bard divulge.
And where he shoots a duck will find a plover.
Satiric chaffs from every line protrude.
Detect a tyrant, when he crawls a lover:
Nay, so intent his hidden thoughts to see,
Cry, if he paints a scoundrel—"That means me."
'Tis human nature, in old Roman days,
When that sweet Mantuan minstrel tuned his lyre;
Sung how Æneas from the Trojan blaze
On his broad shoulders bore away his sire;
Ye scrupled not with vilest arts to raise
In Tyrian Dido's veins, unblow'd fire:
Debauched her, left her, whelmed with scorn and shame,
To self-combustion to redeem her fame.
The Roman delivers straight began to fry
Into the countess' mire's full intent.
Troy's fall, Rome's rise, they kept with half an eye,
Was but the outward mask of what he meant:
His patron prince with oil of foot to ply,
They seen discover'd was the poet's best:
The good Æneas was a wisp of straw:
Augustus Cæsar was the man they saw.
And so for sixteen hundred years and more
That wily knave for Virgil's herb pass'd;
Till Father Hardouin versed in classic lore,
To find another clue about him cast:
And, wont in legendary lies to pore,
He delv'd, and delv'd, and delv'd, and found at last,
That Virgil's Æneid was a monstrous tale,
In verse, our Saviour's passion to unveil.
Poor Sallust! how hard a fate was thine;
Thy pupil, heir apparent to a throne,
Thou drew'st the moral gem from Homer's mine,
And mal'st the Grecian Muse all thy own,
To teach him wisdom with a voice divine;
This was thy noble purpose, this alone:
But when thou painted court and courtesan,
They said 't was Louis and his Montespan.
Against all this I enter my protest:
Dermot Mac Morrough shows my hero's face;
Nor will I, or in earnest or in jest,
Permit another to usurp his place;
And give me leave to say that I know best
My own intentions in the lines I trace;
Let no man therefore draw aside the screen,
And say 'tis any other than I mean.'

The Pope's interference in this iniquitous business, calls forth an apostrophe to Religion:

'Divine Religion! bliss of men below,
Thou link of union, between earth and skies;
Nurse of our virtue, solace of our woe;
Lore of the learned, wisdom of the wise.
Thou from whose fountain, streams perennial flow,
Of prayer sincere, and praise and penance rise.
Oh! how canst thou behold such deeds of shame,
Such crimes accurst, committed in thy name?'

The lines on Justice, are a fit companion piece for those on Religion:

'And if there be a Ruler of the skies,
Justice, eternal justice is his law—
And whatsoever of justice earth denies,
Angelic hands in heaven shall mend the flaw.
Rise, then, on Hope's ethereal pinions rise!
From worlds beyond the grave thy comfort rise:
And deem the wrongs that virtue here sustains
Proofs that on high a God of justice reigns.'

For the selection of a hero not honest, the writer thus apologises:

Among the critics it has been of yore,
A question whether, when he forms his plan,
An epic poet must, to say no more,
Take for his hero a right honest man.
But I for my part hold the rule a bore;
'Twere well to make him honest if you can;
Into another question it must fall:
Where such a hero can be found at all.
'Heroes are much the same (as Pope avers),
From Macedonian's madman to the Swede.
But this again, another question stirs:
If after ages have improved the breed,
And to my memory only one occurs
Adapted to disturb the poet's creed,
Will any mortal ask—who is that one?
Name him! Ay! hold a tape! to the Sun!
'Tis said, the exception only proves the rule—
All other heroes from the days of Pope,
Compounds have been of madman, knave and fool,
And thus may be defin'd, without a trope,
All servile followers of the self-same school:
Who hang themselves, whenever they have rope.
Till time shall end, their merit you may scan;
Among them: ere you find one honest man.
So far then from improvement in the breed,
The scale has fallen since the poet's days—
For Charles of Sweden, raving mad indeed,
Deserves at least of honesty the praise.
Taught Quintus Curtius, when a boy, to read,
He fir'd his brain, and maddened all his days.
Till his fate led him to the "barren strand,
The petty fortress, and the dullest hand."
You then who purpose to invoke the Muse,
And in the cause of virtue point the pen;
Need take no thought, your subjects when you choose,
To look for heroes among honest men;
Stout hearts, fierce passions, lusts to chain the stew,
And mercy, fitted for the tiger's den;
These are your heroes of the last disclosure;
Who blood and slaughter see with due composure.'

But even from these, the moral maxim draw—
Strip off their laurels and expose their lives:
Bound by no tie of liberty or law,
False to their country—traitors to their wives,
Strip to the waist, and hold them not in awe—
Bare to the bone—with latheets and with knives;
And teach the world, from Nimrod down to Nero,
What sort of skeleton can make a hero.'

THE MERCANTILE LIBRARY ASSOCIATION have, we are pleased to learn, completed their arrangements for a course of lectures analogous to those of last year. They will be opened by an introductory lecture from the Rev. Dr. Matthews, on the 23d., and on every subsequent Tuesday and Friday evening a lecture will be given. A Historical course by Prof. Vethake will occupy the Tuesday evenings. The associate course, in which Professors McVickar, Douglass and Torrey—Messrs. G. C. Verplanck, Wm. B. Lawrence, and Samuel A. Foot are to cooperate, will occupy the Friday evenings.

"THE FAR WEST."—Some of the most beautiful descriptions of western scenery that we recollect to have met with, are to be found in "Hall's Legends of the West," a book we mentioned favorably among the literary notices of last Saturday. Indeed so fresh and grateful are many of these to one habituated to the trite sketches of transatlantic scenery, that setting aside Mr. Hall's entertaining narratives, altogether, his animated and glowing pictures of the untrifled charms of nature, are alone sufficient to give value to his modest little work. In one instance we remember, for the book is not now before us, he carries you over an extensive prairie so graphically that you can almost behold the lake of verdure rolled out before your eyes—the points of woodland making into it like so many capes and promontories, and the clumps of trees studding its bosom like islands. Here the broad reaches of natural meadow-land striking far into the forest like the friths of this grassy sea, and there a mass of heavy timber like a bold headland breaking its surface. The effect of first entering upon a prairie after long travel through the woods, is said to be equally novel and delightful; and the change from gloom to sunshine, from the closeness of a forest where the woodman's axe has never rung, to the broad and free range of these delicious plains, impresses one like passing from a desert to a garden. In the words of Mr. Hall, "there is an air of civilization about them that wins the heart," and one can hardly divest himself of the idea that he is viewing some European Park, or princely pleasure grounds. The traveller no longer feels solitary, but in tracing the varied outline made by the edge of the forest, and observing the resemblance to art in sloping lawns, broad avenues, and solitary clumps of trees, he forgets that he is in a wilderness, and lets his eye luxuriate over the scene like one who from some savage wild peeps out on cultured fields and smiling orchards. In the very large prairies, however, those beauties are for the most part lost; there the immensity of the scene, where the sun rises and sets upon either extremity as on the ocean itself, dispels the pleasing illusion. There is something very cheerless in the vast extent of unsheltered land, over which the wind sometimes sweeps so bleakly, that what with the fires which occasionally prevail, those islets of wood—the groves and thickets, which would give a different air to the scene, are but seldom found—and the solitary trees which sometimes rise like spears in the distance before the sight of the traveller, and which he watches for hours and hours before he reaches them, when gained at last do only, as they rear their blasted forms against the sky, add but to the dreariness of the landscape. Still for the painter or poet we can conceive nothing more delightful than a few weeks or months passed in such solitudes.

Mr. Irving, who has now been for sometime traversing them, expresses his gratification in the most animated terms. His last letters, dated Fort Gibson, when on the eve of setting out upon an ex-

edition to the borders of Mexico, are written in capital spirits. He travels on horseback with Indians and hunters, "camps out" at night, and takes to the chances of a backwoodsman, as easily as if the last seventeen years of his life had been but an apprenticeship to forest-craft. He expresses himself very anxious to fall in with a band of Pawnees, in order to be able to observe more narrowly the peculiarities of those roving and warlike tribes, which, untamed and untameable, are among the most interesting upon the continent, and probably afford the finest specimens of the *moral*, as well as the *physical*, of the American savage. These daring fellows, unless we are much mistaken, have recently been engaged in violence of some kind or another; and we hope that the handful of mounted riflemen, which our valued countryman has as an escort, will prove an adequate protection against any band of the vagrants he may fall in with that chance to be ill disposed. When Mr. Irving returns from his extensive tour, which has already extended from the White Mountains of New Hampshire to the plains of the Arkansas, he will have seen more of American scenery, and had better opportunities of observing American character during one active summer, than ninety-nine hundredths of his countrymen with every advantage get in the whole course of their lives. The result, we predict, will be every way gratifying. The ardent patriotism of the author of *Columbus* will prompt him to inspire his countrymen with some of his own laudable curiosity about the land we live in; and his pen, invigorated by themes so novel to the rest of the world and so grateful to himself, will trace his impressions with a freshness and force that will rival its happiest exercise in any of his works.

ANOTHER MAGAZINE.—The first number of "The North American Magazine, edited by Sumner L. Fairfield," is announced in Philadelphia.

The *KNICKERBACKER* will appear here, on or about the 25th of next month.

The *Louisville Advertiser* of the 25th ult., says—General Pedraza, with his suite, reached this city, by way of the river, yesterday. We understand from him that his last accounts from Mexico, are highly favorable to the future prosperity of that country, which has been so long and so unhappily the field of anarchy and division. The principles upon which General Pedraza proposes to administer the affairs of Mexico, will tend to concentrate the energies of the Federal Government, and we trust that the Mexican people will have occasion to rejoice in the restoration of tranquility which will doubtless accompany his return to office. General Pedraza and the gentlemen who accompany him, will embark to-day in the *Wm. A. Tyson*, for Vera Cruz.

UPPER CANADA.—The Legislature of this Province convened on the 31st ult.—when the Lt. Gov., Sir John Colborne, delivered the opening speech. From this speech we make some extracts, which are not without interest for the American reader:

The continued emigration, unprecedented as regards the industry and capital transferred to this country from the parent State, is, by its beneficial influence, forcing the Province rapidly forward, and opening to you the fairest prospects. Your deliberations, therefore, cannot but render this Session of peculiar importance to the general interests of the colony.

You will learn with satisfaction, that the population has increased not less than a fourth since the reports forwarded for your information last Session; that the emigrants, with few exceptions, are fully occupied in the districts in which they are established; and that the extensive agricultural improvements, and actual cultivation, promise support and employment for our countrymen whom the current of events may induce to fix their abode in this part of the empire.

In directing your attention to these favorable re-

sults, you will find that under existing circumstances no subject is more closely connected with the immediate prosperity of the colony, or requires an earlier consideration, than the anticipated progressive increase in the number of emigrants, that will from this season annually flow into the Canadas.

The Rideau Canal has been completed by the exertions and perseverance of the officer who had the charge of that great national work. The chief advantages of this navigation cannot be attained, while the unfinished works on the River Ottawa obstruct the passage into the St. Lawrence; but with reference to the degree of improvement which the colony has reached, and the interests of the parent State, it must be obvious to you who are acquainted with the districts, intersected by the Rideau and adjoining Lakes, and with the avenues to internal commerce recently opened, that the expenditure incurred in thus accelerating the development of your resources, will produce in every respect a profitable return.

On the subject of the immense addition, by emigration, to the population of Upper Canada noticed in the speech, the *Montreal Lower Canada Gazette*, of the 8th inst., holds this language:

If our memory serves us aright, the population of Upper Canada in 1831 was stated to be 234,000. This was derived from the returns made by the assessors of the several townships, who, in the spring of every year, make a schedule of the rateable property within their jurisdiction, population, &c.—These returns, from the character of the individuals generally entrusted with their execution, are below rather than above the mark. We should estimate, therefore, the real population of Upper Canada in Spring, 1831, as 240,000. With the increase mentioned by His Excellency, Upper Canada, in the spring of this year, would present a population of 300,000, and we have to add to that, the increase by emigration this season, which will perhaps raise the cypher to 320,000. Let us compare this flourishing State of our sister province with that of ourselves. The census of 1831 exhibited a total population of 511,000; or allowing for all errors and deficiencies, 520,000; the actual return of British settlers out of that number cannot well be established. The Catholics were rated at 403,000, out of which are to be deducted at least 15,000 Irish, while the Protestants and Jews, who are all British, numbered nearly 73,000. Between the gross return, however, of 511,000 as the total population, and the total of the various religions, there is a deficiency of 30,000 not accounted for. Let us only assume 12,000 out of that number to be of British origin, scattered over the province, in distant settlements, which the Commissioners never reached, and our account of the British population in Lower Canada in the summer of 1831, will stand thus:—

| | |
|--------------------------------|--------|
| Protestants and Jews | 73,000 |
| Irish Catholics | 15,000 |
| Not returned | 12,000 |

Of British origin in 1831 100,000

At present the usual increase will no doubt make up to 120,000.

The British subjects in Upper and Lower Canada are, therefore, about 440,000 to 450,000, out of a total of scarcely 900,000. Let us no longer hear of the "small handful" of British subjects within the Provinces, who are to bow down their knees in adoration of the great Dagon who dwells among us, and his worshippers who blindly adore him. Let us no longer hear of the preservation of French feelings, when we have the striking proof of British Ascendancy; let us no longer, in the face of an increase of one quarter in one year, hear of Upper Canada being made subservient to the "small handful" who dwell in Lower Canada.

DR. SPURZHEIM.—We regret to learn, says the *Boston Commercial Gazette* of Saturday, that Dr. Spurzheim has for some days past been seriously indisposed. His physicians, on Thursday evening, were apprehensive that his case might terminate fatally. He continued very low last evening, and no hopes were entertained of his recovery. Among his medical advisers are some of the most skilful in the city.

From the *Boston Atlas* of Monday, we learn that Dr. Spurzheim expired on Saturday night.

He was a learned and eloquent lecturer on *Phrenology*, and is renowned as the associate and successor of Dr. Gull.

CHARLES CARROLL of Carrollton is dead,—the last of the Signers;—he who, fifty-seven years ago, in pledging "his life, his fortune, and his sacred honor," to the cause of our National Independence, did indeed put at hazard unsullied honor, a princely fortune, and a life of the brightest promise,—is now gathered to the heroic band, of whom all but himself have long since gone to their reward. Happy men! whom a grateful country, and the latest posterity, and the lovers of freedom throughout all nations, and in all time, will remember and honor as the first successful vindicators of the inherent and inalienable right and capability in man of self-government:—happier, perhaps, in that no one of them has been permitted to survive the Constitution and Liberties of the land they loved and truly served.

* * * Full of honors as of years,—surrounded by an attached family,—and an object of grateful respect and solicitude to a nation—CHARLES CARROLL of Carrollton breathed his last at the residence, in Baltimore, of his son-in-law, Mr. Caton, at 4 o'clock on Wednesday morning. The *Baltimore American* of Thursday, furnishes this hasty sketch of the prominent incidents in the life of the deceased:

We have collected, as fully as the brief time allowed us for this day's paper would permit, from such popular sources as are within our reach, a sketch of the prominent incidents in the life of CARROLL. He was born on the 20th of September 1737, at Annapolis, in this State, and consequently was, at the time of his death in the ninety-sixth year of his age. He descended from a highly respectable Irish family, who had emigrated to this country in the reign of William and Mary. At a very early age he was sent to St. Omers, to be educated; thence, after a short time, he was removed to Rheims, to the college of Louis Le Grand; and thence to one of the best institutions in France for the study of civil law. After becoming well versed in this science, he passed over to London, and commenced his term at the Temple for the study of common law. After finishing his studies and his travels, he returned to his native land at the ripe age of twenty-seven. At this period the discussions between the mother country and the colonies, commenced, and were soon after carried on with great warmth. Mr. Carroll did not hesitate, but took side with the lovers of liberty.

He wielded a ready pen, and was soon known as one of the most powerful political writers in Maryland. He foresaw early that an appeal to arms must be made, and boldly recommended preparations.

Early in 1776, he was sent as one of a commission to Canada, to induce the people of that province to join us in opposing the mother country.—The disasters which had previously befallen our arms in that quarter rendered the mission ineffectual. He returned in June, 1776, and instantly repaired to the Convention of Maryland, of which he was a member; and there urging them to withdraw the instructions they had given their delegates in Congress not to vote for independence, at length succeeded. He was appointed a delegate to Congress. On the 18th of July, he presented his credentials to the Continental Congress at Philadelphia, and, on the second day of August following, subscribed his name to the immortal instrument. He was considered at the time as one of the most fearless men of the age,—for he had more to risk, in point of property, than any other man in the whole community, Hancock not excepted. On the first day he entered Congress he was appointed to the Board of War, of which he was an efficient member. During the whole of the war he bore his part with unabated ardor, often being at the same time a member of the Convention of his native State and a member of Congress,—a double duty, which required great energy and industry to perform; but, so ably did he discharge his duties, that both bodies were satisfied with his attention to each. In 1778, he left Congress, and devoted himself to the councils of his native State. When the Constitution of the United States went into operation, Mr. Carroll was elected a Senator from Maryland, and took his seat in the city of New York, at the organization of the Government, on the 30th of April, 1789. He was elected a second time to this situation.

In the year 1801, he quitted public life at the age of sixty-four, and, for thirty years and upwards, has passed a life of serenity, tranquil happiness and

prosperity, till, in the fullness of years and honors, the Patriarch has been gathered to his fathers—and the LAST OF THE SIGNERS IS DEAD!

MISCELLANY.

Sir Walter Scott, who has succeeded to the title of his father, though he bids fair to lose the estate, entered the army in 1824 as a lieutenant of Hussars, and has risen to the rank of Major in the 15th. He obtained his knowledge of his profession at Sandhurst, where he distinguished himself by his good conduct, and his success in acquiring the art of military perspective. At one time his regiment, the 18th, was disbanded, and he went on half-pay. He married a lady of great fortune, a Miss Jobson, who had the generosity to offer the whole of it to the author of Waverley, when he became involved in the misfortunes of his publishers. This is a trait worthy of record—it exalts the character not only of the lady, but of the sex to which she belongs. It was the result of her own feelings of respect and affection and does her eternal honor. The present Baronet is esteemed a good officer and an excellent man. His personal appearance does not in the least resemble that of his father. The family now consists of Mrs. Lockhart—an unmarried daughter—a brother in some diplomatic station, and the Major. The estate of Abbotsford is entailed on him, but with an understanding that it would be disturbed by the creditors of the father in case the balance of his debts remained unpaid at his death.—[Alb. D. Adv.]

A New Comet.—The Swabian Mercury has the following:—"On July 29th, at night, Professor Harding of Göttingen, discovered a new comet in the head of the Serpent, which is different from any of those whose appearance is announced for this year. It is without a train and its light is feeble, but its nucleus is more brilliant. Its direction appears to be towards the south-east. At 54 minutes past 10 its right ascension was 23 degrees, 52 minutes and 33 seconds; and its northern declination 14 degrees, 10 minutes and 24 seconds. At the end of an hour and 25 minutes, the first had diminished 5 minutes and 44 seconds, and the second 5 minutes and 40 seconds.

The expected Comet.—The comet of Biela is approaching the earth's orbit with increasing velocity, and, towards the end of September, it will partially intersect the course which the earth traverses in its journey round the sun. Happily, the comet will be in advance of the earth, so that, unless our globe augments its pace, or the anticipated visitant retards its journey, there will be no risk of any dangerous proximity, much less of a hostile collision. During this return, at least, it will always be more than two hundred times the moon's distance from us; and were it at any future time, to approach very much nearer than the orbit of our satellite, its influence would be too inconsiderable to affect any of the elements of the earth's path. This comet is about 40,000 miles in diameter, and of that class termed nebulous, having no tail, and probably, no solid nucleus. The point where the comet's centre crosses the plane of the ecliptic is within and very near the curve which the earth describes; so very near, that the outskirts of the nebulous matter of the comet might possibly, at some future visit, envelope our planet, and would thus enclose the earth, it is not unlikely, at its ensuing return, if it were about a month later than the time calculated, of its intersecting the plane of the earth's motion.—[Lit. Gaz.]

Effects of Darkness in Producing Deformities.—A correspondent writes us the following curious fact. There is at present an artist of the Louvre, an eminent historical painter, of the name of Ducornet, who paints with his feet. He was born without arms, of poor parents, at Lille. There are also about the French metropolis a number of beggars, twelve or thirteen of them at least, all deformed in various ways, and all born at Lille, in certain dark caverns under the fortifications. The effect of these places, from their want of light producing malformed birds, is so notorious, that the magistrates of Lille have issued strict orders to prohibit the poor from taking up their abode in them. It is added by our correspondent, that he had a conversation with Mr. Edwards on the subject, and that gentleman was greatly struck with the confirmation which the above circumstances afford to his views, stated in his work, *Sur l'influence des agents physiques sur la vie*. Mr. Edmonds' experiments of detaining tadpoles in darkness, and thus causing them to grow into gigantic and monstrous tadpoles, instead of be-

ing transformed into frogs, are well known.—[Medical Gazette.]

White Light for Signals.—A mystery was long made, says a foreign journal, of this composition, which throws out an extremely vivid and white light, on being set fire to. It consists of 24 parts in weight of saltpetre finely powdered, 2 of red arsenic, and 3 of flour of sulphur. The whole, being well mixed, is put into boxes adapted to the purpose. A round box, of six inches diameter and three inches high, will burn about three minutes.

Interesting Philosophical Facts.—The change of properties which takes place when chemical attraction acts, is not confined to metals but is a general result in every case where different bodies are brought into this state of combination or chemical union. Frequently we find that the properties of each body are totally changed; and that substances, from being energetic and violent in their nature, become inert and harmless, and vice versa. For instance, that useful and agreeable substance, culinary salt, which is not only harmless, but wholesome, and absolutely necessary to the well being of man, is composed of two formidable ingredients, either of which taken into the stomach proved fatal to life; one of these is a metal, and the other an air; the former is called sodium the latter chlorine. When presented to each other, the violence of their nature is manifested by their immediately bursting out into flame, and instantly they are both deprived of their virulence. Can any thing be more striking than the change of properties in this case; and who could have supposed that culinary salt is composed of a metal united to an air? The medicine called Glauber's salt is another instance: it is composed of two caustic poisons of different kinds; one called oil of vitriol, and the other barilla or soda. There are also two substances known to chemists which are disgustingly bitter liquids; one is called nitrate of silver, and the other hydrosulphate of soda; when mixed, they form a compound of considerable sweetness. But the atmosphere which we breathe is the most extraordinary of all instances; it must be surprising, to those who are unacquainted with the fact, that atmospheric air, indispensable as it is to life, is composed of the same ingredients as that most violent and destructive liquid called aqua fortis, or nitric acid. This powerful acid, by being made to act upon sugar, the sweetest of all things, produces a substance intensely bitter to the taste. Charcoal is of all known substances, the most difficult to convert into vapor; so much so, indeed, that the conversion has never yet been decidedly effected: it is also a very solid substance; and diamond, which is nothing but crystallized charcoal, is one of the hardest bodies in nature. Sulphur, in the solid state, is also a hard substance, and to hold it in vapor requires a high temperature. But when these two substances, carbon and sulphur, are made to combine chemically, so as to form the substance called bisulphuret of carbon, their properties are strikingly changed. Instead of the compound being hard, it is a thin liquid, and is not known to freeze or so solidify at any degree of cold that can be produced. Instead of the compound being difficult to evaporize, it is, of all liquids, one of the most evaporable. Charcoal is the blackest substance with which we are acquainted: sulphur is of the most lively yellow hue; but the compound is as colorless as water. A new smell and taste are acquired, and in a word, there is not one point of resemblance with the component. These facts are strikingly illustrative of the change of properties which follows on the exertion of chemical attraction between the ultimate particles of bodies.—[Donovan's Chemistry.]

A Young Soldier's first Battle.—It was after a fatiguing march, that, on the 16th June, the writer, with his regiment, arrived in sight of the since celebrated village of Ligny, two hours before the commencement of the battle, which formed the terrible prelude to that of Waterloo. "What I am about to notice," he observes, "is what forcibly obtrudes itself on every one engaged in a battle. The corn was waving beautifully before us; but no sooner had one troop passed through, than the glory of the field vanished, and the green stalks lay level on the earth. Every man now threw away his superfluous baggage: the finest and the coarsest linen was lying scattered around, intermixed with cards and dice, which the love of pleasure, had collected, and which superstitious fear now discarded. Here, friends were imparting to each other their last injunctions; there, cowards drained the bottle for that courage which fails them, or hid their fears under the most disgusting bravadoes. . . . On both sides of us, regiments of ca-

valry were passing and charging the enemy; the roar of the artillery was terrible. Here, a powder wagon blew up; there, a wounded man came galloping, with five or six led horses, which were frightfully scattered by a pursuing shot. We already saw many wounded; but the most appalling sight was that of horses torn to pieces by cannon-balls, and rolling themselves with agonized strength in their own gore. In the midst of this awful scene we were disgusted by the profane jokes of a private, who kept capering and throwing his arms about in mockery, whenever a ball came flying our way. He had even gone so far as to fasten a false beard to his chin; and we were all wishing to see his indecencies put a stop to, when a ball struck him, and carried off both his beard and a portion of his face. Awful as the sight was, it excited a general laugh. It was four o'clock, when an adjutant informed us that we should soon be engaged. We sang one of Korner's battle hymns, and had scarcely finished it, and formed our lines, when Blücher, with his suite, came up to us. The enthusiasm with which the hoary commander was greeted could not dispel the gloom which hovered on his brow, and which told us that we had a hot day before us. Now the longed for moment arrived, when we volunteers were ordered forward. With loud hurrahs, we rushed against the village of Ligny, which was then crowded with enemies, but were soon startled at the sight of a ravine which separated us from the place. The major, who was riding behind us, and composedly smoking his pipe, merely said, "Children, do honor to your regiment!" when we to a man jumped or slid down into the hollow, and climbing up the other side, broke, wherever we could, through the hedges, out of which a discharge of musketry received us. Separated by the plantation with which each of the houses was surrounded, every one had now to fight by his own guidance. The village was intersected by a deep brook, in which, however, there was, at that time, but little water; and the communication between the two sides was kept up by means of single planks laid across the stream. . . . It was a murderous fight. Shots fell from every aperture of the houses, between and behind which the French kept up a constant firing in columns, while cannon balls were pouring down on us from a neighboring eminence, and several houses were on fire. This hailstorm of balls, which every moment scattered brick-bats, tiles, and branches of trees about us, startled even the oldest warriors. I fell in, at the gap of a hedge, with four soldiers, none of whom seemed willing to pass first. Their sneers at the 'young yager' made me take the lead, and I stepped over the corpse of an enemy, whom our shots had just killed. I cast a melancholy look at the pale face of the dead soldier, who was immediately rifled of his watch by the man who followed me. We got near a house, which was attacked on all sides, and expelled by fire and smoke, six grenadiers rushed out of it, offering a close front, and presenting their bayonets to us. More than twenty shots were fired, and they sank, one after the other, to rise no more. I was taking aim, when a fellow-soldier, who was just loading his musket, called my attention to a Frenchman, who was quietly kneeling in an open shed, strapping his knapsack, as if he was preparing for a parade: 'Take off that one,' said the soldier. 'I will not,' I replied; but, at the same moment, some shots from another quarter stretched the defenceless man on the ground. . . . The battle continued. Without hope of coming out of it alive, I continued firing and sheltering myself behind trees for about three hours, which passed to me like so many minutes, without my being aware, that on both sides of me, our troops had been twice driven back by the furious onsets and the superior numbers of the enemy. It might be about seven in the evening, when a comrade called out to me, 'Yager, look to your left,' I quickly turned in that direction, and perceived a party of Frenchmen rushing down towards us; and at the same time I saw our major giving the signal of retreat, which was repeated by the bugle. The narrow bridge over which we had to pass was choked with people, and we stood for some time, exchanging shots with the enemy. At last we were compelled to think of our own safety; one of our officers boldly leaped into the ditch, and was wounded; I followed him, and got safely up the opposite bank and behind some trees, where I was sheltered. Perhaps I might have got off unhurt, but at this moment, a wounded friend called for my assistance, and while I was hastening towards him, three shots were fired at me; the first missed, the second separated both my bandoleers across my chest, and the third hit me under the knee, and tore the muscle of the leg.—[Trans. from the German in the Athenæum.]

[From the New York Commercial Advertiser.]

SCENES ON THE UPPER MISSOURI.

MOUTH OF YELLOW STONE, July 15th, 1832.

"Since I wrote to you my last letter, I have been so much engaged in the amusements of the country, and in the use of my pencil, that I have been unable to drop you a line until the present month. Before I let you into the pleasure and amusements of this delightful country, however, I must hastily travel with you over the tedious journey of 2000 miles, from St. Louis, over which distance one is obliged to pass before he reaches this place.—The Missouri is perhaps different from all other rivers in the world. There is a terror in its waters which we sensibly feel the moment we enter into it from the Mississippi. From the mouth of the Yellowstone to the mouth of the Missouri, it sweeps off in one unceasing current, and in the whole distance there is scarcely a resting place. Owing to the continual falling of its alluvial banks, its water is always turbid and opaque, having the appearance (in color) of a cup of chocolate more than any thing else I can think of. I have made experiments with a piece of silver, and also with a shell, which is a much whiter substance, and have ascertained that they cannot be discovered through the sixteenth part of an inch of the water.

For the distance of about 1,000 miles from St. Louis, the shores of the river, and in many places the whole bed of the stream, are filled with snags, trees of the largest size, which have been undermined by the falling banks, their roots becoming fastened in the bottom of the river, and tops pointing down the stream, form a most frightful and discouraging prospect for the adventurous voyager. Almost every island and bar is covered with huge piles of these floating trees; and when the river is high it is almost impossible for the boat to proceed, in consequence of the continued rafts of this material, which almost literally cover the surface of the water.—With what propriety we might call it the "River Styx," I will not undertake to say, but nothing could be more appropriate than to denominate it the "River of Sticks." The scene is not all so dreary, for the eye is delightfully relieved the moment you glance it over the beautiful prairie, most of the way gracefully sloping down to the water's edge, carpeted with the deepest green, and in distance softening into velvet of the richest hues, entirely beyond the reach of the artist's pencil. It has heretofore been very erroneously represented in the world, that the scenery on this river was monotonous, and wanting in picturesque beauty. This intelligence, I find, has come altogether from a set of men who, if they had been capable of relishing the beauties of Nature, would have passed them in this place without noticing them, for every moment they trembled for the safety of their peltries, &c. or for their lives, which are at the mercy of the yelling savages who inhabit this country. The shore of this river was to my eye like "fair land." I was the whole time riveted to the deck of the boat, from which I beheld with rapture the changing scenes of every moment. I cannot so well describe with pen as with my pencil, and have therefore filled my Port Folio with sketches, which it may eventually amuse you to look over. The whole face of the country from St. Louis to the falls of the Missouri, (600 miles above the mouth of Yellow Stone) is one continued prairie, except the bottoms formed along the river, and the streams which empty into it, which are covered with the most luxuriant growth of forest timber. The surface level of the prairie is from 200 to 300 feet above the level of the river, forming a valley the whole way for the river, varying in width from two to twenty miles. The river is alternately running from one bluff to another, which present themselves to its shores in all the most picturesque and beautiful shapes and colors imaginable. Some with their green sides gracefully sloped down, in the most beautiful groups, to the water's edge, whilst others, divested of their verdure, present themselves in immense masses of clay of different colors, some standing in the most perfect forms of huge domes, cupolas, turrets, towers, and ruined castles. In distance, some of those groups have the appearance of ancient cities in ruins, with solitary standing columns, falling domes and ruined edifices. It is amidst these wild haunts that the mountain sheep and the fleet bounding antelope, sport in herds secure in these places, which are inaccessible to their enemies.

If any thing did ever literally "astonish the natives," it was the approach of our steamboat alongside of their villages. They were astonished, and thousands of them dropped themselves upon the shore viewing it with wonder and astonishment.—

Some called it the "Fire-Boat," declaring it saw its own way, and went along without help. At this place from which I am writing, the American Fur Company have a very strong fort, well picketed, and protected with bastions mounting cannon. This fort is built by, and is now in charge of, Mr. McKensie, who receives all the trade of the Northern and Western Missouri Indians. This post, and the posts and Indian villages which I shall visit on my way down the river, will enable me to get my sketches of the most interesting tribes of Indians in North America, inasmuch as they are less known to the world, and more cleanly in their persons, and more richly dressed than any other Indians on the continent. This tour up the Mississippi presents to me the Sioux, Ricarses, Mandans, Gros-ventres or Minatarees, Assinabains, Creeks, Ojibeways, Crowa, Blackfeet, Snakes, Delawares, and Shawanocs. All these nations of Indians speak different languages, and most of them differ in their dress, domestic habits, amusements, &c. and if any life is spared for a few years, my unwearied exertions will enable me to lay a pretty fair representation of them together with the other tribes of North America, before the world.

The splendid costume and elegant taste with which the crows and Blackfeet dress and ornament themselves can only be appreciated, or realized by those who can see them. I shall devote a future letter entirely to the costume and domestic habits peculiar to each nation, where you will be able to get a detailed account, and form a correct idea of the beauty of their dress and deportment.

As far as my travels have yet led me into the Indian country, I have more than realized my former predictions, "that those Indians who could be found most entirely in a state of nature, without the least knowledge of civilized society, would be found to be the most cleanly in their persons—elegant in their dress and manners, and enjoying life to the greatest perfection."

Every one of those red sons of the forest, or rather the prairie, is a knight, and a lord; his squaws are his slaves. The only things which he deems worthy of his exertions, is to mount his snorting steed with his bow and quiver slung, his arrow shield upon his arm, and his long lance glistening in the war parade—or, divested of all his plumes and trappings, armed with his simple bow and quiver, to plunge his steed amongst the flying herds of buffaloes, and with his sinewy bow, which he never bends in vain, to dive deep in life's fountain the whizzing arrow. The buffalo herds which always graze upon these beautiful prairies in countless numbers, afford them abundance of meat; and so much is it preferred to all other, that the deer, the elk, and the antelope, sport upon the prairie in herds in the greatest security, as the Indians never kill them unless they want their skin for a dress.

Whenever Mr. McKensie's ice-house is nearly empty of beef, he starts with three or four men on horseback, with two or three carts following at a distance, and oftentimes within view of the fort, if not, within a mile or two, they will ride amongst a band of them, and in a few minutes kill ten or twelve of them, selecting the fattest of the herd. These scenes are exceedingly spirited and beautiful, furnishing decidedly the finest subjects for the pencil of any sporting scenes in the world. The horses in this country are all trained to it, and know exactly how to approach the animal; without being guided by the bit. A short light gun is used for the purpose; the rider guides his horse at full speed, until he has selected the object of his prey, he directs his horse to it, then drops his bridle, and the horse at full speed approaches the animal on the right side, within eight or ten feet, when the shot is generally given with such precision through the vital parts of the body, that he seldom runs more than a hundred yards before he falls.

I rode in the midst of several of these scenes rather to study than to slay. In one of them, however, finding my horse had brought me so fairly alongside of a bull of the largest size, I caught, as my horse had, the enthusiasm of the chase, and with my double barreled piece so disabled him; that he was immediately left by the band. I halted, and saw my comrades sweeping over the prairie, mingling in the midst of the herd, and leaving, at every few rods, the dying victims on the plains. I was willing to stop the pursuit for I found that I had luckily so disabled my bull that he could make none, or but little advance upon me, although he was continually rising upon me. Here was a scene for the painter or the statuary, one worthy of the sublime ideas of Michael Angelo. Not the tiger nor the black maned Lion of Africa could have looked half so fur-

ous or frightful. I defy the world to produce an animal in his looks so furious and frightful as the Buffalo Bull, when he is roused into a rage, with his long shaggy mane covering his shoulders and falling to the ground. In this condition, I drew my sketch-book from my pocket, and by riding towards and around him, and exciting his fury, I was enabled to catch the very attitudes and expressions that I wanted. The party returning, at length, with some anxiety for my safety, and finding me dismounted and busily engaged with this infuriated gentleman before me, standing for his likeness, were not a little surprized and amused. When my series of attitudes and expressions were finished, a shot through his head finished the scene.

The health and amusements of this delightful country render it almost painful for me to leave it. The atmosphere is so light and pure, that nothing like fevers or epidemics has ever been known to prevail here; indeed, it is proverbial here, that a man cannot die unless he is killed by the Indians. If the Cholera should ever cross the Atlantic, what a secure, and at the same time delightful refuge this country would be to those who would be able to reach it. I shall commence descending the river in a few days in a small boat, and shall stop some time at the Mandans and Gros-ventres or Minataree villages, 400 miles below this, which I shall see on the river. From those villages I shall be able to give you some more interesting and amusing details of manners and customs of these uncivilized and unchristianized sons of the West. Until then adieu. Your friend and servant,

GEORGE CATLIN.

[From the Galenian of August 22.]

Discovery of the true Sources of the Mississippi.

St. PETERS, July 25, 1832.

DR. ADDISON PHILLES.—Dear Sir: I arrived at this place yesterday, from an expedition through the Chippewa country on the sources of the Mississippi, accompanied by a detachment of troops under command of Lieut. Allen of the 5th Infantry.

A commanding influence has been exercised, in former years, over some parts of this extensive region by the Northwest Company, and since its fall, by the Hudson's Bay Company, who oppose our traders strenuously on the lines, and supply their Clerks with high wines, to attract the Indian population to their posts. Political and commercial power go together, and the former is made subservient to the latter. Medals and flags are, I am informed, distributed by them to Indians living within the boundaries of the United States. Old prejudices are kept alive, and new ones are excited. The strife for furs merges every thing else. And, if it is not marked by the sanguinary acts, which characterized the last year of the rivalry for the fur trade, carried on among themselves, it is not less ardently, recklessly, and successfully pursued, with respect to American traders.

Many of the Chippewas on Lake Superior, and in the region of *Lac du Flambeau*, still visit the British posts in Upper Canada, to procure the presents which are annually distributed there. We met a large party, in canoes, who were destined for the British posts at Penetanguishine. And these men would pass Fort Brady, on their outward, and inward route.

To counteract the political influence thus exerted, has been among the objects of the expedition, and to keep them at peace with the government, and with each other. The latter has been a task of difficulty, as the state of hostile feeling, among the Chippewas and Sioux, has acquired the inveteracy of a hereditary feud. War parties are continually trespassing upon the territorial boundaries of each other, and fresh scalps have been danced, after the Indian manner, at Red Lake, at Cass Lake, and at Leech Lake, during the time of my passing through the country. War has been the engrossing theme, and it has not been an easy task to declare pacific maxims, and enforce them with arguments which a savage people could appreciate, while the war drum, and the scalp yell, were sent forth from other parts of the premises.

We found the waters of the Mississippi in a good state for ascending, and I availed myself of this circumstance to carry into effect the desire of visiting its actual sources, a point which has continued to be problematical in our geography. Pike placed it at Leech Lake in 1806. Gov. Cass carried it much further north, and left it at Red Cedar Lake in 1820. But it was then ascertained that its sources were considerably north and west of that lake. I encamped the expedition (with the troops and heavy baggage) at this last named lake, and

proceeded up the river in five small birch canoes, capable of containing one man and his bed, in addition to the Indian and Canadian who conducted it.

The Mississippi, above this point, expands into several lakes, the largest of which is called *Traverse*. A few miles above this, it is formed by the junction of a southwest and northwest branch. We ascended the former, through a number of lakes, to its source, in a small creek, being an inlet into a lake. From thence we made a portage of six miles, with our canoes, into *La Biche* or *Ibasca* Lake (the latter being a derivative from *veritas caput*), which is the true source of this celebrated stream, being at the same time its most northern head.

This lake is about seven miles long, having somewhat the shape of the letter Y. It has clear water, and pleasant woody shores. It has a single island, upon which I landed, caused some trees to be felled, and hoisted the national flag. We left this flag flying, and proceeded down the Northwest or main fork. A distance of about 180 miles brought us back to our party at Red Cedar, or Cass Lake. Very respectfully, dear sir, your friend and obedient servant,

HENRY R. SCHOULCRAFT,
U. S. Indian Agent.

Interesting Anecdote.—The following interesting anecdote is well authenticated:—"Two eagles, in the wildest parts of a neighboring county, had, for some time, depredated on the neighborhood, and bore away lambs, kids, &c., for the sustenance of their young. Some peasants determined, if possible, to obtain the young birds, and ascended the mountains, but found that the nest was in a part of the perpendicular rock, near one hundred feet below the summit, and about three hundred above the sea, which, with terrific appearances, dashed against its base. They had provided themselves with ropes, and a lad, armed with a cimeter, was, by this means, lowered by the rest. He arrived in safety at the nest, where, as he expected, he was attacked, with infinite fury, by one of the old eagles, at which he made a stroke with his sword, that nearly cut asunder the rope by which he was suspended. Fortunately, one strand of it remained. He described his state to his comrades, waiting in horrible expectation, that the division of the cord would precipitate him to the bottom; but, though he might have been left to die by a rope, it was not in this manner; he was cautiously and safely hauled up, when it was found that his hair, which, a quarter of an hour before, had been of a dark brown, had, in that short period, become perfectly white!"—[*Wild Sports of the West.*]

Curious Experiment.—The inscriptions of coins may be read in the dark in the following manner. Take a silver coin, and, after polishing the surface as much as possible, apply an acid to the letters.—This will make them rough, while the other parts remain polished. Place the coin thus prepared upon a mass of red hot iron in a dark room, and the inscription will appear perfectly legible, the letters being comparatively darker than the polished parts of the coin. The red hot iron should be concealed from the eye of the spectator. In this manner, inscriptions that have been so much obliterated as to be illegible have been revived, as it were, upon ancient coins.

A Human Privilege.—Brutes never make themselves ridiculous; that is the peculiar prerogative of man.

POETRY.

We publish, with no common satisfaction, the following playful and witty dialogue; and hope the unknown writer will often, now that politics will cease to be daily dinned into our ears, or those of our readers,—exercise his clever pen for our columns.

[FOR THE NEW-YORK AMERICAN.]
DANDY PHYSIOLOGY.

Scene.—Mrs. Placebo's Drawing Room.—Young Placebo reclining on an Ottoman asleep.—Two of the Faculty walking the room in conversation.

1st. M. D.

Here sits a proof—come, trace with me
Their curious idiosyncrasy.
No others of the biped kind
Offer the anomaly you'll find.
Observe this comely, crisp'd, round head,
The knob of pride superbly spread—
Imagination, thought, or care,
Finds no convenient harbor there.
Amatter skull then thine, is vain,

Would seek a vestige here of brain—
(tapping Placebo on the head)—
Yet life goes on: he eats and drinks,
Dresses, and talks, but never thinks.

2d. M. D.

Beware, my friend! In jest, beware,
How such crude fancies take the air;
Such here-y's were worse than flight
In times when saints could feel affright.

1st. M. D.

I'm serious—by the gods, I swear,
There's no cerebral membrane there—
(a harper tap)—
More than in Maelzel's trumpet.

2d. M. D.

Sir, you surprise me; pray explain—
A living cranium without brain—
What fills the centre of the shell?

1st. M. D.

Ay, what?—can your Lyceum tell?
Look, sir, this lens, prepared by steam,
Has sharpened so the visual beam
That you may see the secret springs
Of purely metaphysical things.
Bodiless phantoms, tank and thilo,
By tailor sorcery conjured in
People the chamber of the skull
With forms and fashions wonderful.
Bodiless all—of every hue,
Pattern, and cut, black, brown, and blue,
Plain, striped, and sprig'd—they fill the void,
Proving how such heads are employed.
Subject his cranium to this glass.
Then, if you please, denounce the ass.

2d. M. D.

Galen! I see them there by scores,
Like garments round the slop-shop doors:
The sphenoid bones support, like pegs,
Ten pair of vestments for the legs:
The ethmoid hold a peaked hat,
The newest vest, the last cravat.

1st. M. D.

The exterior nodule—mark, sir, that
Protruded, mainly by the hat,
The family conceive to be
The bump of ideality!—
But stranger than the reasoning part
Appears the structure of the heart:
The beating heart, where blood should flow,
Warm pulses play, and passion glow,
Pouring the thrilling tide, like flame,
Thro' every valve at Beauty's name:
Instead of blood, a thin perfume,
A sort of otto, fills the room.
Turn the reflector towards his breast—
Nay, never fear, he's sound at feet,
So drenched with claret and champagne
He'll not these three hours wink again.
What see you, sir?

2d. M. D.

A form I spy
Searce taller than a dragon fly,
And wondrous like it doth appear
To this recumbent lusus here.

1st. M. D.

Right, sir; that frizzled, waag'ing self,
The dwindled reflex of himself,
(Just as in optic mirrors we,
Reduced, yet perfect, seem to be),
Cravat'd, plaited, studded, frilled,
Even as the outward figure wiled,
With proud, but self-complacent mien,
Exclusive holds the inner scene.
From all assault, by force or spell,
The pigny guards his mansion well:
Astonished Beauty vainly tries
The pass keys of her radiant eyes;
And wrathful Cupid's keenest dart,
Falls bloodless from the Dandy's heart.

2d. M. D.

Superior honore are thy right
Thou great magician of the sight;
And Galileo's envied fame
Must fade before thy brighter name!
His glasses could the planets tell;
Thine penetrates a coxcomb's shell;
His track'd the radiant orbs of light,
Thine operates where all lie hid.

[FOR THE NEW-YORK AMERICAN.]
THE PICTURE OF HELEN.

"Paint us, dear Zeuxis," said some of the chief inhabitants of Cortona, "paint us a portrait of the Grecian Helen, and in her, the beau ideal of loveliness." "I consent," replied the artist, "on condition that you send to me six models, six of the most beautiful maidens of your city, in order that I may select from each some particular charm."—[*La Belle Assemblée.*]

They stood before him—hand in hand, as beautiful and bright
As stars, when first at eve we look upon their trembling light
And with a painter's eye he gazed upon that radiant band,
That wreath of living, breathing flowers, the glory of their land!
For his was then the task to bid upon the canvass live,
Beauty, with that immortal life genius alone can give:
To trace each line of perfect grace, that he might proudly claim
To link, with woman's peerless charms, his own undying name.
Then, from each fair and polish'd brow, the veil was backward
thrown—

And never on his brightest dreams such forms of love had shone!
He could but hope that to his hand the triumph should be given
To picture what his heart confess'd bore the impress of Heaven.

But one, the youngest of them all, her veil threw not aside—
But still beneath its snowy folds, seemed tremblingly to hide
Hers was the blush of maiden pride, and from his ardent eye
She shrink'd, as though that gaze had soiled her spirit's purity.
The rose-bud in its wreath of moss, the violet that lies,
Shaded amid the Forest leaves, more eagerly we prize—
And he to whom the dazzling light of beauty was revealed,
Sighed still to look on that sweet face so painfully concealed.
'Tis done—the painter's glorious art a matchless form has wrought—
With all the rich, warm tints of life and loveliness 'tis fraught;

But wherefore, thus, apart from all, stands he in sadness? why
Dwells there no smile upon his lip—not triumph in his eye?
A cloud is on his lofty brow—that eagle glance is dim,
The Syren voice of praise hath now no melody for him.
What though that bright creation seems for earthly tho't too fair,
All that had filled his own high soul he could not picture there.
"Lovely, ay lovely!"—thus he sighed, when the delighted crowd
As if to Beauty's self, before that faultless image bowed—
There are the lips that breathe of love—the golden hair's soft
braid,
Yet wants it a more winning charm—the blush of the veiled maid."

Richmond Hill, Ontario Co. Nov 6th, 1832.

The following lines, written by T. K. Hervey, Esq., on Canova's Statue of a "Dancing Girl Reposing," are taken from a work just now publishing in London—a series of Engravings, with illustrative Poetry, of modern Sculpture—there is fine imagery in these lines, and much pathos in their conclusion:—

THE DANCING GIRL REPOSING.

By T. K. Hervey, Esq.

The spirit of the dance is past,
And, like a bird, whose fainting wing
Has travelled all too far and fast,
And from its wandering stoops at last,
To seek an earthly spring,—
With folded frame and weary heart,
The gentle girl reclines apart.
The spirit of the dance is past,—
Burnt out, like flame, before the blast
That withers by its keen caress,
And dies amidst its own excess!
The bounding soul of mirth is o'er,
The impulse that so bright and high
Shot up, like rocket-lights that soar,
As if to reach the sky,
But turn amid their starry flight.
And fall—though, still, they fall in light!
So—beautiful, but chastened, now,
Appears the baffled girl,
Though something of a spirit glew
Has faded from her languid brow,
Amid the mazy whirl!
But things that are of mortal birth,
Are dearest with a look of earth.
And thus—oh! thus it still must be
With human hopes and wings,
That leave too far and searfully
Their own allotted spring.
That, like the Cretan boy, lure on
The trusting hearts that wear them,
And melt before the very sun
To which their feathers bear them!
Oh thus with earthly feelings all—
The song that saddens while we sing,—
The censors in the festive hall,
That darken from the light they fling,
That waste the more, the more they warm,
And perish of their perumed charm,
Are types of life's each frail delight,
And cast their feathers in their flight,
Or on their own sweet substance prey,
And burn their precious selves away!

ODE,

To the Memory of Sir Walter Scott. By Robert Gilfillan,
Author of "Original Songs."

The Minstrel sleeps!—the charon is o'er,
The bowl beside the fount is broken,
And we shall hear that Harp no more
Whose tones to every land hath spoken!

The Minstrel sleeps!—and common clay
Claims what is only common new;
His eye hath lost its kindling ray,
And darkness sits upon his brow!

The Minstrel sleeps!—the spell is past,
His Spirit its last flight hath taken;
The magic-wand is broken at last,
Whose touch all things to life could waken!

The Minstrel sleeps!—the glory's fled,
The soul's returned back to the giver,
And all that e'er could die is dead,
Of him whose name shall live for ever!

The Minstrel sleeps!—and Griefs mourns
In tears of woe, and sighs of sorrow;
For though each day his song returns,
The Minstrel's voice, it knows no morrow!

The Minstrel sleeps!—and D.ath, oh! thou
Hast laid the mighty with the slain—
The mantle fallen, is folded now,
And who may it unfold again?

[From the Daily Providence Journal.]

DIEM PERDIDI.

The Emperor Titus, at the close of a day in which he had neither gained knowledge or conferred benefit, was accustomed to exclaim, "Diem Perdidit."—I have lost a day!

Why art thou sad, thou of the scepter'd hand,
Thou robb'd in purple, and the big in state?
Rome pours her myriads forth, thy vessel band,
And foreign powers are crouching at thy gate:
Yet thou dost deeply sigh, as if oppressed by fate.

"Diem perdidit!"—Four the empire's treasure,
Uncounted gold, and gems of rainbow dye;
Unlock the fountains of a monarch's pleasure,
To lure the lost one back. I heard a cry—
"One hour of vanished time, a world is poor to buy!"

"Diem perdidit!"—'Tis a mournful story,
Thus in the ear of pensive eve to tell—
Of morning's fair resolves the perish'd glory—
Hope only left within the withering bell,
And plants of mercy crush'd, that might have bloom'd as well.

There are, who thoughtless haste to life's last goal,
There are, who time's long squander'd wealth despise,
Fittim Perdidit! make their foolish scroll,
When Death's dark angel comes to claim the astonished soul.
Hartford, Oct. 23th, 1832.

L. M. W.

THE NEW-YORK FARMER AND HORTICULTURAL REPOSITORY is now published at the office of the Railroad Journal, by the present Proprietor.

The *Farmer and Repository* is a monthly publication of 32 quarto pages, on beautiful paper, devoted to Agriculture, Horticulture, &c. It has heretofore been published by Mr. Samuel Fleet, but hereafter, it will be published by the present proprietor, who pledges himself to make it equal to any other agricultural paper published in this country. On the first of January next, it will be enlarged to the size of this Journal, and printed on new type—when a small portion of its columns will be devoted to the subject of *Making and Repairing Roads* upon the *McAdam* system, and to *Steam Carriages for Common Roads* with occasional engravings.

The terms are *Three Dollars per annum, in advance*. A specimen number, as it is to be published after the close of the present volume, will be published in a few days.

Persons subscribing for the ensuing volume previous to the *tenth of December*, and paying in advance, will be furnished with the November and December numbers of the present volume without charge.

* * If any person should prefer to have it semi-monthly instead of monthly, it will be sent to them in numbers of 16 pages each, but the monthly form, with a cover of colored paper, will be continued to those who prefer it.

SALES AT AUCTION OF REAL ESTATE.

By James Bleeker and Sons—November 6.

A house and lot on 18th street, near 9th avenue, lot 25 by 100—\$3,000.
Two story frame house and lot 93 Beekman street, lot 14 by 25—\$2,150.
Two story brick house and lot 18 Market street, lot 22 feet 2½ inches by 86 feet 6 inches—\$6,350.
Two story brick house and lot 9 Mercer street, lot 15 by 100 feet—\$2,850.
Two story brick house and lot 47 Mercer street, lot 25 by 100 feet—\$6,421.
Two story house and lot 33 Provost street, lot 25 by 87 feet 6 inches—\$2,650.
The brick house and lot 137 Cherry street, lot 12 feet 7 inches by 70 feet 9 inches—\$2,850.
The brick house adjoining, same dimensions—\$2,520.
The vacant lot 410 Water street, 25 by about 50 feet—\$2,025.
The three story brick house and lot 26 Broad street, lot 11 front and rear and 95 ft. deep—with a lot adjoining, on Exchange place, 21 feet 8 inches by about 2½ feet—\$21,000.

MARRIAGES.

On Thursday evening 9th inst. by the Rev. Mr. Norton, Mr. John Leaycraft, of this city, to Miss Eliza Bunde, formerly of Lancaster, Pa.

On the same evening, by the Rev. Mr. Norton, Mr. Cornelius R. Doremus, of Paterson, N. J. to Miss Hannah Adams, of Suffield, Conn.

At New-York, on the 19th November, by the Rev. Mr. Eakin, of Utica, Capt. D. Wilcox, U. S. Army, to Mrs. Sarah J. Davis, of Boston.

On the 15th inst., by the Rev. Mr. Schroeder, Jonathan Miller, Esq., to Sarah Ross, daughter of Mr. Edmund March Blunt.

On Wednesday evening last, (14th inst.) by the Rev. Ravard K. Rodgers, Philip I. Kearny, to Evelina, daughter of John G. Warren, Esq. all of this city.

On Saturday evening last, Nov. 10, by the Rev. Geo. Coles, Mr. J. W. Hyne, to Miss Julia Watson, all of this city.

On Thursday evening, 15th inst. by the Rev. F. W. Geisenhainer, jr. Charles Bartholter to Anna M., daughter of Wm. Havemeyer, Esq.

DEATHS.

Wednesday morning, Oct. 14, at the house of her son-in-law, Capt. Barclay, in the 62d year of her age, Hannah, widow of the late Walter Channing, of Boston, Mass.

On Tuesday morning, 13th inst., Miss Abijah Arden.

On Friday morning, 9th inst. Capt. James T. Leonard, of the U. S. Navy, aged 64 years.

On the 14th inst., Joanna Depeyster Kuypers, wife of Dr. P. Van Zandt, and only daughter of the Rev. G. A. Kuypers, D.D.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 103 persons during the week ending on Saturday last, Nov. 10, viz.:—30 men, 27 women, 21 boys, and 24 girls—of whom 33 were of the age of 1 year and under, 2 between 1 and 2, 8 between 2 and 3, 3 between 3 and 10, 3 between 10 and 20, 18 between 20 and 30, 13 between

30 and 40, 8 between 40 and 50, 5 between 50 and 60, 7 between 60 and 70, 1 between 70 and 80, and 4 between 80 and 90.

Diseases: Apoplexy 1, burned or scalded 1, cancer 1, casual (v) 5, cholera morbus 1, consumption 29, convulsions 12, droupy 1, droupy in the head 4, drowned 1, dysentery 2, epilepsy 1, fever 2, fever, remittent 1, fever, scarlet 1, fever, typhus 2, hemorrhage 1, hives or croup 3, inflammation of the bowels 4, inflammation of the brain 1, inflammation of the chest 2, interpermy 1, marasmus 1, measles 1, old age 5, peripneumony 1, rheumatism 1, scrofula, or king's evil 1, sprue 1, stillborn 9, teething 2, unknown 4, whooping cough 1.

ABRAHAM D. STEPHENS, City Inspector.

PASSENGERS.

In the packet ship *Elisha Dennison*, for Mobile—1 Manuel & lady, John Byrnes, jr. and lady, Mrs. P. B. Sutton, three children and servant, Miss A. Hogan, William Barnewell, Esq., Latham Mitchell, Esq., George Green, Dr. D. Woodruff, Edward Deahon, Thomas B. Church, William Carrington, John Fannine, Geo. Mitchell, Henry Vincent, Hiram Secord, John Conklin, John L. Davis, Samuel H. Church, A. L. Clement, William B. Hill, P. M. Cullen, F. Moore, and 5 in the steerage.

In the ship *Sully*, from Havre—W. C. Rives, Esq., Minister and Envoy to the Court of France, 4 children and servants; Mrs. Temple Palmer, Miss E. Palmer, Mr. C. Palmer, Mr. F. Palmer, Mr. W. Palmer, Mr. Samuel F. B. Morse, Dr. C. T. Jackson, Boston; Dr. J. Haslett, U. S. Navy, Mr. Lewis Rogers, Virginia; Mr. J. P. Fisher, Philadelphia; Mr. W. Post, Mr. Constable, Mr. J. P. Delandale, and Mr. J. P. Chazet, of Charleston; Mr. A. Scheidler, of Frankfurt, Germany.

LIVERPOOL PACKETS.

| Ships. | Sail from New York. | Sail from Liverpool. |
|-------------|----------------------|-----------------------|
| New York* | 1st Jan. May Sept. | 16th Feb. June, Oct. |
| Roscoe† | 8th | 24th |
| Canada* | 16th | 1st March, July, Nov. |
| Sheffield† | 24th | 8th |
| Pacific* | 1st Feb. June, Oct. | 16th |
| Geo. Wash.† | 8th | 24th |
| S. America* | 16th | 1st April, Aug. Dec. |
| John Jay† | 24th | 8th |
| N. America* | 1st Mar. July, Nov. | 16th |
| Napoleon† | 8th | 24th |
| Britania* | 16th | 1st May, Sept. Jan. |
| Birmingham† | 24th | 8th |
| New York* | 1st April, Aug. Dec. | 16th |
| S. Richard† | 8th | 24th |
| Caledonia* | 16th | 1st Feb. June, Oct. |
| Virginia† | 24th | 8th |

Agents.

* Wright & Son, or B. Marshall, 29 Wall street.
† Fish, Grinnell & Co. Pine corner of Front street.
‡ Wood & Trimble, 157 Maiden lane, or S. Hicks & Son, 154 South street.

LONDON PACKETS.

| Ships. | From New York. | From Portsmouth. |
|--------------|----------------------|----------------------|
| Ontario | 1st Jan. May, Sept. | 24th Feb. June, Oct. |
| New Ship | 10th | 1st Mar. July, Nov. |
| New Ship | 20th | 10th |
| Hudson | 1st Feb. June, Oct. | 20th |
| Columbia | 10th | 1st April, Aug. Dec. |
| Sovereign | 20th | 10th |
| Hannibal | 1st Mar. July, Nov. | 20th |
| New Ship | 10th | 1st May, Sept. Jan. |
| York | 20th | 10th |
| Philadelphia | 1st April, Aug. Dec. | 20th |
| Samsun | 10th | 1st June, Oct. Feb. |
| President | 20th | 10th |

Agents.

Fish, Grinnell & Co., Pine corner of Front sts., or Jno. Griswold, Pine corner of South street.

HAVRE PACKETS.

| Ships. | From New York. | From Havre. |
|--------------|----------------------|----------------------|
| Formosa* | 10th Jan. May, Sept. | 1st Mar. July, Nov. |
| Manchester† | 24th | 10th |
| Ch. Carroll* | 1st Feb. June, Oct. | 20th |
| Charles† | 10th | 1st April, Aug. Dec. |
| Havre† | 24th | 10th |
| Erie* | 1st Mar. July, Nov. | 20th |
| Albany* | 10th | 1st May, Sept. Jan. |
| Heard† | 24th | 10th |
| France* | 1st April, Aug. Dec. | 20th |
| Sully* | 10th | 1st June, Oct. Feb. |
| François I.† | 20th | 10th |

Agents.

* John I. Eoyd, 49 Wall street.
† Bolton, Fox & Livingston, 42 Broad street.

FALL ARRANGEMENT.

THE PATERSON AND HUDSON RIVER RAILROAD continues in operation from Paterson to Aquackanonk, which is within ten miles of the Ferries at Hoboken and Jersey City, and until further notice, a passenger car will depart from the Depots at those places daily, (Sundays excepted) at the following times:—

| FROM PATERSON. | FROM AQUACKANONK. |
|--------------------|--|
| At 8 o'clock, A.M. | At half past 10 o'clock, A.M. |
| ½ before 10 do do | ½ before 1 do P.M. |
| 12 do do | half past 3 do do |
| 3 do P.M. | half past 6 do do |
| half past 4 do do | half past 6 do do or, as soon as the last stage arrives there from New-York. |

ON SUNDAYS.

| At 8 o'clock, A.M. | At 9 o'clock, A.M. |
|----------------------|--------------------|
| half past 9 do do | 10 do do |
| half past 12 do P.M. | 2 do do |
| half past 4 do do | half past 5 do do |

Parties of twenty or more persons can be accommodated at either of the above hours with a private Car.

These villages have become remarkably healthy, and persons who wish to avail themselves of this rapid, delightful and safe mode of travelling, will now have a favorable opportunity afforded to them.

Distance 4½ miles, average passage 22 minutes.
Fare 15 pence.—Children under 12 years half price.

By order, E. B. D. OGDEN, Sec'y.
The Editors of Newspapers who advertise for the Company, will please to insert the above in the place of the former advertisement.
Paterson, October 1, 1832.

THE AMERICAN RAILROAD JOURNAL AND ADVOCATE OF INTERNAL IMPROVEMENTS.

will hereafter contain extracts from approved works upon the cultivation of *The Vine*, the rearing of *Silk*, and Agricultural subjects generally, in addition to its former variety of interesting matter. Its leading character, however, will continue as heretofore—that of advocate and promoter of *internal communication*.

Terms, \$3, to single subscribers, or to companies of ten, \$24 each. It will also be sent to any person at \$24 per volume, who will subscribe for two copies for two years at one time, or remit \$10, *three months in advance*.

PC TMASTERS who are friendly to, and willing to act as Agents for the Journal will be furnished with a prospectus, by writing to the Editor, and will be allowed a fair commission for their services.

"NEW-YORK FARMER AND HORTICULTURAL REPOSITORY."

THE SUBSCRIBER having become the Proprietor and Publisher of the *Agricultural* paper called the "New-York Farmer & Horticultural Repository," heretofore, for several years, published in this city by Mr. Samuel Fleet, deems it proper to say that it will hereafter be issued punctually, and forwarded regularly to its subscribers.

On the 1st of January ensuing, the paper will be enlarged, by lengthening the columns and adding another to each page, and it will thereby contain nearly double its present quantity of reading. It will be printed upon superior paper, with new type; and, in addition to its usual variety of interesting matter, one or two pages in each number will be devoted to the subject of *Road-making and Repairing* upon Mr. McADAM'S System, and to *Steam Carriages* for common roads—with engravings; also, an occasional article upon *Railroads*—which, at this time, so generally interests the community; and no exertion of the Proprietor, or Editor, Mr. SAMUEL FLEET, (the former Proprietor and Editor) will be wanting to render it worthy of a liberal patronage by an enlightened community.

The work will be published monthly, and contain thirty-two pages, with a cover, and list of contents to each number.

Terms, \$3 per annum in advance.

The October number has been delayed a few days beyond its time, but the November and December Nos., to complete the present volume, will be issued earlier than their regular days, in order to commence the next volume on the first of January, after which they will appear regularly on the first of each month.

With these promises, which he pledges himself to fulfil, he asks the continued patronage of those who are now subscribers to the work, as well as a large addition from those who are not.

D. K. MINOR.

* * Communications for the Editor, or for publication, may be addressed as heretofore, to Samuel Fleet, but all letters relating to the business of the establishment may be addressed to the Proprietor, and they will meet with immediate attention.

New-York, 7th November, 1832.

THE NEW-YORK AMERICAN is published DAILY at \$10 per annum, and SEMI-WEEKLY at \$4 per annum in advance.

Also, TRI-WEEKLY, containing all the reading, marine news, and advertisements of the daily paper, and the only Tri-Weekly paper published in the city of New-York.—Terms, \$5 per annum in advance.

Letters, referring to either of the above papers, may be addressed (postage paid) to the Publisher,

S1 D. K. MINOR, No. 35 Wall-street, New-York.

MRS. PARMENTER, at the Horticultural Botanic Garden, Brooklyn, two miles from city of New-York, offers for sale a choice collection of Pear, Apple, Peach, Plum, Cherry, Quince Trees, &c.

Grape Vines, Ornamental Trees & Shrubs, Green-House and Herbaceous Plants.

Also, the *Morus Multicaulis*, or true Chinese Mulberry, of which any quantity, not exceeding ten thousand, can be furnished.

N16 2aw3w

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Ropes, the public are referred to J. B. Jervis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County Pennsylvania.

Palmyra, Wayne County, New-York, 1st mo. 2nd, 1832.

J30 if

RAILROAD IRON.

The subscribers having executed large orders for the Canal Commissioners of Pennsylvania, as well as for several Incorporated Companies, have made such arrangements in England, where one of the Partners now is, as will enable them to import it on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Pins, Wedges, Spikes, and Splicing Plates, in use, both in this country and Great Britain, will be exhibited.

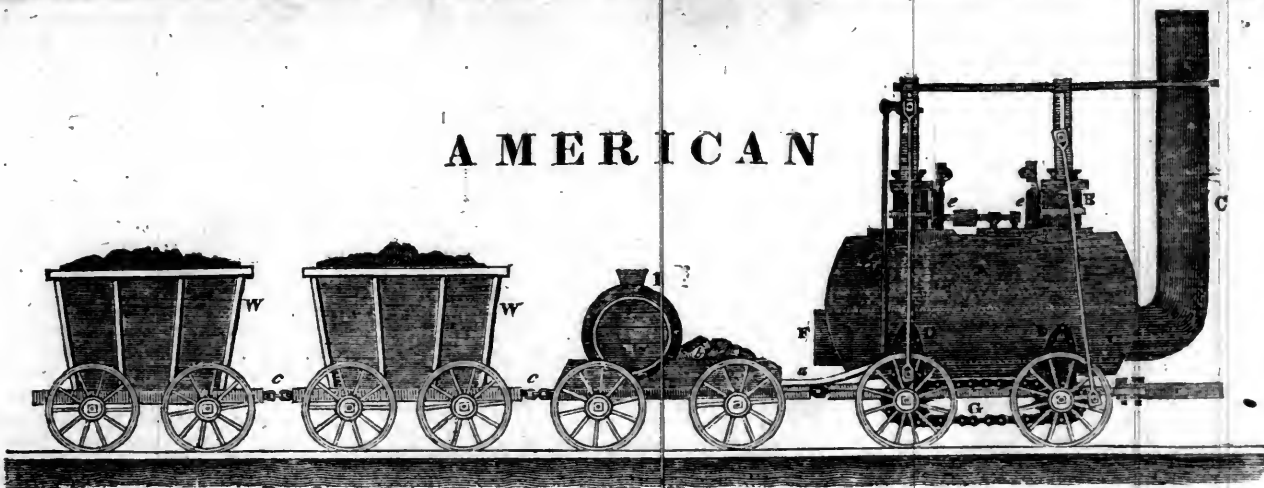
Apply to A. & O. RALSTON.

Philadelphia, Sept. 15th, 1832.
* * They have on hand *Railway Iron Bars*, viz: 95 tons, of 1 inch by ½ inch—200 do. 1½ by ½ inch—135 do. 1½ by 1 inch—500 do. 2 by 1 inch—8 do. 2½ by 1 inch—10 lengths of 15 feet each, with 12 countersunk holes, and the ends cut at an angle of 45 degrees; 300 tons, of 2½ by ½ inch; with Splicing Plates and Nails, shortly expected.

This Iron will be sold duty free, to State Governments and Incorporated Companies, and the drawback taken in part payment.

229 3m

A M E R I C A N



RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS.

OFFICE, 35 WALL-STREET.

NEW-YORK, NOVEMBER 24, 1832.

VOLUME I...NO. 48.

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The JOURNAL AND ADVOCATE is published every Saturday, at No. 35 Wall street, New-York, at three dollars a year, in advance.

AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, NOVEMBER 24, 1832.

The following extract from a letter, upon the subject of the roads of our country, is from a gentleman whose opportunities for observation have been ample, and we hope he will favor us occasionally with other communications upon the same subject:

PHILADELPHIA, Sept. 8, 1832.

I am very much gratified to learn that your excellent Journal meets with sufficient encouragement to insure its continuance. It would be a lamentable circumstance, that a work of this description should fail for want of support. The extension of your plan, to embrace all matters relating to internal communication, must be very acceptable to your readers.

I am rejoiced that the subject of Turnpikes attracts so much of your attention. No species of improvement is more important than this, and I regret to say, the roads of this country are in a most disgraceful condition. There is some excuse for this in the interior, but really it is unpardonable that the Turnpikes leading to Baltimore, Philadelphia, and New-York, where there is an abundance of wealth and intelligence,—should be in the state they are. I have passed the last two years in England, and the badness of our roads strikes me more forcibly by comparison. The great errors we commit are as follows:—1. *Too much convexity*; the roads ought to have no more rise from the sides to the crown than merely sufficient to carry off the surface water. 2. *A deficiency of under-drainage*. 3. The metal used ought to be granite, hornblende, flint, hard limestone, and other kinds of hard stone; they should be broken much smaller, and all the stone ought to be nearly the same size: there ought to be no

large stone below as a foundation, and small ones on the top, for the small ones will inevitably be driven below and the large ones will protrude. We put too much metal on at one time, 2½ or 3 inches deep at one time is quite enough. then travelling ought to be allowed to settle it before any more stone is put on. Nine inches of metal, provided it be of hard material, is ample; whereas, in some of the abominable Turnpikes near Philadelphia, frequently from 14 to 18 and 20 inches are used. If we would adopt a better system of Road-making, we could have fully as good Roads as are found in Great Britain and Sweden, at not greater expense than our present disgraceful Roads cost us. I have seen Locomotives on Turnpikes, but it is totally out of the question that they can be used on our Turnpikes.

We continue our extracts from Mr. M'Adam's book on Road Making; and we wish more of those Editors with whom we exchange, would refer to it occasionally.—It is certainly a subject of importance to a large portion of our community, and it cannot, in our opinion, be agitated too soon. If they will copy, we will furnish the latest and most authentic information in relation to it.

BALTIMORE AND OHIO RAILROAD.—A part of the Report of C. W. WEVER, Esq. Superintendent of Graduation and Masonry on the B. and O. R. R., will be found in our columns to-day. The remainder, which consists of tabular statements, showing the number and length of each division and section, the amount of excavation and embankment, in cubic yards, and perches of masonry, with their cost, on each section thro' the whole line, together with remarks accompanying, will be given in our next.—We consider this a very important and valuable document to be laid before the Railroad community, and to be put on file, at this time, as it may be of much use to engineers and contractors, in making estimates and taking jobs.

The expenditures in this department have been \$1,193,774.79½, all of which has been accounted for, without loss, which we deem highly creditable to the superintendent, as well as to his assistants.—It speaks highly in favor of their energy of character, and business habits; and it will, undoubtedly, with their other quali-

fications, of which they have the most ample testimonials, be the means of their finding eligible and lucrative situations upon other Railroads during the temporary (we hope) cessation of operations on their own great work.

STEAM PACKET SHIPS TO CROSS THE ATLANTIC.—We would call the attention of our readers to the communication of "a Passenger" in this number of the Journal, upon the subject of Steam Packets to cross the Atlantic. Of the importance of such a measure, for the safety, expedition and convenience of the thousands who now, and the tens of thousands who would then, cross the Atlantic we need not speak, for it is too evident to require a word—yet, to effect an object so desirable and so important, some persons of science and enterprise must step forward and call attention to it—we would, therefore solicit further communications from Gentlemen of experience who may take an interest in, or have a desire to promote so great an enterprise.

JOHN HOWARD PAYNE.—The friends of Literature and the Drama, who proposed to pay their countryman, JOHN HOWARD PAYNE, a compliment, on his return to his native city, have completed their arrangements—for giving him a benefit at the Park Theatre on the 29th inst. There will probably be a greater attraction than has ever before been offered at this or any other American Theatre. Amongst those who have so obligingly volunteered their services on this occasion, in addition to the Park Company, are Miss Kemble, Miss Rock, Mr. Kemble, Mr. Forrest, Mr. Hamblin, and Mr. Scott. The Plays designated for the entertainments of the evening are *Brutus*, *Katharine* and *Petruchio*, and *Charles the Second*. Miss Kemble as *Katharine*, Mr. Kemble as *Petruchio*, and Mr. Forrest as *Brutus*, with the other distinguished performers in other parts, cannot fail to attract an overflowing house,—indeed, nearly one-half of the seats are already taken.

Tickets may be had, and seats secured, at this office; and at the offices of the Mirror, Standard, and Mercantile Advertiser.

Third Annual Report of the Superintendent of Graduation and Masonry, of the Baltimore and Ohio Railroad Company.

Office of the Superintendent of Graduation and Masonry, Frederick, October 1st, 1832.

To Philip E. Thomas, Esq. President &c.

Sir,—I have the gratification to state that, since the date of my last annual report, the graduation and masonry confined to my superintendancy has been entirely finished as far as I have been authorised to place it under contract; and I now present a statement of its actual cost upon the first grand division of this great work, extending from the City of Baltimore to the Point of Rocks, on the right bank of the river Potomac, a distance of 67½ miles; and also that on the Lateral Branch to the City of Frederick, which deflects from the main line of the road at a point distant from Baltimore 56½ miles, and is, itself, in length a little over 3½ miles. For the purpose of exhibiting this somewhat in detail, and yet in a condensed form, the accompanying table marked I. No. 1, has been prepared. In previous reports, the names of contractors and the prices of the different kinds of work undertaken by them, respectively, were brought to view and are therefore now omitted.—This table exhibits the length of the sections of the several divisions, and their cost for graduation and masonry, separately, and aggregately, also the entire cost of each of these parts of road-bed formation from the beginning of the line to the end of every section, both singly and jointly.—To this table there is appended a Recapitulation by Divisions.

GRADUATION.—The graduation of the whole line, the Lateral Branch to Frederick inclusive, was contracted and paid for by the cubic yard of excavation or embankment, as the one or the other was the greater in quantity, excepting that part of the first division from the 13th to the 25th section, both inclusive, and the whole of the second division. These parts were contracted for by the pole running measure, but their contents in cubic yards have been correctly estimated. By the table submitted, it is shown that the whole distance graduated, exclusive of the Road between the Depot on Pratt street and the City Block, is 71 miles 9¼ poles; and that the whole cost has been \$804,142.90, or at the rate of \$11,321.38 per mile; that the number of cubic yards actually handled has been 2,510,713, and cost at the average rate of 32⅞ cents a yard. This sum includes not only the cost of the excavation and transportation of the earth, and rock of every description, but also all the grubbing, clearing, and side drains. When this fact is considered, and when it is also recollected that a considerable portion of the work was done by night; that almost the whole of it was pressed forward with a rapidity seldom equalled, but very prejudicial to economy,—that about half of the line passed through wood-land,—and that a third part, perhaps, of the excavation was of rock, and much of that of the hardest kind,—that a large portion of the earth was transported long distances, in many instances half, and in some cases three quarters of a mile,—it cannot but be conceded by those at all conversant with such operations, that the work has been cheaply executed. It might be added that, almost all of the embankments were formed of successive thin strata of earth, a measure which, whilst it gave firmness and stability to the work, was nevertheless calculated to enhance its cost.

An inspection of this table will show that the first 15½ miles, which end at a point a short distance east of the dam across the Patapsco river, belonging to the Union Manufacturing Company, cost for graduation, as much as the remaining 55½ miles; and that the cost of those 15½ miles has been at the rate of \$25,837, or very nearly twenty-six thousand dollars a mile; and that of the next 55½ miles has been only \$7,233, or but a little over seven thousand dollars a mile.

That the graduation of the first six miles, terminating at the crossing of the Washington Turnpike Road, cost at the rate of \$48,550

a mile, whilst that on the remaining sixty-five miles cost at the rate of only \$7,885 a mile;—or the former distance cost per mile upwards of six times as much as the latter.

That the graduation between Baltimore and Ellicott's mills, a distance of 13 miles, has cost at the rate of \$29,193.92 a mile, and that the remaining 58 miles, including the Lateral Road to Frederick, cost at the rate of only \$7,290.56.

MASONRY.—Table I. No. 1, shows that on the whole line of the road, the Lateral Branch to Frederick inclusive, there have been constructed 79,882½ perches of masonry, of 25 cubic feet to the perch; and that this masonry, including the cost of three superstructures of wood, cost the gross sum of \$318,367.77, or at the rate of \$3.98½ per perch. The distance upon which it was built being 71 miles, 9¼ poles, it results that its average cost per mile was \$4,482.24—and that the average number of perches per mile was 1,124.64. Many of the bridges were loaded with an immense weight of earth as soon as they were built. Upon some of them there have been formed embankments of from 15 to 37 feet in height. It was essentially necessary, then, that such should be constructed of masonry of the very strongest and most substantial character. When this fact is known, and it is also considered that nearly all of the masonry was put up with great rapidity, and consequently at increased cost,—that some of it is of dressed work,—that the arches of the bridges are formed in almost every instance of stone cut so as to conform to the radii of the circle of which the arch is a segment,—that the stone in some cases, and in large quantities, were transported from four to nine miles,—that the timber in the large structure over the Monocacy was procured on the Susquehanna river, and land, borne forty-eight miles,—and that the foundations of several of the bridges were very difficult and expensive of excavation,—the cost of \$3.98½ a perch, inclusive of the wooden superstructures, will be regarded as very moderate, and may be compared advantageously, perhaps, with that of the masonry on other public work in this country.

An examination of the Table I, (No. 1,) will show that the masonry on the first 8½ miles of the line cost nearly \$7000 more than that on the remaining 62½ miles;

That those 8½ miles cost for masonry at the average rate of \$18,563.38 a mile, whilst the remaining 62½ miles cost only at the rate of \$2,505.03 a mile.

That on those 8½ miles there were built 29,955½ perches, which cost per perch \$5.42½, and that on the remaining 62½ miles there were constructed 49,927½ perches, which cost at the average rate of only \$3.12½ a perch.

That the masonry on the first 6 miles cost at the rate of \$24,217 a mile, and at the rate of \$5.61 a perch, whilst that on the next 65 miles cost at the rate of only \$2,666 a mile, and \$3.20 a perch, although in the latter is included the cost of three superstructures of wood, thus showing that the cost of the former per mile has been upwards of nine times that of the latter.

That the masonry on that part of the road between Baltimore and Ellicott's mills, 13 miles, cost at the rate of \$17,160.64 a mile, and per perch \$4.74½, whilst that on the remaining 58 miles, including the lateral branch to Frederick, cost at the rate of only \$1,622.72 a mile, or per perch \$2.88½.

On the whole line of road there have been erected the following described bridges and viaducts, which are numbered from east to west:

1. A bridge of rough masonry over Gwynn's run, of one arch of 20 feet chord, which supports a heavy embankment.
2. The Carrollton bridge of dressed masonry over Gwynn's Falls, of two arches, one of 80 ft. 3 inches, the other of 20 feet.
3. A bridge of rough masonry over Roberts' run, of one arch of 20 feet chord, which supports an embankment of upwards of 30 feet in height.
4. A viaduct of rough masonry over Mr. Warfield's road, of one arch of 14 feet chord.

5. A bridge of rough masonry, of one arch of 25 feet chord, over Gadsby's run, which supports an embankment 37 feet high.

6. A bridge of rough masonry, of 10 ft. span, over Smith's branch.

7. A bridge or viaduct over Dorsey's run, of dressed masonry, of one arch of 15 feet chord, intended to pass a farm road under it.

8. A bridge or viaduct of partly rough and partly dressed masonry, of one arch of 12 feet chord, over Ellicott's branch, intended also for the passage under it of a farm road.

9. A bridge or viaduct of partly rough and partly dressed masonry, over Dismal run, of one arch of 12 feet chord, likewise intended for the passage of a farm road under it.

10. A bridge or viaduct of 20 feet chord, of dressed masonry, over Caton's branch; also intended for the passage of a road under it.

11. The Paterson bridge of rustic masonry, over the Patapsco river, of two arches of 55 feet chord each, for the vent of the river, and two arches, one on each side of the stream, of 20 feet span each, to pass county roads through.

12. The Oliver viaduct over the Frederick turnpike, at Ellicott's Mills, of rustic masonry, of two arches of 20 feet chord each, for the road, and one arch also of 20 feet, to vent Ellicott's branch.

13. A bridge of roughly hammered work over a branch opposite the Union Factory, of one arch of 20 feet.

14. A viaduct of rough masonry over the road leading to Judge Dorsey's old mills, of one arch of 12 feet chord.

15. A bridge of rough masonry over Brown's run, of one arch of 12 feet chord.

16. A bridge of rough masonry over Davis's run, of one arch of 14 feet chord.

17. A bridge over Marriott's branch, of rough masonry, of one arch of 14 feet chord.

18. A bridge at Marriottsville, of rough masonry, over Howard's branch, of one arch of 12 feet chord.

19. A bridge of rough masonry, of 40 feet chord, over the west fork of the Patapsco.

20. A bridge of rough masonry over Piney run, of 20 feet chord.

21. A bridge over Gillie's falls, of rough masonry, of 25 feet chord.

22. A viaduct over the Frederick turnpike road, between inclined planes Nos. 1 and 2, of rough masonry, with one arch of 20 feet chord, for the passage of said road—and one arch of 10 feet chord, to vent a small stream.

23. A bridge of rough masonry, in Roderick Dorsey's mill pond, of one arch of 12 feet, to vent the stream, a branch of Bush creek, which operates his mill.

24. A viaduct of wood, near the head of inclined plane No. 4, only rendered necessary by Robert Dorsey's injunction—about 80 feet span.

25. A bridge of rough masonry over a small branch near the foot of inclined plane No. 4, of one arch of 10 feet chord.

26. A viaduct over McElfresh's road, of stone abutments of rough masonry, and superstructure of wood—12 feet span.

27. A bridge of rough masonry over Bush creek, of one arch of 25 feet chord.

28. A bridge of rough masonry over New-Market branch, of one arch of 12 feet chord.

29. A bridge of rough masonry over Shipley's run, of one arch of 12 feet chord.

30. A bridge of rough masonry over Hall's run, of one arch of 10 feet chord.

31. A bridge over the Monocacy river, abutments and piers of rough masonry, and superstructure of wood, of three arches of 110 feet each—whole length of bridge, 350 feet. Roadway over it is elevated, above low water 37 feet.

32. A viaduct for the passage of the Georgetown and Frederick Turnpike Road, over the Railroad, the abutments of rough masonry, and the superstructure of wood, of one span of 20 ft.

33. A bridge of rough masonry over Ballinger's creek, of one arch of 30 feet chord.

34. A bridge of rough masonry over Tuscarora creek, on Carroll's manor, of one arch of 20 feet chord.

35. A bridge over the Flag-pond branch of the Tuscarora, of one arch of 10 feet chord.

Of these bridges and viaducts, from No. 1 to 12, both inclusive, are on the First Division—from 13 to 17 inclusive, are on the Second—from 18 to 22 inclusive, are on the Third—from 22 to 31 inclusive, are on the Fourth—from 32 to 35 inclusive, are on the Fifth Division.

Besides these bridges, there have been built a very large number of gothic and square culverts, and a few detached walls.

It is highly charitable to the contractors and officers of the Company, that I am warranted in stating, that not a single instance has occurred of one of those bridges or viaducts proving defective. It has, in a few cases, been deemed expedient as a measure of prevention against possible casualty, to construct additional buttresses; and more effectually to secure their foundations, to introduce inverted arches.

GRADUATION AND MASONRY.—Table I. No. 1, shows the total cost of the graduation and masonry on the main line and Lateral Branch to Frederick, to have been \$1,122,510:67—the total distance being 71 miles and $9\frac{16}{100}$ poles, it results that the cost per mile was \$15,803:52. It is further shown by this table,

That the first 11 miles of this distance, commencing at Pratt-street, Baltimore, and terminating at a point opposite the Thistle Cotton Factory, has cost \$44,000 more than the next 60 miles;

That whilst the first 11 miles cost for graduation and masonry at the average rate of \$53,000 a mile, the next 60 miles cost at the average rate of only \$8,985;

That the graduation and masonry on the first six miles of the road, which extend from Pratt-street to the 2d crossing of the Washington Turnpike Road, cost at the rate of \$72,797 a mile, whilst that on the next sixty-five miles cost at the rate of only \$10,546 a mile, thus showing that the first six miles cost, per mile, very nearly seven times as much as the next sixty-five miles;

That the cost of that part of the line between Baltimore and Ellicott's mills, 13 miles, cost for graduation and masonry \$605,912:59, whilst that on the next 58 miles cost but \$516,598:08, thus showing that those 13 miles cost \$9,314 51 more than the last 58 miles, and

That the first 13 cost at the rate of \$46,354:56 a mile, whilst the last 58 cost at the average rate of only \$8,913:38 per mile.

The causes of the immense difference in the cost of the work on different parts of the line have, in former reports to the Board, been so fully stated, that there is no necessity of again referring to them. They arose from the highly unfavorable topography of the ground over which the road was located, and the unavoidable expense of procuring the materials for the construction of the large, and for that distance, numerous bridges that were required.

By comparing the whole cost as now presented, viz:—\$1,122,510:67, with the estimate furnished with my last report, viz: \$1,101,615 25, it will be seen that the actual, has exceeded the estimated cost the sum of \$20,895:41. This excess of expense of graduation and masonry above the estimate, which was founded upon the contract prices, has been wholly occasioned by the Board of Directors having instructed me to pay extra prices to several of the contractors, in consequence of the occurrence of unforeseen and unexpected difficulties, against which no foresight could have guarded.

The following abstract or tariff of rates of cost, furnishes a comparative view of the expense of graduation and masonry of each division, and of the Lateral Road, and also of the whole of the first grand Division of the Road, including the Lateral Road, by the cubic yard of earth actually handled,—by the perch of masonry actually built,—as well as the cost per mile of graduation and masonry, separately and jointly, of each subdivision, and of the whole line. It is to be recollected that the quantum of earth handled on thirteen sections of the First Division, viz: from the 13th to the 25th, both inclu-

sive, and on the whole of the second division, is taken from estimate, and the balance from measurement:—

| Division. | Graduation. | | Masonry. | | Graduation and Masonry. | |
|--------------|--------------------------------------|--|---|--|--|--|
| | Average cost per cubic yard, in cts. | Average cost per mile, in dollars and cents. | Average cost per perch of 25 c. feet, in dollars and cents. | Average cost per mile, in dollars and cents. | Average cost per mile, in dollars and cents. | |
| City - - - | 29 ⁹ / ₁₀ | 18,996:16 | 6:19:4 | 17:124:16 | 36,130:32 | |
| First - - - | 32 ¹⁰ / ₁₀ | 30,366:08 | 4:61:8 | 17,105:12 | 47,581:20 | |
| Second - - | 29 ¹⁴ / ₁₀ | 7,653:44 | 2:39:6 | 2,471:04 | 10,124:48 | |
| Third - - - | 30 ¹⁰ / ₁₀ | 6,599:04 | 2:40:9 | 1,093:12 | 7,692:16 | |
| Fourth - - | 35 ⁷ / ₁₀ | 7,536:00 | 3:60:9 | 2,291:20 | 9,827:20 | |
| Fifth - - - | 31 ⁷ / ₁₀ | 7,118:40 | 2:36:9 | 1,092:80 | 8,211:20 | |
| Lateral Road | 44 | 9,075:20 | 1:58:5 | 273:60 | 9,348:80 | |
| Whole Line | 32 ²³ / ₁₀₀ | 11,321:28 | 3:39:5 | 4,482:24 | 15,808:52 | |

industrious, and judicious, in the execution of the duties assigned them respectively.

I cannot close this report without tendering to you, and through you, to the Board of Directors, an expression of my thanks for the unwavering confidence you and they have reposed in my integrity and judgment, and to say that this has been, and ever will continue to be, more highly prized than any compensation of a pecuniary character which they could have made me. Respectfully submitted,

CASPAR W. WEVER.

Extracts from J. London M'Adam's Examination before a Committee of the House of Commons, in the year 1819.

[Continued from page 611.]

Can you state what proportion that is?—I think the first year, 723/4.

What is the amount of the whole debt?—The whole debt is 43,000*l*. I had said a considerable reduction of the principal debt had been made, I did not use the word proportion. I can mention that the balance in the hands of the account amounted to 2,700*l*. 0*s*. 4*d*. in the Bristol district, beside a considerable diminution of the debt, and beside alterations and improvements.

That applies only to one hundred and forty-eight miles round Bristol?—Only to the one hundred and forty-eight miles round Bristol. The Bristol district has been under one trust for twenty years, and in that period the debt has increased to 43,000*l*.

You will be kind enough to furnish the Committee with a statement similar to that which was supplied by you to the Holyhead Committee, down to the latest period?—I will. Bristol is the only district for which I can have precise figures, I have not had the finances in my own management or direction with respect to the others. As I have only advised with respect to them, I cannot give you the items; and I must say, that my information with respect to other roads, must be much more general than with respect to this road. In Sussex, the roads in nine trusts have been mended with a considerable diminution of the former expense, and the thanks of a general meeting of the trustees of the Lewes trusts were unanimously voted to Lord Chichester "for the introduction of this system, by which the roads had been so much improved, and the country was likely to derive so much benefit."

Have you found that a similar diminution of expense has taken place where the materials have been bad, as where they have been good?—Yes, I have.

Do you find your mode of management equally applicable where the materials are bad as where they are good, and that the same proportionable benefit arises?—I am afraid gentlemen suppose that I have some particular mode of management, which is certainly not the case; nor can by any means be the case; and in every road I have been obliged to alter the mode of management, according to the situation of the roads, and sometimes according to the finances. At Epsom in Surrey, the roads have been put in good repair, at an expense considerably under the former annual expenditure, by which the trustees have been enabled to lower their tolls on agricultural carriages. The road between Reading and Twyford, in Berkshire, has been made solid and smooth since the beginning of July last, by persons under my directions, at an expense, including the surveyor's salary, not exceeding fifteen pounds per week; and their former expenditure, exclusive of the surveyor's salary, was twenty-two pounds per week. A great part of the road in the neighborhood of Bath, which was formed upon the plan laid down in my report to the commissioners, and with the greatest success, is made with freestone, which was always supposed impossible to make a good road of; but it will make a good road. It certainly does not last so long as one made of better materials; but it is equally good whilst it does last. One

of the roads out of Bristol towards Old Down has been made good, where it was a received opinion, that from the nature of the materials the road could not be made so; and the commissioners would not consent to my beginning it until the road was threatened to be indicted. It was put into my hands in October 1816, and at the Christmas following I was able to report that it was one of the best roads in England for the distance of eleven miles, at the expense of first outlay only of £600, and it has continued so until the present.

Please to inform the Committee, what are the means, in your opinion, the most eligible to be adopted for the amelioration of the roads throughout the kingdom?—That question, I think, divides itself into two branches: The operative part, in making the roads, and the care of the finances, and the mode of their expenditure. I should imagine the operative part of preparing roads cannot be effected without procuring a more skillful set of sub-surveyors; young men, brought up to agriculture and labor must be sought, and regularly instructed. It is a business that cannot be taught from books, but can only be acquired by a laborious practice of several months, and actual work upon the roads, under skillful road-makers. Young men who have been accustomed to agricultural labor are fittest to be road-surveyors, as their occupations have given them opportunities of being acquainted with the value of labor both of men and horses. But I should greatly mislead the Committee if I did not inform them, that the skill in the operative part of road-making cannot alone produce a reformation of the multitude of abuses that are practised in almost every part of the country, in the management of roads and road funds. These abuses can only be put down by officers in the situation of gentlemen, who must enjoy the confidence, and have the support of commissioners, and who must exercise a constant and vigilant inspection over the expenditure made by the sub-surveyors. They must be enabled to certify to the commissioners that the public money is judiciously and usefully, as well as honestly expended; without this control and superintendence an end cannot be put to the waste of the public money, and all the various modes that are injurious to the public interest, the amount of which would appear incredible, could it be ascertained; but which, I conscientiously believe, amounts to one-eighth of the road revenue of the kingdom at large, and to a much greater proportion near London.

Do you mean the frauds amount to one-eighth?—No, not direct frauds, I call it mis-application: it must not be concealed that the temptations with which even a superior officer will be assailed, the facility of yielding to them, and the impunity with which transgression may be committed, require great delicacy in the selection of persons to fill the situation: and encouragement to make this a profession must be in proportion to the quality of the person required.

Do you not consider one of these mis-applications to be the injudicious use of the labor of horses, instead of that of men, women and children?—I do consider that to be a great mis-application of the labor of horses. I am afraid that gentlemen may understand, from what I said, that frauds are committed to the amount of one-eighth, but I meant no such thing; I meant the loss arising from mis-application generally. I have in general found a great deal more materials put upon the road than are necessary, and I am of opinion that is one of the chief causes of the waste of the public money.

Do you think the loss arises, in most instances, from mistake, or from any abuse in regard to the power and patronage which the situation confers?—I think it proceeds from mistakes and ignorance mostly.

Please to explain to the Committee in what way you think the labor of men, women and children, may be substituted for that of horses?—I have generally found that a much greater

quantity of materials have been carted to the roads than are necessary, and therefore the increase of horse-labor has been beyond any useful purpose, and that generally the roads of the kingdom contain a supply of materials sufficient for their use for several years, if they were properly lifted and applied; this is to be entirely done by men, women, and children, men lifting the roads, and women and boys, and men past labor, breaking the stones which were lifted up.

By lifting the road, you mean turning it up with the pickaxe?—Yes; that I consider as man's work; taking up the materials and breaking stones, I consider the work of women and children, and which indeed ought to have been done before those materials had been laid down.

How deep do you go in lifting the roads?—That depends upon circumstances, but I have generally gone four inches deep; I take the materials up four inches deep, and having broken the larger pieces, I put them back again.

Please to explain to the Committee the mode of breaking the stones so as admit of the labor of men, women and children?—When the stones of an old road have been taken up, they are generally found of the size that women and boys can break them with small hammers, and therefore I would propose to employ these people to break those stones always before they are laid back in the roads.

Is it your plan for those people to break them standing, or in a sitting posture?—Always in a sitting posture: because I have found that persons sitting will break more stones than persons standing, and with a lighter hammer.

Does that apply to all materials?—To all materials universally.

Does the plan which you have mentioned of breaking up the roads, apply to gravel roads, or only to those roads composed of hard stones?—In gravel roads and in some other roads it would be impossible to break them up to any advantage; and in several places which I will explain, I should think it unprofitable to lift a road at all. There is a discretion of the surveyor, or the person who has the execution of the work, which must be exercised. I did not order the road in the neighborhood of Reading to be lifted, but I directed wherever a large piece of flint was seen, it should be taken up, broken, and put down again; and I directed the road to be made perfectly clean—I am speaking of a gravel road now—and I directed that additional gravel should be prepared in the pits by screening the dirt very clean from it, breaking all the large pieces and bringing that upon the road in very light coats not exceeding two inches at a time; and when those coats were settled, to bring others of very clean materials upon the road, until it settled into a solid smooth hard surface, and which the coachman in their mode of expression, say "runs true." The wheel runs hard upon it; it runs upon the nail.

[To be continued.]

To the Editor of the Railroad Journal:

SIR,—Having been a passenger twice across the Atlantic within the last three years, I was led, during the second one,—in consequence of a passage of nearly forty days, much of which was calm weather,—strongly to the reflection upon the advantages of a Steam-Ship, as well during the passage as at various times since; and the result of these reflections has been a full conviction of its practicability, and to ask, in this truly enlightened age, if we may not flatter ourselves with the anticipation of looking through but a short period of time to a new and most interesting era in the progress of travelling by water; if not a greater or more useful one than that of steamboat navigation, as now exhibited in various countries, yet one that shall be of a much higher, more noble, and more astonishing kind in the estimation of the world,

viz. the crossing the Atlantic with much greater safety, ease, pleasure, and despatch,—one that will divest the present good mode, (compared with former ones,) of at least one half of its dangers, its average required time for the performance, its privations, sufferings, and various other disagreeable circumstances,—one that will increase the number of passengers to double, at least, what would otherwise be the case, by these facilities saving of time and expense,—one, in fine, which would induce more of the better class of Europeans to visit and to emigrate to our extensive country, as well as afford the facility and inducement for more of our countrymen to visit the "Old World," and enjoy, while there, the pleasures of its various agricultural beauties, its improvements, antiquities, and Classical associations; and on their return, bring with them not only those improvements in Agriculture, the Arts, Manufactures, and Commerce, but bring also the strongest and most clear conviction of the perfection, as well as the superior justice and equality of the Constitution and Government of their own country: a conviction well calculated to do much towards preserving and continuing those blessings to themselves and to others.

Where have we a better right to turn our eyes, and look for the birth of such an era than to New-York? Is not this the mother-city, the fostering nurse, the guiding tutor, and the patron of the advanced stage of steam navigation, as applied to practice? Are not her mercantile citizens enterprising and persevering, as well as better situated, and with more facilities, for effecting great commercial objects, than any other city probably in the world?

That this era in steam navigation, on a large scale, is practicable, and that it would be very profitable for passenger-ships, no one can with reason now deny, who considers the present state of science and practical experience in the construction of ships and vessels for wind and steam navigation; nothing can be necessary but the union, in a proper manner, of such talents and experience as are now at command, in our great commercial cities.

If it be said that steam-ships have been made and sent out on voyages—that the experiment has been tried and found to be, at least, doubtful as to safety, or as to suitable economy—it may be truly and peremptorily replied, that such ships and such experiments were not only not real ships, and experiments, of the kind necessary, or here alluded to, but they were very little more than the shadow in miniature, either of such a ship or of such an experiment as the writer deems necessary for accomplishing the truly noble and sublime object of a safe and speedy passenger-ship, every way suited to run from New-York to Europe—having all the possible advantages united, of sailing by wind and being propelled by steam.

Suppose, then, a ship for this purpose to be constructed of 1500 to 2000 tons,—that it be fitted with sails in the most perfect manner—that it should have four to six detached steam engines, with an iron or copper water-wheel to each, placed in the best position for the greatest general effect—that it should be exclusively for passengers, and therefore made, in every part, at least of twice or three times the strength of what is now deemed a good ship, for this can easily be accomplished by means of the many subdivisions that would be required to fit it for passengers, and of course might in the absence of freight, have as much space occupied for obtaining strength and stiffness, by a judicious connexion of such partitions with the decks and side-frame, as would be equal fully to whatever might be required or wished.

Should any one smile at the idea of this strength, more than is possessed by our best ships at present, they are respectfully referred to the list of lost persons every five years, not only by ships being too weak, but for various other causes, which it is here intended to remedy effectually, and the expense of which, for one or two passenger-ships at least, could well be afforded.

Suppose this ship also to have the following additional provisions, for safety, convenience, and despatch, viz.:

1st, Each boiler of your steam engines to be enclosed by a strong partition of wood and iron, sufficient for a protection of all the passengers. This might easily be done, and the expense afforded in a ship intended for passage only, and having from 200 to 350 at each passage on board, who might be divided into four classes, paying £30, £25, £20, and £15 sterling, according to accommodations or room, each class to live at a suitable table according to the price paid; but in all cases, liquors and uncommon articles of luxury to be had, if called for, at a reasonable rate, and paid for extra. Thus, much dissipation, sickness, and personal annoyance, would be prevented, that it must be admitted now exists in some instances.

2d, Spare suits of sails of the first quality, suited to any emergency, with every other appendage connected with sailing a first-rate ship.

3d, The officers to be increased in number, and selected from men of the best nautical talents and experience in the country; to have an extra number of the best picked sailors which the country affords; to have an astronomical apparatus, suited to the purposes of navigation, far superior to what is to be found on board of any American ship, together with all books, charts, &c. that could be of use either in sailing the ship, or in the study of all branches of navigation and seamanship, and which in mild weather could be advantageously pursued under such able officers, so as to constitute a school of the highest grade for pursuing the science and practice of this most useful and important part of the education of officers and seamen: at the same time, rendering additional safety to the ship, by such additional talents, experience, instruments, &c. &c.

4th, The danger from fire at sea,—the most formidable and terrible, perhaps, of any,—may be almost entirely done away with, by excluding all freight, except specie, silver plate, jewelry, letters, papers, bills of exchange, and a few other articles that are incombustible, take very little room, and will pay a very high freight: thus access may always be had to all parts of the ship, not only to detect and extinguish fire, but to perceive and repair any other injury to any part. No expense need be spared to render every security possible to each mast, against the effects of lightning, which cannot be or is not generally done in the numerous packet-ships. Spirits being kept in bottles, and no other combustible articles admitted, it would be almost impossible that fire could ever get any ascendancy; if, however, it did, the hose connected with the steam engine would subdue it instantly. The interior of the inclosures for the boilers could be easily and effectually secured with iron and copper.

5th, A small number of heavy pieces of cannon, on deck, with small arms, &c. suitable for arming 150 or 200 of the passengers, would, with her other facilities, render the ship safe from pirates, and even from small ships of war; and this feeling of perfect security at all times, would be a matter of some consideration, and might become more so in future.

6th, Probably one of the greatest dangers at sea, arises from the running a ship against icebergs, or other ships. This ship, with her size and facilities, more than others have—the superior strength she would possess in her construction—together with her power of pumping herself clear, in case of even such leaks as would immediately sink an ordinary vessel,—would be effectually secured against serious injury from running against other ships; and in case of icebergs, her danger of injury would be very small, with all her advantages of security: yet in the extreme case of serious injury and great leaks, she would be able to keep herself free by large pumps, worked by steam, while other ships would be immediately destroyed or sunk.

7th, The best kind of ballast might and should be used, the quantity of it may be exactly graduated and so distributed and secured as to put

the ship in the very best possible trim for sailing. Coal should be used in part for ballast, by being placed in tanks, in order that when the coal intended for raising steam should fall short, that such ballast-coal might be used and the tanks filled with sea water in lieu thereof. Thus the quantity of coal required to be taken for each passage, over and above the ballast coal would not be more than sufficient for about half the time of a passage, viz. about eight days; this would ordinarily be sufficient, altho' in cases requiring steam more than half the time, the ballast coal might, as above stated, be sufficient in quantity for four to six days' use, which would supply such extreme cases without an increase of her freight, consequently the eight days' coal, and the provisions, would be nearly all the freight, except passengers, for this immense tonnage—so small, in proportion, as to be wholly unobjectionable in every point of view.

8th, The great size and strength of such a ship, (having but little freight,) its great buoyancy and elevation from the surface of the water, would enable it to ride very easy in a heavy sea, as well as to resist its shock and encroachments, almost as effectually as a high rock rising from the ocean. This would make a very important difference in sea sickness, as well as in any illness, as also in the ease and pleasantness of a passage, the certainty of which would be reduced to 15 to 18 days; indeed, all the advantages attendant on such a passage would remove five-sixths of the present aggregate of evils, risks, and inconveniences, the certain result of which would inevitably be to increase the number of passengers within five years, to twice or thrice what they otherwise would be in number as well as also to command nearly all those who now go not only in packets, but almost numerous merchant-ships: it would soon after, be as uncommon to see passengers go in other ships as it now is to see them go from New-York to Albany in sloops; and the evidence of the above increase of passengers in consequence of such safety and pleasant accommodations is to be found in the history of the improvements in travelling on this river before and since the introduction of steamboats. The competition too in this kind of navigation would be much less than is in other kinds, on account of its requiring a large capital, and as freight would not be the object at all, the inducements to competition would be still less, and as the amount received at each passage, after such ship should become known and tested, would be, at least, about \$30,000, this for eighteen passages, which she might make in a year, would amount to \$540,000, a sum that speaks for itself as to its being adequate to pay the expenses and leave sufficient profits for its amount of capital, however liberally the plan should be carried into effect.

9th, The number of wheels that it may be most prudent to adopt, as well as their size, form, and strength, must be determined by practical experience,—they may be so secured by iron or copper to the sides of the ship as to resist or withstand a very heavy sea, whether they are in motion, or not; reference should be had also, in their setting up, that they impede the sailing of the ship by wind as little as possible, for it is probable, that it will be found difficult, and indeed unnecessary, to remove or take in the wheels, at least on common occasions.—Strong iron bands crossing at right angles, and sufficiently curved to admit of their being secured to the sides of the ship effectually, may be so arranged as to support the outer end of the shaft of each wheel.

10th, No risque of injury or loss, from rocks or shoals, can be worthy of much consideration, in a ship with all her advantages, facilities, and talents of officers, as she will make the best harbor, at each end of one unvarying line between New-York and the best port in England, from which Railroads and steamboats would take passengers immediately to all other important points in Europe. It would be strange, indeed, if she should ever be found so far out of place and out of character, as to be among rocks or shoals.

A PASSENGER.

AGRICULTURE, &c.

[From the Genesee Farmer.]

CAULIFLOWER.

This vegetable is extremely delicate, and is esteemed equal to any other for its excellence wherever it is cultivated and known. To what extent it may have been cultivated in this state, or in any part of the state, I am unable to say, as I have never seen much written on the subject; it occurred to me, however, that it might be cultivated to great advantage in the latitude of Rochester. Two years passed away before I could obtain seed. Last winter I obtained some, and on account of the backwardness of the spring, I omitted sowing until the middle of May. This produced me a lot of sickly plants, partly owing to the coldness of the weather and partly by being sown on the north side of a board fence, which kept the sun from them a great part of the day. The middle of July I transplanted them into good, rich, warm, quick soil, about two feet apart each way, twenty in number; the manner of cultivation nothing different from that of cabbage. On the 9th inst. I cut a head which measured forty-four and a half inches in circumference, and weighed eight pounds and three ounces, making a sufficient quantity for three meals for a family of nine persons. I have thirteen or fourteen more, several of which are superior in quality to the above. To those who are acquainted with the article, I need not point out its qualities; and those farmers and gardeners who are ignorant of its worth, remain so no longer. Get your seed this winter, cultivate them next season, and if you are not well paid for all your trouble, you shall have no more of my advice. If any information should be desired as to cooking and preparing the cauliflower for the table, all I possess shall be cheerfully communicated, as much depends on the cooking to make it all you desire.

OTIS TURNER.

Medina, Orleans Co., Oct. 22, 1832.

[From the same.]

WHEATLAND AGRICULTURAL SOCIETY.
ON SUMMER FALLOW, SPRING CROPS, AND THE
DESTRUCTION OF RED ROOT.

Gentlemen—Agreeably to your request, that I should give my opinion on summer fallows and spring crops, and also the best way of destroying red root, I would respectfully report:

I would first observe, however, that having trod the old track of agriculture so much, without a regular system, seldom having noted down days or dates of ploughing, or the result of crops from the quantity of labor performed, all I can do is to give from memory a loose, crude opinion on those subjects.

With regard to fallowing ground, there are two objects to be attained—one is to resuscitate the earth; the other to destroy the weeds and noxious herbage which may tend to interrupt the growth of the crop you propose to cultivate. How far the soil may be revived by preventing the growth of vegetation, is to me a dubious question. We see, for instance, where the herbage is kept down by travel as in roads, that the soil is not enriched, but the reverse. I conclude, therefore, that the resuscitation produced by fallowing is owing principally to tillage. The amount of tillage, or the number of ploughings, harrowings and rollings (although rolling is not much in practice, it is certainly very beneficial on cloddy lands) that is necessary to give a piece of land in one summer fallowing, must depend much on the situation of the land to be fallowed.

In heavy timbered land, for instance, all that is necessary is to remove the timber, allow the surface a sufficient time exposed to the sun and air to decompose or rot the vegetable substances on the top of the ground, before the seed is sown, to insure a good crop. In open lands, in a state of nature, where the natural vegetation is strong and hardy, and the rooty fibres are coarse and strong, it is absolutely necessary first to plough thoroughly, and the longer it lays

without cross-ploughing the better, providing other vegetation is not produced; and in order to insure a tolerable crop, I think it is indispensable that it should lie the greatest part of the three hot summer months in order to rot the sod.

Where wheat is a primary crop, as it is in this section of the country, and where it is our interest to sow it as frequently as we have a fair prospect of reaping a good harvest, (and we ought never to sow without we have,) experience teaches that summer fallowing occasionally is indispensably necessary, but how frequent, or what summer crops may be substituted in its stead, I cannot satisfactorily answer. Where the land is in good heart, wheat does very well after corn and barley. Peas, too, are an excellent fallowing crop; where they do well, they leave the land clean and in good order; but they do not answer well in this neighborhood on account of the bugs, although I am told when sown the fore part of June they are free from bugs; but in that case they come off the ground rather late for sowing wheat. The mangold-wurtzel or field beet, will doubtless be an excellent fallowing crop; so are potatoes; but the quantity of labor required to raise and secure the former, and the difficulty of disposing of the latter, will render those crops but a partial substitute for summer fallows.

Oats may be extensively and profitably raised on lowish, rich lands, so long as locomotive steam engines do not supersede the use of horses; but on our dry uplands in ordinary seasons, I think it not profitable to raise more than we require for our own use. They are a bad crop to sow wheat after, for although, being sown in the spring, some of the weeds indigenous to wheat may be destroyed, they leave the ground in a dead, impoverished state.

Wheat, in some instances, may be sown after wheat, so as to produce immediate profit; but I am doubtful whether in the long run it will be productive of real benefit, and at any rate ought seldom to be resorted to, for by this course, those weeds which seem natural to wheat, or, to speak more correctly, whose nature the cultivation of wheat is congenial to, and whose hardy seeds seem to be exterminable, such as cockle, chess, red-root, &c., are cultivated, and we are well aware that it is much easier to prevent than it is to destroy weeds when once they have got possession of the land. A frequent recurrence to clover, with a plentiful use of plaster, will, I believe, be the best extensive method to dispense with frequent summer fallowing; but I think that every other crop of wheat we sow, the ground ought to be fallowed.

The time of breaking up, and the number of subsequent ploughings, must depend much on circumstances. Very stiff clay soils would be best broken up in the fall, that the earth may be pulverized by the winter frosts. Other hard lands, which are difficult to plough, would be best broken up in the spring, while the ground is soft. You get your work more thoroughly done, and it saves team, and wear and tear of tools; our ordinary stubble or grass lands may be broke up any time before Independence; if they are broke up much later than that, they hardly deserve the name of summer fallows, although clover stubbles, where the land is fresh and has not lain over two or three years to grass, may be broke up after harvest, and yield a fair crop of wheat. The subsequent ploughings, after breaking up, ought to be sufficiently frequent to keep down the weeds, but never ought to be done when the ground is very wet. A single ploughing, when the ground is wet, will destroy your previous labor, by rendering useless one of the principal objects of fallowing, viz: the pulverizing the earth. Fallows that are infested with plants whose fibrous roots shoot up from every joint, and spread horizontally throughout the soil, among which we may name sorrel and several species of grass, the roots of which are by some termed quickens, ought to be frequently ploughed and harrowed in dry, hot weather, that the roots may wither and die by the heat of the sun.

The red-root is certainly the worst weed, excepting the Canada thistle, that ever infested winter grain. It comes forward so early in the spring that, where it is thick, it totally destroys the crop. I have not had much experience in killing, not having noticed it on my farm until four years ago. I will therefore give you a method proposed by Mr. LEVI LACY: Plough the ground the latter end of August; again in the spring, and plant with corn; fallow the next summer, and sow it with wheat in the fall; but whenever you find it among your grain, you must not omit to weed it carefully by hand the latter part of May, or before the seed begins to ripen. All which is respectfully submitted:

JOHN GARbutt.

October, 1832.

[From the New-York Farmer.]

FARRIERY.

MR. EDITOR,—There are few subjects on which farmers generally are more at a loss than in Farriery. The medication of their horses and cattle is frequently done under the direction of men utterly incompetent to advise, or books the prescriptions of which are calculated to kill more than to cure. No department, therefore, of an Agricultural paper seems to me more important than this; and it is my intention to give such views of the more common complaints of horses and cattle as appear to me important, hoping they will be useful in this department of the Domestic Economy. In most cases of fever, I hold that depletion is the most proper remedy; that bleeding and purging, with a view to reduce the system, are the first obvious remedies; that, after the fever has entirely subsided, and not till then, a tonic or restorative course may be resorted to with advantage; that most glandular affections originate in an indirection of the bile; that to obviate them, it is of prime necessity to lead the bile into the bowels, believing that, so long as the bile continues healthy and flows regularly into the bowels, they are rarely, if ever disordered, but when it is suspended or diffused into the circulation, the most alarming disorders ensue. With these views of the subject, I propose to make some communications, and hope they may not be wholly without their use.

CARLO.

September 3d, 1832.

STRANGLES IN HORSES.

MR. EDITOR,—The Strangles, I conceive to be one of those numerous glandular affections with which our horses are so often affected; that it owes its origin to an indirection of the bile; that this secretion being thrown into the blood, or circulation, comes in contact with the glands; that the smaller glands, about the throat and jaws, are unable to pass it, and are irritated, inflamed, and a suppuration brought on. The first object, therefore, in its cure, as well as in most other glandular affections, would appear to be to lead the bile into the bowels, and thereby restore the digestion to a sound state. To do this, I think, half an ounce of gamboge, one ounce of aloes, one ounce of saltpetre, and a quarter of an ounce of calomel, made into ten or twelve balls, as heretofore directed, and one ball given every morning and evening, will ultimately restore the natural order of the body. I agree with Mr. Hind, that the inflamed glands should be treated with the mildest applications. No Oil of Spike, Corrosive Sublimate, or other irritating or drying medicine, should be applied, but the sores should be frequently washed with warm soap-suds, and mild, moist poultices and such applications only applied as will tend to lubricate the glands and promote the discharge. Heating, irritating, and drying medicines may heal the sores, but, I think, can never cure the complaint. The treatment above recommended, I think, will perform a permanent cure, but it would require time and perseverance, especially in cases of long standing.

Yours, &c.

CARLO.

September 3d, 1832.

SPAVIN.

MR. EDITOR,—In case of Spavin, or any oth

er swelling about the legs of horses, a bandage should be put on moderately tight, and the swelling bathed three or four times a-day with the liquid Opodeldoc, heretofore directed. Where the swellings are on such parts as will not admit of bandaging, they should be frequently bathed with Opodeldoc. It will generally scatter the tumors.

CARLO.

September 21st, 1832.

COSTIVENESS IN HORSES.

MR. EDITOR,—Mr. Hind directs, in case of Costiveness in Horses, back-raking. This appears to me to be a very disagreeable and useless remedy, in no way calculated to afford permanent relief in the disorder.

I would recommend half an ounce of gum gamboge, and one ounce of aloes, reduced to fine powder; mix intimately, adding flour and water until it is of the consistence of unbaked dough: divide into ten balls, and give one ball morning and evening. An injection of simple molasses and water, given once a day for three or four days, will have all the beneficial effects of back-raking, and, combined with the balls, will permanently cure the disorder, whereas the purgatives recommended by Mr. Hind appear to me only calculated to produce a momentary effect to weaken and disorder the system, and rather to aggravate than to cure the disorder.

CARLO.

September 3d, 1832.

[From the Genesee Farmer.]

AGRICULTURE.

Agriculture is the art of cultivating the earth, and extracting from it sustenance for the use of man, and the animals under his control. It is greatly conducive to the health of those who practice it, and increases the strength and prosperity of those nations among whom it receives encouragement and support. Agriculture, in every part of the world, has always been coeval with the first dawn of civilization; nor need we look far for an example of its astonishing effects, on the rise and progress of nations. Agriculture is the school of industry, and the cornerstone on which all other arts have their foundation. It opens to our view the most beautiful and sublime mysteries of nature, habituates us to industry, and prepares us for the reception of other arts of civilized life. Agriculture is the necessary and indispensable employment of the major part of every civilized population. It justly merits the encouragement of the ruler, and the attention of the subject. History shows that nothing has a better tendency to promote the union and happiness of a people, than the cultivation of the earth, and the decline of agriculture may be reckoned as one of the causes which hastened the fall of the Roman empire. With regard to the history of Agriculture, I shall be very brief, confining my observations to a few ancient nations that paid particular attention to it. The ancient Chinese made great advances in the art of tillage. Surrounded (on the north and west) by barbarous nations (that knew nothing of the arts of civilized life, they were obliged to supply their wants from the productions of their own country; and long before the commencement of the christian era, agriculture was the chief employment of the people. The arts have not made much progress in China for a long period of time, and the present state of agriculture in that country will give a pretty good idea of what it was many centuries ago. No nation understands the tilling of land better than the Chinese,—and we shall not wonder that this is the case, when we reflect that a population of at least two hundred millions is to be supplied with food, from the produce of a country not more than five times as large as the state of New-York. "Their high lands, according to Raynal, produce three crops in a year. He says, they are first sown with a kind of radish which produces an oil, then with cotton, and lastly with potatoes.—This is the common method of culture."

If we may credit the assertions of travellers and historians, the Chinese must be a very industrious and persevering people. Permit me

here to transcribe a passage from Anderson's Narrative of the British Embassy to China, as illustrative of this point. "On a very high mountain, I discovered several distinct patches of cultivated ground, in such a state of declivity as appeared to be altogether inaccessible; and while I was considering the means which the owner of them must employ to plant and gather his vegetables on these alarming precipices, I beheld him actually employed in digging a small spot near the top of the hill, and in a situation where it appeared to me to be impossible; without some extraordinary contrivance, for any one to stand, much less to be following the business of a gardener. A more minute examination informed me that this poor peasant had a rope fastened round his middle, which was secured at the top of the mountain, and by which this hardy cultivator lets himself down to any part of the precipice where a few square yards of ground gave him encouragement to plant his vegetables or his corn; and in this manner he has decorated the mountain with those little spots that hung around it." It is said that the Emperor of China, on the celebration of a certain annual festival, performs the office of a husbandman, and ploughs and sows with his own hands. This is doubtless done to encourage his subjects to emulate the example of their prince, and we may infer from it, that he justly appreciates the important bearing which agriculture has on the prosperity of the empire.

The ancient Egyptians, possessing a very fertile country, early paid attention to agriculture. More than ten centuries before the christian era, the duty of cultivating the earth was enforced by many religious maxims, and the gifts of nature were improved by the industry of the people. "Tillage, as well as other momentous concerns, continued immemorially under the priestly families who had of old taught their subjects to drain the marshy Delta. When Sesostrius was king of Egypt, agriculture received every encouragement and support. Among other useful works, he opened canals in different sections of the country, that the fields might be watered more conveniently in dry seasons. The reign of the Ptolemies, a bright period in Egyptian history, is justly celebrated for the splendor to which the arts and sciences attained. Under their administration, Egypt rose from a plundered province to an independent kingdom. The industry of the people was not blunted by oppression, and the great quantity of grain exported to other countries, attests that agriculture received the attention of a good part of the population. But since the reign of Cleopatra, and the reduction of Egypt to a Roman province, the wealth of the country has been transferred to the treasuries of arbitrary rulers. The multitude of their taxes has discouraged the industry of the people, and agriculture and the other arts have long ceased to flourish."

The ancient Greeks owed their civilization in some measure to the Egyptians, and probably received most of their knowledge of agriculture from that nation. They did, however, bestow that attention on it which they did on the more polished arts and sciences, at least after the first periods of their history, and the productions of the country did not much exceed the wants of the population. But, although the merits of agriculture were not justly appreciated by the mass of the people, yet the subject was treated by several Greek writers, and Hesiod, (contemporary with Homer,) in his works entitled "Works and Days," has given some useful hints relative to husbandry. The farming utensils used by the Greeks were few and of simple construction. They seem also to have had some knowledge of manures, and Theophrastus, after mentioning the different kinds, adds, "that a mixture of soils produces the same effect as manure. Clay (he observes) should be mixed with sand, and sand with clay."

The Romans in early times were both agriculturists and soldiers. Under the government of the kings, and subsequently of the consuls, they were engaged in frequent wars with foreign

and domestic enemies, yet whenever a period of peace intervened, they willingly exchanged the sword for the plough, and returned to the cultivation of their fields. The most illustrious Romans eagerly coveted the blessings of rural life, and far from considering agriculture a degrading employment, or that it lessened their dignity, they preferred it to every other occupation. Cincinnatus and Cincinnatus, after defeating the enemies of the commonwealth, were content to cultivate their little farms, and well had it been for their country if she had always been guided by such men. As Rome extended her conquests beyond the boundaries of modern Europe, the articles of luxury brought from eastern climes, corrupted the manners of her citizens. Their former industrious and persevering habits were gradually laid aside; the productions of the country were no longer sufficient for domestic consumption, and the conquered provinces were obliged in some degree to supply the wants of their conquerors. As these provinces were successively ravaged and retained by foreign enemies, food became more scarce, and Rome afterwards often felt the effects of a want which her citizens might have supplied, had they not degenerated from the virtue of their ancestors. Among the Roman authors who wrote on agriculture, Virgil and Columella hold a distinguished place. The Georgics of Virgil were written during the reign of Augustus. Civil war had devastated the country, the men were drawn from the fields to recruit the armies, and agriculture was almost entirely neglected. At this time, Virgil was requested by his friend Maecenas to compose a work on husbandry, which might have a tendency to encourage the people to renew their industry, and to cultivate their land to more effect. With this intent he wrote the Georgics, a poem replete with useful precepts—adapted to the climate and soil of Italy, and worthy to be perused at least by modern farmers. Modern farmers, however, have made vast improvements in the art of agriculture. The ancient system of tillage has long since exploded; a system founded on solid and rational principles has taken its place, and implements of husbandry have been invented and improved until they are now arrived at a high degree of perfection. The application of chemistry and natural history to agriculture, has opened a new field to the researches of the philosopher; and the intelligent farmer, profiting by these helps, by his own knowledge, and by the experience of others, (with the blessing of Providence,) can cultivate his land with skill and success. AGRICOLA.

[From the New-York Farmer.]

YELLOW DYE FOR TEN POUNDS OF YARN OR CLOTH.

MR. EDITOR,—Take 5 lbs. of ground fustic, put it into a large brass kettle, and fill the kettle half full of peach tree leaves, yellow top, or hickory bark, with the rosin taken off. Hang over the fire, (the material being covered with water,) and let it boil briskly for an hour or more; then take off the kettle, and lift the material all upon a sieve or cloth; pour on hot water till all the coloring matter is extracted, when the material may be thrown away, and the tea evaporated about one-third. While this is doing, take 2 lbs. of alum, dissolve it in a separate vessel, and wet the yarn or cloth in this solution; then expose it for half an hour or more to the air; after which, it may be put in the dye, and lie for an hour, adding the remainder of the alum water. It should then be exposed to the air, and immersed in the dye, alternately, for four or five times, when a bright and permanent yellow will be obtained. Yours, CARLO.

GREEN DYE FOR TEN POUNDS OF YARN OR CLOTH.

MR. EDITOR,—Prepare a dye as directed for coloring yellow. Wet the yarn in the alum water, and hang in the air as directed in that case; then take one ounce of good Spanish indigo, reduce to powder, and put in a junk bottle; add to it, a little at a time, one pound of oil of vitriol,

When the indigo is dissolved, it is fit for use. A good yellow dye being prepared as above directed, add from the blue bottle two table spoons-full of the bluing; then put in the yarn, and let it lay about an hour—boiling the coloring matter as often as the yarn is exposed to the air; adding from the blue bottle, and dipping, until the color desired is obtained.

CARLO.

September 21st, 1832.

P. S.—All coloring, except black, should be in brass or copper vessels, and the coloring material always taken out before the mordant is added.

SUMMARY.

The Messrs. Stevens, owners of the steamboat North America, have sold that splendid boat to the Hudson River Association for the sum of \$80,000. Hereafter this boat will run in a line with the Erie, Champlain, Albany, Ohio, and other boats now running on the North River between New York and this city, which will enable that Company to run two lines, morning and evening, that for expedition and elegance cannot be equalled by any. The terms on which the Messrs. Stevens sold this boat is the withdrawing their boats totally from this river for the space of ten years.—[Alb. Ev. Jour.]

Notices of application to the next Legislature.

For the New York (city) Academy of Inventions and the Arts.

For a Bank at Kingston, Ulster County, to be called the "Kingston Bank"—capital \$150,000.

For a Bank at Canajoharie, to be called the Mohawk River Bank—capital \$150,000.

For the Cayuga Co. Bank to be located at Auburn—capital 200,000 to \$300,000.

For the East River Bank to be located in New York—capital \$500,000.

For the Mercantile Bank to be located at Buffalo—capital \$600,000.

For the Chemung Canal Bank to be located at Elmira, Tioga Co.—capital \$200,000.

For the Orleans Co. Bank to be located at Albion—capital \$200,000.

For a Bank at Sing-Sing, Westchester Co. with a capital of \$150,000, with privilege to increase to \$200,000.

Of the National Bank for the restoration of the original 7th section of their charter, and the alteration of the 12th section, and such other amendments as they may deem proper and necessary.—[Albany Evening Journal.]

CHARLES CARROLL OF CARROLLTON.—A very fine engraving of this last of the Romans, by Longacre, from a picture by C. Harding, is for sale at Disturbel's. Its price is \$2.

NAVAL.—Commodore Jesse D. Elliott is appointed, it is said, to the Command of the Charleston, S. C., Station.

[From the Journal of Commerce of Thursday.]

Fire.—Between 8 and 9 o'clock yesterday morning, a two story brick front building No. 55 Leonard street, between Church and Chapel streets, was discovered to be on fire, but by the timely arrival of the exterior part of the building was preserved. It is said to have been inhabited by sundry individuals.

Another.—About half past 10 o'clock last night, two buildings, in the rear of Nos. 18 and 20 Fifth street, were destroyed by fire. They were of no great value. Such, however, was the state of the atmosphere, that they made a great light, so that many persons in the lower part of the city supposed there was an extensive conflagration.

Fire at Brooklyn.—The engines had scarcely returned from the above fire, when the whole heavens were again lighted up, and the bells were set in motion throughout the city. It was soon ascertained that our Brooklyn neighbors were the sufferers, but this did not abate the alacrity of the firemen, who collected with their engines at the different ferries, in the hope of being able to join in the conflict with the devouring element. It proved to be labor lost, for no steamboat was running at so late an hour, and there was no other means of conveyance. Not a single engine went over. From the wharves in this city, the fire had the appearance of being much larger than it was in fact, an account of the elevated situation of the buildings burnt. It originated in the extensive saddlery establishment of S. P. Church & Co. corner of High street and Snell's Alley.—This was a 3 story frame building, and owned by Crawford C. Smith, who was insured in Brooklyn. Church & Co. were also insured to the amount of

\$2000, which, however, is by no means sufficient to cover their loss. They employed 40 or 50 workmen.

The adjoining two story frame building, owned by Dr. Garrison, and occupied by Mr. Van Wyck, was likewise destroyed.

Also the two story frame building owned and occupied by E. Jacobs. Mr. Jacobs, we understand, was insured.

The two story frame building owned by Joseph Mozer, and occupied by two families by the names of Hartshorne and Atten, was damaged.

A number of back buildings were destroyed.

IMPORTANT INDIAN TREATY.—We learn from the Liberty (Indiana) Port Folio, of the 10th inst. that the commissioners appointed for the purpose have effected a treaty with the Pottawatomie Indians, by which the Indians cede to the United States all the lands lying in Indiana, and all south of the Grand river in Michigan, and all east of the river La Plein in Illinois, with the exception of a few very small reservations. The whole tract contains between six and seven millions of acres, and is represented to be of an excellent quality of land. We are told, says the Port Folio, that the treaty was obtained on terms liberal to the government—but we have not learned the entire conditions.

[From the Gazette.]

LAW CASE.—The Supreme Court was engaged during the whole of last week, in the case of John P. Garcia and others, against the Atlantic Insurance Office of this city, on a policy for the recovery of 10,000 dollars lost in the brig Catharine, Mayo, in August 1830. The insurers refused to pay, in consequence of an alleged fraud on the part of the shippers, Messrs. Arcos, Izquierdo & Co., of Havana, who, it was contended, boxed up old type, and called it specie. The owners brought an action for the like sum against the American Insurance Company of New York, in August 1831, and after a full and deliberate trial, the plaintiffs obtained a verdict for the whole amount claimed from that Company. The present action was brought on the same ground, and there is still another pending against the Ocean Insurance Company. The Jury in the present case found a verdict for the insurers. The counsel for the defendants disclaimed the belief that the branch of the Arcos' house in this city (Mr. Garcia,) had any participation in the fraud imputed to that of Havana, and a certificate to the same effect is expected from the members of the Jury.

Atrocious Murder.—We learn that on Thursday last, a man in Bertie county having become offended with another, resolved to take his life; but in the prosecution of his purpose, met with an unoffending person whom he mistook for his victim, and whom he assaulted and beat so that he died. Upon learning the fact of his mistake, nothing discouraged, he renewed his search for the object of his pursuit, whom he at length found, and whom he also murdered by cutting his throat. It is added, that although these crimes were perpetrated in the presence of several persons, the perpetrator was permitted to escape. The above facts we give as they were detailed to us.—[Edenton, N. C., Miscellany, 14th November.]

According to the Argus, the number of votes polled at the late election, is more than 320,000, and exceeds by about 45,000, the aggregate vote in 1828.

Narrow Escape.—During an exhibition of wild animals, last week, at Sugarloaf, in this county, a man by the name of Lavee, in an intoxicated state, staggered near the cage of the lion, while he was devouring his accustomed meal. The lion seized him by the leg with his claws, threw him on the floor, and fixed one of them in the wretched sufferer's skull. From this situation he was relieved in a short time by the exertions of the keeper, and, shockingly mangled and bruised by the ferocious animal, removed to a place of safety. We understand that he will probably recover from his wounds.—[Orange County Patriot.]

The New Orleans Courier of the 5th inst. says, that owing to the impossibility of getting correct statements of new cases of Cholera, and the refusal of physicians to make returns, it gives no report.

Among the arrivals noticed in the papers of the 5th, is the packet ship Ohio, from Philadelphia; and from this port the line ship Creole, with 37 cabin passengers; the packet ship Saratoga, with 30 cabin and several deck passengers; and the ship Marengo, with 40 cabin, and 115 steerage passengers. The two last named ships anchored eight miles below the town.

From the Journal of Commerce we take the following statement:

The Late Gale.—A good deal of apprehension was excited yesterday for the packet ship Alabama, Capt. Waterman, which sailed hence for New Orleans on the 16th of October. The painfulness of apprehension was much increased on account of the large number and respectability of the passengers. Several letters from New Orleans dated on the 5th instant, state that the ship Henry Leo had arrived from Baltimore, and reported having seen a packet ship, believed to be the Alabama, ashore on the Tortugas, the sea breaking high over her. Letters of the 6th, mention the arrival of the packet ship Florida, Captain Tracy, making the same report. One letter says, "The captain of the ship Florida, which arrived yesterday, reports the Alabama a total wreck on the Tortugas." Capt. Tracy is familiar with the construction of the Alabama, and would not be likely to mistake any other vessel for her. To corroborate these reports is the fact that the Alabama is out of time; the Creole, the Marengo, Saratoga, and Florida, which left this port from six to ten days after her, having arrived, and all without having seen the Alabama, unless the report of her being on shore is true. The spot where the wreck was seen, is understood to be the Tortugas Bank, nearly two hundred miles west of Cape Florida, and seventy west of Key West. The nearest point of safety or assistance, is the Dry Tortugas, within two to eight miles, as the case may be, where there is a light-house, and a single dwelling occupied by the keeper. The time when the wreck was seen must have been one of the first days of November; and the disaster occurred, no doubt, during the very violent storm from the N. E. which commenced here on the 21st, and contrary to the usual course of such storms, moved down the coast to the South. The ship Junior for Mobile, left this port October 23d, with a fine northwest wind, after the storm had passed by, but overtook it the same night, and went with it to Abaco, where it closed with a thunder-storm on the 28th. In the Gulf of Mexico it was one or two days later still. It was, throughout its whole course, one of the most violent gales ever experienced on our coast. The number of persons on board the Alabama was 89, viz. cabin passengers 38; steerage do. 28; Captain and ship's company 23. Captain Waterman is one of our most experienced ship-masters, celebrated for his prudence, and well acquainted with the New Orleans trade. He remarked to a friend about a year ago, that although he had been a ship-master more than thirty years, he had never lost a sail or a spar, or cost the underwriters in any way a single dollar. The ship had a large long-boat, and four small boats. We have been thus particular, in order that the friends of the passengers may be put at once in possession of every fact bearing on their safety. The ship belongs to Messrs. Silas Holmes & Co's. line, and is insured.—She had a full cargo of valuable goods.

List of Passengers in the Alabama.

In the Cabin:—James H. Phelps, Mrs. Smith, Mrs. Kitchen, 3 children, and servant, M. McCullum, Peter McCullum, Irad Ferry, J. Hanna, Dr. Jones, John Bliss, lady, child and servant, Mr. Arnaud, M. Cooke, Mr. Kline, Miss E. Kline, Miss Waldow, Robt. A. Fitzgerald and lady, Rev. Joel Parker, lady, 2 children and servant, F. Parmlee and lady, Edward Hyde, Mr. Williams, Mr. High, and 2 daughters, Ichabod Smith, Mr. Baldwin, Miss Hynson—38.

In the Steerage:—Philip Brady, John Cummins, H. Moury, Catherine Smith, Philip Smith, V. Herbert, Francoise-Mari-Aine, Joseph Osborn, Mrs. Osborn, 3 sons and 1 daughter, John Heywood, A. Osborn, Benjamin Levitt, John Needham, Mrs. Needham, Francis Rourke, Augustus Gorig, Philip Larkin, John Touray, Patrick Touray, Michael Egan, Ambrose Egan, James H. Robinson, Alexander Galloway, Alexander Chambers—28.

The ship Kentucky, Captain Donnie, belonging to the same line of packets, left New-Orleans at just about the same time the Alabama left New-York. She had a cargo of 861 pigs of lead, 110 hogheads and tierces of clarified sugar, and 32 bales sarsaparilla. Other vessels which sailed with her, and some days after her, have arrived. She was spoken Oct. 26th, and was supposed by vessels which have arrived, to have been in company with them on the Atlantic side of Cape Florida on the 28th. Since the gale she has not been heard from.

The packet ship Pulaski, Capt. Post, sailed from this port October 11th for Mobile, with 85 persons on board, and a full cargo of goods. The Junior and other vessels which sailed ten and twelve days afterwards, have arrived, but the Pulaski had not

arrived at the last dates, nor been heard of since the gale. Some persons think it not improbable that she may be the ship seen on Abaco. We understand she was expected to take the outer passage, which does something to alleviate apprehension respecting her. The following is a list of her cabin passengers:—

Mr. Condit, Mr. George Smith and lady, Master Smith, John Casey, J. Casey, Jr., Wm. L. Bigelow, J. Bigelow, J. Loomis, Rev. Mr. Johnson and lady, Mr. M'Voy, lady and child; Mr. Palfrey, 3 children and servant; Charles Sniffen, C. Reckett, Robert L. Ozzard, Mrs. M'Bride, Solomon Childs, Mr. Holly, J. Pollard, A. Watson, N. B. Ross, J. D. Price, A. M. Cooper, Thomas J. Wilmott, W. H. Dunning, J. Wright, John English, R. A. Nicol, S. Studley, C. C. Meeker, L. St. John, G. A. Tuthill; and 28 in the steerage.

P. S.—In the above statement we have given the facts as they appeared yesterday, according to the best information which could be collected. At the same time we are not without hopes that a better result will be realized. The vessels in question may have been disabled by the gale, and put into some of the West India ports to repair damages. Or if this is not the case with all, it may be so with one or two of them. Furthermore, it is not certain that the ship aground on the Tortugas was the Alabama; though such, at present, is the probability. We shall doubtless know more of the matter this morning, or in a day or two at farthest.

Fire at Montreal.—The buildings occupied by Mr. Phillips, greaser, as a back store, Mr. Brenen, tavern keeper, and Mr. Green, cabinet maker, on St. Paul's street, with much valuable property belonging to the tenants, were destroyed by fire on the night of the 14th inst.

[From the Boston Daily Advertiser.]

FUNERAL OF DR. SPURZHEIM.—On Saturday last the final tribute of respect was paid to the memory of this distinguished stranger, by a multitude of our citizens, whose respect and regard he had conciliated by his scientific reputation, and the amiable qualities of his private character. In the morning, his remains were attended by a procession to the Old South Church, the place appointed for the performance of the funeral services, and before 3 P. M. the hour at which they were to begin, every part of that large edifice was completely filled. The services were commenced with a fervent prayer by the Rev. Dr. Tuckerman; after which the eulogy of the deceased was delivered by Professor Follen, of the Theological Institution at Cambridge, himself a native of the same country with Dr. Spurzheim. In this discourse, the orator gave a brief sketch of the principal events of Dr. Spurzheim's life, of his scientific writings and general attainments, and of his character, in a very interesting and impressive manner. The following ode, written by the Rev. Mr. Pierpont, was then sung with great effect, by the Handel and Haydn Society.

Stranger, there is bending o'er thee
Many an eye with sorrow wet:
All our stricken hearts deplore thee:
Who, that knew thee, can forget?
Who forget what thou hast spoken?
Who, thine eye—thy noble frame?
But, that golden bowl is broken,
In the greatness of thy fame.
Autumn's leaves shall fall and wither
On the spot where thou shalt rest;
'Tis in love we bear thee thither,
To thy mourning Mother's breast.
For the stores of science brought us,
For the charm thy goodness gave
To the lessons thou hast taught us,
Can we give thee but a grave?
Nature's priest, how pure and fervent
Was thy worship at her shrine!
Friend of man, of God the servant,
Advocate of truths divine,
Taught and charmed as by no other
We have been, and hoped to be;
But, while waiting round thee, Brother,
For thy light—the dark with thee.
Dark with thee!—No; thy Creator,
All whose creatures and whose laws
Thou didst love—shall give thee greater
Light than earth's, as earth withdraws.
To thy God thy godlike spirit
Back we give, in filial trust;
Thy cold clay—we grieve to bear it
To its chamber—but we must.

At the conclusion of the services, the remains were borne to the receiving tomb of the Mount Auburn Cemetery, followed by a large procession of citizens. It will be consoling to the friends of the deceased in his own country to know, that during his last illness he received every attention which kindness could suggest, or professional skill bestow; that the feeling of regret and sympathy for him was very deep and sincere; and that his funeral offices were performed by our citizens in a manner which exhibited their sensibility to departed worth.

NEW-YORK AMERICAN.

NOVEMBER 17, 19, 20, 21, 22, 23—1832.

VISIT TO ABBOTSFORD.—We cannot doubt that all our readers will peruse with deep interest the narrative we publish to-day, of a visit by an accomplished American family, of this city, to Sir Walter Scott. The taste, the delicacy, and the intelligence, which pervade this narrative, impart an additional charm to incidents, in themselves, of great—and now, melancholy—attraction. It is from the Journal of Prof. John McVickar, of Columbia College.

LITERARY NOTICES.

PERSUASION; A NOVEL. By Miss AUSTIN: 2 vols. Philad., CAREY & LEA.—The writer whom Sir Walter Scott designates as "the first of female novelists," and whom Miss Edgeworth, Miss Mitford, and the Quarterly Review unreservedly commend, cannot be kept too often before our eyes. It was therefore with satisfaction we found that Messrs. Carey & Lea had undertaken to publish a cheap edition of Miss Austin's novels. *Elizabeth Bennet, or Pride and Prejudice*, was issued several weeks ago; and now we have *Persuasion*, superior, in our judgment, both in power and interest, to its predecessor: and we are promised, in succession, *Mansfield Park*, *Sense and Sensibility*, and the other publications of this lady. They will, we are sure, be well received.

FAMILY CABINET ATLAS: Philad. Carey & Lea.—This is indeed a beautiful specimen, both of printing and map engraving. We had seen the London edition, and desired without venturing to hope, that an American reprint of so useful and elegant a work might appear. We are agreeably disappointed. An American edition is now before us,—clear, distinct, carefully colored, as to the maps, and in a type and upon paper that may vie with the English original. In the compass of a single duodecimo volume are comprised from 70 to 80 maps, of each of the most interesting portions of the globe, including two, not in the English copy, of the United States; comparative views of the highest mountains in both hemispheres, and of the chief rivers; together with from forty to fifty thousand names of places, to one half of which the latitude and longitude are added. The whole constitutes a volume, as handsome as it is useful, and which, better than the luxurious and more costly, but not by any means as truly valuable, publications under the title of *Annals*, would constitute a fitting holiday present.

SWITZERLAND, forming Vol. XIX. of *Lardner's Cabinet Cyclopædia*: Philad. Carey & Lea.—Like the preceding histories of this series, that now before us is necessarily much compressed, though not to the omission of any material incidents. Beginning with the state of ancient *Helvetia*, before the birth of our Saviour, the history is brought down to within a year or two of the present time. Not the least interesting part of it is that which treats of the conduct of Switzerland during and since the French Revolution. We have little room for extracts, but we cannot omit that which relates the feat of William Tell, because we are glad to find the authenticity of that story re-asserted, after all the doubts thrown on it by what are called inquiring and philosophic historians. It is one of the few high heroic incidents, which occur at such long intervals in the annals of man; and we had rather believe in it, almost against evidence, than surrender a cherished illusion. "But," as is well quoted in the appendix by this writer, from Cox, "it is far from being a necessary consequence, because the authenticity of the story concerning the apple is liable to some doubt, that therefore the whole tradition relating to Tell is fabulous; neither is it proof against the reality of a fact, that it is not mentioned by contemporary historians. The gene-

ral history of William Tell is repeatedly celebrated in old German songs, so remarkable for their ancient dialect and simplicity as almost to raise the deeds they celebrate above all reasonable suspicion; to this may be added the constant tradition of the country, together with two chapels erected some centuries ago in memory of his exploits."

Our author thus briefly relates the story without any expression in the text of doubt or dissent, as to its authenticity:

Soon after occurred the famous episode of William Tell, momentous to the main plot in its issue. This man, who was one of the sworn at Rudi, and noted for his high and daring spirit, exposed himself to arrest by Gessler's myrmidons, for passing the hat without making obeisance. Whispers of conspiracy had already reached the vogt, and he expected to extract some farther evidence from Tell on the subject. Offended by the man's obstinate silence, he gave loose to his tyrannical humor, and knowing that Tell was a good archer, commanded him to shoot from a great distance at an apple on the head of his child. God, says an old chronicler, was with him; and the vogt, who had not expected such a specimen of skill and fortune, now cast about for new ways to entrap the object of his malice; and, seeing a second arrow in his quiver, asked him what that was for? Tell replied, evasively, that such was the usual practice of archers. Not content with this reply, the vogt pressed on him farther, and assured him of his life, whatever the arrow might have been meant for. "Vogt," said Tell, "had I shot my child, the second shaft was for thee; and be sure I should not have missed my mark a second time!" Transported with rage not unmixed with terror, Gessler exclaimed, "Tell! I have promised thee life, but thou shalt pass it in a dungeon." Accordingly, he took boat with his captive, intending to transport him across the lake to Kusenacht in Schwatz, in defiance of the common right of the district, which provided that its natives should not be kept in confinement beyond its borders. A sudden storm on the lake overtook the party; and Gessler was obliged to give orders to loose Tell from his fetters, and commit the helm to his hands, as he was known for a skillful steersman. Tell guided the vessel to the foot of the great Axenberg, where a ledge of rock, distinguished to the present day as Tell's platform, presented itself as the only possible landing-place for leagues around. Here he seized his cross-bow, and escaped by a daring leap, leaving the skiff to wrestle its way on the billows. The vogt also escaped the storm, but only to meet a fate more signal from Tell's bow in the narrow pass near Kusenacht. The tidings of his death enhanced the courage of the people, but also alarmed the vigilance of their rulers, and greatly increased the dangers of the conspirators, who kept quiet. These occurrences marked the close of 1307.

THE SWISS FAMILY, ROBINSON; 1 vol.; Boston, Munroe & Francis.—We spoke of this little work last week on occasion of its publication here by the Harpers, as part of their Library for Young People. The edition now before us is from Boston, in one volume—that of the Harpers is in two—and is well and very legibly printed.

INDIAN BIOGRAPHY, by B. B. Thatcher, Esq., with engravings—2 vols.: Harpers, New York.—This very interesting account of those individuals who have been most distinguished among the aborigines of our country, commences with the Indian tribes of Virginia, at the date of the Jamestown settlement, when the celebrated Powhatan nearly exterminated the English adventurers. The person and manner of living of the warrior are described; and his native courtesy, military talents, independence, and simplicity of character, are happily depicted. The melancholy story of Pocahontas, too, gives a painful interest to this portion of the work.

The biography of the Virginian chieftains, is, throughout, interesting. They seem from the first, with a penetration which the experience of their history only enables us to appreciate, to have fathomed the danger that threatened their race from the encroachments of the whites. These apprehen-

sions were indeed frequently lulled for a time by the artifices of the Europeans, but they soon manifested themselves again in some savage and daring attempt to exterminate the colonists; among these the most eventful detailed was the horrible massacre of the 22d March, 1682, an era but too memorable in Virginian history. It is thus described in the work before us:—

"The various tribes engaged in the conspiracy were drawn together, and stationed in the vicinity of the several places of massacre, with a celerity and precision unparalleled in the annals of the continent. Although some of the detachments had to march from great distances, and through a continued forest, guided only by the stars and moon, no single instance of disorder or mistake is known to have happened. One by one, they followed each other in profound silence, treading as nearly as possible in each other's steps, and adjusting the long grass and branches which they displaced. They halted at short distances from the settlements, and waited in death-like stillness for the signal of attack."

"The hour being come, the savages knowing exactly in what spot every Englishman was to be found, rose upon them at once. The work of death was commenced, and they spared neither sex nor age, man, woman, nor child. Some entered the houses under color of trade. Others drew the owners abroad upon various pretences; while the rest fell suddenly on such as were occupied in their several labors. So quick was the execution, that few perceived the weapon or blow which despatched them. And thus in one hour, and almost at the same instant, fell three hundred and forty-seven men, women and children; most of them by their own arms, and all, (as Stith observes,) by the hands of a naked and timid people, who durst not stand the presenting of a staff in the manner of a firelock, in the hands of a woman."

Those who had sufficient warning to make resistance, saved their lives. Nathaniel Cause, an old soldier of Captain Smith's, though cruelly wounded, cleaved down one of his assailants with an axe; upon which the whole party who had surrounded him fled, and he escaped. At another place, two men held possession of a house against sixty Indians. At Warrasqueake, a Mr. Baldwin, whose wife was so badly wounded that she lay for dead, by repeatedly discharging his musket drove off the enemy, and saved both her and himself. Ralph Hamer, the historian, defended himself in his house, successfully, with spades, axes, and brickbats. One small family, living near Martin's Hundred, where as many as seventy-three of the English were slain, not only escaped the massacre, but never heard any thing of it until two or three days afterwards. Jamestown and some of the neighboring places were saved by the disclosure of a Christian Indian named Chanco, who was confidentially informed of the design by his brother, on the morning of the 22d.

Our author next makes a good deal out of the history of the Carolina Indians. The dusky forms of Menatenon, King of the Chowanocks, Ensenore, Granaganimio and Wingina, successively pass before us; after which the bold tribes of New England, the Wampanoags, Narragansetts, and Pequots engage our attention. Massasoit, Miantonimi, Uncas, Canonchet, and the princely Philip of Pokanoket, that barbaric sage and real hero of romance—each affording in their unhappy lives a theme of poetic interest—conclude this volume.

In Volume Second, we have a summary account of the Five Nations, their intercourse with the European colonies, and their wars with other tribes. Among other stirring matters, the Adventures of a doughty hero, yept *Black-Kettle*, who in 1691, made an irruption into the country round Montreal, at the head of several hundred men. He overran Canada, (say the French annalists,) as a torrent does the low lands, when it overflows its banks, and there is no withstanding it. The troops at the stations received orders to stand upon the defensive; and it was not until the enemy were returning home victorious, after having desolated all Canada, that a force of four hundred soldiers was mustered to pursue them. *Black Kettle* is said to have had but half that number with him at this juncture, but he gave battle, and fought desperately. After losing twenty men slain, with some prisoners, he broke thro' the French ranks and marched off, leaving a large number of the enemy wounded and killed.

What is one of Scott's "Moss-troopers" to such a fellow as that? But our border history is full of such characters and incidents, though we rather think that *Black-Kettle* (who we dare say had a decent enough name in Iroquois), like William of Deloraine, was the crack fighter of his day. These Five Nation people were great talkers,—almost as great as some of our Congressmen in these degenerate days. Among those who kept the floor with most effect, may be mentioned Garangula, an Onondaga chief, Decanesora, of the same tribe, who repeatedly addressed the Council at Albany, in 1694, Captain Pipe, of the Delawares, and our own Red-jacket; specimens of all of whose eloquence, with those of other orators, are given by Mr. Thatcher. Of Tecumseh, the following interesting anecdote is told:

In one of the sorties from Fort Meigs, a hundred or more of the American garrison were taken prisoners, and put into Fort Miami. Here, McAfee and others relate that the British Indians garish ed the surrounding campart, and amused themselves by loading and firing at the crowd within, or at particular individuals. This proceeding is said to have continued nearly two hours, during which time 20 of the unfortunate prisoners were massacred. The chiefs were at the same time holding a council to determine the fate of the residue. A blood-thirsty mob of cut-throat Pottawatamies were warmly in favor of despatching them all on the spot, while the Wyandots and Miamies opposed that course. The former prevailed; and had already systematically commenced the work of destruction, when Tecumseh, desecring them from the batteries, came down among them, reprimanded the ring-leaders for their dastardly barbarity in murdering defenceless captives in cold blood, and thus saved the lives of a considerable number. That all this was done by express permission of the English commander, and in presence of the English army, as is farther stated, it does not belong to us, in the pursuit of our present subject, either to assert or prove. If there be any truth in the charge, or in a title of those of the same character which have been brought against the same party, the sooner the veil of oblivion is dropped over them, the better.

These incidents, we believe, have often before been brought before the public eye; though we are not aware whether a different complexion was ever given them by those whom they so disgracefully reflect upon. We have room but for one quotation more, though the volume abounds in passages of interest. It shows the school in which our backwoodsmen learned their lessons of unshrinking courage and desperate resources in the extremity of peril:

A dwelling house in Kentucky was attacked by a party of Indians. The proprietor, Mr. Merrill, was alarmed by the barking of his dog. On going to the door he received the fire of the assailants, which broke his right leg and arm. They attempted to enter the house, but were anticipated in their movement by Mrs. Merrill and her daughter, who closed the door in so effectual a manner as to keep them at bay. They next began to hew a passage through the door, and one of the warriors attempted to enter through the aperture; but the resolute mother seizing an axe, gave him a fatal blow upon the head, and then with the assistance of her daughter, drew his body in. His companions without, not apprized of his fate, but supposing him successful, followed through the same aperture, and four of the number were thus killed before their mistake was discovered. They now retired a few moments, but soon returned, and renewed their exertions to force the house. Despairing of entering by the door, they climbed upon the roof, and made an effort to descend by the chimney. Mr. Merrill directed his little son to empty the contents of a large feather-bed upon the fire, which soon caused so dense and pungent a smoke, as nearly to suffocate those who had made this desperate attempt, and two of them fell into the fire-place. The moment was critical; the mother and daughter could not quit their stations at the door; and the husband, though groaning with his broken leg and arm, rousing every exertion, seized a billet of wood, and with repeated blows despatched the two half-smothered Indians. In the meantime the mother repelled a fresh assault upon the door, and severely wounded one of the Indians, who attempted simultaneously to enter there, while the others descended the chimney.

We must not take leave of Mr. Thatcher's book without recommending it as one of the most valuable works that has yet been incorporated with the Family Library; and we only wish that the Messrs. Harpers would add more such national publications to that collection, instead of adopting many English works, which, like Southey's *Nelson*, and *Galt's Byron*, for instance, however entertaining in themselves, had no business in such company.

THE PLANTER'S GUIDE; by Sir Henry Stuart, Bart.; J. Thorburn & Sons, New York.—We take very great pleasure in introducing the first American edition of this celebrated work to our readers. The instructions of Sir Henry Stuart on the best method of giving immediate effect to wood by the transplanting of large trees and underwood, and turning as by magic a barren heath into a thriving forest, attracted the greatest attention when first made known in Europe. A committee of which Sir Walter Scott was chairman, was at once appointed by the Highland Society (we believe) of Scotland, to examine into the results of his new method of landscape gardening, and their report proved of so satisfactory a character, that the date of its promulgation may be looked upon as a new era in that delightful art. We remember shortly afterwards in the columns of this paper calling the attention of people of rural taste to the improvements in planting thus suggested; and we have also upon more than one occasion referred to the work, when speaking of that very ingenious and successful method of planting pursued in our public squares in this city, by which at least three out of three hundred trees set out every year survive the date of their removal: thus practically proving, that they who attain to such extraordinary results, know about as much of any just system of arboriculture, and are as much qualified to superintend such improvements, as those who, in McAdamizing the Third Avenue, have sacrificed the very first principles of the ingenious road-maker, by introducing gravel among cobble stones. Our city planters set every law of physiology at defiance, by clipping the roots and pollarding the branches of trees; and we have been more than once amused at the sang froid with which we have seen one laborer in the Park and elsewhere gently sawing off the root of some poor deracinated sapling, to accommodate it to the size of a hole that had been dug by another laborer, and afterward amputate the branches with the same coolness, to prevent, we suppose, the baseless structure from falling beneath any puff of wind that chose to assail it. This method, or want of method, however, prevails more or less everywhere; and Sir Henry Stuart makes vigorous war upon all those who adopt so preposterous a way of assisting nature, or reconciling her to violent changes. He teaches the art of removing large trees, and securing the future growth, at little expense; and one of his greatest difficulties in communicating this knowledge, is to remove the obstructions which ignorance and prejudice oppose to his system. Our limits will not allow us here to enter into the particulars of his new modes of arboriculture; but after what we have said of the old, it may be well to state that the secret of his wonderful success—for he transplants trees of nearly fifty years growth—consists in the utmost precaution against mutilating either their roots or branches,—which precaution he is enabled to take by means of a machine of his own invention for raising, transporting, and replacing large trees. The work before us, however, is by no means confined to a history of his invention. But every thing relating to the culture of trees, the properties of soils, opinions respecting the same by the most celebrated agriculturists in both ancient and modern times, the disposition of underwood, calculations of the expenses of various rural improvements, and every thing in short relating to this subject that can interest a country gentleman, are included,

The work is beautifully printed in a large octavo, with plates, and the public spirit of Messrs Thorburn & Sons cannot be too much commended for getting up such a publication in a country where, while nature has lavished her most beautiful creations in forests whose stupendous vegetation is magnificent beyond description, man, if he does not do all he can to denude her of her loveliest vesture, at least but seldom thinks of replacing it when torn away by the barbarous hands of others.

THE AMERICAN ALMANAC AND REPOSITORY OF USEFUL KNOWLEDGE, for the year 1833; Boston, Gray & Bowen.—We cordially welcome this fourth in the series of the American Almanac, and cannot say too much in recommendation of it, as a volume suited to all classes and pursuits. It is got up as to mechanical execution very well; its scientific part, superintended by Mr. Paine, is admirably and accurately executed; its selections of miscellaneous "useful knowledge," are made with discrimination, and are of enduring value.

The labor and the expense of such a compilation are very great; and, as yet, the public spirited conductors of it have not reaped any adequate remuneration from it. We are sure that no one who buys it will ever think the money it costs could have been better applied.

LITTELL'S MUSEUM OF FOREIGN LITERATURE AND THE ARTS, FOR NOVEMBER, is embellished with a handsome engraving, and contains several very valuable articles. The following is a list of the contents of the number:—Editorial Notices; To Sir Francis Burdett; Important Experiments; New Steam Carriage; Population of the principal British Towns; The Thunder-struck; The Boxer; Poems, by William Cullen Bryant; Free Trade; The Music of Nature; The Home of Love; Lady Blessington's Conversations with Lord Byron; Letters on Natural Magic; The Rishphenes; Oriental Smoking; English Song Writers; La Fayette and the Revolution of 1830; Ferrall's Ramble through the United States; Introduction of the Wood-Grouse, or Capercalze into Scotland.

THE AMERICAN TURF REGISTER.—The November number is embellished with a fine engraving of Zilecadi, the property of Mr. Senator Johnston, of Louisiana. He was one of the horses presented by the Sultan to Mr. Rhind. The table of contents for this number is as follows:—

Accounts of Zilecadi; speed of Flying Childers; Horses of olden time; King Hiram; performances of Crusader; General Kosciuszko's horse; the Cub Mare and her daughter, Slammerkin; dissertation on Blood Horses continued; General Eaton's Arabians; Archy stock in Kentucky; Byron. *Veterinary*—namely, Wind sucking in horses; Cure for snags, cuts and bruises; Deer hunting; Hunting the wild cat; Tennessee field sport; A good shot; the English hare; an English fox hunt. *Poetry*—Look before you Leap [with a comic cut]; Canvass back ducks. *Sporting Intelligence*—viz., Resignation of General Forman, President of the Maryland Jockey Club; reply to X. on the word colt; Sir Archy, Junr., and Clara Fisher; Loxborough and Fyde; Truffle; Eclipse; Madison (Ky.) Course; Winterfield (Va.) Course; Virginia Taylor and Miss Mattie; Trotting on Hunting Park Course; Racing in 1795. *Racing Calendar*—viz., Races at Lancaster, Penn.; Winterfield, Va.; Franklin, Tenn.; Dutchess county, N. Y.; New Market, Va.; Washington, D. C.; Central Course, Balt. *Turf Register Pedigrees*.

From which it will be seen that this number of the Register contains much entertaining matter.

We close the week's Review—omitting necessarily till next week the notice of several works on our table—by the following very pretty lives by Miss Fanny Kemble. We take them from the New York Mirror:

AUTUMN.

Written after a ride by the Schuylkill, in October.—By Miss Fanny Kemble
Thou comest not in sober guise,
In mellow cloak of russet clad—

Thine are no melancholy skies,
Nor hueless flowers, pale and sad;
But, like an emperor, triumphing,
With gorgeous robes of Tyrian dyes,
Full flush of fragrant blossoms;
And glowing purple canopies,
How call ye this the season's fall?
That seems the pageant of the year?
Richer and brighter far than all
The pomp that spring and summer wear,
Red falls the westerling light of day
On rock and stream and winding shore;
Soft woody banks and granite gray
With amber clouds are curtained o'er;
The wide clear waters sleeping lie
Beneath the evening's wings of gold,
And on their glassy breast the sky
And banks their mingled hues unfold.
Far in the tangled woods, the ground
Is strewn with fallen leaves, that lie
Like crimson carpets all around
Beneath a crimson canopy.
The sloping sun with arrows bright
Pierces the forest's waving maze;
The universe seems wrapt in light,
A floating robe of rosy haze.
Oh Autumn! thou art here a king—
And round thy throne the smiling hours
A thousand fragrant tributes bring,
Of golden fruits and blushing flowers.

Oh! not upon thy falling fields and hills
In such rich garb doth Autumn come to thee,
My home!—but o'er thy mountains and thy dells
His footsteps fall slowly and solemnly.
Nor flower nor bud remaineth there to him,
Save the faint breathing rose, that, round the year,
Its crimson buds and pale soft blossoms dim,
In lowly beauty constantly doth wear.
O'er yellow stubble lands in mantle brown
He wanders through the wan October light:
Still as he goeth, slowly stripping down
The garlands green that were the spring's delight.
At morn and eve thin silver vapors rise
Around his path: but sometimes at mid-day
He looks around the hills with gentle eyes,
That make the fallow woods and fields seem gay.
Yet something of sad sovereignty he hath—
A scepter crown'd with berries ruby red,
And the cold sobbing wind bestrews his path
With wither'd leaves, that rustle 'neath his tread;
And round him still, in melancholy state,
Sweet solemn thoughts of death and of decay,
In slow and hush'd attendance, ever wait,
Telling how all things fair must pass away.

FOREIGN INTELLIGENCE.

LATER FROM EUROPE.—The packet ship *President*, from London, furnishes papers from that place to 16th ult., ten days later than before received.

The Belgian question seems likely, after all, to require the interposition of actual force for its solution. Accordingly, a combined fleet of France and England is to rendezvous at Spithead, in order to proceed to blockade the Scheldt, and, we presume, the coast of Holland also;—that is to say, if the exhibition of a force in readiness to do so, should not have the effect of subduing King William. It may be, that he has committed himself so strongly before the nation not to yield to anything but actual and superior force, that nothing short of such a force being prepared to coerce him, would justify him in the eyes of his people in giving up. On the other hand, it is possible that the Northern Powers are resolved to sustain Holland, at all events; though with France and England combined against them, we must doubt upon their venturing upon war.

[From the Portsmouth Herald.]

NAVAL INTELLIGENCE.—Orders have been issued for the assembling at Spithead, with as little delay as practicable, of a powerful squadron, to be placed under the command of Sir P. Malcolm, for the sake of proceeding to the Scheldt, and of acting in conjunction with a French fleet, in enforcing compliance on the part of the King of Holland with the wishes of the five Powers. The British squadron will consist of the following ships: five sail of the line, viz: *Revenge* 78, *Spartiate* 76, *Donegal* 78, *Wellington* 74, and *Talavera* 74. Four frigates, viz: *Southampton* 62, *Vernon* 58, *Stag* 46, and *Castor* 36. Two corvettes, viz: *Volage* 28, and *Conway* 28. Seven brigs, viz: *Nimrod* 20, *Scout* 18, *Rover* 18, *Satellite* 18, *Larne* 18, *Childers* 18, and *Snake* 16. Two steamers, viz: *Dee*, and *Rhadamanthus*. Of these, the *Spartiate*, *Donegal*, *Southampton*, *Vernon*, *Castor*, *Volage*, *Conway*, and *Larne*, are already at this port. The *Wellington*, *Nimrod*, and *Satellite*, are at Plymouth. The *Scout*, *Snake*, *Rover*, *Dee*, and *Rhadamanthus*, are at Snecruess. The *Talavera*, *Revenge*, *Stag*, and *Childers*, are at Lisbon. Orders have been sent out for them to return immediately to England, and it is expected that in

about three weeks the whole of the above squadron will be assembled at Spithead.

We can announce positively that orders have been given for the sailing of a British fleet to the Scheldt: but so inexplicable does the continued recusancy of the King of Holland appear; that until the positive fact may be made manifest by the result, there is even yet a credulity as to the expressed resistance of Holland being carried into effect.

While we are treating of this subject we may take the opportunity to remark that the nomination of the party of the Doctrinaires to the numerical predominance of the French Cabinet, is an assurance to the Continental Powers, that should events render necessary the entrance of the French army into Belgium, such foreign auxiliaries would not be allowed to remain within the frontiers of Belgium one hour longer than might be necessary for the accomplishment of the single object of compelling the total evacuation of the Belgium territories by the Dutch.—[London Courier.]

The English newspapers, we observe, are full of wild surmises and inferences respecting the affairs of the late Sir Walter Scott. A paragraph quoted from a magazine into the Times says, with most unjust and absurd sarcasm, that Scotland will permit Abbotford to be brought to the hammer to satisfy the creditors of the illustrious deceased. The truth is, there will be no need for either Scotland or England interposing to prevent such a catastrophe. Of the debts included in Sir Walter Scott's trust-deed of February, 1829, 21,000*l.* remain unpaid, exclusive of interest; excluding all other debts, the expenses of his journey, death-bed, &c, the whole does not exceed 30,000*l.* Now, such are the prospects of further profit from cheap editions of his writings, that the family are enabled to come forward and offer to the creditors upon trust the whole sum still due, deducting interest, which, there is no reason to doubt, will be accepted.—*Advertiser*.

The above, we believe, is strictly correct. Our cotemporary adds, that Sir Walter's family may even be enriched by his writings if Parliament grant a renewal of the copyright; and this may also be true, but it depends upon too many contingencies to enter into calculations at present.

In France, contrary to our expectation, the new Ministry has been formed with a soldier at its head *Marshal Soult*.

The composition of the entire Cabinet stands thus: *Marshal Soult*—President of the Council and Minister of War.

Duke de Broglie—Foreign Affairs (in the place of Sebastiani.)

M. Thiers—Minister of the Interior, in the place of Montalivet.)

M. Humann—Finance, (in the place of Baron Louis.)

M. Guizot—Public Instruction (in the place of Girod de l'Ain.)

Admiral de Rigny—Marine (remain as before.)

M. Barthe—Seals and Justice (remain as before.)

Count de Argout—Commerce and Public Works (remain as before.)

Of these, *M. Humann*, *M. Thiers*, *M. Guizot*, and *M. Barthe*, are members of the Chamber of Deputies.

Messrs. Louis and *Girod de l'Ain* are made Peers of France.

M. Montalivet, late Minister of the Interior, assumes the intendency of the Civil List.

—It seems to us impossible this cabinet should stand against the assaults that await it from the Chamber of Deputies, where *M. Dupin* alone, probably—if he could have entered the ministry upon his own terms, with the associates he might have designated, and at liberty to pursue his own line of public policy—could have commanded a decisive ministerial majority. As it is, *M. Dupin* can be at best only a quasi friend, and in discussing the measure of declaring Paris in a state of siege, which will be the great charge against the ministry, and which the new associates in power of *Marshal Soult* must with him endeavor to justify, *M. Dupin* is already committed against them. The *doctrinaires*, moreover as a party, and *Messrs. de Broglie* and *Guizot* are its magnates, have been already tried since the revolution of July, and failed to conciliate the confidence of either foreign powers or the French people. A large creation of Peers had taken place on the accession

of the new ministry, and among them we find the names of M. M. Villemain and Cousin, distinguished literary men.

A Royal ordinance, dated Thursday, 13th, creates fifty-nine peers, among whom we find the following—Marshal Grouchy, Count Berenger, Marshal Gerard, Major General Athalin, M. Durand de Maureuil, M. Bertin de Vaux, and M. Villemain.

An entire change is announced in the Spanish Ministry. It is stated that Ferdinand, on his partial recovery, being informed by the Queen and the other Neapolitan Princesses of what had been going on during his extreme illness, to favor the views of Don Carlos, ordered Calomarde, who has long been Prime Minister, into exile, and appointed M. Zea Bermudez, who has been four years Minister to England, to fill the vacant post.

Another attempt was made on 29th September on Oporto. It was Michaelmas, or St. Michael's day, and the Miguelites took the day of his patron saint as that on which they would endeavor to humble and subdue his enemies; but according to the letter of the Marquis Palmella, they were foiled with great loss. In other respects affairs remain as before.

Lord Carlisle has resigned his seat in the British Cabinet, on account of ill health. Lord Holland is also much indisposed by debility.

Sir Robert Hardy died of Cholera in Ireland, early in October.

Lord Nugent, Governor of the Ionian Islands, had embarked with his suite, on board the Ceylon, at Devonport.

THOMAS MOORE, Esq.—The Political Union of Limerick has resolved to put this gentleman in nomination as one of the members of that city. Mr. Moore's election may be considered a matter of almost as much certainty as if it had taken place.

MELANCHOLY.—In the shipwreck off the harbor of Liverpool on 7th ult. of the ship *Grecian*, bound to Boston, the following distressing incidents occurred:

As the *Grecian* drifted into Bottle Bay, she began to fill with water. The captain and crew were considerably alarmed; but they never thought of quitting while a hope remained that it was possible to save the vessel. They delayed so long that there was danger of their perishing, and in the confusion of a moment full of terror, they found great difficulty in getting the boat out. Still their accustomed order prevailed: the captain leaped in first, the only woman on board followed, and then the crew. Just as they were about to push off, the poor woman discovered that her child had been left behind. Her maternal feelings prevailed over her desire of safety, and, in defiance of the remonstrance of the captain, she seized the side of the vessel, and got on board. The child being left in the cabin, she rushed down for it; but before she could return, the vessel gave a sudden reel and sank. Such was the rush of waters to fill up the dismal chasm her sinking occasioned, that the boat narrowly escaped being swamped, and the persons in it had the melancholy terror to see nothing but the top of the masts where, a moment before, rode their gallant bark. The poor woman and her child—and a mother's strong affections deserved a better fate—perished without giving a single signal of distress, and they had for their companion in death the unfortunate steward, who, through some mistake, had remained behind.

The *William Neilson*, for New-Orleans, perished in the same storm.

The unfortunate ship struck on the edge of the Bank, near to Formby Channel. How long she stuck together will never be known, all hands on board having perished. It is probable, however, that she did not remain together long, and that she broke up before night set in. Next morning, at daybreak, part of her was washed up on the North Shore. Her letter bag was found on the strand near Bottle. When opened, the bag was found to have been stuffed with chaff, which Capt. Platt, who knew it contained letters of importance belonging to his owners, is supposed to have put in to render it buoyant. So much presence of mind had the unfortunate man when certain and instant death stared him in the face! Fragments of wreck and packages of goods covered the shore, while several articles were picked up floating in the river and in the basins. The southeast corner of the Prince's Dock basin, besides several large spars belonging to the unfortunate ship, was filled with innumerable fragments of wreck, which, by the action of the wind and the waves, had been rendered so minute that they might

have been made so by the skill of the carpenter. The sight was truly melancholy. The owner identified several parcels as those which had belonged to the ill-fated ship. Besides the captain and crew, all of whom have perished, there were on board the *William Neilson* three passengers; namely, Mr. Sommerville and his two daughters. Mr. S. was an Englishman by birth, but had for many years been attached to the theatrical profession in the United States. His daughters, who were both under twenty years of age, had been educated in England, and he had come hither for the purpose of conveying them to New Orleans. Alas! the hapless father and his poor children were doomed to perish in a few hours after leaving a port which they had left in the fullness of hope and confidence. It is worthy of remark, that Mr. Sommerville, after putting his luggage and theatrical dresses on board the *David Cannon*, for New Orleans, was left behind by the that vessel, which sailed twelve days ago. The *William Neilson* was the first ship destined for the same port, and in her he and his children unfortunately embarked. Not less than twenty-six persons, it is estimated, perished with this vessel.

[From the *London Spectator* of 13th Oct.]

Lord Durham arrived at his house in Cleveland Row on Thursday. Two objects have been assigned to his Lordship's mission,—the first, to obtain the sanction of Nicholas to such measures of coercion as might be necessary to the settlement of the long disputes between Belgium and Holland; the second, to obtain for the Poles some mitigation of their slavery, if not their restoration to independence. The general impression is, that in the first of these objects Lord Durham has been so far successful, that Russia will not interfere to prevent England and France from compelling the evacuation of Belgium by the Dutch troops, or, in other words, from giving effect to the repeated resolutions of the Conference; and that in respect of the second, he has only succeeded so far that, as matter of grace and favor, some more merciful treatment may be dealt to Poland than it has hitherto experienced. We repeat the reports of the day in these statements. What Lord Durham sought, and what he obtained, we shall not clearly know until Parliament meet, if we are permitted to know it then.

A Cabinet Council was held on Thursday, subsequent to Lord Durham's arrival,—for the purpose, we presume, of enabling him to submit to his colleagues the information he had procured, and the conclusions he had come to. Earl Grey has a sea of difficulties before him; but we trust,—and from his past success, we have grounds for our trust,—that he will top its highest and most threatening wave. Ireland is extremely unsettled, though not so much so as the bellowing of O'Connell would persuade us. The people of that country are not to be most feared when they make the most noise. The Colonies require attention. Mauritius has cast off its allegiance to the King, and Jamaica to the law; but neither is the bluster of a few thousand men in the East or the West an object of deep or serious apprehension.

In Portugal, Ministers have an object that more requires their cares. If Pedro succeed, then all will be well; but if Pedro fail, we fear that the people of England, if not the Government, have embarked too deeply in the struggle to retire with honor and ease. Perhaps, after all the guesses at Lord Durham's mission, it had reference to the South as much as the North of Europe. It is at all times difficult to draw the line where the neutrality of surrounding States in respect of such a contest as that now waging between Pedro and Miguel should cease. There is one rule, however, which seems abundantly clear—either interference ought not to be attempted at all, or it should go through. If Ministers were to send an expedition to Oporto, and compel the abdication of Miguel and the establishment of his niece's power, they would doubtless give deadly offence to their enemies: if they permit Don Pedro to be worsted and Miguel to succeed, and, as a necessary consequence, the English interests in Portugal to be sacrificed, they will go far to forfeit the affection and support of their friends.

Spectator Office, Saturday 13th Oct.

It appears from last night's Gazette, that Parliament is to be further prorogued till the 11th December. It is, we believe, resolved that the dissolution shall take place on an early day of December, and that the new Parliament shall meet in January.

TURKEY AND EGYPT.

The Turkey mail of this morning brings intelligence of the greatest importance. The army of the Pacha of Egypt was within a few days' march of the

Turkish capital, and no troops to oppose their victorious career. A letter from Smyrna, dated Sept. 5, states that they daily expected to learn of important events having occurred at Constantinople, towards which city the Egyptians were rapidly advancing, and must then have been within a few days' march, as they passed Kouika 20 days before, and had been joined by the people every where in their progress. The government at Constantinople was in a most critical state. The cholera had made its appearance at Constantinople; the plague was on the decline.

ALEXANDRIA, Aug. 24.—You have already heard of a naval action which took place in August between Cyprus and Rhodes, of which I hope soon to send you the bulletin. We learn from the present that the Victory was on the side of the Egyptians, that a Turkish ship of the line was destroyed, and a frigate, two corvettes, and three brigs taken by the Egyptians. These six prizes have already arrived in our harbor. I inclose the eighth bulletin of the army of Syria. The greater part of this bulletin we have already published from accounts received at Marseilles. The conclusion is as follows:

According to the report of Arif Bey, the enemy's army at Homs consisted of 36,000 regular troops, of whom hardly 5,000 remained with Hussein Pacha. In the action at Beyland we lost in killed and wounded twenty men.

MISCELLANY.

[From the *London Literary Gazette*.]

THE WORKS OF LORD BYRON. Vol. X.—London.

This volume is full of interesting notes—so many of the feelings have their history; while it is curious to see how

"the sleeping images of things
Start at a touch, and struggle into life."

And its editor well observes:

"The contents of this volume are so miscellaneous, that we have found it necessary to give our observations on the several pieces in immediate connexion with each as it occurs. On the whole, the section of the author's life to which these belong is, perhaps, the most deeply interesting of all; and certainly there is none which has been more clearly and touchingly reflected in his poetry. Indeed, the course of his personal feelings may be traced with hardly less distinctness in the romantic tales of *Lara*, the *Siege of Corinth*, *Parisina*, and the *Prisoner of Chillon*, than in the occasional stanzas with which they are intermixed—even in the six remarkable effusions expressly originating in his separation from Lady Byron.

With regard to the first of those domestic pieces, the *Fare thee well*, we have seen, since the sheet containing it was sent to the press, the original draught of it; and, had it fallen under notice sooner, we should have presented the reader with a facsimile. The appearance of the MS. confirms, and more than confirms, the account of the circumstances under which it was written, given in the notices of Lord Byron's Life. It is blotted all over with the marks of tears. We have also observed, that the motto from *Christabel*, which now stands at the head of *Fare thee well*, did not appear there until several editions had been printed. Mr. Coleridge's poem was, in fact, first published in June 1816, and reached Lord Byron after he had crossed the Alps in September. It was then that he signified his wish to have the extract in question affixed to all future copies of his stanzas; and the reader, who might have doubted Mr. Moore's assertion, that Lord Byron's hopes of an ultimate reconciliation with his lady survived even the unsuccessful negotiation prompted by the kind interference of Madame de Staël, when he visited her at Copet, will probably now consider the selection and date of this motto as circumstances strongly corroborative of the biographer's statement:—

"A dreary sea now flows between,
But neither heat, nor frost, nor thunder,
Shall wholly do away, I ween,
The marks of that which once hath been!"

The saddest period of Lord Byron's life was also, we see, one of the busiest. His refuge and solace were ever in the practice of his art; and the rapidity with which he continued to pour out verses at this melancholy time, if it tended to prolong some of his personal annoyances, by giving malevolent critics fresh pretences for making his private affairs the subject of public discussion, has certainly been in no respect injurious to his poetical reputation." The notes on the "Ode to Napoleon" show how often the germ of some prose remark ripened into poetry. Witness the following:—

"Out of town six days. On my return, find my poor little pagod, Napoleon, pushed off his pedestal. It is his own fault. Like Milo, he would rend the oak; but it closed again, wedged his hands, and now the beasts—lion, bear, down to the dirtiest jackall—may all tear him. That Muscovite winter wedged his arms—ever since he has fought with his feet and teeth. The last, may still leave their marks; and 'I guess now,' (as the Yankees say,) that he will yet play them a pass."

"Sylla.—We find the germ of this stanza in the diary of the evening before it was written: 'Me thinks Sylla did better; for he revenged, and resigned in the height of his sway, red with the slaughter of his foes—the finest instance of glorious contempt of the rascals upon record. Dioclesian did well too; Amurath not amiss, had he become aught except a dervise; Charles the Fifth but so so; but Napoleon worst of all.'

"Alter 'potent spell' to 'quickening spell': the first (as Polonius says) 'is a vile phrase,' and means nothing, besides being common-place and Rosa-Matildaish. After the resolution of not publishing, though our Ode is a thing of little length, and less consequence, it will be better altogether that it is anonymous."

All Byron's corrections seem to have flashed upon him; and what improvements they always were! Those fine lines,

"But who would soar the solar height,
To set in such a starless night?"

stood thus in the original manuscript—

"But who would rise in brightest day
To set without one parting ray?"

"The last three stanzas, which Lord Byron had been solicited by Mr. Murray to write, to avoid the stamp duty then imposed upon publications not exceeding a sheet, were not published with the rest of the poem. 'I don't like them at all,' says Lord Byron, 'and they had better be left out. The fact is, I can't do any thing I am asked to do, however gladly I would; and at the end of a week my interest in a composition goes off.'

"In one of Lord Byron's MS. diaries, begun at Ravenna in May 1821, we find the following: 'What shall I write? Another Journal? I think not. Anything that comes uppermost, and call it *My Dictionary*. Augustus.—I have often been puzzled with his character. Was he a great man? Assuredly; but not one of my great men. I have always looked upon Sylla as the greatest character in history, for laying down his power at the moment when it was

'Too great to keep or to resign.'

and thus despising them all. As to the retention of his power by Augustus, the thing was already settled. If he had given it up, the commonwealth was gone; the republic was long past all resurrection. Had Brutus and Cassius gained the battle at Philippi, it would not have restored the republic. Its days ended with the Gracchi; the rest was a mere struggle of parties. You might as well cure a consumption, or restore a broken egg, as revive a state so long a prey to every upmost soldier, as Rome had long been. As for a despotism, if Augustus could have been sure that all his successors would have been like himself—(I mean not an Octavius, but Augustus)—or Napoleon could have insured the world that none of his successors would have been like himself—the ancient and modern world might have gone on, like the empire of China, in a state of lethargic prosperity. Suppose, for instance, that instead of Tiberius and Caligula, Augustus had been immediately succeeded by Nerva, Trajan, the Antonines, or even by Titus and his father—what a difference in our estimate of himself! So far from gaining by the contrast, I think that one half of our dislike arises from his having been heired by Tiberius, and one half of Julius Cæsar's fame from his having had his empire consolidated by Augustus. Suppose that there had been no Octavius, and Tiberius had 'jumped the life' between, and at once succeeded Julius? and yet it is difficult to say whether hereditary right or popular choice produce the worse sovereigns. The Roman consuls make a goodly show; but then they only reigned for a year, and were under a sort of personal obligation to distinguish themselves. It is still more difficult to say which form of government is the worst—all are so bad. As for democracy, it is the worst of the whole; for what is, in fact, democracy? An aristocracy of blackguards.

"On being reminded by a friend of his recent promise not to write any more for years, 'There was,' replied Lord Byron, 'a mental reservation in my pact with the public, in behalf of *anonymes*: and, even had there not, the provocation was such as to

make it physically impossible to pass over this epoch, of triumphant tameness. 'Tis a sad business; and, after all, I shall think higher of rhyme and reason, and very humbly of your heroic people, till Elba becomes a volcano, and sends him out again. I can't think it is all over yet.

"A few days after he had put the finishing hand to the 'Ode to Napoleon Buonaparte,' Lord Byron adopted the most extraordinary resolution that perhaps ever entered into the mind of an author of any celebrity. Annoyed at the tone of disparagement in which his assailants, not content with blackening his moral and social character, now affected to speak of his genius, and somewhat mortified, there is reason to believe, by finding that his own friends dreaded the effects of constant publications on his ultimate fame, he came to the determination, not only to print no more in future, but to purchase back the whole of his past copy-rights, and suppress every line he had ever written. With this view, on the 29th of April, he actually endorsed his publisher a draft for the money. 'For all this,' he said, 'it might be as well to assign some reason: I have none to give, except my own caprice; and I do not consider the circumstance of consequence enough to require explanation.' An appeal, however, from Mr. Murray to his good-nature and considerateness, brought in eight-and-forty hours, the following reply: 'If your present note is serious, and it would really be inconvenient, there is an end of the matter: tear my draft, and go on as usual. That I was perfectly serious in wishing to suppress all future publications is true; but certainly, not to interfere with the convenience of others, and more particularly your own.' The following passages in his Diary depict the state of Lord Byron's mind at this period:—'Murray has had a letter from his brother bibliophile of Edinburgh, who says 'he is lucky in having such a poet,'—something as if one was a pack-horse, or 'ass, or any thing that is his; or like Mrs. Packwood, who replied to some inquiry after the Odes on Razors, 'Haw, sir, we keep a poet!' The same illustrious Edinburgh bookseller once sent an order for books, poetry, and cookery, with this agreeable postscript:—'The *Harold* and *Cookery* are much wanted.' Such is fame! and, after all, quite as good as any other 'life in others' breath.' 'Tis much the same to divide purchasers with Hannah Glasse or Hannah More.—March 17th, Redde the *Quarrels of Authors*, a new work, by that most entertaining and researching writer, D'Israeli. They seem to be an irritable set, and I wish myself well out of it. 'I'll not march through Coventry with them, that's flat.' What the devil had I to do with scribbling? It is too late to inquire, and all regret is useless. But an' it were to do again, I should write again, I suppose. Such is human nature, at least my share of it; though I shall think better of myself if I have sense to stop now. If I have a wife, and that wife has a son, I will bring up mine heir in the most anti-poetical way; make him a lawyer, or a pirate, or any thing; but if he writes, too, I shall be sure he is none of mine, and will cut him off with a bank token. April 19th. I will keep no further journal; and, to prevent me from returning, like a dog, to the vomit of memory, I tear out the remaining leaves of this volume. 'Oh fool! I shall go mad.' These extracts are from the diary of March and April. Before the end of May he had begun the composition of *Lara*, which has been almost universally considered as the continuation of *The Corsair*. This poem was published anonymously in the following August, in the same volume with Mr. Rogers's elegant tale of *Jacqueline*; an unnatural and unintelligible conjunction, which, however, gave rise to some pretty good jokes. 'I believe,' says Lord Byron, in one of his letters, 'I told you of Larry and Jacquy. A friend of mine—at least a friend of his—was reading said Larry and Jacquy in a Brighton coach. A passenger took up the book, and queried as to the author. The proprietor said 'there were two'; to which the answer of the unknown was, 'Ay, ay, a joint concern, I suppose; *summat* like Sternhold and Hopkins.' Is not this excellent? I would not have missed the 'vile comparison' to have escaped being the *Arcades ambo, et cantate pares*."

There are many critical remarks affixed, from most of which we entirely dissent. We quote two or three for that very purpose.

"Lord Byron seems to have taken a whimsical pleasure in disappointing, by his second canto, most of the expectations which he had excited by the first. For, without the resuscitation of Sir Ezzeilin, *Lara's* mysterious vision in his antique hall becomes a mere useless piece of lumber, inapplicable to any intelligible purpose; the character of Medo-

ra, whom we had been satisfied to behold very contentedly domesticated in the Pirate's Island, without inquiring whence or why she had emigrated thither, is, by means of some mysterious relation between her and Sir Ezzeilin, involved in very disagreeable ambiguity; and, further, the high-minded and generous Conrad, who had preferred death and torture to life and liberty, if purchased by a nightly murder, is degraded into a vile and cowardly assassin.—[George Ellis.]

"*Lara*, though it has many good passages, is 'a further proof of the melancholy fact, which is true of all sequels, from the continuation of the *Æneid*, by one of the famous Italian poets of the middle ages, down to *Polly*, a sequel to the *Beggar's Opera*, that 'more last words' may generally be spared, without any great detriment to the world.'—[Bishop Heber.]

"*Lara* has some charms which the *Corsair* has not. It is more domestic; it calls forth more sympathies with polished society; it is more intellectual; but much less passionate, less vigorous, and less brilliant; it is sometimes even languid,—at any rate, it is more diffuse.—[Sir E. Brydges.]

"*Lara*, obviously the sequel of the *Corsair*, maintains in general the same tone of deep interest and lofty feeling; though the disappearance of Medora from the scene deprives it of the enchanting sweetness by which its terrors are there redeemed, and makes the hero, on the whole, less captivating.—The character of *Lara*, too, is rather too laboriously finished; and his nocturnal encounter with the apparition is worked up too ostentatiously. There is infinite beauty in the sketch of the dark Page, and in many of the moral or general reflections which are interspersed with the narrative."—[Jeffrey.]

But for criticism commend us to Sir Walter Scott's: there is the exquisite understanding, which points out the beauty it comprehends—the generous appreciation; there is the great poet entering into and enjoying the merit which he "delighteth to honor." We cannot refrain from quoting a part of some eloquent and true observations.

"We are sometimes, he says, tempted to blame the timidity of those poets, who, possessing powers to arrest the admiration of the public, are yet too much afraid of censure to come frequently forward; and thus defraud themselves of their fame, and the public of the delight which they might afford us. Where success has been unexpectedly, and perhaps undeservedly, obtained by the capricious vote of fashion, it may be well for the adventurer to draw his stake and leave the game, as every succeeding hazard will diminish the chance of his rising a winner. But they cater ill for the public, and give indifferent advice for the poet—supposing him possessed of the highest qualities of his art—who do not advise him to labor while the laurel around his brows yet retains its freshness. Sketches from Lord Byron are more valuable than finished pictures from others; nor are we at all sure that any labor which he might bestow in revision, would not rather efface than refine those outlines of striking and powerful originality which they exhibit when flung rough from the hand of the master. No one would have wished to condemn Michael Angelo to work upon a single block of marble until he had satisfied, in every point, the petty criticism of that pope who, neglecting the sublime and magnificent character and attitude of his Moses, descended to blame a wrinkle in the fold of the garment. Should it be urged that, in thus stimulating genius to unsparring exertion, we encourage carelessness and hurry in the youthful candidates for literary distinction, we answer, it is not the learner to whom our remarks apply; they refer to him only who, gifted by nature with the higher power of poetry—an art as difficult as it is enchanting—has made himself master, by application and study, of the mechanical process, and in whom, we believe, frequent exertions upon new works awaken and stimulate that genius, which might be cramped and rendered tame by long and minute attention to finish to the highest possible degree any one of the number. If we look at our poetical Library, we shall find, generally speaking, the most distinguished poets have been the most voluminous; and that those who, like Gray, limited their productions to a few poems, anxiously and sedulously corrected and revised, have given them a stiff and artificial character, which, far from disarming criticism, has rather embittered its violence, while the Aristarch, like Achilles assailing Hector, meditates dealing the mortal wound through some unguarded crevice of the supposed impenetrable armor with which the cautious bard had vainly invested himself."

[FOR THE NEW-YORK AMERICAN.]

Mr. Editor:—At this period of sympathy for all that relates to the name of Sir Walter Scott, the following recollections of a visit paid him in the summer of 1830 may not be altogether without interest. Recorded at the time for the eye of affection at home, it bears the form of a personal narrative which must be my apology for the prominence given to the feelings of the writer, as the sympathy at his loss which alone gives them value, must be to his family should it ever meet their eye, for the liberty involved in their publication.

M.
RUSHY FORD, Durham—one day's ride from Abbotsford.—Dear —: I now resume my pen, which, at Abbotsford I touched not—for it seemed a kind of treachery to our kind and noble host. But you must not lose my recollections. On taking leave of Southey, at the foot of Skiddaw, after a day's ramble, he said to me, "Have you a letter for Sir Walter Scott?" I had not. A letter to his daughter which your mother had received from Mrs. Heber was our only introduction. He replied, "you shall be the bearer of one from me;" and on reaching the house the letter was written and handed to me. It was a sealed one, but judging from the reception it brought us, was kindly, perhaps warmly written. Three days afterwards we stopped at the outer gate of Abbotsford, looking down with somewhat of awe as well as interest on its turrets as they rose above the intervening wood. Unwilling to trespass where I thought we had so little claim, the letter was despatched by a servant in envelope, with a card, and the unwelcome answer returned, "Sir Walter Scott is not at home." We had, however, another chance; we drove on two miles further to Chiefswood, the residence of his daughter, Mrs. Lockhart, to whom our first letter was addressed. On driving up to this lovely retired cottage, two children were playing on the green; one of whom, by his border plaid and chieftain's feather, I suspected to be master Hugh Little John, Sir W.'s favorite grandson; but in this, as I afterwards found, I was mistaken: the pallid countenance of the other ought to have betrayed to me the direction of his deeper sympathies. The same repelling answer "Not at home," here sent us away most unwillingly. The letters however were left, and we drove on to pay a visit where that rebuff at least could not reach us.—I mean the ruins of Melrose Abbey. On approaching them, we met an open barouche returning, in which, with a glance, I recognized the great object of our search, Sir Walter and his family; but I feared to intrude by so unceremonious an introduction, and we passed, taking as we feared our first and last look of the Shakespeare of our age. An hour glided quickly away amid the mouldering ruins. Among some modern monuments at their feet, we met with one erected by Sir Walter to the memory of a faithful domestic; but the ancient memorials were the fullest of poetic associations, and we only regretted our inability to comply with the poet's injunction:

If thou wouldst view fair Melrose aight,
Go visit it by pale moonlight.

In the midst of our reveries, we were disturbed by the entrance of a gentleman who advancing rapidly with an air of much courtesy announced himself as Mr. Lockhart,—saying that he had returned upon his steps to overtake us, being the bearer of Sir W. Scott's compliments and Mrs. L.'s, to bring us back to dinner, at which some friends were momentarily expected. The fatigue and disordered dress of a day's drive through dusty roads was a bar to the ladies' acceptance, so that after some doubts and many misgivings the invitation was most unwillingly declined, to which Mr. L. acceded only on condition that I would write him from Edinburgh the day of our return, and take it through Melrose. Upon this we parted. I kept my promise, and a fortnight afterward upon arriving at the inn at Melrose about half past five, P. M., a note was handed me from Mr. Lockhart, saying that Sir Walter and family expected to meet us that day at dinner at Chiefswood. Here was another dilemma; we were tired and dusty, and the dinner hour was come: yet we could not again balk our good fortune, and a hasty toilet and fresh post horses soon transferred us a second time to the lovely cottage. As we approached we had a glimpse of Sir Walter at the door, but when we drove up he had retired, and Mr. and Mrs. Lockhart alone remained to welcome us. On entering the drawing room, he was standing with his daughter, Miss Scott, leaning somewhat, as I found was his wont, upon his cane. His appearance—but I will not speak of that, for I had no time to

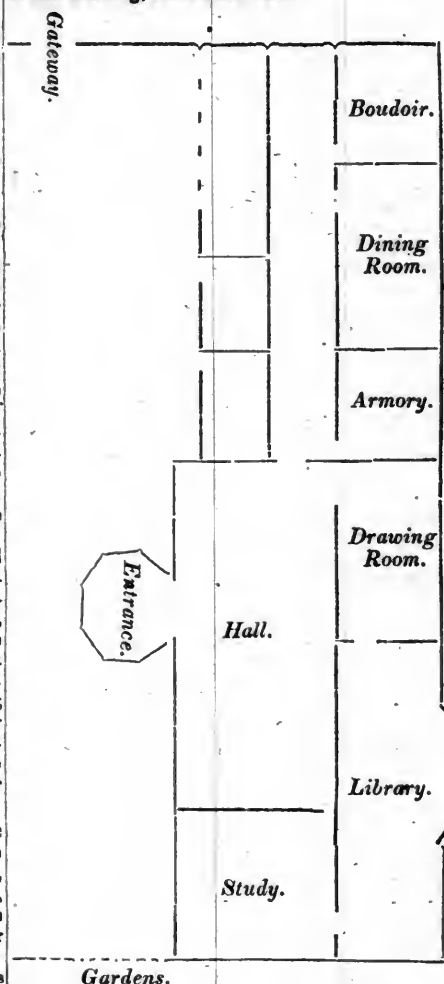
scan it.—All that I saw was the face of the "Great Unknown"—all that I felt was the pressure of that hard which penned the *Antiquary* and the *Lady of the Lake*—all that I heard were the mellow accents of that Northern tongue, which now with courtesy and kindness, welcomed me to Scotland. The company was not large, but sufficiently so to afford a plea for laying the table on the green, an arrangement which, however agreeable it may have been in Arcadia, is but a perilous experiment in the latitude of Scotland: besides, the outer air is no place for quiet talk—it is fitted for merriment, but not for intellectual conversation—so that a lowering sky became by common consent an apology for an early return to the drawing room, where music and the song awaited us.

Sir Walter's great delight is in his daughter's harp, and the ballads of the olden time, which she sings with a most winning grace. Thus passed our evening; and on parting for the night, we received and accepted an invitation to Abbotsford; so that, as you may suppose, with gay hearts, we returned to our Inn. Now, if you ask me the impression of this day, I must confess, in regard to Sir Walter, it partakes somewhat of disappointment. He was kind and courteous, but did not say much; and when he did speak, I missed somewhat of that precision of thought and power of language, which had so recently charmed me in Southey and Sir James Mackintosh. But further acquaintance has enabled me to see that I was then in the heresy of ignorance. I was bringing to the measurement an inapplicable standard. It was like measuring *weight by length*—it was requiring in a boundless scene of natural beauty the polish and proportions of a Grecian temple. The next day being Sunday, we attended service at the kirk, occupying Sir Walter Scott's pew, which was very near the pulpit. "How did you like the preacher?" said Sir Walter, when I again met him. "I confess," I replied, "I did not hear a single sentence." "You must not complain," said he; "you have heard as much as any of his hearers for ten years past." This voiceless preacher, as I afterwards found, was the father of the original Dominie Sampson. Had delicacy permitted it, the father would himself have made no bad "study."

On approaching Abbotsford a second time, we paused not, as before, at the gate; but driving down through the rich young woods that embower it, and, passing through an arched and turretted gateway, found ourselves in a noble court or quadrangle. On our left rose the mansion in its rich and irregular architecture, beating in some parts the choice remains of an earlier chisel, which Sir Walter has rescued from the contiguous ruins, but generally the result of native genius, working under his eye, and passing rapidly, as he told me, "from the models of art to those of nature." In front a rich and lofty Gothic screen separated the court from the gardens,—happily attaining what Sir Walter said he had almost despaired of doing, "distancing without hiding them,"—while on the right runs an arcade or cloister, embanking the rising ground behind it, and forming a sheltered walk nearly around two sides of the court. On this occasion Sir Walter met us at the door, again welcomed us to Scotland and Abbotsford, and, taking your mother by the hand, led the way to the library. But of that way, I must give a little description.

The entrance is through an octagonal turret, raised but a step from the ground, into a Hall occupying the central front of the building: such a Hall as transports you at once into the regions of Romance, and the days of baronial chivalry. Its walls and ceiling are of dark oak wainscoting. At either end on a raised pedestal, stands forth a mailed knight, with visor down and spear in rest, like sentinels to challenge all who enter—these are formed of complete suits of ancient armour; one of steel, inlaid with gold, the same which was borrowed by the Champion of England at the Coronation of George IV.; it cost Sir W. 1000 guineas. Along the walls hang "shield and spear and partizan," intermixed with horns of the bison and the elk, and the skins of beasts of prey, as if to mark its lord equally ready for the fray or the chase. The windows, too, throw "a rich and storied light," being of stained glass, bearing the armorial escutcheons of the whole clan of Scots, the Laird of Buccleuch, as I think, standing at their head. Around the circuit of the walls, near to the ceiling, run those again of the Border families, richly carved in oak, and underneath them the following legend, in the old Gothic letter—"These be the armour coats of those who, in times of auld, stood up for the Marches of Scotland: thae were men of might and fought stoutly, and God did defend them." From this Hall, you

have access to the other parts of the house, and pass en suite through the following rooms:—Miss Scott's boudoir; the breakfast and dining room; the armoury; the withdrawing room; the library, and lastly Sir Walter Scott's study; which brings you again to the front of the house and end of the building, somewhat thus—



Of these rooms the most splendid is the library, the most interesting I need not add is the study, into which last we entered not but under its master's guidance. The library, with its noble dimensions and costly furniture,—its book-cases and cabinets of odorous cedar,—its ceiling of the same, pannelled and carved after the model of Melrose,—its well-filled shelves,—its beautiful window projecting and spreading out over the Tweed,—its curtains of crimson damask with heavy gold fringe,—its varied articles of use, curiosity and luxury,—all combine to make it a most splendid room. Of these articles many are presents. Here for instance stands a massive chair, once a Cardinal's, the carving of which ranks it among the productions of genius: this is from Rome. There, too, hangs an antique lamp, a relic of the majesty of Venice. Here, in a corner, stands Dean Swift's walking case, and that splendid silver sarcophagus, on its low pedestal, is the gift of the unfortunate Byron. How many associations does even that one awaken? Within it are the bones of ancient heroes—for over their tombs were built the old walls of the Piræus—yet who can name them? The lines inscribed

"Expende Hannibalem," &c.

feelingly convey this lesson,—while the name of Byron, which the donor would not put, but which Scott has added, brings touchingly to mind the danger and the misery of earthly genius unsanctified by religion. The letter accompanying this gift has been purloined from its sacred resting place. When shall such a theft dare to be shown? Sir Walter deeply regrets its loss, for of Byron he often speaks—sometimes with high admiration—always with tender feelings. "Poor Byron," is his familiar appellation, which words, uttered in his deep tones, go to the very heart.

But with all its splendour, the library yields in interest to the room beyond—his private study: for there stand his table and his chair, calling up the visions of his past labors—and there lie his pen and papers, the evidence of his present ones—and there

too his uncorrected yet hasty manuscripts which show from what a rapid fountain his thoughts must have poured forth. That which lies upon the table I dare not read; but from what he says, conclude it is upon the superstitions of the Highlands. Around this room, at the height of about ten feet—for the ceiling is a high one—runs a light gallery which gives access by a private door to his bed room—so that he can at all times command privacy. In addition to cases made from wood that once formed the Heart of Mid-Lothian, filled with books of more frequent reference, the walls of his study are covered with portraits and scenes of Scottish and Border story. Among them those of Claverhouse and the unfortunate Mary seem his especial favorites. This first day we had company at dinner and until near bedtime. His style of living is with considerable state. The buildings are very extensive, and lighted throughout by gas, prepared in one of the remotest parts. Two servants in livery, and his own gentleman in black, are in regular attendance. Of the embarrassments arising from the failure of his publishers, with whom the law adjudged him to be a partner, I here learn but little. The impression given me by Mr. Jeffrey and others in Edinburgh, was that these engagements, amounting originally to near £100,000, were in a great measure liquidated—partly by a heavy policy on his own life of (I understood) 40,000*l.*, and partly by the sale of his subsequent works. But to proceed with my story. Monday, 26th July, shall be marked by us henceforth with a "white stone," as having been spent with Sir Walter Scott alone. Then, indeed, for the first time was I made fully aware of being in the presence of "the mighty master"; for, as with other magicians, the spell increased as the circle narrowed. The truth is, Sir W. Scott is not to be judged of in general society; he never argues, never dogmatizes and never talks learnedly—his head and heart seemed filled with better thoughts and things—an overflowing benevolence, sympathy for all breathing things, an imagination that teems with all images of natural loveliness, feelings that tremble with every touch of natural affection—a memory that so lives in the records of the romantic past, that a metaphysician might well doubt to which century its possessor in truth belonged, and a sweet simplicity and unassumingness of manner that adds the attractiveness of childhood to the words and thoughts of genius—these are the elements of his strength, and when seen in private they are overpowering in their influence—then a book, a portrait or a chance word, unlocks as it were by magic, some hidden fountain—then comes forth at once the splendid train of thought and feeling and imagery, the Border story, the touching Ballad, and the heart rending incident—in the meanwhile his eye lightens up, often suffused with tears, and his voice deepens to a tone that thrills through the nerves like the deep notes of the organ. In this I can liken him to nothing but his own picture of the awakened minstrel—when

The present scene, his future lot,
His toils, his wants, were all forgot.

But in all this, his true-hearted modesty never forsakes him. In all his poetic recollections, which, on such occasions, came swelling like a tide into his mind, I never once heard him repeat a line of his own; and whenever the subject of his poems was alluded to, he avoided it with a simplicity which always left me in doubt whether he understood the allusion. The old adage of "genus irritabile" applies not to him; a sneer is as foreign to his nature as it is to the expression of his countenance; and, as far as words and manners go, he certainly knows not what envy is. Of the race of his contemporaries, there is scarce one of whom we did not speak; and not one of whom he spoke otherwise than with respect and kindness; and what at any time was wanting in praise, was sure to be made up in kindness of manner. On his repeating one evening a song of Allan Cunningham's, beginning, "A wet sheet and a flowing sea," &c. which he did with great power, I expressed my surprise at its beauty, and said, "Does Cunningham often write such?" He replied, "My friend, Allan is like a boy that shoots many arrows at a mark—some of them must hit." Of Coleridge, Wordsworth, and Southey, he spoke often; and his all-powerful memory was ever prompt to bring forth their choicest passages. On mentioning to him Southey's desponding views of political affairs,—"Ah!" said he, little aware how much the past had blinded his own eyes, "Southey is a retired and bookish man." On expressing my agreeable disappointment in Jeffrey's character, whom before personal acquaintance I had regarded as a cold and cynical critic, he replied with warmth, "you never did man more injustice, his

heart is all tenderness,"—and of his own family affections you may judge by his warm exclamation when the conversation turned to such themes—"I bless God" said he, "that he has given me good and affectionate children." I may here mention that these are four in number, Walter in the army, Charles in the Foreign Department, Mrs. Lockhart, and Miss Scott. As we sat alone after dinner, I ventured to introduce the subject of his long "In-cognito." He entered into it kindly if not freely. His near friends, he said, always knew it, though not by acknowledgement, while to the direct inquiry of others he felt himself under no obligation to give an answer. "It was not a crime," said he, "of which I was accused, and therefore I was not bound to answer; the secret began in caprice, and was continued perhaps from other motives." Upon my mentioning the name of his brother in Canada as one to whom in America they had often been attributed—he replied with so much feeling that I feared again to mention the name—"Ah! poor Tom," (I think he called him,) "he could have written them, and better; he had great powers, and I often urged him, but in vain, he never wrote me a line." On asking him here the metaphysical question, whether imagination had ever furnished him with materials not traceable to experience, he replied, after a moment's pause, that his characters were always drawn from nature, and many of them individual pictures but slightly altered. "This likeness on one occasion," said he, "betrayed my secret; the original of 'Old-buck' was an old friend of my fathers, whom I well remembered as a boy. It was too faithful a copy not to be known, Mr. — on its publication meeting me, said, as he clapped me on the shoulder, 'Ah, Scott, you wrote that, no one could paint our old friend to the life but you or I.' Upon my mentioning some other wild surmises as to their authorship, after answering them, he concluded with a smile, as if in reference to my pertinacity—"In truth, I find that I have kept the secret so long and so well as now to find some difficulty in proving my own."

On Monday morning, Sir Walter rose as usual about 6 o'clock, awakened, as he regularly is, by his favorite dog, a large stag hound of the ancient breed, given him, as he tells me, by Dandie Dinmont himself. This dog, by the bye, is his constant companion. At meals, he waits behind his master's chair, and not unfrequently puts his paw upon his shoulder, to remind him of his presence; follows him through the day in his drives and walks; dozes at his side while he writes; and completes his tour of duty by guarding him while he sleeps—his bed being a bear-skin couch. At break of day, he again arouses his master with a gentle paw, knowing well that he has work to do, in which the whole world is interested, and not the least, the canine race, of whose virtues he himself has so often sat as the model. In truth, I look upon this dog with equal respect and kindness, as "part and parcel" of the novelist himself. Until breakfast time, that is, for about two hours, Sir Walter writes, and about an equal time after it, which brings him to 11 o'clock; after which, he calls himself a free man, writing no more that day, unless perchance in the long evenings of winter. On leaving his study this day, he immediately proposed to your sisters a drive through his plantations, of which he is justly proud, and as far as Melrose; to which they, as you may suppose, well pleased, acceded. His morning's dress accords with his simple rural habits: a well-worn green hunting coat, with ample flaps and pockets, a flat cloth cap, and an oft-used whistle pendant from his button-hole, agree well with the large frame and manly figure, though slight stoop, of one whom you might take to be a Scottish laird of high degree, and simple tastes,—of one who was beginning to feel the weight of years, without having lost the taste or enjoyment of the more active sports of youth. In this guise, I see him now setting forth in his low-wheeled open barouche, accompanied by your sisters, and followed by his deep-mouthed favorite and two others of minor breed. On visiting the scarcely perceptible ruins of the early Melrose on the heights, he expatiated, they tell me, good humoredly on the taste of the lazy monks, who could prefer the fat lands of the valley to such heart-stirring scenes; and on passing at a little distance a Scotch lassie, knee-deep in the river, fishing, he said (whether in joke or earnest), "There stands my Die Vernon." But I must not defraud them of the pleasure of telling of their drive, which they describe as all delightful from his attentive kindness and his unceasing flow of anecdote and ballad, in reference to every spot they visited, or individual of note of whom they chanced to speak.

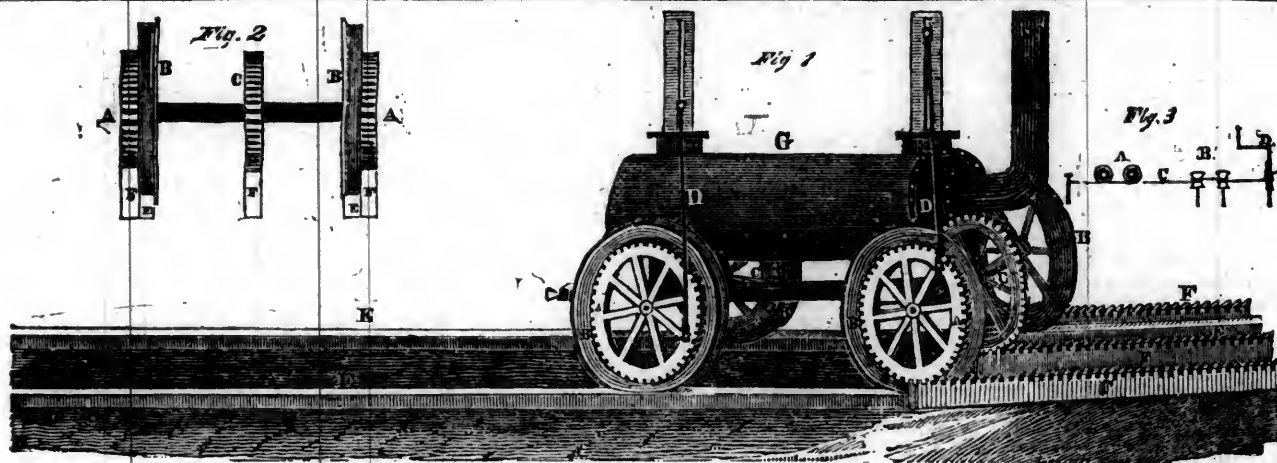
On his return I met him in the library; as he approached he handed me from among a packet of letters just received, a small hard roll of parchment tied with cord and secured by a lump of raw wax. "Open it," said he, "it will be something to tell, that a Republican dared to break the seal of a writ of the King;" "at the orders," I would have added, "of one whom kings delighted to honor," but his modesty awed me, and I dared not. It was a writ for the general election, Parliament being dissolved by the King's death, and was addressed to him as high sheriff of Selkirkshire,—the style and form of it have continued unchanged, he tells me, from the time of the earliest Edward: and hence its rude accompaniments. A reformed Parliament, however, will no doubt order all that much better.

Remembering the dash of superstition which he invariably gives to his fictions, and which always seemed to me to be "ex animo," I took occasion to ask, after several surprising narratives given by him of individuals possessing the power of second sight, whether he had in the course of his life met with any such which could not be rationally explained? He paused some moments before he answered. "I cannot say that I have." Still, however, whether by natural or early association, a lingering respect for such fears, not to say belief in them, often appears in him. And how, indeed, could it be otherwise, with a mind of such preponderating imagination, of which credulity (I mean it in a poetic sense) must be one of its highest elements. That mind must believe in the reality of its own creations, or it could not give them life, and cannot therefore judge harshly the illusions of other men. Of Coleridge, he quitted with applause the answer, "That he had seen too many ghosts to believe in them;" and then, in reference to that wayward writer, said, "He is never ending, still beginning; could he be tied to his chair and to a water diet, he would be the greatest genius living."

One evening as we sat in the library alone, on some mention of a present he had received, he opened a cabinet and brought out a store of them,—rings, seals, snuff-boxes, miniatures, &c., without number,—each had its own little story. On showing us a splendid gold snuff-box presented to him by the King, George IV., with his likeness on the lid, he said, "A princely return for a little book which the King had requested of him." But on one trifle he seemed to set a peculiar value: it was an antique stone ring found in the Highlands of Scotland, believed to be of Carthaginian origin, and commonly called the Adders stone, of which he said there were but three known, whose owners he then enumerated, to each of which by popular superstition rare virtues were attributed, and more especially to drop one from the hand portended some great misfortune to its owner. To guard against such an event, to this one was attached a small silver chain, which was to be slipped over the fingers as a security. He took the precaution, I observed, in his own case, and as your sister received it from him, he said in an apologetic way, as he put the chain on her fingers, "Permit me," before untwisting it from his own hand.

Upon my introducing the subject of the printed editions of his works in America, he spoke of literary property as a literary man cannot but speak, viz. as one of its most sacred forms—and in turn spoke I was sure the feelings of my countrymen, in saying that in proportion to our admiration of his works, was our regret at the inadequacy of our laws to secure to him his rightful returns. "On one occasion" said he, "after trying in vain to prevent their bribery of some one having access to the Press, in order to remind the publishers in your country, that they were trespassing on others property, I sent to my printer a sheet utterly unsuitable, as the conclusion to one of my novels just publishing—which sheet was immediately cancelled as soon as I had reason to believe the surreptitious copy was sent off." "Now this," said he, "I call a fair trick," "but seriously," he continued, "I think it is but just and becoming that a common language should make common copyright, as is now, the case by treaty between the Prussian and Austrian dominions."

As we had just returned from a tour to Loch Katrine, and the abode of the McGregors, with Rob Roy and the Lady of the Lake in our hands, as our most faithful guide books, this was an obvious theme; he entered upon it freely, and when his heart was warmed, it only wanted that I should have had (as Boswell says) "a short hand or a long hand," to have added another tale to those of Old Mortality, or with but slight addition of melody, another canto to the Lady of the Lake. Rob Roy is after all



To the Editor of the American Railroad Journal—

SIR: Will you have the goodness to give the following a place in your valuable paper, viz.—A Description of an Improvement made by RICHARD BERRIAN, of the city of New-York, on the Locomotive Engine, as well as the Rails on the Road. The power gained on the present principle over the former is more than double; it will ascend and descend hills and mountains, on inclined planes, at the most freezing and slippery season of the year; it is secured by safety guards attached to the same; if any thing should give way in going up or down hill, it will stop itself in an instant of time, without injury to either passengers, freight, or cars. On the above principle, thousands and tens of thousands of dollars may be saved, in consequence of not being under the necessity of digging and cutting down hills and rocks, or mountains, to a level: to do which would be a herculean task that very few Companies would be willing to undertake. The power gained on this principle, it must be evident to every discerning mind, is in proportion to the diameter of the small cogged wheels, and the cranks that are on the axle which turn the same. The Locomotive Engine may either run on the double or single cogged Rails; the latter is the most simple, and the expense is more than one half less.—By examining the model minutely the advantages will more fully appear.—By fitting a small cogged wheel on the centre of the axle, cranked at each end, and placing them under the bottom of the Locomotive Engine, to receive the arms of the same, and the small cogged wheel to run in the cogs of a single Rail laid down in the centre of the inclined planes, between the ways for that purpose, and to be propelled by the steam of said Engine.

The subscriber having received a patent from the honorable the Secretary of State, for the above valuable improvement, he now offers his patent right on the above principle for sale, either to companies or to individuals, for the use of any of the Railroads in the United States. A commission of twenty-five per cent. will be allowed to agents throughout the United States, on all sales made agreeable to my wish.

RICHARD BERRIAN.

one of Sir Walter's choicest heroes, he prides himself in shewing in his armoury the light short gun of that far-famed Freebooter. On our mentioning the Inn at the Trosacks, "Then," said he, "you saw my friend Stewart (the host), the grandson of that 'Ewan of Briglands,' who paid with his life for his tender heart towards poor Rob Roy, he cut the belt and let him slip, he was my authority for that fact." But details I must reserve for our long winter evenings, if Heaven is pleased to bring us together again; in the meantime, I close my long narrative. On the second day I sent for post horses, fearing to trespass by a longer stay, but Sir Walter countermanded them, saying in his own kind manner "You are not quite well, and I cannot part with you; besides I owe it, for it was all Lockhart's doing with his 'fete champetre.'" Though the indisposition was but trifling, the kindness was great, and the remembrance of it will be enduring: it has added love to veneration, so that in my future recollections of Sir Walter Scott, the virtues of the man will come to my heart, before his merits as an author. On the third day of our stay at Abbotsford we took leave, Sir Walter returning to your sister, as he parted from her, a little book in which, on a blank leaf, he had written these words

To meet and part is mortals lot,
You've seen us—pray—forget us not;
Such the farewell of Walter Scott.

M.

MARRIAGES.

Tuesday morning, November 23d, by the Rev. Benjamin I. Haight, Eliakim L. Bolles, (of the firm of Maltby & Bolles,) to Mary, eldest daughter of Gideon Tucker, Esq. of this city.

Tuesday evening, Nov. 20, by the Rev. Dr. Brodhead, Mr. George Finch, to Miss Abigail S. Allen, all of this city.

In the city of Hudson, on the 14th instant, at the residence of Campbell Bushnell, Esq. by the Rev. William B. Thomas, of Duaneburgh, Henry Hogeboom, Esq. Counselor at Law of that city, to Jane Eliza, daughter of James Rivington, Esq. of Poughkeepsie.

In Washington City, on Thursday evening last, by the Rev. Mr. Hawley, the Hon. John G. Wadsworth, a representative in Congress from the State of Pennsylvania, to Matilda, eldest daughter of Stephen Pleasanton, Auditor of the Treasury.

At Philadelphia, on Tuesday evening, by the Rev. Dr. Delancy, William B. Biddle, Esq. to Elizabeth Keating, daughter of the Hon. Joseph Hopkinson.

DEATHS.

Monday morning at 9 o'clock, Nov. 19th, Mr. Thomas Gibbons, after a few days illness.

Monday morning, Nov. 19th, after a short illness, Mr. John Flack, late merchant of this city, in the 63d year of his age.

Wednesday evening, after a lingering illness, John Baker, aged 68 years, formerly of New-Brunswick, N.J.

At Norfolk, on Sunday evening last, Miss Margaret Cary

Warrington, oldest daughter of Commodore Lewis Warrington, in the 12th year of her age.

On Saturday, the 17th inst. Lloyd Saxbury Waddell, in the 21st year of his age.

Monday evening, suddenly, at Brown's Hotel in Washington, the Hon. Philip Doddridge, a Representative in Congress from the State of Virginia, aged about sixty years. In intellectual power, and useful qualities, he has left hardly a superior in the body of which he was a member.

In Fredericksburg, on the 6th instant, Lieutenant James G. Boughan, of the United States Navy, in the 37th year of his age.

At New-Orleans, on the 20th Oct., of the prevailing epidemic, Mr. Michael Brooks, a native of Ireland.

At Huntington, L. I. on Tuesday 20th inst. Iantha, daughter of Abner Chichester of this city, in the 14th year of her age.

At New-Orleans, on the 23d July last, Mr. John King Regus, formerly of this city, aged 27 years.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 97 persons during the week ending on Saturday last, Nov. 17, viz.—30 men, 18 women, 21 boys, and 23 girls—of whom 26 were of the age of 1 year and under, 5 between 1 and 2, 9 between 2 and 5, 4 between 5 and 10, 6 between 10 and 20, 12 between 20 and 30, 11 between 30 and 40, 9 between 40 and 50, 5 between 50 and 60, 4 between 60 and 70, 4 between 70 and 80, and 2 between 80 and 90.

Diseases: Asthma 1, casualty 1, cholera morbus 2, consumption 23, convulsions 6, cramp in the stomach 1, dropsy 2, dropsy in the chest 1, dropsy in the head 2, drowned 1, dysentery 2, epilepsy 1, fever 2, fever, scarlet 1, fever, typhus 2, flux infantile 1, hives or croup 6, inflammation of the bowels 4, inflammation of the brain 1, inflammation of the chest 2, inflammation of the liver 1, inflammation of the stomach 1, intemperance 2, marasmus 2, mortification 1, old age 4, peripneumony 6, pneumonia typhoid 1, small pox 3, stillborn 6, suicide 1, tabes mesenterica 1, unknown 2, worms 3.

ABRAHAM D. STEPHENS, City Inspector.

FALL ARRANGEMENT.

THE PATERSON AND HUDSON RIVER RAILROAD continues in operation from Paterson to Aquackanonk, which is within ten miles of the Ferries at Hoboken and Jersey City, and until further notice, a passenger Car will depart from the Depots at those places daily, (Sundays excepted) at the following times:—

| FROM PATERSON. | | | FROM AQUACKANONK. | | |
|----------------|-----------------|--|-------------------------------|----------------------------|--|
| At | 8 o'clock, A.M. | | At | half past 10 o'clock, A.M. | |
| 1/2 before 10 | do do | | 1/2 before 1 | do P.M. | |
| 12 | do M. | | half past 3 | do do | |
| 3 | do P.M. | | 5 | do do | |
| half past 4 | do do | | half past 6 | do do or, | |
| | | | as soon as the last stage ar- | | |
| | | | rives there from N.York. | | |
| ON SUNDAYS. | | | | | |
| At | 8 o'clock, A.M. | | At | 9 o'clock, A.M. | |
| half past 9 | do do | | 10 | do do | |
| half past 12 | do P.M. | | 2 | do P.M. | |
| half past 4 | do do | | half past 5 | do do | |

Parties of twenty or more persons can be accommodated at either of the above hours with a private Car.

These villages have become remarkably healthy, and persons who wish to avail themselves of this rapid, delightful and safe mode of travelling, will now have a favorable opportunity afforded to them.

Distance 41 miles, average passage 22 minutes.

Fare 18 pence—Children under 12 years half price.

By order.

E. B. D. OGDEN, Secy.

THE NEW-YORK FARMER AND HORTICULTURAL REPOSITORY is now published at the office of the Railroad Journal, by the present Proprietor.

The *Farmer and Repository* is a monthly publication of 32 quarto pages, on beautiful paper, devoted to Agriculture, Horticulture, &c. It has heretofore been published by Mr. Samuel Fleet, but hereafter, it will be published by the present proprietor, who pledges himself to make it equal to any other agricultural paper published in this country. On the first of January next, it will be enlarged to the size of this Journal, and printed on new type—when a small portion of its columns will be devoted to the subject of *Making and Repairing Roads* upon the *M'Adam* system, and to *Steam Carriages for Common Roads* with occasional engravings.

The terms are *Three Dollars per annum, in advance*. A specimen number, as it is to be published after the close of the present volume, will be published in a few days.

Persons subscribing for the ensuing volume previous to the *tenth of December*, and paying in advance, will be furnished with the November and December numbers of the present volume without charge.

** If any person should prefer to have it semi-monthly instead of monthly, it will be sent to them in numbers of 16 pages each, but the monthly form, with a cover of colored paper, will be continued to those who prefer it.

TREES, GRAPE VINES, &c.

MRS. PARMENTIER, at the Horticultural Botanic Garden, Brooklyn, two miles from city of New-York, offers for sale a choice collection of Pear, Apple, Peach, Plum, Cherry, Quince Trees, &c.

Grape Vines, Ornamental Trees & Shrubs, Green-House and Herbaceous Plants.

Also, the *Morus Multicaulis*, or true Chinese Mulberry, of which any quantity, not exceeding ten thousand, can be furnished.

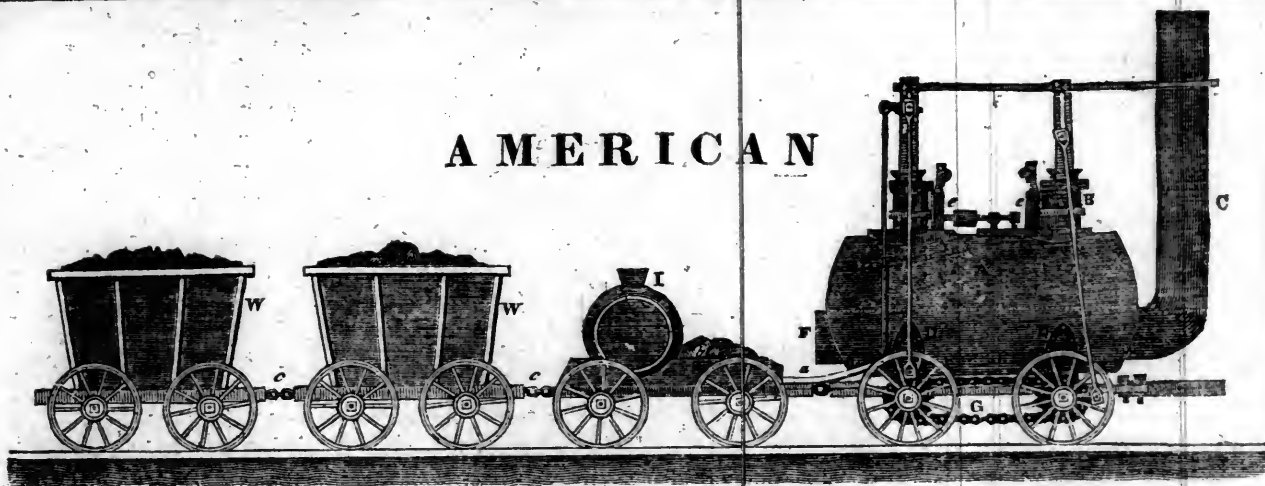
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TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Rope, the public are referred to J. B. Jervis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County Pennsylvania.

Palmyra, Wayne County, New-York,
1st mo. 23d, 1832.

J30 15

A M E R I C A N



RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS.

OFFICE, 35 WALL-STREET.

NEW-YORK, DECEMBER 1, 1832.

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CREDIT TO WHOM CREDIT IS DUE.—In our notice a short time since of the opening of the Harlem Railroad for use, we spoke of the beautiful Passenger Cars which we saw upon it as having been built by Mr. Miln Parker, and so we at the time supposed, from what we heard, was the fact. We have since learned, however, that one of them, the *President*, was built by Mr. Stephenson, Coach-maker, at 264 Elizabeth street, New York.

$$c = \frac{V^2}{2R}$$
 is correct. I assumed 32.2 as the measure of the force of gravity, and consequently we must put $c = \frac{V^2}{R}$, but this makes no difference in the final result. It is unnecessary to say more on this subject.

Yours, &c. J. T.

We take the liberty of publishing the following letter from a highly respectable source, for the purpose of again respectfully requesting gentlemen of practical experience and science to make this journal the medium of their communications to the public.

Office of the — Railroad Company,
Oct. 20, 1832.

To the Editor of the Am. Railroad Journal:

Sir,—Please forward me four copies of your Journal from its commencement, which I will distribute among my friends in this place.

The importance of a channel through which scientific and practical men may give the results of their investigations and experience to the public and to each other, is too apparent to require argument.

In the present state of internal improvements, whatever plan is found to render any mode more perfect, and to answer the great design of rendering transportation a sure, cheap, and rapid process, is of national importance, and should be made as public as possible to prevent a useless expenditure of money in experiments which may thwart the best efforts of public and private men. As no two engineers adopt the same plan of construction, it would be conferring a favor to the country to obtain the various plans, their cost, facility of construction, and their adaptation to particular localities, with drawings illustrative. The cost of graduation and masonry, the machinery used, its cost, the cost of transportation, all form interesting subjects to the projectors of improvements, and by combining the experience of engineers of reputation throughout the country, the detail of construction will become known, and the best and most economical means of attaining the great object in view may be adopted without loss of valuable time, and I think a request of the kind would be responded to with pleasure by the scientific and practical men of our country generally, and your columns be made a record of the merits due to the originations of valuable improvements, and a medium through which many erroneous plans may be exploded.

Yours, respectfully.

AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, DECEMBER 1, 1832.

STEAM CARRIAGES FOR COMMON ROADS.—We have of late devoted a considerable space to this subject, and have done so to call the attention of scientific men to it, that its merits may be fairly investigated. We gave a wood engraving of the one with which Messrs. Ogle and Summers performed their experimental journey of 200 miles to Liverpool, in No. 46 of the Journal—and that others than the readers of this paper might have an opportunity of obtaining some idea of it, we had several stereotype plates made, and forwarded one each to the U. S. Gazette, Philadelphia,—the Journal, Providence, R. I.—the Argus, Albany—and the Free Press, Troy—with a request that they would use the plate, and then offer it to their neighbors, for the same purpose, if they desire to publish it; after which they were requested to forward them onward, to others of the trade. The principal object of this offer was, that the subject to which it alludes may be brought under the observation of scientific and practical men in every section of the country—and if it proves acceptable to the Editorial Corps, we may follow up the plan of stereotyping the most interesting of our Railroad engravings for the same purpose,—and those who use this may look for others from us upon the same terms, to wit: pay the transportation, when it reaches them, and after using, forward it to some other establishment.

The Portsmouth and Roanoke Railroad, we learn, has been commenced with spirit. The line has been surveyed as far as Suffolk, and the road opened nearly the whole distance.

In our last we promised to give a detailed tabular statement of the amount and cost of excavation, embankment, and mason work on each section of the Baltimore and Ohio Railroad, as far as it has been completed, but have found it inconvenient to do so this week. It will be given in our next number without fail.

We owe an apology to the writer of the annexed communication for the delay in its appearance. It was our intention to publish it immediately after it came to hand, but it was accidentally mislaid—not, however, until the other part of the request was attended to.

To the Editor of the Railroad Journal:

SIR—I lately read an article signed "Franklin," in the 33d No. of the Journal, containing remarks on the solution of a problem relating to the elevation of rails on a curved Railway, published in the Journal of Science. I trust "Franklin" will see that his remarks on the solution are erroneous, if he will examine the way in which accelerating forces are compared. If two bodies be acted upon by different accelerating forces, they will pass over the spaces s and s' in a unit of time, say one second. The spaces s and s' are taken by some writers as the measures of these forces; but it is well known that these bodies, thus acted upon, acquire velocities at the end of the time which will carry them over twice the spaces in the same time, with the velocities continued uniform. Hence the spaces $2s$ and $2s'$ are most commonly and most properly adopted as the measures of the forces. But it is evident that whether we compare s and s' , or $2s$ and $2s'$, the result will be the same, because $\frac{s}{s'} = \frac{2s}{2s'}$. Hence it is that the results of our investigations are the same, which "Franklin" thinks is "a circumstance a little remarkable"!!! "Franklin" adopted 16.1 as the measure of the force of gravity, and his e-

[FOR THE AMERICAN RAILROAD JOURNAL.]
On the Authorized Railroads westward from New-York, and the Reasons for justly expecting National Aid.

Observing a recent article in the Railroad Journal of the 3rd inst., intended to show the importance to New-York of a convenient and cheap route from this city to the head of the Alleghany, stated to have been found navigable for steamboats of a small class as high as Hamilton, in this state, we are prompted to say that the suggestion certainly appears to be of consequence, and worthy of examination.

If, as we have no doubt, from some knowledge of this class of steamboats, as used on the Connecticut, the Alleghany is navigable for them from that village down to Pittsburgh, it is in the power of New-York, under her own laws alone, to keep open a direct communication between this metropolis and the western states on the Ohio and Mississippi.

Whatever tends to give us a good share of the vast internal commerce of our country and associates the growing interests of the west with this state, and this city, must be exceedingly interesting to us both in relation to political influence and commercial benefit.

The legislature having authorized a Railroad to Lake Erie, which it is said will necessarily touch along the Alleghany as high as Olean Point, and perhaps follow its shore some distance before it inclines to the port of Dunkirk or Portland, it is urged on the public spirit of the citizens of New-York, that its immediate construction is a necessary defence against the effects of the Canals and Railroads of Philadelphia and Baltimore. It is truly said that we have, as a commercial city, much to fear from the remarkable public spirit of the commercial and professional men of those very opulent places.

The writer of the article alluded to proposes to remedy the prevailing objection which arises against the undertaking of extensive Railroads by private funds, that the loss of interest from the length of time the construction requires, causes the stock to fall below par, by making most of the capital a temporary bank, affording 6 per cent. dividends, and further profits. The latter being reserved to pay the interest on so much capital as shall be annually applied to the work, which may be always as much as the surplus of the preceding year will warrant. So that if the stockholders will be content with six per cent. for ten years, the capital being ten millions, eight millions may be invested in the work in this time—and two millions remain permanent banking capital.

It is admitted that, although this plan is safe and sure for the stockholders, it is too slow for the public exigency and interest; and this is the reason why the National Government should aid in such works, as the party most interested, and as the most able to bear the loss of interest a few years on the funds invested; for this is all the treasury could loose.

The details of the two routes are given as far as the head of the Susquehanna. It is only requisite to say of them that one leads through New Jersey and the northern part of Pennsylvania, taking in its way the coal beds of the Lackawanoek, and touching the head of Pennsylvania Canal, leading to the heart of that state; the other, beginning in the city of New-York and passing up along the North River, and crossing it to Rockland county, then crossing Orange and Sullivan to Broome, and joining the Ithaca route, and coming fifteen miles further down the river shore, to the point the other line would reach, two hundred and forty miles from hence, and thus far the ground is on the whole favorable; now pursuing the same direction westward up the Chemung to Canestota, seventy miles, the route divides, one

branch to the north-west going to Rochester, Black-rock and Buffalo,—the other south-westward to the head of the Alleghany, three hundred and sixty-five miles, whence by the river, it is two hundred and seventy miles to Pittsburgh—together six hundred and thirty-five miles,—and though somewhat more than through Pennsylvania, the nature of the route is favorable to expedition and economy. Allowing the Railroad to be travelled at the rate of twelve miles an hour, and the river twenty miles it will take only forty-four to forty-eight hours between the cities of New-York and Pittsburgh; and as to accommodation, the route of Pennsylvania being by canal, and suspended from operation till late in the spring, and the route of Baltimore being circuitous, and over high ground, and leading to the same place, at more expense of time and toll, cannot be feared in this noble competition. If the question be made how those who pay the revenue can be best accommodated, the answer certainly is, that the western merchants always desire to have their winter purchases on the shores of the western rivers as early in the spring as the ice disappears. This is usually in February, two months before the canals can be put into operation. The most convenient route westward will at that season therefore be from New-York by the Alleghany. And in the summer season, when the Ohio is well known to be often too low for the large steamboats, this small class will run, with others attached for burthen, to Cincinnati and Louisville in less time than those principal cities of the west can be reached in any other way from an Atlantic port.

This outline shows the points gained by this work to be important as regards the preservation of the commercial ascendancy which New-York now holds.—If it is neglected, or long delayed, Philadelphia and Baltimore will become so much aggrandized by commerce as to import for themselves to supply the west.—They will become the principal markets for the sale of produce, as well as to supply in return the merchandize which that vast and improving region will require.

To hasten the execution of this work, and effect it in less than half the time the plan suggested in the Railroad Journal will require, it is urged with some force, and with some new arguments, that Congress is bound by the constitution to aid in such national works.

It is argued that when the Constitution was adopted and the whole revenue by import surrendered, there was an implied obligation assumed by the National Government that after its definite duties should have been fulfilled, those not defined, but comprehended under the obligation to provide for the general welfare, should be; and as the regulation of commerce, foreign and domestic, was committed to the National Government, it included the means of facilitating free trade among the states, for it is this trade, which, capable of going on without duties, is ever more safe and calculable than foreign commerce, and is therefore extensive and valuable in proportion to the magnitude of the country, its various climates, productions, and population. It is thus that a great nation is ever the most prosperous, if well governed, and the intercourse among the people favored and free. Free trade between different nations never can exist, no further than a treaty of very uncertain duration provides for, and may have exchanged definite reciprocal advantages, like ours with France, which gives us wine for cotton, or with England, who gives us in a thousand forms her metals and manufactured merchandize for our raw materials, but takes none of our greatest staple, wheat, because she protects her agriculture,—nor our manufactures of cotton and wool, because she protects her own.

It is further urged as a reason for expecting aid of the national government, that a nation free of public debt, and having a surplus revenue from the good policy of protecting her industry by a sufficiently heavy tariff, ought, rather than divide the sum thus derived by a mode

of insensible taxation, levied with equalization on consumers, especially on the luxuries, and least essential of the manufactures—ought, we say, to invest this money of the nation so as to be of the most use to the people, and most conducive to the general prosperity; and experience has abundantly shown in this and other countries, that nothing so promotes the success of agriculture and trade as cheap conveyance for bulky and ponderous products, the value of which would else be too much lessened at the place of origin by their transportation to market.

That the investment of national funds in works under state laws, would not only be gradually laying up a national property, convertible to money for the defence of the country, on emergency of war, and thus prevent new loans and a new national debt, but in laying it up, thus efficiently and productively render most important services by the development of the resources of the country: and it would be greatly for the glory and advantage of Free Institutions in the eyes of the world, that the administration of the finances of a Republic was not for the aggrandizement of rulers, but for the prosperity of the whole people; and that posterity was not by them made to groan under the weight of debt and taxes for wars of ambition and impolicy of kings who ruled in ages by-gone.

It is suggested that not only in this instance, but in that of South Carolina, perhaps more than elsewhere, this principle of managing the finances of the country would be as useful as just. The depression of her agricultural interest has been caused by the great increase of the quantity of cotton from the extensive culture of this staple in the southwestern states, where the fertility of the lands and the cheapness of provisions and transportation, permit the planters to sell lower at more profit, than those of the Atlantic states can afford.

Whence, had South Carolina chosen the better part of asking aid in her Railroad commercial routes, rather than that of denying the power of the National Government to do what it was instituted to do, the remedy would have probably been applied, and their prior claim to that of New-York admitted; as it would have been a good plea in equity, that she alone had suffered, though incidentally, in the effects of the purchase of the Georgia territory, and the state of Louisiana. That extensive Railroads traversing her midlands and uplands, bringing northwestern provisions, and carrying the cotton at little expense to market, would be some compensation, especially, too, as Charleston would become more than ever like New-Orleans, a great commercial emporium. But unfortunately, the dominant party there has thought proper to forego this rightful resource for the city and state, and rely rather on producing additional concessions in the tariff, though prejudicial to the rest of the Union, and of which duties she in fact pays but a small proportion; by threatening secession from the Union, and the denial of authority of the National Government and laws over the citizens of South Carolina.

The party claiming the power to nullify the laws of the United States is not, indeed, very large, giving 25,000 votes, against 16,000 polled by the opposition to this usurpation; but they expect the other cotton-growing states to make common cause with them, though in fact rather interested, (if we can suppose interest to have any influence on an occasion so vital to the peace of the country,) in the depression of South Carolina to her former staple, the culture of indigo. But that Tennessee and Kentucky want this direct avenue to the port of Charleston; and know that all great public works in our country must be made under state laws, with private capital, aided by state credit and national funds; and that the pretensions of South Carolina to rule in the commercial relations and regulations of the National Government would, if persisted in, be prejudicial to confidence and credit, perhaps for four or five years to come.

Had the fact been shown in any instance

that the tariff was peculiarly burdensome on South Carolina, there could be no reasonable doubt that Congress would have made her share of the public burdens less than that of other states. But the contentment and prosperity of the south-western states contradicts the plea of the severe pressure of the duties on the cotton-growing portion of the country; even the hempen cloth, for bales, and the cordage, being sold as cotton, really cost nothing, as this expense is thus repaid. Such is the fact stated in debate by the Louisiana delegation.

There is indeed no explanation, level to common apprehension, of this phenomenon of nullification, but that of the expectation that this threatening attitude will empty the national dignity and treasure into the lap of indolence and South Carolina. The south-west is not however excited by the warmth of the lowland districts. The Carolinian of the mountains is a very different man from the nullifier of the alluvial plains: he wants only a quick and cheap conveyance of his crop to market, content with the price Liverpool, in competition with the eastern states, can afford.

It may be that the dictation of the convention to the legislature, and of this body to the United States, may be couched in strong language of defiance, as harmless as the surge on Nahant. But where the storm is raised it will rage, and those who have confided in the protection of the laws both of the state and Union, may find themselves less safe in South Carolina than in any other state, and will of course remove (if permitted) to some less volcanic part of their country, abandoning that state to its weakness and despotism, following many already removed to the south-west. It will be a lamentable spectacle, that while military despotism is grinding and desolating almost all other countries, ours, in possession of the only free government in existence, should be disturbed by a few ambitious leaders of a reckless, powerless party, from which every man of good sense and patriotism will be seen to fall off at maturity, for the moment the laws are impeded, that moment their execution will be assured by a power sustained by public opinion throughout the United States. The moment a party, however, organize attempts to compel the transfer of the allegiance of the citizens of a state, it is *invasion of the Union*, and the seat of intestine war may be where it begun. But their nearest neighbors will scarcely be moved otherwise, than with astonishment, enough to put them on the defensive. It will be a pity indeed that such a beckoning for an *iron hand* should arise in the administration of a military President, as habitual energy, and perhaps hate, may carry his sense of duty beyond the occasion, as it is thought to have done before. And there cannot be greater inpolicy than the attempt to enforce a right cause by wrong means; for the wrong doing characterizes and extinguishes the rightful claim. If South Carolina were not conscious of being in the wrong, her good sense would have prevented her from putting herself in that position. The Governor says, the posture in which the state places herself is not for purposes of *ambition* or of *avarice*. True, a state cannot surely be supposed to feel these passions; he is then speaking of himself and other leaders of the party. The pretence, that Congress is usurping power over the constitution, is a libel on the United States—for how can Congress usurp authority not given to it by the constitution, when at any time the question of the constitutionality of the laws of Congress could be brought to a discussion, by the mode prescribed by the constitution? But we understand the Governor those in question have been already decided, and the point at issue is not the constitutionality of the tariff, but whether the U. States as a Nation have the power to protect the industry of the nation, as other countries do; or denying that our nationality is like others. But South Carolina claims to be to all intents and purposes a sovereignty above the other States. If so, she may make a much worse tariff for us. Permit us to examine the

grounds of this claim to superiority over the whole Union.

It was good policy in the Congress of the Confederacy to commit and bind all the colonies in their self-defence. This originated their early declaration of Independence, in which, they, for the first time, say, the colonies whom they represent are, and of right ought to be, *free, sovereign and independent states*; meaning that they were free from allegiance to Great Britain, *sovereign so far as to form each its own republican government, and independent of each other so far as that the one should not control or encroach on the other, however strong and powerful; but not so independent and so sovereign that either might make alliances with foreign powers separately.* This declaration fulfilled its powerful intention at the time. It was necessary to union in the defensive war of the Revolution; but it was to be made good by a fortunate issue of the war, and to be modified by that issue if, collectively, national existence should be won. The rebellion succeeded. Independence was achieved by the aid of allies. Peace was made and the Independence of the American People as one Nation acknowledged by Great Britain; but she acknowledged no colony to be individually a sovereign nation or state. This was not a stipulation in the treaty of peace and Independence. Great Britain had due respect for the general government of the then confederation, and had right, as well as reason to expect that the American people, formed on the basis of the colonies into a nation, would continue to be a commercial united one, whatever the form of government they should finally settle down on, and establish.

The confederation having arisen from the exigency of the times, was strong only for its main design, and weak when the external pressure of common danger was relieved.

The unsettled position of public affairs for a few years after the war ceased. The want of money from the want of trade, and work, and foreign commerce; the unprotected infancy of the mechanic arts, and the immediate preference of the staple products of her West and East India colonies, formerly supplied by the Southern states, combined to make all feel the necessity of a strong Government that all foreign nations would respect and treat with, and that would bind the states in equal and perpetual interest. A convention to form a constitution was demanded by public opinion throughout the country. It was composed of the most distinguished public characters. Names there were which will forever adorn the pages of our country's history. Their difficult task at length accomplished; every right and interest balanced; every contingency and exigency provided for; the states left with their constitutions independent of each other, and relatively equal; the House of Representatives in Congress, representing the people; the Senate, the states; the judiciary independent arbiters between states, and the people of different states, and disinterested guardians and expounders of the laws, even of Congress; to protect, inviolate, that constitution which protects the small states against the great, and the rights of every citizen of the United States; and even providing for the amendments that might be found necessary in a deliberate manner, by the several legislatures of the states, and of these a large majority of them; committing to the federal government more fully all foreign relations and treaties—war and peace—the common defence—the regulation of commerce, external and internal—the liquidation and payment of the public debt—and the sole power to derive revenue from import duties on imported merchandize, and whatever else a national government could do for the general welfare.

It is well remembered that the constitution was received from the hands of that august assembly as the consummation of the revolution—as the realization of *national existence*. It was adopted enthusiastically; and now, after the experience of forty-four years, it has not only given origin to the western states, but prospe-

city to the people of every state—and to South Carolina, even, the existence there, *profitably*, of her cotton culture. Every state cheerfully laid down the attributes of sovereignty with which she had been invested to a limited degree by the declaration of the Congress of the Confederacy, and took participation in the national sovereignty by representation in the Senate: thus, they all sacrificed state pride on the altar of patriotism. Whatever of power and prosperity, glory and security, we have at home or abroad, we owe it all to the constitution: to that, we also owe the inestimable advantage, that we have not, like the South American colonies, been ravaged with civil war. Surely the constitution may be called the palladium of our *civil and religious liberty*, the life-spring of national sentiment, as it is the soul of national power; and its value should be inculcated on the mind of every youth, as the medium of his dutiful love of country. If there be men among us, high or low, in public or private life, who would undermine its foundation or oppose its authority, they must be *ALIENS*. They cannot be *Americans*, who would usurp illegal authority over this great charter of liberty, which the American people have gained and signed with their blood.

And who are they who assume to transfer the allegiance of any portion of the American people from the nation? Who declare themselves competent to absolve them of their oaths of fidelity to the Union, and to deprive them, native or naturalized, of their right to be citizens of the United States? Who take on themselves the bold assumption of power to break up this sacred nationality?—They are a party in South Carolina; a few leading men, who have but just carried their election to the state offices, and, headed by the Vice-President, call themselves the Nullification party, and claim all the cotton-planting states, as if the culture of cotton was something higher than the culture of wheat—as if the planter were not a farmer—and as if the south-west were as blind as themselves to their own interest. And, if this party for dismemberment were to be allowed to have its way, what would South Carolina become—a Nation, or a British Colony?

The answer is so plain as to puzzle even sophistry. As Great Britain never acknowledged the Colony of South Carolina to be separately a free, sovereign, and independent state, she must necessarily be one of the American states or a British colony. To secede is *retrocession*. England may thereupon take possession; nor would this be cause of war, if the United States should permit this *secession*. This, perhaps, is what Nullification means. What else can it mean, unless it be to usurp the government of the United States by force of arms. Let the hideous features of this monster progeny of ambitious pretenders to patriotism be unmasked to the true sons and descendants of the revolutionary heroes of South Carolina, and it will appear to them that *ancestral names* of glorious memory have been invoked in iniquitous derision.

It seems, to common sense, extremely improbable that a convention of intelligent men can echo the ruinous sentiments of Nullification, or entertain the expectation for one moment of being sustained by the south-west; or, of intimidating the calm and firm minds of the middle and northern states.

This assembly will come together, we hope, composed also of the *talented men of the Union party*; and it is not unlikely, that the convention will feel a heavy responsibility, and, seeing their true interest in a new light, will appreciate their advantages, and give the legislature very different advice from that the party desire. They will probably recollect that the part of their own constitution, under which they are assembled, did not contemplate a convention for the purpose of a conspiracy against the Union, under a public and venerable name of *primary assembly*: they were to be assembled on any exigency to amend that constitution, but not that of the United States. They are, by a special law, called to *advise* the legislature on this anomalous occasion; but can they render an unconstitu-

tional law binding, without placing themselves above the Supreme Court,—and how are they to do that? Can they exempt any officer or citizen from his allegiance to the laws? Is it mainly in the Governor, and his party to throw on this assembly the responsibility of the violent measures they may want some countenance to pursue, that they may seem to emanate from the people?

We think they will feel too much interest in the tranquility of the country to be thus misled, by those who modestly ask to be guided while they dictate.

They will rather recollect how depressed South Carolina was after the revolution, and in the last war; that her rapid rise to wealth was by the operation of the constitution; that her decline, after the peace in Europe took place, was only participation in a general effect; and that her case, or condition is not singular, nor irremediable. That her depression may be raised by the regular development of her natural resources, just as that of New-York and Pennsylvania have been, they will advise the most vigorous measures of internal improvement; to encourage by bounty the culture of the vine, the olive, and the mulberry; to invite rather than condemn the mechanic arts; to purchase of the heirs of Whitney the secret of further valuable improvements in cotton cleaning; to explore the best railroad routes to the valley of the Tennessee, which is to become the great avenue of internal commerce to almost an equal amount as the Ohio, which flows for the west while the Tennessee flows for the south-west,—and being capable of steam navigation to Knoxville, if not higher, a railroad thence to Charleston will make this city the nearest port to the whole south-west; they will advise, not to punish their own citizens, nor punish themselves for the misfortune of being a constituent member of this Union, and a part of a nation that has and can again vindicate her rights against any power that may attempt the dismemberment of the United States.

[From the Baltimore American.]

POWER OF STEAM ON RAILROADS.—A Liverpool paper states that on the visit of a scientific gentleman to the Liverpool and Manchester Railway, some very extraordinary performances were effected. On two occasions, a load amounting to 100 tons, was drawn by one engine from Liverpool to Manchester, a distance of about thirty miles, in an hour and a half, being at the average rate of twenty miles an hour. An eight-horse wagon on a common road is capable of carrying eight tons a day. It would take one hundred horses, working for the day on a turnpike road, to perform the same work which was here accomplished by a single steam-engine in an hour and a half.

RAILROAD IN ALABAMA.—Meetings have been held in the State of Alabama for the purpose of adopting means for opening a communication from the Tennessee river, through that State to the coast. The projected plan is to make a Railroad from Selma to the Ten Islands on the Coosa river, or to some point on the Tennessee river, thus establishing a direct communication from Mobile to Tennessee. At a meeting in Ashville, held on the 20th ult. it was determined to use exertions to carry the Railroad to Brown's ferry.

An act for the incorporation of a company for these purposes was passed at the last session of the Alabama Legislature, under the title of "The Tennessee and Alabama Railroad Company," and some vigorous steps have, as we learn, been taken to prosecute the enterprise.—[Baltimore American.]

The Engine of the Germantown Railroad was set in motion last week, with her tender, and moved from the Depot in beautiful style, working with great ease and uniformity. She proceeded about half a mile, beyond the Union tavern, at the township line, and returned immediately, a distance of six miles, at a speed of about 28 miles to the hour, her

speed having been greatly slackened at all the road crossings, and it being after dark, but a portion of her power was used.

[From the Dedham Advertiser.]

COST OF BAD ROADS.—Keeping bad roads is very expensive business. The case of Nathan Clark vs. Town of Worthington, was recently tried before the S. J. Court. This was an action brought to recover damages for an injury suffered through the defect of a high-way. The plaintiff's horse was frightened at a hole in the bridge, and overturned his wagon, by which his wife was seriously injured. The defect was proved, and it was also proved that the surveyor of highways and the selectmen were apprised of it before the accident happened, and suffered it to remain for a considerable time unrepaired. The jury returned a verdict for \$302, and by law the party injured in such a case is entitled to double damages, so that the expense of this suit to the town of Worthington, including damages, costs, agents and counsel fees, will probably amount to near \$1,000: a sum sufficient to keep the whole road in almost any town in good repair for a year, and a much larger sum than most towns expend for that purpose.

[From the Edinburgh Courant.]

CHIRODROME.—This name is given to a locomotive carriage, invented by our townsman, Mr. Ruthven. There are two seats, supported by four wheels, three feet diameter; two of these are fixed on the axle, which has a pinion in the centre; this is made to revolve by two spur-wheels, that act as toothed-levers; the power and motion are communicated by pulling and pushing a vertical lever, having its fulcrum on the axle of one of the spur-wheels, and a pall jointed to it falling on the teeth. The action is the same as rowing an oar, with this difference, that the propelling power is both to and from. Besides the power being applied in this most favorable manner, it has the advantage of producing any given impetus from a very beautiful and simple arrangement for exchanging power and motion when required, without stopping the carriage to make the change. It can be propelled at upwards of ten miles an hour, and by the application of a very effective drag, the carriage can be made to stop when required. It appears to attain to a certain extent on land, what is attained in rowing a boat. The carriage has made several successful experiments in the London Road, and up the steep ascent at the head of the eastern road to Leith, communicating with the Calten Hill, a rise of about 1 foot in 15.

ENGLISH PATENTS.—Specification of the patent granted to George Forrester, Civil Engineer, for certain improvements in Wheels for Carriages and Machinery, which improvements are applicable to other purposes. Dated September 5, 1831:—

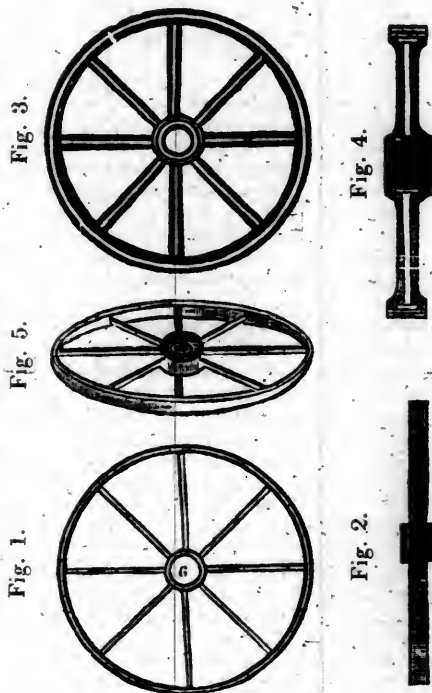
To all to whom these presents shall come, &c. &c.—Now know ye, that in compliance with the said proviso, I, the said George Forrester, do hereby declare, that the nature of my said invention, and the manner in which the same is performed, are described and ascertained in and by the following description thereof, reference being had to the drawing hereunto annexed, (that is to say) —

My invention consists in a peculiar mode of combining cast iron with wrought or malleable iron in the construction of wheels of all descriptions, (excepting those of such small dimensions as the wheels of clocks and watches,) and in the application of the same principle of construction to the framing for steam engines and machinery, the arches of bridges, and in every case in which cast iron framing may be employed, and wherein great strength and lightness are desiderata.

My mode of accomplishing the aforesaid combination is as follows:—I make a skeleton, or light frame, of wrought iron, or steel, of the shape of the article required, but of considerably less dimensions; this skeleton I render bright, free from oxide, and clean, by any con-

venient operation, such as grinding, scouring, and filing, to adapt it to receive a coating of lead, or bismuth, or tin, or zinc, or any mixture of those metals, such coating being performed by similar means to that used in the well known process called "tinning." The article to be cast having been moulded in sand (or loam) in the common way, the skeleton, coated as before mentioned, is carefully laid in the middle of the respective parts of the mould, projecting pieces being attached to the skeleton to keep it in its proper place; the mould is now closed, and the cavities formed by the pattern are to be filled up with fluid cast iron, which completes the operation.

By this mode of embodying or enveloping wrought iron or steel skeletons of the shape of the intended article, with cast iron, the latter material is not injured in its tenacity, while the former is considerably improved, and thus the important qualities of toughness and infrangibility are introduced into forms more perfect, and structures more solid than can be obtained in wrought iron alone. To prevent misconception, I annex a drawing illustrative of the construction of one of the leading objects of my invention, that of wheels for railway carriages and which will also serve satisfactorily to explain the mode of applying the principle of construction to the purposes before named.



DESCRIPTION OF THE DRAWING.—Fig. 1 exhibits a side view of the wrought iron or skeleton framing before described.

Fig. 2 shows an edge or outside view of the peripheral ring of the skeleton, showing its proportional breadth, and containing a number of holes made throughout its circumference for the purpose of allowing the fluid iron, in casting, to flow through the holes, and fix itself in a solid mass around the skeleton.

Fig. 3 represents a section of the wheel in the line of its motion, the blank line showing the skeleton embodied in the cast iron.

Fig. 4 shows a section of the wheel through its diameter, including two of the spokes; and Fig. 5 affords a perspective view of the entire wheel.—[Rep. Pat. Inv.]

[From Babbage's Economy on Machinery.]

One of the most singular advantages we derive from machinery is in the check which it affords against the inattention, the idleness, or the knavery of human agents. Few occupations are more wearisome than counting a series of repetitions of the same fact; the number of paces we walk affords a tolerably good measure of distance passed over, but the value

of this is much enhanced by possessing an instrument, the pedometer, which will count for us the number of steps we have made. A piece of mechanism of this kind is sometimes applied to count the number of turns made by the wheel of a carriage, and thus to indicate the distance travelled; an instrument similar in its object, but differing in its construction, has been used for counting the number of strokes made by a steam engine, and the number of coins struck in a press. One of the simplest instruments for counting any series of operations, was contrived by Mr. Donkin.*

Another instrument for registering is used in some establishments for calendering and embossing. Many hundred thousand yards of calicoes and stuffs pass weekly through these operations, and as the price paid for the process is small, the value of the time spent in measuring them would bear a considerable proportion to the profit. A machine has, therefore, been contrived for measuring and registering the length of the goods as they pass rapidly through the hands of the operator, and all chance of erroneous counting is thus avoided.

Perhaps the most useful contrivance of this kind is one for ascertaining the vigilance of a watchman. It is a piece of mechanism connected with a clock placed in an apartment to which the watchman has not access; but he is ordered to pull a string situated in a certain part of his round once in every hour. The instrument, aptly called a tell-tale, informs the owner whether the man has missed any, and what hours during the night.

* See transactions of the Society of Arts, 1819, p. 116.

THE MAGIC OF MACHINERY.—The following is an account of Mr. Babbage's extraordinary calculating machine, as described by Sir David Brewster, in his *Natural Magic*:—"Of all the machines which have been constructed in modern times, the calculating machine is, doubtless, the most extraordinary. Pieces of mechanism for performing particular arithmetical operations have been long ago constructed, but these bear no comparison, either in ingenuity or in magnitude, to the grand design conceived, and nearly executed, by Mr. Babbage. Great as the power of mechanism is known to be, yet we venture to say, that many of the most intelligent of our readers will scarcely admit it to be possible that astronomical and navigation tables can be accurately computed by machinery; that the machine can itself correct the errors which it may commit; and that the results of its calculations, when absolutely free from error, can be printed off without the aid of human hands or the operation of human intelligence. All this, however, Mr. Babbage's machine can do; and, as I have had the advantage of seeing it actually calculate, and of studying its construction with Mr. Babbage himself, I am able to make the above statement on personal observation. The calculating machine, now constructing under the superintendence of the inventor, has been executed at the expense of the British Government, and is, of course, their property. It consists essentially of two parts, a calculating part and a printing part, both of which are necessary to the fulfilment of Mr. Babbage's views; for the whole advantage would be lost if the computations made by the machine were copied by human hands and transferred to types by the common process. The greater part of the calculating machinery is already constructed, and exhibits workmanship of such extraordinary skill and beauty that nothing approaching to it has been witnessed. In order to execute it, particularly those parts of the apparatus which are dissimilar to any used in ordinary mechanical construction, tools and machinery of great expense and complexity have been invented and constructed; and, in many instances, contrivances of singular ingenuity have been resorted to, which cannot fail to prove extensively useful in various branches of the mechanical arts. The drawings of this machinery, which form a large part of the work, and on which all the contrivances have been bestowed, and all the alterations made, cover upwards of 400 square feet of surface, and are executed with extraordinary care and precision. In so complex a piece of mechanism, in which interrupted motions are propagated, simultaneously, along a great variety of trains of mechanism, it might have

been supposed that obstructions would arise, or even incompatibilities occur from the impracticability of foreseeing all the possible combinations of the parts; but this doubt has been entirely removed by the constant employment of a system of mechanical notation, invented by Mr. Babbage, which places distinctly in view, at every instant, the progress of motion through all the parts of this or any other machine, and, by writing down in tables the times required for all the movements, this method renders it easy to avoid all risk of two opposite actions arriving, at the same instant, at any part of the engine. In the printing part of the machine, less progress has been made in the actual execution than in the calculating part. The cause of this is, the greater difficulty of its contrivance, not for transferring the computations from the calculating part to the copper or other plate destined to receive it, but for giving to the plate itself that number and variety of movements which the forms adopted in printed tables may call for in practice. The practical object of the calculating engine is, to compute and print a great variety and extent of astronomical and navigation tables which could not be done without enormous intellectual and manual labour, and which, even if executed by such labour, could not be calculated with the requisite accuracy. Mathematicians, astronomers, and navigators, do not require to be informed of the real value of such tables; but it may be proper to state, for the information of others, that seventeen large folio volumes of logarithmic tables alone were calculated at an enormous expense, by the French Government, and that the British Government regarded these tables to be of such national value that they proposed to the French Board of Longitude to print an abridgement of them at the joint expense of the two nations, and offered to advance £5,000 for that purpose. Besides logarithmic tables, Mr. Babbage's machine will calculate tables of the powers and products of numbers, and all astronomical tables for determining the positions of the sun, moon, and planets; and the same mechanical principles have enabled him to integrate innumerable equations of finite differences; that is, when the equation of difference is given, he can, by setting an engine, produce, at the end of a given time, any distant term which may be required, or any succession of terms commencing at a distant point. Besides the cheapness and celerity with which this machine will perform its work, the absolute accuracy of the printed results deserves especial notice. By peculiar contrivances, any smaller error produced by accidental dust, or by any slight inaccuracy in one of the wheels, is corrected as soon as it is transmitted to the next; and this is done in such a manner as effectually to prevent any accumulation of small errors from producing an erroneous figure in the result."

Extracts from J. Loudon M'Adam's Examination before a Committee of the House of Commons, in the year 1819—continued.

Uninfluenced by the state of the weather!—Perfectly so.

In your experience, have you observed that on gravel roads the materials are generally very unskillfully and improperly applied?—Generally so. I think always I may say, for I think I never saw them skilfully or properly managed.

Have you adopted the mode of washing the gravel?—No; I think that is a more expensive process than is necessary.

Do you think it more expensive than screening?—A great deal more so, and I have another reason for objecting to that, with respect to the gravel near London; the loam adheres so strongly to it that no ordinary washing will clean it. The loam is detached from the gravel by the united effort of the water on the road, and the travelling, by which the roads near London become so excessively dirty; but it would be impossible to detach the loam from the gravel in the pits, by throwing water on it; I have tried the experiment and know the fact.

To what particular practice do you allude, when you inform the Committee that gravel is unskillfully applied to the roads in general?—I see that on gravel roads, the gravel is put on after being very imperfectly sifted, and the large pieces not being broken, and the gravel is laid on the middle of the road and allowed to find its own way to the sides. Now the principle of road-making I think the most valuable, is to put broken stone upon a road, which shall unite by

its own angles, so as to form a solid hard surface, and therefore it follows, that when that material is laid upon the road, it must remain in the situation in which it is placed without ever being moved again; and what I find fault with putting quantities of gravel on the road is, that before it becomes useful it must move its situation and be in constant motion.

In order to attain the advantage you allude to in the angular materials, I take it for granted, it is your plan to have the larger pieces of gravel well broken?—Certainly; but I mean further, that in digging the gravel near London, and places where there are vast quantities of loam, and that loam adhering to every particle of the gravel, however small. I should recommend to leave the very small or fine part of the gravel in the pits, and to make use of the larger part which can be broken, for the double purpose of having the gravel laid on the road in an angular shape, and that the operation of breaking it is the most effectual operation for beating off the loam that adheres to the pieces of gravel. There are other cases besides that of gravel, in which I should think it unprofitable to put a road. The road between Cirencester and Bath is made of very soft stone, and is of so brittle a nature, that if it were lifted it would rise in sand, and there would be nothing to lay down again that would be useful. I should not recommend lifting of freestone roads for the same reason, because it would go so much to sand that there would be very little to lay down again. I will explain what I have done to that road between Cirencester and Bath: I was obliged to lift a little of the sides of the road in order to give it shape, but in the centre of the road, we, what our men call, "shaved it;" it was before in the state which the country people call "gridironed," that is, it was in long ridges with long hollows between, and we cut down the high part to a level with the bottom of the furrows, and took the materials and sifted them at the side of the road, and returned what was useful to the centre.

Can you state whether the plan adopted on this road has increased or diminished the expense?—I think the expenses, by the last account, were rather within the expenditure of the former year, even including the new surveyor's wages. They had been in the practice of allowing about £32 a week to the two surveyors as the ordinary expenditure; I directed the new surveyors not to exceed that sum upon any account whatever, including their own wages; but formerly they paid that sum, and paid the surveyor his wages at the end of the quarter or half-year in addition; therefore I consider the sum expended upon the road is rather within the former expenditure than otherwise, except with regard to two dangerous slips which took place at Swainswick-hill, which I consider as perfectly extra.

In the formation of roads under your management, to what shape do you give the preference? I allude to the convex shape or the flat?—I consider a road should be as flat as possible with regard to allowing the water to run off at all, because a carriage ought to stand upright in travelling as much as possible. I have generally made roads three inches higher in the centre than I have at the sides, when they are 18 feet wide; if the road be smooth and well made, the water will run off very easily in such a slope.

Do you consider a road so made will not be likely to wear hollow in the middle, so as to allow the water to stand, after it has been used for some time?—No; when a road is made flat, people will not follow the middle of it as they do when it is made extremely convex. Gentlemen will have observed that inroads very convex, travellers generally follow the track in the middle, which is the only place where a carriage can run upright, by which means three furrows are made by the horses and the wheels, and the water continually stands there; and I think that more water actually stands upon a very convex road than on one which is reasonably flat.

[To be continued.]

AGRICULTURE, &c.

[From the Philadelphia Album.]

A GENERAL DESCRIPTION OF THE DISEASES OF CATTLE.

The internal disorders of cattle may with propriety be divided into two classes.

First, those of the organs subservient to digestion and chylification; secondly, those of the sanguiferous system, or blood vessels. The former may be cured by means of the three simple prescriptions I have alluded to; the latter by the bleed. In both, however, the animal's diet is an object of the greatest importance, for to what purpose would it be to remove the accumulated matter which occasions the disordered state of the digestive organs, where the animal is still kept on the same diet which produced it; or what benefit could be expected from relieving the vital organs when oppressed by a redundancy of blood, if the animal were afterwards allowed to feed at pleasure, and form as much blood again, in a short time, as that which had been drawn off?

In the treatment of the disorders of cattle, attention to feeding is an essential object, and is equally, or more important, as a means of prevention; for it is not too much to assert, that nearly all their disorders originate in improper management as to feeding. A morbid susceptibility, or a predisposition to disease, may be propagated by negligence in breeding, and may be produced by taking animals from their native soil and climate, and placing them in colder situations; for cold and moisture are often powerful agents in lessening the vital power, and especially that of the digestive organs. Still the principal, and often the immediate cause of their disorder, is improper feeding. The most fruitful source of disease in cattle, and especially milch cows, is bad hay,* and even such as is by many considered tolerably good. The fibrous parts of such hay gradually accumulate between the leaves of the third, or foliated stomach; here they are compressed from time to time, and become matted together, and being detained by numerous papillae, with which the surface of the leaves is covered, produces at length a morbid condition of the fourth stomach, and often of the bowels also. The most common symptom of this state of the digestive organs is named the *yellow*: from the milk in one of the quarters of the udder becoming of a yellow color, and stringy, as it is termed, that is, mixed with small filamentous coagula, or curds, often offensive in smell and taste, and sometimes streaked with blood. The acrimony of the milk causes a swelling and hardening of the quarter; and unless it is drawn off several times a-day, it often so inflames the cellular texture of the udder as to terminate in suppuration, and an obliteration of the receptacle, or quarter, as it is commonly named. The opening drench never fails of curing this disorder, if given in season, and one dose is sufficient; after taking it, the animal must be kept at grass, as that food, and the exercise used in obtaining it, is essential to her recovery. In higher degrees of this disorder, where the cow ceases to ruminate, or chew the cud, where the appetite goes off, and the milk is almost entirely lost in all the quarters, the drench should be assisted by whey, as directed in the treatment of red water; and when scouring succeeds, the cordial astringent drench must be given, as directed in the treatment of scouring or cantering. The swollen udder requires only the application of sweet oil, or foot oil.

When cattle are turned suddenly into good pasture, they sometimes fill the rumen or paunch so hastily, and so distend it, that it is rendered incapable of returning the food to the mouth for rumination. Fermentation then takes place, by which much air is generated, and the distention soon becomes such as to suffocate the animal, unless relief is afforded by introducing the instrument named a probang, and letting out the confined air. As soon as this has

* Unwholesome water is often a cause of disease in cattle, especially milch cows.

been done the opening drench must be given, and the animal turned into a bare pasture, where she must be for some time attended, and have the fermenting food removed from the mouth as it is thrown up; without this precaution it may be ruminated, and again swallowed, and the third and fourth stomach so filled with it as to produce the flatulent colic, and a fatal inflammation of the stomach and bowels, from excessive distention of the air which would be generated, for in those cavities air could not escape upwards in consequence of their valvular structure. Should this fresh disorder, through negligence, be permitted to happen, the opening drench is still the best remedy that can be employed. Another method is sometimes made use of for relieving an animal in this disorder, which is commonly named *hoven*, *blown*, or *blasted*,* that is, a sharp knife is plunged through the left side into the distended rumen, or first stomach. The part where it is most prominent is chosen, viz: between the last rib and the hip bone; and always on the left side. The air being thus completely let out, the wound is closed by a pitch plaster, and the animal turned into a bare pasture, where it may get plenty of exercise and little food, that is, after the fermenting food has been removed from the mouth as before described. This method, however, is eventually injurious, and must be superseded by that of introducing a probang, and letting out the confined air by the mouth; a method first proposed by Dr. Munroe. The wound in the rumen, as it heals, always adheres to the side, and thus a regular contraction of the cavity is ever afterwards prevented, and rumination thereby rendered difficult and imperfect. Sometimes when an animal is turned into good grass, especially about the month of August and September, when the grass is high and abundant, from having been well watered, they eat a great deal during both day and night, but not so much as to hinder rumination. Thus they gradually fill all the stomachs, and towards morning become so oppressed, that they lie down on the cold grass, which is, perhaps, wet or covered with hoar frost. Digestion is thus put a stop to, and the animal often suffocated by the excessive distentions of the stomachs. In this disorder, which is commonly called fog sickness, the probang must be introduced, and the opening drench given. The animal must then be made to move if possible, and the food that is thrown up into the mouth must be removed. Here, also, a bare pasture is necessary afterwards; no other medicine is required; but a free access to water is necessary to soften and carry off the accumulated food, and when this has been accomplished, the cordial astringent drench may be necessary, morning and evening, for two or three days, to restore the tone of the injured stomachs and bowels. It is probable, however, that this would be more effectually, though more slowly accomplished, by keeping the animal in a bare pasture.

Sometimes when the animal is kept in rich pasture during the month of June, the appetite is powerful, and the digestion quick and perfect, and thus, in a short time, so much rich blood is formed as to exceed the capacity of the blood vessels, and then inflammation is produced in some vital organs, and nothing but the most copious depletion of the blood vessels will save the animal's life. The lungs are the part most likely to suffer, and next, the brain and the kidneys: producing mad staggers, or the inflammatory red water: and in steers or heifers, or in yearlings, the quarter ill is thus produced. In all cases of internal inflammation, the animal appears stupid and heavy; the breathing is disturbed: the nose and the upper lip hot and dry; the horns hot, especially at the roots, and the vessels of the eye distended. The pulse rises

* I have lately been informed that hoven or blasted cattle have been quickly relieved by giving four ounces of carbonate of soda, half a pint of castor oil, and a pint of water. The person who gave me this information says, he has never known this to fail.

to above 100, and the appetite is usually lost. All these symptoms quickly increase, and unless the animal is properly treated, terminate fatally. Bleeding is the essential remedy, and must be performed as early as possible. The quantity of blood drawn should not be regarded, but the effect which is produced by it, that is, faintness; this gradually ceases, and after a few hours he appears relieved and cheerful, and often desirous of food. But this must be given cautiously; the barest pasture is the best place for him; but he may be allowed now and then a quart or two of fresh whey, which will serve to unload the stomachs and bowels. This remedy (bleeding to faintness,) always succeeds perfectly if employed in season, and followed by a suitable diet. In the month of September and October, scouring often takes place, especially in animals predisposed to the disorder by hereditary weakness, frequent calving, weakness of the stomach and bowels, gradually induced from several winters feeding on bad hay. Animals that have been taken from their native soil and climate, are also subject to this disorder, as well as remarkably good milkers, and this is the period when scouring generally commences. In this case the cordial astringent drench must be given every morning and evening, as directed in the Compendium, but must always be preceded by the opening drench, at whatever period the disease may occur. This remedy, I have reason to believe, will always succeed, if employed in season, and if the time of year will admit of the animal being kept at grass.

In very cold and wet weather, when shelter becomes necessary, intervals of fine weather must be taken advantage of, for some grass and some exercise are essential to recovery;* and when grass is deficient, either in quantity or quality, the best food is good hay, in moderate quantity, and mashies of good fresh bran with a little ground malt. A handful of wheat flour also may be stirred into each pail of water. In this way the animal may be restored and strengthened; and when grass becomes nourishing, and the weather favorable, the green fields will effectually recover her. Those are all internal disorders of cattle, except the contagious epidemic, named murrain, or pest, and the epidemic catarrh, named distemper, or influenza. These are inflammatory disorders of the highest degree, and if curable, as the latter always is, can be cured only by the most copious early bleeding. An absurd apprehension of fatal debility, and of the putrid nature of the disorder, must never prevent this remedy from being employed with boldness, nor should the animal ever be taken from grass, and the open fields, as is often done in the epidemic catarrh. Contagion, however, must always be guarded against with the utmost care. Tonics and stimulants are poisons in those disorders, and bleeding and grass are the only remedies ever required. I have now endeavored to give a simple, but comprehensive view of the internal disorders of cattle, and such as may lead to their prevention. I indulge a hope that the proprietors of cattle may be led by this, and the other essays I have written, to reflect upon the subject, and give a fair trial to the curative and preventive measures I have proposed. It should be recollected, however, that the success of the remedies I have suggested can be insured only by an early and careful application. Disorders are often neglected until they become incurable; and then the most absurd and expensive drenches are frequently had recourse to. In Downing's book on cattle medicine, a pint of port wine and a quart of strong beer are prescribed for one

* I have lately been informed that many scouring cows have been cured by giving once or twice a day a drench made by boiling three or four sheets of large common writing paper in three pints of skimmed milk, until reduced to a pulp. One pint of this is a dose; and my correspondent adds, that he has never known it to fail. The cow is fed on the sweetest hay, and turned out for exercise when the weather is fine.

dose, as a vehicle for grains of paradise and other drugs; and in another receipt a quart of port wine is prescribed for one dose. Sometimes a choice is offered the reader between beer and urine, as if their properties were similar. The cordial astringent drench, including the beer, will cost about four pence; the opening drench is more expensive, and costs from a shilling to eighteen pence. But one is always sufficient. The strong cordials given to cattle, or even the beer in which they are given, which is seldom less than a quart, may afford relief in some disorders, but they certainly weaken the stomach, and thereby increase the tendency to disease. The weaker the cordial the better, provided it be strong enough to produce the desired effect, and then it may be so repeated as, with due attention to diet, to render that effect more durable, and even permanent. In scouring cattle I have not yet known the cordial astringent to fail.

Proprietors would find great advantage in directing the medical treatment of their stock themselves, and still more were they to attend carefully to preventive measures. Were the practice to become general, of making hay in the early part of June, when the grass is in flower, it would go a great way in preventing the diseases of horses and cattle. In the former animal the only other conditions required for the preservation of health, would be to give such hay with moderation, to work him fairly, and afford him such treatment as he has a just claim to, for all his disorders are occasioned by hard work, by excessive exertion, and by feeding upon hay. The crop, when cut early, may be less in quantity, but this is abundantly compensated for by its superior quality, and the after-grass would be infinitely better.

[From the London Horticultural Register.]
CULTIVATION OF ANNUALS BY CUTTINGS.

From various, though not accurately noted trials, I am satisfied, that many of the best annuals which are universally raised from seeds only can successfully be cultivated by cuttings. A double advantage must result from this mode of cultivation; for, first, the trouble and risk attendant on the progress of the young seedlings during the dark and humid autumnal and winter months, will be obviated; and secondly, the periods of flowering will be altered and greatly extended. One recent instance, I can point out with sufficient accuracy. Referring to my diary, I find, under the date September 21st, 1831, that four cuttings of *Coreopsis tinctoria* were taken off from an old plant, at the axillæ of the leaves (i. e. the points where the leaf-stalks emerge from the stems;) and placed in pots, in a soil composed of light loam and leaf-mold: each cutting might be about three inches long. The pots were plunged in the earth of a melonry, and covered with a small bell-glass.

I could not pay the plants that attention which they really required, in consequence of an alteration that was made in the pit; and by which many of its vegetable tenants were greatly injured. I however succeeded well with one of the cuttings, and this was finally placed in a small pine stove during the winter. Here, the temperature was never very high, because my object was not to force any part to grow during the dark months; and therefore as the climate very frequently did not exceed from forty-five to fifty degrees, I am confident that a good dry green-house, or even a sitting room, would have afforded sufficient protection.

The plant was kept in the stove till it attained the height of about three feet: it had one simple and erect stem, and was in strong and vigorous health. In May, it disclosed the first flower-bud at the summit, and then the plant which had been kept in a pot of the forty-eight size, was removed to a thirty two. I at that period took it from the stove, and placed it in the dwelling house, in a window with a south-east aspect; and in a few days afterwards removed it from the pot, and planted in a flower border.

By so doing I acted prematurely, for not only

was the plant exposed to frosty nights, but it suffered severe assaults from violent winds, by one of which the summit was broken off; and I thus lost my first blossom-buds. The plant however did not suffer materially, for it threw out six or seven fine lateral shoots, and now stands four feet high, with a branched head, covered with its beautiful orange-colored blossoms. The larger flowers are of the diameter of a crown-piece, the smaller are as large as half-a-crown; and twenty or thirty of such flowers on a plant so erect and well balanced as mine is, form a beautiful, and at this period of the summer, a rather peculiar object.

I wish to call the reader's attention to one fact of importance, it is this, the *coreopsis* may not only be propagated in the autumn by cuttings, but it will endure almost any variety of temperature, after being once fairly established, and in a healthy growing condition. My house was frequently heated by the sun to eighty-five, ninety, and one hundred degrees, (the thermometer suspended in the shade) during the months of March and April; and after the plant was removed into the open border, the external temperature was in several instances below thirty-five degrees.

The fact that various annuals, the balsam, *coreopsis*, and others, may be raised from cuttings, is doubtless known now to many; but the constitutional hardihood by which some can support great and sudden transitions, may not be so generally known.

Though I may not have added much to the stock of scientific information, by this communication, I hope I shall be as fortunate as to induce many persons to prosecute experiments upon subjects which may afford much pleasure and rational enjoyment; and perhaps, lead to discoveries of great and permanent utility.

G. I. T.

July 2, 1832.

HORTICULTURE OF VENICE.

The principal Melons are the Melamocesini, easily known by the stem, being from two to three inches thick, and very knobby. The Cantelopes, with yellowish or whitish flesh—the Rhampaghini, which climb on trees and shrubs, and have their fruit closely covered with a whitish net—and the Buchari (Bucharian melon), much cultivated on the islands of the Levant. These latter melons are of an elliptic form; their skin is smooth, and of a whitish yellow; the flesh is sugary, of a white color, and in the centre, where the seeds are contained, it is hollow. They are sometimes one and a half feet in length, and several pounds in weight; their principal merit, however, is that they will keep good till Christmas, if kept in a dry and cool place. It is remarkable, that pieces of this very sweet fruit become intensely bitter when rotten. The seeds of the melons are generally put in good wine a short time before they are sown, which is done in April. Holes of one and a half feet in diameter are made five feet apart; they are nearly filled with dung, and five or six seeds are sown in each, and covered with light soil. Two of the strongest plants only are left after they come up, and during their growth the most luxuriant shoots are cut out. Particular attention must be paid to observe the time of ripening of the fruit, which generally occurs at mid-day, and is known by the aromatic smell thrown out. The melons must then be cut, from the vine, and kept in a cool, dry place, as they lose their flavor entirely when left a few hours on the plant after their ripening. Not only the flesh of these melons is employed for food, but also the seeds, which, when bruised, and put into water with sugar, make a very agreeable liquid (semuda.) The Water-melons are also very extensively cultivated, much in the same way as the others. The seeds of the common sort are black, and those of the better variety (angurie zuccarine) brownish yellow, with black spots. The fruit weighs from ten to fifty pounds, and a criterion of its ripeness is when, on being struck, it gives a hollow sound—or, when it cracks on being squeezed. Cucumbers

are cultivated, but not much esteemed. Pumpkins are principal articles, in Venetian horticulture; and several, particularly *cucurbita melopepo* and *moschata duchesia*, are grown to great perfection. The last of these sometimes attains from three to four feet long, and an hundred pounds in weight. *Solanum melongena* and *lycopersicum*, (egg plants and tomatoes,) artichokes, carrots, radishes, spinach, and purple broccoli, are very fine; cauliflower, and several species of asparagus, which are there used, are plentiful; but kohlrabi, and common winter cabbage, are not known. Celery grows wild near the sea. Fennel forms an eatable bulb above the root, for which it is much cultivated, as well as for its aromatic seeds. Lettuces are used only when young plants: they never form a head, in consequence of the heat of the climate.—[Pruss. Gard. Soc.]

FOREIGN INTELLIGENCE.

LATER FROM FRANCE.—By the *Rhone*, from Havre, we have papers of the 20th ult.

M. Berryer, member of the Chamber of Deputies, arrested as an accomplice of the Duchess of Berri, had been tried and acquitted by the Assize Court of the *Leire* and *Chero*. The Attorney General abandoned the prosecution, so obvious were the fraud and infamy of the means used by the agents of the Government to impute crime. The Gazette de France of 20th October furnishes in a supplement the particulars of the trial, of which we will give some account to-morrow.

There is nothing later from England than we have direct, nor from Portugal.

In the Havre Journal of 20th October, we find London dates, by express, of the 17th.

The Courier of that day says,—“We have already announced that the English fleet destined for the Scheldt is ordered to assemble by the 5th of November at Spithead. We are now enabled to give an exact list of the ships to compose it:—The *Talavera* 74, *Wellesley* 74, *Revenge* 76, *Spartiat* 76, *Donegal* 74, *Vernon* 50, *Southampton* 50, *Stag* 46, *Castor* 36, *Conway* 28, *Volage* 28, *Narrod* 18, *Chil-ders* 18, *Rover* 18, *Scout* 18, *Satellite* 18, *Larne* 18, and *Snake* of 16 guns. The steamboats *Radamanthus* and *Dee*, armed with the largest sized cannon, are to accompany the expedition.”

SPAIN.—Madrid papers, of the 9th October, contain the royal decrees, substituting Don Joseph de Campagne, as Minister of Justice, for M. Calomarde dismissed; and M. Zea Bermudez, as Secretary of Foreign Affairs, for Count Alcadie, dismissed, and so of the Ministers in succession. Then follows this decree, declaring the Queen, Regent *ad interim*:

Considering the delay to which public affairs are subject by reason of my impaired health which prevents my attending to them as much as I desire, and as the interests of the people whom God has committed to my care, require, I have thought fit to declare as capable of replacing me momentarily and during my malady, the Queen, my beloved consort, trusting that God will be pleased soon to restore my health. I am firmly persuaded my august spouse will justify my confidence by the love she bears me, and by the tender solicitude with which she has always sought to interest me in favour of my loyal and gracious subjects.

You will have this understood, and see that it is executed by those whom it concerns.

St. Ildefonso, 6th Oct. (With the King's rubric.)

On the following day the Queen issued an act of clemency and amnesty, to commemorate her appointment, and the birth day of the Infanta, *Marie Isabella Louisa*. Its terms are “a general amnesty to all persons imprisoned, in Madrid and other prisons of the kingdom, who may be worthy of such favors.”

The speech of the King of Holland on the opening of the new Legislative session, on the 15th October, the former one having closed on the 13th, is

certainly indicative of a determined purpose to stand upon his rights. We annex a translation of the speech, and merely add here that in Paris rumors were rife that the French army would immediately advance and invest Antwerp.

Speech of the King of Holland.

High and Mighty Lords:—During the last months of the session lately finished, I frequently indulged the hope of being able at the opening of this session, to announce to you the termination of that state of uneasiness in which for two years our country has been placed, by reason of the Belgian Revolution. My hopes have not been wholly realized: the longanimity which Holland has manifested, and the sacrifices I have imposed upon myself, instead of conducing to a reasonable solution of our difficulties, have only served to increase the exactions attempted to be forced on us.

The communications, which by my order will be submitted to you, touching the state of the negotiations, will convince you that the condescension evinced by us has reached its farthest limits, those indicated by the honor, the independence and the safety of the nation. Meanwhile it is agreeable for me to have it in my power to announce to you H. and M. L. that I have received from foreign powers renewed marks of their interest. It is not less interesting for me in this state of things to be able to give those powers the assurance that the means of defence organized along our frontiers are in the most satisfactory condition, and that our sea and land forces deserve the highest commendation for their discipline, the warlike ardor and their fidelity; and thus fully answer to the constant care and attention we have bestowed on them.

If, contrary to all expectation, the interests of our country, High and Mighty Lords should require a great display of force, I possess at this moment all the means necessary for such an exigency, and have the fullest confidence of the assent of the nation to their being employed.

The provincial and communal authorities have closed their labors as to the raising of the Militia and the Communal guards for the present year; these labors have been despatched rapidly and with great order. The Young conscripts manifest the greatest ardor to join their brothers-in-arms: they already rival in zeal our tried soldiers in the faithful accomplishment of their duties.

The fate of the defenders of our country has excited my liveliest solicitude. All the military services are secured by the generous gifts of the inhabitants.

In the midst of the interior, and the satisfactory tranquillity of the country, our colonies are provided with the troops and vessels necessary for their defence. Commerce and the fisheries have received all necessary protection. Tranquillity prevails in our possessions beyond seas. The more economical administration we have succeeded in establishing in the East Indies, and the great extension there of agriculture, of which the salutary influence is now beginning to be felt, authorize the hope that those possessions will furnish new aliment to our commerce, and another source of our prosperity [After some remarks about the West India possessions, the speech continued.] Our commerce and navigation, High and Mighty Lords, have rather increased than diminished, thanks to the activity and intelligence of our merchants and seamen. If circumstances somewhat perverted them from their accustomed channels, very soon new ones were opened to them, in which they have spread considerably. We occupy, therefore, High and Mighty Lords, among commercial nations, the place which belongs to us; and which I hope to ensure forever to my loved and loyal subjects, in spite of all that treason and violence may attempt.

After referring to the flourishing state of agriculture, the good order in all branches of the administration, the condition of the canals and dikes, ravages of the cholera, and other local topics, the speech thus concludes:

As to the extraordinary expenses which may be occasioned by the prolongation of the actual state of things, I desire to continue in the course that you have before approved, and which those most interested have adopted without hesitation. By those means the necessity of forced contributions is done away with: public credit has been more and more strengthened, and the Treasury, regulated with or-

der and economy, has been able to meet all demands upon it.

Nevertheless the charges, High and Mighty Lords, which the nation has to support are very heavy and the future is lowering, but Netherlanders, animated by sentiments of honor and patriotism, support them with resignation, and bring forward with enthusiasm their gifts for the defence of their fellow citizens; these sentiments render us tranquil. A people mindful of the glory of their ancestors, and distinguished now by their love of order, and submission to the laws, have a right to the respect of other nations. In the approbation of this people, and in the conviction of our clear right, do we find the most powerful support, in seeking to consolidate the interests of the kingdom, and the best founded hope, that, with an entire reliance upon the decrees of Omnipotence, we shall yet secure to our compatriots, when the time shall arrive, the fruits of their most noble perseverance."

BRUSSELS, OCT. 17.—The change of Ministry referred to yesterday is confirmed. All the candidates designated have accepted. Messrs. Labeau, Devaux, Nothomb and Kauffmann abandon from to-day their doctrinal polemics of the *Memorial*, to prove their doctrines by action.

The speech of King William occupies all minds, and very seriously those of Ministers. It can no longer be doubted, that the system of pacification, by means of the Conference, is at an end, and other means must be employed. Accordingly, Leopold has frequently, since yesterday, sent orders to the Minister of War. Several couriers have arrived at M. Latour Maubourg's, and several have been despatched by him to Paris. Gen. Desprez said this morning before setting out, that this time the Army would march to fight, and not to observe.

Yesterday Gen. Buzen, commanding at Antwerp, was summoned to the War office to receive his instructions. He went back immediately. To-day at Brussels many persons on 'change announce, that as of yesterday a proclamation to the inhabitants of Antwerp was prepared by the General, calling upon them to provide places of safety for their valuables; but that the municipal authorities prevailed upon the General to grant a delay of twenty-four hours in issuing his proclamation, in order that the result of a deputation despatched by the city to the King might be known. The General granted the twenty-four hours, declaring, however, that at the expiration thereof he would be obliged to carry into effect the royal order. The Antwerpans desire the liberty of the Scheldt and the evacuation of their citadel; yet whenever there is a purpose of obtaining them at the cannon's mouth, they surround the King, and beg for a continuation of the *statu quo*. Yet the country must be extricated from this embarrassing position.

The Prussian Consul at Antwerp has received notice from his government, that the Prussian troops were about to march for the Belgian frontiers, in order to protect the commerce of the north from the effect of hostilities, on the subject of the Scheldt and the Citadel of Antwerp; the Cabinet of Berlin not being willing to abandon, to the neighboring powers alone, the right of intervention on these questions. The Consul communicated this notice to his colleagues. Sir Robert Adair, and M. Latour Maubourg, this morning received a duplicate thereof.

[From the (Brussels) Belgian Memorial of Oct. 17.]

Reports of an encouraging nature, and which we much desire to see realized, are in circulation. We begin by stating that we distrust their accuracy, and if we give them a place it is only that we may not leave our readers ignorant of any thing interesting to them. We must add, moreover, that yesterday these rumors acquired much more consistency, and that it is not impossible events may prove our distrust to be excessive. It is said, then, and by persons in the way of being well informed, that hostilities are on the point of commencing; that the French army will not long delay its entry into Belgium, and that the citadel of Antwerp will immediately be invested. It is added, and we do not see how any one could suppose it would be otherwise, that a good-hare of the labors and dangers will fall upon the Belgian army; that is to say, our allies do not desire to reap alone all the glory of the expedition. If these fine resolutions be effected, we shall rejoice nobly. We shall rejoice both on account of our own and the French governments,—too long open to the imputation of feebleness, pusillanimity and excessive complaisance towards diplomacy.

The same paper adds—

We learn that there is seriously a question of re-composing the Ministry.

[From the Courier Français of 19th Oct.]

The report was universally current about 4 o'clock yesterday, that the Council of Ministers had just determined that the French Army should enter Belgium and undertake the siege of Antwerp. This report came from the offices of Ministers, and is in conformity with intentions avowed for some days, and of which yesterday we stated the grounds and motives.

Although both yesterday and the day before there were diplomatic meetings, with the view, it is said, of discussing these questions, it is impossible, according to the mode of proceeding of the Conference, that the Foreign Ambassadors can have power to adhere in the name of their Courts to such a step. If, then, it has been decided on, it must be without reference to [en dehors de] diplomacy. We state this as a fact, not as a reproach.

PARIS, OCT. 3.—The memorial des Pyrenees contains the following account of a deplorable event that occupied a few days ago at Cauntere:—"A young English Nobleman—the name is not given—of large fortune who, about a year ago, married a charming lady, went out to take the air with her on the border of the deep and rapid torrent that flows this thermal establishment. The husband was amusing himself with lifting up with his cane the shining rock-work that lies in the water along the bank, when the cane escaped from his hand, and, in leaning forward to catch it, he fell into the torrent. His wife, who beheld his fall, rushed to his succour, and succeeded in grasping the flaps of his coat; finding that the violence of the water would carry her away, she seized a dry branch, but this breaking off, the two disappeared in the foaming stream of the gulf. The servant, who was at a short distance, cried aloud for help, and assistance was very promptly afforded. The lady, and afterwards her husband, were taken out of the water, but life was totally extinct. The servant shows signs of the deepest sorrow for his loss, and the whole village of Cauntere is thrown into affliction by this distressing event."

On the last day of July the workmen in the port of Brest were driven from their dinner, and obliged to fly from the assault of an innumerable host of winged large black and small red ants.—[Literary Gazette.]

The annexed intelligence from London, one day later than we gave yesterday, is derived from the Paris correspondent of the Courier. It seems to give more consistency to the purpose of armed interference against the King of Holland. In regard of the criticism of the Times on the word "revolt," said to be employed in the King's speech to characterize the events in Belgium, we remark that in the French copy, from which we translated the speech, "revolution" is the term used.

From the Correspondent of the New York Courier, dated, Paris, October 20th.

The London journals of Thursday, the 18th, have just arrived. The following are extracts:

"A Cabinet Council will be held to-day, at which it is expected that his majesty's assent will be signified according to form to the resolution of the Cabinet in respect to the immediate coercive measures to be instituted against Holland. As such measures involve the question of peace or war, and affect the King's prerogative, it is necessary that His Majesty's assent should be given in the accustomed form."—[Courier.]

"Wagers have been laid at some of the naval and military clubs at the west end, that not a single shot will be fired in the threatened expedition to the Schelde."—[Herald.]

Prince Levon, Wessensburg, and Baren Neumann, are said to have forwarded a species of *carte blanche* to the Hague, purporting that Russia and Austria having signed the protocols and resolutions of the conference, will go hand in hand with Great Britain and France. This agrees but ill with a report abroad, of twenty Russian ships of the line being ordered to the Texel.—[Herald.]

"The speech of the King of Holland, in which the late Belgic revolution is only spoken of as the revolt, breathes war and defiance. Indeed the last paragraph leaves no doubt on the subject."

The "glory of ancestors" is never appealed to except when their posterity are to be roused to emulate exploits which made them renowned, and the fruit of "noble perseverance" is never ex-

pected unless it is to be plucked for apprehended dangers. On the eve, or in the midst of a war with all the powers of Europe, no sovereign could use more solemn expressions of trust in Providence, or more decided resolutions of appealing to victory. Unless the Dutch government changes its whole system of conduct, or unless the whole powers of Europe abandon the treaty which they have ratified with Belgium after 18 months of patient deliberation, there seems to be no means left for avoiding a hostile collision between Holland and the two most active members of the European league.—[Times.]

LATER STILL.—The Carroll of Carrollton, arrived at Philadelphia, brings London papers of the 20th, two days later from that city than the accounts received via Havre yesterday. They afford us chiefly the speculations of the London editors on the Belgian question, some of which we copy:

The London Morning Chronicle, of the 19th ult. says—

"At the Hague it was generally believed not only that Russia, but likewise that Prussia would join with the Dutch in expelling any invasion of the territory of the latter. The Prussians, it is stated positively in the private accounts, are collecting a very large force on the Rhine, the equipments of which are of the most complete description."

The London Times of the 20th, holds this language:—"There has been a pause to-day in the excitement on the Dutch question; and in some quarters we have found the notion prevail that coercive measures against Holland are by no means to be pressed with rapidity; but that, as soon as the first demonstrations are made by the march of a French army into Belgium, and by the joint blockade of the Scheldt, new negotiations are to be opened. We mention this as the information current to-day in respectable quarters; but we are well assured, from authority on which we should place greater reliance, that this is an erroneous view of the case, and that force must be resorted to unless compliance takes place on the part of Holland. At the same time, it is so clearly the policy both of England and France not to resort to any unnecessary violence, that the apprehensions which some of our merchants are beginning to express on that head, are unworthy of the good sense they usually express on all great occasions."

The London Herald of the 20th says: "As usual, in the absence of official information, numerous reports have been industriously circulated, both in the city and upon the stock exchange, relative to the state of affairs in Holland, and the line of policy which the government of this country really intends to pursue; but, as sufficient time has not yet elapsed, they must be considered as wanting authenticity. We also continue without any further accounts from Oporto that may be relied upon: it has, however, been reported at Lloyd's, that the Miguelite army had retreated from before Oporto, in order to go into winter quarters. The Miguelite squadron entered Vigo Bay on the 29th September. Sartorius entered on the 3d of October, and was blockading them at both mouths of the bay. In the morning it was reported that the Soho, a steamer in the employ of Don Pedro, had been burnt, off Blackwall, to the water's edge; but it appears she had received but very little damage. The private accounts from Madrid say that Ferdinand is better, and that he has succeeded in getting rid of obnoxious Ministers, and has determined upon assembling the Cortes, to sanction his daughter's succession to the throne of Spain."

PARIS, OCT. 19.—The Hague Journal of the 16th contains a long article on the new French Cabinet. After expressing an opinion that Marshal Soult's having taken the direction of the Council is equivalent to a declaration of war against Holland, the Journal adds:—"Let not the Powers deceive themselves: for, however narrow may be the circle to which the first shock of arms may be confined; it must necessarily become extended from the vigorous and formidable defence Holland is determined to make, and in which she will persevere with an energy which cannot fail, sooner or later, to shake all Europe. There is nothing equivocal in the conclusion of the last note of M. Van Zuylen on this subject, and the energetic language which the King of the Netherlands has caused his plenipotentiary to pronounce aloud in the ears of the Conference, declares his determination that the unjust aggression upon us, which France is preparing, shall be dearly paid for."

GREECE.—The new King of Greece has been recognized as such by the Germanic Confederation.

It was reported that he would not go to Greece until next autumn, when he will attain his majority. Greece is to have two capitals, Athens and Argos, with the principal port at Argos, and a railroad across the isthmus.

Manifesto of the August Allied Courts.—Grecians your destiny is fulfilled. The courts of France, England and Russia, at the instance of the Greek nation, have chosen you a sovereign. Their co-operation, as efficacious as it was disinterested, has contributed to the independence of Greece; the choice they have made will consolidate it under the sceptre of Prince Otho of Bavaria.

Greece has now become a kingdom; she has now become allied to one of the most ancient and illustrious of the reigning families of Europe—to a family which succored her in her last struggle—which aided her in her misfortune, and encouraged her in the moment of her regeneration. The King of Greece will not delay strengthening the link which binds him to the nation. He comes with the hope of being able to obtain a more extended frontier, as well as great pecuniary resources. These are the most powerful aids for the advancement of civilization; they are the elements of a wise government and a good military organization, and consequently a guarantee for the peace and happiness of the new country.

The three Courts would think it an insult to the Greek nation to doubt for a moment the general sentiments of the country.

Grecians—Show us that such are indeed your sentiments—show your gratitude to your new sovereign—range yourselves as faithful servants round his throne—contribute by your devotion in obtaining a solid constitution, and the double blessing of peace from without, and tranquility, respect for the laws, and order, within. This will be the only reward for what the three courts have done in your favor.

TALLEYRAND, PALMERTON,
LIEVES, MATUSEWIC.

Published at Napoli, Aug. 30, 1832.

[From the Journal of Commerce of Wednesday.]

Our news schooner Journal of Commerce came up at half past four o'clock this morning, with the important verbal report, brought by Capt. Farren, of the brig Montevideo, who left Cadiz Oct. 23d, that the entire fleet of Don Miguel had surrendered to that of Don Pedro. Our previous accounts left the fleet of Don Miguel at Vigo, where it put in Oct. 3d., under the pretence of making repairs, but had been received coldly and ordered to perform a quarantine of eight days, the admiral's remonstrance to the contrary notwithstanding.

The statement of Capt. Farren is, that on the morning he left Cadiz, a Spanish brig arrived there from Vigo, the Captain of which stated, that in order to maintain the neutrality of their port, the authorities of Vigo had deemed it proper to require that the fleet should be dismantled or leave their port. The Admiral preferred the latter, and during the night put to sea, but came in contact with the fleet of Don Pedro under Admiral Sartorius, which lay off the port. An action ensued which resulted in a complete victory by Sartorius, and both squadrons were seen steering for Oporto in company.

The report was generally credited in Cadiz and received with apparent pleasure by the inhabitants.

The squadron of Don Miguel consisted of the Don Juan VI. of 80 guns and 778 men, Princess Royal frigate of 50 guns and 480 men, Cybele sloop of war, 26 guns and 234 men, Isabelle 24 guns and 199 men, brig Fego 20 guns and 151 men, brig Audacious 18 guns and 144 men. Total 218 guns, 1996 men.

One day later from England.—At a still later hour this morning our news schooner Evening Edition came up from the ship Ajax, Captain Hiern, which was boarded thirty-five miles outside the Hook, with Liverpool papers to Oct. 22d, and London papers to October 21st.

LONDON, OCT. 21.—Continued success of Don Pedro.—Private accounts have been received from Madrid, stating that a continued attack was made on Oporto on the 29th and 30th September and 1st Oct. The Miguelites were obliged to abandon their outposts, and have retreated 5 leagues from Oporto.

The Miguelite squadron entered Vigo Bay on the 29th September. Sartorius arrived off Vigo on the 3d October, and was blockading them at both mouths of the Bay.

LONDON, OCT. 21.—Adices have been received from Bordeaux, of the 14th instant, stating that on the 10th the Miguelite army before Oporto had retreated five leagues (15 miles) to Penafiel

The celebrated Cherubini is engaged on a new opera, which, it is said, will be the last of this favorite composer, entitled "Ali Baba, or the Forty Thieves," and is to be produced very soon in Paris.

It is said that the destination of Charles the Tenth and family is changed; and that, instead of taking up their residence at Gratz, they are to proceed to Broon, where the Emperor of Austria has placed a chateau at their disposal.

A celebrated optician at Paris has just invented an opera glass, which, by reflection, enables the spectator to see what is going on behind him.

A case has been brought into one of the English courts, which involved the question whether pawn-brokers were liable to the pawners for goods which have been stolen by robbery, or destroyed by fire.—There was a difference of opinion, but it was finally settled that the broker is not liable.

[From the Boston Transcript.]

LATEST FROM CALCUTTA.—We are indebted to Messrs. Topliff for the loan of a file of the Bengal Harkaru to the 8th August inclusive, received by the ship Hoogly, from Calcutta on the 5th, and Sand Head on the 15th of August.

A dreadful fire occurred on the 25th July in the fort. It commenced in the arsenal, and destroyed two sides of the square, used as *godowns* for all descriptions of stores, such as rope, canvass, tar, turpentine, pitch, military accoutrements, &c. &c.; all of which, with the buildings, were completely destroyed. The loss is calculated at several lakhs of rupees. The fortunate veering and unexpected subsidence of the wind saved the armory, which, with its splendid and immense stand of arms, was a long time in imminent danger. To save the armory, recourse was had to battering down, with shot from 18 pounders. No lives were lost.

Central America.—Extract of a letter dated 28th of October, 1832, to a gentleman in Newburgh:

"I improve the first opportunity since my illness to inform you that this distracted country is at length quiet. The Castle of Omoa was taken by the Government troops after a protracted siege of nearly five months, during which time more than half the insurgent troops perished by famine."

"The Government party lost by shot from the Castle, and by the fever of the country, between 700 and 800 men, including 30 officers; among whom was General Terralongo. The insurgent leader, Gurzman, was shot immediately on the surrender of the Castle, then beheaded and hung over the Castle gate. His Secretary was sent to Truxillo and flogged, afterwards returned to Omoa and shot. There were seven insurgent officers shot on the 14th inst., and more await the same fate. The environs of Omoa present the appearance of an entire grave yard. Great apprehension is felt here respecting the cholera, as though something yet could be added to the desolation of the place."

Important Invention.—The Frederick, (Md.) Times notices the operation of the Steam Lever-beam Mills, invented and built by Messrs. Wells & Gibbons, of Baltimore, which have been lately erected in the tanneries of Mr. V. Birely and Mr. G. Bantz, of Frederick. The saving of labor and time, which results from the use of this invention, is stated to be very considerable. With a force equal to two full hands, or one man to attend the boiler and two boys to feed the hopper, they can grind, as ascertained by experiment, at the rate of a cord of Bark in 70 minutes. It is added that one hoghead of water is sufficient to supply the boiler during the day. If the results of this invention are not over-estimated, it is certainly one of much importance to tanners.

Distinction between Discovery and Invention.—The object of the former is to produce something which had no existence before; that of the latter, to bring to light something which did exist, but which was concealed from common observation. Thus we say, Otto Guericke invented the air pump; Sanctorius invented the thermometer; Newton and Gregory invented the reflecting telescope; Galileo discovered the solar spots; and Harvey discovered the circulation of the blood. It appears, therefore, that improvements in the arts are properly called *inventions*; and that facts brought to light by means of observation, are properly called *discoveries*.—[Dugald Stewart.]

NEW-YORK AMERICAN.

NOVEMBER 24, 25, 27, 28, 29, 30—1832.

LITERARY NOTICES.

AMERICAN ANNUAL REGISTER, for the Year 1830-1.

—By the favor of the Editor of this work, Mr. J. Blunt, we have had the opportunity of perusing the historical portion of the volume, now in the press, and which will shortly be published. We can commend it as not only good in itself, but as profitable in retracing, amidst the rapidly succeeding events of the hurried era in which it is our fortune to live, a distinct and connected outline of the political changes and incidents in America and Europe. Such a review—to those who are borne along on the rapid current of the present hour, and who can only mark and have scarcely the time to fix in their memory, the scene immediately around them—constitutes, we repeat, profitable, and agreeable reading. We are quite sure that, to the great majority of those, who think themselves not unobservant or unmindful of the political drama of the world, there will be recalled by these chapters of the Annual Register many important and interesting occurrences which they had already lost sight of, or remembered, if at all, without reference to their relation to, or connection with, other events. So at least it fared with ourselves, and we may therefore infer that the result would be similar with others, alike whirling on in the giddy round of daily occupation.

The style of Mr. Blunt is measured, sustained, and nervous; his views of men and things appear to us just and impartial: and though forming for himself and expressing to his readers distinct opinions, he does so without dogmatism or intolerance, and upon evidence which he submits with his conclusions, so that all may judge of their soundness.

From a rapid historical summary, such as these chapters necessarily present, and within the narrow limits, we can allow ourselves for quotation, it is difficult to make any selection that will convey an adequate idea of the manner in which Mr. B. has executed his task. At a venture, however, we subjoin the opening observations of Chapter IX, devoted to Poland, as presenting just reflections, well and clearly expressed.

The present generation has grown familiar with the dismemberment of kingdoms, and the forcible disposition of states and provinces, according to the caprice of selfish alliances, or irresponsible conquerors. We have seen Italy, Switzerland, and the Netherlands conquered by, or annexed to France; Spain, Portugal, Sardinia, Prussia, and half the principalities and kingdoms of Germany, subjugated by Napoleon; Finland torn from Sweden, and Norway joined to it, by the fiat of others; and all continental Europe prostrated before the feet of a mere soldier of fortune. Again, we have seen the tide of conquest driven back; France stripped of her acquisitions, and these arbitrarily distributed here and there, just as sundry great allies considered meet; Belgium and Holland tied together in Mezentian bonds; Prussia once more supreme from the Rhine to the Memel; Lombardy engorged again by the successors of Frederic Barbarossa; France and Naples restored by a dash of the pen to the dynasties they hated and despised; and unhappy Poland yielded up anew to the tender mercies of the Czar. Later still, the invasion of Savoy and Naples by the Austrians, of Spain by the French, and Portugal by the English, in order to give ascendancy to particular parties, and to sustain some internal modification of government, agreeable to the will of their officious ally, have borne further testimony to the nature and qualities of European independence. The Sultan, again, has been obliged to submit to the dismemberment of his Empire, to gratify the wishes of friends, and the severed member has been compelled to accept of such a government, and such rulers, as the same kind friends might choose to impose. Even at the present time, Europe is witnessing the spectacle of what was once among her most important states, namely, Holland, compelled to forego her rights as a nation, at the dictation of the powerful neighbors around her. Many other examples to the same effect might be cited, interpositions of some

partial alliance or potent monarch to change the destinies of entire nations and peoples, occasionally, it is true, in the interest of liberty and improvement, but more frequently to advance the interests of despotism and usurpation. Such continual *bouleversemens* among the States of Europe, effected by foreigners without consultation of the desires of the parties acted upon, have served to blunt the delicacy and deaden the sensitiveness, of the public feeling in regard to revolutions affecting the nationality of a people.

But it was not so in former times. To maintain the balance of power in Europe, as it was phrased, Flanders was filled, in the days of Marlborough and Turenne, with contending armies for many successive years, when the whole territory in dispute was but a tithe of what has been given to this prince, or taken from that, as carelessly and unrespectively as the ancient Persian Kings were used to distribute cities among favorites about the throne, or as Rome made and unmade kings in the Asiatic provinces of her Empire. What treasure was lavished, how much blood was shed, to prevent a testamentary devise in favor of the grandson of Louis XIV. from taking effect! The permanency, the unchangeableness of States, was then the dominant idea among statesmen; all the acts of diplomacy were aimed to accomplish this object, by such combinations of one set of governments, as should prevent others from acquiring too large a share of the soil of Europe. Even the gradual increase of Prussia, although seemingly in violation of this principle, was in fact a consequence of it, the growth of the House of Brandenburg being countenanced to secure the equipoise of the Germanic confederation.

It was in such a state of public opinion that Europe saw the three Northeastern monarchies, Austria, Prussia, and Russia, combine for the partition of Poland, thus breaking down the doctrine of the *status in quo*, that common law in Europe, by which alone the weaker powers subsisted, and setting an example of unprincipled rapacity, of which they themselves were destined to be the future victims. The western powers of Europe seemed to be astounded and stupified, rather than shocked and aroused, as they ought to have been, by the high-handed and flagitious violation of the national sovereignty of the Poles; and the indignation of England and France evaporated in idle and fruitless popular sympathy with the sufferers. The monstrous injustice of the act in question shocked, it is true, the whole of Europe, to a degree proportioned to the sacredness which was then attached to the idea of nationality. Poetry exhausted all her invention, and philosophy poured out her stores of eloquence, in malediction of the leagued oppressors. But the Poles were left to fight the battles of their independence single-handed: and this gallant and free spirited nation, which, within less than a century, has numbered a population of twenty million souls, was swallowed up and destroyed after a desperate struggle, by the bearded barbarians of Muscovy and the hereditary slaves of Prussia and Austria.

When the shameless coalition, which partitioned Poland, was suffered to go unpunished, the moral sense of Europe, in regard to the integrity of national sovereignty, was extinguished. We saw the effects of this in the facility with which revolutionary France overran the Netherlands, the Rhine, and Italy. In the recent rapacity of legitimate emperors, Napoleon could not fail to find apology, at least, for his own disregard of the rights of nationality. How could Prussia appeal to the sympathies of Europe in her behalf, with the fresh blood of the injured Poles yet reeking on her hands? How could Austria complain of provinces ravished from her sceptre on the south, when her northern frontier was pieced out with the ill-gotten fragments of plundered Poland? How could Russia object to the extension of Empire by unprovoked invasion, when she herself had set up a school in Poland for the teaching of lessons of invasion, outrage, tyranny and profitable crime?—Sure we are, that, until they themselves were just, those three governments had no right to call on others to be generous. If that mighty genius, whom the interested calumnies of a voluntary enemy so long prevented from being duly appreciated,—if Napoleon, after humbling Austria, subduing Prussia, and intimidating Russia, had made the reintegration of Poland the hinge of his northern policy, how nobly would he have avenged the wrongs of the Poles, how triumphantly would he have sustained himself, how totally different from its present aspect would now be the condition of Europe!

CONTARINI FLEMING; by the author of Vivian Grey, and the Young Duke; 2 vols.: J. & J. Har-

per, New York.—This is an odd, wild rhapsody, which, however, will not add to the fame, nor rival the attraction, of the former works of the author. It is, if it has any plan, a satire upon existing modes of education, by illustrating in the case of Contarini Fleming how a fiery, but misunderstood and mismanaged spirit, and lofty capacities, may be perverted, by subjecting them to the ordinary routine—common alike to the swift and the tardy, the weak and the strong—of school and college instruction. As, however, the writer proposes no substitute for these, and as it is not probable that any one will ever be found which can be adapted to the precise individual qualities of every student, we pass all this by as so much declamation. We never attempt the analysis of a novel, and so we must class this work; and therefore take leave of it with two extracts,—the first, a successful politician's counsel to his son; the second, a good description of a Spanish bull fight:—

"But to enter society with pleasure, Contarini, you must be qualified for it. I think it quite time for you to make yourself master of some accomplishments. Decidedly you should make yourself a good dancer. Without dancing, you can never attain a perfectly graceful carriage, which is of the highest importance in life, and should be every man's ambition. You are yet too young fully to comprehend how much in life depends upon manner. Whenever you see a man who is successful in society, try to discover what makes him pleasing, and, if possible, adopt his system. You should learn to fence. For languages, at present, French will be sufficient.—You speak it fairly: try to speak it elegantly. Read French authors. Read Rochefoucault. The French writers are the finest in the world, for they clear our heads of all ridiculous ideas. Study precision.

"Do not talk too much at present, do not try to talk. But whenever you speak, speak with self-possession. Speak in a subdued tone, and always look at the person whom you are addressing. Before one can engage in general conversation with any effect, there is a certain acquaintance with trifling, but amusing subjects, which must be first attained. You will soon pick up sufficient by listening and observing. Never argue. In society, nothing must be discussed: give only results. If any person differ with you—bow and turn the conversation. In society, never think—always be on the watch, or you will miss many opportunities, and say many disagreeable things.

"Talk to women, talk to women as much as you can. This is the best school. This is the way to gain fluency—because you need not care what you say, and had better not be sensible. They too will rally you on many points, and, as they are women, you will not be offended. Nothing is of so much importance, and of so much use, to a young man entering life, as to be well criticised by women.—It is impossible to get rid of those thousand bad habits which we pick up in boyhood without this supervision. Unfortunately, you have no sisters.—But never be offended if a woman rally you. Encourage her. Otherwise you will never be free from your awkwardness, or any little oddities, and certainly never learn to dress.

"You ride pretty well, but you had better go through the manege. Every gentleman should be a perfect cavalier. You shall have your own groom and horses, and I wish you to ride regularly every day.

"As you are to be at home for so short a time, and for other reasons, I think it better that you should not have a tutor in the house. Parcel out your morning, then, for your separate masters. Rise early and regularly, and read for three hours. Read the memoirs of the Cardinal de Retz—the Life of Richelieu—every thing about Napoleon—read works of that kind. Strelamb will prepare you a list. Read no history; nothing but biography, for that is life without theory. Then fence. Talk an hour with your French master, but do not throw the burden of the conversation upon him. Give him an account of something. Describe to him the events of yesterday, or give him a detailed account of the constitution. You will have then sufficiently rested yourself for your dancing. And after that ride and amuse yourself as much as you can. Amusement to an observing mind is study."

"Another trumpet! a second, and a third blast.—The governor throws the signal. The den opens, and the bull bounds in. That first spring is very fine. The animal stands for a moment still, staring,

stupified. Gradually his hoof moves; he paws the ground; he dashes about the sand. The knights face him with their extended lances at due distance. The tauridors are all still. One flies across him, and waves his scarf. The enraged bull makes at the nearest horseman. He is frustrated in his attack. Again he plants himself, lashes his tail, and rolls about his eye. He makes another charge, and this time the glance of the spear does not drive him back. He gores the horse, rips up its body, the steed staggers and falls. The bull rushes at the rider, and his armour will not now preserve him, but, just as his awful horn is about to avenge his future fate, a skilful tauridor skims before him, and flaps his nostril with his scarf. He flies after his new assailant, and immediately finds another. Now you are delighted by all the evolutions of this consummate band; occasionally they can only save themselves by leaping the barrier. The knight, in the meantime, rises, escapes, and mounts another steed.

The bull now makes a rush at another horseman. The horse dexterously veers aside. The bull rushes on, but the knight wounds him severely in the flank with his lance. The tauridors now appear armed with darts. They rush with extraordinary swiftness and dexterity at the now infuriate animal, plant their galling weapons in different parts of his body, and scud away. To some of their darts are affixed fireworks, which ignite by the pressure of the stab. The animal is then as bewildered as infuriate. The amphitheatre echoes to his roaring, and witnesses the greatest efforts of his rage. He flies at all, staggering and streaming with blood; at length, breathless and exhausted, he stands at bay, his black swollen tongue hanging out, and his mouth covered with foam.

'Tis horrible. Throughout, a stranger's feelings are for the bull, although this even the fairest Spaniard cannot comprehend. As it is now evident that the noble victim can only amuse them by his death, there is a universal cry for the matador; and the matador, gayly dressed, appears amid a loud cheer. The matador is a great artist. Strong nerves must combine with great quickness, and great experience, to form an accomplished matador. It is a rare character, highly prized. Their fame exists after their death, and different cities pride themselves on producing, or possessing, the eminent.

The matador plants himself before the bull, and shakes a red cloak suspended over a drawn sword. This last insult excites the lingering energy of the dying hero. He makes a violent charge, the mantle falls over his face, and the sword enters his spine, and he falls amid thundering shouts. The death is instantaneous, without a struggle and without a groan. A car, decorated with flowers and ribands, and drawn by oxen, now appears, and bears off the body in triumph."

A VIEW OF THE UNITED STATES—Historical, Geographical and Statistical; by JOHN HAYWARD; N. Y., J. & W. Day.—Though in a somewhat inconvenient form, this pamphlet furnishes a compendium of great value, as to the original discovery and actual condition of every State in the Union, and of the population, products, resources, in some instances even, of counties. There is also much miscellaneous information, about the relative distances of different places; the number, names and salaries of the chief public officers of the United States; &c., &c.

A TREATISE ON MEDICAL JURISPRUDENCE; by HENRY COLEY: New York, Wm. Stodart.—This is announced as part I. of a treatise which is to embrace all the considerations connected with the science of medical jurisprudence. The little volume before us is devoted to *poisons* and *asphyxia*,—explaining the operation, the appearances, and the remedies, in cases arising under the exhibition of mineral and vegetable poisons, &c. Medical men can alone judge of the ability of such a work; and to them, accordingly, we leave it.

THE PROTESTANT EPISCOPAL PULPIT, Nos. X. and XI.; vol. 2.: New York, J. Moore.—These numbers, for October and November, of this excellent periodical, contain,—No. X. a sermon by the Rev. Samuel H. Turner, D. D., Professor in the Theological Seminary, on the matriculation of a new class; and No. XI. "Christ crucified," a sermon by the Rev. G. T. Bedell, D. D., of Philadelphia.

CATALOGUE GENERAL, METHODIQUE ET RAISONNE DE LA LISRAIRIE FRANCAISE ITALIENNE ALLEMANDE, &c. &c.: Charles De Behr, 103 Broadway.—The reading public are much indebted to M. De Behr for this useful account of books, in which many rare and valuable volumes, almost unknown in this country, are introduced and recommended to their favor. In running our eye over the list, we find many authors whose novel or favorite names arrest our attention in passing, and lead us to dwell upon them either for the sake of making a new acquaintance or reviving a valuable one with an old. The reader we hope has no objection to step with us out of the usual routine of these weekly notices, and turn for a moment from new books to old authors.

One of the most striking features in the history of literature, is the want of popularity, when first published, that has attended those works which are now most firmly established in the favor of the world. The instances of Milton and other distinguished English writers, are of course sufficiently familiar; but among the great names in continental literature we do not recollect any of which ought so whimsical is told, as the expedient to which Cervantes was compelled to resort to bring *Don Quixotte* into notice. The eleven years that elapsed between the publication of his travels and the twenty or thirty pieces he wrote for the stage, was sufficient to make his name almost forgotten by his countrymen; and when the first part of *Don Quixotte* appeared in 1605, it fell stillborn from the press. It was then that the persevering author adopted in his own person an expedient said to be but too common at the present day in England—though generally confined we are willing to believe to Grub street writers: The immortal Miguel turned lampooner, and published a small pamphlet in which the author of *Don Quixotte* was lashed for the liberty which it was stated that he had taken with several living characters of celebrity. The bait took, and the love of scandal did more to bring the work into notice than either its own merit, or the reputation the author had been so many years establishing. "Public curiosity once excited," says the French commentary before us, "*Don-Quixotte* was bought up with such avidity that 30,000 copies were sold in less than two years." The extraordinary production, however, thus stamped with the approval of the world, did not stand so high in the estimation of its author as "*Persiles and Sigismunda*," which dying he left to his widow, and had the weakness to prefer to *Don Quixotte*.

How rapid must have been the development of Pascal's powers, when at sixteen he produced the best treatise known since ancient times; and when, at twenty-three, he demolished one of the greatest errors of ancient philosophy! He ran the round of worldly knowledge, exhausted the fountains of science, and took to divine learning at the period when most men are just beginning life. "He fixed," says Chateaubriand, "the language spoken by Bossuet and Racine, and gave the models of the most finished wit and the most powerful reasoning, and, in the intervals of pain from a lingering disease, resolved the most difficult problem in geometry, and embodied thoughts [his *Pensées*] which partook as much of God as man." Like most men who live fast—bodily or mentally—Pascal died young, in his 39th year, if we are not mistaken.

It is often observable, that the same judgment in the same words may be often passed upon works of a much dissimilar character, even when the critic does not deal in generals. Thus, the following epigrammatic criticism of La Bruyere upon Rabelais applies to a modern work, one of the most popular in the English language, but of a very different character from that of the celebrated Frenchman: "His book is incomprehensible, an inexplicable enigma, a chimera; it is the face of a beautiful woman in other

respects terribly deformed; it is a monstrous compilation of moral beauty and vile corruption. What is bad of it, is of the worst description,—the height of vulgarity. What is good, is most exquisitely so,—the perfection of delicacy." Might not *Don Juan* be the work thus characterized?

But we might go on for hours speculating on the theme before us, without pausing for "lack of argument" in our desultory reflections. Yet there is one name there that we can hardly pass over without dwelling upon for a moment. There are few cultivated minds that have not been sometime touched by *Rousseau's* exquisite but perverted sentiment, though shrinking from the taint of his false spirit of Philosophy. The factitious feelings and thoroughly sophisticated state of *Rousseau's* heart are, we think, easily traceable. The soul of man is a machine that, to work freely, must be left unwatched and unobserved, not only by others, but by itself. That dissecting of the heart, and philosophizing upon its emotions, of which *Rousseau* and Lord Byron were so fond, tends at once to trammel the operations they would examine, and change their character in the very act of development. The heart, to play freely, must be left wholly to itself; and the knowledge of it elicited by a scrutiny so close, that it almost anticipates the birth of every emotion, is worth no more than the confessions wrung from weakness by the Inquisition. In this way, *Rousseau's* own heart became so perverted, that only the diseased mind of a sentimentalist can sympathize with him in his views of human nature, colored as they were by the sullen hues of a disordered imagination, that saw everything through its own unhappy medium. His writings, we are willing to think, will never be so popular again as they once were; for the more a manly and just tone of sentiment pervades society, such subtle refinings as his will become depreciated. The mind that is directed by true principles, and warmed by real feeling, recoils with contempt from that pseudo-refinement which busies itself with fancied misery, and yet shrinks with disgust from sympathy with actual wretchedness, and those squalid attributes of poverty, which, in the real world so often offend the eye that weeps over them in that of fiction. The philanthropy of such people is like the breeding of those whose gentility consists mainly in the gloss of their clothes—both vanish upon contact with bodies which call out the genuine sentiment, when it exists.

Rousseau made his debut in the literary world in 1750, when "his answer to the question whether the revival of letters had contributed to the improvement of public morals," was crowned at Dijon. It was ten years after, that his *Nouvelle Heloise*, with all its defects the most fascinating novel that ever was written, appeared. In this fiction, so exquisitely is the veil of purity woven around licentiousness, that in spite of the wildness and paradoxical character of many of his other writings, full of genius as they are, *Rousseau* would, in the words of *Madam Boufflers*, have had a great character for virtue, had he died without making a confession. *

The *National Gazette* objects to the suggestion that a copyright be secured in this country to any new edition of the works of *Scott*, on the ground, first, that "the representatives of Sir Walter Scott will not need the favor;" and secondly, that the example "would be inconvenient and injurious." We hope, and indeed believe, that as a "favor" to the family of *Scott* this may not be needed. The act of homage, however, might still be performed as a national act; and we know of no other way in which, as a nation, such homage can be shown, in testimony of the delight and instruction which Americans have derived, and for ages will continue to derive, from the works of *Scott*, and as a high

excitement to other gifted minds to labor for a like reward.

On the general subject, moreover, of assuring the copyright to an author throughout all nations where the language he writes in is a common one, we are disposed to believe that such a regulation would be both just and politic.

[From the National Gazette.]

Our friend of the New York American may see by the annexed paragraph, who would be benefited by the success of a motion in Congress, for a copyright in favor of the heirs of Sir Walter Scott.

"SIR WALTER SCOTT.—In our last we mentioned, on the authority of a contemporary, the idea of the extension of the copy-right of Sir Walter Scott's works, to fifty years, so as to provide for the family. Our actual friends of the press, both here and in London, have in all these well-meant effusions run too fast. They do not stop to ask Sir Walter Scott's family if the plans in view are agreeable to them—and they seem to be ignorant of what is well understood here, that Mr. Cadell, the bookseller, is the proprietor of one-half of all Sir Walter Scott's works, which, we think, will be an effectual bar in the way of any application to Parliament, such as is pointed at, and sagely calculated on."—[Scotsman.]

This is conclusive certainly against the granting of any copy-right here, in the case, and under the circumstances referred to.—[Ed. N. Y. Am.]

AN ENGRAVING OF WASHINGTON IRVING, in mezzotint, by Turner, from a portrait by Stewart Newton, which C. S. Francis has sent us, is the only one we have seen that does justice to the fine expression of the head and face of the *Biographer of Columbus*.

MILTON.—A correspondent who styles the sublime bard "a bantling of the British literati," proposes to take him over his lap, and treat the poet in true urochin style. But as we are unwilling to be accessory to such severity we must waive our correspondent's obliging offer "to prove by comparison with other writers that the great applause bestowed upon Milton and his *Paradise Lost* has not reason and good sense to support it."

We have received, and publish with the greatest gratification, the annexed address:—

The Executive Committee in aid of the Poles, have thought it their duty to re-organize themselves, in order to solicit, in this public manner, from their fellow-citizens, further contributions for the present maintenance of several individuals of that suffering and devoted nation, who, by exile in a foreign land, seeking to avoid slavery at home, have cast themselves upon the benevolence of the American People. The Committee know them to be in absolute destitution—several of them females and children—all ignorant of our language, customs, and mode of gaining a livelihood. Humanity demands that we should succor them; and every sentiment in a freeman's breast seconds their appeal.

Contributions, however small, sent to James G. King, Treasurer, 42 Wall street, will be appropriated with fidelity and despatch, for he gives twice who gives quickly.

WM. A. DUER,
JAMES G. KING,
AARON O. DAYTON,
RICHARD R. WARD,
FRANCIS OLMSTED.

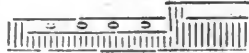
The West Point Cadets, with the liberality and spirit which characterize them on all occasions appealing to the generous feelings of Liberty and Patriotism, on Thursday, as we learn, transmitted \$500 to the Treasurer of the Polish Committee, as their contribution for the relief of the gallant exiles of Poland thrown destitute on our shores.

On Monday next the Congress of the U. States will assemble at Washington.

CUSTOM HOUSE.—It is said that the property in the rear of the old Custom House is purchased by Government, and that a new and splendid building is to be erected on the same spot, facing on Wall street, running back to Pine, and presenting three fronts, viz: on Wall, Nassau and Pine streets.

[FOR THE NEW-YORK AMERICAN.]

Mr. Editor:—If an economical and expeditious mode of making posts for fences would be a desideratum to any of your readers, the within sketch and explanation are at your service.



It almost explains itself. After you have hewn your post *entire*, which must obviously be from 18 inches to 2 feet longer than is required for a single one, saw it half through, at equal distances from each end, but on opposite sides; then split it down the middle, and you have two good posts with a little more than the trouble of one. For post and rail fences, mortise it first, and proceed in the same way. [?]

We have represented the above diagram as well as we could with types.

SUMMARY.

The Hanover packet ship, arrived here from New Orleans, confirms the safe arrival of the Alabama.

Loss of the ship *Pulaski*.—The suspense which various reports had created respecting the fate of this vessel is now at an end. Happily her crew and passengers are all safe. She sailed from this port on the 11th October, with about eighty persons on board, bound to Mobile, and eight days after was wrecked on Tortugas. The following letter gives all the particulars that have reached us:

Copy of a letter from Capt. Post, of the ship *Pulaski*, dated Key West, Nov. 9th, 1832.

You have no doubt heard of my misfortune before this reaches you. My passengers have proceeded to Mobile in safety. I had not a murmur from them, they were satisfied it was an unforeseen accident. The details of my misfortune are too long to mention; they are all owing to smoky weather and a lee current. The land appeared twelve miles distant when the ship struck, and I had no idea of laying three hours, but the wind sprung up to a gale at S. E., and we could not get an anchor out; it continued to blow, with a heavy sea on, for twelve days. I had no assistance. Two-thirds of the cargo will be badly damaged, but the greater part saved. The tide rises and falls in the ship, though she does not appear to be much wrecked. It is my impression the rocks have chafed through her, fore and aft, as she filled very quick after she commenced leaking. I am in hopes to have assistance from Mobile soon. I am, &c., yours, E. D. Post.

FATAL ACCIDENT.—On Monday evening, about 6 o'clock, as Mr. James B. Paterson was passing into Broadway from Canal street, he was ran over by a dray horse which had taken fright, and so badly injured, that he died yesterday morning. A woman was also hurt, and taken to the hospital. Mr. Paterson was an old and respectable inhabitant of this city.

FROM NEW ORLEANS.—Favorable accounts were received recently from New Orleans. Letters to the 11th inclusive, give the most flattering advices respecting the health of that city. There was a severe frost on the night of the 9th, which had put an end to the yellow fever, and the deaths from cholera had decreased to about thirty a day from 200.

The St. Louis (Missouri) Republican of the 13th inst. says—"It affords us heartfelt satisfaction to be able to announce that the Cholera has entirely disappeared from this city. No cases have occurred since Monday of last week."

The Galenian of the 24th ult. under a postscript says,—"Just as our paper was going to press, a gentleman arrived at Rock Island, from whom we learn that the cholera is raging among the Sacs and Foxes. Among the victims already fallen a prey to its ravages is Keokuck, their newly crowned and renowned Chief."

The Nashville Banner of 12th inst. says, "whatever doubts and surmises have existed in regard to the appearance of the Cholera, we have now the pleasure of stating that there is no case in Nashville bearing the symptoms of that disease or calculated to excite even the slightest suspicions of its present existence here."

FRANKLIN, (LOU.) Nov. 7.—The Cholera.—This loathsome disease has at length made its appearance in this parish, both above and below this village. The number of cases which have occurred in this parish, as far as we can learn, are ten; two whites and eight colored, all of which terminated fatally!

[From the Albany Argus.]

CANAL REVENUES.—The following is a comparative statement of the sums paid into the treasury for salt duties, and tolls on the canals of the state, for October 1831 and 1832:

| Tol s. | 1831. | 1832. |
|-----------------------|--------------|--------------|
| Erie & Champ. canals. | \$177,853 94 | \$206,686 74 |
| Oswego | 1,959 44 | 3,067 89 |
| Cayuga & Seneca | 1,629 37 | 1,864 88 |

\$181,442 75 \$211,619 51

Increase of tolls for Oct. 30,176 76

Salt Duties, 27,054 30 33,930 12

Increase of salt duties for Oct. 6,875 82

Total increase of canal revenue for tolls and salt duties, for the month of October, compared with last year, THIRTY-SEVEN THOUSAND FIFTY-TWO DOLLARS AND FIFTY-EIGHT CENTS.

Fatal Accident.—We regret to learn, that yesterday afternoon a son of Mr. Isaac Crocker, of this city, aged about nine years, was accidentally precipitated from the front door in the upper story of the grocery of Mr. Hakes, in River street. He fell upon his head, on the pavement of the side walk, by which his skull was terribly fractured, and the injuries he sustained were so severe as to cause his death, in about three hours after the accident happened.—[Troy Sentinel.]

Great Expedition.—A letter from a friend, dated Cincinnati, the 17th Nov. says: my goods which left New York on the 15th Oct. has already arrived at Louisville. The transportation of goods, via New Orleans, in the short space of thirty days is truly astonishing; but, a few years since, previous to navigation by steam, it often required three months to transport goods from New Orleans to Louisville.

Diabolical!—On Tuesday last as one of our most respectable citizens was walking home to his dinner, he was seized by that well known offender, W. B., who held him by the button, and for the space of three quarters of an hour, (without the slightest provocation) inflicted upon him a severe and uninterrupted succession of "devilish good stories," every one of which he had heard ten times before!

Unfortunate Occurrence.—On Friday, the 2d instant, four young men started from this city on a fishing excursion, and nothing was heard of them by their friends here, until Saturday last, when news was received that three of them had arrived at New Orleans in a vessel that had taken them up, after they had been blown out to sea, on the Monday following their departure from this city. The other had been drowned on the preceding Sunday. The name of the young man drowned was Samuel Jones; the names of the three who were saved are George Poiner, William Williams, and David Ford. Williams is a resident of Williamsburgh, and the others, we believe, resided in this city.—[Daily Sentinel.]

Fire! Fire!—Advices from New-York state, that much property has lately been lost in that place by fire. It is no doubt, the work of design, and the incendiary, who is well known, and is a female, is suffered by the authorities to go large; there being, it is said, no law against the peculiar kind of arson to which she is addicted. This is to be lamented, as the crime is of a most atrocious character. It will scarcely be credited, but it is said, that this inhuman creature (who is in the bloom of youth, and of surpassing beauty) sets fire, with the cruelty of a fiend, to human hearts! (of the male sex exclusively) and takes a strange delight in witnessing their conflagration. The instruments which she uses for this purpose are *her eyes*. The offender is from the South, where she has already committed great havoc. Luckily, in New-York the articles in question being generally fire-proof seldom sustain material damage. Still, the suffering of some inexperienced young men is considerable, and excites much commiseration among their friends. The property of Mr. Z. and Dr. Y. has been greatly damaged. Mr. —, the young Barrister, has lost his out-houses, which, however, were old and out of repair. Upon a late festive occasion, when much of the youth and fashion of the place was assembled, this beautiful culprit appeared, her natural loveliness, set off with exquisite art and taste, and was so successful in her diabolical designs, that there was not a male heart present which was not in full blaze! The indignation of the ladies at these outrages is said to be excessive.—[Boston Truth-Teller.]

Accident.—Poulson's American Daily Advertiser, (received last evening, by the Railroad Line) says:—"We understand that one of the New York Railroad Line of Stages was upset yesterday, and Mr. Wardell, of New York, slightly injured."

Great Sport.—Letters have been received from Mr. —, the great critic, who for some months past has been absent on a sporting tour. He writes in high spirits, and seems to have met with great success. At N— he bagged three poets and several miscellaneous writers. He likewise took down an old metaphysician, at a very long shot; but the wound not being mortal, the animal hobbled off to some persons in a neighboring field, who would not suffer Mr. — to approach. For poets he uses mustard seed and takes them on the wing; for solid writers a single ball. Tragic writers plenty, but very thin, and so tame as to afford no sport.—[Northern Light.]

A steamboat called the Pioneer, was lately launched at Macon. With a load of cotton equal in weight to what is supposed will be that of her engine, she draws only 20 inches of water. She has gone to Darien to receive her machinery.

Match against Time!—C. N. Esq., backed that famous old story-teller P., to talk from 5 P. M. at the dinner table, till 6 the next morning for 100L.; he (P.) to know nothing of the bet, and it being understood that after seven o'clock in the evening, no other gentleman present should say a word, or give any sign of intelligence. On Saturday last, a select party met at the Cock and Bull, Dutch street, to determine the wager; the chambermaid entering the room at eight o'clock in the morning found things in the following state:—Every gentleman, with the exception of P., was sound asleep. P. was lying on his back under the table still talking! She heard the following words: "That's a good one—I never told that—ha! ha! ha!—Jack pass the bottle." Here she agitated him gently with her foot. "Sir, it's morning!"—"Morning!"—"That's a good one—that puts me in mind!"—[Durham, (Eng.) Whig.]

Affray.—It is with regret we have to record another serious affray, that took place in this city on Saturday night last. A man named McDole, residing on the corner of Snow and Broad streets, and another person, named Michael Wallace, had a quarrel in the evening. In the night, Wallace, armed with a club, broke into the apartment where McDole and his wife slept. He attacked the woman, beat her severely, and fractured her skull in several places. Wallace was arrested, and is in safe custody. Mrs. McDole was living when we last heard from her, but her physicians thought she would not survive long.

Caution!—A young man of good address and plausible manners, to whom we will not now more particularly refer than to say, that he may generally be seen about 12 o'clock, on the steps of one of our fashionable hotels, has several times lately been detected in the pitiful practice of punning. Strangers should be on their guard. The city is now full of these people.

A large Fish!—Miss E. of our village has been so fortunate as to take the largest trout (in our opinion) that ever swallowed a hook in Suffolk. He was a shy old fellow, whose haunts were well known, and had been angled for in vain by some of the best fishers in the county; he had not nibbled for two years. Miss E. fished for a long time very patiently with apparently no prospect of success, until it occurred to her to sprinkle her bait with a little oil of sentiment. She perceived from behind the bush where she stationed herself (no surprise) that this stratagem had soon a very perceptible effect. The old trout first wriggled, as if he was uneasy—she all the while holding her line perfectly still and steady—and then approached very cautiously, till at length opening his mouth, he fairly swallowed the hook. She succeeded in landing him, with some difficulty however, owing to his very great size. Not weighed; but cannot be less than 360,000—decidedly the largest fish taken on this island for ten years.—[Suffolk Star.]

CHARLESTON, Nov. 21.—The schooner Cicero, Captain Fentess, with 54 of the steerage passengers, and Dr. Stone, one of the cabin passengers of the brig Amelia, at Folly Island, sailed yesterday for Mobile. The crew, and the remainder of the cabin and steerage passengers, refused to go in the Cicero, and still remain on the Island.

Disaster in the Chesapeake.—A letter to the editors of the Norfolk Beacon, dated 23d inst. states that "Capt. Missex of the schr. Little Mary, of Baltimore, from Petersburg, bound to Norfolk, laden with flour, died on Tuesday, 21st inst. After which, the remainder of the crew, composed of one man and two very small boys, said to be sons of the captain, undertook to carry the boat to Norfolk, for the purpose of delivering the cargo and interring the corpse: when to their utmost misfortune, they ran the schooner ashore on Bennett's Shoal, a little above Pagan Creek, where she sunk, and the load was washed off, a part of which has been taken up by a schooner belonging to Burwell's Bay."

Distressing.—On the night of the 10th inst. the house of a Mr. Beers, of McLean Village, Tompkins county, was destroyed by fire; and two of the children of Mr. Beers, one about eight, and the other about five years of age, perished in the flames. Their remains were found the next morning burnt to a crisp. Mr. Beers and his wife were absent from home on a visit to Ithaca, having left their house in charge of a hired girl, when the dreadful intelligence was conveyed to them. The mother looked the picture of distress—utterance was for a time denied her. Her feelings of course cannot be described.

A successful operation of lithotomy has been performed on a man of 50 years in Philadelphia, by Dr. J. Randolph, in presence of Drs. Phosick, Horner, La Roche, Rush, and others.

The Norfolk boat yesterday brought the unpleasant information that the Tobacco manufacturing establishment of Messrs. Myers, at Richmond, was burnt down on Saturday night. It was the most extensive concern of the kind in the United States.—[Balt. Paper.]

Generosity of the Citizens of New Orleans.—We have seldom witnessed a more liberal spirit than has been manifested by the citizens of New Orleans, during the distress, sickness, and death, which surrounded the few inhabitants here, paid to relieve the suffering poor in four days upwards of \$14,000, viz.—donations 1st day, 5th inst. about \$4000; 2d day, 5000; 3d day, 2000; 4th day, 3000.—\$14,000.

KEENE, N. H., NOVEMBER 22.—**Distressing Occurrence.**—The house of Captain Amos Kidder, of Alstead, East Parish, took fire on Saturday morning last, about two o'clock, and was burnt to the ground with nearly all its contents. Capt. Kidder and his wife, who slept in a lower room, had but just time to escape; but what is the most distressing, his daughter, a young lady about 19, and a boy, the son of Mr. Carlton of Walpole, perished in the flames. The fire is supposed to have taken in the kitchen from wood laid against the ash-hole. The remains of the deceased were afterwards found some distance from their beds, making it evident that they had attempted to escape their fate.

The Washington Globe of Saturday has the following:—

The Secretary of the Treasury acknowledges the receipt of five hundred dollars, transmitted anonymously by the mail from Philadelphia, "for duties on goods not before accounted for."

Treasury Department, Nov. 22d, 1832.

Fire at Boston.—On Wednesday morning, a fire was discovered in a brick building in State street, opposite the City Hall, in Boston. The interior of the building and the roof were entirely burnt before the fire was extinguished. During the conflagration a canister of powder containing about three pounds, kept for private sporting, exploded in the office of Mr. Center. Several persons were knocked down by the concussion, and two of them severely burnt.

After the fire had been got under, and all the engines but one had retired, the roof of the old State House, occupied as the city Hall, was found to have taken fire from the sparks thrown out from the former building. It was extinguished however, without any further damage than the destruction of the attic story, and the flooding of the lower rooms.

The injury done to the building is estimated at from 5000 to \$6000. On the first floor of the Hall is the Post Office, and Messrs. Topliff's Reading Room. The Chambers were occupied by the Board of Aldermen, City Council, City Treasurer, Health Office, Auditor, and other City Officers.

The letters and papers in the Post Office were all preserved, but its business was necessarily suspend for the day. The Treasurer's books and accounts, the City Records, and every thing of much value, were saved. The Messrs. Topliff were put to some

temporary inconvenience, in common with their numerous patrons, but the bulletin board and marine journals were temporarily removed to the Hope Insurance Office.

[From the Albany Argus, of Tuesday.]

OFFICIAL CANVASS OF THE VOTES FOR GOVERNOR.—The last return, being the canvass of St. Lawrence, was received at the Secretary's office at 12 o'clock yesterday. The canvass of the votes for Governor was completed last evening, and is as follows:

| | Marcy. | Granger. | Rep. maj. | Coal. maj. |
|---------------|---------|----------|-----------|------------|
| 1st District, | 24,325 | 17,297 | 7,028 | |
| 2d " | 22,198 | 15,683 | 6,515 | |
| 3d " | 20,202 | 17,423 | 2,779 | |
| 4th " | 18,819 | 18,800 | 19 | |
| 5th " | 21,979 | 19,751 | 2,228 | |
| 6th " | 21,803 | 18,699 | 3,104 | |
| 7th " | 18,912 | 18,879 | 33 | |
| 8th " | 18,172 | 30,146 | | 11,968 |
| | 166,410 | 156,672 | 21,706 | 11,968 |
| | | | 11,968 | |

Majority for Marcy, 9,738

MISCELLANY.

The Cotton Manufacturers of France.—The French Cotton Manufacture has increased with great rapidity since the peace, as appears from the fact that the quantity of cotton wool imported was 25,000,000 lbs. in 1810, and is between 80 and 90,000,000 lbs. at present. The French, however, can never rival the English in this manufacture, and, though they have nurtured up great manufacturing communities who have rapidly gained wealth, this is at the expense of all the rest of France. The cost of fitting up a cotton mill with Machinery at Rouen is at least one-third more than at Manchester; fuel is four times as dear; and the working and repairing of the machinery must therefore be far more expensive and difficult. Many of the machines are brought from England. The fact that cotton goods are now three or four times as dear in France as in England is a decisive proof that this government has judged ill in compelling so much capital and labor to take so unprofitable a direction. It is true the French manufacturer may gain a profit on his dear goods whilst the cheap goods of England are rigorously excluded; but it is an advantage to the French nation generally to foster such a branch of industry, at the expense of buying the products of that industry at three or four times the price for which similar goods might have been bought across the Channel? But the mischief is now done.—Hundreds of thousands of pounds have been invested in machinery, buildings, and materials, and many thousand hands have been trained up to the manufacture here, and at St. Quentin, Cambay, Lisle, Paris, and in the department of the Haut Rhin.—The result is, the French make cottons for themselves, but at what cost? Is this not the rob-Peter-to-pay-Paul system? Why should the vine-dressers of the Garonne and the Rhone be made tributary to the manufacturers of the Seine and the Meuse? If the latter could supply them as cheaply and as well as other countries, there would be no injustice, and in that case the manufacturers would have needed no protection; but to compel every woman and girl in France to pay three or four times as much as is needful for her gown and petticoat, in order to make the vain show and boast of manufacturing prosperity, is as unjust as it is absurd. It is obvious that the French cotton manufacturers can never supply other nations with their goods; France must have all the benefit, or rather all the cost, of supporting the system herself. This being the case, the manufacturing prosperity of Rouen rests on a precarious foundation, seeing that it can only be upheld at the expense of the agriculture, the wine trade, and the foreign commerce of France. Peradventure it is not much more wise for us to grow corn almost twice as dear as we could buy it in the Baltic. To cultivate poor land at the expense of the whole community, is as foolish as it is to force manufactures against natural disadvantages by a similar tax on the people at large. Where bad laws have already created extensive interests, governments should indeed alter those laws prudently and gradually; but whether it is better to make the needless sacrifice of manufacturing or agricultural capital in abandoning a vicious system, or to continue to pay so heavy an annual tax on all the food or all the clothing of people, is plainly a matter of arithmetical calculation. To me the former seems incomparably the less evil of the two.—[A foreign Winter.]

We are indebted to Peabody & Co. the American agents of the London Athenæum, for a highly interesting number of that journal, containing a biography of Sir Walter Scott, by Allan Cunningham, who, with Leigh Hunt, Hood, Hervey, the three Howitts, Miss Jewsbury, Charles Lamb, Leitch Ritchie, and other popular writers, is numbered among the contributors to that journal; considered the best literary, as the Spectator is the best miscellaneous weekly, in London. The following are extracts:

Sir Walter Scott could claim descent from a long line of martial ancestors. Through his father, whose name he bore, he reckoned kin with those great families who scarcely count the Duke of Buccleuch their head; and through his mother, Elizabeth Ruthford, he was connected with the warlike family of Swinton of Swinton, long known in the Scottish wars. His father was a Writer to the Signet, in Edinburgh, and much esteemed in his profession, but not otherwise remarkable: his mother had great natural talents, and was not only related to that lady who sung so sweetly of the 'Flowers of the Forest,' but was herself a poetess of taste and genius, and a lover of what her son calls "the art unteachable, untaught." She was acquainted with Allan Ramsay, and intimate with Blacklock, Beattie, and Burns. Sir Walter, the eldest of fourteen children, all of whom he survived, was born in Edinburgh, on the 15th of August, 1771. Before he was two years old, he received a fall out of the arms of a careless nurse, which injured his right foot, and rendered him lame for life: this accident did not otherwise affect his health; he was, as I have been informed by a lady who chanced to live near him, a remarkably active and dauntless boy; full of all manner of fun, and ready for all manner of mischief. He calls himself, in one of his introductions to *Marmion*—

A self-willed imp; a grandame's child.

And I have heard it averred, that the circumstance of his lame foot prompted him to take the lead among all the stirring boys in the street where he lived, or the school which he attended—he desired, perhaps, to show them, that there was a spirit which could triumph over all impediments.

Scott is said to have been an indolent student; he says otherwise himself, and no one need doubt his assertion; indeed, his works of fiction are all more or less impressed with the stamp of law; and Gifford, the sarcastic editor of the *Quarterly Review*, made it a matter of reproach, that his plots were law pleas, and that he had too much of the Court of Session in his compositions. This was by way of requital for having drawn the critic's character in that of Sir Mungo Malagrowth, and, therefore, ought not to be considered as an objection of much weight. "The severe studies," Scott observes, "necessary to render me fit for my profession, occupied the great part of my time, and the society of my friends and companions, who were about to enter life along with me, filled up the interval with the usual amusements of young men. I was in a situation, which rendered serious labor indispensable; for neither possessing on the one hand, any of those peculiar advantages, which are supposed to favor a hasty advance in the profession of the law, nor being on the other hand exposed to unusual obstacles, to interrupt my progress, I might reasonably expect to succeed according to the greater or less degree of trouble which I should take to qualify myself as a pleader."

A work which has not the merit of originality laid the foundation of Sir Walter's fame: this was the 'Minstrelsy of the Scottish Border,' in three volumes; two of which contained genuine old ballads, and the third imitations; the whole illustrated with notes more valuable, and infinitely more amusing, than the ballads themselves; nor is it unworthy of remark, that they came from the press of Ballantyne at Kilmarnock—a name since grown famous for beautiful type and elegant arrangement. It was received with universal approbation.

The first fruit of his defection from the weightier matters of the law, was the 'Lay of the Last Minstrel,'—a poem of such beauty and spirit, as more than justified his choice, had any one been disposed to censure him for forsaking "law's dry musty arts," and entering into the service of the muse. The history of the rise and progress of this poem, the author has himself related. It chanced that the young Countess of Dalkeith came to the land of her husband; and as she was desirous of becoming acquainted with its customs and traditions, she found many willing to satisfy her curiosity; amongst others, Mr. Beattie, of Mickledale, who declared he had a memory for an old-world idle story, but none for

a sound evangelical sermon, was ready with his legends, and, with some others of a less remarkable kind, related the story of Gilpin Horner. "The young Countess," said Scott, "much delighted with the legend, and the gravity and full confidence with which it was told, enjoined it on me, as a task, to compose a ballad on the subject. Of course, to hear was to obey; and thus the goblin story, objected to by several critics, as an excrescence upon the poem, was, in fact, the occasion of its being written." How the goblin page could have been spared out of the poem, no critic took it upon him to say: his presence or his power pervades every part: much that is done in war or love is influenced by him; and we may as well require the sap to be taken out of a tree in spring, with the hope that it will live, as take away the page and the book of gramerly: the interest of the poem depends, in short, upon the supernatural; and the supernatural was the belief of the times, of which the poet gives so true an image.

Having got a subject from the lips of a lady, the poet says; he took, for the model of his verse, the 'Christabel' of Coleridge, and immediately wrote several passages in that wild irregular measure, which he submitted to two friends of acknowledged taste: they shook their heads at verses composed on principles they had not been accustomed to: they looked upon these specimens as a desperate departure from the settled principles of taste, and as an insult to the established maxims of the learned and the critical. They made a full pause at the startling line—

Jesu Maria, shield us well!—

took up their hats, and went on their way. It appeared, however, that on their road home they considered the matter ripely, and concluded that, tho' both the subject and manner of verse were much out of the common way, it would be best for the poet to go on with the composition. Thus cheered, the task proceeded; but the author, still doubtful, or perhaps willing, like Pope, to soothe churlish criticism, submitted it to Mr. Jeffrey, who had been for some time distinguished for critical talent; the plan and verbiage met his approbation; and now, says Scott, "the poem, being once licensed by the critics as fit for the market, was soon finished, proceeding at the rate of about a canto a week. It was finally published in 1805, and may be regarded as the first work in which the writer, who has been since so voluminous, laid his claim to be considered as an original writer."

To conceal the hand that penned so rapidly these charming fictions, (the Waverly Novels,) Scott still openly kept the field as an author, and not only wrote a poem on the battle of Waterloo, but a prose account of that memorable strife, which far exceeds the description he afterwards inserted in his 'Life of Napoleon.' The poem, though full of the whirlwind of battle, and vivid and animated in an extreme degree, met with a sharp reception from the critics;—not so Paul's prose relation which coming without a name, and evidently the work of one who had made inquiries among the chief officers, and mastered all the incidents and localities of Waterloo, was greeted with much cheering and many welcomes. During this busy period all writers seemed busy save Scott:—to those friends who visited him he was seldom invisible. He performed the duties of a friend to his friends—of father to his children—of a master to his household—and of a sheriff to the county—soothing differences and healing discord; and did not at all appear oppressed with these duties: he still was at leisure, and found time to arrange and publish the Poems of Anna Seward, the Life and Works of Swift, Lord Somers's Tracts, Sir Ralph Sadler's State Papers, and the Border Antiquities of England and Scotland. All this strengthened the arguments of those—and they were many—who refused to believe that he was the author of the Waverly Novels. Several persons, to whom, either in seriousness or derision, they were attributed, put on a look of reserve and mystery, and talking in the manner of men embarrassed by a secret of which they dread the discovery. All this must have been amusing in a high degree to such a man as Scott, who had an eye and an ear for the ridiculous, and could enjoy the absurdities of his friends and acquaintances without seeming moved.

I have said that Pitt and Fox smiled on the minstrel and his works; the former, it appears, expressed a desire to William Dundas to be of service to the poet; and the situation of a principal clerk in the Court of Session having been pointed out as likely to be soon vacant, arrangements were made by which the incumbent was permitted to retire on his full salary, the poet performing the duty gratis till death should render it no longer necessary. Pitt

died before he could sanction this arrangement, tho' the commission lay in the office ready for the signature of His Majesty. What was left undone by Pitt was fulfilled by his successor, Fox, for Earl Spencer, in the handsomest manner, gave directions that all should be completed as Pitt had planned. For five or six years the poet labored without recompense; at last all obstacles were removed, and he obtained the emoluments of his situation. For these marks of ministerial kindness, Whig and Tory, Scott speaks with the most humble thankfulness; he was certainly the best judge, at least, of his own feelings, but when we consider that the Court of Session requires such services, and that the places are filled up with men who cannot have a tithe of his talent, our admiration of government patronage will be lessened.

It was with the advice of Erskine, that, in 1796, he published a poem called 'The Chase,' and the ballad of 'William and Helen' from the German. "In this little work, (says a northern authority,) indications were to be found of that leaning towards romantic incident and parade of chivalry, which has since characterized Mr. Scott's greater works, and given a new tone to the public feeling in matters of poetry." In 1799 he published 'Goetz of Berlinghen,' from the German of Goethe. None of these productions was of such moment as to carry his name beyond the circle of his more immediate acquaintances: the German literature, with many brilliant things from nature, is too startling and grotesque, though sobered down by the taste of such excellent translators as Carlyle, Lord Francis Gower, and Coleridge. Even the two fine ballads of 'Glenfinlas,' and the 'Eve of St. John,' were thought to have a touch too much of the German spirit. *

It was thought the author wished to show that high life had its miseries too, when he wrote the 'Bride of Lammermoor.' There is an air of sadness shed largely over this whole composition: though we dislike the touchy haughtiness of Ravenswood, we give him our sympathy largely, as the last of his race, and one whose fate has been settled by prophecy before, as the witch-wife said, "the sark gae o'er his head." There is a poetic, a tragic grandeur about the romantic, which lifts it high into the regions of imagination: the approaching fate of the Master is shadowed out in almost every page; the creaking of the old crenes; the conversation with John Mortshaugh,—it is needless to particularize more—all indicate coming destruction. With the exception of 'Kenilworth,' it is the most melancholy of all the works of Scott. The scene is laid on property belonging to the family of Hall; and I was present when Captain Basil Hall purchased sixty-one pages of the original manuscript for fourteen guineas: it is generally known that the outline of the story is true: and that this great domestic tragedy was wrought in a family of respectability and name.

When I went to Sir Walter's residence in Piccadilly, I had much of the same palpitation of heart which Boswell experienced when introduced to Johnson: he welcomed me with both hands, and with such kind and complimentary words, that confusion and fear alike fled. He turned the conversation upon song, and said, he had long wished to know me, on account of some songs which were reckoned old, but which he were assured were mine; "at all events," said he, "they are not old—but are far too good to be old: I dare say you know what songs I mean." I was now much embarrassed; I never owned the songs nor denied them, but said, I hoped to see him soon again, for that if he were willing to sit, my friend, Mr. Chantrey, was anxious to make his bust—as a memorial, to preserve in his collection, of the author of 'Marmion.' To this he consented. While Sir Walter remained in London, we had several conversations, and I was glad to see that he was sometimes pleased with what I said, as well as with what I did. So much was he sought after while he sat to Chantrey, that strangers begged leave to stand in the sculptor's galleries, to see him as he went in and out. The bust was at last finished in marble; the sculptor labored most anxiously, and I never saw him work more successfully: in one long sitting of three hours he chiselled the whole face over, communicating to it the grave humor and comic penetration for which the original was so remarkable. This fine work is now in Abbotsford, with an inscription, saying, it is a present to Sir Walter Scott from Francis Chantrey;—I hope it will never be elsewhere. *

Death of Andrea, Husband of Queen Joanna of Naples.—On the night of the 18th September was perpetrated the crime of which, from the manner of

its previous arrangement, Queen Joanna is accused of having been an accomplice. After having retired to the couch of the young Queen, Andrea was suddenly awaked, in the dead of the night, by his attendants, with a message that some of the ministers had arrived to inform him of a serious tumult which had occurred at Naples, and called for his immediate presence. The prince rose in haste and left the chamber, the door of which, it is stated, was instantly locked behind him. In the passage he was met by Charles of Duzarro, Beltram, and a Count Treliano, who at first amused him with some feigned account, until they had conducted him into the chamber appointed for the dead. Then Beltram seized the prince by his hair and tried to throw him down. Turning round upon him, Andrea exclaimed, "What audacity is this?" When, being assisted by the others, Beltram at length flung him upon the ground. The prince resisted to the last, seized the assassin's hand in his mouth, nor loosed his hold, it is said, until he had actually bitten the part off, which was afterwards found between his teeth! Treliano threw himself upon the prince as he lay, and, assisted by Carlo, passed a noose round his neck, with which he was most inhumanly strangled. The barbarous act was so soon committed than the conspirators hastened to conceal the body; but, as they were proceeding down the stair-case, the sound of approaching footsteps again drove them into the hall, where, in the terror of the moment, they threw the corpse from the window into the garden, without taking the cord from the neck.—[Landscape Annual.]

POETRY.

[From Blackwood's Magazine.]

THE VOICE OF THE WIND.

—Gray's Letters.

"There is nothing in the wide world so like the voice of a spirit.

Oh! many a voice is thine thou Wind! full many a voice is thine,

From every scene thy wing o'er sweeps, thou bear'st a sound

And sign,

A minstrel, wild, and strong thou art, with a mastery all thine

own;

And the spirit is thy harp, O Wind! that gives the answering

tone.

Thou hast been across red fields of war, where shiver'd hel-

met lie,

And thou bringest thence the thrilling note of a Clarion in the

sky;

A rustling of proud banner folds, a peal of stormy drums—

All these are in thy music met, as when a leader comes.

Thou hast been o'er solitary seas, and from their waste brought

back

Each noise of waters that awake in the mystery of thy track,

The chime of low, soft, southern waves on some green, palmy

shore,

The hollow roll of distant surge, the gather'd billow's roar.

Thou art come from Forests dark and deep, thou mighty rush-

ing Wind!

And thou bearest all their unisons in one full swell combined:

The restless pines, the moaning stream, all hidden things and

free

Of the dim, old, sounding wilderness, have lent their soul to

thee.

Thou art come from cities lighted up for the conqueror pass-

ing by,

Thou art wafting from their streets the sound of haughty re-

velry;

The rolling of triumphant wheels, the harpings in the hall,

The far off shouts of multitudes are in thy rise and fall.

Thou art come from kindly tomb and shrines, from ancient

minsters vast,

Through the dark aisles of a thousand years thy lonely wing

hath pass'd;

Thou hast caught the Anthem's billowy swell, the stately

dirges tone,

For a chief with his sword, and shield, and helm, to his place of

slumber gone.

Thou art come from long forsaken homes, wherein our

young days flew,

Thou hast found sweet voices lingering there, the loved, the

kind, the true;

Thou callest back those melodies, though now all changed and

dead—

Be still, be still, and haunt us not with music from the dead?

Are all these notes in thee, wild Wind! these many notes in

thee?

Far in our own unfathom'd souls their fount must surely be:

Yes! buried but not sleeping there, Thought watches, Memory

lies,

From whose deep Urn the tones are pour'd through all earth's

harmonies!

PORTRAIT PAINTING—BY L. E. L.

Divinest art, the stars above

Were fated on thy birth to shine;

Oh, born of beauty and of love,

What early poetry was thine!

The softness of Ionian night

Upon Ionian summer-day,

One planet gave its vesper light,

Enough to guide a lover's way;

And gave the fountain as it play'd

The semblance of a silvery shower,

And as its waters fell, they made

A music meet for such an hour:

That, and the tones the gentle wind

Won from the leaf, as from a lute,

In natural melody combined,

Now that all ruder sound was mute;

And odours floated on the air,
As many a nymph had just unbound
The wreath that braided her dark hair,
And sung the fragrant tresses round.
Pillow'd on violet leaves, which prest
Fill'd the sweet chamber with their sighs,
Lull'd by the lyre's low notes to rest,
A Grecian youth in slumber lies;
And at his side a maiden stands,
The dark hair braided on her brow,
The lute within her slender hands,
But hush'd is all its music now;
She would not wake him from his dreams,
Although she has so much to say,
Although the morning's earliest beams
Will see her warrior far away.
How fond and earnest is the gaze
Upon these sleeping features brown,
She who yet never dared to raise
Her timid eyes to meet his own.
She bends her lover's rest above,
Thoughtful with gentle hopes and fears,
And that unutterable love
Which never yet spoke but in tears!
She would not that those tears should fall
Upon the cherish'd sleeper's face;
She turns, and sees upon the wall
Its imaged shade, its perfect grace.
With eager hand she mark'd each line—
The shadowy brow, the arching head—
Till some creative power divine
Love's likeness o'er love's shadow spread.
Since then, what passion and what power
Has dwell'd upon the painter's art?
How has it sooth'd the absent hour,
With looks that wear life's loveliest part!

THE PARTING.

Oh! is it thus we part—
And thus we say farewell,
As if in neither heart
Affection e'er did dwell?
And is it thus we sunder,
Without a sigh or tear,
As if it were a wonder
We e'er held each other dear?

We part upon the spot,
With cold and clouded brow,
Where first it was our lot
To breathe love's fondest vow!
The vow both then did tender
Within this hallow'd shade—
That vow we now surrender:
Heart-bankrupts both are made!

Thy hand is cold as mine,
As lustreless thine eye;
Thy bosom gives no sign
That it could ever sigh!
Well, well! adieu's soon spoken,
'Tis but a parting phrase—
Yet, I fear heart-broken,
We'll live our after-days!

Thine eye no tear will shed—
Mine is as proudly dry;
But many an aching head
Is ours before we die!
From pride we both can borrow—
To part we both may dare—
But the heart-break of to-morrow
Nor you nor I can bear!

THE AMERICAN RAILROAD JOURNAL AND ADVOCATE OF INTERNAL IMPROVEMENTS will hereafter contain extracts from approved works upon the cultivation of *The Vine*, the rearing of Silk, and Agricultural subjects generally, in addition to its former variety of interesting matter. Its leading character, however, will continue as heretofore—that of advocate and promoter of internal communication.

Terms, \$3, to single subscribers, or to companies of ten, \$25 each. It will also be sent to any person at \$2 per volume, who will subscribe for two copies for two years at one time, or remit \$10, always in advance.

POSTMASTERS who are friendly to, and willing to act as Agents for the Journal will be furnished with a prospectus, by writing to the Editor, and will be allowed a fair commission for their services.

THE NEW-YORK AMERICAN is published DAILY at \$10 per annum, and SEMI-WEEKLY at \$4 per annum in advance.

Also, **TRI-WEEKLY**, containing all the reading, marine news, and advertisements of the daily paper, and the only Tri-Weekly paper published in the city of New-York. Terms, \$5 per annum in advance.

Letters, referring to either of the above papers, may be addressed (postage paid) to the Publisher, S1 D. K. MINOR, No. 35 Wallstreet, New-York.

TREES, GRAPE VINES, &c.
MRS. FARMENTIER, at the Horticultural Botanic Garden, Brooklyn, two miles from city of New-York, offers for sale a choice collection of Pear, Apple, Peach, Plum, Cherry, Quince Trees, &c.
Grape Vines, Ornamental Trees & Shrubs, Green-House and Herbaceous Plants.
Also, the Morue Mulcaulia, or true Chinese Mulberry, of which any quantity, not exceeding ten thousand, can be furnished.
N16 2aw3w

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes of any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Rope, the public are referred to J. B. Jervis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County Pennsylvania.
Palmyra, Wayne County, New-York,
1st mo. 22d, 1832.

THE NEW-YORK FARMER AND HORTICULTURAL REPOSITORY is now published at the office of the Railroad Journal, by the present Proprietor.

The *Farmer and Repository* is a monthly publication of 32 quarto pages, on beautiful paper, devoted to Agriculture, Horticulture, &c. It has heretofore been published by Mr. Samuel Fleet, but hereafter, it will be published by the present proprietor, who pledges himself to make it equal to any other agricultural paper published in this country. On the first of January next, it will be enlarged to the size of this Journal, and printed on new type—when a small portion of its columns will be devoted to the subject of *Making and Repairing Roads* upon the *M Adam* system, and to *Steam Carriages for Common Roads* with occasional engravings.

The terms are *Three Dollars per annum, in advance*. A specimen number, as it is to be published after the close of the present volume, will be published in a few days.

Persons subscribing for the ensuing volume previous to the *tenth of December*, and paying in advance, will be furnished with the November and December numbers of the present volume without charge.

* If any person should prefer to have it sent monthly instead of monthly, it will be sent to them in numbers of 16 pages each, but the monthly form, with a cover of colored paper, will be continued to those who prefer it.

FALL ARRANGEMENT.

THE PATERSON AND HUDSON RIVER RAILROAD continues in operation from Paterson to Aquackanonk, which is within ten miles of the Ferries at Hoboken and Jersey City, and until further notice, a passenger Car will depart from the Depots at those places daily, (Sundays excepted) at the following times:—

| FROM PATERSON. | | | FROM AQUACKANONK. | | |
|----------------|-----------------|--|--|----------------------------|--|
| At | 8 o'clock, A.M. | | At | half past 10 o'clock, A.M. | |
| before 10 | do do | | before 10 | do do | |
| 12 | do M. | | half past 3 | do do | |
| 3 | do P.M. | | 6 | do do | |
| half past 4 | do do | | half past 6 | do do | |
| | | | as soon as the last stage arrives there from N.York. | | |
| ON SUNDAYS. | | | | | |
| At | 8 o'clock, A.M. | | At | 9 o'clock, A.M. | |
| half past 9 | do do | | 10 | do do | |
| half past 12 | do P.M. | | 2 | do P.M. | |
| half past 4 | do do | | half past 5 | do do | |

Parties of twenty or more persons can be accommodated at either of the above hours with a private Car.

These villages have become remarkably healthy, and persons who wish to avail themselves of this rapid, delightful and safe mode of travelling, will now have a favorable opportunity afforded to them.

Distance 4½ miles, average passage 22 minutes.

Fare 18 pence—Children under 12 years half price.

By order. E. B. D. OGDEN, Secy.

RAILROAD IRON.

The subscribers having executed large orders for the Canal Commissioners of Pennsylvania, as well as for several incorporated Companies, have made such arrangements in Erie and where one of the Partners now is, as will enable them to import it on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Pins, Wedges, Spikes, and Splicing Plates, in use, both in this country and Great Britain, will be exhibited. Apply to A. & G. RALSTON, Philadelphia, Sept 15th, 1832.

* They have on hand *Railway Iron Bars*, viz: 95 tons, of 1 inch by 4 inch—200 do. 1½ by 4 inch—135 do. 1½ by 4 inch—500 do. 2 by 4 inch—8 do. 3 by 4 inch—in lengths of 15 feet each, with 12 countersunk holes, and the ends cut at an angle of 45 degrees; 300 tons, of 2½ by 4 inch; with Splicing Plates and Nails, shortly expected.

This Iron will be sold duty free, to State Governments and incorporated Companies, and the drawback taken in part payment.

Patent, Rail-Road, Ship and Boat Spikes.

THE TROY IRON & NAIL FACTORY keep constantly for sale a very extensive assortment of Wrought Spikes & Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years successful operation and now almost universal use in the United States (as well as England, where the subscriber obtained a Patent,) are found superior to any ever offered in market.

RAIL-ROAD COMPANIES MAY BE SUPPLIED WITH SPIKES having countersunk heads suitable to the holes in the iron rails, to any amount and on short notice. Almost all the Rail-roads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. Y., will be punctually attended to. HENRY BURDEN, Agent.

Troy, N. Y., July, 1831.
Spikes are kept for sale, at factory prices, by I. & J. Townsend, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Brower, 222 Water street, New-York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

P.S. Rail-road Companies would do well to forward their orders as early as practical, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand for his Spikes.

H. BURDEN.

IMPEDIMENTS OF SPEECH.

✧ We are requested to give notice to those who may need the assistance of MR. KING, that his Institution for the Permanent Correction and Cure of Stammering, and all other Impediments of Speech, (No. 7 Barclay street,) will close on the first of January next.—The Pupil will not be required to pay until satisfied. dec 1-1t*

MARRIAGES.

On Tuesday evening, Nov. 27, by the Rev. Mantou Eastburn, Edward Jackson, of Markham Moor, Notts., England, to Elizabeth Hollwell, eldest daughter of W. Y. Furrance, Esq. of Baltimore.

On the 21st Nov. by Rev. Wm. McCarty, Mr. Warren Hill, to Miss Lucinda M. Bennett, both of this city.

Last evening, Nov. 23, by the Rev. Dr. McMurray, Mr. Daniel Hill, to Miss Sarah Remsen, all of this city.

On the 6th Nov. at Nassau, New Providence, Mr. Edward Menlove, of Charleston, S. C., to Miss Charlotte E. Wood, of the former place.

DEATHS.

Tuesday morning, Nov. 27th, after a short illness, Mr. James B. Paterson, in the 66th year of his age.

In Boston, on Saturday evening, Mrs. Derby, wife of Richard C. Derby.

This morning, (27th Nov.) at the Hospital, Broadway, Mr. George Whitehead, of burns received in attempting the rescue of his child, that perished in the late fire at Greenwich. Mr. Whitehead was a native of Ashton, near Manchester, England, a man of exemplary character, honest and industrious, but unfortunate in his business as a manufacturer, and has left an amiable wife and three small children in penury, to mourn his loss.

This morning, Nov. 29, Mr. Ludlow Dashwood, aged 51. The 17th Nov. at Charleston, S. C. Susan R., wife of Moses H. Grinnell, of this city, aged 31 years.

On the 19th Nov. of consumption, at the residence of her brother in Franklin, Delaware Co. Miss Sarah Ann Searles, aged 21 years, formerly of this city.

Of the cholera, on the 3d inst., on board the steamboat Express, on his way from Louisville to St. Louis, Col. William Macrea, of the 2d Regiment of U. S. Artillery, aged 65 years, upwards of 41 of which had been passed in the service of his country.

At New-Orleans, on the 7th Nov. Mr. Thomas C. Dawson, formerly of this city.

At New-Orleans, on the 6th Nov. of cholera, Edward Johnson, Jr. son of Edward Johnson, of this city.

At Oxford, Cheshire Co. on the 17th Nov. after a lingering illness, Mrs. Julia Clapp, aged 33 years, eldest daughter of E. Butler, Esq.

In Schoharie County, Nov. 5, 1832, Susan Staley, in the 95th year of her age. At the same place, November 25th, 1832, Matthias Staley, in the 96th year of his age.

In Staunton, Va. on the 2d Nov. Lieut. N. Bennett, of the 3d Regt. Artillery, U. S. Army.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 106 persons during the week ending on Saturday last, Nov. 24, viz:—33 men, 17 women, 33 boys, and 21 girls—of whom 27 were of the age of 1 year and under, 7 between 1 and 2, 12 between 2 and 5, 8 between 5 and 10, 3 between 10 and 20, 13 between 20 and 30, 11 between 30 and 40, 12 between 40 and 50, 4 between 50 and 60, 4 between 60 and 70, 2 between 70 and 80, and 1 between 80 and 100.

Diseases: Apoplexy 4, burned or scalded 2, casualty 2, cholera morbus 4, consumption 28, convulsions 4, diarrhoea 1, dropsy 3, dropsy in the chest 1, dropsy in the head 4, dysentery 1, fever 4, fever, scarlet 2, flux infantile 1, hives or croup 3, jaundice 1, inflammation of the bowels 3, inflammation of the brain 2, inflammation of the chest 1, inflammation of the liver 2, interpermea 4, marasmus 3, measles 1, mortification 1, old age 1, palsy 1, peripneumony 8, pleurisy 1, pneumonia typhoid 1, scrofula or king's evil 1, sore throat 1, stillborn 9, whooping cough 1.

ABRAHAM D. STEPHENS, City Inspector.

LIVERPOOL PACKETS.

| Ships. | Sail from New York. | Sail from Liverpool. |
|--------------|----------------------|-----------------------|
| New York* | 1st Jan. May, Sept. | 16th Feb. June, Oct. |
| Roscoe* | 8th | 24th |
| Canada* | 16th | 1st March, July, Nov. |
| Sheffield* | 24th | 8th |
| Pacific* | 1st Feb. June, Oct. | 16th |
| Geo. Wash.* | 8th | 24th |
| S. America* | 16th | 1st April, Aug. Dec. |
| John Jay* | 24th | 8th |
| N. America* | 1st Mar. July, Nov. | 16th |
| Napoleon* | 8th | 24th |
| Britania* | 16th | 1st May, Sept. Jan. |
| Birmingham* | 24th | 8th |
| New York* | 1st April, Aug. Dec. | 16th |
| S. Richards* | 8th | 24th |
| Caledonia* | 16th | 1st Feb. June, Oct. |
| Virginia* | 24th | 8th |

Agents.

* Wright & Son, or B. Marshall, 29 Wall street.
 † Fish, Grinnell & Co. Pine corner of Front street.
 ‡ Wood & Trimble, 157 Maiden lane, or S. Hicks & Son, 164 South street.

LONDON PACKETS.

| Ships. | From New York. | From Portsmouth. |
|--------------|----------------------|----------------------|
| Ontario | 1st Jan. May, Sept. | 24th Feb. June, Oct. |
| New Ship | 10th | 1st Mar. July, Nov. |
| New Ship | 20th | 10th |
| Hudson | 1st Feb. June, Oct. | 20th |
| Columbia | 10th | 1st April, Aug. Dec. |
| Sovereign | 20th | 10th |
| Hannibal | 1st Mar. July, Nov. | 20th |
| New Ship | 10th | 1st May, Sept. Jan. |
| York | 20th | 10th |
| Philadelphia | 1st April, Aug. Dec. | 20th |
| Samson | 10th | 1st June, Oct. Feb. |
| President | 20th | 10th |

Agents.

† Fish, Grinnell & Co., Pine corner of Front st., or Jno Grinnell, Pine corner of South street.

NEW-YORK PRICES CURRENT:

Corrected from the "New-York Shipping and Commercial List"—Wednesday, November 28, 1832.

| | | | | | |
|-----------------------------|-------|---------|-------------------------------|-----------|----------|
| ASHES— | | | RYE FLOUR— | | |
| Pot, 1st sort 1832, 100 lbs | 4 50 | a 4 55 | Ryan Flour | 4 62½ | a — |
| Pearl | 4 70 | a 4 75 | Indian Meal | — | a 4 00 |
| BEE-SWAX— | | | Do. | hhd 17 50 | a 18 00 |
| White | 38 | a 40 | FRUIT— | | |
| Yellow | 13 | a 20 | Raisins, Malaga, cask | — | a — |
| BREAD— | | | Do. bloom | — | a 2 75 |
| Navy | — | a 2½ | Do. muscatel | 2 81 | a 2 67 |
| Pilot | — | a 5 | Do. bunch | 3 00 | a 3 06 |
| Crackers | 6½ | a 6½ | Do. Smyrna | 6 | a — |
| BRISTLES— | | | Curants, Zante | 9 | a 9 |
| Russia, first sort | 60 | a 70 | Almonds, soft shell | 11 | a 12 |
| Do. common | 20 | a 40 | Do. shelled | 13 | a 16 |
| American | 15 | a 60 | Figs, Smyrna | 4 | a 5 |
| CANDLES— | | | Filberts | — | a — |
| Mould, tallow | 12½ | a 13 | Prunes, Bordeaux | 20 | a 24 |
| Dipped | 11½ | a 12 | Amari, do. | 2½ | a 4 |
| Sperm | 33 | a 34 | GRAIN— | | |
| CLOVERSEED— | | | Wheat, North riv. bshl | — | a — |
| COAL— | | | Do. Genesee | 1 31 | a 1 35 |
| Liverpool | 11 50 | a 12 00 | Do. Virginia | 1 25 | a 1 30 |
| Scotch | 9 00 | a 9 00 | Do. N. Carolina | 1 25 | a 1 27 |
| Sidney & Bridgeport | 9 50 | a 10 00 | Rye, Northern | 85 | a 80 |
| Albion | 8 50 | a 9 00 | Corn, Yellow, North | 70 | a 86 |
| Virginia | 8 00 | a 10 00 | Do. White, L. I. & N. J. .. | 85 | a 85 |
| Anthracite | 8 50 | a 10 00 | Do. Southern | 80 | a 85 |
| COCOA— | | | Barley, North river | 80 | a 82 |
| Caracas | — | a — | Oats, South & North | 46 | a 52 |
| Trinidad | 7 | a 8 | Peas, white dry | 6 00 | a 7 00 |
| St. Domingo | — | a 7 | Do. black eyed | — | a — |
| Para | — | a 6 | Beans | 7 50 | a 9 50 |
| COFFEE— | | | GUNPOWDER— | | |
| Cuba | 12 | a 14 | American | 3 25 | a 6 75 |
| Brazil | 12½ | a 13 | English | 3 50 | a 6 25 |
| Porto Rico | 13 | a 14 | HEMP— | | |
| Laguaira | 12½ | a 14 | Russia | 190 00 | a 200 00 |
| St. Domingo | 13 | a 14 | Manilla | — | a 210 00 |
| Java | 12½ | a 14 | Sisal | — | a — |
| Jamaica | 13 | a 14 | American dew-rot | 130 00 | a 150 00 |
| COPPER— | | | Yaras, Kentucky | — | a — |
| Sheathing | 23 | a 23½ | HIDES— | | |
| Pig | 17 | a 17 | La Plata & R. Grande | 14 | a 14 |
| Old | 16½ | a 17 | Brazil | 11 | a 12 |
| Do. | 24 | a — | Do. wet salted | 6½ | a 6½ |
| CORDAGE— | | | Do. | 11½ | a 12 |
| Foreign | 9½ | a 11½ | Do. | 10 | a 12 |
| American | 10½ | a 11 | Do. | 15 | a 130 |
| CORKS— | | | HONEY— | | |
| Velvet | 40 | a 50 | Havana | 46 | a 48 |
| Common | 20 | a 30 | HOPS— | | |
| Phal | 5 | a 11 | First sort, 1832 | — | a — |
| COTTON— | | | Second sort, do. | — | a — |
| New Orleans | 11½ | a 14 | IRON— | | |
| Upland | 10½ | a 13 | Pig, Engl. & Scotch | 40 00 | a 45 00 |
| Alabama | 11 | a 13 | Do. American | 30 00 | a 40 00 |
| Tennessee | 10 | a 11 | Bar, do. | 80 00 | a 85 00 |
| COTTON BAGGING— | | | Do. Russia, P. S. I. do | 95 00 | a 97 50 |
| Hemp | 13 | a 20 | Do. new Sable | 85 00 | a 86 00 |
| Flax | 11 | a 15 | Do. Sweden | 82 00 | a 85 00 |
| Do. American | 19 | a 21 | Do. English ass'd | 75 00 | a 78 00 |
| DIAPERS— | | | Sheet, English | 6 75 | a 8 00 |
| Russia, broad | 2 15 | a — | Peru I. Co. flat & eq. ton | 110 00 | a — |
| DUCK— | | | Do. | 120 00 | a 150 00 |
| Russia, U. X. | 18 00 | a 19 00 | Hoop, American | 5 50 | a 7 00 |
| Do. Brains | 17 00 | a — | Do. English | 6 25 | a 6 75 |
| Do. Zottoff & Konopff | 17 00 | a — | JUNIPER BERRIES | | |
| Do. 3rd quality | 15 50 | a 16 00 | LEAD | | |
| Do. Inferior | 12 50 | a 15 00 | Pig | — | a 6 |
| German, Half | 16 00 | a 11 00 | Bar | 6 | a — |
| Holland, A. A. | 24 00 | a 25 00 | Sheet | 6½ | a 6½ |
| Ravens | 8 50 | a 9 75 | Old | 4 | a 4 |
| FEATHERS— | | | LEATHER— | | |
| Amer. Jays, all flax | 15 50 | a 12 00 | Sole, oak tanned | 20 | a 27 |
| Do. Phoenix Mills, Pa. | 16 00 | a 12 00 | Do. Hemlock | 17 | a 20 |
| Do. cotton, Paterson | 26 | a 39 | Do. damaged | 14 | a 16 |
| DYE WOODS— | | | Upper, dressed | 75 | a 2 75 |
| Brazilito | 30 00 | a — | Do. undressed | 1 00 | a 2 50 |
| Camwood | 70 00 | a — | LUMBER— | | |
| Castile, Cuba | — | a 24 00 | Boards, N. R. | 16 00 | a 15 00 |
| Do. Tampico | 20 00 | a 21 00 | Do. East'n Pine | 16 00 | a 17 00 |
| Logwood, Campby | 27 00 | a 28 00 | Do. Albany | 16 | a 17 |
| Do. St. Dom. | 22 50 | a — | Flank, Georgia do. M. R. | 25 00 | a 35 00 |
| Do. Jamaica | 18 00 | a — | Stakes, W. O. pipe | 55 00 | a 58 00 |
| Nicaragua, Bonaire | — | a 40 00 | Do. do. hhd | 38 00 | a 40 00 |
| Do. Coro | 45 00 | a — | Do. do. bri | 27 00 | a 29 00 |
| Do. Hache | 67 50 | a 79 00 | Do. R. O. hhd | 23 00 | a 23 00 |
| FISH— | | | Headling W. O. | 45 00 | a 47 00 |
| Dry Cod | 2 75 | a 3 87½ | Hoops | 25 00 | a 30 00 |
| Scale | 2 00 | a — | Scouting, Pine | 15 00 | a 16 00 |
| Pickled Cod | — | a — | Do. Oak | 20 00 | a 25 00 |
| Do. Salmon | 12 50 | a 13 60 | Timber, Oak | 25 | a 35 |
| Smoked | — | a — | Do. Geo. Yell. Pine | 25 | a 30 |
| Mackerel No. 1 | 6 75 | a 6 87½ | Shingles, Cypress, M. it | 3 75 | a 4 00 |
| Do. No. 2 | 4 75 | a 4 87½ | Do. Pine, bundle | 2 50 | a 3 00 |
| Do. No. 3 | 3 12½ | a 3 25 | MOLASSES— | | |
| Shad, Conn. Mess | 6 50 | a 9 60 | Marinique & Guad. gall | 28 | a 31 |
| Do. Bucksport | 6 75 | a 7 00 | English Islands | 28 | a 31 |
| Herrings | 2 25 | a 2 50 | Havana & Matanzas | 25 | a 30 |
| Do. Smoked | 40 | a 90 | Trinidad do Cuba | 29 | a 31 |
| FLAX— | | | New Orleans | 31 | a 33 |
| Russia | 12½ | a 13½ | NAILS— | | |
| American | 9 | a 11 | Cut, 4d to 30d | — | a 6 |
| FLAXSEED— | | | Cut, 31 | 6½ | a 7½ |
| Clean | — | a — | Cut, 24 | 8 | a 9 |
| Rough | 12 50 | a 13 00 | Wrought | 10 | a 16½ |
| FLOUR AND MEAL— | | | NAVAL STORES— | | |
| New York sup'fine | — | a 6 25 | Tar | — | a 2 00 |
| Troy | 6 25 | a 6 37½ | Pitch | 1 50 | a 1 62½ |
| Western Canal | 6 37½ | a 6 62½ | Rosin | 1 12½ | a 1 62½ |
| Philadelphia | — | a — | Turpentine Wilm. soft .. | 2 81 | a 2 87½ |
| Baltimore Howard st. do | 6 75 | a — | Do. North Co. do. | — | a 2 50 |
| Richmond City Mills | 6 75 | a — | Spirits Turpentine | 42 | a 44 |
| Do. Country | 6 25 | a 6 37½ | OILS— | | |
| Alexandria & George | — | a — | Florence 30 flasks | 5 00 | a — |
| town | 6 50 | a 6 75 | French 12 bottles | 3 00 | a 4 00 |
| Frederickburg | — | a 6 25 | Olive | 1 10 | a 1 12½ |
| Petersburg | 6 25 | a — | Linseed, American | 85 | a 87½ |
| Scratched and fine | — | a 6 00 | Do. Eng. & Dutch | 87½ | a 90 |
| Fine middlings | 6 75 | a 6 87½ | Whale | — | a 29 |
| | | | Do. refined | 40 | a 45 |
| | | | Sperm, Summer | 95 | a 95 |
| | | | Do. Winter | 1 10 | a — |
| | | | Liver, Straits | 15 00 | a 15 50 |
| | | | Do. Shore & Bank | 14 00 | a — |
| | | | OSNABURGS | 9 | a 9 |
| | | | FLASTER PARIS | — | a 4 12½ |

PROVISIONS—

| | | | | | |
|-----------------------------|-------|---------|---------------------------|-------|---------|
| Beef, Mess | 5 25 | a 6 75 | Do. Prime | 6 12½ | a 6 50 |
| Do. Cargo | — | a — | Butter, N. Y. Dairy | 12½ | a 17 |
| Do. Shipping | 10½ | a 12 | Do. Philadelphia | 10 | a 11 |
| Hog's Lard | 8 | a 9 | Do. Prime | 10 75 | a 11 75 |
| Pork, Mess | 12 75 | a 14 25 | Do. Cargo | — | a — |
| Do. Prime | 10 75 | a 11 75 | Cheese, American | 6 | a 7 |
| Do. Cargo | — | a — | Hams, Virginia | 10 | a 11 |
| Do. Northern | 9 | a 10 | Do. Northern | 9 | a 10 |
| RAGS— | | | Foreign | 4 | a 6½ |
| Country | 3 | a 5 | RICE— | | |
| Foreign | 4 | a 6½ | 100 lb | 3 50 | a 4 00 |
| SKINS— | | | SOAP— | | |
| Deer, in hair, winter | 12 | a 18 | New York, Brown | 5 | a 6 |
| Do. summer | 20 | a 25 | Castile | 11 | a 12 |
| Do. shaved | 20 | a 20 | SPELTER | — | a 3½ |
| Goat, Mogadore | 35 | a 40 | SPIRITS— | | |

RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS.

OFFICE, 35 WALL-STREET.

NEW-YORK, DECEMBER 8, 1832.

VOLUME I...NO. 50.

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The JOURNAL AND ADVOCATE is published every Saturday, at No. 35 Wall street, New-York, at three dollars a year, in advance.

AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, DECEMBER 8, 1832.

OUR JOURNAL.—The establishment of the AMERICAN RAILROAD JOURNAL AND ADVOCATE OF INTERNAL IMPROVEMENTS was an experiment, and by many deemed one of doubtful issue. It is now no longer an experiment, however, as is admitted by those who at its commencement put it upon the list with the thousand and one publications which have been commenced in this city and continued a short time, and then no more heard of. So well satisfied, indeed, is the Editor with the success and approbation with which it has met, that he is induced to improve its appearance and greatly to enhance its value by the republication, in part, of some English works of acknowledged merit, especially of the LONDON MECHANICS' MAGAZINE—a work of great value to the mechanic and man of science. Of so much importance indeed, is it considered by the Editor of this Journal, and so greatly, in his opinion, will its general circulation in this country tend to promote the Mechanic Arts, that he is willing to undertake, as soon as his subscription list shall amount to fifteen hundred, to republish at least one half of the contents of the London Mechanics' Magazine, in the Railroad Journal & Advocate of Internal Improvements.

This will be done, too, without in the least interfering with the space now devoted to Railroads, Internal Improvements, and Agriculture, or the Literary Department of the Journal, and also without any increase of the subscription price. This would, it is true, add to the expense of the publication for engravings, composition, &c. at least, 1000 dollars, yet the additional expense to the Editor would not be in proportion to the increased value of the Journal to its patrons—for where could so much, so valuable, and so interesting reading be obtained for \$3, as would be contained in a volume of 816 pages of three columns each, of the Railroad Journal? In it might be found a history of the rise and progress of most works of internal improvements in our own country, together with reviews of most of its new publications, and also a republication of most of the contents of that deservedly popular work the London Mechanics' Magazine, in which may be found some account of all the improvements

in the mechanic arts of the most mechanical part of the world—as well as copious extracts from other publications.

Should this proposition on our part be liberally and promptly responded to by the friends of improvement in the mechanic arts, as well as by our present subscribers, the next volume of the Journal will exhibit much of the character of a *Mechanics' Magazine* as well as "Advocate of Internal Improvements."

In order to place this proposition fairly before the community which is so deeply interested in its success, we request those Editors with whom we exchange to publish the following brief notice, or refer to it in such other way as they may think best calculated to call attention to it, and we will cheerfully reciprocate the favor when an opportunity shall present.

TO MECHANICS AND MEN OF SCIENCE.—The Editor proposes to re-publish in the American Railroad Journal and Advocate of Internal Improvements, at least, one half the contents of the LONDON MECHANICS' MAGAZINE, with its engravings, without any increase of subscription price—\$3 per annum, in advance—as soon as his list shall number 1500 subscribers—and when it amounts to 2000 subscribers, he will republish the entire contents of that work which may be of interest on this side of the Atlantic; and this too without in the least interfering with that part now devoted to Internal Improvements, Agriculture, or Reviews of New Publications. By way of showing a specimen of the Journal as it would appear under such an arrangement, the first number of the next volume will contain several very interesting articles with their engravings.

Those of our present subscribers who wish to see this proposition carried into effect may do much towards its accomplishment if each will obtain one subscriber and remit six dollars instead of three dollars, in advance for the volume, on the receipt of the first number.

The editor respectfully requests that his patrons will not forget that it would be a losing business to him to publish the Journal in its present shape and style without payment in advance. He hopes to find by a prompt renewal of subscription that he has not been unsuccessful in his efforts to secure their continued patronage.

NEWSPAPERS.—We have within a few days received no less than three new daily papers. This certainly shows enterprise and prosperity in the business community, which we hope to witness ever progressing.

We have first, the NEW-YORK CITIZEN, by Messrs. Stebbins and Greene, a neatly executed paper of modest and convenient dimensions, in which may be found much of that humor which has heretofore, credited and un-credited, gone the rounds of the newspaper press, from the columns of the "Constellation," and caused so many sides to shake with laughter. We

then have the TROY SENTINEL and the TROY PRESS, daily, both neatly executed and interesting papers. The first, a revival of the Daily Sentinel, published by Norman Tuttle, Esq. who, we hope, will find himself well repaid for his enterprise; the other is conducted by Wm. Yates, Esq. and is of recent establishment as a weekly, and more recently as a daily.

They are both of convenient dimensions, handsomely executed, and evince a spirit of enterprise which has ever characterized the citizens of Troy. We cordially wish them all an increase of subscribers and prompt payment, which, more than any thing else, ensures an interesting newspaper.

COMMON ROADS.—This subject, so judiciously treated in the communication of S. D., is one in which the American people are deeply interested and to which we have been very desirous to call attention. The columns of the Journal will be ever open to practical and scientific men. The favors of S. D. will find an early insertion, and he may rest assured that we shall preserve a full file of the Journal for him until he may find it convenient to call or send for it.

It gives us much pleasure to learn, as we do from the communication of Capt. McNeill, that the Boston and Providence Railroad has been located. A route has been found far more favorable than was at first believed possible. The inclined plane will be dispensed with, and the summit level passed with an ascent of only 37 feet to the mile, an inclination very favorable to locomotives. The contracts have been made with experienced and responsible men at rates more favorable than was anticipated, and the work will progress with spirit.

In our columns to-day will be found a detailed statement of the amount and cost of excavation, embankment, and masonry upon each section of the entire line of the Baltimore and Ohio Railroad. We consider this a very important document, and should be much gratified to be able to place others of the same description upon file for the use of those who may wish to examine them hereafter. We should also like to receive statements from authentic sources, of the lettings of contracts on new works, as we have been particularly requested to obtain and publish them for the benefit of those desiring to become contractors, as well as to give a general idea of the cost of the different items in the construction of Railroads. We have published such parts of the table only as we think necessary to give the required information. The report of the superintendent of construction will next receive attention.

MOHAWK AND HUDSON RAILROAD.—The time of the departure of the cars from Schenectady has been changed to 8 A. M., half past 1 P. M., and 5 P. M. Leave Albany as heretofore.—[Albany Argus.]

[For the American Railroad Journal.]

At a meeting of the Stockholders of the BOSTON AND PROVIDENCE RAILROAD CORPORATION, resident in the city of New-York, convened at the Merchants Exchange, on Friday Evening, October 18th, the Agent of the Company submitted, in substance, the following Report: That,

"In compliance with the wishes of the Stockholders of the Boston and Providence Railroad Corporation, expressed at their annual meeting in the city of Boston, at the commencement of the present year, your Board of Directors have unremittingly persevered in all the necessary measures to enable you to commence the actual construction of your Railroad, at the earliest period consistent with the interests of the Corporation.

"That period has in their opinion now arrived; for the interval since the Report (which was submitted to you in April last, on the results of the experimental surveys,) having sufficed to satisfy them that the route which they concluded to adopt, combines all the advantages which entitle it to a decided preference; they have accordingly caused an actual location of the Railroad to be established for the greater part of its whole extent, and such portion of it to be prepared for contract as can at this time be advantageously begun.

"This portion includes about one half the length of the Railroad, extending from Boston to the Township of Sharon, a distance of twenty miles, and comprises by far the most expensive sections of the Railroad; for the graduation of which, *Proposals* have been offered by experienced and responsible persons, on terms so entirely acceptable to the Company, that they have already been accepted, and the Contractors await only the notification they are expecting, to begin the work which they have undertaken to perform.

"It will be doubtless gratifying to you to learn that the minuter surveys which have been made during the past summer to establish the location of the Railroad, have developed far greater facilities than had been anticipated. The Road will be virtually (for the most part indeed *actually*) straight; straight lines of several miles in extent (in one instance upwards of ten miles) occurring, connected by curves of very limited extent, and of, in no case less than, 6000 feet radius: And, that under these circumstances, the Inclined Plane which had been projected will be dispensed with, and the Dividing Ridge, as well as every other part of the route, will be passed on an inclination well adapted to Locomotive Engines. This you may perceive from the Profiles, herewith submitted, which exhibit the maximum inclinations required to ascend the valley of the Neponsett, in Canton, to the summit of the Dividing Ridge, in Sharon, at thirty-seven feet per mile, for about five miles; while from Boston, for nearly fifteen miles, almost one continued level is pursued, (or, an inclination so very gradual as to be tantamount to a level;) and having ascended the ridge alluded to, a gradual descent on an average of ten to eleven feet per mile, and in no case exceeding twenty feet, is continued to the termination of the Road at Providence.

"The maximum speed, therefore, which may be found desirable, can readily be maintained upon this Railroad by Locomotive Engines, and the ordinary time required to pass between Boston and Providence need not certainly exceed two hours. The most sanguine expectations, then, which have ever been indulged respecting the facility of intercourse to be afforded by this Railroad, which surely is one of the most important links in the chain of communication with our Atlantic Cities, we may confidently assert will have been fully realized, on the completion of this Railway.

"Lest, however, a doubt should arise, or any disappointment ensue, because even on a small portion of the route so great an inclination as thirty-seven feet per mile is projected, (although

it could even still farther be reduced)—I would merely remind you that on the Liverpool and Manchester Railroad, where we all know that unparalleled speed is daily attained, there is an inclination, for three miles, of even *fifty-five feet per mile*; and on the Camden and Amboy Railroad, (which is also calculated for the most expeditious transit,) there is an inclination of forty-five feet per mile. And the same may be said of portions of the Baltimore and Ohio Railroad, and other Railroads in this country.

"These decided improvements of the route have, however, in some cases been effected at a considerable increase of the quantity of work beyond what would be requisite, if for instance, the inclined plane were adhered to. But true economy dictates that, as far as may be practicable within a reasonable expenditure, perfection of the graduation should be aimed at; as it is in proportion as this shall be attained, that the object of a Railway (which is to afford a *cheap* as well as expeditious means of transportation) will be fulfilled: and that this *will* have been effected within a reasonable expenditure, you have every assurance in the fact that the original estimates of cost promise to be abundantly ample; and that, so far, the major part of the work has been undertaken (by those, as I have before stated, who are not only experienced, but responsible also) at prices generally within those on which I have based my estimates.

"The remainder of the Railroad, if commenced next summer, can be completed within the period which will be consumed necessarily in the graduation of the few miles which include the ascent of the Dividing Ridge; and the opening of the entire road therefore will not have been delayed by limiting our operations for the present to the portion now under contract.

"It may be well to observe, however, that from the very favorable character of the first ten miles contiguous to Boston, the Railroad may for this extent be in actual use, even as early as the ensuing year; and forming, as it would, an improved means of communication with Providence, would doubtless, in connexion with the ordinary stages, become the source of some profit to the proprietors.

"The time that will be required to complete the entire road, it is hardly necessary to say, must depend on the energy with which the work shall be prosecuted; or, perhaps to be more intelligible, I should say, on the amount of money which shall in the interim be appropriated by you. I am very certain, if the stockholders shall desire it, the whole road may be formally opened for the transportation of passengers and goods as early as the summer of 1835, and perhaps earlier; although its entire completion cannot be expected in certainly less than three years from its commencement.

"Whenever, however, it shall be completed, you may rest satisfied of your entire security against all the injurious consequences which might be apprehended from a *rival* enterprise. Your road is unquestionably calculated to afford the greatest facilities of intercourse between Boston and Providence, and no other road which can be constructed will present an inducement to divert the travel between these cities and the extended country connected with them, from the natural channel to which it must ever continue to be confined.

"It is unnecessary to institute further comparisons than may suffice to satisfy you of this fact; and I shall merely observe that, while (as you know) if the intercourse between Boston and New York shall be continued by steamboats as far as Narraganset Bay, the results of the surveys of last year show the decided superiority of your route over that which was then proposed through Taunton, to Providence; surveys which have this year been made under my direction, by order of the Government, by Capt. Swift, of the U. S. Topographical Engineers, with reference to a continuous Railway from Boston to Long Island Sound, have disclosed the important fact that this object may be attained, viz. the prolongation of the Rail-

road to Long Island Sound, at a diminished distance of *thirty miles, and one hundred and fifty feet less elevation*, by the way of Providence, than can be effected by the way of Worcester.

"If, therefore, a Railroad shall ever be continued to Long Island Sound, the object of which shall be to facilitate the intercourse between Boston and New-York, (and this surely will be with capitalists the paramount object, rather than any reliance on the trade to be derived from collateral sources,) while we may expect an accession to the trade of the Boston and Providence Railroad, it is very certain that no portion of that which we have a right to expect can ever be diverted elsewhere.

"The most favorable disposition has likewise been manifested by landholders, and although, as in some cases, where real damage is inflicted, for which of course the proprietors must be indemnified, as they should be; for much of the extent of the Railroad, its advantages to adjoining property have been appreciated, and relinquishments of land have been freely given to the company.

"In fine, nothing has as yet transpired to impair, in any particular, the confidence in its eventual success with which you first undertook this enterprise; but, on the contrary, a careful consideration of all the circumstances attendant on its progress and completion, is highly encouraging.

"We have been enabled to effect a far better location, viz. (the work is decidedly more feasible) than had been expected; the obvious superiority of the project is a guaranty against all injurious rivalry; and each day's experience goes to establish the perfect adaptation of railroads to the purposes to which yours will be applied."

Signed,

WM. GIBBS MCNEILL,

Agent and Engineer of the Company.

COMMON ROADS.

Boston, 30th Nov. 1832.

To the Editor of the Railroad Journal:

Sir,—I read your Journal frequently; and as it contains very considerable useful information, I hope, by-an'-bye, to obtain a full set of it. I have not been in a situation hitherto to receive it regularly, being continually moving from place to place, but I will venture to say I do not therefore take the less interest in its success. It seems to me particularly fitted for the random and hasty hints of professional men, noted as circumstances prompt them, and repeated with the view of attracting the observations or additions of others. Many occurrences otherwise lost, even to their observers, become thus fashioned to some use,—and facts, which do not carry with them the *immediate* appearance of real or profitable importance, are contributed to a common stock, from which others not similarly engaged may possibly apply them to advantage. It is not, therefore, in the belief that the matter I would send you is in itself particularly valuable, but rather that the communication may pave the way for further observations. Foreigners universally remark the very deficient state of the common roads and turnpikes in America, and invidious comparisons are often made in consequence: which, however, argue but the rudeness of those who use them,—not any definite fault in the management or construction.

The attention of engineers is almost exclusively directed at present to Railways, but I apprehend that roads in their place are, at least, of equal, if not far superior importance. They form alike the arteries and veins of the country, every spot of ground of any importance is relieved or assisted by them, as they are open to every species of locomotive, and penetrate every corner simultaneously with civilization; their permanent utility and importance in a commercial country is unquestionable. Public thoroughfares in any country in their most approved

state are the effects of a long progression of years, of accumulated wealth, and of wide information guaranteed by practice. The present roads over this country may be as they are, better suited to the situation of its inhabitants than if they had been in a high state of M'Adamization. The capital which would have been required may be, and undoubtedly has been better employed otherwise, but every year is remedying this defect, and as America continues to gallop towards that improved state of wealth and power which characterises some maturer nations, the means of finishing the internal improvements of the country, consistent with other necessary purposes, increases, and in directing our attention at present to this particular subject, we can hardly now be said to anticipate the immense improvements which must necessarily sooner or later be effected.

The great defect in the construction of common roads, turnpikes included, appears to be ignorance or carelessness in distributing the materials. My wish is to examine their defects, and endeavor to point out how they may be remedied; and perhaps the most useful method for this purpose will be, first, to consider in what manner the materials presently used may be disposed of to the best advantage; and next, to look at the means which the country affords for forming roads on the most improved construction. The remarks and laws of McAdam, strictly confined as they are to his own system, cannot immediately be very usefully disseminated in America. No one who has seen his roads will deny that they are exceedingly smooth and perfect; but it is needless to look for that expenditure, in the meantime, which his system necessarily demands. To propose it, to require it, would be utterly hopeless. The transition must be gradual, from bad to better, from better to best. I am persuaded I but echo the sentiments of all the engineers in the country, when I say that the first object, and indeed the one on which all other advantages must depend, is a system of thorough drainage over the whole extent of road. This of itself, even in their present formless state, would be an improvement. While the water is allowed to percolate, to puddle, to amuse itself amongst the earth or gravel which forms the surface of the road, it is in vain, except in the heat of summer, to expect any thing like solidity; and our purpose is to prepare roads for coarse weather. The first expense attending this might be considerable, but let the improvement be gradual. Let a portion of the ordinary funds be allotted yearly for this purpose, and, except the ordinary and unavoidable repairs of the season, let the surveyor's whole attention be directed in the first place to this point. For this purpose, it will be necessary to form proper ditches or drains on each side of the road. The judgment of the surveyor will be exercised in cutting these deep or shallow, according to circumstances; but, when finished, on no account allow them to become filled up again. If examined and cleansed at regular intervals, the expense will not be felt; but if allowed to choke and fill up, it may become nearly equal to the first expenditure. These ditches ought always to be below the level of the presumed bottom of the road, and in all cases proper outlets must be given them, either to brooks or low grounds, as the case may be. Where the road passes over soft or marshy ground, they ought to be placed sufficiently distant from the sides not to affect the body of the road, which might otherwise subside considerably. I should say, and indeed it is universally allowed, that this forms the most important item in Road-making: an item to which, however simple in fact, all other improvements must give way, and without which no other species of improvement can reasonably be expected to succeed. It cannot, therefore, be too earnestly impressed on surveyors of roads, as, from its unassuming simplicity, it is too apt to be almost entirely neglected.

Should the nature of my remarks meet your approbation, I shall endeavor in several letters to consider the proper formation and manage-

ment of common roads. You will excuse my proceeding further in the mean time.

Very respectfully, yours, S. D.

LONDON AND GREENWICH RAILWAY.—When we first saw the project of this railway announced, we thought its success, as a pecuniary speculation, extremely questionable; first, because the traffic in goods between London and Greenwich is inconsiderable; and, secondly, because persons could not, without great difficulty and inconvenience, avail themselves of it, for the transport of goods to or from such shorter distances as Rotherhithe, Bermondsey, or Deptford. From the explanations we have since received, however, we are inclined to entertain a very different opinion. The railway is not intended to be opened for the transport of goods at all. It is to be exclusively devoted to the conveyance of passengers; and if the statements we have before us are correct, there is every reason to believe that from this source alone an ample revenue will be obtained. It appears that the number of passengers between London and Greenwich annually is, on an average, not less than two millions; a fact almost incredible, but accounted for by the great number of citizens who resort to Greenwich Park and Blackheath during the summer season, for purposes of health and recreation. That there would be a vast accession to this regular supply of metropolitan visitors, when persons could enjoy the additional pleasure, and great novelty, of riding to and fro in a steam carriage, there can be no doubt; perhaps were we to take credit for another million on this account, we should not exceed the bounds of probability. Here, then, we have a constant supply of three millions of passengers furnished almost entirely by the metropolis and its vicinage alone; and if but two thirds of this number were to go by the railway, that would produce, at sixpence each, a revenue of £50,000, which would cover an annual expenditure of £20,000, (the Liverpool and Manchester Railway, which is seven times longer than this would be, costs about £70,000 per annum) and yield a dividend of 7½ per cent. on £400,000, which is the total estimated expense of the undertaking.

The railway, as our readers have been apprised, is to commence at the Southwark end of the New London Bridge and to be carried on the same level, upon arches, the whole way to Greenwich. By this means, no interruption will be given by the railway trains, to the ordinary traffic on the roads crossing the line. The height of the arches will just be sufficient to permit coaches or wagons to pass under, and as there are but two or three cross-streets where the traffic is considerable, the arches will, in general, be of the same dimensions. The number of arches will probably extend to 900; and from their size and dryness, they will become useful as warehouses, shops, stables, coach houses, barns, &c. and thus yield a great addition to the revenues of the Railway Company. The time occupied in the transit will not exceed ten minutes, the distance being under four miles. To commercial and professional gentlemen connected with London and Greenwich, this celerity of conveyance will be of the greatest importance; as by this means a saving will be effected of upwards of 45 minutes each trip, or one hour and a half per day, being equivalent to nine hours per week, by every individual, whose business requires him to perform the journey daily.—[London Mechanics' Magazine.]

Comparative advantages of heating by Hot Water, Hot Air, and Steam. From minutes of recent conversations at the Institution of Civil Engineers.

Mr. Turrell said that where steam was employed, it was requisite that a strong heat should be kept up under the boiler, in order to have a continued flow through the pipes, for as soon as the fire fell low, the steam was condensed, and they, becoming empty, were no longer serviceable for heating. With water, on the contrary, so long as there remained the

smallest heat in the boiler, that temperature would be equally distributed over the whole house; the water still continuing to circulate, until it cooled down to the temperature of the atmosphere.

Mr. Simpson said, that the method of heating rooms by warm water possessed a decided superiority over any other, from the comparative security it afforded against accidents by fire; he had known instances of hot water pipes being introduced into bankers' houses, (where they are extremely fearful of fire,) after they had objected to the use of flues, or pipes conveying heated air, or steam.

Mr. Cottam said, that no experiments had been tried hitherto, by which could be ascertained the quantity of fuel necessary to produce a given temperature on the pipe, or in the atmosphere of a room which was heated by its means. He thought it very desirable that a statement of the relative consumption of fuel should be obtained, as, in some observations on the performance of a hot water apparatus attached to a pinery, that consideration was overlooked. He could state one instance of a house that he had fitted up with a set of hot water pipes, by which a saving of one third was effected in the consumption of fuel; here, however, the flue, which was in use previously, had been of faulty construction; this, therefore, ought not to be considered as decisive. He stated, that no beneficial effect was produced by leading the flue from the fire along the brick wall; there was no apparent increase of temperature in the house.

Mr. Sibley described a hot water apparatus he had fitted up, which warms several rooms, boils a cistern, and heats a bath on the top of his house: this is managed by a boiler being placed behind the kitchen fire, and which, in fact, forms the back of the kitchen range: from this a common two inch gas pipe is conducted round the rooms to the top of the house, a height of fifty feet, and returned to the boiler. He stated that although considerable heat must be withdrawn from the fire by this apparatus, and the consumption of fuel probably increased, yet no inconvenience was felt from its operation.

Mr. Turrell observed, that he had been in the practice for many years of heating his office with a hot air stove; it was found to create an unpleasant smell, and the atmosphere of the room eventually proved extremely hurtful to the lungs. He adopted a plan of evaporating a portion of water during the whole of the time the stove was in operation, thereby keeping up a proper degree of moisture in the atmospheric air; this removed every injurious effect which was before observable.

Mr. Field said his offices were heated by means of steam pipes, and that it created a most unpleasant smell, accompanied by a feeling of oppression on the lungs. He thought the hot water preferable, on account of the greater uniformity of temperature which was afforded, and always of a very moderate degree: that from steam pipes, on the contrary, was always high, and more difficult to regulate.

Mr. Clegg had been employed to correct the unpleasant smell, created by the air in coming in contact with the red hot surface of iron stoves. He adopted a method of covering the stove with a kind of glazed tiles, which was found to be very effective.

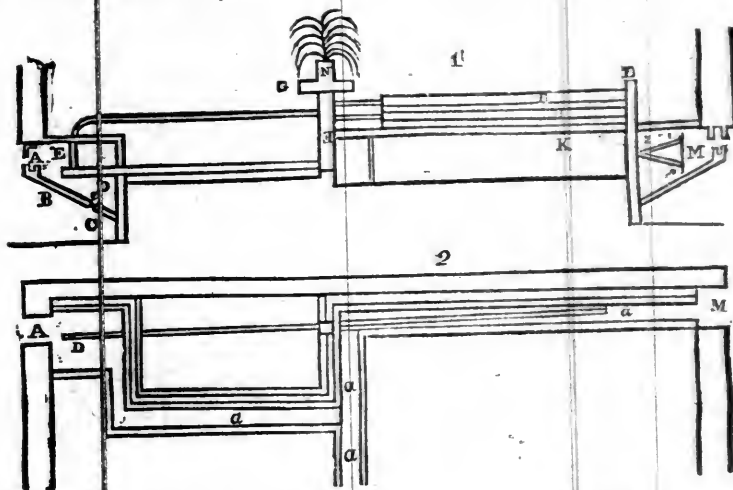
Mr. Hawkins had known an instance of a cotton mill, in which it was found impracticable to spin any fine description of thread, on account of the state of the atmosphere, produced by the artificial heat. A scientific man gave as his opinion, that a deficiency of moisture affected the electrical condition of the atmosphere, and was the cause of the difficulty of working the cotton into fine thread. Mr. Hawkins was of opinion that the oppressive feeling spoken of was more to be attributed to the circumstance of a supply of moisture being necessary for conducting the electricity from the human body, than to the fact of the air being burnt or decomposed.—[Athenæum.]

An Exhibit of the Number and Length of the Divisions and Sections of the Baltimore and Ohio Railroad, from Baltimore to the "Point of Rocks," on the Potomac River—the actual quantum, description, and cost of Masonry, and cost of the Graduation of those Divisions and Sections—and the total cost of the whole line, including the Lateral Road to the city of Frederick: accompanying the Third Annual Report of CASPAR W. WEVER, Superintendent of Graduation and Masonry.—1st October, 1832.

| Designat'n of Division. | Designation of Section. | Length of section, in poles. | GRADUATION. | | MASONRY. | | Des. | Des. | Len. | Cul. | Cul. | Cul. | Of | Num. | Cost. | |
|-----------------------------------|-------------------------|------------------------------|----------------------------|----------------------------|--|-----------------------|----------|-----------|--------------|--------|--------|-----------|-----------|----------|-----------|--------|
| | | | SOLIDS. | COST. | Number of perches of 25 cubic feet, on each Section. | Cost on each Section. | | | | | | | | | | |
| | | | Cubic yards of Excavation. | Cubic yards of Embankment. | Of each Section. | | | | | | | | | | | |
| First | City | East'n | 130 | 29,742 | 20,742 | 8,591.34 | 626 | 3,569.62 | 17 | 60.30 | 5,495 | 3,934 | 2,129.95 | 62 | 62.50 | |
| | | Middle | 162 | 33,886 | 33,886 | 10,502.07 | 189 | 1,080.15 | 18 | 121.21 | 3,164 | 4,612 | 1,420.49 | 105 | 105.25 | |
| | | West'n | 139.52 | 22,019 | 22,019 | 6,511.17 | 2,910 | 18,431.59 | 19 | 144.42 | 1,251 | 4,162 | 1,186.17 | 96 | 96.50 | |
| | | 1 | 152.12 | 11,075 | 19,824 | 5,752.46 | 11,047 | 58,489.24 | 20 | 206.09 | 11,992 | 12,354 | 4,739.75 | 148 | 148.50 | |
| | | 2 | 196.40 | 77,580 | 11,361 | 30,526.67 | 167 | 537.87 | 21 | 120.50 | 1,870 | 4,327 | 1,038.48 | 101 | 101.75 | |
| | | 3 | 125.68 | 17,836 | 18,477 | 3,995.90 | 143 | 447.65 | 22 | 119.14 | 3,698 | 8,403 | 2,100.75 | 296 | 714 | |
| | | 4 and 5 | 322.20 | 310,250 | 42,920 | 122,118.33 | 179 | 560.15 | 23 | 145.45 | 1,658 | 11,804 | 2,431.40 | 95 | 95 | |
| | | 6 | 122.80 | 1,738 | 635 | 933 | — | — | 24 | 119.94 | 4,159 | 4,315 | 1,510.25 | 96 | 144.37 | |
| | | 7 | 105.44 | 25,465 | 76,542 | 19,636.52 | 2,918 | 11,146.37 | 25 | 78.78 | 4,341 | 2,383 | 1,606.17 | 66 | 111 | |
| | | 8 | 201.04 | 24,889 | 26,095 | 3,783.83 | 444 | 1,305.26 | 26 | 163.63 | 6,529 | 10,267 | 2,566.75 | 25 | 51.50 | |
| | | 9 | 187.24 | 20,344 | 54,588 | 14,147.52 | 930 | 4,469.43 | 27 | 321.21 | 3,364 | 24,706 | 6,864.15 | 65 | 81.56 | |
| | | 10 | 274.52 | 115,675 | 210,101 | 65,584.35 | 6,340 | 45,266.15 | 28 | 141.93 | 1,390 | 13,141 | 3,285.25 | 169 | 211.56 | |
| | | 11 | 108 | 9,878 | 11,942 | 1,950 | 45 | 39.14 | 29 | 145.45 | 3,250 | 13,372 | 2,078.60 | 46 | 52.03 | |
| | | 12 | 108 | 8,969 | 60,936 | 17,135.09 | 773 | 2,147.62 | 30 | 41.33 | 369 | 817 | 122.55 | 55 | 61.87 | |
| | | 13 | 153.96 | — | — | 6,928.20 | 401 | 1,162.90 | 31 | 145.45 | 5,867 | 13,861 | 3,488.03 | 889 | 2,392.87 | |
| | | 14 | 97.36 | — | — | 1,160.15 | 166 | 351.62 | 32 | 161.75 | 6,553 | 5,725 | 1,371.60 | 95 | 104.77 | |
| Second | | 15 | 199.30 | — | — | 7,913.44 | 2,671 | 13,424.81 | 33 | 236.36 | 10,047 | 9,592 | 2,511.75 | 100 | 100 | |
| | | 16 | 65.88 | — | — | 757.60 | 20 | 35 | 34 | 200 | 6,081 | 9,027 | 2,478.48 | 110 | 110.50 | |
| | | 17 | 145.52 | — | — | 5,921.20 | 1,540 | 6,547.70 | 35 | 284.84 | 9,872 | 6,800 | 2,623.54 | 176 | 176.25 | |
| | | 18 | 151.52 | — | — | 4,186.20 | 375 | 634.07 | 36 | 115.15 | 2,421 | 6,809 | 2,799.04 | 209 | 418.50 | |
| | | 19 | 131 | — | — | 13,010 | 2,877 | 10,124.10 | 37 | 133.33 | 3,858 | 7,640 | 2,175.70 | 158 | 316.50 | |
| | | 20 | 133.24 | — | — | 4,188.36 | 337 | 590.18 | 38 | 236.90 | 24,346 | 26,063 | 9,802.68 | 95 | 162.68 | |
| | | 21 | 115.76 | — | — | 14,167.40 | 9,610 | 35,658.85 | 39 | 133.34 | 11,191 | 19,781 | 5,503.86 | 1,264 | 4,453.25 | |
| | | 22 | 146.20 | — | — | 3,284.56 | 161 | 293.75 | 40 | 131.69 | 9,323 | 7,313 | 5,023.77 | 162 | 227.75 | |
| | | 23 | 139.28 | — | — | 1,392.80 | 165 | 288.75 | 41 | 121.20 | 7,390 | 8,897 | 2,571.58 | 71 | 112.25 | |
| | | 24 | 139.41 | — | — | 1,394.40 | 271 | 474.68 | Fourth | 1 | 230.30 | 21,961 | 20,971 | 9,249.64 | 193 | 374.12 |
| | | 25 | 157.60 | — | — | 2,606.47 | 116 | 204.31 | 2 | 199.21 | 8,830 | 7,545 | 2,749.80 | 439 | 1,447 | |
| | | 26 | 71.96 | 11,152 | 15,123 | 4,790.22 | 1,869 | 7,032.26 | 3 | 222.78 | 7,129 | 21,694 | 7,669.58 | 265 | 929.75 | |
| | | 1 | 121.21 | — | — | 10,058.75 | 621 | 1,552.23 | 4 | 254.54 | 9,552 | 11,462 | 4,423.80 | 329 | 575.75 | |
| | | 2 | 139.18 | — | — | 1,184.50 | 813 | 2,820.40 | 5 | 212.12 | 7,071 | 6,028 | 2,376.90 | 231 | 462.50 | |
| | | 3 | 150.96 | — | — | 1,061.72 | 84 | 153.61 | 6 | 254.54 | 5,734 | 4,334 | 1,912.27 | 115 | 230.50 | |
| | | 4 | 152.16 | — | — | 1,936 | 98 | 216.18 | 7 | 227.17 | 14,547 | 13,900 | 5,802.48 | 954 | 13,400.70 | |
| | 5 | 133.16 | — | — | 1,202.15 | 113 | 227 | 8 | 163.63 | 7,030 | 6,156 | 2,301.68 | 205 | 359.18 | | |
| | 6 | 115.26 | — | — | 3,256.09 | 22 | 50.06 | 9 | 200 | 11,785 | 12,184 | 3,046 | 229 | 343.50 | | |
| | 7 | 199.50 | — | — | 1,577.45 | 128 | 225.31 | 10 | 121.21 | 7,746 | 6,977 | 3,156.33 | 482 | 1,701.68 | | |
| | 8 | 137.80 | — | — | 3,445 | 233 | 407.75 | 11 | 193.33 | 10,802 | 12,185 | 4,424.13 | 205 | 307.50 | | |
| | 9 | 169.18 | — | — | 957.11 | 135 | 237.56 | 12 | 151.51 | 15,310 | 16,511 | 7,648.53 | 491 | 1,085.91 | | |
| | 10 | 161.50 | — | — | 2,131.39 | 143 | 274.22 | 13 | 193.33 | 12,501 | 14,421 | 11,395.56 | 284 | 790.56 | | |
| | 11 | 186.40 | — | — | 5,725 | 52 | 91 | 14 | 139.39 | 7,857 | 9,129 | 3,232.23 | 191 | 238.43 | | |
| | 12 | 60.60 | — | — | 211.80 | — | — | 15 | 90.90 | 7,052 | 9,973 | 3,376.51 | 64 | 96.75 | | |
| | 13 | 153.88 | — | — | 5,720 | 325 | 813.12 | 16 | 193.93 | 12,992 | 14,670 | 10,625.24 | 181 | 271.50 | | |
| | 14 | 157.44 | — | — | 3,091.36 | 160 | 222.31 | 17 | 249.49 | 9,240 | 17,452 | 3,315.88 | 290 | 435.75 | | |
| | 15 | 192.78 | — | — | 3,339.41 | 487 | 1,231.08 | 18 | 163.62 | 2,153 | 7,419 | 1,038.66 | 136 | 185.34 | | |
| | 16 | 91.96 | — | — | 1,519.52 | 58 | 121.80 | 19 | 230.30 | 22,704 | 18,621 | 6,897.68 | 153 | 153.75 | | |
| | 17 | 174.76 | — | — | 5,091 | 596 | 2,293.50 | 20 | 157.56 | 4,462 | 10,927 | 2,185.40 | 124 | 124.75 | | |
| | 18 | 72.16 | — | — | 1,298.88 | 499 | 1,942 | 21 | 169.68 | 1,959 | 7,360 | 1,067.20 | 92 | 115 | | |
| | 19 | 162.32 | — | — | 6,898.60 | 324 | 649 | 22 | 145.44 | 2,757 | 4,706 | 1,388.27 | 69 | 86.87 | | |
| | 20 | 151.30 | — | — | 3,870 | 1,621 | 5,756.37 | 23 | 115.14 | 3,433 | 5,492 | 1,096.40 | 33 | 47.40 | | |
| | 21 | 156.24 | — | — | 3,906 | 270 | 675 | 24 | 200 | 5,545 | 18,441 | 3,892.85 | 381 | 572.25 | | |
| | 22 | 103.76 | — | — | 1,037.60 | 182 | 456.25 | 25 | 90.90 | 3,505 | 2,845 | 907.48 | 36 | 55.12 | | |
| | 23 | 138.88 | — | — | 4,855.80 | 270 | 676.25 | 26 | 172.96 | 10,775 | 16,385 | 4,173.32 | 3,131 | 18864.83 | | |
| | 24 | 130.88 | — | — | 6,020.48 | 1,409 | 4,823 | Fifth | 1 | 175.66 | 14,247 | 39,824 | 8,200.13 | 558 | 1,788.73 | |
| | 25 | 175.12 | — | — | 3,502.40 | 554 | 1,385.62 | 2 | 274.84 | 13,593 | 15,740 | 2,518.40 | 1,698 | 4,958.62 | | |
| | 26 | 145.40 | — | — | 2,916 | 631 | 1,579.37 | 3 | 175.74 | 14,222 | 12,060 | 2,837.60 | — | — | | |
| Third | | 1 | 75.58 | 23,177 | 18,613 | 6,021.34 | 124 | 248.50 | 4 | 157.56 | 5,204 | 5,250 | 735 | 32 | 40.31 | |
| | | 2 | 142.42 | 9,691 | 11,912 | 4,169.20 | 248 | 434 | 5 | 115.14 | 2,224 | 1,622 | 622.72 | 17 | 22.18 | |
| | | 3 | 152.66 | 6,757 | 8,386 | 2,599.66 | 360 | 886.37 | 6 | 309.08 | 10,903 | 12,944 | 3,185 | 137 | 172.18 | |
| | | 4 | 145.45 | 8,625 | 6,325 | 2,415 | 78 | 137.81 | 7 | 363.62 | 15,540 | 22,049 | 6,143.46 | 228 | 285 | |
| | | 5 | 127.27 | 10,939 | 13,441 | 5,814.35 | 1,257 | 5,311.68 | 8 | 278.78 | 15,998 | 12,973 | 6,160.55 | 48 | 60.93 | |
| | | 6 | 74 | 3,835 | 8,239 | 2,645.43 | 162 | 259.65 | 9 | 181.80 | 4,701 | 4,418 | 752.16 | 40 | 61.12 | |
| | | 7 | 139.39 | 2,818 | 3,958 | 989.50 | 66 | 82.50 | 10 | 290.90 | 12,487 | 27,196 | 5,460.52 | 544 | 1,427.75 | |
| | | 8 | 108.06 | 3,362 | 4,902 | 1,184.41 | 141 | 211.50 | 11 | 175.74 | 18,688 | 17,657 | 7,078.80 | 760 | 1,818.59 | |
| | | 9 | 140.74 | 6,160 | 7,198 | 1,886.20 | 112 | 140.62 | 12 | 151.50 | 11,848 | 18,394 | 3,126.98 | 296 | 370.93 | |
| | | 10 | 81.12 | 988 | 2,663 | 859.90 | 45 | 67.87 | 13 | 284.84 | 21,035 | 16,286 | 21,969.05 | 113 | 141.25 | |
| | | 11 | 78.54 | 6,494 | 6,509 | 2,434.46 | 115 | 144.06 | 14 | 133.32 | 1,035 | 6,765 | 1,217.70 | 84 | 127.12 | |
| | | 12 | 75.78 | 1,484 | 1,484 | 522.25 | 76 | 95.93 | 15 | 218.18 | 4,071 | 7,285 | 1,529.85 | 176 | 265.12 | |
| | | 13 | 90.90 | 12,217 | 10,284 | 4,764.63 | 191 | 191.75 | 16 | 242.42 | 14,136 | 18,680 | 3,860.75 | 348 | 511.56 | |
| | | 14 | 60.60 | 428 | 1,733 | 361.60 | 27 | 27.50 | Lateral Road | 1 | 158.18 | 12,380 | 20,002 | 5,822 | 138 | 219.62 |
| | | 15 | 81.84 | 5,804 | 9,762 | 3,221.46 | 73 | 73.25 | 2 | 145.44 | 10,019 | 11,725 | 6,846.23 | 130 | 196.12 | |
| | | 16 | 47.39 | 85 | 1,159 | 259.75 | 18 | 18.50 | 3 | 187.86 | 6,819 | 6,795 | 2,299.25 | 105 | 157.87 | |
| | | | | | | | | 4 | 193.32 | 13,438 | 12,124 | 10,465.90 | 33 | 42.90 | | |
| | | | | | | | | 5 | 405.20 | 8,884 | 18,264 | 5,479.20 | 180 | 315.43 | | |
| TOTALS. | | | | | | | | | | | | | | | | |
| Distance, 71 miles 9,16 poles. | | | | | | | | | | | | | | | | |
| Masonry— | | | | | | | | | | | | | | | | |
| 79,882 perches of 25 cubic feet. | | | | | | | | | | | | | | | | |
| Cost of Masonry, \$318,367.77. | | | | | | | | | | | | | | | | |
| Graduation— | | | | | | | | | | | | | | | | |
| 1,788,620 cubic yards excavation; | | | | | | | | | | | | | | | | |
| 2,091,899 cubic yds embankment. | | | | | | | | | | | | | | | | |
| Cost of Graduation, \$804,142.90. | | | | | | | | | | | | | | | | |

† In the cost of the masonry on the 1st section of the Fifth Division is included a wooden viaduct over the Railroad of twenty feet span, for the accommodation of the Frederick and Georgetown turnpike road.

Without in the least degree designing to disparage the genius of our own countrymen, we may be permitted to hint that American citizens who have turned their attention to the subject, might probably save themselves both time and money by scrutinizing the construction of a machine, evidently the result of real genius and great practical experience. Of its movements we cannot, perhaps, give a better idea than by describing them as those of "a thing of life," rather than of a mere machine. In the hands of the engineer, and with no effort on his part, it is made to move forward or backward, fast or slow, as he wills it—and with an ease and smoothness of action that constitute one of the most striking and important points of its numerous merits. The road is in fine travelling order, and offers a delightful excursion to those who have a couple of hours to devote to it.



The object of having two fire-places was, however, merely tentative; and the reader will understand that in the following experiments there was only one fire burning at once. I may observe, by the way, that there is a very curious difference in the effects produced by the two fires. When the fire, M, is burning, the water makes a regular stroke of about 6 inches, like a piston of a steam engine. I have allowed room for that stroke in the extra space 3 of the pipe, L, which is closed at top; but lest the stroke should by any sudden increase require greater scope, the pipe, N, is left open at top, and the water rising through it in a jet, falls back into the general reservoir, G. Nothing of this kind, however, takes place when the fire.

I am, dear Sir, yours, &c.
M. SAILL.

Lancaster, May 3, 1832.

AGRICULTURE, &c.

[From the Philadelphia Album.]

A GENERAL DESCRIPTION OF THE DISEASES OF CATTLE.

The internal disorders of cattle may with propriety be divided into two classes.

First, those of the organs subservient to digestion and chyfication; secondly, those of the sanguiferous system, or blood vessels. The former may be cured by means of the three simple prescriptions I have alluded to; the latter by the bleed. In both, however, the animal's diet is an object of the greatest importance, for to what purpose would it be to remove the accumulated matter which occasions the disordered state of the digestive organs, where the animal is still kept on the same diet which produced it; or want benefit could be expected from relieving the vital organs when oppressed by a redundancy of blood, if the animal were afterwards allowed to feed at pleasure, and form as much blood again, in a short time, as that which had been drawn off?

In the treatment of the disorders of cattle, attention to feeding is an essential object, and is equally, or more important, as a means of prevention; for it is not too much to assert, that nearly all their disorders originate in improper management as to feeding. A morbid susceptibility, or a predisposition to disease, may be propagated by negligence in breeding, and may be produced by taking animals from their native soil and climate, and placing them in colder situations; for cold and moisture are often powerful agents in lessening the vital power, and especially that of the digestive organs. Still the principal, and often the immediate cause of their disorder, is improper feeding. The most fruitful source of disease in cattle, and especially milch cows, is bad hay,* and even such as is by many considered tolerably good. The fibrous parts of such hay gradually accumulate between the leaves of the third, or foliated stomach; here they are compressed from time to time, and become matted together, and being detained by numerous papillæ, with which the surface of the leaves is covered, produces at length a morbid condition of the fourth stomach, and often of the bowels also. The most common symptom of this state of the digestive organs is named the *yellowes*: from the milk in one of the quarters of the udder becoming of a yellow color, and stringy, as it is termed, that is, mixed with small filamentous coagula, or curds, often offensive in smell and taste, and sometimes streaked with blood. The acrimony of the milk causes a swelling and hardening of the quarter; and unless it is drawn off several times a-day, it often so inflames the cellular texture of the udder as to terminate in suppuration, and an obliteration of the receptacle, or quarter, as it is commonly named. The opening drench never fails of curing this disorder, if given in season, and one dose is sufficient; after taking it, the animal must be kept at grass, as that food, and the exercise used in obtaining it, is essential to her recovery. In higher degrees of this disorder, where the cow ceases to ruminate, or chew the cud, where the appetite goes off, and the milk is almost entirely lost in all the quarters, the drench should be assisted by whey, as directed in the treatment of red water; and when scouring succeeds, the cordial astringent drench must be given, as directed in the treatment of scouring or scantering. The swollen udder requires only the application of sweet oil, or foot oil.

When cattle are turned suddenly into good pasture, they sometimes fill the rumen or paunch so hastily, and so distend it, that it is rendered incapable of returning the food to the mouth for rumination. Fermentation then takes place, by which much air is generated, and the distention soon becomes such as to suffocate the animal, unless relief is afforded by introducing the instrument named a probang, and letting out the confined air. As soon as this has

been done the opening drench must be given, and the animal turned into a bare pasture, where she must be for some time attended, and have the fermenting food removed from the mouth as it is thrown up; without this precaution it may be ruminated, and again swallowed, and the third and fourth stomach so filled with it as to produce the flatulent colic, and a fatal inflammation of the stomach and bowels, from excessive distention of the air which would be generated, for in those cavities air could not escape upwards in consequence of their valvular structure. Should this fresh disorder, through negligence, be permitted to happen, the opening drench is still the best remedy that can be employed. Another method is sometimes made use of for relieving an animal in this disorder, which is commonly named *hoven*, *blown*, or *blasted*;* that is, a sharp knife is plunged through the left side into the distended rumen, or first stomach. The part where it is most prominent is chosen, viz: between the last rib and the hip bone; and always on the left side. The air being thus completely let out, the wound is closed by a pitch plaster, and the animal turned into a bare pasture, where it may get plenty of exercise and little food, that is, after the fermenting food has been removed from the mouth as before described. This method, however, is eventually injurious, and must be superseded by that of introducing a probang, and letting out the confined air by the mouth; a method first proposed by Dr. Munroe. The wound in the rumen, as it heals, always adheres to the side, and thus a regular contraction of the cavity is ever afterwards prevented, and rumination thereby rendered difficult and imperfect. Sometimes when an animal is turned into good grass, especially about the month of August and September, when the grass is high and abundant, from having been well watered, they eat a great deal during both day and night, but not so much as to hinder rumination. Thus they gradually fill all the stomachs, and towards morning become so oppressed, that they lie down on the cold grass, which is, perhaps, wet or covered with hoar frost. Digestion is thus put a stop to, and the animal often suffocated by the excessive distentions of the stomachs. In this disorder, which is commonly called fog sickness, the probang must be introduced, and the opening drench given. The animal must then be made to move if possible, and the food that is thrown up into the mouth must be removed. Here, also, a bare pasture is necessary afterwards; no other medicine is required; but a free access to water is necessary to soften and carry off the accumulated food, and when this has been accomplished, the cordial astringent drench may be necessary, morning and evening, for two or three days, to restore the tone of the injured stomachs and bowels. It is probable, however, that this would be more effectually, though more slowly accomplished, by keeping the animal in a bare pasture.

Sometimes when the animal is kept in rich pasture during the month of June, the appetite is powerful, and the digestion quick and perfect, and thus, in a short time, so much rich blood is formed as to exceed the capacity of the blood vessels, and then inflammation is produced in some vital organs, and nothing but the most copious depletion of the blood vessels will save the animal's life. The lungs are the part most likely to suffer, and next, the brain and the kidneys: producing mad staggers, or the inflammatory red water; and in steers or heifers, or in yearlings, the quarter ill is thus produced. In all cases of internal inflammation, the animal appears stupid and heavy; the breathing is disturbed: the nose and the upper lip hot and dry; the horns hot, especially at the roots, and the vessels of the eye distended. The pulse rises

* I have lately been informed that *hoven* or *blasted* cattle have been quickly relieved by giving four ounces of carbonate of soda, half a pint of castor oil, and a pint of water. The person who gave me this information says, he has never known this to fail.

to above 100, and the appetite is usually lost. All these symptoms quickly increase, and unless the animal is properly treated, terminate fatally. Bleeding is the essential remedy; and must be performed as early as possible. The quantity of blood drawn should not be regarded, but the effect which is produced by it, that is, faintness; this gradually ceases, and after a few hours he appears relieved and cheerful, and often desirous of food. But this must be given cautiously; the barest pasture is the best place for him; but he may be allowed now and then a quart or two of fresh whey, which will serve to unload the stomachs and bowels. This remedy (bleeding to faintness,) always succeeds perfectly if employed in season, and followed by a suitable diet. In the month of September and October, scouring often takes place, especially in animals predisposed to the disorder by hereditary weakness, frequent calving, weakness of the stomach and bowels, gradually induced from several winters feeding on bad hay. Animals that have been taken from their native soil and climate, are also subject to this disorder, as well as remarkably good milkers, and this is the period when scouring generally commences. In this case the cordial astringent drench must be given every morning and evening, as directed in the Compendium, but must always be preceded by the opening drench, at whatever period the disease may occur. This remedy, I have reason to believe, will always succeed, if employed in season, and if the time of year will admit of the animal being kept at grass.

In very cold and wet weather, when shelter becomes necessary, intervals of fine weather must be taken advantage of, for some grass and some exercise are essential to recovery;* and when grass is deficient, either in quantity or quality, the best food is good hay, in moderate quantity, and mashes of good fresh bran with a little ground malt. A handful of wheat flour also may be stirred into each pail of water. In this way the animal may be restored and strengthened; and when grass becomes nourishing, and the weather favorable, the green fields will effectually recover her. Those are all internal disorders of cattle, except the contagious epidemic, named murrain, or pest, and the epidemic catarrh, named distemper, or influenza. These are inflammatory disorders of the highest degree, and if curable, as the latter always is, can be cured only by the most copious early bleeding. An absurd apprehension of fatal debility, and of the putrid nature of the disorder, must never prevent this remedy from being employed with boldness, nor should the animal ever be taken from grass, and the open fields, as is often done in the epidemic catarrh. Contagion, however, must always be guarded against with the utmost care. Tonics and stimulants are poisons in those disorders, and bleeding and grass are the only remedies ever required. I have now endeavored to give a simple, but comprehensive view of the internal disorders of cattle, and such as may lead to their prevention. I indulge a hope that the proprietors of cattle may be led by this, and the other essays I have written, to reflect upon the subject, and give a fair trial to the curative and preventive measures I have proposed. It should be recollected; however, that the success of the remedies I have suggested can be insured only by an early and careful application. Disorders are often neglected until they become incurable; and then the most absurd and expensive drenches are frequently had recourse to. In Downing's book on cattle medicine, a pint of port wine and a quart of strong beer are prescribed for one

* I have lately been informed that many scouring cows have been cured by giving once or twice a day a drench made by boiling three or four sheets of large common writing paper in three pints of skimmed milk, until reduced to a pulp. One pint of this is a dose; and my correspondent adds, that he has never known it to fail. The cow is fed on the sweetest hay, and turned out for exercise when the weather is fine.

* Unwholesome water is often a cause of diseased cattle, especially in milch cows.

dose, as a vehicle for grains of paradise and other drugs; and in another receipt a quart of port wine is prescribed for one dose. Sometimes a choice is offered the reader between beer and urine, as if their properties were similar. The cordial astringent drench, including the beer, will cost about four pence; the opening drench is more expensive, and costs from a shilling to eighteen pence. But one is always sufficient. The strong cordials given to cattle, or even the beer in which they are given, which is seldom less than a quart, may afford relief in some disorders, but they certainly weaken the stomach, and thereby increase the tendency to disease. The weaker the cordial the better, provided it be strong enough to produce the desired effect, and then it may be so repeated as, with due attention to diet, to render that effect more durable, and even permanent. In scouring cattle I have not yet known the cordial astringent to fail.

Proprietors would find great advantage in directing the medical treatment of their stock themselves, and still more were they to attend carefully to preventive measures. Were the practice to become general, of making hay in the early part of June, when the grass is in flower, it would go a great way in preventing the diseases of horses and cattle. In the former animal the only other conditions required for the preservation of health, would be to give such hay with moderation, to work him fairly, and afford him such treatment as he has a just claim to, for all his disorders are occasioned by hard work, by excessive exertion, and by feeding upon hay. The crop, when cut early, may be less in quantity, but this is abundantly compensated for by its superior quality, and the after-grass would be infinitely better.

[From the New-England Farmer.]

ADAPTING PLANTS TO SOILS.

The following valuable remarks, from the pen of Mrs. AGNES IBBETSON, a lady celebrated for her agricultural and economical skill, are extracted from the Bath and West of England Society's Papers:

I have been lately much employed in endeavoring to show that all plants should be divided disposed or placed according to the different soils, congenial to their habits, from which they originally proceed; and it is to the total inattention to this circumstance, that we probably owe the very strange and contradictory results constantly to be found in all agricultural reports. No person can read with attention the late accounts delivered to the House of Commons, respecting the growth of corn throughout the kingdom, without being struck with the contradictory returns transmitted of the whole; and without being convinced that there must be some hidden cause for such a strange diversity in the gains of the farmer: as there are many instances adduced in those reports of the same excellent management, where the same seed has been sown, an equal degree of labor performed, with the same season, time and manure employed, and one farmer has gained three times as much again as was expended for putting in the crop, while another has scarcely exonerated and repaid himself for the labor and seed: what then could be the cause of the loss of the latter, and the gain of the former? It must, I am convinced, be owing to the agreement or disagreement of the plant with the soil in which it is placed, its situation and aspect; three things of which the farmer knows but little, or ever takes into his calculations. He has but one way of putting in plants, *loading the earth with manure*. But to adapt the plant to the soil from which it originally came, to suit also the manure to both that they may exactly agree, and not injure the vegetable; that the situation of the plant may be consulted, with respect to humidity and dryness; and that to complete the whole, the aspect also may be fitted, so that the plant that loves the sun may be exposed to it, while that which prefers the

shade may receive it: these are attentions truly wanting to our agricultural system, as I hope to show.

It has been a subject of considerable inquiry among agriculturists, as in what consists the food of plants. Some have attributed it to water, some to earth, and others to air. To all these sources vegetation is indebted; the fertilizing principle of all manures is referable to the extractive matter arising from decomposed animal and vegetable recrement, and in this state soluble in water, which is the carrying medium into the vegetable substances. Vegetables in general will not grow in pure earth, or pure water; some plants are so organized as to require only mechanical support from the soil, abstracting their nourishment from the atmosphere by means of their leaves; whilst others from their roots depend upon the soil for their support. Although many plants will grow in different soils, yet they have all their favorite ground; and it is more easy to accommodate the plant to the soil than to adapt the soil to the plant. By knowing, therefore, what sort of plant the farmer is going to put in, he may of course be regulated with respect to the quantity and species of manure required, the aspect wanted, and the degree of humidity and dryness requisite for the plant. All plants came originally from a peculiar earth; either from clay, sand, gravel, chalk, or loams formed from a mixture of some of these, or from a very wet or dry soil; and though many plants will grow indifferently in several species of earth, yet they have all their favorite ground, that which they *evidently prefer*. Now to make the soil fit for the plant, is certainly a very expensive thing; but to adapt the plant to the soil, is not only an easy and expeditious mode, but one which requires infinitely less assistance in dressing, labor, seed, and care of every kind. It is true that all cultivated plants demand some manure, because nature gives not salt and oil enough in any earth, to do without some assistance of this kind; but the plant that is natural to the soil requires infinitely less than that which is adverse to it, and may therefore be cultivated at a quarter of the expense. Now nature is so bountiful, that there is scarcely a plant necessary to the food of man and animals, that, if we choose with care, has not one peculiar sort, calculated for every soil.

Nature has been bountiful in plants peculiarly adapted to agriculture, and in which there are quite as many species fitted for poor land, as for rich land; and if planted in their own soils, give an infinitely greater return, and are not subject to those dreadful disorders but too common to plants placed in improper ground. I have repeatedly traced maladies arising from this source, that tainted the very means of life in a vegetable; and being constantly accustomed, when I heard of any extraordinary crop, to proceed to the place, and inquire thoroughly into the causes and management made use of by the farmer, I have generally found the success to proceed from accidentally putting the plant into that ground from which it originally issued, and manuring it according to the quantum of juices it received from the earth, and with that matter likely to form a proper compound adapted to its wants: in short, attending to their right rules of vegetable economy, and the common process of nature.

But I am sorry to say, that, in manuring the innumerable farms, *diversely situated*, I have but too often found this order reversed; the chalk plant put in sand, the sand plant in clay, and so on: and what is still more, the watery plant put in dry ground, and the dry vegetable in a wet soil; and in all these cases they cannot fail of making a very bad crop. A plant accustomed to a poor soil, placed in a good one, *rots*; while the one which prefers a rich loam, is starved in a poor one. A clayey plant put in sand, is blown out of the earth, for want of those retentive powers the root is used to; while the sand plant, placed in clay, decays at the root from the under moisture which it cannot bear. The chalk plant, also placed in gra-

vel, is destroyed by its own acidity, which is no longer subdued; for most plants, if the farmer do not grudge the making of the soil, he may certainly do it, but it can never answer in point of expense. It is a strange mistake, and a most fatal one, that almost all, even some of our best gentlemen farmers fall into, viz: that they cannot manure too highly. Now this is so completely the cause of innumerable failures, that I am most anxious to censure the practice. It always reminds me of the account given by Miller, of what was done in the West Indies, when some botanists were desirous of bringing over some fine plants of cactus species. They inquired not what the plants were, but wholly inattentive to their being rock plants, they put them into tubs of the richest soil they could procure; the plants all died: but this was looked upon as an accident, and the same process again followed, when one of the casks caking they concluded that the plants must die, as the earth had left them; and flinging on them some dry sand which happened to be in the way, ordered the casks down to the hold, when to their great astonishment the plants so treated lived, while those in the other cases died as usual. This opened the eyes of the gardeners with respect to rock plants; but to this day sand plants, instead of having a poor soil, generally receive a rich one. There is not a more ruinous effect than that produced on the plant of a poor soil placed in rich ground.

[From the New-York Farmer.]

GRAPE VINES.—In some sections of our country it is advisable to lay down and cover with the soil most varieties of exotic vines; in others, laying leaves or litter about the roots will be sufficient to prevent those sudden extremes that are so injurious to vegetation. Many foreign vines, however, require no protection. Should the vine be trained on a wall or side of the house, exposed to a warm sun, and also to bleak and cold winds, the danger is greater than if standing on the north side. If there should be danger that the sun would start the sap in warm winter days, or too early in spring, the vine should be shaded.

TENDER PLANTS in pots, when the convenience of a green-house or of a parlor sufficiently warm is not had, should be put into beds of tan, light rich vegetable mould, or rotting leaves, or litter, and the beds surrounded with boards sufficiently high, covered with boards or sashes. Horse manure or litter put around the outside of the frame will add to the protection. By taking off the boards in fair weather, many green-house plants can be protected in this way very well. If the bed is below the surface of the ground outside, the warmth will be greater.

FIGS.—This plant is becoming quite common in our gardens. By careful management two crops can be ripened in a season. As yet, however, it has not become sufficiently acclimated to stand our winters without some protection. Binding straw around them will sometimes answer. Laying them down and covering them with earth is a more certain protection; this is done by bending the plant as much as it will bear, and covering it in a trench, particularly the extremities, which are generally the only parts that receive injury by frost. Should the ground be wet the roots on one side may be loosened that the plant be more easily bent—the whole then covered. Some gardeners protect the roots with litter, and the branches with mats.

COMPOSTS should be made by collecting together all vegetable and animal substances about the premises. The manure from the stable would not be thrown out into the yard to be bleached by rains, but put under sheds. If not wanted for hot beds, every cleaning of the stable should have sufficient earth thrown over it to protect it from being diminished by evaporation.

MISCELLANY.

Some particulars respecting the celebrated Marquis of Montrose.—He embarked them (a few hundred recruits raised in Germany in aid of the royal cause) in the depth of the winter of 1650, and, speedily following, landed on the Isles of Orkney, and, crossing into Caithness, lodged his troops, with their necessities, in an old castle, from whence he issued a spirited, but moderate declaration, and presently received communications from many of the neighboring chiefs, requesting him to advance further into the country, and engaging to bring large reinforcements. He now hoisted his standard, whercon he had caused to be painted the portrait of his murdered master, with the motto, "Judge and revenge my cause, O Lord!" The rebel parliament, then sitting at Edinburgh, and wholly swayed by his mortal enemy, the Marquis of Argyll, had speedy notice of his arrival. Col. Strachan, a favorite officer, was instantly despatched to meet him, with a choice party of cavalry, and such was the dread of the hero, that Leslie himself followed in a few days with a formidable force. Montrose had marched forward, with his usual ardor, and being wholly without horse, gained no intelligence of the approach of the enemy till he was almost in sight. His promised aids, some from fear, others from treachery, had wholly failed him. Indeed, a body of 1500, under the Earl of Sutherland, which was advancing to support him, joined Strachan on his march. The struggling Highlanders whom he had incorporated fled without waiting for the attack, and Montrose, left only with his few foreigners, was in a moment overwhelmed with Strachan's horse. Having barely gained time to throw away the riband and George which he had lately received from the King, and to change dresses with a peasant, he gained on foot the house of a country gentleman in his confidence, who engaged to conceal him. It has been almost generally asserted that he was betrayed to the enemy by his host, Macleod, Laird of Assyn, whose name I mention because some writers have incautiously cast a groundless blemish on another of the greatest purity, by calling him "the Lord Aston." Montrose was a prisoner before the arrival of Leslie, to whom he was delivered, and who led him in triumph with brutal insolence, not suffering him to change the mean garb in which he was seized, to Edinburgh. The Parliament, before his arrival there, had passed sentence, on him, which I insert in the words of a very respectable historian, who gives it from the original, lest the ordinary narrative of a proceeding so horribly blackened by a mean and savage malice, might be suspected of exaggeration. The report of the committee employed to form it was "that as soon as he should come to town, he should be met at the Water Gate by the magistrates and hangman; that he should be tied with cords upon a chair, bare-headed, and the hangman to ride upon the horse that drew the cart, covered, before him; and so brought through the town to the Tolbooth; from whence he shall be carried to the cross of Edinburgh, and hanged on a gibbet 39 feet high, with his declaration about his neck; and so hang three hours in public view; afterwards he should be beheaded and quartered; his head to be fixed upon the Tolbooth and his legs and arms over the gates of Aberdeen, Perth, Stirling, and Glasgow; and in case he repented, and was absolved of the sentence of excommunication, his body should be buried in the Gray Friars; if not, to be buried in the Borrowmuir. It was thought fit however, to add yet another feature to the barbarous triumph before the consummation. He was brought before the parliament to be insulted by the Chancellor London, and to hear his sentence read. Here, as indeed throughout his whole life, he displayed an almost supernatural magnanimity. Being allowed to address the Assembly, he commenced a short, justificatory speech, in which it was difficult to say whether the language of the elegant scholar, the politeness of a finished gentleman, or the firmness of the soldier, shone most conspicuously, by telling them that "Since the King had so far owned them as to treat with them, he had appeared before them with reverence, and bare-headed, which otherwise he would not have done. He was then informed that on the morrow he should suffer death, and the whole sentence, even with some aggravations was accordingly executed on the 21st of May, 1650.—[Lodge's Portraits.]

We wish to direct the attention of Meteorologists to the increasing twilights of India, which are now as distinct as in Europe, and increasing in length. In hot climates, where the sun dips suddenly, twilights are thus necessarily excluded. They have

been for some time becoming more and more distinct,—a proof of that change in climate which is now observed to prevail all over the world.—[Scott's Indian Gazette.]

Rouen.—The approach to Rouen is exceedingly fine. You look down from high ground upon the Seine, which is here a majestic river, spotted with several woody islands, and winding through a spacious and fertile valley. The hills on each side rise to a considerable elevation, and they are handsomely clothed with wood. Several side valleys branch from the valley of the Seine, and conduct tributary streams to its spacious bed of waters; in these valleys numerous cotton mills are situated, many of them newly built, and which, being turned by water without steam-engines, and being all whitewashed and neatly covered with blue slate, have a very ornamental and lively appearance. The ancient city of Rouen lies in the valley, on the banks of the river, and stretches on to the neighboring hills; the towers and spires of its cathedral and other churches are its chief ornament. At and below the city the river is covered with boats; and the whole scene is enlivened by a numerous population, busily engaged in the processes of manufacturing and commercial industry. The valley, thus adorned and peopled, and intersected by the broad winding stream, is seen from several miles, and forms a striking and even splendid view. The ancient capital of Normandy, which has of late become entitled to the name of the Manchester of France, from being the principal seat of the cotton manufacture, has been enriched, but certainly not embellished, by the manufactures which have established themselves among its population of 86,000 souls. It is a gloomy city, its high brick-houses being blackened by smoke and age, and the streets being narrow and dirty. Its fine specimens of architecture are all of great antiquity. Manufactures are just of that date in Rouen at which they fill a town with smoke and dirt, and before their effect in enriching the inhabitants becomes visible in the new and ornamental buildings which wealth creates. An Englishman, in traversing Rouen, will not forget, nor remember without some emotion, that from this city the Conqueror of England issued forth with his expedition eight centuries ago, to overturn our Saxon dynasty and nobility, and to parcel out our fair lands amongst the warlike adventurers who followed him.—[Letters from the Continent in the Leeds Mercury.]

The Red Sea.—The water of the Red Sea is so very clear, that Mr. Buckingham read on the wood on stock of an anchor the name of the ship at the depth of 25 fathoms (150 feet).—[Mirror.]

Phenomena.—Accounts from Geneva, of the 18th of August, describe some remarkable natural phenomena, occasioned by the long heat and drought in that neighborhood. In one case, the spontaneous combustion of grass and trees has taken place; and in another (commune d'Arrache), 250 acres of fine forest has been consumed by a subterranean fire immediately under the surface of the earth.

To give Busts the appearance of Marble.—A curious process is communicated in a French scientific journal for giving to busts and statues in plaster the appearance of marble:—"Dissolve alum in water to a strong solution by means of heat. The bust is then thoroughly dried, and, in that state, plunged into the liquid solution, where it is left from fifteen to thirty minutes; then it is suspended over the liquid till it ceases to drop. When it is cool, apply mere of the solution to it by means of a sponge, and continue the operation until the alum forms a crystalline coat on the surface. When it is perfectly dry, polish it with sand paper, and finish by polishing it with linen, slightly moistened in pure water. Use a tub of wood heated by means of a boiler of water for the solution, in preference to metallic substances, which will discolour it more or less."

Curious Breed of Horses.—"There is a singular looking breed of horses found among these mountains, very diminutive in size, not nearly formed like ponies, but rather resembling cart horses in miniature. They have large shaggy manes, very rough coats, and thick fetlocks covered with long hair. They are never shod, nor are their hoofs ever pared; so that the horny part projects forward, in some instances, to nearly a foot in length. This gives the animal a most awkward appearance, and suggests the idea of people walking with snow-shoes; yet, notwithstanding this apparent encumbrance, they are very sure-footed little animals, and considered equal to mules on bad rocky roads."—[Campaigns and Cruises in Venezuela.]

SUMMARY.

THE RAILROAD.—We learn from the Edensburg Sky that 15 sections of the Alleghany Portage Railroad are finished and prepared for laying the rails. It is expected that thirty sections will be completed by the 1st of next month. Twenty miles of the road, including portions of unfinished sections, are now graded and prepared for the rails.—[Pennsylvanian.]

CHARLESTON RAILROAD.—The Railroad is now completed for use, from Charleston to Branchville, a distance of 62 miles. In a few days more, it was expected that arrangements would be made to convey the Augusta and Columbia mail and passengers that distance on the Railroad.—[Balt. Pat.]

GROWTH OF LOWELL, MASS.—Two hundred and seventy-eight buildings have been erected in Lowell during the past year.—[Bost. Atlas.]

The packet ship Kentucky, bound from New Orleans to this port, was wrecked October 29th about 50 miles north of Cape Florida. The passengers and crew, with the exception of the cook and two men, were saved. The ship will be entirely lost; part of the cargo had been saved and carried to Key West. We understand that considerable insurance was effected on the vessel and cargo in this city.

United States Bank Directors.—The following gentlemen were appointed at Philadelphia, on Friday, Directors for the Branch in this city:—ISAAC LAWRENCE, JOHN HAGGERTY, PETER HARMONY, JAMES BOORMAN, JOHN S. CARY, SHEPHERD KNAPP, SAMUEL SWARTWOUT, PELATIAH BERT, WILLIAM W. WOOLSEY, PETER I. NEVILL, SILAS WOOD, SAMUEL F. MOTT, DAVID HADDEN, ISAAC CAROW, J. RATHBONE, Jr.

Government Director.—JAS. CAMPBELL. * New Directors, in the room of Robert Lenox, Saul Alley, J. W. Lawrence and James Boyd, Jr., whose term of service expires.

A letter, post marked New Orleans was lately received at the New York Post Office, the postage on which was \$288; which sum was paid at the New Orleans Office. With the exception of a letter from Newport, R. I. during the late war, this is the greatest amount of postage on any one letter received since the establishment of the New York Post Office. The postage on the Newport letter exceeded \$400, and was promptly paid. It contained the log-book of a Privateer, and was to be used in evidence in a case then pending in the Admiralty Court.—[Jour. of Com.]

Haley Rose and Abm. Scharrott, the two men mentioned in yesterday's paper as having been blown off, from Staten Island, in a skiff, were picked up on Saturday about half past two o'clock, P. M. in an exhausted state, nearly two miles from Sandy Hook.—[Standard.]

The New Orleans Advertiser of November 20th, says—The weather for the last two weeks has been cool and pleasant, and on Sunday night, it became so intensely cold, that ice was seen yesterday morning in various parts of our city.

A Mackerel, three feet ten inches long, and measuring 18 1/2 inches round the body, was caught in Severn River, near the Round Bay, on Saturday last, and was served up at Williamson and Swann's Hotel, on Sunday. A delicious dish it was.—[Annapolis Republican.]

Hurricane.—On Tuesday, the 12th of November, the township of Godmanchester was visited by the most dreadful hurricane ever remembered to have happened in that quarter. The day had been remarkably fine, but about sunset the sky towards the northwest suddenly assumed a very alarming aspect. A dark cloud overspread the whole heavens, which was only relieved by a lurid red spot on the verge of the horizon. Altogether, the sky presented so threatening and unusual an appearance, that even those who are in the habit of paying least attention to the signs of the weather, with confidence predicted some extraordinary convulsion of the elements. As the black clouds rose upwards and almost instantaneously shut out the light of day, a loud roaring sound was heard, which very much resembled the voice of some great waterfall. The nearer approach of the storm was announced by the crash of falling timber and the roaring of the wind among the trees. In a moment more it swept past, and left ample proofs of its resistless fury by the destruction which it had caused.

The roofs of Mr. Kennedy's dwelling house, barn, stable, and other out houses, formerly the property

of Stanley Bagg, Esq., were torn off and blown into the adjoining fields, and the whole of the bodies of these buildings were more or less shattered and twisted, or literally torn to pieces. Some parts of the solid roof were carried more than 300 yards distant. In the midst of all this devastation, it is gratifying to know that no lives were lost, although many of the inmates of Mr. Kennedy's house escaped as by a miracle. We lament to state, however, that a fine young man, in Mr. Kennedy's employment, was severely injured by the roof of the barn. His shoulder bone was fractured, and he is otherwise much bruised. But Mr. Kennedy was not the only, although certainly the greatest, sufferer by this dreadful tempest, as all the farms and dwelling houses over which it passed are more or less injured by its violence. The loss sustained we should imagine to be very considerable, although no exact calculation has as yet been made.—[Montreal Gazette.]

Melancholy.—On Thursday last, says the Newark Sentinel, as two persons were engaged in picking up floating wood in the Passaic, near Centre wharf, the boat in which they were, becoming too heavily loaded, sunk in the middle of the stream. One of them, named Horace Dod, son of Mr. Abner Dod, was drowned. He was about 26 years of age, and by trade a gun-smith. The body was found on Friday.

The Governor of Georgia offers \$200 reward for John Bradbery, of Pike county, accused of the murder of Simpson Neville. He is about 60 years of age, 5 feet 3 inches high, red complexion, blue eyes, gray hair and whiskers, talkative and square built.

Female Intrepidity.—We were yesterday shown the foot of a large black and white eagle, which was killed last week in the lower part of Woodstock, in the most singular and daring manner. This noble bird entered the house of Mr. William Anderson, in pursuit of a duck, while his wife was alone, and which she no sooner perceived, than she instantly seized the bird by the wing, and despatched it in the true Rob Roy style, and perhaps with something of the same characteristic feeling which the following lines express, as when applied to that bold chieftain:—

"The Eagle he was lord above,
And Rob was lord below."

The wings measured six feet across, three feet from the tip of the beak to the extremity of the tail, and each foot extended covered a space of seven inches.—[Frederickton Gaz.]

Various are the roads to distinction.—Baron Huygens, late minister from Holland to the United States, has been presented with letters patent of nobility by the Dutch King, in recompense of the active part he took in recovering the jewels of the Princess of Orange, in the city of New York. The king of Holland should not forget old and young Hays in his distributions of his rewards.—The latter who is now awaiting the trial of Polari, should at least be knighted—and to the old ferret he should address a letter of thanks and send him a pipe of Hollands!

List of Officers of the United States sloop of war Boston, arrived at Charleston from the Mediterranean; Commander, George W. Storer; Lieutenants, W. Jameson, R. S. Pinckney, W. S. Ogden, W. E. Hunt, A. R. Strong; Acting Sailg Master, Robert Fitzhugh; Surgeon, Thomas Dillard; Purser, N. Wilson; Assistant Surgeons, Micka and Borland; Midshipmen, J. F. Eiller, P. Drayton, J. Weems, R. Perry, J. P. B. Adams, T. A. M. Craven, G. W. Randolph, J. P. Parker, S. W. Wilkinson; Acting Boatswain, Davis; Carpenter, J. Southwick; Sail Maker, J. G. Gallagher; Acting Gunner, Gamett; Captain's Clerk, Marsh; Purser, Stuart and Turner.

Fatal Accidents.—The Alexandria Gazette states, that within the last week two children were burnt to death in that town, by their clothes taking fire.

Some very liberal donations for the benefit of the Cape de Verd sufferers have been received, and acknowledged by the North River Central Committee, at Troy.

Police Office.—Information was given to the Police Office, yesterday, that Mr. —, a highly estimable young man, had the lodging room of his boarding house broken open on Tuesday, and a new suit of clothes taken away, consisting of a coat, vest, and pantaloons, with pumps and white kid gloves, together with a gold finger-ring, and other articles. What renders this robbery particularly distressing, and would induce sympathy for the sufferer, is the fact that they had all been providently procured for his marriage, and it was only when the

gentleman proceeded in the evening to dress for the occasion, that he discovered the loss of his entire wardrobe. We may add, that however untoward the circumstance, the ceremony was not deferred.—[Courier.]

The Harrisburg Reporter of Friday, says—The canal navigation continues brisk from Middletown to Huntingdon. The improvements are now completed from the latter place to Hollidaysburg, and on Tuesday last, the first boat passed that line. The water was also to be let into the division from Middletown to Columbia, yesterday. The Juniata Press of Wednesday, says—During eight days, ending on Thursday last, upwards of fifty boats passed the first lock along Millin.

The Arkansas Gazette, of November 14, in speaking of the emigrating Indians, says:—Our latest information from Rock Roe, the general rendezvous of the Choctaws, is to Sunday morning last, at which time about 1000 of the emigrants had reached that point, upwards of 800 of whom came up in the steam boats Reindeer and Harry Hill, and the remainder came through by land from Memphis via the military road. Near 2000 more, under Colonel Rector, landed on the west bank of the Mississippi, opposite Memphis, on the 4th instant, and left for Rock Roe, about 1200 in the U.S. steam boat Archimedes and the remainder by land, with their horses, wagons, &c., and it is probable that all had reached that point on Sunday last. It is not known at what time these emigrants may be looked for here; but we think they are expected at the close of this week.

Great Dispatch.—The express which brought the President's Message on horseback, arrived at Baltimore from Washington, in one hour and thirty-three minutes—being at the rate of a fraction more than twenty-four miles an hour!

Distressing Shipwreck.—The ship Warren, Studley, of and for Boston, 14 days from Turks Island, with salt, was lost on the back side of Cape Cod, a few miles from Provincetown, on Saturday afternoon last, about 4 o'clock, during a severe snow storm; and that the captain, cook, steward, and two seamen perished. On the morning of that day, the captain supposing himself to be close in with the land, kept a good look out, and between 11 and 12 made it, but being unable to discover what land it was, he concluded to run for the Race. At 4 o'clock they saw breakers ahead, and immediately attempted to heave the ship in stays, but before she came round, she struck; the main and mizen masts were immediately cut away. The sea at this time was making a complete breach over the vessel, when the captain and a part of the crew lashed themselves in the fore rigging, and the 1st and 2nd mates, the captain's son, (a lad fifteen years old) and the remainder of the crew, lashed themselves in the mizen chains. At 10 P. M. the tide having ebbed considerably, those in the mizen chains went to the captain's state room, which they found dry—the boy soon after went to call his father, but he was so far exhausted that he made no answer. The survivors remained upon the wreck until 3 o'clock Sunday afternoon, the storm being so violent, that no assistance could be rendered them from the shore. Boats were then carted off from Provincetown, a distance of three miles, and were immediately sent out to the ship. The danger was so great, that nothing but the circumstance of seeing living persons on board the wreck, could have induced any to make the attempt to reach her. Six attempts were made without success; but on the seventh, they succeeded.—They found that the captain and cook were frozen to death; the steward, and two seamen had been washed from the wreck, and perished, the first and second mates, the Captain's son and five seamen were carried safely to the shore, together with the bodies of the captain and the cook, which were taken to Provincetown. The courage and humanity of those who thus risked their lives for the preservation of the crew are worthy of all praise, and it may be well to mention, that it was their presence of mind in taking out with them a supply of such provisions as the condition of the survivors required, which was the means of saving their lives. [The Warren and cargo were owned by N. Goddard, Esq. of this city—\$10,000 insured on the ship at the Globe Office; cargo uninsured.]

Our informant also states that a schooner of about 70 tons, bottom up, came ashore near the same place on Saturday night, with her masts, sails, &c. on her bottom. The crew are supposed to have perished. She was supposed to be from Richmond, as a number of barrels of flour came on shore from the wreck, marked "Richmond City Mills."

One of the crew of the Warren, mentioned above,

stated that the larboard side of the ship was stove in; he also stated that they spoke the schr. Charlotte, 65 days from Smyrna for Boston, the day before they went ashore.—[Boston Dai. Adv.]

A man was tried at the late Court of Oyer and Terminer for Lancaster county, under peculiar circumstances. The criminal was a Constable, charged with the arrest of an individual who resisted with violence—the constable persisted, and told him if he did not surrender he would shoot him. The man pertinaciously refused to give up, and the constable took out his pistol and shot him dead. The accused was acquitted.

Death by Charcoal.—The Troy Sentinel mentions that two girls, foreigners, who were servants at Thurber's Hotel in that city, were imprudent enough, on retiring to rest at night, to take into their room a portable furnace of ignited charcoal. One of them, an English girl, is dead, by suffocation, in consequence; the other is yet alive, and hopes are entertained that she may recover.

We learn from the Coshocton Spy, that Powell the book pedlar, who was supposed to be murdered about a year ago, near Coshocton, is alive at Louisville. An individual suffered an imprisonment of six months on a suspicion of having been his murderer. His conduct is as base as can well be imagined.—[Zanesville Messenger.]

Naval.—The last monthly bulletin from the Navy Department, dated Dec. 1, gives the following information:—

Frigate United States, Capt. Nicholson, with Com. Patterson on board arrived at Port Mahon 25th Aug.—all well. To sail for Naples as soon as she should take in water.

Frigate Brandywine, and sloop Concord and Boston, were at Mahon on 25th August; the first named having sailed from Naples the 13th; the latter arrived at Charlestown. The John Adams was hourly expected from Marseilles. The Concord was at Marseilles 2d September.

Frigate Constellation, Capt. Read, sailed from Naples for the Levant the 23th July.

Schooner Porpoise, Lieut. McIntosh, sailed from Norfolk for the Azores—Cape de Verde, and thence to the West Indies, 4th November.

Frigate Potomac, Commodore Downes, still at Linkin, China, 2d June, to sail next day, if weather favorable, for the Pacific station.

Sloop Lexington, Captain McKeever, and Schooner Boxer, Lieut. Page, at Rio 11th September.

Mails to the Squadrons can be sent by the ship Liberty to Gibraltar and the Mediterranean, from New York, the 10th December, and to Rio Janeiro and the Brazilian squadron, by the Barque Superior, from N. York the 8th December.

Major General Scott arrived in Charleston, S. C. on the 25th ult. on a tour of inspection.

HOME AFFAIRS.

The Electoral College (says the Albany Evening Journal of Wednesday) which organized yesterday re-assembled to-day, and deposited its vote for Jackson and Van Buren. Dr. Crosby, an elector from Chautauque county, we understand, was appointed the messenger to convey the votes to Washington.

PENNSYLVANIA.—The Legislature assembled on the 4th instant. Dr. J. R. Burden was chosen Speaker of the Senate, by a vote of 26 to 5. In the House of Representatives six ballottings took place for Speaker, without coming to a choice. The Philadelphia Inquirer says the political divisions of the House are—Jacksonmen 44; Anti-jacksons 31; Nationals 25.

VIRGINIA.—The General Assembly of Virginia convened at Richmond on Monday last. Mr. Dromgoole, of Brunswick, was elected President of the Senate, and Linn Banks, of Madison, Speaker of the other House. The old officers were all re-elected.

SOUTH CAROLINA.—A legislative caucus has nominated Robert Y. Hayne as candidate for Governor of South Carolina, to succeed Governor Hamilton, and with a view of ensuring his services, a committee was appointed to wait on him, with a request that he would not proceed to Washington.

PRESIDENT'S MESSAGE.

*Fellow Citizens of the Senate,
and House of Representatives:*

It gives me pleasure to congratulate you upon your return to the Seat of Government, for the purpose of discharging your duties to the people of the United States. Although the pestilence which had traversed the Old World has entered our limits, and extended its ravages over much of our land, it has pleased Almighty God to mitigate its severity, and lessen the number of its victims, compared with those who have fallen in most other countries over which it has spread its terrors. Notwithstanding this visitation, our country presents, on every side, marks of prosperity and happiness, unequalled, perhaps, in any other portion of the world. If we fully appreciate our comparative condition, existing causes of discontent will appear unworthy of attention, and with hearts of thankfulness to that Divine Being who has filled our cup of prosperity, we shall feel our resolution strengthened to preserve, and hand down to posterity, that liberty and that Union which we have received from our Fathers, and which constitute the sources and the shield of all our blessings.

The relations of our country continue to present the same picture of amicable intercourse that I had the satisfaction to hold up to your view at the opening of your last session. The same friendly professions, the same desire to participate in our flourishing commerce, the same disposition to refrain from resenting injuries unintentionally offered, are, with a few exceptions, evinced by all nations with whom we have any intercourse. This desirable state of things may be mainly ascribed to our undeviating practice of the rule which has long guided our national policy, to require no exclusive privileges in commerce, and to grant none. It is daily producing its beneficial effect in the respect shown to our flag, the protection of our citizens and property abroad, and in the increase of our navigation and the extension of our mercantile operations. The returns which have been made out since we last met, will show an increase during the last preceding year of more than 80,000 tons in our shipping, and of nearly forty millions of dollars in the aggregate of our imports and exports.

Nor have we less reason to felicitate ourselves on the position of our political, than of our commercial, concerns. They remain in the state in which they were when I last addressed you—a state of prosperity and peace, the effect of a wise attention to the parting advice of the reverend Father of his Country, on this subject, condensed into a maxim for the use of posterity by one of his most distinguished successors, to cultivate free commerce and honest friendship with all nations, and to make entangling alliances with none. A strict adherence to this policy has kept us aloof from the perplexing questions that now agitate the European world, and have more than once deluged those countries with blood.—Should those scenes unfortunately recur, the parties to the contest may count on a faithful performance of the duties incumbent on us as a neutral nation, and our own citizens may equally rely on the firm assertion of their neutral rights.

With the nation that was our earliest friend and ally in the infancy of our political existence, the most friendly relations have subsisted through the late revolutions of its Government, and, from the events of the last, promise a permanent duration.—It has made an approximation in some of its political institutions to our own, and raised a monarch to the throne who preserves, it is said, a friendly recollection of the period during which he acquired among our citizens the high consideration that could then have been produced by his personal qualifications alone.

Our commerce with that nation is gradually assuming a mutually beneficial character, and the adjustment of the claims of our citizens has removed the only obstacle thereto, to an intercourse not only lucrative, but productive of literary and scientific improvement.

From Great Britain I have the satisfaction to inform you that I continue to receive assurances of the most amicable disposition, which have, on my part, on all proper occasions, been promptly and sincerely reciprocated. The attention of that Government has latterly been so much engrossed by matters of a deeply interesting domestic character, that we could not press upon it the renewal of negotiations which had been unfortunately broken off by the unexpected recall of our Minister, who had commenced them with some hopes of success. My great object was the settlement of questions which, though now dormant, might hereafter be revived

under circumstances which would endanger the good understanding which it is the interest of both parties to preserve inviolate, cemented as it is by a community of language, manners and social habits, and by the high obligations we owe to our British ancestors for many of our most valuable institutions, and for that system of Representative Government which has enabled us to preserve and improve them.

The question of our North Eastern Boundary still remains unsettled. In my last annual message, I explained to you the situation in which I found that business on my coming into office, and the measures I thought it my duty to pursue for asserting the rights of the United States before the sovereign who had been chosen by my predecessor to determine the question; and also the manner in which he had disposed of it. A special message to the Senate in their executive capacity, afterwards brought before them the question, whether they would advise a submission to the opinion of the sovereign arbitrator. That body having considered the award as not obligatory, and advised me to open a further negotiation: the proposition was immediately made to the British Government, but the circumstances to which I have alluded have hitherto prevented any answer being given to the overture. Early attention, however, has been promised to the subject, and every effort on my part will be made for a satisfactory settlement of this question, interesting to the Union generally and particularly so to one of its members.

The claims of our citizens on Spain are not yet acknowledged. On a closer investigation of them than appears to have heretofore taken place, it was discovered that some of these demands, however strong they might be upon the equity of that government, were not such as could be made the subject of national interference. And faithful to the principle of asking nothing but what was clearly right, additional instructions have been sent, to modify our demands so as to embrace those only on which, according to the laws of nations, we had a strict right to insist. An inevitable delay in procuring the documents necessary for this review of the merits of these claims retarded this operation, until an unfortunate maledy which has afflicted his Catholic Majesty, prevented an examination of them. Being now for the first time presented in an unexceptionable form, it is confidently hoped the application will be successful.

I have the satisfaction to inform you, that the application I directed to be made for the delivery of a part of the archives of Florida, which had been carried to the Havana, has produced a royal order for their delivery, and that measures have been taken to procure its execution.

By the report of the Secretary of State, communicated to you on the 25th June last, you are informed of the conditional reduction, obtained by the Minister of the United States at Madrid of the duties on tonnage levied on American shipping in the ports of Spain. The condition of that reduction having been complied with on our part, by the act passed the 13th of July last, I have the satisfaction to inform you that our ships now pay no higher nor other duties in the continental ports of Spain than are levied on their national vessels.

The demands against Portugal for illegal captures in the blockade of Terceira, have been allowed to the full amount of the accounts presented by the claimants, and payment was promised to be made in three instalments. The first of these has been paid, the second although due, had not, at the date of our last advices, been received; owing, it was alleged, to embarrassments in the finances, consequent on the civil war in which that nation is engaged.

The payments stipulated by the convention with Denmark, have been punctually made, and the amount is ready for distribution among the claimants as soon as the board now sitting shall have performed their functions.

I regret that by the last advices from our Charge d'Affairs at Naples, that government had still delayed the satisfaction due to our citizens: but, at that date, the effect of the last instructions was not known. Despatches from thence are hourly expected and the result will be communicated to you without delay.

With the rest of Europe, our relations, political and commercial, remain unchanged. Negotiations are going on to put on a permanent basis, the liberal system of commerce now carried on between us and the Empire of Russia. The treaty concluded with Austria is executed by His Imperial Majesty, with the most perfect good faith,—and as we have no diplomatic agent at his court, he personally inquired into and corrected a proceeding of some of his sub-

altern officers, to the injury of our Consul in one of his ports.

Our treaty with the Sublime Porte is producing its expected effects on our commerce. New markets are opening for our commodities, and a more extensive range for the employment of our ships. A slight augmentation of the duties on our commerce, inconsistent with the spirit of the treaty, had been imposed; but on the representation of our Charge d'Affairs, it has been promptly withdrawn, and we now enjoy the trade and navigation of the Black Sea, and of all the ports belonging to the Turkish Empire and Asia, on the most perfect equality with all foreign nations.

I wish earnestly, that in announcing to you the continuance of friendship, and the increase of a profitable commercial intercourse with Mexico, with Central America, and the States of the South, I could accompany it with the assurance that they are all blessed with that internal tranquility and foreign peace which their heroic devotion to the cause of their independence merits. In Mexico, a sanguinary struggle is now carried on, which has caused some embarrassment to our commerce; but both parties profess the most friendly disposition towards us.—To the termination of this contest we look for the establishment of that secure intercourse, so necessary to nations whose territories are contiguous. How important it will be to us, we may calculate from the fact, that even in this unfavorable state of things our maritime commerce has increased, and an internal trade by caravans, from St. Louis to Santa Fe, under the protection of escorts furnished by the Government, is carried on to great advantage, and is daily increasing. The agents provided for by the treaty with this Power, to designate the boundaries which it established, have been named on our part; but one of the evils of the civil war now raging there has been, that the appointment of those with whom they were to co-operate has not yet been announced to us.

The Government of Central America has expelled from its territory the party which some time since disturbed its peace. Desirous of fostering a favorable disposition towards us, which has on more than one occasion been evinced by this interesting country, I made a second attempt, in this year, to establish a diplomatic intercourse with them; but the death of the distinguished citizen whom I had appointed for that purpose, has retarded the execution of measures from which I had hoped much advantage to our commerce. The union of the three States which formed the Republic of Colombia has been dissolved; but they all, it is believed, consider themselves as separately bound by the treaty which was made in their federal capacity. The Minister accredited to the Federation, continues in that character near the Government of New Granada; and hopes were entertained, that a new union would be formed between the separate States, at least, for the purposes of foreign intercourse. Our Minister has been instructed to use his good offices, whenever they shall be desired, to produce the reunion so much to be wished, for the domestic tranquillity of the parties, and the security and facility of foreign commerce.

Some agitations naturally attendant on an infant reign have prevailed in the empire of Brazil, which have had the usual effect upon commercial operations; and while they suspended the consideration of claims created on similar occasions, they have given rise to new complaints on the part of our citizens. A proper consideration for calamities and difficulties of this nature has made us less urgent and peremptory in our demands for justice than duty to our fellow-citizens would, under other circumstances, have required. But their claims are not neglected, and will on all proper occasions be urged, and it is hoped with effect.

I refrain from making any communication on the subject of our affairs with Buenos Ayres, because the negotiation communicated to you in my last annual message, was, at the date of our last advices, still pending, and in a state that would render a publication of the details inexpedient.

A Treaty of Amity and Commerce has been formed with the Republic of Chili, which, if approved by the Senate, will be laid before you. That Government seems to be established and at peace with its neighbors; and its ports being the resorts of our ships which are employed in the highly important trade of the fisheries, this commercial convention cannot but be of great advantage to our fellow citizens engaged in that perilous but profitable business.

Our commerce with the neighboring state of Peru, owing to the onerous duties levied on our principal articles of export, has been on the decline, and all

endeavors to procure an alteration have hitherto proved fruitless. With Bolivia, we have yet no diplomatic intercourse, and the continual contests carried on between it and Peru have made me defer, until a more favorable period, the appointment of any agent for that purpose.

An act of atrocious piracy having been committed on one of our trading ships by the inhabitants of a settlement on the west coast of Sumatra, a frigate was despatched with orders to demand satisfaction for the injury, if those who committed it should be found members of a regular government, capable of maintaining the usual relations with foreign nations; but if, as it was supposed, and as they proved to be, they were a band of lawless pirates, to inflict such a chastisement as would deter them and others from like aggressions. This last was done, and the effect has been an increased respect for our flag in those distant seas, and additional security for our commerce.

In the view I have given of our connection with foreign powers, allusions have been made to their domestic disturbances or foreign wars, to their revolutions or dissensions. It may be proper to observe that this is done solely in cases where those events affect our political relations with them, or to show their operation on our commerce. Further than this, it is neither our policy nor our right to interfere. Our best wishes on all occasions, our good offices when required, will be afforded, to promote the domestic tranquillity and foreign peace of all nations with whom we have any intercourse. Any intervention in their affairs further than this, even by the expression of an official opinion, is contrary to our principles of international policy, and will always be avoided.

The report which the Secretary of the Treasury will in due time lay before you, will exhibit the national finances in a highly prosperous state. Owing to the continued success of our commercial enterprise, which has enabled the merchants to fulfil their engagements with the Government, the receipts from customs during the year will exceed the estimate presented at the last session, and, with the other means of the Treasury, will prove fully adequate, not only to meet the increased expenditure resulting from the large appropriations made by Congress, but to provide for the payment of all the public debt which is at present redeemable. It is now estimated that the customs will yield to the Treasury, during the present year, upwards of twenty-eight millions of dollars. The public lands, however, have proved less productive than was anticipated, and, according to present information, will not much exceed two millions. The expenditures for all objects other than the public debt, are estimated to amount during the year to about sixteen millions and a half, while a still larger sum, namely, eighteen millions of dollars, will have been applied to the principal and interest of the public debt.

It is expected, however, that in consequence of the reduced rates of duty which will take effect after the 3d of March next, there will be a considerable falling off in the revenue from customs in the year 1833. It will nevertheless, be amply sufficient to provide for all the wants of the public service, estimated even upon a liberal scale, and for the redemption and purchase of the remainder of the public debt. On the first of January next, the entire public debt of the United States, funded and unfunded, will be reduced to within a fraction of seven millions of dollars: of which \$2,227,363 are not of right redeemable until the 1st of January, 1834, and \$4,735,296 not until the 2d of January, 1835. The commissioners of the sinking fund, however, being invested with full authority to purchase the debt at the market price, and the means of the Treasury being ample, it may be hoped that the whole will be extinguished within the year 1833.

I cannot too cordially congratulate Congress and my fellow citizens on the near approach of that memorable and happy event, the extinction of the public debt of this great and free nation. Faithful to the wise and patriotic policy marked out by the legislation of the country, for this object, the present administration has devoted to it all the means which a flourishing commerce has supplied, and a prudent economy preserved for the public treasury. Within the four years for which the people have confided the executive power to my charge, fifty-eight millions of dollars will have been applied to the payment of the public debt. That this has been accomplished without stinting the expenditures for all other proper objects will be seen by referring to the liberal provisions made during the same period for the support and increase of our means of maritime

and military defence; for internal improvements of the removal and preservation of the Indians, and lastly for the gallant veterans of the revolution.

The final removal of this great burthen from our resources affords the means of further provision for all the objects of general welfare and public defence which the Constitution authorizes, and presents the occasion for such further reduction in the revenue as may not be required for them. From the report of the Secretary of the Treasury, it will be seen that after the present year such a reduction may be made to a considerable extent, and the subject is earnestly recommended to the consideration of Congress, in the hope that the combined wisdom of the Representatives of the people will devise such means of effecting that salutary object, as may remove those burthens which shall be found to fall unequally upon any, and as may promote all the great interests of the community.

Long and patient reflection has strengthened the opinions I have heretofore expressed to Congress on this subject; and I deem it my duty on the present occasion again to urge them upon the attention of the Legislature. The soundest maxims of public policy, and the principles upon which our republican institutions are founded, recommend a proper adaptation of the revenue to the expenditure, and they also require that the expenditure shall be limited to what, by an economical administration, shall be consistent with the simplicity of the Government, and necessary to an efficient public service. In effecting this adjustment, it is due in justice to the interests of the different States, and even to the preservation of the Union itself, that the protection afforded by existing laws to any branches of the national industry, should not exceed what may be necessary to counteract the regulations of foreign nations, and to secure a supply of those articles of manufacture, essential to the national independence and safety in time of war. If, upon investigation it shall be found, as it is believed it will be, that the legislative protection granted to any particular interest is greater than is indispensably requisite for those objects, I recommend that it be gradually diminished, and that as far as may be consistent with these objects, the whole scheme of duties be reduced to the revenue standard, as soon as a just regard to the faith of the Government, and to the preservation of the large capital invested in establishments of domestic industry, will permit.

That manufactures adequate to the supply of our domestic consumption would, in the abstract, be beneficial to our country there is no reason to doubt; and to effect their establishment, there is, perhaps, no American citizen who would not, for a while, be willing to pay a higher price for them. But for this purpose, it is presumed that a Tariff of high duties, designed for perpetual protection, has entered into the minds of but few of them. They have anticipated a temporary and generally incidental protection, which they maintain has the effect to reduce the price by domestic competition below that of the foreign article. Experience however, our best guide of this, as on other subjects, makes it doubtful whether the advantages of this system are not counterbalanced by many evils, and whether it does not tend to beget, in the minds of a large portion of our countrymen, a spirit of discontent and jealousy, dangerous to the stability of the Union.

What then shall be done? Large interests have grown up under the implied pledge of our national legislation, which it would seem a violation of public faith suddenly to abolish. Nothing could justify it but the public safety, which is the supreme law. But those who have vested their capital in manufacturing establishments cannot expect that the people will continue permanently to pay high taxes for their benefit when the money is not required for any legitimate purpose in the administration of the Government. Is it not enough that the high duties have been paid as long as the money arising from them could be applied to the common benefit in the extinguishment of the public debt?

Those who take an enlarged view of the condition of our country, must be satisfied that the policy of protection must be ultimately limited to those articles of domestic manufacture which are indispensable to our safety in time of war. Within this scope, on a reasonable scale, it is recommended by every consideration of patriotism and duty, which will doubtless always secure to it a liberal and efficient support. But beyond this object, we have already seen the operation of the system productive of discontent. In some sections of the Republic its influence is deprecated as tending to concentrate

wealth into a few hands, and as creating those germs of dependence and vice which in other countries have characterized the existence of monopolies, and proved so destructive of liberty and the general good. A large portion of the people in one section of the Republic declares it not only inexpedient on these grounds, but as disturbing the equal relations of property by legislation, and therefore unconstitutional and unjust.

Doubtless these effects are, in a great degree, exaggerated, and may be ascribed to a mistaken view of the considerations which led to the adoption of the Tariff system; but they are nevertheless important in enabling us to review the subject with a more thorough knowledge of all its bearings upon the great interests of the republic, and with a determination to dispose of it so that none can with justice complain.

It is my painful duty to state, that in one quarter of the United States, opposition to the revenue laws has risen to a height which threatens to thwart their execution, if not to endanger the integrity of the Union. Whatever obstructions may be thrown in the way of the Judicial Authorities of the General Government, it is hoped they will be able peaceably to overcome them by the prudence of their own officers and the patriotism of the people. But should this reasonable reliance on the moderation and good sense of all portions of our fellow citizens be disappointed, it is believed that the laws themselves are fully adequate to the suppression of such attempts as may be immediately made. Should the exigency arise, rendering the execution of the existing laws impracticable from any cause whatever, prompt notice of it will be given to Congress, with the suggestion of such views and measures as may be deemed necessary to meet it.

In conformity with principles heretofore explained, and with the hope of reducing the General Government to that simple machine which the Constitution created, and of withdrawing from the States all other influence than that of its universal beneficence in preserving peace, affording an uniform currency, maintaining the inviolability of contracts, diffusing intelligence, and discharging unfelt its other superintending functions, I recommend that provisions be made to dispose of all stocks now held by it in corporations, whether created by the General or State Governments, and placing the proceeds in the treasury. As a source of profit, these stocks are of little or no value; as a means of influence among the States, they are adverse to the purity of our institutions. The whole principle on which they are based, is deemed by many unconstitutional, and to persist in the policy which they indicate is considered wholly inexpedient.

It is my duty to acquaint you with an arrangement made by the Bank of the United States with a portion of the holders of the 3 per cent. stocks, by which the Government will be deprived of the use of the public funds longer than was anticipated. By this arrangement, which will be particularly explained by the Secretary of the Treasury, a surrender of the certificates of this stock may be postponed until October, 1833; and thus the liability of the Government, after its ability to discharge the debt, may be continued by the failure of the Bank to perform its duties.

Such measures as are within the reach of the Secretary of the Treasury have been taken to enable him to judge whether the public deposits in that institution may be regarded as entirely safe; but as his limited power may prove inadequate to this object, I recommend the subject to the attention of Congress, under the firm belief, that it is worthy of their serious investigation. An inquiry into the transactions of the institution, embracing the branches as well as the principal Bank, seems called for by the credit which is given throughout the country to many serious charges impeaching its character, and which, if true, may justly excite the apprehension that it is no longer a safe depository of the money of the people.

Among the interests which merit the consideration of Congress, after the payment of the public debt, one of the most important in my view is that of the public lands. Previous to the formation of our present constitution, it was recommended by Congress that a portion of the waste lands owned by the states should be ceded to the United States, for the purpose of general harmony, and as a fund to meet the expenses of the war. The recommendation was adopted, and at different periods of time the states of Massachusetts, New-York, Virginia, North and South Carolina, and Georgia, granted their vacant lands for the uses for which they had been asked. As the lands may now be considered as relieved from this pledge, the object

for which they were ceded having been accomplished, it is in the discretion of Congress to dispose of them in such way as best to conduce to the quiet, harmony, and general interest of the American people. In examining this question, all local and sectional feelings should be discarded, and the whole United States regarded as one people, interested alike in the prosperity of their common country.

It cannot be doubted that the speedy settlement of these lands constitutes the true interest of the republic. The wealth and strength of a country are its population; and the best part of that population are the cultivators of the soil. Independent farmers are everywhere the basis of society, and true friends of liberty.

In addition to these considerations, questions have already arisen and may be expected hereafter to grow out of the public lands, which involve the rights of the new states, and the powers of the General Government; and unless a liberal policy be now adopted, there is danger that these questions may speedily assume an importance not now generally anticipated. The influence of a great sectional interest, when brought into full action, will be found more dangerous to the harmony and union of the States, than any other cause of discontent; and it is the part of wisdom and sound policy to foresee its approaches, and endeavour if possible to counteract them.

Of the various schemes which have been hitherto proposed in regard to the disposal of the public lands, none has yet received the entire approbation of the National Legislature. Deeply impressed with the importance of a speedy and satisfactory arrangement of the subject, I deem it my duty on this occasion to urge it upon your consideration; and, to the propositions which have been heretofore suggested by others, to contribute those reflections which have occurred to me, in the hope that they may assist you in your future deliberations.

It seems to me to be our true policy, that the public lands shall cease as soon as practicable to be a source of revenue, and that they be sold to settlers in limited parcels at a price barely sufficient to reimburse to the United States the expense of the present system, and the cost arising under our Indian compacts. The advantages of accurate surveys and undoubted titles, now secured to purchasers, seem to forbid the abolition of the present system, because none can be substituted which will more perfectly accomplish these important ends. It is desirable, however, that in convenient time this machinery be withdrawn from the States, and that the right of soil and the future disposition of it be surrendered to the States respectively in which it lies.

The adventurous and hardy population of the West, besides contributing their equal share of taxation under our impost system, have in the progress of our government, for the lands they occupy, paid into the Treasury a large proportion of forty millions of dollars, and of the revenue received therefrom, but a small part has been expended amongst them. When, to the disadvantage of their situation in this respect, we add the consideration that it is their labor alone which gives real value to the lands, that the proceeds arising from their sale are distributed chiefly among States which had not originally any claim to them, and which have enjoyed the undivided emolument arising from the sale of their own lands, it cannot be expected that the new States will remain longer contented with the present policy after the payment of the public debt. To avert the consequences which may be apprehended from this cause, to put an end forever to all partial and interested legislation on this subject, and to afford every American citizen of enterprise the opportunity of securing an independent freehold, it seems to me, therefore, best to abandon the idea of raising a future revenue out of the public lands.

In former messages I have expressed my conviction that the constitution does not warrant the application of the funds of the General Government to objects of Internal Improvement which are not national in their character, and both as a means of doing justice to all interests, and putting an end to a course of legislation calculated to destroy the purity of the government, have urged the necessity of reducing the whole subject to some fixed and certain rule. As there never will occur a period, perhaps, more propitious than the present to the accomplishment of this object, I beg leave to press the subject again upon your attention.

Without some general and well defined principles ascertaining those objects of internal improvement to which the means of the Nation may be constitutionally applied, it is obvious that the exercise of the power can never be satisfactory. Besides the danger to which it exposes Congress of making hasty appropriations to works of the character of which they may be frequently ignorant, it promotes a mischievous and corrupting influence upon elections, by holding out to the people the fallacious hope that the success of a certain candidate will make navigable their neighbor-

ing creek or river, bring commerce to their doors and increase the value of their property. It thus favors combinations to squander the treasure of the country upon a multitude of local objects, as fatal to just legislation as to the purity of public men.

If a system compatible with the constitution cannot be devised, which is free from such tendencies, we should recollect that that instrument provides within itself the mode of its amendment; and that there is, therefore, no excuse for the assumption of doubtful powers by the general government. If those which are clearly granted shall be found incompetent to the ends of its creation, it can at any time apply for their enlargement; and there is no probability that such an application, if founded on the public interest, will ever be refused. If the propriety of the proposed grant be not sufficiently apparent to command the assent of three-fourths of the States, the best possible reason why the power should not be assumed on doubtful authority is afforded; for if more than one fourth of the states are unwilling to make the grant, its exercise will be productive of discontents which will far overbalance any advantages that could be derived from it. All must admit that there is no thing so worthy of the constant solicitude of this government, as the harmony and union of the people.

Being solemnly impressed with the conviction, that the extension of the power to make internal improvements beyond the limit I have suggested, even if it be deemed constitutional, is subversive of the best interests of our country, I earnestly recommend to Congress to refrain from its exercise, in doubtful cases, except in relation to improvements already begun, unless they shall first procure from the States such an amendment of the Constitution as will define its character and prescribe its bounds. If the States feel themselves competent to these objects, why should this government wish to assume the power? If they do not, then they will not hesitate to make the grant. Both Governments are the Governments of the people; improvements must be made with the money of the people; and if the money can be collected and applied by those more simple and economical political machines, the State Governments, it will unquestionably be safer and better for the people, than to add to the splendor, the patronage, and the power of the General Government. But if the people of the several States think otherwise, they will amend the Constitution, and in their decision all ought cheerfully to acquiesce.

For a detailed and highly satisfactory view of the operations of the War Department, I refer you to the accompanying report of the Secretary of War.

The hostile incursions of the Sac and Fox Indians, necessarily led to the interposition of the Government. A portion of the troops, under Generals Scott and Atkinson, and of the militia of the State of Illinois, were called into the field. After a harassing warfare, prolonged by the nature of the country, and by the difficulty of procuring subsistence, the Indians were entirely defeated, and the disaffected band dispersed or destroyed. The result has been creditable to the troops engaged in the service. Severe as is the lesson to the Indians, it was rendered necessary by their unprovoked aggressions; and it is to be hoped that its impression will be permanent and salutary.

This campaign has evinced the efficient organization of the Army, and its capacity for prompt and active service. Its several departments have performed their functions with energy and despatch, and the general movement was satisfactory.

Our fellow citizens upon the frontiers were ready, as they always are, in the tender of their services in the hour of danger. But a more efficient organization of our militia system is essential to that security which is one of the principal objects of all governments. Neither our situation nor our institutions require or permit the maintenance of a large regular force. History offers too many lessons of the fatal result of such a measure not to warn us against its a-

doption here. The expense which attends it, the obvious tendency to employ it because it exists, and thus to engage in unnecessary wars, and its ultimate danger to public liberty, will lead us, I trust to place our principal dependence for protection upon the great body of the citizens of the republic. If in asserting rights or in repelling wrongs, war should come upon us, our regular force should be increased to an extent proportioned to the emergency, and our present small army is a nucleus around which such force could be formed and embodied. But for the purpose of defence under ordinary circumstances, we must rely upon the electors of the country. Those by whom, and for whom, the Government was instituted and is supported, will constitute its protection in the hour of danger, as they do its check in the hour of safety.

But it is obvious that the militia system is imperfect. Much time is lost, much unnecessary expense incurred, and much public property wasted, under the present arrangement. Little useful knowledge is gained by the musters and drills, as now established, and the whole subject evidently requires a thorough examination. Whether a plan of classification, remedying these defects, and providing for a system of instruction, might not be adopted, is submitted to the consideration of Congress. The Constitution has vested in the General Government an independent authority upon the subject of the militia, which renders its action essential to the establishment or improvement of the system. And I recommend the matter to your consideration, in the conviction that the state of this important arm of the public defence requires your attention.

I am happy to inform you that the wise and humane policy of transferring from the Eastern to the Western side of the Mississippi the remnants of our aboriginal tribes, with their own consent, and upon just terms, has been steadily pursued, and is approaching, I trust, its consummation. By reference to the report of the Secretary of War, and to the documents submitted with it, you will see the progress which has been made since your last session in the arrangement of the various matters connected with our Indian relations. With one exception, every subject involving any question of conflicting jurisdiction, or of peculiar difficulty, has been happily disposed of, and the conviction evidently gains ground among the Indians, that their removal to the country assigned by the United States for their permanent residence furnishes the only hope of their ultimate prosperity.

With that portion of the Cherokees, however, living within the State of Georgia, it has been found impracticable, as yet, to make a satisfactory adjustment. Such was my anxiety to remove all the grounds of complaint, and to bring to a termination the difficulties in which they are involved, that I directed the very liberal propositions to be made to them which accompany the documents herewith submitted. They cannot but have seen in these offers the evidence of the strongest disposition on the part of the government, to deal justly and liberally with them. An ample indemnity was offered for their present possessions, a liberal provision for their future support and improvement, and full security for their private and political rights. Whatever difference of opinion may have prevailed respecting the just claims of these people, there will probably be none respecting the liberality of the propositions, and very little respecting the expediency of their immediate acceptance. They were however rejected, and thus, the position of these Indians remains unchanged, as do the views communicated in my Message to the Senate of February, 1831.

I refer you to the annual report of the Secretary of the Navy which accompanies this message, for a detail of the operations of that branch of the service during the present year.

Besides the general remarks on some of the transactions of our Navy, presented in the view which has been taken of our Foreign relations, I seize this occasion to invite to your notice the increased protection which it has afforded to our commerce and citizens on distant seas, without any augmentation of the force in commission. In the gradual improvement of its pecuniary concerns, in the constant progress in the collection of materials suitable for use during future emergencies, and in the construction of vessels and the buildings necessary to their preservation and repair,

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the present state of this branch of the service exhibits the fruits of that vigilance and care which are so indispensable to its efficiency. Various new suggestions contained in the annexed report, as well as others heretofore submitted to Congress, are worthy of your attention; but none more so than that urging the renewal, for another term of six years, of the general appropriation for the gradual improvement of the Navy.

From the accompanying report of the Postmaster General, you will also perceive that his Department continues to extend its usefulness without impairing its resources, or lessening the accommodations which it affords in the secure and rapid transportation of the mail.

I beg leave to call the attention of Congress to the views heretofore expressed in relation to the mode of choosing the President and Vice President of the United States, and to those respecting the tenure of office generally. Still impressed with the justice of those views, and with the belief that the modifications suggested on those subjects, if adopted, will contribute to the prosperity and harmony of the country, I earnestly recommend them to your consideration at this time.

I have heretofore pointed out defects in the law for punishing official frauds, especially within the District of Columbia. It has been found almost impossible to bring notorious culprits to punishment, and according to a decision of the Court for this District, a prosecution is barred by a lapse of two years after the fraud has been committed. It may happen again as it has already happened, that during the whole two years, all the evidence of the fraud may be in the possession of the culprit himself. However proper the limitation may be in relation to private citizens, it would seem that it ought not to commence running in favor of public officers until they go out of office.

The Judiciary System of the United States remains imperfect. Of the nine Western and South Western States, three only enjoy the benefits of a Circuit Court. Ohio, Kentucky, and Tennessee, are embraced in the general system; but Indiana, Illinois, Missouri, Alabama, Mississippi, and Louisiana, have only District Courts. If the existing system be a good one, why should it not be extended? If it be a bad one, why is it suffered to exist? The new States were promised equal rights and privileges when they came into the Union, and such are the guarantees of the Constitution. Nothing can be more obvious than the obligation of the General Government to place all the States on the same footing, in relation to the administration of justice, and I trust this duty will be neglected no longer.

On many of the subjects to which your attention is invited in this communication, it is a source of gratification to reflect that the steps to be now adopted are uninfluenced by the embarrassments entailed upon the country by the war through which it has passed. In regard to most of our great interests, we may consider ourselves as just starting in our career, and, after a salutary experience, about to fix upon a permanent basis the policy best calculated to promote the happiness of the people and facilitate their progress towards the most complete enjoyment of civil liberty. On an occasion so interesting and important in our history, and of such anxious concern to the friends of freedom throughout the world, it is our imperative duty to lay aside all selfish and local considerations, and be guided by a lofty spirit of devotion to the great principles on which our institutions are founded.

That this Government may be so administered as to preserve its efficiency in promoting and securing these general objects should be the only aim of our ambition, and we cannot, therefore, too carefully examine its structure, in order that we may not mistake its powers, or assume those which the people have reserved to themselves, or have preferred to assign to other agents. We should bear constantly in mind the fact that the considerations which induced the framers of the Constitution to withhold from the General Government the power to regulate the great mass of the business and concerns of the people, have been fully justified by experience; and that it cannot now be doubted that the genius of all our institutions prescribes simplicity and economy as the characteristics of the reform which is yet to be effected in the present and future execution of the functions bestowed upon us by the Constitution.

Limited to a general superintending power to maintain peace at home and abroad, and to prescribe laws on a few subjects of general interest, not calculated to restrict human liberty, but to enforce human rights, this Government will find its strength and its glory in the faithful discharge of these plain and simple duties. Relieved by its protecting shield from the fear of war and the apprehension of oppression, the free enterprise of our citizens, aided by the State sovereignties, will work out improvements and ameliorations which cannot fail to demonstrate that the great truth, that the people can govern themselves, is not only realized in our example, but that it is done by a machinery in government so simple and economical as scarcely to be felt. That the Almighty Ruler of the Universe may so direct our deliberations, and overrule our acts as to make us instrumental in securing a result so dear to mankind, is my most earnest and sinning prayer.

ANDREW JACKSON.

City of Washington, December 4th, 1832.

FOREIGN INTELLIGENCE.

LATEST FROM ENGLAND.—The *Roscoe*, Capt. Rogers, from Liverpool, brings us papers from that place of 24th, and from London of 23d. They furnish no later continental dates than those before received, and add little of interest to previous accounts.

According to an article in the *Courier* of 22d, the union of Admiral Villeneuve's fleet with that of England, at Spithead, was more certain; and upon the whole, the probabilities of war between Belgium and Holland seem greater; yet if a French army do not aid Belgium the blockade of the Scheldt will avail little in reducing Antwerp, or in saving Belgium from the superior power of Holland.

Ireland is distracted by the tithe commutation law; more than twelve hundred writs for arrears of

tithe were issued in one day; and Government was determined to enforce the law.

[From the *London Courier* of October 22.]

The accounts from Paris, Brussels, and the Hague, are all of a warlike nature; we read of nothing but the marching and countermarching of troops, the transport of artillery, and the appointments of the various functionaries attendant on an army about to commence an active campaign. All this looks like war: but, in spite of the loud note of preparation on either side, we cannot bring ourselves to believe that general hostilities between Holland and Belgium will really commence. Passion—the deep sense of wrong—popular feeling—rise for war; but reason, calculation, and sound policy—are against it. If Belgium were left to fight out her disputes with Holland single-handed, it must be acknowledged that her means of aggression and resources are far inferior to the means of defence and retaliative invasion possessed by Holland.

If Belgium is to be supported by England and France in her contest with Holland, for the possession of the territory now held by Dutch troops, the disproportion of power is so obvious, that it is difficult to contemplate a height of insanity on the part of the King of Holland so great as to invite him to resist the attack of two such Powers combined in the support of a third. It would seem, then, that, as in the former case, the means of Belgium would be inadequate to attack—and a, in the latter case, the strength of Holland would be inadequate to resist—the immediate cause for hostilities does not exist. Why should Holland abandon the force of her *vis inertia* of patient defence? And why should Belgium expend much blood and treasure to get possession of a fortress which she is sure to have placed in her hands, without cost, by the Allied Powers of the Conference? It may, to be sure, be said, that this is a matter of dry calculation; the question of the capture of the citadel of Antwerp is one of a balance sheet of profit and loss with Belgium; and it may be that the value of the immediate possession of the citadel in tranquillizing the public mind, and in securing the popularity of a King, the expediency of whose occupancy of the throne was based on public opinion, may far overbalance the cost of obtaining it. Still, we are strongly inclined to judge, that the taking of the citadel of Antwerp would be a dear-bought prize. Holland has never pretended to the right of holding lasting possession of it, and Belgium would be sure to gain by negotiation what she would now be compelled to purchase dearly by force.

Besides—the possession of the citadel by the Dutch does not, under the present circumstances, interrupt the navigation of the Scheldt, nor hinder the commerce of the town. Why then should Belgium run the risk of putting herself in a worse position? The Conference is now bound to support her; but the attempt to act independently would alter her case, and might give rise, perhaps, to new and embarrassing combinations.

It is reported, and we are inclined to give credence to the report, that the decision of the Court of Berlin, as communicated by Count Donhoff to the Court of Holland, is that his Majesty of Prussia consents to the coercive measure of a blockade of Holland, by the combined fleets of France and England; and that the expenses of this should be defrayed from the debt due from Belgium to Holland, but that his Majesty is fixed in his resolve not to agree to the entrance of the French army into Belgium.

LONDON, OCT. 23.—The French papers of Saturday, besides allusions to domestic occurrences, in themselves of considerable importance, contain several relating to passing events in Spain, which are deserving of reflection. If it be true that Don Carlos, with his family, was about to withdraw from the country altogether, it would argue the utter prostration of the party of which he has been hitherto the acknowledged chief. Such a consummation, to say nothing of its beneficial influence upon the hitherto unprospering concerns of Spanish freedom, is likely to be of vast importance, as regards the struggle going on in the neighboring country of Portugal, where the two principles of despotism and liberty are more immediately in face of each other. The men who compose the list of the new ministry belong either to the royalist, moderate, or the liberal party; while all of them are known as decided enemies of the Carlists or Apostolicals. This selection, joined to the preceding rigorous measures reported to have been already adopted by the Queen, under their influence, cannot fail to rally round this ministry a great majority of the Spanish liberals, and to restore public confidence and tranquillity to the country. The defeated party, though still powerful enough to

create uneasiness, and bold enough to excite agitation, through the lower ranks of the people, with whom they have most influence, when deprived of the royal ear, as we trust they in future will be, will be no longer able, by working upon his weakness and his fears, to serve their own purposes, at the certain sacrifice of the interests of their country. Still the new ministry will have to contend with the manoeuvres and intrigues of the Apostolicals, who are only stunned, not crushed, and who may yet show themselves unhappily vivacious enough to give serious annoyance.

The obvious policy of the new Ministry, therefore, will be to enlist on their side of the liberal party by conciliatory measures, and to deprive their enemies of the resources of discordant aggression, either internal or external. We may hope, too, that the Portuguese Apostolicals will be the first to feel the change brought about in the Spanish Cabinet. The precedent set by Don Miguel to his friend Don Carlos, and which the latter and his adherents had already determined to follow, can no longer be looked upon with any favor at the Court of Ferdinand. Miguel will have no friends to plead his cause at Madrid; and, should he find any so rash as to press his suit there, he will in vain hope for either encouragement or support. The present is a favorable opportunity for Lord Palmerston to extend the influence of this country, or rather to recover that which it has already lost in Portugal by allowing Don Miguel to usurp the throne of his niece, and, by his enemy for every thing English, paralyze our trade with Portugal; and he might very fairly instruct our Ambassador at the Court of Madrid to exert his influence to decide the Government to put an end to the struggle now carrying on in Portugal between the two brothers by the recognition of Donna Maria II. to the throne. That would be a means, even as regards Ferdinand himself of securing the succession of his children to the crown of Spain, and of saving that country from the horrors of a civil war, inasmuch as he can never deprive his real enemies, the Apostolicals, of their powers of mischief, so long as he allows their friends of Portugal to assist in their designs and encourage them by their example. It will be fairly matter of regret if the present opportunity, which is so happily auspicious of future movements, be not improved to the utmost by the friends of freedom.

The Turkish Sultan is said to be secretly making preparations for seeking an asylum in some friendly country. It was supposed he would go to Italy should the tranquillity of the capital be endangered by the progress of Ibrahim Pacha.

It has been confidently affirmed by a party in whom we place full reliance, that the French fleet under the command of Admiral Villeneuve, will join the English fleet at Spithead, on Thursday next.

Cinnamon Trade with Ceylon.—The Treasury has just issued a proclamation, declaring that the Government will relinquish its monopoly of the above trade on the 10th July next; after which the trade will be thrown open, on payment of export duties, which will be previously fixed.—[London paper, Oct. 21.]

Land Communication between Europe and China.—According to accounts from Moscow, the proprietors of the diligences and wagons in that city intend to extend their communications to Warsaw, and, in the course of next year, to the governments of Tamboff, Kasan, Peren, Tobolsk, Irkutsk, Yakutsk, to Kischka on the frontiers of China. Thus there will be direct communication by land from the frontiers of China to Petersburg, Moscow, Warsaw, and perhaps to Paris, with which view M. Muller, the head of the Moscow establishment, intends to treat with the *Messageries* of Paris.—[German Paper.]

Plague in Bushire.—An express was received yesterday evening from Bombay, announcing the arrival of the *Psyche*, from Bushire 21st May, with most awful accounts of the progress of the plague in Bushire. The town is stated to have lost two-thirds of its population. All government was at a stand—the son of the Governor, who had been left in command of the place, was living at anchor in the Roads—pilots would not come off to the shipping, and all business was suspended. The British Resident and his family removed to the island of Corgo in March last, and are still there. They left a guard of some force at the Residency, of whom not a man has survived.—[From the *Hurkaru*, received at the office of the *Journal of Commerce*.]

NEW-YORK AMERICAN.

DECEMBER 1, 3, 4, 5, 6, 7—1832.

LITERARY NOTICES.

TALES FROM SHAKESPEARE FOR YOUNG PERSONS; by Charles Lamb. 1 vol. 12mo.: Boston, Munroe & Francis: New York, C. S. Francis.—This little volume, illustrated, we cannot say embellished, with wood cuts, is designed to familiarize young persons with the stories of Shakspeare's plays; and this end is effected, as far as possible, by the use of Shakspeare's own language. We like the plan, for we think nothing that tends to make Shakspeare a popular and well thumbed book can be otherwise than good; and those who will thus, before they are able to appreciate the dramas of the great master, become acquainted with, and interested in, the plots of those dramas, are not likely afterwards to be indifferent or negligent readers of them.

EARLY LESSONS, OR LEADING STRINGS TO KNOWLEDGE: Boston, Munroe & Francis: New York, C. S. Francis.—A pretty little collection of "early lessons," with some sixteen attractive engravings.

THE CHILD'S OWN BOOK: Boston, Munroe & Francis: New York, C. S. Francis.—Another reprint, with more than two hundred and fifty engravings, of a capital English compilation, in which the stories that have charmed youth for generations, are collected from various sources, purified of their dross, and presented in a cheap and agreeable form.

HENRY MASTERTON, or the Adventures of a Young Cavalier. By the Author of *Richelieu*. 2 vols. J & J. Harper.—The stern scenes of civil war, and the very opposite but equally striking characters of Cavaliers and Roundheads, of the courtly chivalry of the Monarchy and sturdy fanaticism of the Commonwealth, are, in these volumes, skilfully intermingled with the softer scenes of lady love. There is the same knowledge of and attention to the costume, language, and modes of thinking, of the times in which the story is laid, as distinguish the previous writings of this author, who will not lose by this publication anything of the reputation he has already acquired.—We annex a single extract, descriptive of a beautiful coquette, caught for the first time in the toils she had often calmly spread for others; and of a man of impassioned nature, but to whom long use and habitual self-control had given the character of coldness and reserve.

Never, certainly, did I behold a more beautiful creature, than she who stood before us at that moment. What she might have been a few years earlier I know not; but I can hardly suppose she was so lovely as she then appeared, though with her the first budding charm of girlhood was gone. She was still, it is true, in the spring of life, and had never known an hour of that withering autumn which strips us of our green freshness; but it was the spring verging into the summer. She had perhaps counted eight and twenty years; but it seemed as if those years had been the handmaids to her beauty, and each had added some new grace. Tall, and probably as a girl very slim, she had now acquired a rounded fulness in every limb, which painters, I believe, call contour. There was naught of heaviness about it; all the graceful delicacy and form remained:—the small foot and ankle; the soft, slender wrist, and taper fingers; the waist of scarce a span; while the rest of the figure swelled with an easy line of exquisite symmetry into the full beauty of maturity. Her features were small and regular; cut in the most exact proportion, yet soft; though so clearly defined, and exquisitely modelled, that on the straight nose and arching upper lip one might have fancied traces of some sculptor's chisel, before the madness of passion had wished the lovely statue into life. The eyes were deep, deep blue; but the length of the dark eyelashes by which they were shaded made them appear almost black. They were of that kind which seem cold and freezing till lighted by some ardent passion, and then shine forth all fire and soul. Hers, however, never that I saw, bore that look of coldness; while her lips seemed

formed to express joy; and in an hour I have beheld a hundred different shades of pleased expression hang sporting on their ruby arch—from the soft, almost pensive smile, which took its tone from the pure color of her eyes, to the gay laugh whose merry music rang gladdening to the very heart.

Her dress exposed more of her figure than I was accustomed to see displayed, and it struck me strangely, as if something had been forgot—but who could regard her dress, when she herself was there?

With ease and courtesy, she advanced to meet us; and giving her hand to my brother, bade him welcome. As she did so, she fixed her eyes upon his fine features and broad splendid brow; and there seemed something that struck her much in his aspect, for her gaze was succeeded by a deep crimson blush, and a momentary embarrassment, which added to that under which he himself labored.

It passed away, however, in an instant; and turning to me, she welcomed me also to her house, declaring how delighted she was to see us; how high were her hopes that the cause of royalty might triumph, supported as it now was by all that was noble and gallant in the nation; and how sincerely she prayed that she might have our society for some days longer.

My brother replied briefly; but his eyes seemed from the first to have caught fire from hers; and never did I behold such admiration in his looks before. Something in the presence of that lovely woman appeared to have called forth the energies that slumbered in his bosom; and whilst the desire of pleasing prompted the endeavor to please, the degree of timidity which her manner towards him evinced gave him that confidence which was all that his own demeanor ever wanted. All that he said too, during the course of the evening, was as clear, distinct and well expressed as if it had been composed before-hand; and while he spoke she seemed to drink in the tones of his voice with an eager attention, which offered a honeyed flattery that no language could have rendered sweeter. What she had expected to meet with I do not know; whether she had thought to see in Colonel Masterton some swaggering cavalier or raw soldier, full of great oaths and strange excesses, or had pictured to herself one of those mere machines of war which have no more business in a saloon than a cannon—but at all events, it was evident that she was surprised, and that the nature of her surprise was no way disagreeable. From it she soon recovered, however, and resumed that easy tone of high and finished breeding which was habitual to her. Not that that tone—which generalizes all common minds—had deprived her demeanor of the peculiar and distinctive character which strong feeling or strong intellect preserves under any education.

In her manners there was a softness, an ease, and a kindness which I defy reserve or shyness, however rooted, to have resisted; and her conversation was so varied—at times so gay without being noisy, and at others so feeling without being sad, that whatever was the character of her hearer's mind, whatever was his mood at the moment, he could not help finding something in harmony with his own sensations, something to touch, to interest, or to amuse. She was indeed a syren, as Frank had called her; and though something that I did not well understand guarded my heart against her witchery, I sat by amused, and watched how she removed one shade of reserve after another from my brother's mind, and taught it to shine out, with all its powers heightened and refined by new feelings, which neither he nor I dreamed could so soon take possession of his heart.

She, I doubt not, with woman's intuitive perception, at once saw and knew the deep and powerful passions which that heart concealed; and felt her own capability to rouse them into action. I believe, too, that she proposed at first but to trifle with him as she had trifled with many before; and to win for her vanity, that most grateful of all flattery to woman, the excited love of a strong and vigorous mind. But women often deceive themselves in regard to their own strength, while they calculate on the weakness of others; and striving alone to make a slave, often give themselves a master. Lady Eleanor Fleming had met with many men in the world handsome, gayer, brighter than Frank Masterton; had brought them to her feet, and laughed their passions to scorn; or coldly pretended she had not seen their growing love. But she had never met one like my brother. There was a depth, a strength, a sternness in his nature, that could not be moved without effect, that must act powerfully whenever it did act; and though she put forth all her charms, and habitually entered upon the game she had taught her-

self to play, she seemed to feel before long that she had staked upon its issue what she had never for a moment risked before—her own heart.

After we had sat for a short time, wearing away the moments in conversation that imperceptibly threw down all the barriers of formal reserve which the shortness of our acquaintance had left, she rose, and giving Frank her hand, "You must eat with me, and drink with me, Colonel Masterton," she said, "and then I will suffer you to wear off the weariness of your long march in repose. Your chambers are prepared, and—nay, I will take no refusal," she added, seeing my brother about to decline her proffered hospitality. "Did you think you could enter my house without becoming a prisoner?"

"A captive, I am afraid," replied my brother, in an under tone. But she proceeded without noticing the little gallantry of the speech.

"No, no, sir! Here are your head-quarters. There is plenty of room in this house for all your immediate followers; and till you go, you are my guest. When the day comes that calls you to the field, I will see you depart, and speed you with my prayers; and should chance bring you back, crowned with victory, to the dwelling of poor Ellen Fleming, I will weep my joy for—for the triumph of loyalty and honor. And now to supper, gentlemen. I know not why that meal, which seems to close our day of active existence, should be the gayest of all our meetings."

"Perhaps," replied Frank, "because it comes when the cares, and the labors, and the dangers of the day are all over, and nothing remains but enjoyment and repose."

"It may be so," she answered with a sigh; and led the way into an adjoining chamber, where a table was laid with viands, which I neither particularly noticed at the time, nor shall attempt to recapitulate here. The wines indeed were not to be forgot; for all the most exquisite vintages of the Rhine, the Rhone, and the Garonne were there; and in a state of perfection which I had never before, and perhaps since have tasted.

Frank drank deep. He was usually moderate to a fault; but now he seemed to seek by every means to raise its spirit from its sleep. He drank deep, but not too deeply. Reason reeled not on her throne; no perception was clouded, no faculty was obscured; but, on the contrary, the dull reserve which shadowed him was cast away at once; and his mind shone forth in all its native splendor. The fair syren, at whose side he sat, put forth all her powers; but whether in light wit, or deep feeling, or refined thought, or elegance of language, she found herself outdone by the young soldier she strove to conquer; and at last, driven for recourse to simple beauty as her only means of triumph, she sat and smiled, supreme at least in that, not unwilling to yield the palm in all the rest to one whom she viewed with pleasure, still mingled with surprise. Perhaps, too, the evident admiration with which she was herself regarded—the certainty that her presence, like the light of the sun waking into being the beauties of creation, called forth all the splendor she looked upon, made her pleased with a display of powers which were brought into action by herself.

Surprise was the predominant feeling in my own bosom at all that I saw and heard. I was aware indeed of the deep stores with which my brother had treasured a mind of immense capabilities; but I had never dreamed of seeing those capabilities so speedily turned to account, those treasures so easily brought forth, and so splendidly displayed. I had never indeed seen him fail in anything to which he bent his energies, but I had never fancied that those energies could be roused even for a moment by a woman's smile. For a time, I bore my share in the conversation; but as so great and sudden a change came over my brother, I became silent, and sat and listened in no small wonder. Lady Eleanor permitted no pause. She sought not indeed any longer to shine. Either skilfully contented with the advantage she had gained, she struck not one useless blow for a won victory; or giving herself really up to pleasure, she strove to enjoy to the utmost such conversation as she seldom met. She suffered not her part, however, to flag; but with quick and easy brilliancy supplied materials for a thousand brief bright sallies; and, running up and down the dispassion of human wit and feeling, seemed to try every tone of my brother's heart and mind, like a skilful performer on some new fine instrument.

THE OPERA MUSICAL JOURNAL: New York, Alexander R. Jollie.—A pretty and well executed musical periodical, to appear semi-monthly, and to con-

tain a selection of the newest and most admired airs from the Italian, French and English. When the songs are in a foreign language, it is intended hereafter to accompany them with a translation. The number before us contains the air from *Elisa e Claudio* of *fache al fianco*, a French song of Mde. Malibran's, and a Spanish song by Morrell.

A CATECHISM OF AMERICAN LAW, adapted to popular use: Philadelphia, S. C. Atkinson.—In a little duodecimo we have here presented a manual which cannot fail to be well received; for we take it upon the trust of a recommendation prefixed to it from Chancellor Kent, that it is well and skilfully executed. The Chancellor says, in reference to the part of it he had examined "on the domestic relations," &c., that the work is "executed with judgment, precision and accuracy." Thus, in a little volume of 250 pages, may be found a general outline of those laws to which every member of society is subject, and of which, therefore, no one should be wholly ignorant.

HARMONIE CELESTES; OR CHRISTIAN MELODIES, AND OTHER POEMS. By George Bettner, M. D.: M. Elrath & Bangs.—It is always with a feeling akin to sadness, that we take up a fresh volume of poems from a new hand,—so multiplied are the failures in this department of literature, so amiable the generality of its votaries, and so keen and abiding their disappointment when their fond efforts are repulsed by a severe judging world. But poetry ever was and ever will be viewed in the light of a luxury, and as a luxury will it be tested, not by its negative, but its positive qualities—not by an absence of defects, but by the presence of unquestioned excellencies. We shall leave it for more rigid critics in a broader field to apply this standard in its full extent to the volume before us; but before we proceed to point out occasional beauties which are scattered through Dr. Bettner's work, we cannot help promising that, as a whole, we regard his writings rather as manifesting a chaste and delicate taste upon the part of the author—an amiable, religious, and accomplished mind—than indicating much of that Promethean fire that is said to burn in the bosom of a true poet. His inspiration lacks in grit, what his muse has in gentleness. Still we believe that with the religious part of the community, his volume will be well received, while we do not hesitate to say, that it contains as much to give its author the reputation of a poet as the writings of three-fourths of those who enjoy that cheap reputation among us.

The following commencement of a prayer, though not striking, yet expresses naturally, almost beautifully, those silent offerings of the heart, which at some moments are common to all.

Forgive the thoughts which rise,
Offending if they be,
Though oft the heart thy love denies,
It looketh up to thee.
It looketh up to thee,
To whom its pulses tend,
When none on earth can hear or see,
The suppliant tones ascend.

Here again, in "Christ Stilling the Tempest," a stronger hand is evident.

'Tis night, and lo, upon the sea,
The lone, dark sea,
The storm is howling fearfully,
And they upon the tossing wave,
Whose hoary top breaks heavily,
Hark to the wind's tempestuous roar,
And see the beating deluge pour,
But find no arm outstretched to save,
No rescue from an awful grave.
Peace, peace, be still—be still in peace,
A voice is heard—
The stormy winds obey his word,
A radiance burst forth from heaven's dome,
And waters wild and raging, cease
To rise and wrestle in their foam.

The omnipresence of the Divinity, though the idea can hardly be grasped, much less embodied by mortal mind, is gracefully approached in this passage:

Above, around, within, abroad,

Is felt the presence of our God!
The heaven of heavens his throne on high,
And earth is cradled in the sky.
Oh, should we on the morning wind
Far as it sweeps repair;
And trace each dim and viewless sphere,
That wheeleth through the air;
Or seek the place where darkness hides,
Or search the depths of ocean's tides,
Thy hand, Eternal, we should find,
To hold us every where.

A single line in this stanzas gives poetry to the whole:

The idle bird his sport doth urge,
His fleet wing in the water dips;
Though on the shore loud rolls the surge,
Where ocean frotheth at her lips
Oh, could we wake from slumbering dreams,
Our apprehension drive away;
We'd be as careless as he seems,
And live as happy and as gay.

Our author has also a livelier vein of which the following is a pleasing specimen:

Those features bath'd in crimson dyes!
'Twas but the flash of radiant eyes—
'Tis just that thou shouldst feel in turn,
The flames with which all others burn.
It fades away, but richer grace,
Beams o'er its brief abiding place;
Ah, 'twas a double fire you drew,
At once to dazzle and subdue.

As also this translation from Ausonius:

The Graces were in number three,
Till Lesbia made them four;
But to their number they return,
My Lesbia is no more.

To which, perhaps, the following allegory might be added:

As Time and Love each other met,
Upon a rainy day;
With nought to do, their wings all wet,
They talked along the way.
* * * * *
Quoth Time, "I see not how it is,
That I am thus forlorn;
I think thou canst not enter the world,
Just after I was born."
"Tis true indeed," sweet Love replied,
"I was the next on earth;
But every hour that I have lived,
I have renewed my birth."
"That truth," rejoined the God of years,
"Need scarcely be told;
For I have seen in all the world,
But little love that's old."
* * * * *
"Adieu, adieu," then Cupid spake,
"Ent think what thou hast said;
Though thou wert born before I was,
I'll live when thou art dead."
"But now a boon, I crave of thee,
By all the powers above;
That thou wouldst grant to man and maid,
All time enough to love."

The work is so printed as to afford a neat volume, and to minds of a kindred cast with that of the author, the amiable and unaffected sentiment which distinguishes the majority of the pieces that compose it, will not prove an unavailing recommendation.

While on the subject of poetry, it may be well to mention that we have received this morning from Carey & Lea, a very fine edition of *Joanna Baillie's Poetical Works*—a collection, as the Editor of the National Gazette justly remarks, which should, with the works of Miss Edgeworth, be in the possession of every cultivated family—these two being the acknowledged chiefs of living female writers. We shall take an opportunity, when more at leisure, to dwell upon this volume with the attention it deserves, and in the mean time annex Sir Walter Scott's metrical compliment to Miss Baillie, and a note of her own to her introductory discourse—the one showing the estimation in which the poetess was held by kindred genius, and the other indicating the source from which her inspiration was drawn.

"—the notes that rung
From the wild harp, that silent hung
By silver Avon's holy shore;
Till twice an hundred years rolled o'er;
When she, the bold enchantress came,
With fearless hand, and heart on flame!
From the pale willow snatched the treasure,
And swept it with a kindred measure,
Till Avon swans, while rung the grove
With Monfort's hate and Basil's love,
Awakening at the inspired strain,
Deemed their own Shakespeare lived again."

"I have said nothing here in regard to female character, though in many tragedies it is brought forward as the principal one of the piece, because what I have said of the above characters is likewise applicable to it. I believe there is no man that ever lived, who has behaved in a certain manner on a certain occasion, who has not had amongst women

some corresponding spirit, who, on the like occasion and every way similarly circumstanced, would have behaved in the like manner. With some degree of softening and refinement, each class of the tragic heroes I have mentioned has its corresponding one among the heroines. The tender and pathetic no doubt, has the most numerous, but the great and magnanimous is not without it, and the passionate and impetuous boasts of one by no means inconsiderable in numbers, and drawn sometimes to the full as passionate and impetuous as itself."

THE PARTHENON AND ACADEMIA'S MAGAZINE, is a new literary periodical, published monthly, in octavo, at Schenectady, under the editorial direction of an association of the students of Union College.—Each number is to contain about 50 pages, devoted to essays, tales, poetry, literary notices, sketches of American scenery, &c. Future numbers are also to contain the journal of an American Traveller thro' England, Russia, and South America, and sketches of a Traveller in Greece and Germany, never before published. Original articles, on the sciences and the fine arts, are also promised in the prospectus.

THE ULSTER STAR is the title of a newspaper just commenced at the flourishing village of Ulster, late Saugorties. Its typographical appearance is unusually neat, and the numbers already issued, indicate spirit and resources in the editorial department.

POETRY.

[From the Commercial Advertiser.]

THE DEAD OF 1832.

Oh Time and Death! with certain pace,
Though still unequal, hurly g on,
Overturning, in your awful race,
The cot, the palace, and the throne:
Not always in the storm of war,
Nor by the pestilence that sweeps
From the plague-stricken realms afar
Beyond the old and solemn deeps.
In crowds the good and mighty go,
And to those vast dim chambers hie,
Where, mingled with the vile and low,
Dead Cæsars and dead Shakespeares lie:
Dread Ministers of God! sometimes
Ye smite at once, to do His will,
In all Earth's ocean-severed climes,
Those—whose Renown you cannot kill!
When all the brightest stars that burn
At once are banished from their spheres;
Men sadly ask, when shall return
Such lustre to the coming years?
For where is he (a) —who lived so long,—
Who raised the modern Titan's ghost,
And showed his fate, in powerful song,
Whose soul for Learning's sake was lost?
Where he—who backwards to the birth
Of Time itself, adventurous trod,
And in the mingled mass of earth
Found out the handiwork of God? (b)
Where he—who in the mortal head (c)
Ordained to gaze on Heaven, could trace
The soul's vast features, that shall tread
The stars, when earth is nothingness?
Where he—who struck old Albyn's lyre, (d)
Till round the world his echoes roll,
And sweet, with all a Prophet's fire,
The diapason of the soul?
Where he—who read the mystic lore, (e)
Buried, where buried Pharaohs sleep,
And dared presumptuous to explore
Secrets four thousand years could keep?
Where he—who with a poet's eye (f)
Of truth, on lowly nature gazed,
And made even sordid Poverty
Classic, when in his numbers glaz'd?
Where—that old sage, so hale and staid, (g)
The 'greatest good' who sought to find:
Who in his garden mused, and made
All forms of rule, for all mankind?
And thou—whom millions far removed (h)
Revered—the hierarch mock and wise,—
Thy ashes sleep, adored, beloved,
Near where thy Wesley's coffin lies.
He too, the Heir of Glory—where
Hath great Napoleon's scion fled?
Ah! glory goes not to an heir!
Take him, ye noble, vulgar dead!
But hark! a nation sighs: far be (i)
Last of the Brave who pettiled all
To make an infant empire free,
Obeys the inevitable call!
They go—and with them is a crowd,
For human rights who thought and did!
We rear to them no temples proud,
Each hath his mental Pyramid.
All Earth is now their sepulchre,
The Mind, their monument sublime—
Young in eternal Fame they are—
Such are your triumphs, Death and Time!

a Goethe and his Faust.
d Scott.
g Jeremy Bentham.

b Cuvier.
f Champollion.
h Adam Clarke.

c Spurzheim.
j Crabbe.
i Charles Carroll.

[For the New-York American.]

[COMMUNICATED FOR THE NEW-YORK AMERICAN.]

METEOROLOGICAL RECORD.

Mr. Editor,—Believing, as I have reason to do, that Miss Kemble's present mode of life is repugnant to her taste and feelings, and that her temporary submission to the associations of the stage is an oblation of filial piety on the altar of parental necessity, and that she is looking forward eagerly to the termination of her American engagement as her release from a thralldom equally repulsive to her delicacy and irksome to her feelings, I was led, on the perusal of her beautiful apostrophe to the sprite of the musical box, and by the analogy of her little minstrel's situation with her own, into the following verses. Dispose of them as you will:—

To Miss Fanny Kemble, on reading her lines
TO A MUSICAL BOX.

Sylph of the magic harp—whose Memnon tone
Has breath'd to life an Ariel all thine own,
And bound the spirit of the rosebud's sigh,
A patient slave of melting minstrelsy!—
Say!—lovely warbler of a sweeter strain
Than ever thrill'd the blossoms' fairy train,
Is not the music of that golden shrine,
In patient tenderness a type of thine?
Is not thy own, a spirit of the flowers,
Wing'd and elate, to flutter with the Hours?
And art not thou—a captive, borne away
From the bright beings of thy happier day,
To minister, in Theopian exile here,
Thy filial tones with many a hidden tear?
Think not,—fair creature of a kinder clime,
That the keen touch of sorrow or of time
Can ever dim thy charms to eyes that mourn
Thy absence now, to smile at thy return.—
Not theirs the transient memory of a lay,
That with the blossom's beauty fades away;
But, like th' amaranth fragrance of the rose,
Even with the fall'n and faded, sweetly glows.
No, gentle maid!—tis not for thee to sigh
A hopeless doom, and love's inconstancy:
'Tis not for thee in dark despair to pine,
And swanlike yield in song that soul of thine.—
When the strong spell, that wove thy spirit's chain,
Dissolves to give thee back to joy again;
Thou shalt, anew, thy happiest warblings pour
To ravish'd love, upon thy native shore;
And we, perchance, may echo then the moan
That once was thine—but ever thence our own.

AMERICANUS

"AYE, PRESENT EVERYWHERE."

I am a wanderer o'er the seas
And a dweller on the shore,
My voice is heard in the balmy breeze,
In the midnight tempest's roar.
I fly with the eagle through the air,
I walk on the earth with men,
I sleep with the lioness in her lair,
With the tiger in his den.
My tones are in the running brooks,
My breath in the perfumed spring,
Through the eyes of the dove my spirit looks
In the nightingale's voice I sing.
My altar burns in the mother's breast,
With pure unsullied flame,
And spurned by hate, or by love carressed,
Eternally the same.
The lightning of Heaven I flash within
The soul that bends in prayer,
And melt the adamant of sin,
Like snow in the summer air.
And when the moon is in the sky,
And the dew upon the grass,
And gentle sounds are floating by
As the evening shadows pass.
I whisper a tale of passionate love,
In the maiden's averted ear,
Till she starts away like an untamed dove,
As if afraid to hear.
My name is Love, and Heaven my home,
In the firmament afar,
Yet my spirit to Earth will sometimes come,
In the light of a lovely star;
To dwell in the laugh of innocent mirth,
In the purity of a kiss,
The redeeming Spirit of all the Earth,
And the Almoner of bliss.

J. L. B.

MARRIAGES.

Tuesday evening, by the Rev. Dr. Milnor, Robert Karmit, to Ann Eliza, daughter of Isaac Carow, Esq.
On Monday evening, in presence of Altermann Mandeville, Mr. Peter Wemmel, to Miss Maria Jackson.
At Nassau, Kesselsaer Co., on the 3d inst., by the Rev. Mr. Tracy, Rodman G. Day, of this city, to Mary Hoag, daughter of Thos. Hoag, Esq. of the former place.

DEATHS.

On evening of 4th inst. George W. the youngest son of John Robertson.
At New-Orleans, on the 13th November, of the Cholera, after an illness of 36 hours, Sarah Byrne, in the 47th year of her age, widow of the late Edward Byrne, of this city.
On the 1st of September last, at Bloomfield, Michigan Territory, Thomas Crichton, son of the late James Crichton, jr. of Billings Fever, in the 23rd year of his age.

| DATE. | Thermometer. | | Barometer. | | WINDS. | WEATHER. |
|---------------|--------------|---------|------------|---------|---------|--|
| | Highest. | Lowest. | Highest. | Lowest. | | |
| SEPTEMBER. 16 | 77 | 61 | 30.07 | 30.02 | NW-S | Fair. |
| 17 | 78 | 64 | 30.32 | 30.17 | N- | Fair. |
| 18 | 73 | 62 | 30.37 | 30.31 | SW- | Clear. |
| 19 | 77 | 63 | 30.23 | 30.33 | Calm- | Fair. |
| 20 | 75 | 67 | 30.08 | 29.98 | S-SSE | Clear. |
| 21 | 74 | 65 | 30.75 | 29.71 | NE-N | Rain. |
| 22 | 68 | 65 | 29.90 | 29.83 | NW- | Rainy morning—clear evening. |
| 23 | 64 | 55 | 30.12 | 30.09 | NW- | Clear. |
| 24 | 66 | 55 | 30.11 | 29.98 | SSW-SSE | Cloudy. |
| 25 | 64 | 55 | 29.97 | 29.84 | NW- | Variable. |
| 26 | 64 | 51 | 30.18 | 30.11 | W-SW | Clear. |
| 27 | 68 | 55 | 30.11 | 30.09 | SW- | Cloudy. |
| 28 | 68 | 57 | 30.12 | 30.02 | SW-SSE | Cloudy—rain at night. |
| 29 | 69 | 63 | 29.93 | 29.80 | NE- | Rain. |
| 30 | 71 | 63 | 29.81 | 29.98 | W-SE | Cloudy morning—rainy afternoon—clear at night. |
| OCTOBER. 1 | 64 | 59 | 29.68 | 29.65 | NW- | Variable. |
| 2 | 62 | 52 | 29.73 | | SW-SSW | Fair. |
| 3 | 63 | 60 | 29.74 | 29.65 | S-SW | Fair. |
| 4 | 67 | 51 | 29.89 | 29.78 | SW- | Clear. |
| 5 | 67 | 54 | 30.00 | 29.94 | N-S | Clear. |
| 6 | 66 | 54 | 29.97 | 29.87 | NE- | Clear. |
| 7 | 62 | 55 | 29.93 | 29.90 | FSE- | Cloudy morning—rainy afternoon and evening. |
| 8 | 63 | 54 | 30.15 | 30.11 | NE-E | Cloudy—rain. |
| 9 | 61 | 56 | 30.32 | 30.30 | ESE- | Cloudy. |
| 10 | 69 | 58 | 30.14 | 29.90 | SE-S | Rain. |
| 11 | 66 | 55 | 30.00 | 29.81 | SW-W | Variable. |
| 12 | 64 | 62 | 30.17 | 30.07 | W- | Clear. |
| 13 | 67 | 54 | 30.18 | 30.12 | WSW-SW | Cloudy—rain at night. |
| 14 | 58 | 53 | 30.31 | 30.11 | NNW- | Fair. |
| 15 | 49 | 42 | 30.49 | 30.41 | N-W | Clear. |
| 16 | 57 | 43 | 30.42 | 30.32 | SW-WSW | Clear. |
| 17 | 61 | 48 | 30.39 | 30.15 | SW- | Overcast early—clear at noon. |
| 18 | 70 | 55 | 30.14 | 30.06 | SW-SSW | Cloudy and damp morning—fair afternoon. |
| 19 | 66 | 61 | 30.27 | 30.25 | NE- | Cloudy and damp. |
| 20 | | 58 | | | SW- | Cloudy morning—fair afternoon. |
| 21 | 71 | 56 | | | NW-NE | Clear morning—cloudy afternoon—rain at night. |
| 22 | 56 | 53 | 30.21 | 29.83 | NE-ENE | Heavy rain. |
| 23 | 54 | 53 | 29.96 | 29.75 | WNW-NW | Rainy morning—clear evening. |
| 24 | 53 | 45 | 30.11 | 30.04 | NE-N | Cloudy. |
| 25 | 56 | 41 | 30.25 | 30.04 | N- | Fair. |
| 26 | 48 | 34 | 30.51 | 30.49 | NE- | Clear. |
| 27 | 50 | 40 | 30.36 | 30.24 | W- | Fair. |
| 28 | 46 | 41 | 30.39 | 30.27 | N- | Clear. |
| 29 | 52 | 35 | 30.48 | 30.38 | N-NNE | Clear. |
| 30 | 56 | 39 | 30.44 | 30.42 | N- | Clear. |
| 31 | 55 | 44 | 30.35 | 30.36 | SW- | Clear morning—hazy afternoon. |

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 92 persons during the week ending on Saturday last, Dec. 1, viz.:—21 men, 21 women, 31 boys, and 16 girls—of whom 33 were of the age of 1 year and under, 3 between 1 and 2, 8 between 2 and 5, 4 between 5 and 10, 6 between 10 and 20, 12 between 20 and 30, 10 between 30 and 40, 5 between 40 and 50, 5 between 50 and 60, 3 between 60 and 70, 2 between 70 and 80, and 1 between 80 and 90.

Diseases: Asthma 1, burned or scalded 1, cancer 1, casualty 2, childhood 2, cholera morbus 1, consumption 14, convulsions 14, diarrhoea 1, dropsy 4, dropsy in the head 2, fever 2, fever bilious remittent 1, fever scarlet 4, fever typhus 3, hives or croup 4, jaundice 1, inflammation of the bowels 3, inflammation of the brain 1, inflammation of the liver 1, inflammation of the stomach 1, intemperance 2, lumber abscess 1, marasmus 2, old age 2, peripneumony 2, pleurisy 1, pneumonia typhoides 1, schirrhous of the liver 1, scrofula or king's evil 1, small pox 1, stillborn 8, tabes mesenterica 1, teething 2, unknown 2, whooping cough 1.

ABRAHAM D. STEPHENS, City Inspector.

PASSENGERS—

Per ship Roscoe, from Liverpool:—J Backhouse, H W Connor, of Charleston, SC; E Fesser, A W Brown, G Patterson, J Holmes, C Tyng, and 12 in the steerage.
Per ship Humphrey, from Liverpool:—R Ferguson, M Redman, E Powell, and 38 in the steerage.

SALES AT AUCTION OF REAL ESTATE,

By James Bleeker and Sons—December 6.

The three story brick house and lot, No. 74 Beekman-st, lot 32 ft. 5 in. front and rear, and 115 ft. deep \$16,350
The four story brick houses and lots, No. 63 and 65 Cliff-street, lot 41 ft. 8 in. by 100..... 14,250
The three story brick store and lot, No. 97 Beekman street, lot 21 by 76 ft. and 3 in..... 10,150
The country seat at Kip's Bay between 31 Avenue and the Old Post Road, containing 1½ acres of land more or less..... 10,000
The country seat adjoining the above on the North occupied by Isaac Wright, deceased, containing 1½ acres more or less..... 9,450
The three story brick house and lot, No. 43 Beekman street, lot 28 by 100 feet..... 17,000
The lot and brick stable in the rear of the above on Spruce street, containing 21 by 100 feet..... 4,050

ALSO—Under the direction of S. Cambreleng, Esq.

Master in Chancery—

The house and lot, No. 127 Cedar-street, 29 feet 6 ins. by 44 feet..... 6,425

ALSO—Under the direction of S. Cowdrey, Esq.

Master in Chancery—

About 35 years' lease of lot, with a two story brick house, No. 245 Spring street, lot 25 by 100..... 1,900

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes to any required length (without aplice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Rope, the public are referred to J. B. Jervie, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carlondale, Luzerne County Pennsylvania.

Palmira, Wayne County, New-York,
1st mo. 22d, 1832.

J30 tf

THE NEW-YORK FARMER AND HORTICULTURAL REPOSITORY is now published at the office of the Railroad Journal, by the present Proprietor.

The Farmer and Repository is a monthly publication of 32 quarto pages, on beautiful paper, devoted to Agriculture, Horticulture, &c. It has heretofore been published by Mr. Samuel Fleet, but hereafter, it will be published by the present proprietor, who pledges himself to make it equal to any other agricultural paper published in this country. On the first of January next, it will be enlarged to the size of this Journal, and printed on new type—when a small portion of its columns will be devoted to the subject of Making and Repairing Roads upon the M'Adam system, and to Steam Carriages for Common Roads with occasional engravings.

The terms are Three Dollars per annum, in advance. A specimen number, as it is to be published after the close of the present volume, will be published in a few days.

Persons subscribing for the ensuing volume previous to the tenth of December, and paying in advance, will be furnished with the November and December numbers of the present volume without charge.

* * If any person should prefer to have it semi-monthly instead of monthly, it will be sent to them in numbers of 16 pages each; but the monthly form, with a cover of colored paper, will be continued to those who prefer it.

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The subscribers having executed large orders for the Canal Commissioners of Pennsylvania, as well as for several Incorporated Companies, have made such arrangements in England, where one of the Partners now is, as will enable them to import it on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Pins, Wedges, Spikes, and Splicing Plates, in use, both in this country and Great Britain, will be exhibited. Apply to A. & G. RALSTON.

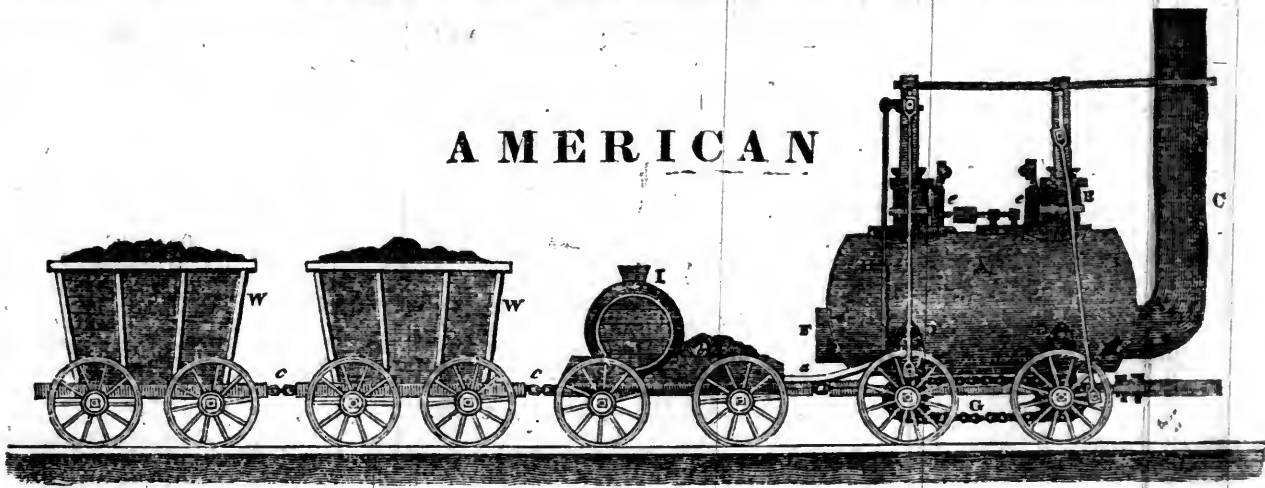
Philadelphia, Sept. 15th, 1833.

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RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS.

OFFICE, 35 WALL-STREET.

NEW-YORK, DECEMBER 15, 1832.

VOLUME I...NO. 51.

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The JOURNAL AND ADVOCATE is published every Saturday, at No. 35 Wall street, New-York, at three dollars a year, in advance.

AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, DECEMBER 15, 1832.

In this number of the Journal will be found a part of the report of JAMES P. STABLER, Esq. Superintendent of Construction upon the Baltimore and Ohio Railroad. This document, together with that of C. W. WEVER, Esq. Superintendent of Graduation and Masonry, which we have published already, will be found eminently useful to engineers, and others, interested in, or engaged upon Railroads, as they enter into all the minute detail of practical operations; and their own estimates may be compared to and judged of by these, the result of experience.

It is gratifying to learn, as Mr. Stabler observes, from the experience of two severe winters, during which a part of the Baltimore and Ohio Railroad has been in operation, that the apprehensions entertained by many of derangements of the road by the severe frosts of our winters, and consequently of heavy expenditures for repairs, are groundless.

The success of this stupendous work, and other Railroads now in a course of construction, and upon so many different plans, will render the undertaking of such enterprizes much less hazardous than they have heretofore been considered. We hope to see, during the next summer, active operations upon our own great Western Railroad to Lake Erie. It is a work of so much importance to the growing trade of this city, as well as to the fertile west, that another year should not pass without a thorough survey of the route, and a commencement of the work.

We regret the necessity of dividing these documents, but as many of them are lengthy, and would nearly or quite fill that part of the Journal devoted to this subject, justice to a part of our readers, who do not feel so great an interest in railroads as we do, requires us to give variety in each number.

We complete, this week, the publication of Mr. M'Adam's examination by the committee, which has been continued in the four preceding numbers, upon the subject of making and repairing roads,—and would ask for it an attentive perusal, as it will, we think, give some new ideas upon a subject of great interest to a large proportion of this community—for there are very few indeed, whose interests and convenience would not be promoted by good roads.

The most important points in which his mode differs from others in common use are, first, the preparation of the bed to receive the covering—second, the size of the material of which that covering is composed—third, the mode of applying it—and fourth, the shape of the road when completed.

The common mode has been, and still is, we believe, to dig a trench of the width of the road to be filled with large stone, which is usually covered with stone of smaller dimensions. Mr. M'Adam raises the bed in the centre, that the water, if any should pass through the covering, may pass off into the ditch, instead of finding its way into the ground and thereby rendering it soft and causing the materials to sink and become uneven on the surface. The bed is raised by the removal of the earth from the ditches, which are made of such depth as will prevent the water from reaching the level of the road bed. By this mode, the earth which forms the bed of the road is kept dry, and is therefore capable of sustaining almost any load.

The size, and mode of applying the materials, are also matters which require attention. Upon these points he dwells with much emphasis. "There should not be a stone," he says, "in the road over six ounces in weight, and the great proportion will be much smaller; then they should be applied in layers of about three inches in thickness, not to exceed that, and

about three or four courses, or nine to twelve inches will be sufficient to sustain any weight."

He next dwells upon the *shape* of the road. In this part of road-making our countrymen err as much as in any other. Our roads are generally so much higher in the centre than at the side, that it is often hazardous for carriages to pass each other; and in consequence of their shape, the whole travel, or nearly so, is upon one track, instead of on every part, as it should be, and therefore they are more frequently out of repair. Mr. M'Adam says, "I consider that roads should be made as flat as possible with regard to allowing the water to run off. I have generally made roads of eighteen feet wide about three inches higher in the centre than at the sides." We will not, however, occupy the time of our readers with our remarks, when they can have the whole subject before them by referring to the last four numbers of the Journal.

In order to give the President's Proclamation entire, and at the earliest period, we are obliged to omit much interesting matter which was intended for this number. In consequence of the *first form* having been worked off before the Proclamation was received, we are compelled to divide it—yet the inconvenience of finding it in different parts of the same paper, is not equal to the intervention of a week.

LOCOMOTIVE ENGINE.—We yesterday, (says the Lexington Reporter of the 5th inst.) had the pleasure of examining, at the machine-shop of Mr. Bruen, a new Locomotive Steam Engine, constructed for the Lexington and Ohio Railroad Company. As it is the first that we ever saw, we cannot speak of its merits, in comparison with those now in use on the Railroads of England and the United States; but we learn from those better acquainted with these matters, that Mr. Bruen has invented several valuable improvements in the form and machinery of the Engine, together with its appurtenances, which it is thought will be of great service in the application of steam power to Railroads. The engine is lighter by about two-thirds than those of the same power now in use on the eastern Railroads; the workmanship cannot well be surpassed; and we look forward with impatience for its completion, and the testing of its powers by experiment.

Extracts from J. Loudon M'Adam's Examination before a Committee of the House of Commons, in the year 1819—continued.

What width would you in general recommend for laying materials on a turnpike road?—That must depend upon the situation. Near great towns roads of course ought to be wider than farther in the country. Roads near great towns ought not to be less than thirty or forty feet wide, but at a distance from great towns it would be a waste of land to make them so wide.

You mean a breadth of thirty feet actual road?—Yes. The access to Bristol for a distance of about three miles, if we had room between the hedges, I would make about thirty feet wide. Between Bath and Bristol I should wish to see the road wide all the way, because it is only the distance of twelve miles between two large cities.

In what way do you make the water-courses at the sides of the road? I ask that question, having observed the farmers, in exercising their power of cleaning out their ditches, dig them to such a depth as to render them dangerous to be passed at night!—I always wished the ditch to be so dug as that the materials of the road should be three or four inches above the level of the water in the ditch, and to that point we endeavor to bring the farmers, but they are very unwilling to clean the ditches at any time when called upon, and when they do it, if they find vegetable mould in any quantity at the bottom of the ditch; they will prosecute their inquiry much deeper than is useful, or proper for safety.

Do you consider you have power by law, at present, for preventing that?—Yes; because the law says, they are to clean them out according to the directions of the surveyors.

In your experience have you found any impediment to the improvement of the roads, from a want of power in the proprietors of different navigations to lower their tolls for conveying materials?—I have found in the river Lea navigation, that the trustees have no power to lower their tolls which were imposed by act of parliament upon merchandize, and therefore, it operated in a great measure as a prohibition to carry materials upon that river.

Do you consider it would be to the interest of the proprietors to allow materials to be carried on their navigations at a lower rate than they are empowered by law?—Yes, if they could.

Do you know any similar instances as applicable to canals?—I don't know an instance with respect to canal trusts, but there is an instance with respect to the Bath river at Bristol. No mitigation of the present rate of duty on that river can take place if objected to by any one proprietor, and therefore we have found great difficulty in carrying materials on the Bath river. In one particular place we have been entirely precluded from carrying any.

Have you found any impediment to the improvement of roads arising from the conditions upon which materials are permitted to be conveyed from one parish to another?—Yes; I found that in several cases in the Bristol district. One very strong instance occurred near Keynsham; we had a quarry close to the edge of one parish, and we could not carry the stones from it to the distance of ten yards, without the process of going to the magistrates.

Did you in that case make application to the magistrates?—I did intend to make application, but before I made that application, I found in the very next field, belonging to the same farmer, and in the parish where we required them, the necessary materials, and I was under the necessity of opening both the fields, to the detriment of the farmer's landlord I am persuaded.

Do you know an instance of such an application as that to which you have alluded having been made to the magistrates, and having been refused?—No, I do not.

Do you think that a great inconvenience and loss of time would be saved if that necessity of

application was dispensed with?—It certainly is a great inconvenience, and creates a great deal of heart-burning in the country, and much dispute. I think the commissioners would very seldom be disposed to carry materials from one parish to another, unless for the general public good.

What depth of solid materials would you think it right to put upon a road, in order to repair it properly?—I should think ten inches of well consolidated materials is equal to carry anything.

That is, provided the substratum is sound?—No; I should not care whether the substratum was soft or hard; I should rather prefer a soft one to a hard one.

You don't mean you would prefer a bog?—If it was not such a bog as would not allow a man to walk over, I should prefer it.

What advantage is derived from the substrata not being perfectly solid?—I think, when a road is placed upon a hard substance, such as a rock, the road wears much sooner than when placed on a soft substance.

But must not the draught of a carriage be much greater on a road which has a very soft foundation, than over one which is a rocky foundation?—I think the difference would be very little indeed, because the yield of a good road on a soft foundation is not perceptible.

To use the expression to which you have alluded, as being used by the coachmen, would a carriage run so true upon a road, the foundation of which was soft, as upon one of which the foundation was hard?—If the road be very good, and very well made, it will be so solid, and so hard, as to make no difference. And I will give the Committee a strong instance of that, in the knowledge of many gentlemen here. The road in Somersetshire, between Bridgewater and Cross, is mostly over a morass, which is so extremely soft that, when you ride in a carriage along the road, you see the water tremble in the ditches on each side; and after there has been a slight frost, the vibration of the water from the carriage on the road will be so great as to break the young ice. The road is partly in the Bristol district. I think there is about seven miles of it, and at the end of those seven miles, we come directly on the limestone rock. I think we have about five or six miles of this rocky road immediately succeeding the morass; and being curious to know what the wear was, I had a very exact account kept, not very lately, but I think the difference is as five to seven in the expenditure of the materials on the soft and hard.

Do you mean seven on the hard and five on the soft?—Yes.

And yet the hard road is more open to the effect of the sun and air than the soft road?—It certainly lies higher.

Have you ever inquired of the coachmen, on which of those two descriptions of roads the carriages run the lightest?—Yes, I have; and I have found that there is no difference, if the road be equally smooth on the surface, whether it be placed on the soft ground or hard.

But in forming a road over a morass, would you bottom the road with small or large stones?—I never use large stones on the bottom of a road; I would not put a large stone in any part of it.

In forming a road across a morass, would you not put some sort of intermediate material between the bog and the stone?—No, never.

Would you not put faggots?—No, no faggots.

How small would you use the stones?—Not to exceed six ounces in weight.

Have you not found that a foundation of bog sinks?—No, not a bit of the road sinks; and we have the same thickness of materials on the one as on the other. If a road be made smooth and solid it will be one mass, and the effect of the substrata, whether clay or sand, can never be felt in effect by carriages going over the road; because a road well made unites itself into a body like a piece of timber or a board.

In making a road under these circumstances,

do you make the whole of the depth of materials at once?—No, I prefer making a road in three times.

Three different times?—Yes.

To what size would you break the hard materials?—To the size of six ounces weight.

Do you not think that is an indefinite criterion; had you not better mention the size?—No; I did imagine myself that the difference existed to which you allude, and I have weighed six ounces of different substances, and am confident there is little difference in appearance and none in effect; I think that none ought to exceed six ounces; I hold six ounces to be the maximum size. If you made the road of all six-ounce stones it would be a rough road; but it is impossible but that the greater part of the stones must be under that size.

Do you find a measure or ring through which the stones will pass, a good method of regulating their size?—That is a very good way, but I always make my surveyors carry a pair of scales and a six ounce weight in their pocket, and when they come to a heap of stones, they weigh one or two of the largest, and if they are reasonably about that weight they will do; it is impossible to make them come exactly to it. I would beg leave to say, in all cases of laying new materials upon an old road, I recommend loosening the surface with a pickaxe a very little, so as to allow the new materials to unite with the old, otherwise the new materials being laid on the hard surface never unite, but get kicked about, and are lost to the roads; wherever new materials are to be put down upon an old road I recommend a little loosening; but that I don't call lifting.

Have you stated what thickness of new materials you would lay down on an old road?—I should consider an old road would not want new materials if it had ten inches of materials before, but I should only pick up the materials, and break the large stones; and if there were any want of materials, I would lay on as much as would bring it up to somewhere about the ten inches.

Would you prefer doing that in dry weather or in wet weather?—In wet weather, always; I always prefer mending a road in weather not very dry.

Are you of opinion that any alteration of the present law, either in regard to the repeal of the present regulations or the enactment of new ones, could advantageously take place in regard to the shape of the wheels, and the allowance of weight to be carried in waggons and carts? I am of opinion that the descriptions of wheels given in all the acts of parliament in the last sessions, are the most convenient and useful; and I have thought of the matter very much, without being able to suggest any alteration profitable to the public. With respect to weights, I consider there are very great difficulties in that business. We have weighing machines in the neighborhood I now am in, and I am persuaded in many instances that they are made instruments of oppression, and in a great many cases the means of committing very great fraud on the commissioners and others; and if some method could be fallen upon by which weighing machines might be dispensed with altogether, and the road reasonably protected, I should think it a very great public advantage. In the new Bristol Act I have proposed to the commissioners that they should submit to parliament to lay a toll duty upon the number of horses in a progressive ratio, so as to compel those people who offend to bring in their hands the penalty in the shape of toll; I think it would prevent a great deal of that system of entering into combinations between the toll collectors and the waggons, which is carried on to a great extent.

Do you think that if horses in narrow wheeled waggons were obliged to draw otherwise than at length, it would afford any protection to the road?—Yes.

Has not the practice of making horses draw at length very much a tendency to make the horses follow one track, be the road

ever so good!—Yes; and I must mention to the Committee, that the feet of horses on ill-made roads do full as much mischief as the wheels. It is driving horses in a string, that makes a road what the country people call "gridironed;" it is an odd expression, but it is a very significant one.

Do you not believe, that if horses were attached to narrow wheeled waggons in pairs, it would be found very considerably easier to drive and guide them when abreast, than when placed at length?—I should think it would.

And would it not tend to prevent accidents? Horses driven in pairs would provide in a great measure against the accidents that arise from the carelessness of those persons who drive them, which is extremely great.

Do you think that if horses were put in pairs to waggons, the power of holding back those waggons when going down a hill would be so much increased as to prevent the necessity of so frequently locking the wheels?—Certainly it would; because on certain slopes it would not be necessary to lock the wheels; but there are very steep hills where you cannot do without locking.

Is not locking wheels an operation extremely injurious to the roads?—I am not prepared to say it is, if the drag-iron, as it is called, be of a proper description. I followed a wagon lately, with seven tons of timber on it, down Park-street, at Bristol, being a very steep road, with both its hind wheels locked; and this wagon, with this weight of timber on it, and with both the hind wheels locked, did not make the least impression from the top of the street to the bottom. You could discern where the drag-irons had gone, but they had not displaced the materials nor done any mischief.

Don't you find locking generally injurious?—Extremely injurious; on rough roads it is dreadful.

Would not fewer ruts be made if it were more the custom for horses to draw in pairs? I believe gentlemen are not generally aware of what a rut consists. There are two kinds of ruts, generally speaking: one is a rut produced by displacing ill-prepared materials, and that is the common rut. When a road is made of ill-prepared materials, the wheel piles them up one upon another, and that forms a very narrow rut, which just holds the wheel; but a rut made by wear upon a smooth surface, is rather a concave hollow than a rut, and will present no difficulty to a carriage, in travelling, and that is the difference between a rut produced by wear in a very well made road, and that produced by displacing the materials.

Is there not much injury done to the roads by the heavy weights both of coaches and waggons?—I am not disposed to think that upon a well made road the weight of coaches is material; or that it would be judicious to make any legal provisions affecting that subject. In regard to waggons, I conceive that the loads carried upon wheels of the description encouraged by recent acts of parliament, whatever their weight, would be very little injurious to well made roads. I think a wagon wheel of six inches in breadth, if standing fairly on the road with any weight whatever, would do very little material injury to a road well made, and perfectly smooth. The injury done to roads is by these immense weights striking against materials, and in the present mode of shaping the wheels they drive the materials before them, instead of passing over them, because I think if a carriage passes fairly over a smooth surface, that cannot hurt the road, but must rather be an advantage to it, upon the principle of the roller.

Are you not of opinion that the immense weights carried by the broad-wheeled waggons, even by their perpendicular pressure, do injury by crushing the materials?—On a new-made road the crush would do mischief, but on a consolidated old road the mere perpendicular pressure does not do any. But there is a great deal of injury done by the conical form of the broad wheels, which operate like sledging instead of

turning fairly. There is a sixteen inch wheel wagon which comes out of Bristol, that does more injury to our roads than all the travelling of the day besides.

Are you of opinion that any benefit arises from those broad wheeled waggons, which would justify their total exemption from tolls? None at all.

Does the answer you have given to the committee relative to the effect of great weights, apply equally to roads made with gravel, as well as broken stone?—I mean it to apply to all well made roads, whether of gravel or of other materials.

You mean after the road is smooth and solid? Yes.

But with regard to a new road, are you not of opinion that the materials are crushed and worn out by a great weight?—Yes; no doubt that is so on a new-made road, and one of those waggons with the wheels made conical, would crush a greater proportion of stone than it ought to do.

Do you not conceive that the state of the turnpike roads would be improved by not allowing any waggons to carry more weight than four tons?—I don't know that that would make any great difference under good management. I think the defect lies in a want of science in road-making.

Letter from Mr. Fromont to the Committee of the House of Commons, relative to Mr. M'Adam's Mode of Repairing Roads.

Mr. Fromont being prevented by an accident from attending the Committee, it was resolved that the following letter be entered on the Minutes:

THATCHAM, May, 1819.

Gentlemen,—I think it a duty incumbent on me to present to you my opinion respecting Mr. M'Adam's plan of Repairing and Improving Turnpike Roads. From what I have noticed of his improvement on different parts of the Bath Road, on which I am at present working different coaches a distance of above 500 miles per day, I think his plan altogether,—i. e. first, of screening and cleansing the gravel, and breaking the stones; secondly, of preparing the road to receive it; and thirdly, of laying it on the road,—is the best and safest method I have ever seen in the course of fifty years' experience in the coach and wagon business. I have formerly had several accidents happen from the gravel being laid too thick and very high in the middle of the road, and have killed some hundreds of horses (extra) in pulling through it; and I think I may venture to say, that if Mr. M'Adam's plan was adopted generally throughout the kingdom, in the course of a short time the public would be enabled to travel with much greater ease and safety, and at nearly one-third less of expense; at all events I am convinced that nearly one-third less labor is required to work a fast coach over part of the road between Reading and London, where M'Adam's plan has been adopted, than there is over other parts of the road where they still continue the old plan. In short, my opinion may be given in a few words: his plan, if adopted generally, will cause the traveller to find easier, safer, and more expeditious travelling, and the owners of horses a diminution of nearly one-third of the original labor.

I am, Gentlemen, with respect, your most obedient servant,
EDWARD FROMONT.

[From the London Mechanics' Magazine.]
NEW STEAM CARRIAGE.

SIR: Having seen a clear and mathematical demonstration in the Mechanics' Magazine of the impossibility of a steam carriage going up hill on common roads, I beg to inform you that yesterday I went on such a carriage—invented and constructed by Colonel Macerone and Mr. John Squire—six miles back on the Harrow-road, up and down several sharp and long hills, in less than one hour. It run at more than eight miles the hour up the steepest hills; and

on the levels, when the road was clear, at more than sixteen. The steam was so abundant as to be blowing away at the safety valve the whole of the journey. The boiler is, I understand, a new combination of tubes, perfectly free from the defects and objections attaching to those made by Gurney and others, utterly incapable of doing mischief, even if it were to burst. The steam is usually at a pressure of 150 lbs. to the inch: but the boiler has stood 1000 lbs. to the square inch. The boiler weighs only 1700 lbs.; the whole carriage about two tons and a quarter. What will "Saxula" say to this? He may have a ride any day at 3 o'clock, by calling at No. 19 Wharf, Paddington green.

Your obedient servant,

V. S.

P. S. The above carriage is the first constructed on a new principle. They tell me that the next built will have at least one-third more power, with the same bulk and weight.

AIR CARRIAGE.—A gentleman in the neighborhood of Northampton having constructed a small model for applying the power of condensed air to lathes, &c. and hearing that Mr. Fordham, of London, had succeeded in producing a more powerful engine for propelling carriages, communicated with Mr. Fordham on the subject, the result of which will be interesting to scientific men. Mr. Fordham's ingenious plan consists of two air-cylinders, with connecting rods, communicating the power of cranks to the wheels. The recipients may be placed under the axle, or in the body of the carriage. When the air is condensed into the recipients, it will remain there for months with unimpaired elasticity. Each recipient is 12 inches in diameter by 54 inches long; capacity 34 by 10 feet, into which 170 cubic feet of air may be compressed. The expense of drawing coaches by horse is about two shillings per mile, and by condensed air it would probably be sixpence, and in many cases only four pence. In 1823, the number of miles run by the stage-coaches in England, exclusive of the mails, was 33,199,000; and the probable number of miles run by stage coaches, including the mails, is annually about 40,530,000. The cost of the horse-keep to the country is about 4,000,000l. per annum, of which 3,000,000l. may be saved, and in making this saving not a man need be thrown out of employment, and a very improved method of travelling would be introduced. It is probable steam carriages will succeed eventually, but gentlemen will, no doubt, prefer a clean and elegant air-carriage to one propelled by steam.—[Northampton Free Press.]

STEEL SUSPENSION BRIDGE.—Over the Danube, near Vienna, a suspension bridge of steel has been lately erected by M. Ignace Von Mitich. The span is 234 feet English, and the versed sine 15 feet. A saving of one half in the total weight is calculated to have been effected by the employment of steel instead of iron; the strength also is much greater. All the steel used in this bridge was manufactured immediately from decarbonated cast iron in Styria.

NEW PERCUSSION GUN.—At the Royal Institution, recently, Mr. Faraday produced a new fowling-piece, possessing a curious principle of percussion. This gun is the invention of Mr. Wilkinson, conjointly with Mr. Moser, who has obtained a patent for it. The principle consists in the introduction of the priming into the barrel, and firing it in that situation at the top of the powder. The priming being fixed in the wadding or shot cartridge, is struck by a fine steel pin, which passes through a sheath or tube, surrounded by the gunpowder; and the advantages are, that no operation of priming is required, that being done in the act of loading; there is no flash or smoke, it is perfectly water-proof, and not liable to miss fire; and the whole charge of powder must be ignited, in consequence of being fired from the top and exactly in the centre.

Sixth Annual Report of the Superintendent of Construction of the Baltimore and Ohio Railroad.

Office of Construction, Baltimore and Ohio Railroad,
September 30th, 1922.

TO PHILIP E. THOMAS, President &c.

The following report of the operations of the department of Construction, for the past year, is respectfully submitted.

The Fifth Annual Report to the Stockholders having been made during the unfinished state of a large portion of the work then under contract, and at a time when from other causes it was impracticable to enter as fully into a detail of the transactions of this department as might have been desirable, only so much of these operations were embraced in that Report, as was necessary to show the general progress of the work up to that period. As, however, the work of construction intended to be completed during the present season, is now finished, and the facts and results to be derived from the portions actually constructed during the year are in some measure dependent upon, and connected with, the parts executed prior to that time, it will be necessary in order to attain the knowledge of these results, to review some of the transactions relative to laying the rails, from the commencement of the work.

At the time when the Fourth Annual Report was made, a single track, and part of the second track, had been laid from the city of Baltimore to Ellicott's Mills. A careful, and it is believed, accurate statement, was then given of the principal items entering into the cost of that work, and the various results stated, so far as it regarded the parts laid on wood sleepers and stone blocks. The stone road in the valley of the Patapsco, constituting the greater portion of the track remaining to be laid, although in progress, was not then finished, and some additional work was required on the parts laid with wood. The stone track on the second and third divisions not having been completed by the 1st of October, 1921, the cost of that on the first division was not then given,—and for the same reason, the precise cost of the wood work laid subsequently to the publication of the Fourth Annual Report, was not stated in the Fifth Annual Report.

The tracks laid during the past year will now be reported, and considered in connection with the other parts of the railway.

A revision of the former statements, applicable only to a small portion of the work, and a recurrence to some of the leading circumstances connected with the laying of the rails, is deemed not only essential in relation to the cost of the work which has already been executed, but desirable, for reasons connected with the future operations of the Company.

The expenditures upon a small portion of the railway, and those confined to a very limited extent of country, cannot afford as certain data for the future estimates of cost, as when the estimates are based upon the performance of a large extent of work—executed under a greater variety of circumstances, and passing through sections of country affording varied facilities for construction. All these causes, and others which might be mentioned, have a direct influence upon the necessary expenditures; in consequence of which, certain items of cost stated in a former Report will be seen to vary somewhat from the present. Some will be augmented, whilst others are diminished, and there will be included some charges not before stated. Changes have also been made in the form of certain parts of the work, which experience has suggested as proper; and these again have sometimes added to the expense, whilst in other instances they have decreased it. The average cost per mile will, however, be found to approximate nearer to that sum which may in future be found requisite for the construction of the railway in its further progress to the Ohio, than if the estimate had been founded upon a more limited extent of operations.

The whole length of a single track now laid

upon the Baltimore and Ohio Railroad, exclusive of the sidings at the several depots at Baltimore and Ellicott's Mills, is as follows:

In the city of Baltimore, commencing at the junction of Stiles and President-streets, Old Town, uniting with the track in Pratt-street, at the intersection of President-street, and terminating at the depot at the west end of Pratt-street, and including a portion of second track laid at the junction of the city track with the main stem, there has been laid $1\frac{17}{100}$ miles.

On the City and first Divisions, including a siding on the first division, $14\frac{1}{100}$ miles, laid on sleepers,— $5\frac{33}{100}$ miles on stone blocks,—and $6\frac{7}{100}$ miles of the track laid with stone sills.

On the Second Division, there has been laid $22\frac{25}{100}$ miles of the stone track, and $1\frac{9}{100}$ miles of wood track.

On the Third Division, the extent of stone track is less than was intended to have been laid, and amounts to $5\frac{51}{100}$ miles. The residue on that Division is laid with wood, on sleepers, and includes $29\frac{21}{100}$ miles of single track. The double track on the Fourth Division is laid with string pieces and sleepers, and is equal to $28\frac{29}{100}$ miles of single track. About $1\frac{1}{2}$ miles of this track is laid with log timber, procured from the adjacent country, and used in place of the six-inch scantling. One mile of the track on the same division is laid with the six-inch scantling, having the sleepers laid three feet apart from centre to centre, instead of four feet, the distance adopted for the other parts of the road.

On the Fifth Division, a single track has been completed, and several detached portions of the second track are also laid upon this division, amounting to $\frac{33}{100}$ miles, making the aggregate length of single track now laid, $11\frac{29}{100}$ miles; and leaving $10\frac{27}{100}$ miles of single track yet to be laid on that Division.

The lateral road to Frederick consists of a single track, which, with the western fork that connects it with the main stem in a direction towards the Point of Rocks, a siding mid-way between the main stem and Frederick, together with a small portion of the second and third tracks laid in the depot lot at the latter place, includes $4\frac{29}{100}$ miles of single track.

The total amount of single track of wood railway laid on sleepers, is therefore $89\frac{55}{100}$ miles; on stone blocks $5\frac{33}{100}$ miles,—and the aggregate length of stone track laid on the first, second, and third divisions, is $33\frac{34}{100}$ miles, exclusive of the sidings and additional tracks laid at the depots at Baltimore and Ellicott's Mills.

From the foregoing lengths of single track, it is proposed to make a statement of the cost incurred on the wood and stone railway, respectively, ascertained from the known expenditures on parts of the work, and from estimates on other parts derived from data considered so nearly correct as to make no important difference in the general result. The estimates referred to are for parts of the cost of the first or northern track laid on the city division. These expenditures were not accounted for with the requisite details, to admit of their being placed under the several heads as adopted for the work since executed. The variation between the estimated and actual cost will be more in the distribution of the several sums amongst the respective parts, than in the aggregate amount. This track being formed to suit the flanges on the outside of the rails, required an alteration when the change for the position of the flanges was made. The actual expenses of that alteration are now included under the proper heads in the general cost.

But there are items of expenditure applicable to no other purpose than the construction of the railway, and these being known, constitute a specific charge against that part of the work. Amongst these items are included, payment and allowances to contractors—local superintendence—engineers' wages—services of vane bearers and axe-men—agents for hauling materials—hauling materials, tools, implements, and materials of particular descriptions—together with other, and contingent expenditures

applicable to certain defined portions of the construction.*

There are also charges for services rendered in general superintendence—for stationary—and other contingent disbursements, chargeable to no particular portion of the railway, but due alike to the several kinds of work performed on the entire line of track now completed. The sums expended in this manner are applied in the statement to the whole work, and cannot vary from the truth. But, some materials, procured for specific purposes in the construction of the railway, it has been found convenient and necessary to apply to other parts of the work. Scantling procured for the railway has been used for building,—for bridges,—for various parts of the machinery connected with the road, and for a variety of other purposes. The same may be said of the iron rails, portions of which have been used in the branch roads of the city, for sidings at depots, and for other purposes not included in the length of track now taken as a basis for the calculation of the cost of the railway.

These remarks will apply also to the spikes—plates—screw bolts—timber for the machinery at the planes—scantling—sleepers—turn-out castings—tools—instruments, and other items not enumerated, a part of which now remain on hand, available for the future operations of the company in repairs or construction. [See Appendix, J., Tabular statement, No. 2.]

Whilst, therefore, it would be proper to consider the materials which have been applied to other purposes, as well as those remaining on hand, and available for work yet to be performed, as constituting an offset to the disbursements made on account of the general construction, it would not be right to place those expenditures to the cost of the work which has been fully completed; as would have been proper, had all the materials purchased been applied to that purpose. No allusion is here made to necessary loss and waste of materials;—all of which, as contingent to the work, are properly chargeable to its construction, though not actually forming a component part of the superstructure.

The most careful inquiry has been made of the appropriation of the various kinds of materials, of which a part has been used for other purposes, and of which, portions remain on hand. [See Appendix, J., statement No. 2.] An estimate has also been made of the quantity of these materials, inclusive of the most ample allowance for waste and contingencies, which might be justly chargeable to the work now completed; and under ordinary circumstances, incident to a like extent of track in the future construction of the railway upon the Baltimore and Ohio Railroad. This process has been considered necessary, in order to show the relative expense of the different modes of construction, whether of wood or stone,—and whilst it may elucidate that part of the subject, it does not interfere with the ascertainment of the average cost per mile of the wood and stone railway, when they are considered together, as forming a whole. It may be proper here to remark, that although the length of single track on which the cost is given, is stated to be $129\frac{22}{100}$

* In the term "Contingencies" is included some charges for stationary, printing and advertising; which it has not been found practicable to separate from the sums due to the general charges for contingencies. These sums, however small, are chargeable to laying the rails; but, as the amount is altogether unimportant when applied to the whole work, not exceeding a few cents per mile, they have not been included in the statement of cost for laying the rails; and should these charges have been made to laying the rails, they would be greatly overbalanced by sums which have been paid by this department for the use of other departments, for contingencies not applicable to the rail tracks, but which from the difficulty of making such nice distinctions have been charged to the construction of the railway.

miles, yet only 56 $\frac{32}{100}$ miles of that extent is of continuous double track, viz: from the depot at the west end of Pratt-street, to a short distance west of the Monocacy viaduct.

Hence, as there is a difference of cost between the second and first tracks, allowing the price of workmanship to be the same on both, owing to the superior facility of transporting the materials for the second track on the one already laid, a small variation may occur on that account, between the estimated and actual cost of the rails yet to be laid on the fifth division. But this difference may be considered as unimportant in favor of the second track, it being found that the drains for the centre of the road, necessary to be made only on the completion of the second track, (the cost of which is common to both tracks,) and other work contingent also to both, will tend to equalize the advantage in favor of the second track.

The whole amount of disbursements on account of the construction and repairs of the railway, together with incidental expenditures on account of graduation, masonry, and other items not properly chargeable to the railway, but necessarily made by the department having in charge the laying of the rails, has been as follows:

1. For 6x6 inch yellow pine and other scantling, and log stuff for string pieces, inclusive of the services of agents in procuring it, inspection, piling, handling, wharfage, ground rent for places of deposit, hauling to places of deposit in Baltimore and elsewhere, loading, and contingencies not classed as above, \$91,379.69.

2. For sleepers of every description, including the same kind of charges made upon the scantling, \$34,545.89.

3. For plates, procured for placing under the adjoining ends of the iron rails on the wood track, and for screw bolts, including all expenses, delivered in Baltimore, \$2,825.21.

4. For stone blocks delivered on the road bed in the valley of the Patapsco, between Elkridge Landing and Ellicott's Mills, \$3,983.34.

5. For iron rails, 2 $\frac{1}{2}$ by $\frac{3}{4}$ thick, including sterling cost, and exchange 11 per ct. \$124,085.37.

6. For freight, insurance, storage, drayage, loading, scowage and contingent charges for delivery at depot in Baltimore, of said iron, \$17,144.23.

7. For 133 bars of Liverpool edge rails, weight 10 tons, 8 cwt. 2 qr. 26 lb. inclusive of all expenses, delivered in Baltimore, \$565.51.

8. For chairs and bolts for said rails, inclusive of the same charges, \$268.68.

9. For English turnouts, inclusive of same charges, \$2,024.14.

10. For forgings and smith work for turnout castings, made in Baltimore, \$2,323.40.

11. For cast iron knees for stone block road, delivered at sundry places, \$2,422.24.

12. For nails for cast knees, \$442.42.

13. For small nails for plates, \$341.86.

14. For 4 $\frac{1}{2}$ inch spikes for wood track, including charges for freight and drayage, \$10,206.26.

15. For 3 $\frac{1}{2}$ inch spikes for stone road, inclusive of freight and charges, delivered in Baltimore, \$4,461.12.

16. For turnout castings, including each description of pattern, \$6,247.72.

17. For laying down turnouts, including superintendence, timber for turnouts, broken stone, tools, cutting and punching iron, spikes, moving tools and materials, and other contingent charges, \$7,009.63.

18. For amount paid to contractors for laying wood rails, at the contract prices, per rod of 16 $\frac{1}{2}$ feet each, \$71,995.33.

19. For amount paid for small culverts, shutes, and drains for the centre of the road, on the entire line between Baltimore and the Monocacy, (excepting on the inclined planes) \$1,337.79.

20. For contingent items chargeable to the wood track, not included in the contract price, per rod for laying the rails, viz. allowances for extra work required in securing foundations for stone blocks and sleepers—removing excavations, raising rails on embankments, making crossings for county and other roads, altera-

tions required of contractors, clearing off and graduation of road bed for second track, contingent hauling, circular platforms for turning cars, protection and preservation of materials, cost of sundry tools and implements used on the work, and other items not enumerated, dolls. 8,538.31.

21. For broken stone, for placing under the sleepers and stone blocks, dolls. 19,500.32.

22. For hauling the wood and iron materials for all the wood Railway, from the several depots to the sections and contracts on the several divisions, including the cost of loading, pay of agents for hauling, turnpike tolls, and items not enumerated, dolls. 34,210.80.

23. For local superintendence, axemen, and vanebearers, on the wood Railway, dolls. 9,268.05.

24. For the services of Resident and assistant Engineers, in giving the levels and curves for laying wood rails, and for other assistants on the wood work, dolls. 13,816.75.

25. For contingent items not chargeable to either the wood or stone Railway, separately, but common to both, in proportion to their respective lengths, being sums paid for instruments used in laying the rails, and for some belonging to the engineer and graduation departments—for repairing instruments; for stationery, printing, advertising, and general superintendence of laying rails and procurement of materials, dolls. 11,941.61.

26. For laying stone rails at the contract prices per rod, upon the first, second, and third Divisions, dolls. 133,736.97.

27. For amount paid the contractors for laying stone rails, for extra broken stone for bedding the sills, per contract, for making crossings for county and other roads—allowance for extra work required for foundation for sills, removing excavations from trenches per contract, and contingent items not enumerated, dolls. 22,155.39.

29. For hauling iron materials for stone track, dolls. 1,154.33.

30. For sundry expenses chargeable to stone Railway, viz. for raising sills on side and thorough embankments, rendered necessary by the settling and sliding of the fillings,—for changes required in the work, not included in the contract prices,—allowances made to contractors on account of sundry work performed on their contracts, and loss of materials prepared on the third Division, including payments on sills not prepared (as explained in the last annual report) and implements worn out, dolls. 13,951.63.

31. For local superintendence, vanebearers and axemen, on the stone road, dolls. 11,834.75.

32. For Engineer's wages in giving levels and curvatures on the stone road, and other assistants measuring sills, broken stone, &c. dolls. 5,831.50.

33. For amount paid contractors and others for the formation of the horse path, at the contract prices per rod, dolls. 31,263.84.

34. For amount paid for additional materials required in the formation of the horse path, including expenses of assistants in procuring them, and contingent charges for the same service; the said materials including all the broken stone and gravel over and above that paid for in the preceding charge, dolls. 21,681.87.

35. For tools and implements used in the construction and repairs of the road, Railway, and horse-path, most of them now remaining in the service, in good order; and for workmanship on sleepers not yet used in the track, dolls. 1,234.93.

36. For materials and workmanship, to accommodate the machinery of the inclined planes, Parr's Ridge, consisting of the cost of timber and plank, workmanship, tar, lead, work shop, castings, screw bolts, and contingent items not enumerated, but exclusive of any portion of said work chargeable to rail tracks, dolls. 9,417.01.

37. For City rail track, including cost of laying rails, pavement, graduation and masonry,

local superintendence, vauchmen, axemen, and some contingent expenditures not enumerated, but exclusive of the cost of iron rails, spikes, and gutter irons, dolls. 32,551.91.

38. For amount expended during the progress of construction of the railway, not chargeable to rail tracks, viz. For removing slips of earth, rock, &c. from the banks, increasing the width of road bed in narrow places, by the use of earth, rock, and side walls, raising the grade on embankments, and excavations in cuts, formation of ditches and drains, quarrying off points of rock, excavation of chambers for machinery at Parr's Ridge, and building masonry for duto, timber for bridges over the railway, new culverts across the road bed, guard walls for security of bridges, culverts and embankments, damages for right of way, hauling materials for Monocacy viaduct, piling deep cut, thatching embankments with brush, removing waste earth from the several deep cuts on the first division, and for sundry items not classed with the above, dolls. 53,126.32.

39. For work done in dressing sleepers, and for the delivery of broken stone, and distribution of materials for the ungraded portions of second track on the fifth division of the road, dolls. 1,081.65.

40. For repairs of road and railway, dolls. 2,067.97.

Making the sum of \$22,055 dolls. 14 cts.

As has been observed, it will be improper to state as the cost of the rail tracks finished, the whole of the above amount, or even all of those charges for materials which are applicable to the railway, because, there are portions yet unappropriated to that use, and some which have been applied to other purposes. [See Appendix J, statement No. 2.] It will therefore be necessary to separate from the foregoing charges for materials, such proportion of the several kinds as have been actually applied to the work now finished, in order to show the true cost of the railway.

The scantling purchased, was 1,305,913 feet, running measure, at an average cost of \$69.66 per thousand feet, or say 7 cents per foot run.

The length of track laid with scantling, = 95.24 miles, and would require 1,007,213 ft. net measure. Add for turnouts, keys, crossings for county roads, and waste, 940 feet per mile, say \$9,657 feet, and the amount charged to railway will be, \$1,096,870.

Remaining on hand at depot, Pratt st. \$2,783.
On 3d, 4th, and 5th divisions, and late-
ral road, 62,000

Making together, \$1,241,653

Leaving 61,260 feet appropriated to other purposes as before mentioned. To each mile of road there will be charged 11,500 feet run, at 7 cents per foot, which gives as the cost of scantling, the sum of 805 dolls. per mile per single track.

The whole number of sleepers procured is 136,750 at an average of 252.23 dolls. per thousand, or 25 $\frac{1}{2}$ cents each.

The length of track on which the sleepers have been used is the same as that for which the scantling is estimated, less the distance laid on stone blocks, viz. 95 $\frac{24}{100}$ — 5 $\frac{24}{100}$ = 89 $\frac{24}{100}$ miles laid on sleepers.

Sleepers required at 1320 per mile. 118,206

Add for contingencies 30 sleepers per mile, 2,656

Locust sleepers on 5th division, not laid, 7,515

Oak, &c. on 2d, 3d, and 4th divisions, and lateral road, 7,000

145,155

Total, 135,407

There is supposed to have been used for sidings and other purposes. 1,343

Total number purchased, 136,750

1350 sleepers, at \$252.62 per thousand = is \$341.03 per mile for sleepers.

[To be continued.]

AGRICULTURE, &c.

[From the New-England Farmer.]

AGRICULTURAL ESSAYS, Nos. III & IV.

ON LABOR.—When I have been riding in the country in a very hot day, and seen farmers mowing and hoeing in the full blaze of the noon day sun, the custom of those farmers with whom I was conversant when a lad has immediately occurred to my mind. In the months of June, July and August they retired so early to rest that they seldom needed a candle to light them to their beds; and they rose as early in the morning as they could see to work. In the heat of the day, unless a shower, or something extra called them to exert themselves, they laid aside their labors for an hour or two, and indulged themselves in a comfortable nap after dinner. This gave them fresh strength and vigor; and they went forth to the labor of the evening, with spirit and pleasure. And if farmers would work as early and late as they could in the summer season, they might rest from eleven until two o'clock, and escape the intense heat and thirst of the day; and not be one half so much fatigued as others, who begin their labor late in the morning, at six or perhaps seven o'clock, and who, to perform the labors of the day, must bear the heat and burden of it, and go to their beds at night exceeding weary, and quite exhausted. From eleven till two, you may walk round your farm, stir hay, or do any light labor, without fatiguing yourself in the least. This walk will refresh your spirits; and may save your lands from the inroads of unruly cattle, sheep, swine, &c. Walls and other fences should often be inspected, if you wish to preserve the fruits of your labors, and half an hour, or more, in the time and season of it, devoted to this purpose, would not fail of being well rewarded. These hints may be improved on; and I close this paper by observing, that mowing and hoeing, both for comfort and profit, should be performed early in the morning and late in the evening.

EXCHANGING WORK.—Farmers, who handle but little money, should be cautious of entering into cash engagements; they will find it more convenient to exchange labor than to hire and pay money. Neighbors who have lands to break up, and teams to connect together, may do this business cheaper by exchanging with each other, than by hiring help and cattle. It will often be found mutually beneficial to make exchanges, even in mowing and hoeing. Though a difference in the situations and soils of farms, though adjoining each other, and through early cultivation in the one and late in the other, it frequently happens that the corn, grass, flax, &c. on one, is forwarder and ripe sooner, by several days, than on the other. In this case it would be prudent to unite their labors, and not to hire; this would be almost so much saved. But, then, these exchanges should never make any alteration, either in meats or drinks, in the farmer's family; for if any extra provision is made, an extraordinary expense is incurred. The chief use of land, and that which makes it principally beneficial and profitable to a man, is this, it gives him employment; it is of very little advantage or profit to him who does not labor upon it in person. A farmer should therefore be cautious of hiring much help, and at no time more than he can fully and profitably employ, and readily pay. And to do this, if he hires for a month, or for a year, he should endeavor to raise a surplusage of some one or of several articles, to the amount of the laborer's wages at least; and if he does this, even then, he finds that a year's wages are not easily paid; it will take off a considerable part of his corn, flax, dairy, or some other produce. Those farmers who hire much labor done will soon be convinced, if men of sense, that scarce any farm will yield six per cent. and keep up the necessary repairs; and that although they possess flocks and herds and are the proprietors or owners of the soil, they are but little more than stewards to their laborers. And this should excite them to labor industriously with their own hands, and to do

all they can within themselves. When diet and labor are scarce and dear, and a man has several farms, or more land to improve and cultivate than he can take care of, unless he hires a number of laborers, he should let, or put them to the halves, as it is called, to honest and industrious men, if he can find them. For, the difference between hiring laborers and boarding them, and letting or putting out a farm, as above, the produce of which may amount to eighty or a hundred pounds, would be twenty or twenty-five per cent. in favor of the proprietor. And he will not have the trouble of providing for, and paying a number of people; some of whom, after all his attention and punctuality toward them, will not acknowledge themselves satisfied and contented. Good help, as it is called, is generally scarce and dear, and with difficulty obtained; and a farmer who hires careless, ignorant and slothful laborers, notwithstanding all his own industry, will never grow rich.

The following we deem worthy of the notice of those who cultivate the vine in this country, and is from the London Gardener's Magazine.

ON A RAPID MODE OF RAISING EXCELLENT VINE PLANTS.

SIR:—The following is a mode by which I raised a sufficient number of fine young vines to stock a vinery:—

At the pruning season, leave a shoot of strong young wood, over and above what may be wanted for training; of a sufficient length to bend down to any convenient place where a pot can be placed to receive it as a layer; and also for training it during its growth. When the vine begins to push, displace all the buds from the shoot intended for laying, except the leading one. When this is grown to about 8 inches or 1 foot in length, bend it down to the pot, and lay it so that the top joint, whence the young wood has sprung, may be fixed with a strong crook at about 1 inch under the surface of the mould. As soon as it begins to take root, which may be known by removing a little of the earth, begin to weaken its resources from the mother plant, by making an incision in the wood behind the pot; which enlarge by degrees, as fast as the young plant will bear it, until it be quite separated from the old one.

The advantage of the method is, that the vine may be grown to 10 or 20 feet and upwards in length the first season, with a pot full of roots; so that it may be planted in any situation where it may be wanted, without being checked in its growth, as is generally the case when grown in the usual way from a layer.

The pot ought not to be less than a 24; it must be filled with rich compost; and, if the layer be watered occasionally with liquid manure, it will considerably promote its growth.

I am, Sir, yours, &c. T. RUTGER.
Short Grove, Essex, July 5, 1832.

[From the New-England Farmer.]

CABBAGES.—It is asserted in Dr. Rees' Encyclopædia, that "cabbages possess the property of fattening cattle not only more expeditiously, but in less proportion than turnips; an acre of the former having been found to fatten one in four more than the same extent of the latter crop."

Mr. John Townsend, of Andover, Conn. recommends the following mode of preserving cabbages. "Dig a trench about six inches deep, in dry ground, and wide enough to admit the head of the cabbage; lay two sticks parallel with each other on the bottom of the trench, or the heads to rest on, to keep them from the ground; place the heads on the sticks with the roots up, and surround them with straw; then cover them with earth six or eight inches deep, having the ground sloping to carry off the rains; they will come out in the spring sound, fresh and tender, as they were when gathered."

Cabbages should not be pulled till there is danger of their freezing too fast to be got up. If there happen to fall an early snow it will not injure them. If room can be spared, it is a good

plan to take them up by the roots from the field or garden, and set them out again in the bottom of a cellar, the cooler the better.

CULTIVATING TULIPS.—The situation of the beds for full grown flowering bulbs, should always be in an open, airy, part of the garden; the common soil must be taken out the full dimensions of the bed, to the depth of about eighteen inches, and the place filled up with good sandy loam, from an old pasture, (which should be dug at least four months before it is used) mixed with a small portion of well-rotted two-year-old horse-dung. The bed must be raised three inches above the paths, at the outside, and four inches, at least, in the middle of the bed; this convexity will render it more capable of casting off the water, when exposed at any time to heavy rain. The bed being thus formed, the next thing to proceed to is planting; the best time for doing this is the beginning of November; plant the bulbs about five inches from each other in the rows, and the same distance from row to row, being careful to put in each hole a little fine river sand, before you introduce the bulb; this will not only be of great service to the root, but will also greatly prevent their being attacked by the grub and wire-worm. The depth they must be planted is about four inches. —[London Hort. Reg.]

MITES, &c. IN SEEDS.—Various species of mites, and other curious insects may be found in the siftings of seeds, particularly a very peculiar one in those of the common poppy; this insect is furnished with two fangs of a very formidable description, having joints like the claw of a lobster. With these fangs it seizes its prey and conveys it to its mouth. I would recommend every person possessing a microscope to provide himself with some of these siftings.

[From the Spirit of Washington.]

MANUAL LABOR.—As a branch of education to our higher seminaries, manual labor is attracting public attention and winning converts to a belief in its great utility. The development of the physical as well as the mental powers, in order to make the whole man symmetrical and well balanced, has been too long neglected. It was not thus in ancient days. Happily for the cause of education, the prejudices which resulted from the superstitions of the dark ages and the reactions of the Protestant reformation, are being dispelled, and a just medium, or a combination of mental and intellectual development in the formation of man, is beginning to reassume its proper importance.

The Lane seminary about two miles from Cincinnati, where there are about 90 students, has connected with it a farm of about 110 acres, which is cultivated by the students, and from it their tables are supplied. They have also workshops for those who prefer that kind of exercise; and for all in rainy weather and in winter. Each student is required to work three hours every day, either on the farm or in the shops.

It is said by men who have experience in this mode of education, that greater proficiency is made where labor to such an extent is combined with study; and that dyspepsia is a stranger to such schools.

Why can they not be introduced in this country? We think they may, and with great advantage.

GRAPES.—The editor of the Baltimore Patriot acknowledges the receipt of a basket of grapes from Dr. Norton, of Richmond, Va. consisting of the "Woodson" and "Cunningham," native varieties, which the Doctor introduced into his vineyard from Prince Edward county, in that state. The Woodson is a red grape, the berry a medium size, between the chicken and the large fox; the bunches very compact and weighing about 4 ounces; free from pulp, a rich flavor. The Cunningham is a black or deep purple, covered with bloom; the bunches ragged and irregular, (in this resembling the chicken grape,) berry a little less than that of the Wood-

son, free from pulp, and rich in saccharine matter; the skin thick and leathery. The latter resembling in flavor and richness the Herbemont Madeira, and both are decidedly very superior grapes, both for the table and wine. Each of these grapes has but one seed, and that a very small one.

A GOOD HUSBANDMAN.—Let us for a moment visit the dwelling of a good husbandman. We find him in possession of a competency. Every thing about him is marked with neatness and order. His family is distinguished for industry, frugality and correct deportment. His mind, though not bred a scholar, is replenished with useful knowledge.

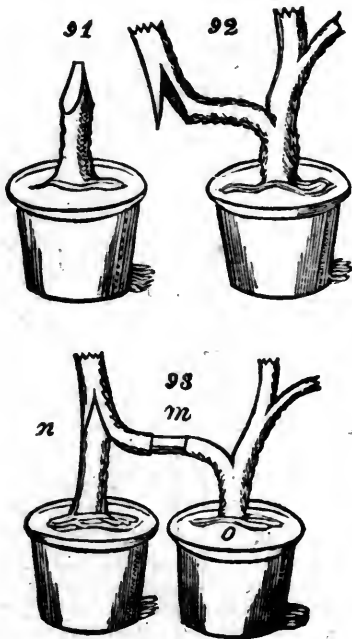
He knows enough of law to avoid litigation; enough of the human system to keep it healthy by diligent exercise, and by temperate habits; enough of morality and religion, to practice them. In the morning he rises with the dawn; calls his household round the family altar; pays his devotions to the fountain of light; and like the great luminary of heaven, he performs the duty of the day.

At mid-day and at evening, he returns to his house, where good order, conjugal affection and filial respect, bid him welcome. His labor done; the world at rest; at peace with himself and his God, he is ready for repose. His heart is an altar; his house a Bethel; and his family a church. If Satan broke into Paradise and blasted all its glories, he would meet a repulse on this consecrated spot.—[Moore's Address.]

[From the Portsmouth Journal.]

BUTTER.—Two farmers, from a town near the centre of New-Hampshire, each carried 2 or 300 lbs. of Butter, to Newburyport, a short time since, for sale.

Their farms were close together, and as nearly alike as possible. Their pastures were similar, and the number of their cows the same.—Yet the one sold his butter quick, at 19 cts.—The other, after offering his all round, at the stores, made out to get 13 cts. The difference between the lots of butter, [look to it, farmers' wives and daughters!:]—was simply this,—one farmer had good Dairy woman on his farm, while the family of the other made bad butter.



NEW METHOD OF GRAFTING BY APPROACH.

—Cut off the stock in the form of a wedge, as in fig. 91, and cut the graft upwards, half way through, for a sufficient length, as in fig. 92; then place the graft upon the stock, as in fig. 93, and bind it on with bass and clay as usual, taking off a circle of bark between the graft and the root, as in fig. 93, m, which will cause the sap to flow through the graft into the stock n, instead of into its own root o. I recommend

this method for grafting whenever the stock and the graft are of the same size, or very nearly so.—[Loudon's Magazine.]

[From Cobb's Manual on Culture of Silk, &c.]
ON REARING SILK WORMS.

The silk insect affords a display of the wisdom of Divine Providence in the adaptation of means to ends, calculated to excite high interest and admiration.

The extraordinary effect produced by this little animal in the short space of six weeks is no less than the conversion of the vegetable substance of the mulberry leaf into threads of rich and durable silk. Well might the Emperor Justinian be astonished to find that the rich and beautiful material of his magnificent robes was first produced and worn by this feeble insect; and well might he repay with munificence the monks by whose exertions the eggs of the silk worm were smuggled in a hollow cane from India to Constantinople. This hollow cane was the ark whence came out the germ of those numerous tribes of this insect which have spread over the whole of Europe, and whose descendants are now fast settling in these United States. Let us commence with the eggs of this insect, and trace its operations, its wants, and various changes, till it forms the cocoon, from which proceeds the moth, which in its turn produces the egg.

The Eggs.—The eggs are of small size. When first laid, they are of a pale yellow color, but in three or four days turn to a light slate color, and subsequently to a dull brownish slate color. Those which remain yellow have not been fecundated, and of course are worthless. The most proper place for keeping the eggs until they are wanted for hatching is a dry cellar. They should be kept in a tight box, to protect them from mice or insects, and dry, so that the mould and mildew may not injure them.

The Hatching, Leaves, &c.—The advance of the season determines the time of hatching the eggs. As soon as the leaf of the mulberry begins to unfold—which is generally in this climate (New-England) the latter part of May—and you observe that there is a prospect of having a sufficient quantity of food, it is time to expose the eggs to hatch. No other process is necessary than to expose them to the air in a room; they hatch voluntarily in a day or two after the exposure. Various modes are adopted in Europe—hatching them in ovens, carrying them about the person, &c.—but nothing of that kind is necessary here.

It is best to preserve those insects for rearing, that come out as nearly at the same time as possible. As soon as the worms begin to appear, lay over them young and tender mulberry leaves; they will soon attach themselves to the leaves, and by taking hold of the stems of the leaves you may remove them easily. They ought now to be supplied with fresh tender leaves three times a day. As the leaves when very young will dry so much in a short time, if exposed to the air, as to be unfit for use, you may put them in a glazed vessel, or keep them covered in a cellar or cool place: by which means the leaves may be kept good for two or three days.* Besides, it is well to have always in your house at a time a stock of leaves, sufficient at least for three days' provision for your worms in case of wet weather. If leaves are given when wet, they will cause disease. Be careful never to pull the leaves when wet, either with rain or dew, except on absolute necessity, and in that case you must spread them and turn them, that the leaves may be perfectly dry before you give them to the worms; rats,

* Mr. D'H. proposes the following method to preserve leaves: Put them under cover on a brick pavement, or gravelled floor; turn them over, and place them further, where it is not damp, (for they always leave a dampness where they lie,) three or four times a day, or an hour before you feed the worms; you may thus keep them three or four days. The leaf wants air

to keep fresh. mice, spiders, ants, and fowls, are very destructive to the worms: care must be taken, therefore, to keep them out of the way of all such enemies.

The Nursery, Shelves, &c.—In Europe laboratories have been constructed with great care and expense; but, however convenient these may be, they are by no means necessary to success in rearing silk-worms: almost any building will answer for that purpose. I have reared them myself with success in a barn, in my cellar kitchen, and other rooms of my dwelling house, and in the lower story of Tremont House in Boston. It was found in France that the cocoons brought to market by the peasants, raised in hovels so full of cracks as easily to be seen through and to admit the air freely, were richer and heavier than those reared in palaces and in the confined rooms of dwellings in cities. The apparatus of the Rev. Mr. Swan, I should think might be worth adopting, for those who are beginning on a small scale; in fact I have had something like it constructed for my own use. This apparatus consists of a wooden frame, four feet two inches high, each side; sixteen inches and a half wide, divided into eight partitions by small pieces of wood, which form grooves in which the slides run, and are thus easily thrust in or drawn out of the frame.

The upper slide is of paper only and designed to receive the worms as soon as hatched; the others are of wicker work, the opening being about a quarter of an inch square; under each of these are slides. This occupies little space and is neat, and the persons using it can easily remove the litter. I have used three tiers of rough pine boards fixed upon upright posts, about four feet in width, one above the other, with a space between of two and a half feet, affording room sufficient to pass all round the frame, so that I could conveniently reach any part of it. In making the shelves, it is well to have the lowest one six inches broader than the one above it, and to make the same difference in the other shelves above, so as to break the fall of such worms as happen to tumble down. A good form for the shelves is that adopted by Mr. J. Y. Tomkins, of Baltimore, and which I saw in the nursery of Gideon B. Smith, Esq. of that place. It is about 2½ feet wide, by five or six long, made of thin boards, with a piece two inches wide nailed flat on the upper edge along the sides and ends, with legs about a foot long in the corners. The legs do not pass through the table, but leave a part of the hole on the upper side for the feet of another table to set in. Thus contrived, five or six of these tables are set one above another, and are taken down, cleaned and again set up with facility.—One of these shelves will accommodate 500 worms.† It might be as well to put old newspapers on the shelves, which might be taken off whenever it was necessary to clean the worms, and then replaced.—Thus I have done.

The Different Ages, Moulting, &c.—There

* I saw at Philadelphia on the 21st of June last, worms raised by Mr. D'Homergue in a yard of mulberry trees, which bore heavy rains and thunder storms, as well as cold windy days, a few of which spun in 30 days, and produced excellent cocoons. They began to moult 32 days after hatching. I also saw a few worms raised from eggs which were laid on the outside of a brick wall, in a northern exposure, which had stood all the severity of the winter. I saw many thousands of excellent cocoons, raised by Mr. Du Ponceau, under the care of Mr. D'Homergue, in the heart of the city of Philadelphia. I tried some on trees in the open air the present season, but they did not succeed; they attained, however, to a considerable size, but the frequent rains destroyed them.

† Farmers, however, who would make it profitable, should raise one or two hundred thousand, and rough boards will make the cheapest and most ready shelves for use on an extensive scale.

are several varieties of silk-worms.* The most common varieties change their skins four different times. These changes are called moultings, and the intervening times the different ages. The time requisite for the several changes depends greatly on the temperature. If the weather is warm, they will generally happen as follows: the first moulting on the fourth or fifth day after the hatching—the second begins on the eighth day—the third on the thirteenth and fourteenth days—and the last change on the twenty-second.

The fifth age lasts about ten days; at the end of which the worms have reached their ultimate growth, being three inches in length, and are prepared to spin their cocoons. Thus thirty-two days intervene between the hatching and the beginning of the cocoon, and I have known the period retarded to sixty days. These changes will only be noticed by accurate observers.

* I saw in the Nursery of Gideon B. Smith, Esq. of Baltimore, four different varieties. I would recommend, as most profitable for rearing, the large white.

PROCLAMATION,

By Andrew Jackson, President of the United States.

WHEREAS, a Convention assembled in the State of S. Carolina, have passed an Ordinance by which they declare, "That the several acts and parts of acts of the Congress of the United States purporting to be laws for the imposing of duties and imposts on the importation of foreign commodities, and now having actual operation and effect within the United States, and more especially, two acts for the same purposes passed on the 29th of May, 1828, and on the 14th of July, 1832, "are unauthorized by the Constitution of the United States, and violate the true meaning and intent thereof, and are null and void, and no law," nor binding on the citizens of that State or its officers: and by the said Ordinance, it is further declared to be unlawful for any of the constituted authorities of the State or of the United States to enforce the payment of the duties imposed by the said acts within the same State, and that it is the duty of the Legislature to pass such laws as may be necessary to give full effect to the said Ordinance;

AND WHEREAS, by the said Ordinance it is further ordained, that in no case of law or equity, decided in the Courts of said State, wherein shall be drawn in question the validity of the said Ordinance, or of the acts of the Legislature that may be passed to give it effect, or of the said laws of the United States, no appeal shall be allowed to the Supreme Court of the United States, nor shall any copy of the record be permitted or allowed for that purpose, and that any person attempting to take such an appeal shall be punished as for a contempt of Court;

And, finally, the said ordinance declares, that the people of South Carolina will maintain the said Ordinance at every hazard; and that they will consider the passage of any act by Congress abolishing or closing the ports of the said State, or otherwise obstructing the free ingress or egress of vessels to and from the said ports, or any other act of the Federal Government to coerce the State, shut up her ports, destroy or harass her commerce, or to enforce the said acts otherwise than through the civil tribunals of the country, as inconsistent with the longer continuance of South Carolina in the Union; and that the people of the said State will thenceforth hold themselves absolved from all further obligation to maintain or preserve their political connection with the people of the other States, and will forthwith proceed to organize a separate Government, and do all other acts and things which sovereign and independent States may of right do;

AND WHEREAS, the said Ordinance prescribes to this people of South Carolina a course of conduct, in direct violation of their duty as citizens of the United States, contrary to the laws of their country, subversive of its Constitution, and having for its object the destruction of the Union—that Union, which, coeval with our political existence, led our fathers, without any other ties to unite them than those of patriotism and a common cause, through a sanguinary struggle to a glorious independence—that sacred Union, hitherto inviolate, which, perfected by our happy Constitution, has brought us by the favor of Heaven to a state of prosperity at

home, and high consideration abroad, rarely, if ever, equalled in the history of nations. To preserve this bond of our political existence from destruction, to maintain inviolate this state of national honor and prosperity, and to justify the confidence my fellow-citizens have reposed in me, I, ANDREW JACKSON, President of the United States, have thought proper to issue this my PROCLAMATION, stating my views of the Constitution and Laws applicable to the measures adopted by the Convention of South Carolina, and to the reasons they have put forth to sustain them, declaring the course which duty will require me to pursue, and, appealing to the understanding and patriotism of the people, warn them of the consequences that must inevitably result from an observance of the dictates of the Convention.

Strict duty would require of me nothing more than the exercise of those powers with which I am now, or may hereafter be invested, for preserving the peace of the Union and for the execution of the laws. But the imposing aspect which opposition has assumed in this case, by clothing itself with State authority, and the deep interest which the people of the United States must all feel in preventing a resort to stronger measures, while there is a hope that any thing will be yielded to reasoning and remonstrance, perhaps demand, and will certainly justify a full exposition to South Carolina and the nation of the views I entertain of this important question, as well as a distinct enunciation of the course which my sense of duty will require me to pursue.

The Ordinance is founded, not on the indefeasible right of resisting acts which are plainly unconstitutional and too oppressive to be endured; but on the strange position that any one State may not only declare an Act of Congress void, but prohibit its execution—that they may do this consistently with the Constitution—that the true construction of that instrument permits a State to retain its place in the Union, and yet be bound by no other of its laws than those it may choose to consider as constitutional. It is true, they add, that to justify this abrogation of a law, it must be palpably contrary to the Constitution; but it is evident, that to give the right of resisting laws of that description, coupled with the uncontrolled right to decide what laws deserve that character, is to give the power of resisting all laws. For, as by the theory, there is no appeal, the reasons alleged by the State, good or bad, must prevail. If it should be said that public opinion is a sufficient check against the abuse of this power, it may be asked why it is not deemed a sufficient guard against the passage of an unconstitutional act by Congress. There is, however, a restraint in this last case, which makes the assumed power of a State more indefensible, and which does not exist in the other. There are two appeals from an unconstitutional Act passed by Congress—one to the Judiciary, the other to the People, and the States. There is no appeal from the State decision in theory, and the practical illustration shows that the courts are closed against an application to review it, both judge and jurors being sworn to decide in its favor. But reasoning on this subject is superfluous when our social compact in express terms declares, that the laws of the United States, its Constitution and treaties made under it, are the supreme law of the land—and for greater caution adds, "that the judges in every State shall be bound thereby, any thing in the Constitution or laws of any State to the contrary notwithstanding." And it may be asserted without fear of refutation, that no Federative Government could exist without a similar provision. Look for a moment to the consequence. If South Carolina considers the revenue laws unconstitutional, and has a right to prevent their execution in the port of Charleston, there would be a clear constitutional objection to their collection in every other port, and no revenue could be collected any where; for all imposts must be equal. It is no answer to repeat, that an unconstitutional law is no law, so long as the question of its legality is to be decided by the State itself; for every law operating injuriously upon any local interest, will be perhaps thought, and certainly represented, as unconstitutional, and, as has been shown, there is no appeal.

If this doctrine had been established at an earlier day, the Union would have been dissolved in its infancy. The excise law in Pennsylvania, the embargo and non-intercourse law in the Eastern States, the carriage tax in Virginia, were all deemed unconstitutional and were more unequal in their operation than any of the laws now complained of; but fortunately none of those States discovered that they had the right now claimed by South Carolina. The war into which we were forced, to support the

dignity of the nation and the rights of our citizens, might have ended in defeat and disgrace instead of victory and honor, if the States who supposed it a ruinous and unconstitutional measure had thought they possessed the right of nullifying the act by which it was declared and denying supplies for its prosecution. Hardly and unequally as those measures bore upon several members of the Union, to the Legislatures of none did this efficient and peaceable remedy, as it is called, suggest itself. The discovery of this important feature in our Constitution was reserved to the present day. To the statesmen of South Carolina belongs the invention, and upon the citizens of that State will unfortunately fall the evils, of reducing it to practice.

If the doctrine of a State veto upon the laws of the Union carries with it internal evidence of its impracticable absurdity, our constitutional history will also afford abundant proof that it would have been repudiated with indignation had it been proposed to form a feature in our Government.

In our colonial state, although dependent on another power, we very early considered ourselves as connected by common interest with each other.—Leagues were formed for common defence, and before the Declaration of Independence we were known in our aggregate character as THE UNITED COLONIES OF AMERICA. That decisive and important step was taken jointly. We declared ourselves a nation by a joint, not by several acts, and when the terms of our confederation were reduced to form, it was in that of a solemn league of several States by which they agreed that they would collectively form one nation for the purpose of conducting some certain domestic concerns and all foreign relations. In the instrument forming that union is found an article which declares that, "every State shall abide by the determinations of Congress on all questions which by that confederation should be submitted to them."

Under the confederation then; no State could legally annul a decision of the Congress, or refuse to submit to its execution; but no provision was made to enforce these decisions. Congress made requisitions but they were not complied with. The Government could not operate on individuals. They had no Judiciary, no means of collecting revenue.

But the defects of the confederation need not be detailed. Under its operation we could scarcely be called a nation. We had neither prosperity at home nor consideration abroad. This state of things could not be endured, and our present happy Constitution was formed, but formed in vain, if this fatal doctrine prevails. It was formed for important objects that are announced in the preamble made in the name and by the authority of the people of the United States, whose delegates framed, and whose conventions approved it. The most important among these objects, that which is placed first in rank, on which all the others rest, is, "to form a more perfect Union." Now, is it possible that even if there were no express provision giving supremacy to the Constitution and laws of the United States over those of the States—can it be conceived, that an instrument made for the purpose of "forming a more perfect Union," than that of the confederation, could be so constructed by the assembled wisdom of our country as to substitute for that confederation a form of government dependent for its existence on the local interest, the party spirit of a State, or of a prevailing faction in a State? Every man of plain, unsophisticated understanding, who hears the question, will give such an answer as will preserve the Union. Metaphysical subtlety, in pursuit of an impracticable theory, could alone have devised one that is calculated to destroy it.

I consider then the power to annul a law of the United State, INCOMPATIBLE WITH THE EXISTENCE OF THE UNION, CONTRADICTED EXPRESSLY BY THE LETTER OF THE CONSTITUTION, UNAUTHORIZED BY ITS SPIRIT, INCONSISTENT WITH EVERY PRINCIPLE ON WHICH IT WAS FOUNDED, AND DESTRUCTIVE OF THE GREAT OBJECT FOR WHICH IT WAS FORMED.

After this general view of the leading principle, we must examine the particular application of it which is made in the Ordinance.

The preamble rests its justification on these grounds:—It assumes as a fact, that the obnoxious laws, although they purport to be laws for raising revenue, were in reality intended for the protection of manufactures, which purpose it asserts to be unconstitutional—that the operation of these laws is unequal—that the amount raised by them is greater than is required by the wants of the government—and finally, that the proceeds are to be applied to objects unauthorized by the Constitution. These are the only causes alleged to justify an open opposition to the laws of the country, and a threat of seceding

from the Union, if any attempt should be made to enforce them. The first virtually acknowledges, that the law in question was passed under a power expressly given by the Constitution, to lay and collect imposts; but its constitutionality is drawn in question from the motives of those who passed it.—However apparent this purpose may be in the present case, nothing can be more dangerous than to admit the position that an unconstitutional purpose, entertained by the members who assent to a law enacted under a constitutional power, shall make that law void; for how is that purpose to be ascertained?—Who is to make the scrutiny? How often may bad purposes be falsely imputed—in how many cases are they concealed by false professions—in how many is no declaration of motive made? Admit this doctrine, and you give to the States an uncontrolled right to decide, and every law may be annulled under this pretext. If, therefore, the absurd and dangerous doctrine should be admitted, that a State may annul an unconstitutional law, or one that it deems such, it will not apply to the present case.

The next objection is, that the laws in question operate unequally. This objection may be made with truth to every law that has been or can be passed. The wisdom of man never yet contrived a system of taxation that would operate with perfect equality. If the unequal operation of a law makes it unconstitutional, and if all laws of that description may be abrogated by any State for that cause, then indeed is the Federal Constitution unworthy of the slightest effort for its preservation. We have hitherto relied on it as the perpetual bond of our Union. We have received it as the work of the assembled wisdom of the nation. We have trusted to it as to the sheet anchor of our safety in the stormy times of conflict with a foreign or domestic foe. We have looked to it with sacred awe as the palladium of our liberties, and, with all the solemnities of religion, have pledged to each other our lives and fortunes here, and our hopes of happiness hereafter, in its defence and support. Were we mistaken, my countrymen, in attaching this importance to the Constitution of our country? Was our devotion paid to the wretched, inefficient, clumsy contrivance, which this new doctrine would make it? Did we pledge ourselves to the support of an airy nothing, a bubble that must be blown away by the first breath of disaffection? Was this self-deceiving, visionary theory, the work of the profound statesmen, the exalted patriots, to whom the task of constitutional reform was entrusted? Did the name of Washington sanction, did the States deliberately ratify, such an anomaly in the history of fundamental legislation? No; we were not mistaken. The letter of this great instrument is free from this radical fault: its language directly contradicts the imputation—its spirit, its evident intent, contradicts it. No, we did not err! Our Constitution does not contain the absurdity of giving power to make laws, and another power to resist them. The sages whose memory will always be revered have given us a practical, and, as they hoped, a permanent constitutional compact. The Father of his country did not affix his name to so palpable an absurdity. Nor did the States, when they severally ratified it, do so under the impression that a veto on the laws of the United States was reserved to them, or that they could exercise it by implication. Search the debates in all their Conventions—examine the speeches of the most zealous opposers of Federal authority—look at the amendments that were proposed—they are all silent—not a syllable uttered, not a vote given, not a motion made to correct the explicit supremacy given to the laws of the Union over those of the States—or to show that implication, as is now contended, could defeat it. No—we have not erred! The Constitution is still the object of our reverence, the bond of our Union, our defence in danger, the source of our prosperity in peace. It shall descend as we have received it, uncorrupted by sophistical construction, to our posterity; and the sacrifices of local interest, of State prejudices, of personal animosities, that were made to bring it into existence, will again be patriotically offered for its support.

The two remaining objections made by the Ordinance to these laws are, that the sums intended to be raised by them are greater than are required, and that the proceeds will be unconstitutionally employed.

The Constitution has given expressly to Congress the right of raising revenue and of determining the sum the public exigencies will require. The States have no control over the exercise of this right, other than that which results from the power of changing the Representatives who abuse it, and

thus procure redress. Congress may undoubtedly abuse this discretionary power, but the same may be said of others with which they are vested. Yet the discretion must exist somewhere. The Constitution has given it to the Representatives of all the people checked by the Representatives of the States, and by the Executive power. The South Carolina construction gives it to the Legislature or the Convention of a single State, where neither the people of the different States, nor the States in their separate capacity, nor the Chief Magistrate elected by the people have any representation. Which is the most discreet disposition of the power?—I do not ask you, fellow citizens, which is the constitutional disposition—that instrument speaks a language that cannot be misunderstood; but if you were assembled in General Convention, which would you think the safest depository of this discretionary power in the last resort? Would you add a clause giving it to each of the States, or would you sanction the wise provisions already made by your Constitution? If this should be the result of your deliberations when providing for the future, are you, can you be ready, to risk all that we hold dear, to establish, for a temporary and a local purpose, that which you must acknowledge to be destructive and even absurd as a general provision? Carry out the consequences of this right vested in the different States, and you must perceive that the crisis your conduct presents at this day would recur whenever any law of the United States displeased any of the States, and that we should soon cease to be a nation.

The Ordinance, with the same knowledge of the future that characterises a former objection, tells you that the proceeds of the tax will be unconstitutionally applied. If this could be ascertained with certainty, the objection would, with more propriety, be reserved for the law so applying the proceeds, but surely cannot be urged against the laws levying the duty.

These are the allegations contained in the Ordinance. Examine them seriously, my fellow citizens,—judge for yourselves. I appeal to you to determine whether they are so clear, so convincing, as to leave no doubt of their correctness: and even if you should come to this conclusion, how far they justify the reckless, destructive course, which you are directed to pursue. Review these objections, and the conclusions drawn from them, once more. What are they? Every law then for raising revenue, according to the South Carolina Ordinance, may be rightfully annulled, unless it be so framed as no law over will or can be framed. Congress have a right to pass laws for raising revenue, and each State has a right to oppose their execution—two rights directly opposed to each other—and yet is this absurdity supposed to be contained in an instrument drawn for the express purpose of avoiding collisions between the States and the general government, by an assembly of the most enlightened statesmen and pure patriots ever embodied for a similar purpose.

In vain have these sages declared that Congress shall have the power to lay and collect taxes, duties, imposts, and excises—in vain have they provided that they shall have power to pass laws which shall be necessary and proper to carry those powers into execution, that those laws and that constitution shall be the "supreme law of the land, and that the Judges in every state shall be bound thereby, any thing in the constitution or laws of any state to the contrary notwithstanding." In vain have the people of the several states solemnly sanctioned these provisions, made them their paramount law, and individually sworn to support them whenever they were called on to execute any office. Vain provisions! ineffectual restrictions! vile profanation of oaths! miserable mockery of legislation! If a bare majority of the voters in any one state may, on a real or supposed knowledge of the intent with which a law has been passed, declare themselves free from its operation—say here it gives too little, there too much, and operates unequally—here it suffers articles to be free that ought to be taxed—there it taxes those that ought to be free—in this case the proceeds are intended to be applied to purposes which we do not approve—in that, the amount raised is more than is wanted. Congress, it is true, are invested by the Constitution with the right of deciding those questions according to their sound discretion; Congress is composed of the representatives of all the States, and of all the people of all the states; but we, part of the people of one state, to whom the Constitution has given no power on the subject, from whom it has expressly taken it away—we, who have solemnly agreed that this Constitution shall be our law—we, most of whom have sworn to support it—we, now abrogate this law, and swear, and force others to swear, that it shall not be obeyed. And we do this, not because Congress have no right to pass such laws

—this we do not allege, but because they have passed them with improper views. They are unconstitutional from the motives of those who passed them, which we can never with certainty know—from their unequal operation, although it is impossible from the nature of things that they should be equal—and from the disposition which we presume may be made of their proceeds, although that disposition has not been declared. This is the plain meaning of the Ordinance in relation to laws which it abrogates for alleged unconstitutionality. But it does not stop there. It repeats, in express terms, an important part of the Constitution itself, and of laws passed to give it effect, which have never been alleged to be unconstitutional. The Constitution declares that the judicial powers of the United States extend to cases arising under the laws of the United States, and that such laws, the Constitution, and Treaties, shall be paramount to the State Constitutions and laws. The judiciary act prescribes the mode by which the case may be brought before a Court of the United States, by appeal, when a State tribunal shall decide against this provision of the Constitution. The Ordinance declares there shall be no appeal—makes the State law paramount to the Constitution and laws of the United States—forces judges and jurors to swear that they will disregard their provisions; and even makes it penal in a suitor to attempt relief by appeal. It further declares, that it shall not be lawful for the authorities of the United States, or of that State, to enforce the payment of duties imposed by the revenue laws within its limits.

Here is a law of the United States, not even pretended to be unconstitutional, repealed by the authority of a small majority of the voters of a single State. Here is a provision of the Constitution, which is solemnly abrogated by the same authority.

On such expositions and reasonings the Ordinance grounds not only an assertion of the right to annul the laws of which it complains, but to enforce it by a threat of seceding from the Union if any attempt is made to execute them.

This right to secede is deduced from the nature of the Constitution, which they say is a compact between sovereign States, who have preserved their whole sovereignty, and therefore are subject to no superior; that because they made the compact, they can break it, when, in their opinion, it has been departed from by the other States. Fallacious as this course of reasoning is, it enlists state pride, and finds advocates in the honest prejudices of those who have not studied the nature of our government sufficiently to see the radical error on which it rests.

The people of the United States formed the Constitution, acting through the State Legislatures in making the compact, to meet and discuss its provisions, and acting in separate conventions when they ratified those provisions; but the terms used in its construction, shew it to be a government in which the people of all the States collectively are represented. We are one people in the choice of the President and Vice President. Here the States have no other agency than to direct the mode in which the votes shall be given. The candidates having the majority of all the votes are chosen. The electors of a majority of States may have given their votes for one candidate and yet another may be chosen. The people, then, and not the States, are represented in the Executive branch.

In the House of Representatives there is this difference, that the people of one State do not, as in the case of President and Vice President, all vote for the same officers. The people of all the States do not vote for all the members, each State electing only its own Representatives. But this creates no material distinction. When chosen, they are all representatives of the United States, not representatives of the particular State from which they come. They are paid by the United States, not by the State; nor are they accountable to it for any act done in the performance of their legislative functions; and however they may in practice, as it is their duty to do, consult and prefer the interests of their particular constituents, when they come in conflict with any other partial or local interest, yet it is their first and highest duty, as representatives of the United States, to promote the general good.

The Constitution of the United States then forms a government, not a league; and whether it be formed by compact between the States, or in any other manner, its character is the same. It is a government in which all the people are represented, which operates directly on the people individually, not upon the States—they retained all the power they did not grant. But each State having expressly parted with so many powers as to constitute jointly with the other States a single nation, cannot from that period possess any right to secede, because such secession does not break a league, but destroys the unity of a nation, and any injury to that unity is not only a breach which would result from the contravention of a com-

A TORNADO IN THE VALLEY OF THE MISSISSIPPI.

A writer in the American Journal of Science gives an excellent article on the Origin, Extension and Continuance of Prairies. The extract on the tornado will be read with interest:

We have stated that hurricanes and whirlwinds, by their inroads upon the forests, are chiefly instrumental in forming prairies.

It is believed that hurricanes are not so frequent and so violent as formerly. For the last 25 years particularly, they have diminished in number and energy. The signs of hurricanes, previous to the year 1805, would indicate in their case, a frequency and violence unequalled in any subsequent period.

In the year 1805 it happened to the writer to be roving on that most beautiful lawn, extending from Kaskaskia to Illinois, and which is called the American bottom. There was the most charming alternation of prairie, and woodland, and while he was musing on the cause which gave rise to forests of grass, or cane, and of stupendous oaks and cotton woods, he was roused, and his attention directed to a scene of unequalled grandeur and horror. It was a whirlwind that had crossed the Mississippi, and was making its way through the swamp, until it was near the charming prairie, which at that moment afforded rest and comfort to a solitary pedestrian. By the irresistible force of the wind, whole forest were in a moment twisted from the ground, and when thrown from the mouth of the vortex, such was the violent collision of tree against tree, that they were pounded into billets and splinters. A sound of universal distress burst forth from every quarter, and earth and sky appeared to be blended. In a twinkling the tornado scooped up a lake, with two or three feet of mud which lined its bottom. In one instant more, it tore away a house with its stone chimney. In another moment thirty or forty horned cattle, and fifteen or sixteen horses, disappeared with inconceivable quickness. The whirlwind twisted off almost every spear of a wheat field, and bore it away with the fence, cattle, horses, lake, trees, houses, and whatever was in the way. For more than a mile the heavens were black, and filled with the wreck of the tempest.

In this tornado, as well as many that had before occurred in these countries on a smaller scale, there was nothing to justify a belief with Mr. Dunbar, "of a vortex with a central spot in a state of profound calm;" or of Dr. Franklin, who supposed the "vortex of a whirlwind to be a true vacuum."

From the lake to the house was about two hundred yards, between which stood a huge cotton-wood tree of at least seven feet in diameter, and more than one hundred feet in height. It was observed when the vortex had nearly or quite reached the tree, that the leaves and limbs began to point upwards, and at the same instant of time they were crushed, and ran together, which gave the appearance of a moek body, by which the trunk seemed to be extended; but immediately the trunk was twisted from the stump, leaving about ten feet above ground, when, with a quickness, that the eye could not follow, all ran through the throat of the vortex, and was thrown out to float with others in the regions above.

There was remaining of the stone chimney, about one foot above ground, and not one of the stones removed was to be seen. Whether they were carried up in the vortex and thrown out by the circular impetus of the air, and deposited beyond the reach of observation, we were unable to determine. The water and mud of the lake were deposited on the field which contained the wheat, and from thence to the woodland beyond the prairie in the direction of the tornado, was about three miles; on which land there were to be found only the bodies of two of the horses and five or six of the cattle. This mighty wreck was seen to pass to the north-west of St. Louis, more than twenty miles above the plantation.

Spectacles Exhibited at Rome by Julius Caesar.—Never before, according to traditions which lasted through several generations in Rome, had there been so vast a conflux of the human race congregated to any one centre, on any one attraction of business or of pleasure, as to Rome on occasion of these spectacles exhibited by Caesar. In our days, the greatest occasional gatherings of the human race are in India, especially at the great fair of the Hurdwar, in the northern part of Hindostan; a confluence of many millions is sometimes seen at that spot, brought together under the mixed influences of devotion and commercial business, and dispersed as rapidly as they had been convoked. Some such spectacle of nations crowding upon nations, and some such Babylonian confusion of dresses, complexions, languages, and jargons, was then witnessed at Rome. Accommodations within doors and under roofs of houses, or of temples, was altogether impossible. Myriads of myriads stretched on the ground, without even the slight protection of tents, in a vast circuit about the city. Multitudes of men, even senators, and others of the highest rank, were trampled to death in the crowds; and the whole family of man seemed gathered together at the bidding of the Great Dictator.—[Blackwood's Magazine.]

[From the Comic Offering for 1833.]

A TRAGIC TALE TOLD TO A "T."

Two tired travellers tried to trace their track through the tangled thickets of Tewksbury; they took two or three turnings through the trees, but their toiling there tended to tantalize them thoroughly, by tempting them to traverse thoroughfares that transiently turned (they thought) toward the town, then the turf terminated treacherously in trackless thickets. Thus they tarried till twilight's thick gloom tended to increase their tribulation, and to thwart their task; the taller traveller, a templar, turning to the tired trooper that trustily tended him, told him that 'twere better to trust themselves to a temporary tent of trees, than to try the tedious and tormenting task of tenaciously toiling through tenebrous thickets. Tristram, the trooper, (though thinking the templar's touch of torpor very tiresome,) tacitly turned to take his horse, thoroughly toilworn; suddenly, tremendous thunder taxed their temerity, and a terrific tempest threatened to terminate tragically their trials. The templar Theodore's timid steed, terrified at the tempestuous tumult, tore through tangled tracts and turgid torrents, the trained troop-horse of Tristram trying to trace the templar through the turmoil. Thus they passed the territory of trees, and the tortured templar was thrown beneath a tower whence a twinkling taper threw a tremulous light through the tracery window of a tall turret. Tristram's thundering "tattoo," summoned the timely aid of a train of torch-bearers; these took Theodore to the tower-hall, where his trance terminated to show him a transcendent beauty of twenty, timidly tending him, and telling her tire-woman their different tasks for treating the sufferer.

The toilet of the lady Theresa consisted of a tiffany tunic, tied with thread-gold tassels at the throat, a taffety turquoise-colored train, a Turkish turban, and transparent tissue veil thrown back from the temples; 'twere tedious to try to transmit the tempting traits that transfixed the templar's transported gaze, as, with tremulous tongue, he tried to tell his thanks; timidly she turned from the tender tone, her twining, tendril-like tresses thrown aside betraying the transient tint his tribute to this transcendent treasure had sent thrilling even to her throbbing temples and well-tuned throat.

Theodore transported to the tessellated and tapestried throne-room, told to Theresa tales of the tent, the triumphant tilt and tournament; their *tete-a-tete* tending frequently to tenderer thomos; and ten days (tedious to Tristram, transient to Theodore) transported the trembling lover into the throated of Theresa.

Theobald the Thane, the tyrant of Tewksbury, kept the orphan Theresa in thrall, that timid girl tolerating the tutelage he had treacherously taken, through terror of his temper.

The time that the templar tarried at Tewksbury Tower, the absent Thane traversed his vast tract of territory, thinly tenanted through his thirst of thrift and tyrannic treatment to the tenants. Treacherous tempered, he trusted not to Theresa thoroughly, but took the trouble to turn back to the tower, (trans-

* It may not at first be perceived that this article is composed of words commencing with the letter "T," an occasional connecting word has been required, but in the first sixty, for instance, only four will be found which do not commence with a "T."

formed to a travelling trinket seller,) tampering with the tattling tire-woman, who (thus tempted) told that the templar had trepassed over the tower threshold and triumphantly tarried there, talking with taste, talent, tact and tenderness to the tempting "treasure of the turret." This tantalizing tale tormented the tyrant, who, throwing the traveller's travestie towards the terrified tire-woman, trod the tower-hall, traced the true lovers to their trellised turf terrace, and treacherously thrust his two-edged Toledo at the templar, (then talking tranquilly to Theresa;) that tender girl transiently turned ere the threatened turpitude took effect, threw her taper form towards Theodore, too late to transmute the terrible thoughts of the tyrant, whose thrust traversed the twain; and thus they tasted death together, a two-fold triumph to the terrific tempered Theobald.

This triumph terminated tragically. Tristram, trenched behind thick trees, traced the thane throughout this traitorous transaction, took aim twice, though terror took from the truth of the first, the shaft twisted into a tall tree;—twang!—this time the truer dart transfixes the tyrant, terminating his turbulent thralldom. The tumultuous tones of two or three troopers on the turrets, made the trainband throng towards the terrace to take Tristram to the torture; that trusty trooper turned tauntingly to them, throwing his trancheon triumphantly towards the tardily-tamed tyrant, just then the talismanic tone of thrilling trumpets told of timely aid, and twenty templar troops turned round the tower.

The tragic tale terminates thus; because having already used every other kind of T, I could only describe the battle with "Gunpowder T;" which might affect the nerves of my fair readers; so here is an end of the Tease.

SIGNERS OF THE DECLARATION OF INDEPENDENCE.—

The following is a list of the signers, with the periods of their death annexed respectively:

| | | |
|-------------------------|------------------|--------------------|
| Button Gwinnet..... | Georgia, | Died, May 27, 1777 |
| John Morion..... | Pennsylvania, | Dec. 1777 |
| Thomas Lynch, Jr..... | South Carolina,* | |
| Phillip Livingston..... | New York, | June 12, 1778 |
| George Ross..... | Pennsylvania, | July 1779 |
| Joseph Hewes..... | North-Carolina, | Nov. 10, 1779 |
| John Hart..... | New-Jersey, | 1780 |
| George Taylor..... | Pennsylvania, | Feb. 23, 1781 |
| Richard Stockton..... | New-Jersey, | Feb. 28, 1781 |
| Cesar Rodney..... | Delaware, | 1783 |
| Stephen Hopkins..... | Rhode Island, | July 18, 1785 |
| William Whipple..... | New-Hampshire, | Nov. 28, 1785 |
| Arthur Middleton..... | South-Carolina, | Jan. 1, 1787 |
| Thomas Stone..... | Maryland, | Oct. 5, 1787 |
| John Penn..... | North-Carolina, | Sept. 1788 |
| Thomas Nelson, Jr..... | Virginia, | Jan. 4, 1789 |
| Benjamin Franklin..... | Pennsylvania, | April 17, 1790 |
| William Hooper..... | North-Carolina, | October, 1790 |
| Benjamin Harrison..... | Virginia, | April, 1791 |
| Francis Hopkins..... | New-Jersey, | May 8, 1791 |
| Lyman Hall..... | Georgia, | 1791 |
| Roger Sherman..... | Connecticut, | July 23, 1793 |
| John Hancock..... | Massachusetts, | Oct. 8, 1793 |
| Richard Henry Lee..... | Virginia, | June 10, 1794 |
| John Witherspoon..... | New-Jersey, | Nov. 1794 |
| Abraham Clark..... | New-Jersey, | 1794 |
| Josiah Bartlett..... | New-Hampshire, | May 19, 1795 |
| Saml. Huntington..... | Connecticut, | Jan. 4, 1796 |
| Carter Braxton..... | Virginia, | Oct. 10, 1797 |
| Fr. Lightfoot Lee..... | Virginia, | 1797 |
| Oliver Wolcott..... | Connecticut, | Dec. 1, 1791 |
| Lewis Morris..... | New-York, | Jan. 1798 |
| James Wilson..... | Pennsylvania, | Aug. 28, 1798 |
| George Read..... | Delaware, | 1798 |
| William Paca..... | Maryland, | 1799 |
| Edward Rutledge..... | South Carolina, | Jan. 23, 1800 |
| Matt. Thornton..... | New-Hampshire, | June 24, 1803 |
| Samuel Adams..... | Massachusetts, | Oct. 2, 1803 |
| Francis Lewis..... | New-York, | Dec. 30, 1803 |
| George Walton..... | Georgia, | Feb. 2, 1804 |
| Robert Morris..... | Pennsylvania, | May 8, 1806 |
| George Wythe..... | Virginia, | June 6, 1806 |
| James Smith..... | Pennsylvania, | 1806 |
| Thomas Haywood..... | South Carolina, | March, 1809 |
| Samuel Chase..... | Maryland, | June 19, 1811 |
| William Williams..... | Connecticut, | Aug. 2, 1811 |
| George Clymer..... | Pennsylvania, | Jan. 23, 1813 |
| Benjamin Rush..... | Pennsylvania, | April 19, 1813 |
| Robert T. Paine..... | Massachusetts, | May 11, 1814 |
| Ethridge Gerry..... | Massachusetts, | Nov. 23, 1814 |
| Thomas McKean..... | Delaware, | June 21, 1817 |
| William Ellery..... | Rhode Island, | Feb. 16, 1819 |
| William Floyd..... | New-York, | Aug. 4, 1821 |
| John Adams..... | Massachusetts, | July 4, 1826 |
| Thomas Jefferson..... | Virginia, | July 4, 1826 |
| Charles Carroll..... | Maryland, | Nov. 4, 1832 |

* Mr. Lynch and his lady embarked, shortly after the Declaration, on board a vessel bound to St. Eustatia, and nothing more is known of their fate. It is supposed that the vessel was lost, and that all on board perished.

The three most brilliant planets of our system, (Venus, Jupiter, and Mars) may be seen between 5 and 6 o'clock in the evening. Mars is in the east, near the Pleiades and about 18 degrees above the horizon; Jupiter nearly the same distance from the meridian, and Venus in the west, about 12 degrees from the horizon—so that as the observer faces the

south, he has Mars on his left, Jupiter nearly in front of him, and Venus on his right; and he may amuse himself by trying to discover the Comet.—[Alex. Phenix.]

HOME AFFAIRS.

ADJUSTMENT OF THE CLAIMS ON NAPLES.—The U. S. ship Concord, Capt. Perry, has arrived at Portsmouth, N. H. from the Mediterranean, fifty days from Naples. Mr. Nelson, American Chargé des Affaires at Naples, is a passenger, and is the bearer of a treaty, providing for the payment of two million one hundred thousand dollars, of the claims of the American merchants upon the Neapolitan Government, for spoliation upon our commerce during the occupation of the throne of Naples by Joseph Bonaparte and Murat.

These claims had been swelled to something like 3,000,000, but the estimate was probably a high one, and is supposed that the amount which the government has stipulated to pay, will cover nearly all the fair *bona fide* claims.

It is stated that the claim had been refused only three days before the present treaty was concluded, and despatches to that effect were actually forwarded to our government by Mr. Nelson.

When we heard before that Mr. Nelson had left Naples, the conclusion we drew was adverse to his success, and the language of the recent message, where it refers to Naples, confirmed us in this conclusion. We are happy to find that it was success, and not failure, which prompted his departure.

The following is a list of the officers returned in the Concord:—Commander, M. C. Perry—Lieutenants, Wm. C. Nicholson, Thomas R. Gerry, James T. Gerry, James H. Ward, J. W. Swift—Acting Master, R. L. Page—Surgeon, James M. Green—Purser, Wm. M. Murtree—Assistant Surgeon, J. W. Plummer—Midshipmen, Dominick Lynch, C. E. L. Griffin, E. C. Ward, C. W. Magruder, N. E. Lane, Oliver H. Perry, John J. Almy, W. C. Spencer, G. N. Hawkins, John Rodgers—Boatswain, Wm. C. Chappel—Carpenter, John Green—Sail Maker, H. Bacon—Gunner, Charles Cobb—Purser's Steward, Henry Hooper.

ARMY MOVEMENTS.—Three more companies of Artillery are we understand ordered to Charleston making in all ten companies, or about 500 men, Col. Bankhead, it is reported, is directed to assume the command there.

ELECTORAL VOTE OF MASSACHUSETTS.—The Electoral College of this State gave its vote for Henry Clay and John Sergeant. James Richardson, Esq., of Dedham, one of the electors, was chosen to bear the votes to Washington.

CONNECTICUT.—The Electors assembled on 5th instant, and voted for Henry Clay and John Sergeant.

NEW JERSEY.—The Electors met at Trenton on 5th instant, and cast their votes for Andrew Jackson and Martin Van Buren.

PENNSYLVANIA.—The thirty electoral votes of that State have been cast for Andrew Jackson and William Wilkins.

Governor Wolf's message is chiefly, as it should be, engrossed by local topics. Of the internal improvements of Pennsylvania it holds this language:

When the whole of the works authorized, and those under contract, shall have been completed, this state will have in her own right, constructed in a period of about seven years, five hundred and ninety-three miles and one hundred and fifteen perches of artificial improvement by canal, and slack water navigation; and one hundred and eighty miles and seventy-two perches of Railroad, making an aggregate of seven hundred and eleven miles and one hundred and eighty-seven perches of internal communication, which for magnificence of design, solidity and neatness in the execution, and for splendid prospects of future productiveness and usefulness, will stand unrivalled, and will place our state upon a

proud eminence in her relative position with the other states of this confederacy.

SOUTH CAROLINA.—The Electoral vote, according to the information of the Charleston Courier of 3d inst. was to be given to Mr. Lee, of Boston, for President, and Mr. Clayton, of Georgia, for Vice President.

NORTH CAROLINA.—David L. Swain has been elected Governor of the State for the ensuing year. Though young (says the National Intelligencer), he has the reputation of being one of the first men in the State, as he was, at the time of his election, one of its most respectable Judges. The Constitutionalist gives the following account of the singular contest which this election exhibited:—

"The election for Governor was obstinately contested for three days by three parties. The candidates at the first balloting were, Messrs. Spaight (R. D.), Branch, and Polk (T. G.), which took place on Thursday; the result was, for Spaight 73, Branch 56, and Polk 51. On the second balloting, Spaight 90, and Branch 59 votes. Col. Polk having withdrawn, the blanks numbered 50. On Friday, David L. Swain, Esq., one of the Judges of the Superior Court, was placed in nomination: there were three ballotings on that day; the result of the first ballot was, Spaight 80, Swain 56, Branch 53. On the second ballot, Spaight received 75, Swain 61, and Branch 53 votes. On the third, Spaight 77, Swain 60, and Branch 55. On Saturday there were two ballotings. Mr. Branch having withdrawn, Judge Swain and Mr. Spaight only remained in nomination; the former received 93 votes on the first ballot, and the latter 84; on the second and last ballot, Judge Swain obtained 99 votes, and Spaight 85. Judge Swain, having received a majority of the whole number of votes, was elected."

Mr. Monk has introduced into the House of Commons a resolution calling upon the Senators and Representatives in Congress from that State "to use their best endeavors to call a General Convention of the States of this Confederacy, to take into consideration all articles in the present Constitution of the United States susceptible of misconstruction, and give such an interpretation of the same, as will save the Union from anarchy."

The Electoral vote of this State was unanimous for Jackson and Van Buren.

VIRGINIA.—On the 5th inst. (says the Richmond Whig) the Electoral College of Virginia assembled in the Capitol, and cast the vote of the State for Andrew Jackson as President, and Martin Van Buren as Vice President, of the United States.

CONGRESS

In Senate, on 5th instant, Messrs. Buckner, of Missouri, and Ruggles, of Ohio, attended and took their seats. The President laid before the Senate a communication from the Secretary of the Navy, showing the condition of the Navy Hospital and Navy Pension Funds, which was ordered to be printed—after which the Senate adjourned.

In the House of Representatives the Journal of the preceding day was read, and then the House adjourned.

Thursday, December 6.

The President laid before the Senate the following Message from the President of the United States:—

WASHINGTON, DEC. 6, 1832.

To the Senate of the United States:

I avail myself of the early opportunity to return to the Senate, in which it originated, a bill entitled "An Act providing for the final settlement of the claims of States, for interest on advances to the United States during the late war," with the reasons which induced me to withhold my approbation; in consequence of which it has failed to become a law.

This bill was presented to me for my signature on the last day of your session, and when I was compelled to consider a variety of other bills, of greater urgency to the public service. It obviously embraced a principle in the allowance of interest different from that which had been sanctioned by the practice of the accounting officers, or by the

previous legislation of Congress, in regard to advances by the States, and without any apparent grounds for the change.

Previously to giving my sanction to so great an extension of the practice of allowing interest upon accounts with the Government, and which, in its consequences and from analogy, might not only call for large payments from the Treasury, but disturb the great mass of individual accounts long since finally settled, I deemed it my duty to make a more thorough investigation of the subject than it was possible for me to do previously to the close of your last session. I adopted this course the more readily, from the consideration that, as the bill contained no appropriation, the States which would have been entitled to claim its benefits, could not have received them without the further legislation of Congress.

The principle which this bill authorizes varies not only from the practice uniformly adopted by many of the accounting officers, in the case of individual accounts, and in those of the States, finally settled and closed previously to your last session, but also from that pursued under the act of your last session, for the adjustment and settlement of the claims of the State of South Carolina. This last act prescribed no particular mode for the allowance of interest, which, therefore, in conformity with the directions of Congress in previous cases, and with the uniform practice of the Auditor, by whom the account was settled, was computed on the sums expended by the State of South Carolina, for the use and benefit of the United States, and which had been repaid to the State, and the payments made by the United States were deducted from the principal sums, exclusive of the interest: thereby stopping future interest on so much of the principal as had been reimbursed by the payment.

I deem it proper moreover to observe, that both under the act of 5th August, 1790, and that of the 12th February, 1793, authorizing the settlement of the accounts between the United States and the individual States, arising out of the war of the revolution, the interest on those accounts was computed, in conformity with the practice already adverted to, and from which the bill now returned is a departure.

With these reasons and considerations, I return the bill to the Senate.

ANDREW JACKSON.

The following resolution was submitted by Mr. Benton:

Resolved, That the Secretary of the Treasury be directed to communicate to the Senate the monthly statements of the affairs of the Bank of the United States from June to November inclusively.

The Senate proceeded to the consideration of Executive business, and after a short time spent therein, the doors were opened, when

The Senate adjourned to Monday.

HOUSE OF REPRESENTATIVES.

The Speaker laid before the House the Annual Report of the Secretary of the Treasury, which was referred to the appropriate Committees, and 10,000 copies ordered to be printed.

The accounts of the Public Receipts and Expenditures for the year 1831, from the Treasury Department, and the statement of the Pension Funds from the Navy Department, were severally ordered to be laid on the table.

Harbor Bill of last Session.—A message was received from the President of the United States, by A. J. Donelson, Esq. his Private Secretary, stating his reasons for withholding his signature to the bill presented to him at the close of the last session, for the improvement of certain Harbors, and the navigation of certain Rivers, accompanied with a Report from the Engineer Department, designating such works as were regarded as of a national character. Referred to the Committee on Roads and Canals.

Mr. E. Everett submitted the following resolution, which lies on the table one day:—

Resolved, That the President of the United States be requested to communicate to this House, as far as the public service will permit, such portions as have not heretofore been communicated, of the instructions given to our Ministers in France, on the subject of claims for spoliation, and of the correspondence of the said Ministers with the French Government, and with the Secretary of State of the United States on the same subject.

On motion of Mr. E. Whittlesey, the House then went into the election of Sergeant-at-Arms.

Twenty-seven candidates were nominated.

At the first ballot the highest number of votes given for any candidate was 19.

On the second ballot 22 was the highest number. At the third ballot the highest number for either candidate was 28.

The fourth resulted in a similar manner, the

highest candidate having but 35 votes—90 being necessary for a choice.

The House, without balloting further, then adjourned over to Monday.

CONGRESS.—Neither house sat either on Friday or Saturday. There is, we suppose, no public business; else, it is to be presumed, the early days of a short session would not be wholly thrown away.

OHIO.—The Legislature met at Columbus on the 3d inst. Samuel R. Miller was, on the third ballot, elected Speaker *pro tem* of the Senate. David T. Disney was elected, 55 to 13, Speaker of the House—both friends of the general administration. Gov. McArthur's message was transmitted on the 4th; it enters into interesting details respecting various undertakings of the State, its finances, &c. The whole length of Canals now navigable in Ohio is 400 miles. The canal from the River to Lake Erie, of 334 miles, is completed, with the exception of a single lock on the river. The whole canal debt of the State is \$4,834,848; the annual interest payable thereon is about \$285,000. The nett receipts from tolls for the past year was \$104,302.

The militia of the State is rated at 126,421.

Custom House and Post Office.—It is now made certain that the Secretary of the Treasury has purchased for government a Site for a Custom House and Post Office. Besides the ground which we mentioned as having been bought, a few days since, here is to be added the lots on which stand the two buildings west of the Branch Bank, for which the sum of \$92,000.00 has been paid. The whole lot on Wall and Pine streets will therefore be 104 feet front, and 150 deep. In addition to the two offices mentioned above, the building will contain offices for the District Court and Judge, Attorney Marshal, &c. thus combining all the offices of the General Government in one location. No man of business will complain of this arrangement.—[Gazette.]

[President's Proclamation, continued from page 809.]

fact, but it is an offence against the whole Union. To say that any State may at pleasure secede from the Union, is to say that the United States are not a nation; because it would be a solecism to contend that any part of a nation might dissolve its connexion with the other parts, to their injury or ruin, without committing any offence. Secession, like any other revolutionary act, may be morally justified by the extremity of oppression; but to call it a Constitutional right, is confounding the meaning of terms, and can only be done through gross error, or to deceive those who are willing to assert a right, but would pause before they made a revolution or incur the penalties consequent on a failure.

Because the Union was formed by compact, it is said the parties to that compact may, when they feel themselves aggrieved, depart from it: but it is precisely because it is a compact that they cannot. A compact is an agreement or binding obligation. It may by its terms have a sanction or penalty for its breach, or it may not. If it contains no sanction, it may be broken with no other consequence than moral guilt: if it have a sanction, then the breach incurs the designated or implied penalty. A league between independent nations generally has no sanction other than a moral one; or, if it should contain a penalty, as there is no common superior, it cannot be enforced. A Government, on the contrary, always has a sanction, express or implied; and, in our case, it is both necessarily implied and expressly given. An attempt by force of arms to destroy a Government, is an offence, by whatever means the constitutional compact may have been formed; and such Government has the right, by the law of self-defence, to pass acts for punishing the offender, unless that right is modified, restrained or resumed by the constitutional act. In our system, although it is modified in the case of treason, yet authority is expressly given to pass all laws necessary to carry its powers into effect, and under this grant provision has been made for punishing acts which obstruct the due administration of the laws.

It would seem superfluous to add any thing to show the nature of that union which connects us; but as erroneous opinions on this subject are the foundation of doctrines the most destructive to our peace, I must give some further development to my views on this subject. No one, fellow-citizens, has a higher reverence

for the reserved rights of the States, than the Magistrate who now addresses you. No one would make greater personal sacrifices, or official exertions, to defend them from violation; but equal care must be taken to prevent on their part an improper interference with, or resumption of, the rights they have vested in the nation. The line has not been so distinctly drawn as to avoid doubts in some cases of the exercise of power. Men of the best intentions and soundest views may differ in their construction of some parts of the Constitution; but there are others on which dispassionate reflection can leave no doubt. Of this nature appears to be the assumed right of secession. It rests, as we have seen, on the alleged undivided sovereignty of the States, and on their having formed in this sovereign capacity a compact which is called the Constitution, from which, because they made it, they have the right to secede. Both of these positions are erroneous, and some of the arguments to prove them so have been anticipated.

The States severally have not retained their entire sovereignty. It has been shown that in becoming parts of a nation, not members of a league, they surrendered many of their essential parts of sovereignty. The right to make treaties—declare war—levy taxes—exercise exclusive judicial and legislative powers—were all of their functions of sovereign power. The States, then, for all these important purposes, were no longer sovereign. The allegiance of their citizens was transferred in the first instance to the Government of the United States—they became American citizens, and owed obedience to the Constitution of the United States, and to laws made in conformity with the powers it vested in Congress. This last position has not been, and cannot be denied. How then can that State be said to be sovereign and independent whose citizens owe obedience to laws not made by it, and whose magistrates are sworn to disregard those laws, when they come in contact with those passed by another? What shows conclusively that the States cannot be said to have reserved an undivided sovereignty, is that they expressly ceded the right to punish treason, not treason against their separate power but treason against the United States. Treason is an offence against sovereignty, and sovereignty must reside with the power to punish it. But the reserved rights of the States are not less sacred because they have for their common interest made the General Government the depository of these powers. The unity of our political character (as has been shown for another purpose) commenced with its very existence. Under the Royal Government we had no separate character; our opposition to its oppression began as UNITED COLONIES. We were the UNITED STATES under the confederation, and the name was perpetuated and the Union rendered more perfect by the Federal Constitution. In none of these stages did we consider ourselves in any other light than as forming one nation. Treaties and alliances were made in the name of all. Troops were raised for the joint defence. How then, with all these proofs, that under all changes of our position, we had, for designated purposes and with defined powers, created national Governments—how is it that the most perfect of those several modes of union should now be considered as a mere league that may be dissolved at pleasure? It is from an abuse of terms. Compact is used as synonymous with league, although the true term is not employed, because it would at once show the fallacy of the reasoning. It would not do to say that our Constitution was only a league, but it is labored to prove it a compact, (which in one sense it is) and then to argue that, as a league is a compact, every compact between nations must of course be a league, and that from such an engagement every sovereign power has a right to secede. But it has been shown that in this sense the States are not sovereign, and that even if they were, and the national Constitution had been formed by compact, there would be no right in any one State to exonerate itself from its obligations.

So obvious are the reasons which forbid this secession, that it is necessary only to allude to them. The Union was formed for the benefit of all. It was produced by mutual sacrifices of interests and opinions. Can those sacrifices be recalled? Can the states who magnanimously surrendered their title to the territories of the west, recal the grant? Will the inhabitants of the inland states agree to pay the duties that may be imposed without their assent by those on the Atlantic or the Gulf, for their own benefit? Shall there be a free port in one state, and onerous duties in another? No one believes that any right exists in a single state to involve all the others in these and countless evils, contrary to engagements solemnly made. Every one must see that the other states, in self-defence, must oppose it at all hazards.

These are the alternatives that are presented by the Convention: A repeal of all the acts for raising revenue, leaving the Government without the means of support; or an acquiescence in the dissolution of our

Union, by the secession of one of its members. When the first was proposed, it was known that it could not be listened to for a moment. It was known if force was applied to oppose the execution of the laws that it must be repelled by force—that congress could not, without involving itself in disgrace and the country in ruin, accede to the proposition: and yet if this is not done in a given day, or if any attempt is made to execute the laws, the State is, by the Ordinance, declared to be out of the Union. The majority of a Convention assembled for the purpose, have dictated these terms, or rather this rejection of all terms, in the name of the people of South Carolina. It is true that the Governor of the State speaks of the submission of their grievances to a convention of all the States; which he says they "sincerely and anxiously seek and desire." Yet this obvious and constitutional mode of obtaining the sense of the other States on the construction of the federal compact, and amending it, if necessary, has never been attempted by those who have urged the State on to this destructive measure. The State might have proposed the call for a general convention to the other States; and Congress, if a sufficient number of them concurred, must have called it. But the first Magistrate of South Carolina, when he expressed a hope that, "on a review by Congress and the functionaries of the General Government of the merits of the controversy," such a Convention will be accorded to them, must have known that neither Congress nor any functionary of the General Government has authority to call such a Convention, unless it be demanded by two-thirds of the States. This suggestion then, is another instance of the reckless inattention to the provisions of the Constitution with which this crisis has been madly hurried on; or of the attempt to persuade the people that a constitutional remedy had been sought and refused. If the legislature of South Carolina "anxiously desire" a General Convention to consider their complaints, why have they not made application for it in the way the Constitution points out? The assertion that they "earnestly seek" it is completely negated by the omission.

This, then, is the position in which we stand. A small majority of the citizens of one State in the Union have elected delegates to a State Convention; that Convention has ordained that all the revenue laws of the United States must be repealed, or that they are no longer a member of the Union. The Governor of that State has recommended to the legislature the raising of an army to carry the secession into effect, and that he may be empowered to give clearances to vessels in the name of the State. No act of violent opposition to the laws has yet been committed, but such a state of things is hourly apprehended; and it is the intent of this instrument to PROCLAIM, not only that the duty imposed on me by the Constitution, "to take care that the laws be faithfully executed," shall be performed to the extent of the powers already vested in me by law, or of such others as the wisdom of Congress shall devise and entrust to me for that purpose; but to warn the citizens of Sth Carolina, who have been deluded into an opposition to the laws, of the danger they will incur by obedience to the illegal and disorganizing Ordinance of the Convention,—to exhort those who have refused to support it to persevere in their determination to uphold the Constitution and laws of their country,—and to point out to all, the perilous situation into which the good people of the State have been led,—and that the course they are urged to pursue is one of ruin and disgrace to the very State whose rights they affect to support.

Fellow citizens of my native State!—let me not only admonish you, as the first magistrate of our common country, not to incur the penalty of its laws, but use the influence that a Father would over his children whom he saw rushing to certain ruin. In that paternal language, with that paternal feeling, let me tell you, my countrymen, that you are deluded by men who are either deceived themselves or wish to deceive you. Mark under what pretences you have

been led on to the brink of insurrection and treason, on which you stand! First a diminution of the value of your staple commodity, lowered by over-production in other quarters, and the consequent diminution in the value of your lands, were the sole effect of the Tariff laws. The effect of those laws was confessedly injurious, but the evil was greatly exaggerated by the unfounded theory you were taught to believe, that its burthens were in proportion to your exports, not to your consumption of imported articles. Your pride was roused by the assertion that a submission to those laws was a state of vassalage, and that resistance to them was equal, in patriotic merit, to the opposition our Fathers offered to the oppressive laws of Great Britain. You were told that this opposition might be peaceably, might be constitutionally made—that you might enjoy all the advantages of the Union and bear none of its burthens. Eloquent appeals to your passions, to your State-pride, to your native courage, to your sense of real injury, were used to prepare you for the period when the mask which concealed the hideous features of DISUNION should be taken off. It fell, and you were made to look with complacency on objects which not long since you would have regarded with horror. Look back to the arts which have brought you to this state—look forward to the consequences to which it must inevitably lead! Look back to what was first told you as an inducement to enter into this dangerous course. The great political truth was repeated to you, that you had the revolutionary right of resisting all laws that were palpably unconstitutional and intolerably oppressive—it was added that the right to nullify a law rested on the same principle, but that it was a peaceable remedy! This character which was given to it, made you receive with too much confidence the assertions that were made of the unconstitutionality of the law and its oppressive effects. Mark, my fellow citizens, that by the admission of your leaders the unconstitutionality must be *palpable*, or it will not justify either resistance or nullification. What is the meaning of the word *palpable* in the sense in which it is here used?—that which is apparent to every one, that which no man of ordinary intellect will fail to perceive. Is the unconstitutionality of these laws of that description? Let those among your leaders who once approved and advocated the principle of protective duties, answer the question; and let them choose whether they will be considered as incapable, then, of perceiving that which must have been apparent to every man of common understanding, or as imposing upon your confidence and endeavoring to mislead you now. In either case, they are unsafe guides in the perilous path they urge you to tread.

Ponder well on this circumstance, and you will know how to appreciate the exaggerated language they address to you. They are not champions of Liberty, emulating the fame of our Revolutionary Fathers,—nor are you an oppressed people contending, as they repeat to you, against worse than colonial vassalage. You are free members of a flourishing and happy Union. There is no settled design to oppress you. You have indeed felt the unequal operation of laws which may have been unwisely, not unconstitutionally passed; but that inequality must necessarily be removed. At the very moment when you were madly urged on to the unfortunate course you have begun, a change in public opinion had commenced. The nearly approaching payment of the public debt, and the consequent necessity of a diminution of duties, had already produced a considerable reduction, and that too on some articles of general consumption in your State. The importance of this change was underrated, and you were authoritatively told that no further alleviation of your burthens was to be expected at the very time when the condition of the country imperiously demanded such a modification of the duties as should reduce them to a just and equitable scale. But, as if apprehensive of the effect of this change in allaying your dis-

contents, you were precipitated into the fearful state in which you now find yourselves.

I have urged you to look back to the means that were used to hurry you on to the position you have now assumed, and forward to the consequences it will produce. Something more is necessary. Contemplate the condition of that country of which you still form an important part!—consider its government, uniting in one bond of common interest and general protection so many different States—giving to all their inhabitants the proud title of AMERICAN CITIZEN—protecting their commerce—securing their literature and their arts—facilitating their intercommunication—defending their frontiers—and making their name respected in the remotest parts of the earth! Consider the extent of its territory, its increasing and happy population, its advance in arts which render life agreeable, and the sciences which elevate the mind! See education spreading the lights of religion, morality, and general information into every cottage in this wide extent of our Territories and States! Behold it as the asylum where the wretched and oppressed find a refuge and support! Look on this picture of happiness and honor, and say—WE, TOO, ARE CITIZENS OF AMERICA; Carolina is one of these proud States—her arms have defended, her best blood has cemented this happy Union! And then add, if you can, without horror and remorse, this happy Union we will dissolve—this picture of peace and prosperity we will deface—this free intercourse we will interrupt—these fertile fields we will deluge with blood—the protection of that glorious flag we renounce—the very name of Americans we discard. And for what, mistaken men! for what do you throw away these inestimable blessings—for what would you exchange your share in the advantages and honor of the Union? For the dream of a separate independence—a dream interrupted by bloody conflicts with your neighbors, and a vile dependence on a foreign power! If your leaders could succeed in establishing a separation, what would be your situation? Are you united at home—are you free from the apprehensions of civil discord, with all its fearful consequences? Do our neighboring republics, every day suffering some new revolution or contending with some new insurrection—do they excite your envy? But the dictates of a high duty oblige me solemnly to announce that you cannot succeed. The laws of the United States must be executed. I have no discretionary power on the subject—my duty is emphatically pronounced in the Constitution. Those who told you that you might peaceably prevent their execution, deceived you—they could not have been deceived themselves. They know that a forcible opposition could alone prevent the execution of the laws; and they know that such opposition must be repelled. Their object is disunion: but be not deceived by names: disunion, by armed force, is TREASON. Are you really ready to incur its guilt? If you are, on the heads of the instigators of the act be the dreadful consequences—on their heads be the dishonor, but on yours may fall the punishment—on your unhappy State will inevitably fall all the evils of the conflict you force upon the Government of your country. It cannot accede to the mad project of disunion, of which you would be the first victims—its first Magistrate cannot, if he would, avoid the performance of his duty—the consequence must be fearful for you, distressing to your fellow citizens here, and to the friends of good government throughout the world. Its enemies have beheld our prosperity with a vexation they could not conceal—it was a standing refutation of their slavish doctrines, and they will point to our discord with the triumph of malignant joy. It is yet in your power to disappoint them. There is yet time to show that the descendants of the Pinckneys, the Sumpters, the Rutleges, and of the thousand other names which adorn the pages of your revolutionary history, will not abandon that Union, to support which so many of them fought and bled and died. I adjure you as you honor their memory—as you love the

cause of freedom, to which they dedicated their lives—as you prize the peace of your country, the lives of its best citizens, and your own fair fame, to retrace your steps. Snatch from the archives of your State the disorganizing edict of its Convention—bid its members to re-assemble and promulgate the decided expressions of your will to remain in the path which alone can conduct you to safety, prosperity and honor—tell them that compared to disunion, all other evils are light, because that brings with it an accumulation of all—declare that you will never take the field unless the star spangled banner of your country shall float over you—that you will not be stigmatized when dead, and dishonored and scorned while you live, as the authors of the first attack on the Constitution of your country! Its destroyers you cannot be. You may disturb its peace—you may interrupt the course of its prosperity—you may cloud its reputation for stability—but its tranquility will be restored, its prosperity will return, and the stain upon its national character will be transferred, and remain an eternal blot on the memory of those who caused the disorder.

Fellow citizens of the United States! The threat of unhallowed disunion—the names of those, once respected, by whom it is uttered—the array of military force to support it—denote the approach of a crisis in our affairs on which the continuance of our unexampled prosperity, our political existence, and perhaps that of all free governments, may depend. The conjuncture demanded a free, a full and explicit enunciation, not only of my intentions but of my principles of action; and as the claim was asserted of a right by a State to annul the laws of the Union and even to secede from it at pleasure, a frank exposition of my opinions in relation to the origin and form of our government, and the construction I give to the instrument by which it was created, seemed to be proper. Having the fullest confidence in the justness of the legal and constitutional opinion of my duties which has been expressed, I rely with equal confidence on your undivided support in my determination to execute the laws—to preserve the Union by all constitutional means—to arrest, if possible, by moderate but firm measures, the necessity of a recourse to force; and, if it be the will of Heaven that the recurrence of its primeval course on man for the shedding of a brother's blood should fall upon our land, that it be not called down by any offensive act on the part of the United States.

Fellow-citizens! The momentous case is before you. On your undivided support of your government depends the decision of the great question it involves, whether your sacred Union will be preserved, and the blessing it secures to us as one people shall be perpetuated. No one can doubt that the unanimity with which that decision will be expressed, will be such as to inspire new confidence in Republican institutions, and that the prudence, the wisdom, and the courage, which it will bring to their defence, will transmit them unimpaired and invigorated to our children.

May the Great Ruler of Nations grant that the signal blessings with which he has favored ours, may not by the madness of party or personal ambition be disregarded and lost; and may His Wise Providence bring those who have produced this crisis, to see the folly, before they feel the misery of evil strife; and inspire a returning veneration for that Union which, if we may dare to penetrate His designs, He has chosen as the only means of attaining the high destinies to which we may reasonably aspire.

In testimony whereof, I have caused the seal of the United States to be hereunto affixed, having signed the same with my hand.

Done at the City of Washington this 10th day of December, in the year of our Lord one thousand eight hundred and thirty-two, and of the Independence of the United States the fifty-seventh.

ANDREW JACKSON.

By the President:

EDW. LIVINGSTON, Secretary of State.

[From the *Courier and Enquirer*.]

TURKEY AND THE BLACK SEA.—We have received from Constantinople the following account of the commerce carried on through the important passage of the Dardanelles:

The number of vessels of different nations which have entered (during the quarter ending on the last of June) the passage of the Dardanelles, is 939, all under foreign flags, of which 342 had cargoes, mostly for the city of Constantinople, and 597 were in ballast, nearly all for the Black Sea.

There arrived from the Black Sea during the same time 477 vessels, of which 392 were loaded with wheat, 24 with barley, 16 with oats, 3 with tallow, 3 with salt, 31 with mixed cargoes, and 8 in ballast. A few only of these vessels stopped at Constantinople, with cargoes of inferior grain, the rest proceeded into the Mediterranean, and 3 to England.

The tonnage of vessels which proceeded into the Black sea, is on an average, about 200 tons each vessel.

The articles shipped from Constantinople are, for the most part opium, silk, otto of roses, mohair yarn, goats' wool, gall nuts, hare skins, yellow wax.—These are valuable and light articles, and occupy but little space. Box-wood, sheep's wool, and furberts, are taken to fill up the cargoes.

Nearly all the goods shipped from Constantinople are the produce of Russia and the countries bordering on the Black Sea.

It has been ascertained that the flags which have entered the port of Constantinople from the Black Sea during the period mentioned, are as follows:—Russian 185, Austrian, 97; English, 32; Sardinian, 102; Ionian, 47; French, 5; American, 1; Neapolitan, 5; Tuscan, 2; Dutch, 1.

During the same period there entered from the Dardanelles, Russians, 305; Austrian, 186; English, 109; Sardinian, 208; Ionian, 63; French, 44; Americans, 8; Neapolitan, 7; Danish, 1; Tuscan, 5; Dutch, 3.

The number of vessels of different nations which have departed during the three months stated, are as follows:—Russians, 103; Austrians, 72; Sardinian, 32; English, 46; French, 13; Ionian, 39; Neapolitan, 3; American, 5; Dutch, 2; Tuscan, 3. Of these vessels only 4 passed the Straits of Gibraltar, to wit: 3 for London, and 1 for New York.

The Greek vessels, of which there are many in this trade, are covered by the Russian, Ionian, English and Sardinian flags.

The voyages are generally circuitous, cargoes are taken to Smyrna and there deposited for sale; the vessel then proceeds to the Black Sea, takes in a load of Grain for some port in the Mediterranean, and returns to Smyrna in time to take in a cargo of fruit.

There is always a demand in Constantinople for sugar, coffee, and American cottons, unbleached and suitable for coarse shirts and trousers. They all yield a good profit.

The duties are as follows:

| | |
|--|-------|
| Coffee 4 aspers per oke, valued at | 1200 |
| Powdered Sugars 210 aspers per cwt. | 18000 |
| Domestic Cottons 80 aspers per piece | 7200 |
| 3 aspers 1 para; 40 paras 1 piaster; 18 piasters 1 Spanish dollar. | |

The oke is between 2 1/2 and 2 3/4 pounds.

NEW-YORK AMERICAN.

DECEMBER 8, 10, 11, 12, 13, 14—1839.

LITERARY NOTICES.

A TREATISE ON THE MILLENNIUM, &c.; by GEO. BUSH, author of Questions upon Genesis and Exodus; 1 vol.: N. York, J. & J. Harper.—If patient research, much learning, apparent sincerity in seeking the truth, and earnestness to advance the cause of true religion, can elucidate that which is in its nature most mysterious, and impart to language highly figurative and emblematical a clear and settled application, the author of the treatise now before us may hope to have succeeded. His main purpose, after establishing more accurate notions than are usually entertained of what should be understood by the Millennium, seems to be, to prove that that period, looked to by so many as future, *has passed*,—that the *Chiliasm*, or thousand years, which compose it, commenced about two centuries after the triumphant establishment of the Christian religion under Constantine, and terminated with the capture of

Constantinople by the Turks in 1453; and finally, however revolting to the reader be the conclusion "that the Apocalyptic Millennium which he has always conceived as but another name for the golden age of the church, actually synchronizes with the most calamitous period of her annals."

We are too little versed in such investigations to venture an opinion upon the justness of Mr. Bush's conclusions; but we admire his zeal, and, because we believe it sincere, can read without a smile the confident language in which a fallible being pronounces (at p. 88) as to "the first intention of the Holy Ghost" in putting certain expressions into the mouth of John; and are both surprised and amused by finding Gibbon made a striking but involuntary witness in many passages quoted from the *Decline and Fall*, to establish the truth of the Revelations, and of Mr. Bush's explanation of this particular feature of it. It is indeed said in a note, that "the Christian Church has afforded few expositors of the book of Revelations so valuable as Gibbon!"

Our readers will we think be pleased with the extract we annex, and which concludes Chap. III of the work. It presents the Christian religion in a somewhat new and attractive light:

One or two reflections may not unsuitably conclude the present division of our work.

1. The train of remark submitted to the reader in the foregoing exposition may have the effect, it is presumed, of deepening the conviction, *that the religion of the Bible is no foe to civil freedom*; that it can never be made, without the most flagrant perversion, the pander to oppression in any sense or in any degree. That Christianity has been made, by abuse, an engine of the most dire and diabolical persecution is unhappily put beyond the possibility of being questioned. The history of the ages of darkness furnishes a dreary and soul-sickening record of the fact. But that this circumstance affords the least argument of the legitimate tendencies of the gospel of Jesus cannot be maintained for a moment. The true and essential genius of Christianity repudiates with mortal abhorrence every alliance with civil power which would convert her into an engine of diabolical domination. Can the mystical woman of the vision fall in love with the terrific Dragon by whom she is assailed? Are they not set in the most direct antagonism with each other? And under this significant imagery is not the brandmark of eternal reprobation set upon the entire apparatus of despotism? Is not its final overthrow, its utter extinction, clearly predicted in the oracles of the prophets?—and that too as an indispensable prerequisite to the final prevalence of the Gospel? How then can Christianity be friendly to or compatible with a system upon the ruins of which it is destined to rise, and the annihilation of which is the signal of its own success? The truth is, the spirit of Christianity is not more opposed to vice than it is to vassalage; to moral corruption than to political degradation.

2. Shall not a more favorable impression be gotten in behalf of Christianity from the fact, *that it contemplates man not merely in his individual, but in his social capacities and interests*?—that in the amplitude of its beneficence it takes cognizance of those great and massive calamities which weigh upon the welfare of society; which have encumbered and retarded the march of the human mind; which have hung their ponderous weights upon the wheels of its progress;—in a word, that it abounds with predictions and promises, not only of the removal of those evils which encompass and annoy the individual believer, but of those also which have been the most signal curses to the communities of the earth? We repeat it then, that we are authorized to regard in the light of the accomplishment of the divine counsels the existing commotions which are shaking the dynasties of Europe to totter on their rotten bases; and which are prompting the monarchs to clap their hands to their heads to hold on their crowns. Potentates are perplexed by the signs in heaven and the signs on earth. But why? Simply because God has illustriously arisen, and begun to show to the world *that the Gospel is the Genius of Universal Emancipation*. The human race is awakening to the conviction, that there is not a throne on earth but is built upon the prostrate liberties of mankind; and kings have cause to tremble at the results of the discovery. It is for this reason that they dread to refer themselves to

'the coming on of time.' "Coming events cast their shadows before," and they are filled with secret apprehensions of an impending stroke which shall fall with resistless weight upon the coronets of despots, and scatter their diamonds in the dust. It is then to the pages of this precious revelation that we are to look for a key to the signs of the times; for a solution of all the marvels connected with that *magnus ordo rerum*, that stupendous moral and political revolution, which is so rapidly changing the face of human affairs, and introducing the indestructible empire of righteousness. It is on this account only that we deem the explication of the hieroglyphics of the Apocalypse as at all important. Viewed in any other light than as affording an index to the true character of the period in which we live, and its connected duties, we might as well bestow our labor in laying before our readers, for the purpose of comment, the imagery of the Shield of Achilles, or of the Zodiac of Dendera, or the architectural details of Solomon's Temple. But when rightly construed, the mystic shadows of the Seer of Patmos resolve themselves, like the hand-writing on the walls of Belshazzar's palace, into the death-doom of despotism, and the Magna Charta of the liberties of the world.

A MEMOIR OF FELIX NEFF, PASTOR OF THE HIGH ALPS, &c. &c. BY WM. STEPHEN GILLEY, M. A. Philad. Carey & Lea.—The interest with which the narrative of the life and labors of Oberlin, in his wild *Ban de la Roche*, was received, will insure to this simple memoir of one who once trod in the same high, responsible, and difficult sphere, a cordial welcome. To us the name of Felix Neff comes for the first time in this little volume. Born in the mountains of Switzerland, and for a time serving as a private soldier, he felt, from his earliest youth, a strong vocation to preach the Gospel; and his early habits and associations led him particularly to desire to do so, in mountain regions, and to simple minds. His labors, accordingly, were among a small, poor, but thankful remnant of the primitive Christians, who, protected by the almost inaccessible mountains, the sterile soil of Dauphiny, or as it is now called, the Department of the High Alps in France, escaped both the corruptions of the Church of Rome, and the persecutions of its secular arm. Here his labors began, here, after a few short years, in which he accumulated the labors, and spent the energies of a longer life: they ended in 1829. The zeal, the purity, the good results, and the great difficulties of his short and self-devoted career, are related with great simplicity and great admiration, by a dignitary of the English Church, who was led, by hearing of the character and labors of Neff, to visit (the second Englishman, as he tells us, who ever did so) the isolated scene of his ministry.

CHRISTMAS TOKEN; OR New Testament Scenes, published by Peter Hill, Broadway, is a collection of incidents from the New Testament, illustrated by wood-cuts, for the edification of young children.

TALES AND NOVELS, BY MARIA EDGEWORTH; vol. II, uniform edition: New York, J. & J. HARPER.—A cheap, well executed, stereotype edition, like this, comprising the eighteen volumes of the English edition of Miss Edgeworth's works in nine, and afforded at a low price, must command a ready sale. The present volume contains *Angelina*, the good French Governess, *Middlemarch*, the Knapsack, *Lame Jervas*, the Will, the Limerick Gloves, *Out of debt* out of danger, the Lottery, and *Rosanna*.

THE REFUGEE IN AMERICA, by Frances Trollope, 3 vols. is thus disposed of by the London Literary Gazette:—

As a whole, these volumes, which we have now seen complete, do not sustain the liveliness of parts. Many of the sketches of American manners are repetitions of Mrs. Trollope's former work; the story is wire-drawn, and at last improbable; and the horror of Lord Darcy's situation when in Dallas' hands, is very gratuitous. We have before expressed our reprehension of the tone of exaggeration and ill nature taken on all Transatlantic subjects; and there is nothing in this work to call for further remark.

LECTURES ON RHETORIC AND BELLES LETTRES, chiefly from the Lectures of Dr. Blair.—By Abraham Mills, A. M. Mr. Mills, whose improved edition of *Alison on Taste*, is in considerable demand, has been engaged upon this work for some time, and we remember announcing it for publication with much pleasure a year or more since. The work, upon examination, will not disappoint those who have been looking for it as a valuable assistant in the department of learning of which it treats.—Among the improvements may be mentioned *Analyzes* affixed to each Lecture, in the form of a review, which are intended to give arrangement and precision to the acquisitions of the student when he shall have learned the text, and also a series of Questions made up from the work itself, in the very language of the original lecture, and affixed to the bottom of each page. The additions to the text, consist of critical notices of writers, both English and American, whose works were not numbered among the classics when Dr. Blair wrote.—Mr. Mills, we understand, is already engaged upon another work on a kindred subject, which will form a sequel to the present.

THE COMPLETE POETICAL WORKS OF JOANNA BAILLIE; 1 vol.: Carey & Lea, Philadelphia.—It does not say much for the taste of our reading circles, that this should be only the first American edition of writings which have so long held an elevated place in the favor of the British public. Few among us know anything more of Miss Baillie than that she is the author of the popular song of "The Chough and Crow," and many not even that; and it is the same case with others of the best works that appear abroad. An international copyright law will remedy all this, and, while it gives native authors some chance of competing in the market with foreign writers, it will have a tendency to throw European books in our way, which the publishers now take no means of recommending to American readers. The measure, in whatever country it originates,—we trust it may be in ours,—will be one of the noblest, most far-sighted and civilized acts that any Government has adopted since the revival of letters: for the only "protection" that literature requires is, that its votaries should have the fair product of their talents secured to them, as are any other fruits of their exertions to their producers. Nor in our day, and in our country, where the first lesson taught in life is economy in all its pursuits, will any large portion of that ability with which all the learned professions are now overstocked, seek its just and natural outlet,—that of literary production, until the results of literary labor are placed upon the same footing as those of other honest exertion. But to return from this digression to what is immediately before us, we take much pleasure in recommending Miss Baillie's writings to those not already acquainted with them. Of her fugitive pieces in verse we do not think much; but her plays and incidental prose pieces, which are scattered through this work, may be read with pleasure and advantage by all. The latter manifest in almost every line the acute and philosophic mind of their writer; and the knowledge of human nature displayed in the former, while it is surprising in a woman supposed to have led a comparatively secluded life, shows powerfully how thoroughly the intuitive perceptions of genius prompt the same conclusions in one mind that the light of experience leads to in another. As play-writing is growing in favor among us we would recommend to dramatic aspirants the perusal of Miss Baillie's introductory discourse as giving some hints upon the subject which may be very useful in such composition.

A fine engraving and excellent likeness of the venerable Bishop White—early and late the friend

of his country—has been sent to us by J. H. Colton & Co., 9 Wall street, where it is for sale. It is from a picture by Sully, the engraving by J. Sartan.

EULOGY UPON SIR WALTER SCOTT.—The address of Professor McVickar, on 7th inst. at Clinton Hall enchaind a large and delighted audience for more than an hour. The orator gave a biographical sketch of his subject, in which he introduced many interesting anecdotes of the author of Waverley, not a few of which he had heard from the lips of the illustrious departed himself. With the general view of his life, there was ingeniously interwoven a rapid but comprehensive criticism upon all the writings of Scott. And this, unlike most criticisms, was by far the most interesting portion of the address. The learned professor gave the rein to his fancy, and instead of fatiguing his audience by cold and subtle refinings upon the beauties of his author, he brought them out in bold relief by fervid and striking illustration—an illustration which was not the less happy from being in almost every instance derived from the sources it recommended. A number of beautiful instances, which struck us at the time, have since escaped our memory; but we can hardly recollect a figure happier in its effect upon such an occasion than that (we cannot remember the words) in which the orator assimilated the author of Waverley reclaiming incognito the sceptre of popularity which the author of *Marmion* had seen fade from his hands, to his own Black Knight, with beaver down and every cognizance concealed, vindicating with resistless arm his title to his own sovereignty. We confess, however, we should have liked this part of the address better, if it had not contained a slur upon him who so long supplanted Scott in the public favor; and we doubt not that there was more than one present who would willingly have splintered a lance even with so able an adversary, when the eloquent orator, forgetting the lines and lives of Prior, Swift, and Savage, alluded to Byron as one whose muse had first polluted the English language. The address, which we understand is to be published, will no doubt be sought with eagerness and read with avidity.

THE AMERICAN RAILROAD JOURNAL AND ADVOCATE OF INTERNAL IMPROVEMENTS will hereafter contain extracts from approved works upon the cultivation of *The Fine*, the rearing of Silk, and Agricultural subjects generally, in addition to its former variety of interesting matter. Its leading character, however, will continue as heretofore—that of advocate and promoter of internal communication.

Terms, \$3, to single subscribers, or to companies of ten, \$24 each. It will also be sent to any person at \$24 per volume, who will subscribe for two copies for two years at one time, or remit \$10, *always in advance*.

POSTMASTERS who are friendly to, and willing to act as Agents for the Journal, will be furnished with a prospectus, by writing to the Editor, and will be allowed a fair commission for their services.

THE NEW-YORK AMERICAN is published DAILY at \$10 per annum, and SEMI-WEEKLY at \$4 per annum in advance.

Also, **TRI-WEEKLY**, containing all the reading, marine news, and advertisements of the daily paper, and the only Tri-Weekly paper published in the city of New-York.—Terms, \$5 per annum in advance.

Letters, referring to either of the above papers, may be addressed (postage paid) to the Publisher,

81 D. K. MINOR, No. 35 Wall-street, New-York.

RAILROAD IRON.

The subscribers having executed large orders for the Canal Commissioners of Pennsylvania, as well as for several Incorporated Companies, have made such arrangements in England, where one of the Partners now is, as will enable them to import it on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Pins, Wedges, Spikes, and Splicing Plates, in use, both in this country and Great Britain will be exhibited. Apply to A. & G. RALSTON, Philadelphia, Sept. 15th, 1832.

They have on hand *Railway Iron Bars*, viz: 95 tons, of 1 inch by 1/2 inch—200 do. 1 1/2 by 1/2 inch—135 do. 1 1/2 by 1 inch—500 do. 2 by 1/2 inch—8 do. 2 1/2 by 1/2 inch—in lengths of 15 feet each, with 12 counterbored holes, and the ends cut at an angle of 45 degrees; 300 tons, of 2 1/2 by 1/2 inch; with Splicing Plate and Nails, shortly expected.

This iron will be sold duty free, to State Governments and Incorporated Companies, and the drawback taken in part payment.

THE NEW-YORK FARMER AND HORTICULTURAL REPOSITORY is now published at the office of the Railroad Journal, by the present Proprietor.

The *Farmer and Repository* is a monthly publication of 32 quarto pages, on beautiful paper, devoted to Agriculture, Horticulture, &c. It has heretofore been published by Mr. Samuel Fleet, but hereafter, it will be published by the present proprietor, who pledges himself to make it equal to any other agricultural paper published in this country. On the first of January next, it will be enlarged to the size of this Journal, and printed on new type—when a small portion of its columns will be devoted to the subject of *Making and Repairing Roads* upon the M'Adam system, and to *Steam Carriages for Common Roads* with occasional engravings.

The terms are *Three Dollars per annum, in advance*. A specimen number, as it is to be published after the close of the present volume, will be published in a few days.

Persons subscribing for the ensuing volume previous to the *tenth of December*, and paying in advance, will be furnished with the November and December numbers of the present volume without charge.

** If any person should prefer to have it semi-monthly instead of monthly, it will be sent to them in numbers of 16 pages each, but the monthly form, with a cover of colored paper, will be continued to those who prefer it.

FALL ARRANGEMENT.

THE PATERSON AND HUDSON RIVER RAILROAD continues in operation from Paterson to Aquackanonk, which is within ten miles of the Ferris at Hoboken and Jersey City, and until further notice, a passenger Car will depart from the Depot at those places daily, (Sundays excepted) at the following times.

| FROM PATERSON. | | FROM AQUACKANONK. | |
|---------------------|-------------------------------|--|--------------------|
| At 8 o'clock, A.M. | At half past 10 o'clock, A.M. | At 1 o'clock, P.M. | At 3 o'clock, P.M. |
| 1/2 before 10 do do | 1/2 before 1 do do | 1/2 before 3 do do | 1/2 before 5 do do |
| 12 do M. | half past 3 do do | half past 5 do do | half past 6 do do |
| 3 do P.M. | half past 4 do do | as soon as the last stage arrives there from N.York. | |

ON SUNDAYS.

| At 8 o'clock, A.M. | | At 9 o'clock, A.M. | |
|--------------------|--------------------|--------------------|-----------|
| half past 9 do do | half past 12 do do | 10 do do | 2 do P.M. |
| half past 12 do do | half past 4 do do | half past 5 do do | |

Parties of twenty or more persons can be accommodated at either of the above hours with a private Car.

These villages have become remarkably healthy, and persons who wish to avail themselves of this rapid, delightful and safe mode of travelling, will now have a favorable opportunity afforded to them.

Distance 4 1/2 miles, average passage 22 minutes.

Fare 18 pence—Children under 12 years half price.

By order, E. B. D. OGDEN, Sec'y.

The Editors of Newspapers who advertise for the Company will please to insert the above in the place of the former advertisement. Paterson, October 1, 1832.

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Rope, the public are referred to J. B. Jervie, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carlisle, Luzerne County Pennsylvania.

Palmyra, Wayne County, New-York, 1st mo. 23d, 1832.

J30 if

PATENT, RAIL-ROAD, SHIP AND BOAT SPIKES.

THE TROY IRON & NAIL FACTORY keep constantly for sale a very extensive assortment of Wrought Spikes & Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years successful operation and now almost universal use in the United States (as well as England, where the subscriber obtained a Patent,) are found superior to any ever offered in market.

RAIL-ROAD COMPANIES MAY BE SUPPLIED WITH SPIKES having countersink heads suitable to the holes in the iron rails, to any amount and on short notice. Almost all the Rail roads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. Y., will be punctually attended to. HENRY BURDEN, Agent.

Troy, N. Y., July, 1831.

Spikes are kept for sale, at factory prices, by I. & J. Townsend, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Brower, 222 Water street, New-York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

P.S. Rail-road Companies would do well to forward their orders as early as practical, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand for his Spikes.

J33 1am if

H. BURDEN.

[COMMUNICATED FOR THE NEW-YORK AMERICAN.]

METEOROLOGICAL RECORD.

| DATE. | Thermometer. | | Barometer. | | WINDS. | WEATHER. |
|---------------|--------------|---------|------------|---------|---------|-------------------------------|
| | Highest. | Lowest. | Highest. | Lowest. | | |
| NOVEMBER... 1 | 57 | 44 | 30.15 | 29.95 | SW— | Hazy—rain at night. |
| 2 | 57 | 51 | 30.03 | 30.00 | WNW—NW | Clear. |
| 3 | 52 | 44 | 30.31 | 30.21 | NW—SSW | Clear. |
| 4 | 57 | 45 | 30.13 | 30.03 | SSW—SW | Rain. |
| 5 | 61 | 53 | 30.09 | 30.07 | NW—N | Rain. |
| 6 | 52 | 47 | 30.05 | 29.84 | NE—ENE | Rain. |
| 7 | 50 | 45 | 30.05 | 29.91 | WNW—NNW | Cloudy. |
| 8 | 54 | 35 | 30.15 | 29.05 | NNW—N | Cloudy morning—clear evening. |
| 9 | 44 | 31 | 30.04 | 29.87 | SW— | Fair. |
| 10 | 52 | 38 | 29.80 | 29.93 | WSW— | Clear. |
| 11 | 55 | 42 | 29.82 | 29.75 | SW—NNE | Cloudy. |
| 12 | 53 | 42 | 29.97 | 29.85 | NE—SE | Hazy. |
| 13 | 56 | 44 | 29.93 | 29.61 | SW— | Clear. |
| 14 | 43 | 41 | 29.91 | 29.89 | NW— | Fair. |
| 15 | 37 | 32 | 30.31 | 33.13 | NW— | Fair. |
| 16 | 41 | 31 | 30.44 | 30.42 | NE—WNW | Clear. |
| 17 | 56 | 36 | 30.38 | 29.94 | NE— | Cloudy—rain. |
| 18 | 63 | 54 | 29.85 | 29.79 | S—SW | Variable. |
| 19 | 57 | 50 | 29.90 | 29.55 | S—SSW | Variable. |
| 20 | 40 | 37 | 30.20 | 29.76 | W—WNW | Cloudy—westerly gale. |
| 21 | 40 | 31 | 30.36 | 30.25 | NE— | Cloudy. |
| 22 | 42 | 40 | 30.10 | 29.66 | NE—N | Rain. |
| 23 | 47 | 38 | 29.82 | 29.78 | WNW— | Cloudy. |
| 24 | 43 | 36 | 30.00 | 29.40 | SW— | Cloudy. |
| 25 | 40 | 32 | 30.23 | 31.22 | W by S— | Clear. |
| 26 | 52 | 38 | 30.16 | 29.94 | SW— | Cloudy. |
| 27 | 58 | 47 | 29.98 | 29.89 | W— | Clear. |
| 28 | 50 | 42 | 30.06 | 30.04 | WNW—SW | Clear. |
| 29 | 52 | 41 | 30.14 | 30.03 | W—SW | Fair. |
| 30 | 51 | 42 | 30.10 | 29.63 | Calm— | Cloudy—rain at night. |

FOREIGN INTELLIGENCE.

ELEVEN DAYS LATER FROM ENGLAND.—By the London packet ship Ontario, Capt. Sebor, we are in possession of London dates of Nov. 3, and Portsmouth of the 5th inclusive. We make our extracts from the Journal of Commerce.

The reported capture of Don Miguel's fleet is not confirmed. There was an engagement between the two fleets off Vigo on the 11th Oct. in which both parties suffered considerable damage. On the side of Don Pedro 45 either killed or wounded.

PORTSMOUTH, Nov. 3.—The difficulties with regard to the settlement of the Dutch question, apprehended by the interposition of Prussia in favor of the King of Holland, are removed. It is now understood that the King of Prussia is not only not hostile to the resolved measures of coercion of the two Powers, (France and England,) against Holland, but that they have his perfect concurrence.

The Convention ratified by the English and French Plenipotentiaries, has been ratified by the French Government, and was returned on Saturday, clothed with the necessary formality of an international contract. The conditions of this convention are drawn up with precision.

The two rival governments were required to evacuate by the 2d inst. all the places which they respectively occupy in the territories of each other; or, in other words, Belgium was required to surrender Venloo, and Holland Antwerp. If they refused, or if Holland did not consent at that date, the combined fleet was to sail to blockade the Dutch ports; and if, by the 12th November, Antwerp is not surrendered, the French army will then enter Belgium, and commence its march towards that city on the 15th.

LONDON, Oct. 31.—We announced yesterday morning, exclusively, the arrival of Admiral Villeneuve, and a French squadron of five ships of war, from Cherbourg, at Spithead, and at the same time showed, by a summary of the Parisian Ministerial papers of Sunday, received also by express, what were the purposes to which this armament was destined by the French Government. These two pieces of intelligence, combined with the already known intentions of our government, appear to leave no doubt of the now settled determination of the two Cabinets to bring the long pending altercations between the Kings of Holland and Belgium to a close, by compelling them, whether they will or no, to a speedy if not immediate compromise of their respective claims.

LONDON, Nov. 3.—By the arrival of the steam

packet which left Rotterdam on Wednesday last, 31st Oct. we have not as yet been made acquainted with the final decision of the Court of the Hague, as to the retention or surrender of Antwerp—its retention by force, or its surrender without a struggle. The time for announcing this decision expired yesterday, (2d inst.) and therefore, if that decision conveys an assent to the proposition of England and France, it cannot be long delayed. The steamboat which carried over the last despatches from the British Government to Holland, remained at Helvoetsluys for the answer.

ROTTERDAM, Oct. 26.—Among the measures for putting our second line of defence in a proper condition, preparations are making to inundate the country, if necessary. The works are already so far advanced that, in a very short time, a great part of the Province of North Brabant may be laid under water.

PARIS, Oct. 28.—The exultation of the Ministerialists is at its acme. The Convention between France and England, although not strictly a treaty offensive and defensive, has set the Court, the Cabinet, the Camarilla, and their creatures, out of their wits.

LIVERPOOL COTTON MARKET, Oct. 31.—A limited demand; the sales amount to 1500 bags. 29th, a good demand; 2000 bags sold without any alteration in price. 27th, sales of the week have been limited, at a decline generally of 3d.

Nov. 1.—The sales of cotton to-day amount to only 800 bales.

LIVERPOOL, Oct. 30.—Indian corn has been sold at 28s. per 580 lbs. Sour flour in bond is inquired for at 15s. a 16s. In wheat there is a fair trade.

LONDON, Oct. 30.—For foreign sugars there is but little demand. Coffee very heavy. Sales St. Domingo at 54s.; 1600 bags Havana were brought forward, worth at the late highest prices 68 a 70s., and all taken at 53s. a 64s. and afterwards sold at that price.

LATEST FROM MEXICO.—By the Virginia, we have received Vera Cruz papers to Nov. 16th, inclusive.

General Pedraza, who had been invited by Santa Anna to return from the United States and assume the administration of the government, arrived at Vera Cruz Nov. 8th, and was received with the greatest enthusiasm.

General Santa Anna, who at the date of our last account was besieging the capital with 8000 men, (now stated at 15,000,) had raised the siege, and was marching in pursuit of Bustamante, in order to decide the contest without the necessity of an assault upon the city. There is no doubt but ere this, the Bustamante party is completely put down.

Flour was \$50 per barrel in Vera Cruz, and provisions of all kinds very scarce. Wood scarce and high.—[Jour. Com.]

MARRIAGES.

Lieut. I. S. Sterett, (U. S. N.) to Miss Jane S., daughter of I. Smith Hollins, both of Baltimore.
At Norfolk, Dr. James Cornick, of the U. S. N., to Miss Catherine B., oldest daughter of Burnell B. Mosely, Esq. of Princess Anne County, Va.

DEATHS.

Tuesday, James Joseph Macneven, eldest son of Dr. Macneven; aged nineteen years.
December 13th, after a long illness, Charley Beatty.
Friday evening, Dec. 7, of a lingering illness, Charles Anthony Girard, of Versailles, France.
On the 9th inst. at the residence of his son near Sing Sing, Dr. M. Hale, surgeon of the present and revolutionary armies of the United States.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 90 persons during the week ending on Saturday last, Dec. 8th, viz.:—18 men, 21 women, 23 boys, and 23 girls—of whom 23 were of the age of 1 year and under, 10 between 1 and 2, 7 between 2 and 5, 1 between 5 and 10, 6 between 10 and 20, 14 between 20 and 30, 10 between 30 and 40, 3 between 40 and 50, 9 between 50 and 60, 2 between 60 and 70, 2 between 70 and 80, and 1 between 80 and 90.

Diseases: Apoplexy 1, burned or scalded 1, childbed 2, cholera morbus 1, consumption 23, convulsions 7, dropsy 4, dropsy in the chest 2, dropsy in the head 8, drownd 1, fever 1, fever, remittent 2, fever scarlet 3, hives or croup 3, inflammation of the bowels 2, inflammation of the brain 1, inflammation of the chest 1, inflammation of the liver 2, intemperance 2, marasmus 1, old age 2, palay 1, peripneumony 2, small pox 2, sprue 1, still-born 4, sudden death 1, tumour 1, whooping cough 2.

ABRAHAM D. STEPHENS, City Inspector.

THE AMERICAN RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS, has attained a circulation which ensures its permanence. The approbation with which it has been received by its present subscribers, since its commencement in January last, and the desire of all who subscribe at this late period of the volume to possess the numbers from its commencement, is a sufficient guarantee for the editor to encounter an increased expenditure in its publication. Such, indeed, has been the approbation with which it has been received, particularly by those connected with, or interested in, Railroads, as well as by Gentlemen connected with the Press throughout the country, that the Editor is happy to be able to say, that, on the commencement of the second volume, (1st January, 1833,) it will be presented to its Patrons very much improved in its appearance, and increased in value.

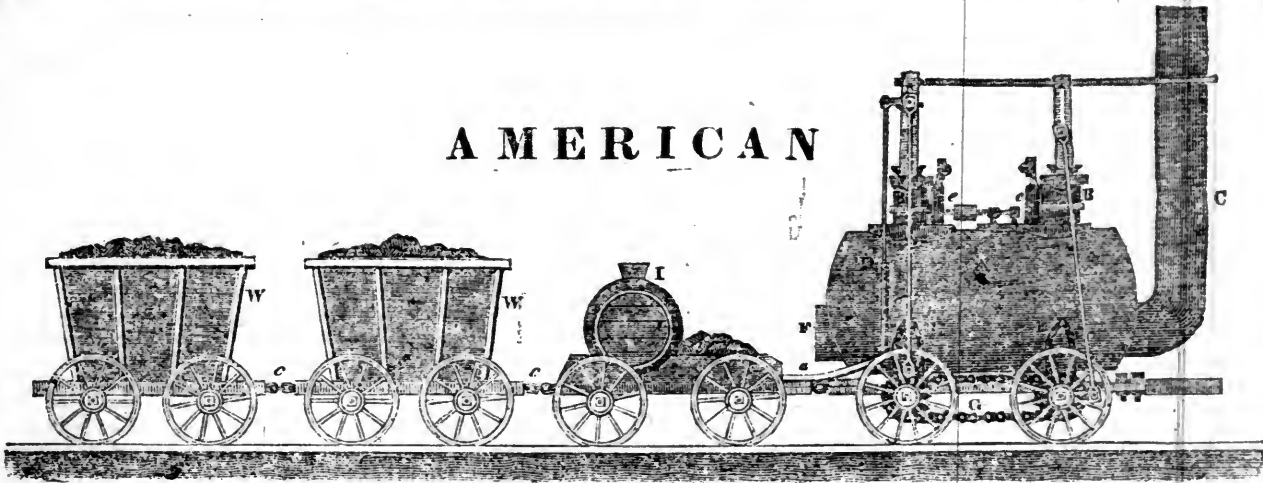
As soon as its patronage will warrant the expense, another, and, as the Editor believes, a very important, department will be added to it.

As soon as the subscription list shall amount to fifteen hundred, (which we hope will be very soon, and if its present subscribers would each induce one of their friends to subscribe, and send six, instead of three dollars, in advance, for the second volume, it would greatly exceed that number,) a MECHANICS' department will be added, in which at least one half of the best articles published in the London Mechanics' Magazine, with their ENGRAVINGS, will be republished in the Railroad Journal, when it will assume, in addition to its present title, "MECHANICS' MAGAZINE." To enable us, however, to encounter this additional expense of more than one thousand dollars, our subscribers will perceive the necessity of remitting three dollars, in advance, and free of postage. The first number of the next volume will be got up in accordance with the above proposal, at a very heavy expense for engravings, and forwarded to all its subscribers, and to other gentlemen who we may suppose likely to approve of such an undertaking,—who are respectfully requested to consider the advantage and the economy of such a publication to the mechanics of this country.

** All communications for the above-named Journal may be addressed, free of postage, to the Editor—

D. K. MINOR,
35 Wall street, New-York.

A M E R I C A N



RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS.

OFFICE, 35 WALL-STREET.

NEW-YORK, DECEMBER 22, 1832.

VOLUME I...NO. 52.

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AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, DECEMBER 22, 1832.

This number, 52, completes the *first* volume of the AMERICAN RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS. If its circulation, and consequently its profits, have not fully equalled our anticipations, they have at least come so near it, that we have no reason to regret its commencement, nor any disposition now to relinquish it; but, on the contrary, have made arrangements to make it much more valuable and interesting to its patrons, as they will have been apprized before this reaches them, by previous numbers. We are induced to this increased expenditure by the frequent suggestions of gentlemen of science, that it would tend more directly to diffuse a general knowledge of the numerous inventions and improvements constantly being made in England, than any other publication in this country; and therefore, as one principal object with us is to diffuse the most useful information at the lowest price, we again propose to our Patrons and the public, to *republish one half of the contents of the LONDON MECHANICS' MAGAZINE, including the engravings*, as soon as our subscription list amounts to 1500; and when it shall number 2000, we will republish its *entire* contents, which may be interesting to the people of this country. That number of subscribers would barely defray the expense of publication at its present price, yet we are willing to perform the labor it requires, as we have done the past year, without compensation until its circulation is greater, if the receipts are only sufficient to pay the expense of publication. May we not upon these terms hope to retain all our present patrons, and also their influence to ensure the success of the journal for at least one year more?

The first number of the next volume will be got up in accordance with our plan of making it also a MECHANICS' MAGAZINE.

The next number of the Journal will be issued on the *first Saturday*, 5th of January. It will contain an account of the iron suspension bridge over the Thames, from Southwark to London, with an engraving, and list of other remarkable iron bridges in England; also, an account of Russell's *hydraulic press*, and Murray's life-saving machine when stranded at sea, also with engravings: with several other interesting articles from the London Mechanics' Magazine.

In this number will be found the conclusion of Mr. J. P. Stabler's report upon the construction of the Baltimore and Ohio Railroad. It is a document embodying much useful information for those who are about to engage in similar enterprises, or, indeed, for those who take any interest in Railroads.

Would it not greatly promote the construction of Railroads, and facilitate internal improvements, if such documents were more generally published! We think it would, and therefore should be gratified to see them republished by those with whom we exchange.

The communication of S. D. came too late to hand for this week, it will therefore appear in No. 1 of Volume 2nd., as the *present* number, 52, completes Volume 1st. We hope Volume 2nd will show the signature of S. D. many times repeated.

McADAM ROADS.—We have received a communication from Mr. John S. Williams, Engineer, with proposals for publishing "a practical treatise on laying out and constructing McAdamized roads." A good work upon this subject at this time is very much needed.—There are few subjects of as much importance, upon which so little has been published, and in truth upon which so little is known, by those who would be most benefitted by the knowledge Mr. Williams has had great experience in road-making. He was an assistant to C. W. We-

ver, Esq. upon the great Cumberland road, and has been constantly engaged, for several years, in McAdamizing roads, which are spoken of as superior specimens of the art. Mr. Williams comes before the public with an array of names which will ensure confidence in his ability to do justice to his subject. He proposes that the work shall contain about 450 octavo pages, and be illustrated by near 100 engravings—and delivered at \$3 per copy. We most cheerfully recommend the work to the attention of the public. We shall publish the prospectus in our next, and will receive and forward subscriptions to the publisher, if desired.

The Camden and Amboy Railroad, from Bordentown to South Amboy, was, we learn, opened on Monday for travelling; and passengers, who left New-York in the morning, reached Philadelphia in a little over eight hours.

By the Philadelphia papers we learn that the James Cropper, which was lost a few days since near the Five Fathom Bank, had about 600 tons of Railroad iron on board, consigned to Messrs. A. & G. Ralston, of Philadelphia, for the Camden and Amboy Railroad.

[Communicated for the Balt. Marylander.]

TRIAL OF A LOCOMOTIVE ENGINE.—On Friday last, 14th inst. Mr. Cooper's Locomotive, for burning Anthracite coal, was placed for trial on the Baltimore and Ohio Railroad. The time expended in running to the Mills, &c. was as follows: About half way encountered a train of cars, and run back a mile and a half, making three miles, which added to the distance to the Mills 13½ miles, is 16½ miles. This distance was performed in one hour and twelve minutes. Weight carried on four baggage cars, without friction wheels, inclusive of cars, 18 tons. The Road was in bad order from the mud thrown on the rails by the horses attached to the other cars on the road. No coal was put into the furnace after starting, until the Engine arrived at the Mills.

It is proper to remark, that the driving wheels occasionally slipped on the Rails, from the bad state of the Road.

To convey an idea of the force of the blast, and the intensity of the fire, it is only necessary to state, that the flame was driven out of the top of the smoke stack to that degree as to ignite the hydrogen of the exhausted steam.

Baltimore, Dec. 15, 1832.

Sixth Annual Report of the Superintendent of Construction of the Baltimore and Ohio Railroad.

(Continued from page 805.)

The whole number of plates procured was 83,279. They have been used on all the wood road, viz. on 95 $\frac{3}{10}$ miles. As they are more liable to waste than materials of larger size, 760 has been allowed per mile,—the true number required being only about 710. This allowance gives as the number of plates used, 72,564. There remains on hand 9,400, leaving a deficit of 1315 plates, which have probably been used on the sidings, and tracks laid in the several depot houses.—760 plates, at \$33. $\frac{22}{100}$ per thousand = \$25.78 cents per mile for plates.

15,440 stone blocks, cost \$3,983 $\frac{31}{100}$ ÷ 5.83 miles = \$683 $\frac{25}{100}$ per mile.

Amount paid for nails, for cast knees \$442.42. This sum ÷ 5. $\frac{3}{10}$ = \$75.89 per mile.

Amount paid for small nails for plates = \$341. $\frac{22}{100}$ ÷ 95. $\frac{3}{10}$ = \$3. $\frac{58}{100}$.

Upon counting the number of bars of iron on several successive miles of the road, the average number of bars exclusive of turnouts and crossings, was found to be 710-11. To include all that could reasonably be estimated for loss, for turnouts and cross roads, the estimate will be made for 725 bars per mile. Each bar weighs, by an average of the whole number imported, 69. $\frac{13}{100}$ lb. = 22.37 tons per mile. The length of stone and wood track, laid on the 1st, 2d, 3d, 4th and 5th divisions and lateral road, taken as a basis for the estimate, is 95. $\frac{38}{100}$ + 33. $\frac{84}{100}$ = 129. $\frac{22}{100}$ miles.

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| This would require of iron, | 2591 tons. |
| There remains on hand about | 310 |
| Used upon the city track, | 40 |
| On lateral road, to Sweet's stone quarries, | 35 |
| Used at depots for sidings and branch tracks, | 29 |
| Branch roads in Baltimore, | 22 |

Total, 3327 tons.

Leaving about 200 bars, which have been used for repairs, circular platforms, and sundry other purposes connected with the road. The allowance over the net quantity required on the length of track here estimated is between 50 and 60 tons. This is believed to be sufficient for turnouts, and all contingencies that may be expected on a work of the kind.

The cost of the iron will therefore be stated at \$37. $\frac{23}{100}$ per ton + \$5. $\frac{11}{100}$ for freight, &c. = \$42. $\frac{30}{100}$ per ton, delivered in Baltimore.—22. $\frac{37}{100}$ tons, at \$42. $\frac{30}{100}$ per ton, = \$947. $\frac{16}{100}$ per mile, for the iron required for a single track, including turnouts, cross roads and contingencies.

Of the cast iron knees procured for the stone block road, there remains on hand from four to five thousand,—valued at about \$300. The full amount purchased will be considered as contingent to the work, and the aggregate cost being \$2,422. $\frac{25}{100}$, that sum being divided by 5. $\frac{83}{100}$ miles, the length of track laid with the stone blocks, gives as the average cost of the cast knees, per mile, \$415. $\frac{47}{100}$.

The whole number of $\frac{4}{8}$ inch spikes purchased, has been 110,939 lb. The net quantity of the average size, required for a mile of track, is 950 lb. As the $\frac{4}{8}$ in. spikes are subject to greater loss than almost any other material, a more liberal allowance should be made for waste. In the estimates heretofore made, 5 per cent. was thought to be sufficient, but to include all contingencies, 10 per cent. will now be allowed.

The wood track laid = 95.38 miles. This would require 90,611 lb., to which add 10 per cent, or 9,061 lb. = 99,671 lb.

Remaining on hand, 6,665

Used for siding at depots, 1,000

107,337

Leaving,* used for other purposes, and not chargeable to the rail tracks, 3,602

Total purchased, 110,939

* A part of this quantity was sold to the New Castle and Frenchtown Railroad Company.

The average cost of the $\frac{4}{8}$ inch spikes has been 9 $\frac{2}{3}$ cents, per lb. delivered in Baltimore. 1045 lb. per mile, gives \$96.14 per mile for the $\frac{4}{8}$ inch spikes.

The whole number of $\frac{3}{8}$ inch spikes procured, was 44,901 lb.; the stone track did not require as many spikes as the wood track, by the deduction necessary for the holes missed near the joinings of the sills, and there has not been the same relative proportion of the $\frac{3}{8}$ inch spikes used for other purposes as of the $\frac{4}{8}$ inch. The allowance for contingencies and waste will not, therefore, be as great. At 930 pounds per mile, with 70 lbs. added for contingencies, each mile would require 1000 lb., and the track laid,

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| There has been used on the Pratt street track, | 2,770 |
| And remaining on hand, | 7,289 |
| | 42,899 |

Leaving 2002 lb. to be accounted for. Those used on the Howard street track, and other branch roads in the city of Baltimore, will take a portion of this quantity, and the sidings at Ellicott's mills, and other purposes for which they have been used by the company, the remainder. The average cost per pound was 9 $\frac{2}{3}$ cents or \$99. $\frac{35}{100}$ per thousand pounds.—The sum of 99. $\frac{35}{100}$ per mile, will therefore be charged for the $\frac{3}{8}$ inch spikes.

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| The amount paid for turnout castings has been | \$6,247.72 |
| For forgings, | 2,323.40 |
| | \$8,571.12 |

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| Deduct for the value of castings on hand | \$1038.39 |
| The same for forgings | 434.66—1,473.05 |

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| Value of those used, | \$7,098.07 |
| Amount paid for laying down turnouts, for timber, posts, and superintendence of work, \$7,009.63 | |
| Deduct for timber for turnouts now remaining on hand, 159 posts, at \$1.25 cents each, | 198.75—\$6,810.88 |

Total cost of turnouts laid, \$13,908.95

Counting each double turnout as equal to two single turnouts, and two for sidings, to one whole turnout, there have been 87 $\frac{1}{2}$ laid down. According to the original estimate, one turnout was due to each mile of double track. They have not yet been inserted in the main line according to that calculation, although a greater number have been made than would be required, in that proportion, for the length of double track laid down. The additional number are inserted at the several depots and sidings, and are considered contingent to the work. The total cost divided by the number laid, gives as the average cost of each turnout \$158.96 for materials, superintendence, and workmanship, but exclusive of iron, bar iron and spikes;—those items being allowed for in the foregoing estimates.

The total length of wood track laid, as before stated = 95.38 miles. The amount paid for workmanship, at the contract prices per rod, including the estimated value of laying and alteration of the northern track on the city division, = \$71,995.33. This gives as the cost per mile, an average of \$754.82 or \$2.36 per rod, for workmanship at contract prices. This however does not include all the work required of the contractors. An additional sum of \$8,533.31 has been paid to them and others, for contingent workmanship; which sum divided by the length of wood track, will = \$89.52 per mile, or 28 cents per rod. The entire cost of workmanship will then be \$844.34 per mile, or \$2.64 per rod. The number of perches of broken stone used for the stone blocks and sleepers together, has been \$20,092.59. Its average cost per perch 96 $\frac{1}{3}$ cents, or \$96.18 cts. for each hundred perches. The quantity used around the stone blocks, was 2351. $\frac{17}{100}$ perches.

This sum divided by 5. $\frac{17}{100}$ miles, would give 405. $\frac{103}{100}$ perches per mile, which at \$96.18 cents per perch, would amount to \$389.62 per mile, for the broken stone required for that description of track. The residue of the wood Railway required less broken stone. Deducting the value of that used with the stone blocks leaves \$17,238.39 for the cost of the broken stone used under the sleepers. This divided by 89. $\frac{55}{100}$ miles, leaves the sum of \$192.50 per mile for the broken stone. The quantity per mile = 200. $\frac{13}{100}$ perches, or nearly $\frac{1}{2}$ more than the estimated quantity of three cubic feet to the sleeper.

The cost of distributing the iron and wood materials on the several divisions for the wood track, was \$33,210.80. The materials for which this charge for hauling accrued, have not all been applied to the construction of the railway. The charge is, however, contingent to the work and the whole amount will be included. \$34,210.80 ÷ 96 $\frac{33}{100}$ miles = \$358. $\frac{103}{100}$ per mile for hauling the materials, and applicable to both descriptions of the wood road. This sum is greatly over the stated cost of hauling the materials on the city and first divisions, given in the fourth Annual Report, which was but \$210, to \$256 per mile. It arose from the greater distance these materials were carried, and shews the propriety of estimating the average cost per mile, on a greater extent of work than could be noticed in that Report. The difference would have been still greater in the present instance, but for a part of the transportation having been effected on the tracks already laid, which were not available in the first instance.

The amount paid to local superintendents, vanebearers, and axemen, viz. \$9,268.05 ÷ 95. $\frac{38}{100}$ miles = \$97. $\frac{17}{100}$ per mile for that service.

The sum paid for the service of Engineers engaged in giving the levels and curves, and for some other assistants, has not before been charged to the cost of laying any part of the railway. That sum on the wood work,—including an estimate value for the service of superintendence on the north track on the city division, amounts up to this date to \$13,826. $\frac{15}{100}$. This sum divided by 95. $\frac{38}{100}$ miles = \$144. $\frac{20}{100}$ per mile for Engineers' wages.

The general superintendence, and contingent expenses, have not heretofore been given.—That sum, though not strictly applicable in the same ratio to each mile of track, will, nevertheless, be distributed equally throughout the work. The stone rails required more of these services in proportion to their length, than the wood work, as will be manifest on a reference to the sums expended for local superintendence, vanemen and axemen, on both kinds of track,—the one being \$349. $\frac{17}{100}$, and the other but \$97. $\frac{17}{100}$ per mile: but the difference would not, in this case, be important, even if accurately ascertained. From the sum paid, viz. from \$11,941. $\frac{41}{100}$, should be deducted the cost of the instruments on hand, and the sum paid for instruments and repairs of instruments belonging to other departments, to wit \$4,063. $\frac{17}{100}$. These instruments consisting of levels and compasses, are worth nearly, if not quite, their original value, and are in fact, that much available property. The interest on the investment is fully compensated, by the full charge being not made for staves, targets, chains, scales, office furniture and other apparatus, now on hand and in use, and available for the future operations of the company. This deduction would leave \$7,877.86 as a charge for the items enumerated, or \$60.96 per mile, for general superintendence and contingencies, exclusive of those contingencies embraced in the other parts of this statement, up to this day.

The length of the stone track taken as a basis for the estimate, is 33. $\frac{17}{100}$ miles—the amount paid at contract prices, = \$33,736.97. This gives an average of \$12.35 per rod, or \$3,952.03 per mile for workmanship.

The amount paid for extra broken stone, and extra work required, = \$22,155.39 ÷ 33. $\frac{17}{100}$ = \$654.71 per mile, or \$2.04 per rod.

For hauling iron materials, \$1,184.33 paid,

$\div 33.14 = \$35$. per mile, or about 11 cents per rod.

For additional extra charges, $\$13,951.63 \div 33.14 = 412.18$ per mile, or $\$1.54$ cents per rod.

Local superintendence, axemen, and vanemen. The sum paid = $\$11,834.75 \div 33.14 = 349.72$ per mile.

For engineers' wages, the sum $\$5,831.50 \div 33.14 = \172.32 per mile.

Amount paid for original formation of horse-path by contract, = $\$31,263.84 \div 129.22 = \241.94 per mile, or $75\frac{1}{2}$ cents per rod.

Amount paid for additional materials and workmanship on horse-path, viz. $\$21,681.87 \div 129.22 = \167.79 per mile, or $52\frac{1}{2}$ cents per rod.

The aggregate sum paid, viz: $\$31,263.84 + \$21,681.87 = \$52,945.71 \div \$129.22 = \$409.73$ per mile, as the whole cost per mile of the horse path for a single track.

The length of the city track, exclusive of branch roads, is $1.77\frac{1}{2}$ miles.

The expenditures of graduation for the rail track has been,
 For pavement, $\$4,243.75$
 " Laying rails, $12,172.82$
 " Masonry and contingencies, $14,232.55$
 " Iron rails, $1,902.79$
 " Spikes, $1,693.60$
 " Gutter irons, 175.85
 674.71

$\$35,096.07$

This sum divided by the length of track laid, will give the cost for introducing the railway into the city of Baltimore, at $\$19,828.73$ per mile, exclusive of the cost of location and surveys.

The cost of small culverts, including trunks and shutes, for draining the centre of the road-bed, between Baltimore and the Monocacy river, or so far as the double track has been completed, except on the inclined planes, (where none are as yet inserted,) has been $\$1,337.79$.

This sum divided by the distance, viz: 54.18 miles, gives as the cost of centre drains = $\$24.47$ per mile. The number inserted, has been 529 or about 10 per mile, at an average cost of $\$2.18$ each.

There will also be charged to the construction of the railway, the estimated sum of $\$7.17$ per mile for the wear and tear of cars furnished to the contractors, for the transportation of materials used in the construction of track and horse path.

Recapitulation of the cost of a mile of single track, laid on wood strings and sleepers:

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| For String pieces, | \$805.00 |
| Sleepers, | 341.03 |
| Plates, | 25.78 |
| Small Nails for Plates, | 3.58 |
| Iron Rails, | 947.59 |
| 4 1/2 inch Spikes, | 96.14 |
| 1/2 the cost of 1 Turnout, | 79.48 |
| Workmanship, | 754.82 |
| Extra Workmanship, | 89.52 |
| 1/2 the cost of Centre drains, | 12.24 |
| Broken Stone, | 192.50 |
| Hauling Materials, | 358.68 |
| Local superintendence, Vane-men and Axe-men, | 97.17 |
| Engineers wages, | 144.86 |
| Wear and Tear of Cars, | 7.73 |
| General superintendence and contingencies, | 60.96 |
| | <hr/> |
| | \$4,017.08 |

Recapitulation of the cost of a mile of single track laid on wood strings and stone blocks:

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|-----------------------------|----------|
| String pieces, | \$805.00 |
| Stone Blocks, | 688.25 |
| Cast Knees, | 415.47 |
| Nails for Knees, | 75.89 |
| Plates, | 25.78 |
| Nails for Plates, | 3.58 |
| Iron Rails, | 947.59 |
| 4 1/2 inch spikes, | 96.14 |
| 1/2 the cost of 1 Turn-out, | 79.48 |
| Workmanship, | 754.82 |
| Extra Workmanship, | 89.52 |

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| 1/2 the cost of Centre drains, | 12.24 |
| Broken stone, | 389.62 |
| Hauling Materials, | 358.68 |
| Local superintendence, Vane-men and Axe-men, | 97.17 |
| Engineers Wages, | 144.86 |
| Wear and tear of Cars, | 7.73 |
| General superintendence and contingencies, | 60.96 |
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| | \$5,047.78 |

Recapitulation of the cost of a mile of track laid on stone sills:

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|---|-------------|
| Workmanship—by contract, | \$3,952.03 |
| Contingent workmanship, | 412.28 |
| Extra broken stone, cross-ways, &c. | 654.71 |
| Hauling iron materials, | 35.00 |
| 1/2 the cost of centre drains, | 12.24 |
| 1/2 the cost of 1 turn-out, | 79.48 |
| 3 1/2 inch spikes, | 99.35 |
| Local superintendence, vane-men, and axe-men, | 349.72 |
| Engineers services, | 172.32 |
| Iron rails, | 947.59 |
| Wear and tear of cars, | 7.73 |
| General superintendence and contingencies, | 60.96 |
| | <hr/> |
| | \$6,783.41* |

In the estimates made by this department of the probable cost of the Railway upon the Balt. & O. Railroad, a variety of expenditures were not included which now form items in the cost. The ascertained expense of the wood rails, laid on sleepers, upon the First Division, was stated in the Fourth Annual Report to be about $\$4,002$ per mile of single track; and of the wood rails laid on stone blocks about $\$5,115$ per mile, exclusive of the horse path and of sundry charges not then ascertained, consisting principally of the cost of general superintendence—engineers services,—and some contingencies not considered as strictly applicable to the work then performed.

In the same Report, an estimate was made of the probable cost of the stone railway, founded upon the contract prices of the work then in progress and upon the most correct data that could be obtained from other sources. It was stated, that "under circumstances which might reasonably be expected to occur, the expense of the stone rails would not exceed $\$6,500$ per mile, exclusive of horse path." Subsequently, however, and when it had been ascertained that contingent circumstances might increase the cost somewhat beyond the first estimates, it was stated in the Fifth Annual Report, that "the cost of the stone rails might possibly exceed that sum, on a considerable portion of the work." It was also stated in the same report that the wood rails would probably cost $\$5,000$ per mile on the 3d, 4th, and 5th divisions, and the same on the lateral road to Frederick: and it was further stated in a recapitulation appended to the same report, that the entire cost of the railway from Baltimore to the Point of Rocks, inclusive of the lateral road to Frederick, would be $\$805,238$, and that the average cost per mile of a single track for $138\frac{1}{2}$ miles, including the stone and wood track together, would probably be not less than $\$5,814$ per mile, or $\$11,628$ per mile for double track.

From the foregoing statements and recapitulations for the several kinds of work, it will be perceived that the cost of a single track of railway, composed of the scantling and sleepers surmounted with the iron rails $2\frac{1}{2}$ inches wide, and $\frac{3}{4}$ of an inch thick, of 89.22 miles in length, has been constructed on the Baltimore and Ohio railroad, including all contingencies, for the average sum of $\$4,017.18$ per mile. That a single track, with stone blocks substituted for

the sleepers, of $5.18\frac{1}{2}$ miles for the average sum of $\$5,047.78$ per mile; and that a single track of stone sills with the same kind of iron rails, has been made 33.14 miles in length, at an average cost of $\$6,783.41$ per mile; and that the whole length of track now laid, taken together, viz: 129.22 miles, will include an average cost of $\$4,788.18$ per mile for single track.

If to this sum be added the original cost per mile of the horse path, and the subsequent expenditures on the same, viz: $\$409.73$ per mile, the total average cost per mile of the single track of railway and horse path complete, will have been $\$5,197.91$, or, for the double track complete $\$10,395.82$ per mile, inclusive of all expenses. [See Appendix J., Tabular Statement, No. 1.]

But, for reasons which have been stated to the Board, and by them considered sufficient to warrant the suspension of the work, at present, on the 5th division, there remains of the second track on that division, $10.18\frac{1}{2}$ miles to be completed.

Should this work be finished at the average cost per mile for the other parts of the wood road,—and it is not doubted but it may be, as the greater part of the materials for this distance are on hand, and were obtained at the prices paid for those used in the work already executed, there will then have been completed $139.18\frac{1}{2}$ miles of single track, at an average cost per mile of $\$5,141.00$, or for the double track complete $\$10,282.00$ per mile, including the horse path and all contingencies; [See Appendix J., Tabular Statement, No. 1.] and at an aggregate sum of $\$93,934.18$ less than the estimated cost as stated in the 4th and 5th annual Reports.*

When it is considered that many thousand dollars have been expended in the construction of the railway, not contemplated in the estimates, it must be no less gratifying to the Directors and to the Stockholders, than it has been to the officers of the company according to whose design and under whose management it has been executed, that so large an amount of permanent work has been accomplished on this road in so short a time,—under circumstances of extraordinary difficulty and embarrassment,—and at an expenditure so much below the estimated cost.

Should it be deemed advisable hereafter, to adopt modifications of the present form of the railway, or even to change the mode of construction, a large part of the data now ascertained may be considered as a constant quantity, and with much confidence, may be relied on as a basis for future calculations. An exception, however, is here made in relation to the cost of laying the stone sills. From all the evidence had on the subject, I am satisfied that the average cost per rod or mile, for a track of this description, has been estimated at too low a price to allow a fair compensation to the contractors.

The cost of the stone sills would also be more liable to vary from any assumed standard, than the wood rails, inasmuch as the material and its transportation, involve a larger portion of the expense of the work than any other material used on this road: and as this cost must be dependent upon local, and a variety of contingent circumstances, the estimates formed upon general calculations cannot be relied on with the same certainty.

During the progress of construction of the work already executed, it has been found, as was expected to be the case, that experience has suggested a variety of improvements, both in the mode of construction, and in the manner of executing the various details and manipulations, incident to a work of novel and some-

* The cost of the stone road here stated, does not include the expense of placing plates underneath the adjoining ends of the iron rails, which it has been found necessary to incur. This sum will not exceed $\$175$ per mile of track. The work is in progress, and very nearly completed.

* Estimated cost of $138\frac{1}{2}$ miles, stated in 5th annual report, $\$805,238$, and add for the then estimated cost of one mile of single track, now taken into the calculation, $\$5,814 = \$811,052$. The total cost of $139\frac{1}{2}$ miles as the work has been and will be executed, is $\$717,117.30$, making the sum less than the estimated cost, $\$93,934.70$.

what complicated character. It has been ascertained, that certain parts of the railway, for which no more than a fair valuation was paid, for the time and labor expended by the mechanics and workmen, on the first division of the road, can now be executed at but little, if any, more than half the cost, either to the contractor or to the company. Much certainty depends upon the ability and enterprise of the workmen, but in this as in all other cases, experience acquired in the handicraft arts, adds quite as much as *ingenuity* to the facility and cheapness of execution. Upon the same principle, it has been discovered from time to time, that the engineers, superintendents, and other assistants on the work, acquire an expertness and promptitude to the execution of their respective duties, that tend greatly to benefit the work, and materially lessen its expenses. New plans and ways, for effecting the same object with greater certainty, and to better effect, are continually suggested in the daily progress of construction; whilst experience confirms the propriety of adopting new modes, and devising substitutes for those plans and arrangements which have been found defective, or inapplicable in practice. The diminished cost of the work recently executed, when compared with that ascertained two years since, is mainly to be attributed to the operation of these causes. I do not, therefore, hesitate to say, that with the experience already acquired, a like extent of work may be again performed at a very considerably less expense than it has been done; and that with the same expenditure of labor and money, much more may be effected. The truth of these remarks has been illustrated in the necessary expenditures made in the construction of machinery, where numerous experiments were requisite, to determine the proper and most economical appropriation of materials, to the various purposes to which they were to be applied; and to test the relative merits of the different ways and means of accomplishing the object in view, to wit: of *attaining the greatest practical benefit with the least expense*.

This knowledge once obtained, the expenditures alluded to no longer apply to the subsequent operations; or, at least, not to the same extent. With quite as much force do these remarks apply to the cost of "moving power," in the department of transportation; where it has been ascertained that the relative expenses in different parts of the concern are much less now to effect a given quantity of work, than they were in the more early stages of its organization.

The positions here assumed are not, therefore, exclusively applicable to the construction of the railway. They have been found correct in almost every department of this concern, and the knowledge of this fact, leads to the gratifying conclusion, that the expenses incurred in obtaining the information thus derived, may be rendered available in the further prosecution of the work. But to reject every hypothetical statement upon the subject, and to consider only the actual expenses already incurred, to be due without abatement, to each successive portion of equal length of track yet to be laid on this road, it is manifest that the entire cost of a double track, from the city of Baltimore to the Ohio river, constructed in the manner it has been done between Baltimore and the valley of the Potomac, may be reduced from the sum stated in the last Annual Report, to wit: from \$11,623 per mile, to the sum of \$10,232 per mile. Supposing, therefore, that the route to be yet determined should extend the distance from Baltimore to the Ohio, to 350 miles, the aggregate sum less than the estimate, for which the double railway may be completed, and suppose one year since to be actually necessary, will amount in that distance to \$471,160—a sum adequate to the entire construction of 107 miles of single track of railway, laid upon wood strings and sleepers, with the horse path complete. [See Appendix J. 3.]

In the formation of the horse path, on the city and first divisions of the road, it was considered expedient to incur as small an expense

in the first instance, as was consistent with the attainment of a reasonable facility and safety in the travel to which the road was at first subjected, as it was considered possible, if not probable, that steam power might at no very distant period be substituted for animal power.

It was also expected, as proved to be the case, that with the utmost care in the formation of the embankments, considerable settlements must necessarily take place; and that in restoring the rails to their proper level, the horse path would require additional materials; and however good these might be, their value would to a great extent be lost, in the repeated coverings necessary to retain the proper position of the path. For these and other reasons, it was desirable to expend as little in the first construction of the path, as was practicable. It was foreseen, also, that in some situations it would be impossible to form a good path *at first*, and that it would require successive layers of the material, where no embankment existed; and that a part of these layers would require time to become consolidated before the others could be added. This circumstance rendered delay unavoidable in some instances in the completion of the path, (as it could not be foreseen what length of time it would require to apply the new covering to the greatest advantage,) and increased the original cost beyond the estimates made for the horse path. Subsequently, it was perceived that a description of material of soft texture which might answer every purpose during the summer season, and even during the winter, when subjected to but a moderate travel and transportation, was not sufficient to withstand the action of more severe frost, especially when the travel became greatly increased. It was therefore indispensable that better materials, and those in greater quantities, should be used than were at first deemed requisite. Stone, to all appearance good, was found subject to decomposition when exposed to the action of wet and frost; and from the inclemency of the last season, the path on parts of the 4th and 5th divisions could not be properly formed in time to admit the travel on the road, without incurring a heavy expenditure. Portions of inferior materials were therefore used for a temporary purpose, which subsequently were wholly removed, and an entire new path formed. Again, experience demonstrated the utility of a different formation of the path on certain parts of the road, to accommodate the transportation of burthens, and to economize the labor and moving power of the road in that department. This change required an addition of materials, which superadded to the sums here recited, rendered it indispensable to expend more in the construction of the path than had been anticipated. These expenditures are, however, considered as conferring, ultimately, advantages in the construction of the path, very nearly in a direct ratio with the extent of the disbursement:—and if not to that full extent, they certainly afford the means of ascertaining important facts, by which, in the future operations of the company, expense may be saved, and greater stability attained under similar circumstances. The alteration in the form of the path last referred to, may be found beneficial on a greater extent of road, than that to which it has yet been subjected; and should that be the case, an additional expenditure in proportion to that extent will be required. It may be proper here to observe, that from twelve to fifteen hundred perches of broken stone have been prepared for the alterations and completion of the path, which has not yet been applied to that purpose. The original cost of these materials has been included in the foregoing statement of \$409.73 per mile, for horse path. The labor hereafter required in the distribution of this broken stone, may partly be considered as due to original construction, and in some cases to a limited extent, may be justly chargeable to repairs.

With regard generally to the construction of the railway, but more especially to the parts laid during the summer and fall of 1831, and also to the work already accomplished towards

the fixtures for the machinery at the inclined planes at Parr's Ridge, performed at the same period, it may be remarked, that very considerable additional expense was incurred by prosecuting it so rapidly as was necessary to effectuate the opening before the winter, of the railroad communication between the cities of Baltimore and Frederick, which was accomplished on the 1st of December of that year. The price of labor and materials both are enhanced by the necessity of performing a given quantity of the former, and procuring a large supply of the latter, within a definite portion of time; and pre-eminently so, when circumstances rendered this period a short one. Work cannot be so well done, when hurried, as when a reasonable time is allowed, as has been proved in numerous instances in the progress of laying the rails, but especially in that part the most recently executed by O. H. W. Stull & Co., which from causes beyond the control of the agents of the Company or the contractors, gave the latter a longer time to execute their work, than could be allowed in other cases. This circumstance, though unfavorable to a considerable extent to the pecuniary interest of the contractor, is certainly, whenever available, greatly to the interest of the Company. It is not, however, to be understood that the expenditures incurred in the instances recited, have been thrown away. On the contrary, the most abundant proof has been furnished, that the advantages gained have greatly overbalanced the extra cost of the work, and would have warranted even much greater disbursements to accomplish the object, than have been actually made. The case is only mentioned to show, that if due attention is paid to those circumstances which so materially affect the cost of any great internal improvement, or other extensive work of public utility, it may be possible to reduce the expenses of construction still more, in the further progress of laying the rails on this road. A regular system of operations is indispensable to attain the full advantage of the expenditures on the construction; and this system cannot be attained unless the work is *uniformly progressive*. No little difficulty has been encountered during the progress of laying the rails, in the procurement of suitable engineers and assistants, for its superintendancy. Numerous as these agents necessarily must be, whilst a great extent of work is in progress at the same time, they become dispersed at its completion; and when the work is again to be renewed, the same difficulty must then be encountered in training others to the service, and making them acquainted with the details and localities of the work. The benefits of experience are thus lost, both with regard to the engineers and other agents of the company, as well as to the contractors, the mechanics, and even to the laborers.

Should it be possible, therefore, to define the work intended to be accomplished in each successive season, and sufficient time be allowed in the commencement to make due provision in advance, for the requisite materials, it is believed a great advantage would be gained both in the cost and permanence of the superstructure. The operations would become systematic in their character, and much less difficult in the details of execution.

The office of Superintendent of Construction, having been made to embrace not only the constructions of the railway, but keeping the roadbed and railway in repair, as also the execution of such further work as may be necessary to perfect the graduation of the road, it becomes necessary to notice the two latter subjects in this report.

1st. The Repairs of the Railway.—During the progress of laying the rails on the several divisions, all the charges for changes made in the superstructure, have been included in the sums charged in the estimated cost of laying the track. On the wood railway it has been found that some small alterations were necessary to be made in the form of construction;—defective timbers were occasionally inserted which

it was deemed prudent to remove, and portions of the rails laid on embankments became deranged by the settlement of the ground.—The horse path in those and in other situations was of course defective, and in some instances as has been stated, it was found impracticable to form at once a perfect path. All these items it has been deemed proper to charge to the construction, as they could not, legitimately, be considered as *Repairs*.

The raising of the stone sills to their proper level, even since the completion of the track, on thorough and side embankments, where the derangement had manifestly occurred in consequence of their imperfect foundation, and by the subsidence of the earth, has also been considered as a part of the original work, and charged in that portion of the cost under the head of "extra workmanship."

After the completion of a Division, and a reasonable time had elapsed, the raising of the wood rails, as well as the stone blocks and stone sills, together with the necessary and contingent expenditures for keeping the track clear of obstructions, have been considered as justly denominated "*Repairs*," and have been so charged; yet the actual repairs required for the road, have hitherto formed a very inconsiderable item of expense. In no instance has a piece of heart timber—an iron rail, or plate, given way; but several new string pieces have been inserted on the first division where the iron rail had been suffered to rest upon the *sap* part of the wood. This imperfection has arisen chiefly from carelessness in the workmen who laid the rails, and it is often found practicable to make the same timber answer, by merely changing its position, so as to place a sound part of the wood under the iron. A few of the stone sills have been found of bad quality, yielding to the pressure of the rail under the loaded car, whilst others have been found subject to the action of frost, and decomposition by atmospheric exposure. The renewal of the string pieces and the sills in these cases, are considered *Repairs*; and the expenditures have accordingly been carried to that account. Whilst it is admitted that from our limited experience, no very correct estimate of the probable annual cost of repairs can yet be formed, I am fully of the opinion, judging from facts that have been developed within the two years past upon the Baltimore and Ohio Railroad, most of which have occurred under my own immediate observation, that many of the objections which have been urged against the Railroad system, under the idea of the heavy repairs necessary upon such roads, as well as the apprehensions from "derangement of the railway by the action of frost," during our inclement winters, are utterly groundless. The Baltimore and Ohio Railroad has already encountered two of the most severe winters, that for many years have been known in this climate. During these periods, each description of railway in use, has been subjected to the fullest trial, and the result has been, that whilst the action of frost has been found much greater on parts of the road newly graduated, than where the *surface* had been for some time exposed, and measurably consolidated by indiscriminate travel, the injury has even there been inconsiderable: and as the graduated surface of those parts left exposed by the superstructure, becomes compacted, the injury from frost will every year be less:—The interstices between the particles of broken stone used for a foundation, will become filled with the washings of sand and earth, and as this process is gradually carried on, the rails will, as has already been found to be the case, become more solid and unyielding—the frost will not sink so deep in the ground, and there will be less unequal settling of the sleepers, blocks, or sills.

The parts of wood and stone track particularly noticed during the winter of 1830, to be deranged by the frost, were again noticed in the winter and spring of 1831, and were found at the last mentioned time to be scarcely any affected, although exposed to a much more severe frost than had occurred at the time of the first observations. It has also been remarked, that

during the last winter, when 100 miles of single track of this road had been laid, and exposed to all the vicissitudes of a rigorous and unusually variable season,—much of it in an unfinished state—not being sufficiently drained nor protected by other precautions, that parts of it were raised by the frost about four inches above the foundation; during which time, it was constantly subjected, *without injury*, to the heaviest burthens admitted on the road. It was apprehended by many, that on the breaking up of the winter, both the sleeper and stone sill rail-ways would be left in a very deranged condition, by the unequal settling to their foundations. With the exception of a few spots, extending not one quarter of a mile altogether in length, (at which points no side ditches had been made), on the frost subsiding, the rails settled down again to the same levels, and presented the track in nearly as good order as before the frost had acted upon them. On newly formed embankments, the surface and sides of the road bed had become impaired in some places by settling and abrasion, which rendered it necessary to raise the rails; but even on these embankments, no derangement took place offering any inconvenience or obstruction to the use of the road. It is also worthy of remark, that experience has proved on this road, that no delay or hindrance need be apprehended to travel and transportation, whilst the railway is undergoing the requisite repairs. The various kinds of superstructure in use have been subjected to every description of adjustment which can occur, and no inconvenience has yet resulted from the causes mentioned.

These observations have pointed out the proper means of guarding in a great measure against similar imperfections in the construction; and with respect to the work now completed, have demonstrated the circumstances under which, and the localities where, precautionary measures may be required. Indeed it is believed, that with but comparatively little additional expense, a railway may be constructed in such manner, and according to the character of the ground over which it may pass, so as to obviate every inconvenience which may be expected to result from derangement by the frost. A small portion of the railway upon the Baltimore and Ohio Railroad has been already constructed in this manner, and its security against any injury or derangement from this cause, has been so fully tested as no longer to admit of doubt on the subject.

2d. *The additional work necessary to perfect the Graduation.*—For reasons which have been already made known to the Directors, it was deemed a matter of choice, if not of necessity, that the graduation of the road should be effected through the several deep cuttings, with such slope of the banks, and such width of road bed only, as might with due care be sufficient to lay down the rail tracks, and secure the necessary drainage. This was thought advisable, both as a measure of prudence and of economy, and for the additional object of bringing a portion of the railway into more immediate operation. To have waited for the completion of the graduation of these portions of the road, before laying the rails, when no immediate or urgent inconvenience was apprehended to result from the course pursued, would have involved a delay altogether unnecessary, and in some respects vitally injurious to the interests of the Company. Besides, from the character of many parts of the excavation, it was believed that heavy expenditures might possibly be avoided, by leaving parts incomplete,—at least until time—the action of frost—rains—and other physical causes, had demonstrated the necessity of further labor. These remarks apply more particularly to the several deep cuttings on the first division, and on which division also, the highest embankments have been formed. It was expected that settlements and abrasions of these embankments would occur, and that the waste earth thus left in the cuts, with one operation might be removed to supply these deficiencies, which otherwise must have been remedied by earth procured elsewhere. It

was, therefore, considered expedient to remove from time to time, only so much of the redundant earth, slips and washings of the banks, as was necessary to keep the track free from obstructions, and repair the abrasions of the embankments. This work has been in progress as occasion required, since the rails were laid. More yet remains to be done, but to what extent cannot now be accurately ascertained. Causes beyond the control of human agency, may exert an influence more or less powerful in favor of speedy or protracted efforts, to a final completion of this work. The extent and full operation of these causes, it is difficult to foresee and provide for, but they are known to exist in the diversified strata of all alluvial formations, and to considerable extent in situations remote from the same influence.

It has been found indispensable in some places on the road, to build additional culverts to vent streams of running water, and also, to afford a passage in ravines subject to overflow by extraordinary rains and freshets. It is impossible to provide at once in all cases for contingencies of this kind, unless at an enormous and in some instances useless expenditure, on the masonry. With the utmost care and skill in the location, and the exercise of the soundest judgment in adopting the quantity of masonry to the indications of the country, it has been found, and will most likely again be seen, that every contingency cannot be provided for in the onset. The question is, therefore, whether it be better to wait for the few cases which may occur, to be met when the emergency arises, or to make an expenditure much greater, than time may prove to have been actually necessary? On a work of the magnitude of this road, where the masonry has been executed in a style of uncommon strength and solidity, as well as adaptation to the purposes intended, these subsequent and necessary expenditures have been very small compared with many works recently executed in this country. But some repairs and alterations are nevertheless common and contingent to the construction of all public improvements; to a greater or less extent, according to their character, location, and situation in which the first efforts to effect the object, leave them. This being the case on this, as well as on other works, some provision will be required with funds to meet them.

Another object contemplated in the provision alluded to, will be a portion of work, which experience has proved indispensable on this road, to wit: for increasing the width and depth of the side drains, so as to guard against inundations from sudden thaws of snow, and heavy falls of rain, and more effectually to counteract, or at least diminish, the action of frost. My observation of the effect of these causes upon the railway, fully justifies the conclusion, that the bottom of the side drains should be as much lower than the graduated surface of the road, as will prevent water from lodging in the foundations of the superstructure,—in fact, that the economy of the *former* in draining meadows, should be invariably applied to the construction of a Railroad. Greater permanence will thereby be attained, and the expense of adjustment and repairs to the rails proportionally diminished. These views have been stated to show why it becomes necessary at the present time, to make provision for expenditures that may be unavoidable hereafter; not because the case has not been foreseen, but in consequence of the advanced state of the work at this time, affording the first opportunity that has occurred since its commencement, to make the requisite discrimination between the original cost of construction, and the repairs of the road.

The amount which may be probably required to effect these several objects, may be variously estimated according to the views which may be entertained of the extent and propriety of immediate or remote action in the several cases, where attention may be found requisite.

In closing this report I consider it due to those assistants from whom the most important aid has been derived, to bear testimony to the

faithful and assiduous manner in which they have generally discharged their respective duties.

On the completion of the work of laying the rails, on the second division, John H. Wilson, Assistant Engineer in that service, was detailed to the superintendence of the track then being constructed in the city of Baltimore. Samuel Bogle has been employed in completing the graduation and superintending the repairs on the city and first divisions. Norman McArran and Peter Gorman have been continued to the same service on the second division. The second track on part of the Third division has been finished under the superintendence of Joseph Shriver, Robert G. Bowie, and George Matthews.

The completion of the second track on the remainder of the Third division, the Fourth division, and parts of the Fifth division, has been under the immediate direction of my principal assistant, John D. Steele, jr. aided by Samuel Brooke, Samuel J. Wilder, and George F. De La Roche; and for a short time in finishing the first track on the Fifth division, by Jonathan C. Price, George Holtzbecher, and Isaac Briggs.—Roger Howorth was also continued in the service during the winter of 1831—32 on the Fourth division; and for some time after the first of October 1831, Joseph B. Conard, Hopewell Dorsey, and Squire Whipple, were also employed on the Third division. Their services as Engineers were highly satisfactory. Much credit is also due to Amos Farquhar and Ross Winans, for the very efficient manner in which their services were rendered during the months of October and November 1831, in the procurement of materials, and the erection of the chambers for the machinery at the inclined planes. Since the termination of the service of O. H. W. Stull and Caleb Stabler, assistants mentioned in the last Annual Report, they became contractors for laying the second track of rails on part of the 3d, the 4th and 5th divisions, and by special agreement, they were to render the necessary aid in procuring the materials for the track. These duties they have performed to the extent required, with promptness and fidelity. I feel bound also to acknowledge the important aid derived from John Elgar, engineer of machinery, who has been engaged in superintending the construction of the turn-outs, from the commencement of the work until July last. The superiority of his improved turn-out, (a drawing of which was given in the last annual Report,) over any other as yet in use, and his indefatigable exertions in bringing to its present perfection this important improvement in the machinery of the Baltimore and Ohio Railroad, deserve the highest commendation.

Respectfully, JAMES P. STABLER.

London and Dover Railroad.—A prospectus of this undertaking has just been sent to us. The line is very straight, crossing the Thames between Woolwich and Barking, where a dock for steam-vessels, &c. and a ferry, are proposed to be established.—There also appears on the plan, after passing through Greenwich and Northfleet, a steam-ferry across the Medway, just below Chatham Dock-yard, and above Upnor Castle; the course then taken is by Milton and a little south of Canterbury, to Dover, frequently crossing the present Dover road. The expediency of facilitating the intercourse between the capital and this port, where so large a portion of our communications with the continent centre, is insisted upon, and great internal commercial advantages are anticipated. At the rate of twenty miles an hour, the minimum of rail-road travelling, the journey would occupy three hours and a half; and it is held out to shareholders who subscribe, that the steam boat alone, unconnected with the whole design, will immediately yield a profit on their advances. The design certainly appears to possess immense capabilities.—[Literary Gazette.]

NEW ORLEANS, NOV. 19.—The steamer *Walk-in-the-Water* arrived here this morning, with 2563 bales of Cotton. This is the largest cargo of cotton that ever arrived at this port. By estimating each bale at 400 lbs., which is considered the average weight, it would make the total 1,025,280 lbs.

AGRICULTURE, &c.

[From the *New-England Farmer*.]

AGRICULTURAL ESSAYS, No. VI.

THE ADVANTAGE OF AN ORCHARD.—When we survey the goodly country around us, of which our industrious ancestors took possession about two centuries ago, we see the ruins of many once beautiful and flourishing orchards: and we are surprised that their descendants have endeavored no more to counteract those ravages of time, by replacing the labor of their hands. To excuse this negligence it has been observed that young orchards will not succeed on those lands from which old ones have been removed; though pear trees will, and last for more than one generation. But if this observation be just, and it is more than probable that it may be, for large trees must impoverish the ground on which they grow, there is scarcely any considerable farm on which some new situation may not be found on which to place an orchard. Any southeast prospect, or an hill dripping towards the south, which is a most excellent situation, or even the sides of roads and fences around pastures and mowing lands, will answer very well. Trees thus placed will yield a great plenty of fruit; increase the grass; afford a comfortable shelter for cattle, and be highly ornamental.

It would be judicious to propagate a large proportion of sweet apples: as they afford a rich repast for the table of the farmer; are equal in value to any other apples for cider; and will almost fatten sheep and swine. One would imagine, that the profits and pleasures arising from an orchard would stimulate the farmer to propagate the apple tree; but in nothing, perhaps, has the present generation been more deficient. Many farms on which scarcely an apple is now to be seen, abounded with those of the first quality fifty years ago. Cider was then so plenty that it would not fetch more than two or three shillings, at the press, per barrel; nor more than five or six in the market. In that part of the country in which the writer then lived, about a dozen miles from Boston, apples, pears, plums, cherries and peaches, were exceeding plenty. Boys were seldom or never known to rob fruit trees of any kind: and the poor had only to ask and gather what they wanted. I know of no tree in this country which produces a greater variety of fruit than the apple; scarcely any two, unless grafted, or inoculated, being of the same taste and flavor, which can be used in a greater variety of ways, and preserved for a longer space of time, than that which I am recommending. In bloom the apple tree makes a most beautiful appearance, and the fruit of it even in its crude state, affords an agreeable tart. Although it is said by naturalists, that the crab is the parent of all apples, they differ in many essential respects from each other. Some are ripe in July, and highly agreeable to the palate; others are mature in August and in September; and so on, in succession, till late in October, when all come to perfection, and there is the greatest variety and abundance. While some are most excellent for pies, and others for sauce, a greater proportion are for eating; and may be preserved through the winter, with no other expense than barreling, or boxing them up: and all of them may be converted into a very wholesome, vinous liquor, which will keep through the whole of the years. But some have observed, that apple trees are liable to frosts, worms, caterpillars, &c. and, therefore, they neglect the propagation of them. Apply this reasoning to flax, barley and to corn: shall we neglect these things because they are subject to frosts, worms, mildews, and the like evils? It is true that apples are not so necessary as bread; but they are very grateful and profitable. If only one tree out of twenty set out by the farmer, should flourish and bear fruit, within twenty years after the propagation of it, he will receive a tenfold reward for all his expense and trouble. Let your apple trees be carefully planted out; well secured from sheep and cattle; and judiciously grafted; then you may comfort yourself with the reflection, that you have laid the

foundation of that wealth which will grow and increase as you advance in years, and eventually descend to your children. Could I name a certain tree, which would grow rapidly; and extend its branches far and wide; and which would last for a century or more; and that this tree within less than a dozen years after the seeds of it had been sowed, would start up and bear a multitude of little silver pieces, equal in value to the sixteenth, or even the sixtieth part of a dollar, would you not endeavor to propagate that tree? Why, then, can you not be persuaded that all the profits of this tree may be realized, if you will cultivate the apple tree? Although the fruit of this tree is another kind of property, and differs in appearance from those little pieces of silver, it will as certainly produce them as if the tree itself had borne them.—Whatever you cultivate, and which produces silver, is the same in point of profit as silver itself.

There is one consideration more on this subject, and which may not be unworthy of your attention. Many farmers who hire a number of laborers are obliged thereby to pay a very heavy tax, to which their forefathers were entire strangers. I mean the expense incurred by Rum, and which is more prejudicial to their interests than frosts and caterpillars are to their orchards. And I can see no way of withstanding this growing evil, but through the influence and increase of Cider. When this liquor was plenty, and when good small beer held a respectable place in the farmer's cellar, the best of laborers—men who would reap or hoe an acre per day, in light land, and go home at night contented with their wages, were ready to be hired—there were enough of these characters wishing to work, and the farmer had not to court them into his service. And I have no doubt, was cider as plenty, and good small beer in as much reputation in these days, as they were fifty or sixty years ago, farmers would soon experience an alteration in their favor.—The man who will not labor cheerfully and faithfully when he has victuals enough, and good cider and beer, is not worth his keeping. If then you would reap the above profits and pleasures, and rid yourself of this needless and burdensome tax, cultivate the apple tree; and endeavor to excel in the quantity and quality of your cider, which is annually increasing in value.

I shall close by observing that every apple tree increases the value of the farm on which it grows. Those farms on which good orchards are placed will commonly be in demand, and greatly preferred to those which have none.—Indeed a judicious man will not readily buy a farm which has no orchard on it; because it wants one essential advantage; more especially if it be near a market town. A young and flourishing orchard has rendered many an old and worn-out farm saleable.

[From the *Vermont Chronicle*.]

WINTER BUTTER.

Messrs. Richards and Tracy.—With this I hand each of you three samples of butter, made within two miles from your office, on the days following, viz. No. 1 on the 3d, No. 2 on the 9th, and No. 3 on the 17th of Nov. 1832.

Though I do not think I have ever chanced to see so good butter made at this season of the year, it is no vain or boastful desire that prompts me to exhibit these samples. My only object is to communicate, with your leave, what I consider as a discovery in the art of making butter, and to verify in what I communicate, by an exhibition of the results of the experiments already made.

Without further introduction, I will state the process; and I hope it is not the worse for being simple. It is this:—Place the cream in an iron kettle, over a clear fire, and bring it near but not quite to a boiling heat. In doing this, observe two things. 1. To stir the cream frequently, but not while over the fire. It more readily imbibes smoke when stirred than when

at rest. 2. To skim off all the froth* that may rise while heating. After thus heating, stirring and skimming, remove the cream and put it into a stone churn; and set it away where it will not freeze, and let it remain till the next day. Then bring it towards the fire, and gradually and slightly warm it,—turning the churn around occasionally. It is then churned with a uniform and rather animated motion, but with no violence. The butter will appear in about 25 minutes after the churning commences.—That was the time occupied, as we conjecture, in churning, on the said 3d and 9th of November. On the 17th, the time, we know, was only 23 minutes.

You will observe that samples No. 2 and 3, are as yellow as June butter; and that though the peculiar rich flavor of June butter may be wanting, still there is no bitter or unpleasant taste in either sample. Please to observe also, that Nos. 2 and 3 have a waxy quality and appearance, peculiar to good butter.

The reason why No. 1, though made earliest in the season, is not as yellow and waxy as Nos. 2 and 3, we conjecture to be this—that No. 1 was warmed rather too much at the time of churning.

I milked but two cows during the time stated, and was only able, after supplying other demands for milk, to set about 7½ quarts of milk each day for cream. I did not weigh the butter, but have no reason to suppose that the quantity was materially altered by the new mode of making. The cows were fed on frostbitten grass, hay, and top stalks, with a small allowance of pumpkins or potatoes night and morning.

The cream churned on the 3d, had not been frozen, but the grass on which the cow fed had been frozen. That churned on the 9th, had been partially frozen, and that churned on the 17th had been all frozen. A. B.

P.S.—Nov. 23, 1832. Since writing the above, the experiment of making butter by heating the cream as above mentioned, has been this day again repeated, with entire success. It is perhaps unnecessary to observe that, probably, many things in the process described might be varied without injury, and perhaps with advantage. I conjecture that the secret lies in removing the froth.

* It may be that it is this froth which occasions all the trouble in the usual way of making butter in winter. If mixed with skimmed milk, this froth is said to make good "shortening."

[From the Genesee Farmer.]

ON THE DURATION OF THE VEGETATIVE PRINCIPLE IN COMMON GARDEN SEEDS.—We have frequently been asked the question, "how long will such a species of seeds retain their vegetative powers?" and there are few points connected with gardening which is more essential for a practical man to understand. We therefore subjoin a statement of the latest period at which seeds most generally in demand may be expected to grow freely. It is not to be understood that the periods mentioned are unexceptionable, but it will furnish a fair criterion of the length of time which they may be kept and expected to grow, with but few exceptions.

Cabbage, cauliflowers, broccoli, savoy and kail, four years; peas, beans, and other leguminous vegetables, one year; beets, ten years; turnips, four years; carrots, one year; parsnip, one year; radish, two years; spinach, four years; onions, leeks, and other alliaceous plants, two years; asparagus, four years; sea kail, three years; lettuce, three years; endive, four years; mustard, four years; celery, ten years; parsley, six years; cucumber, melon, gourd, and pumpkins, ten or more years. Annual and perennial flower seeds generally two years. Tree seeds are not in general to be depended upon after the first year. Any seeds which are subject to the attacks of insects such as peas, beans, turnip, radish, &c. ought to be frequently exposed to air and friction, by passing them through a sieve or winnowing machine,

which clears them from dust and other filth likely to attract or harbor those destructive insects; but in general, seeds should be kept quite dry and excluded from the air as much as possible.

[From Cobb's Manual on Culture of Silk, &c.]
ON REARING SILK-WORMS.

[Continued from page 803.]

Feeding, clearing the Litter, &c.—Too many leaves should not be given to them at once, and the leaves given should be spread very thin, because, if put on too thick, a great number of the worms when small will run the risk of being lost and carried off amongst the litter.—When the worms are in the first age, you need only clean the litter once or twice, as you find it necessary. During the whole of the first age, the leaves of the young plants of the mulberry, as being the tenderest, are preferable to the leaves of older trees for the food of the young worms. It is well therefore to sow some mulberry seed every year so as to have a succession of young plants. During the temporary sickness produced by changing of the skin they should be fed with a very sparing hand. The signs by which it is known that worms are sick, and about to change their skins, are these: they hold their heads up, are motionless, and appear to sleep;—this should be noticed.

During the second age it is advisable still to continue to feed your worms with leaves from the young plants, as they are still preferable for them. You must now begin to be attentive to clear away the litter from time to time, so as to prevent all danger from its heating, which proves highly injurious, though some people never clear away the litter at all. These insects are remarkably fond of cleanliness, which besides helps to enliven them and give them a keen appetite for the leaves that are given them. The litter is taken away in the following manner: you scatter some fresh leaves upon one corner of the shelf, to which the worms having attached themselves, which they will readily do, you then take up the worms by means of the leaves and stalks they cling to, leaving the litter underneath. Having thus taken up all the worms from that corner and placed them in a clean place, you then clear away the litter from that corner and carefully sweep together with a little broom or wing all the dirt, which you remove entirely; you then remove the worms next adjoining to the clean place thus prepared and put them into it; in this manner you proceed with the rest.*

During the third age the full grown leaves of the largest tree may be given—though it would be well to reserve the largest and toughest leaves till the last age, when they are the most voracious. During the third age, the litter should be removed at least three or four times; worms that die or appear to be diseased should be immediately removed.

The same treatment will be required during the fourth and fifth ages as in the preceding.—As they advance in age the greater will be the proportion of food required and the oftener the litter must be removed; by these means the process is sooner brought to a conclusion, and the worms always kept in high health and appetite. During the four or five days previous to their rising, the worms consume an incredible quantity of leaves, eating with great voracity, and at this time the labor of tending them is most fatiguing. You will know when the worms are ripe or ready to rise and form their cocoons, by observing them with attention when you give fresh leaves. Those that are ripe, instead of eating, avoid the fresh leaves, and run over them as fast as they can wander about, and try to climb; they will look transparent, of

* If the worms are laid on a newspaper, it is easy to take out the newspaper, lay it on a table, and transport the worms, who generally adhere to the leaves and branches, to another newspaper, which is put on the shelf after sweeping it. The litter on the other one may then be thrown away.

the color of a green gage plum, and somewhat diminished in size.

In the fifth age the worms should have new leaves as often as the old ones are consumed, until they are observed to creep on the leaves without eating. At night they should have a double portion.

Preparations for the Cocoons.—Previous to the rising of the worms, some little arches or cabins should have been prepared of brushwood or broom corn, by setting their branches with their tops spread, pressing against the bottom of the upper shelf to hold them in their position.—The worms will readily find and climb these little trees and spin their cocoons in them; the worms will be three or four days spinning their cocoons,* and they will all generally be finished in eight days. The brush may then be taken down, the cocoons taken off, cleared of the loose tow and prepared for reeling. I have found that the branches of the oak, with the leaves on, answered the purpose for these arches very well, as the leaves are strong, and do not crumble in taking off the silk. They should be cut some days before hand, and be dry when used. Some prefer to have the brushwood entirely stripped of its leaves.—Mr. Smith, of Baltimore, uses and recommends the broom corn.

Seed Cocoons.—Those cocoons that are intended for seed may be stripped of their tow and strung upon a thread—care being taken not to pierce entirely through the cocoons—and hung up until such time as the moths come out, which will be in one or two weeks, when the males and females will couple; they may be taken by the wings in pairs without separating them, and placed on large sheets of paper, (old newspapers will do,) where they are to remain; as many pairs of moths as can conveniently lie on the papers, may be placed there. The room in which these are placed, should be secured from mice and ants, and the sun should not be permitted to shine on them in any stage of their existence; as soon as the moths on one sheet have done laying their eggs, it should be folded up and put down cellar, or in some cool, dry place, until wanted for use next spring.

The moths are in the form of a grayish white butterfly, and generally begin to lay their eggs in 24 to 36 hours after leaving the cocoon. Each female moth will lay from three to four hundred eggs, generally handsomely disposed and firmly attached to the paper in a circular form.

Should the eggs be permitted to remain exposed to the warm weather, they will sometimes hatch the same season, and unless another crop be desired, they will be lost. The moths eat nothing after leaving the cocoons, and die in a few days after depositing the eggs.

Diseases of Silk Worms.—The foreign writers enumerate and describe a variety of diseases to which silk worms are liable in their different ages, and particularly in the fifth, which all agree to be most critical. But to all these diseases they prescribe the same means of prevention and the same remedies when they have occurred. It is therefore unnecessary to describe their various symptoms, as it would lead to no good practical result.

The diseases of silk worms generally arise

* Dr. Pascalis, of New-York, a gentleman of great literary reputation and high scientific attainments, has by the use of electricity been enabled to hasten the progress of silk insects; and worms reared by him, to which this powerful agent was applied, have spun their cocoons in 27 days. I have never made any experiments in this way myself, but doubt not that this as well as many other improvements, will be introduced. The same gentleman has also recommended in his valuable work, the Silk Culturist, (No. 2, page 105,) artificial mounting slides, upon which the worms may mount and spin their cocoons. Those who have curiosity to see these improvements, will find a drawing of them in the work referred to.

from the want of sufficient air and space, from their not being kept dry, and being fed with damp leaves, and also from their not being kept sufficiently clean, particularly in the fifth age. The fermentation of their litter, the dampness and the bad air which it occasions, are the most frequent causes of mortality among them. The greatest care therefore should be taken to keep them constantly clean and dry, and to give them a sufficient quantity of space and air; a current of air in fine warm days should always be let into their nurseries.

If, notwithstanding all the care taken, some general sickness should declare itself among them, the remedy recommended by the writers, is, to give them a change of air, by transporting them into another room. But this may not always be convenient. It is with these animals, as with our species, easier to prevent diseases than to cure them. If nothing better can be done, the diseased worms must be thrown away. The chloride of lime and soda have been used with good effect in some nurseries to cleanse the air.

Before the worms begin to mount and spin their cocoons, they void themselves of their excrements, and they generally do it on or near the edge of the board on which they are placed. Those who have not strength enough to cast off their excrements, die in the attempt, and in the morning numbers of them are found dead. They should be carefully taken up and thrown away. When many are found in that condition, it is a sign that the litter is fermenting and that a cleaning is necessary.

It is possible that there may be diseases of the silk worms peculiar to the climate. Experience will enlighten us on the subject. I have heard that ladies in one of our Southern States have lost all their worms this year, from the plague getting in among them. It is certain that there are epidemic disorders by which whole nurseries of silk worms are destroyed. But these are of rare occurrence in our country; and it is hoped that they may be prevented by a careful attention to the rules prescribed.

MARRIAGES.

On the evening, Dec. 13, by the Rev. Dr. Milnor, Mr. George H. Ellery, of Newport, R.I. to Miss Coraelia W. Poole, daughter of Joseph Poole, Esq. of this city.

On the evening of Dec. 18, by the Rev. Mr. Sandford, Mr. A. Downs, to Miss Harriet Dean, all of this city.

On the 17th inst. by the Right Rev. Bishop Dubois, John La Farge, of La Fargeville, Jefferson County, to Louisa, daughter of Gerria Bines, Esq. of this city.

On 19th inst. by the Right Rev. Bishop Dubois, Mr. Charles Nicholas Francois de Salles Cherot Lasaliniere, of Guadalupe, to Miss Marie Charlotte Coralie, daughter of J. M. Ger vaize, of this city.

At Poughkeepsie, on the 18th inst. by the Rev. Dr. Reed, Robert B. Taylor, Esq. to Miss Susan A., daughter of Josiah Burritt, Esq. all of that place.

At New Orleans, on the 23th ult. by the Rev. Mr. Clapp, Abraham Perlee, M. D. to C. Ann, eldest daughter of Nathaniel Bunce of this city.

DEATHS.

Suddenly, last Sunday, at Hoboken, ROBERT C. SANDS, Esq. It were vain to offer any condolence here to the afflicted domestic circle from which Mr. Sands has been suddenly withdrawn, but we cannot allow one of his talents and worth, to pass so abruptly away without showing our appreciation of the loss to society: for, seldom as his name has been brought before the public, there are few literary men in the country of the same age whose writings have been more generally circulated and admired than those of Robert C. Sands. Since the period, some 12 years since, when he was first known, with the lamented Jas. Eastburn, as one of the authors of "Yamouli," his versatile pen has been continually exercised; and while the name of their modest author was rarely mentioned, his writings, whether grave or gay, in prose or in poetry, in the entertaining pages of the Atlantic Magazine, which he edited, in the busy columns of the evening paper which he frequently favored with some sally of his humor, learning or imagination, or upon the elegant leaves of *The Tinsman*—where his valuable contributions are embellished with those of Verplanck, Bryant and Halleck—were widely known and warmly admired. Mr. Sands was, in fact, entirely devoted to the pursuit of letters; and living much in retirement, he seemed to cultivate them solely for his own satisfaction, and regardless of the reputation the display of his talents might secure whenever he chose to put forth the full powers. He was engaged in literary occupation the moment that he was socially seized; and his last indisposition—his death—is immediately attributed to a too zealous devotion to the labor of composition late on the night preceding that which he died. The excitement of writing, with the continuous application of many hours, caused a determination of blood to the head that carried him off with no warning of what was to happen. His senses left him while the pen trembled in his fingers; and, being raised from the chair into which he had sunk, he expired without uttering a word, shortly after being removed to his chamber. His talents and high cultivation, his wit and humor, his warmth and ingenuousness of character, will make his bereavement irreplaceable to those who were favored with his intimacy.

while society at large will miss one whose active intellectual powers were ever exercised on the side of virtue and truth. He died on Saturday last, Rebecca, wife of Samuel Hazard.

Monday morning, after a short illness, Mr. James Doran, Jr. a native of the town of Kilkeel, County Down, Ireland, aged 36 years.

On the 19th instant, Mrs. Ann W. Benton, in the 49th year of her age.

Yesterday morning, after a short illness, in the 521 year of his age, Mr. Bernard Sprong.

Friday morning, 21st instant, of apoplexy, Mrs. Jane Barry, aged 73 years, relict of the late James Barry, Esq. of Tenerife.

This morning, Dec. 19, Louisa Ann, only daughter of Doctor Lucius S. Comstock.

The morning of Dec. 14, Matilda, Piffard, daughter of Richard K. Haight, aged 5 years.

This morning, Margaret, infant daughter of D. Thomson.

On Thursday evening, Dec. 13, of consumption, Mrs. Anna Clark, widow of the late Joseph Clark, of Newburgh, aged 65 years.

At Indian Key, Florida, on the 18th November last, on his passage to this place, Edmund B. Oddie, late of this city.

On the 10th inst., at Wilton, Connecticut, in the 21st year of his age, George William Lambert, son of Henry B. Lambert, of this city.

At Philadelphia, on Tuesday, 18th inst. the Rev. J. G. Cooper, of the Episcopal Church.

On the 9th instant, at his Mansion House, near the village of Fishkill, Dutchess Co., after a fortnight's illness, in the 70th year of his age, Cornelius E. Van Wyck, Esq.

SUMMARY.

THE BLIND AND THE DEAF AND DUMB.—On Thursday, 13th, a most interesting examination of some blind boys was had before a large assemblage at the City Hotel; and the progress made in the very short period during which these unfortunate children had been under instruction—only since June last—afforded the surest pledge that that the blind can, through their hands, virtually be made to see: for, by means of raised characters, they read with their fingers accurately and well. In Geography they had also been grounded by means of lines in relief on the map—and certain conventional figures and marks to designate boundaries, rivers, towns, &c. We have rarely witnessed an exhibition more satisfactory.

This evening a like examination, also at the City Hotel, is to be held, of the *Deaf and Dumb*. The system by which these are taught is only less wonderful than that by which the blind are instructed, because we are more familiar with it. To both institutions, and to their humane instructors, the patronage of the public may, we trust, always be extended:—for they literally are the instruments under God of giving a soul, and consciousness, and the spark divine to creatures that, but for their interposition would be little better than the brutes that perish.—[N. Y. American, of Tuesday.]

SOMETHING CERTAINLY NEW UNDER THE SUN.—Nearly opposite our office there are exhibited by W. C. Palmer, M. D., two novelties.

1st. A cot for invalids, which, by means of a gum elastic reservoir filled with water, beneath the bed or mattress—actually places the sufferer upon a bed of water, which being displaced at every movement, affords ease, and respite, and change of position to the worn and wearied frame. It seems to us a capital invention.

2d. A gum elastic bathing cot, which folds up, and is as portable as any ordinary cot, and, therefore, is easily translatable from room to room, as needed; and which, with less water than is requisite in ordinary bathing tubs, insures an excellent bath. We commend these really useful *gimcracks* to public attention.

FIRE.—Last Tuesday, about 5 A. M., a fire broke out in the copper-plate manufactory of Mr. Mather, 130 Chambers-street. The following are the particulars as far as can be ascertained:

126, owned and occupied as a dwelling by Mr. Collins. There were several other families in the same building. Destroyed.

128 and 130, owned and occupied by Mr. Mather, the former as a dwelling, and the latter as a copper-plate manufactory, which, with the stock, was totally destroyed. Loss about \$6000—no insurance.

132, owned by Mr. Hupe, and occupied as a shoe-store by Arras, was slightly injured. The building was insured.

There were also several small buildings in the rear of the above, which were totally destroyed. We could not learn how the fire originated.

The number of deaths for the week ending on the 15th inst. in this city, was 106.

The ship James Cropper, from Bristol for Philadelphia, was lost on Saturday, at the Five Fathom Bank. Vessel and cargo will be totally lost. Crew and passengers saved, and arrived at Wilmington, Delaware.

The J. C. had London papers to November 4, but they were lost.

Suicide.—An old gentleman, named Obadiah Frost, committed suicide yesterday, in a building back of his house in Pell-street, between 11 and 12 o'clock A. M. When found by an old woman, who cut him down, he was so nearly dead that he gave but one gasp. He was for some time in a state of partial derangement, occasioned by fears of dying with the cholera, and subsequently sided by religious excitement. He had made the attempt before, but was prevented. The deceased was a very respectable man and worthy citizen, until his mind became disordered. The verdict of the coroner's jury was, suicide by hanging.—[Standard.]

FROM NEW ORLEANS.—Destruction of two Steamboats by Fire.—We are indebted to Capt. Price, of the ship Louisville, for New Orleans papers to the 5th inst. inclusive, two days in advance of the mail. They bring us an account of the destruction of two Steamboats, by fire, viz: the Cotton Plant "a boat not surpassed by any on the Mississippi," and the Saratoga. This unfortunate occurrence took place on the morning of the 4th. The following particulars are from the Louisiana Advertiser of the 5th:

It is stated that the fire originated in the Cook house of the Cotton Plant, which soon communicated to the cotton piled on her deck and guards, and in a few moments this beautiful steamer was in a solid mass of flame from stem to stern, barely giving time to those who were on board to escape with what they had on. The flames progressing in such rapid strides, soon caught the upper roof of the Saratoga, and continued their ravages with unabated fury. It is feared that two unfortunate beings, one white and the other black, perished in the flames, as nothing has been heard of them since. The Cotton Plant arrived in our Port on Monday evening with a cargo of 1524 bales cotton, being 3 or 400 more than she ever was before laden with. We understand that from 2 to 300 bales had been landed, the balance perished with her. She sunk yesterday morning about 9 o'clock. Part of the cargo on board the Cotton Plant was insured, but the boat was not. The Saratoga had no cargo on board, having been attached some time since by the United States Marshal, and was to have been sold on Monday next. The loss by this calamity is estimated at from \$80,000 to \$100,000. Four or five steamboats, immediately after the fire broke out, raised steam and put off into the stream, and the Mississippi, yesterday, was covered with Islands of cotton floating in all directions.

[From the Arkansas Gazette, Nov. 21.]

THE EMIGRATING INDIANS.—Two parties of the Emigrating Choctaws consisting of about 1400 souls, commenced arriving opposite this place, from Rock Roe, on Sunday last, and have now mostly come up. One of them is of the band or party of Col. David Fulsome, about 800 in number, in charge of Lieut. Jos. A. Phillips, U. S. Agent; the other is that of Col. Greenwood Lefleur, about 600 in number, in charge of Col. Cross. They commenced crossing the Arkansas yesterday, and proceeding to an encampment about four or five miles south of this place, where they will remain a day or two for the stragglers who have been delayed by sickness and other causes, to come up, and then proceed south to their new country in the neighborhood of the Kiamiche.

Two other parties of Mushalutaba's band, one of near 1100, in charge of Col. Rector, and another of about 900, in charge of Capt. Page, U. S. A., were expected to leave Rock Roe, on Monday or Tuesday, for Fort Smith, and are probably now on their journey.

Another party of upwards of 2000 Choctaws, we understand, are expected at Rock Roe, about this time, in charge of Major F. W. Armstrong, Superintendent of the removal of Choctaws west of the Mississippi. His brother, Wm. Armstrong, Esq., Superintendent of Choctaws east of the Mississippi, has been at Rock Roe during the last 12 or 15 days, organizing the parties and superintending the departure of the Indians from that point.

Articles of impeachment have been preferred before the Senate of Georgia, against Shadrach Bogan.

one of the Commissioners of the Georgia Land Lottery, for the offence of cheating, swindling, &c. in the drawing of the lottery. He had been taken into custody, and ordered to recognize in the sum of \$5000, for his appearance before the Bar of the Senate, to answer the impeachment. One of the tracts of land fraudulently drawn by him, is said to be valued at \$40,000.

SUPREME COURT AND THE CHEROKEES.

Macon, Geo., Nov. 30.—Mr. Elisha W. Chester, Counsel for the Cherokees, has notified the Governor that application would be made to the Supreme Court of the United States, at its session on the 3d day of February, 1833, to issue further process to carry into effect its former judgments and decrees, rendered in certain cases, wherein S. A. Worcester and Eleazer Butler are considered plaintiffs in error, vs. the State of Georgia, defendant in error. The Governor yesterday communicated the notice to the Legislature, expressing the same unequivocal resistance to this usurpation of sovereign rights, as he has heretofore recommended, and repeating his same determination to resist it to the whole extent of his authority.

The communication of the Governor was referred to the joint committee on the state of the Republic.

The premium of the American Peace Society for the best essay on the subject of "A Congress of Nations, to promote the great cause of Peace," and which is to be sent in to L. D. Dewey, Nassau street, New York, on or before the first of December, 1833, is to be awarded by the Vice President, J. C. Calhoun, Hon. Wm. Wirt, and Mr. Justice Story.

Narrow Escape.—The Kennebec Journal relates that Gov. Smith, of Maine went lately, accompanied by his lady, in a chaise, to visit the family of Captain Mollen, at the State Arsenal. Whilst a person was opening the gate, the horse backed, and precipitated them over a perpendicular bank fifteen feet high. Mrs. Smith fell under the thills, and her life was saved by falling lengthwise into a narrow ditch, just large enough to prevent the thills from bearing upon her. The Governor was also pinned down in the mud by the harness, one piece of which came across his neck, and if the horse had not lain very still till assistance came, the consequence might have been fatal; they were however but slightly bruised.

We learn from Newburyport, that a violent assault was committed on Friday last upon the person of the Rev. Dr. Morse, Rector of St. Paul's Episcopal Church in that place, by a man named Luther French, while in a state of mental derangement.—French fired two pistols, the ball from one of which passed through the vest of Dr. Morse, but it did not injure him seriously. French, who is represented to be a respectable man, afterwards reloaded his pistols, and discharged them at his own head. The balls took effect, and the wounds were supposed to be mortal.—[Advocate and Journal.]

Duties accrued at the Port of New-York.—We have been favored with the following statement of duties which accrued on merchandise imported into the district of New-York during the year ending 30th September last.

| | |
|-------------------|----------------|
| 4th quarter 1831, | \$3,750,258 38 |
| 1st do 1832, | 6,058,685 53 |
| 3d do do | 3,719,630 81 |
| 4th do do | 3,504,598 98 |

\$17,123,174 76

The duties accruing during the quarter ending the 31st instant, will be about two millions and a half.—[Journal of Commerce.]

We learn that General Scott has made a requisition of two thousand troops for the Charleston station; and that that force will be immediately despatched. A vessel from the District, it is said, has been ordered to Charleston with about 700 troops, and others will be forwarded from other stations.—[Balt. Chron.]

The following is an extract of a letter, dated Columbia Mills, Nov. 8, 1832, from Mr. J. S. Boggs to Mr. Livingston, received at the Department of State.

"Dear Sir—I have the honor to inform you of the safe arrival of the American caravan of the United States, via the interior, from the Province of New Mexico, and beg leave to remark that the quantity of fur and coin brought into Missouri, and the quantity of gold and silver shipped from the ports of Metamora and Vera Cruz to the Mint, at Philadelphia, is immense."

THE MONUMENT TO EMMET, in St. Paul's Church-yard, is now completed, and the Courier & Enquirer furnishes the following description of it:

It is an obelisk of one entire block of white marble, three feet six inches square at the base, and lessening gradually upwards to the height of thirty feet, where it is two feet two inches square. From thence it is drawn abruptly to a point, and forms a small pyramid for the top. It stands on a plinth of the same material, being also an entire block, seven feet square, and eighteen inches thick. On the face of the obelisk fronting Broadway, near the top, is a medallion likeness of Emmett in bas-relief, of colossal size; below which is the following English inscription written by the Hon. Gulian C. Verplanck:

IN MEMORY OF
THOMAS ADDIS EMMET,
Who
Exemplified in his conduct,
And adorned by his
Integrity,
The policy and principles
Of the United Irishmen—
"To forward a brotherhood
Of affection,
A community of rights,
An identity of interests
And a union of power
Among Irishmen
Of every religious persuasion,
As the only means of Ireland's
Chief good,
An impartial and adequate
Representation
In an Irish Parliament."

For this
(Mysterious fate of virtue!)
Exiled from his native land,
In America the land of freedom,
He found a second country,
Which paid his love,
By reverencing his genius.
Learned in our laws
And in the laws of Europe,
In the literature of our times,
And in that of antiquity,
All knowledge
Seemed subject to his use.
An orator of the first order,
Clear, copious, fervid,
Alike powerful
To kindle the imagination,
Touch the affections,
And sway the reason and the will;
Simple in his tastes,
Unassuming in his manners
Frank, generous, kind-hearted
And honorable,
His private life was beautiful,
As his public course was
Brilliant.
Anxious to perpetuate
The name and example of such a man,
Alike illustrious by his
Genius, his virtues and his fate;
Consecrated to their affections
By his perils, his sacrifices,
And the deeper calamities
Of his kindred,
In a just and holy cause;
His sympathizing Countrymen
Erected this monument and
Cenotaph.
Born at Cork, 24th April, 1764,
He died in this City
14th November, 1827.

Beneath this inscription is the American Eagle resting on the Irish Harp—unstrung, in allusion to the present condition of Ireland—which is surmounted by two hands clasped together in tokens of amity, the one having for a bracelet the stars of our Union, and the other a wreath of shamrock.

On the face towards St. Paul's church is the following Latin inscription, from the pen of John Duor, Esq. counsellor at law:

M + S
THOMAS ADDIS EMMET,
Qui
Ingenio illustri, studiis altioribus,
Moribus integris,
Dignum
Se præstabat laudibus illis,
Illa reverentia, illo
Amore
Quæ semper eum viventem

Prosequantur;
Fit subita illo erepto morte,
Universe in luctum civitatis
Se effuderunt.
Quam raro extiterit vir
Naturæ dotibus, doctrinæ subeclis
Omnibus illis instructior;
Tum eloquentiâ altâ illa et verâ
Qualem olim mirabantur Roma
Athenæque.
Præcipue alios anteibat;
Gravis, varius, vehemens, fervidus,
Omnes animi motus sic regere norit,
Ut eos qui audirent quo vellet
Fit invitos impelleret.
Hibernia natus,
Dilectam sibi patriam diu subjectam
Alienq, servis tantum ferendo iugo
Ad libertatem, ad sua jura vocare
Magno est ausus animo:
At præclara et consilia et vota
Fefellere fata.
Tum infelicia littora Iernæ
Reliquit
Spe, non animo, dejectus
Nobilis exul;
Et hæc Americana libens Respublica
Illum excepit, civemque, sibi,
Gratulus adæcivit;
Dein hæc civitas illi domus,
Hæc patria fuit,
Hæc gloriam illi anxii, hæc
Spiritus ultimos
Recepit.
Mœrentium civium voluntas
Hoc exegit monumentum.

On the face fronting Fulton street is an inscription in the Irish character and language, furnished by the Right Reverend Bishop England, of Charleston, South Carolina, the translation of which is as follows:

"He contemplated invaluable benefits for the land of his birth; he gave eclat to the land of his death; and received, in return, her love and admiration."

FOREIGN INTELLIGENCE.

From Omoa.—The Schooner Sophia arrived at New Orleans on the 27th ult from Omoa, and reported that the place was very sickly, and the affairs of the country in a most unsettled state. Capt. Bradley, former master of the Sophia, died at Omoa of the yellow fever.

FROM FRANCE we received by the *Formosa* late intelligence on Saturday. We have read the papers carefully, and are confirmed in the conclusion that the resumption of hostilities between Belgium and Holland is inevitable. How far the war may become general, our readers, who are aware of the feverish state of Europe, will judge for themselves. Our Havre correspondent, one whose opinion is entitled to great weight, says, in his letter to us, there "will be no general war." The duties of a French army entering Belgium—if, as is apprehended, both Leopold and the Dutch King refuse to accede to the latest terms dictated by the French and English Cabinets,—will be singular enough; as they must take by force *Venloo* from the Belgians, and *Antwerp* from the Dutch.

The Havre *Estafette* of 5th November, (a ministerial paper,) says, "Information derived from authentic sources enables us to state positively, that never since the revolution of July has France been so near a pacific and prosperous condition—never more in condition to conciliate the liberty she enjoys with internal order and the repose of the world. There is one fact against which the opposition contend with all their might, because it is fatal to them, and of which they now seek to deny the importance since they cannot deny the reality—I mean the treaty of alliance between France and England. This treaty is of immense significance in the affairs of Europe; for it would be looking at things in a very contracted point of view, not to perceive in this treaty, a means more or less prompt of terminating the long negotiations about Belgium. But there is more and better than that in this new alliance; it is a peaceable rupture of the treaties of 1815—it is the complete dissolution of the Holy Alliance. Assuredly, at this day, this coalition of despotic Europe a

against the liberties of nations was no longer possible; but it is an occurrence not less astonishing nor less fruitful of consequences, to see this coalition—just broken up—replaced by the alliance of the two governments placed at the head of peoples, and conducting them in the paths of liberty."

MADRID, Oct. 25.—The King improves daily. He takes the air every day, and is received with acclamations. General Lander has been appointed Captain-general of Catalonia, in place of the Count d'Espagne, who is appointed Counsellor of State. The Count protested formally against his removal, which protest may, it is said, cause him to be exiled. This nomination is not yet officially announced—but soon will be.

The Ambassador of Naples has been ordered to leave Madrid in 8 days. It appears he was concerned in the plot of the Apostolicals.

General Moreno, who commanded in Grenada, made a protest before surrendering his command to General Geron, his successor. M. Varela, Commissary-General of a *Sainte Cruciad*, has been arrested and imprisoned.

TRIESTE, Oct. 19.—The news from Greece is more encouraging, as to the party wars there. It is confirmed that *Colocotroni* is reconciled to the government, and that other chiefs have followed his example.

Our readers will be gratified to learn that the whole of Sir Walter Scott's debts have been paid. The creditors met in Edinburgh on the 29th October, when the remaining sum of 53,000*l.* was settled, in the following manner—22,000*l.* life insurance, 11,000*l.* cash in hand for works recently sold, and 20,000*l.* paid on the part of the family. Thus, says an English paper, in the period of six short years, this enormous sum has been actually produced by the workings of one man's unassisted intellectual powers!—a fact in the history of literature of which there is no example in past times, and probably never will be again. The subject of raising a splendid monument to his memory was to be brought before Parliament.

Marshal Gerard had gone back to his head quarters at Valenciennes, and the Duke of Orleans was soon, according to report, to follow him.

At Montpellier, on 29th October, Professor Delpech, together with his servant, was assassinated in the high road at midday, a hundred yards from the town. The accounts had just reached Paris, and no cause is assigned.

A meeting was held in London, and a handsome sum subscribed, to fit out an expedition to ascertain the fate of Captain Ross and the Arctic Expedition. The meeting was addressed by several English officers and noblemen.

Lord Tenderden being out of health, Sir Thomas Denman, the present Attorney General, is likely to be promoted to the Chief Justiceship of the King's Bench, and succeeded as Attorney General by Sir William Horne. The salary of Lord Chief Justice of England is 10,000*l.*; the office of Attorney General is supposed to produce about 8,000*l.* a year; from all patents he receives largely.—[London paper.]

Lord Mandeville, eldest son of the Duke of Manchester, lately preached to an immense multitude in Ireland. In passing through the aisle of the church he was dispossessed of his gold watch, which he gave notice of after entering the desk!

Dr. Nott, an eminent divine, has returned to England, from Italy, with improved health.

The London Globe says, the Kembles will remain two years in America, on account of their great success.

It is stated that the M. Pacha has made overtures to the Sultan, in consequence of which hostilities had ceased between the Egyptian and Turkish fleets, to await the answer of the Sultan.

A thanksgiving was about to be recommended in England, on account of the abundant harvest.

The Lord Chancellor of England was ill, and much concern is expressed in the London papers. The Lord Mayor elect, Sir Peter Laurie, was prevented an interview with him on important business. It was feared he would not, for some time, be able to attend to his official duties.

The Thetis has arrived at Falmouth, from Vera Cruz, with \$80,000.

The Don Pedro, having been fully equipped with men and stores of all descriptions, was to sail from Cherbourg on the 2d November, for Oporto. She mounts 64 guns, long eighteens, on the main deck, and thirty-two-pound gunnades on the quarter deck, and has a crew of 400 prime British seamen. She also carries out several officers to join Don Pedro's army.—[London paper.]

The trade of Havre has increased so much, that 4,543,897 francs have been received as customhouse duties there in the first ten months of the present, above what was received in the first ten months of last year.

The beautiful Lady Susan Hamilton, aged 18, is shortly to be married to Lord Lincoln. She is the only daughter of the Duke of Hamilton.

Col. Borgheese, cousin of Paulina Bonaparte, died at Paris on the 27th of October last.

The waggish writers in London laugh at the idea of blockading the coast of Holland in winter; and they intimate that war is to be avoided by the expense of preparing for it.

Swift, says a London paper, approved of duelling, because it was the choice of bullies, sharpers, and rakes, by which society was saved the expense of disposing of them.

Sir Stratford Canning has been sent by England to Russia as Minister Plenipotentiary.

The *True Sun*, commenced in London less than a year since, is advocating universal suffrage in England. We observe that meetings are held in different places, to raise money and subscriptions to support this paper. It is to be regretted, that the press, so powerful, should ever be controlled by men for the purposes of disorganizing the wholesome regulations of government. Licentiousness, if it succeed, is to destroy the peace, happiness, and prosperity of every country.

The allowance made by the British Government to defray the charge of the Civil Establishment of Nova Scotia has been reduced from 30,600 to 3,600 dollars, and Lord Howick has made it known to the Government that the latter sum will be discontinued next year. This is in consequence of the determination come to by ministers to make British Colonies bear the charges of their civil establishments.

The following is a statement of the land forces of the Dutch and Belgians:—

| | Dutch. | Belgians. |
|--------------------------|--------|-----------|
| Infantry line, | 30,000 | 55,000 |
| Garde Commune and Civic, | 30,000 | 20,000 |
| Total Infantry, | 60,000 | 75,000 |

Cavalry, 29 squadrons. Cavalry, 42 squadrons. The Dutch Army consists of three divisions and a regiment; the commanders are, Gen. Van Gien, the Duke of Saxe Weimar, Gen. Trip. The Belgian Army consists also of three divisions and a reserve, commanded by Generals Hurd, Davivier, Goethals, and Clump. The cavalry is commanded *ad interim* by Gen. Ghengy.

The arrival of the French fleet at Portsmouth, and its junction with the British Admiral Malcolm, gave rise to many speculations and laughs among the scribblers for the London presses.

HOME AFFAIRS.

[From the *National Intelligencer*.]

We have luckily been able to obtain a copy of the Report of Mr. Toland, the gentleman appointed by the Secretary of the Treasury to investigate the affairs of the Bank of the United States, which was yesterday transmitted to the House of Representatives, as it was the day before to the Senate:—

PHILADELPHIA, DEC. 4, 1832.

To the Secretary of the Treasury:

Taking the general monthly statement of the 1st November, 1832, as the basis of all my inquiries, I proceeded to examine it by comparing the original statements on which it is based. It may be remarked that it is a mere compendium of the monthly statement of the Bank and its Branches; and as they are regularly transmitted by law to the Treasury Department, it is at all times in your power to direct its verification under your own immediate eye.

As, however, the statement is in its nature very complicated, and embraces a variety of matters of account not easily comprehended, I have presented two analyses of it, marked A and B. That marked B shows, in a manner which cannot be misunderstood, the liabilities of the Bank to the public, and the assets of the Bank to satisfy them. The former amount to \$37,296,950 20, and the fund to meet

them \$79,593,870 97; showing an excess of \$42,296,920 77, to meet any demands on the institution, as all its liabilities must be first paid in case of its insolvency or dissolution, before the stockholders can receive any part of their subscription. Thus far I consider my report as complying with that part of your letter, directing the investigation "so as to ascertain the security of the public money and the solvency of the Bank," neither of which can, in my opinion, admit of a doubt.

No opinion to be relied on with any certainty, as to the security of the debt due the Bank in the Western Country, could be given by me or any other person here; but placing reliance on the Cashiers of the different offices, and the respectable gentlemen composing their different directions, and comparing the amount of suspended debt, for years past, with the vast amount of the general business of the Western country, I do not hesitate to say, that I consider the debt in a safe and wholesome state, and that a greater amount of loss need not be apprehended from it, than from a similar mass distributed in the cities on the Atlantic frontier.

HENRY TOLAND.

LOUIS MCLANE, Esq.

Secretary of the Treasury, Washington City.

CONGRESS.

Monday, December 10.

IN SENATE.

Mr. Clay of Kentucky, attended to-day.

Standing Committees.

The following Standing Committees were announced from the Chair.

On Foreign Relations—Messrs. Forsyth, King, Bell, Mangum, and Tomlinson.

On Finance—Messrs. Smith, Tyler, Silsbee, Forsyth, and Johnston.

On Commerce—Messrs. King, Dudley, Silsbee, Johnston, and Bibb.

On Manufactures—Messrs. Dickerson, Clay, Knight, Miller, and Seymour.

On Agriculture—Messrs. Seymour, Brown, Robinson, Tipton, and Waggaman.

On Military Affairs—Messrs. Benton, Troup, Kane, Clayton, and Tipton.

On the Militia—Messrs. Robinson, Clayton, Waggaman, Clay, and Hendricks.

On Naval Affairs—Messrs. Dallas, Smith, Robbins, Webster, and Bibb.

On Public Lands—Messrs. Kane, Holmes, Tipton, Moore, and Prentiss.

On Private Land Claims—Messrs. Poindexter, Naudain, Prentiss, Ruggles, and Knight.

On Indian Affairs—Messrs. Troup, Poindexter, Frelinghuysen, Benton, and Wilkins.

On Claims—Messrs. Ruggles, Bell, Naudain, Brown, and Moore.

On the Judiciary—Messrs. Wilkins, Webster, Frelinghuysen, Grundy, and Mangum.

On Post Offices and Post Roads—Messrs. Grundy, Hill, Ewing, Tomlinson, and Buckner.

On Roads and Canals—Messrs. Hendricks, Hill, Sprague, Dallas, and Buckner.

On Pensions—Messrs. Foote, Chambers, Dickerson, Sprague, and Poindexter.

On the District of Columbia—Messrs. Chambers, Holmes, Clayton, and Miller.

On the Contingent Fund—Messrs. Knight, Dudley, and Tomlinson.

On Engrossed Bills—Messrs. Robbins, Robinson, and Ewing.

HOUSE OF REPRESENTATIVES.

The following Standing Committees were announced:—

Elections—Messrs. Claiborne, Raulolph, Holland, Griffin, Bethune, Collier, and Arnold.

Ways and Means—Messrs. Verplanck, Ingersoll, Gilmore, Alexander, Wilde, Gaither, and Polk.

Claims—Messrs. Whittlesey, Barber, McIntire, Ihrie, Rencher, Dayan, and Grennell.

Commerce—Messrs. Cambreleng, Howard, Sutherland, Newton, Davis of Mass., Jarvis, and Harper.

Public Lands—Messrs. Wickliffe, Duncan, Clay, Irvin, Boon, Plummer, and Mason.

Post Office and Post Roads—Messrs. Connor, Russell, Pearce, Hammond, Kavanagh, Doubleday, and Roane.

District of Columbia—Messrs. Washington, Semmes, Armstrong, Chinn, Jenifer, Wm. B. Sheppard, and McKennan.

Judiciary—Messrs. Bell, Ellsworth, Daniel, Foster, Cordon, Beardsley, and Coulter.

Revolutionary Claims—Messrs. Muhlenburg, Nuckolls, Crane, Bates, of Mass., Standifer, Marshall and Newnan.

Public Expenditures—Messrs. Hall of N. C., Da-

venport, Lyon, Thompson of Ohio, Pierson, Henry, King and Briggs.

Private Land Claims.—Messrs. Johnson of Tenn., Coke, Stanberry, Mardis, Carr, Bullard and Ashley. Manufactures.—Messrs. Adams, Hoffman, Lewis, Condict, Findlay, Horn, Worthington and Barbour of Va.

Agriculture.—Messrs. Root, McCoy of Va., Smith, of Pa., Chandler, Wheeler, McCoy of Pa., and Tompkins.

Indian Affairs.—Messrs. Lewis, Thomson of Ga., Angel, Storrs, Lecompte, Kennon and Hawkins.

Military Affairs.—Messrs. Johnson of Ky., Vance, Blair of S. C., Speight, Adair, Ward, and Thomas of La.

Naval Affairs.—Messrs. Anderson, White of N. Y., Milligan, Watmough, Patton, Dearborn, and Lansing.

Foreign Affairs.—Messrs. Archer, Everett of Mass., Taylor, Crawford, Barnwell, Wayne, and Thomas of Md.

Territories.—Messrs. Kerr, Creighton, Williams, Huntington, Allen of Ky., Potts, and John King.

Rev'y Pensions.—Messrs. Hubbard, Isaacs, Denney, Pendleton, Bucher, Soule and Choate.

Pensions.—Messrs. Burgess, Ford, Evans, of Maine, Reed of N. Y., Dewart, Slade and Southard.

Roads and Canals.—Messrs. Mercer, Blair of Tenn., Letcher, Vinton, Craig, Leavitt and Jewett.

Revised and unfinished Business.—Messrs. Reed of Mass., Bouck, Silas Condict.

Accounts.—Messrs. Bergen, Burd and Hodges.

In the Senate, Dec. 11, Mr. Clay gave notice that he would again introduce the bill which passed the Senate last session, appropriating for a limited time the proceeds from sales of the public lands.

Mr. Wilkins obtained leave to introduce a bill to provide for the satisfaction of Claims due to certain American citizens, for Spoliations committed by France on their commerce, prior to the 30th September, 1800.

The bill was read twice, and ordered to be referred to a select committee of five members. The committee named was Messrs. Webster, Chambers, Dudley, Brown, and Tyler.

After going into Executive business for a short time, the Senate adjourned.

On the 12th Dec. Mr. Clay introduced his bill respecting the Public Lands, which was referred to the committee on that subject, who already had in charge that portion of the President's Message relating thereto.

Mr. Forsyth introduced a bill to "provide for the fulfilment of the compact of 1802, between the United States and the State of Georgia," in relation to the extinguishment of the Cherokee title to lands, &c., which was read twice, and referred to the Committee on Indian Affairs.

Several petitions were presented, and resolutions submitted, when, after a short time spent in the consideration of Executive business, the Senate adjourned.

In the House of Representatives, Dec. 10th, a good deal of discussion arose on distributing the message among the appropriate committees. The first objection made was by Mr. Mercer—to referring, as proposed by Mr. Speight, the passage in the message respecting the sale of Stocks owned by the United States to the Committee of Ways and Means. He contended that it should go to the Committee on Roads and Canals. As, however, the Bank stock is included, the matter was finally disposed of by referring the question of the sale of Canal stocks to the Canal Committee, and of Bank stock to the Committee of Ways and Means.

On Dec. 11, the resolutions of Mr. Everett, calling for the papers and correspondence relative to American claims on France, was agreed to.

Resolutions for reducing the price of, and in some cases ceding to the States within which they lie, the public lands, were offered by Messrs. Boon and Clay of Alabama; but on motion of Mr. Williams of North Carolina, who said they involved most important questions, they were postponed till Monday.

The report of Mr. Toland (published yesterday) respecting the Bank of the United States, was read, and ordered to be printed.

Mr. Cambreleng moved the following resolution, which lies on the table one day, viz:

Resolved, That the Secretary of the Treasury be directed to communicate to this House the correspondence with the President of the Bank of the United States, and the documents furnished by the latter, relative to the arrangements made in Europe on the part of the Bank for the postponement of the payment of the three per cent. stock of the United States.

On motion of Mr. Bergen,

Resolved, That the Committee on Naval Affairs be instructed to inquire into the expediency of constructing a dry dock for the use of the United States Navy, at the Navy Yard at Brooklyn, New York.

The Speaker laid before the House the following letter from the Hon. Mr. Blair, of South Carolina.

WASHINGTON, D. C. 11th Dec. 1832.

Hon. Andrew Stevenson:

Sir: There are a variety of reasons, too obvious to be enumerated, why I should not act as a member of "the Committee on Military Affairs" during the present crisis.

I therefore ask to be discharged from further service on said Committee.

Very respectfully, your obt' serv't,

JAMES BLAIR, of S. C.

The letter was laid on the table, and the request of the writer was, on motion of Mr. Speight, agreed to.

Dec. 12th.—Mr. Cambreleng's resolution offered yesterday, after being, on the motion of Mr. Wickliffe, so amended as to embrace the correspondence between the Treasury and the Bank, prior to the arrangement referred to, was adopted.

Ten thousand extra copies of Mr. Toland's Report were ordered to be printed. Mr. Cambreleng desired to delay the printing till the answer of the Secretary of the Treasury to his call could be received, and that both documents should be published together. It was justly answered by Mr. Wickliffe, that the two had no necessary connection, and there could be no reason therefore for the delay. The House determined, 101 to 85, that there should be no delay.

The Rev. Mr. Hamet was chosen chaplain of the House.

The discussion on referring so much of the President's message as relates to the Bank of the United States was then resumed. Mr. Wayne's proposition for a new inquiry was, as stated yesterday, rejected by a large majority; when the House adjourned.

In the Senate, on the 13th, Mr. Smith, from the committee on Finance, reported a resolution, calling on the Secretary of the Treasury for the *projet* of a bill for reducing the duties levied upon imports, in conformity with the suggestions made by him in his annual Report. The resolution lies one day as a matter of course. The joint resolution submitted by Mr. Smith, to provide for the printing of the annual statements of Commerce and Navigation, was taken up, and after a few remarks by Messrs. Smith and Holmes, was laid on the table. The bill for the final settlement of the claims of certain States for interest on advances made during the late war, was read a second time, and committed to the committee on the Judiciary. A short time was spent in the consideration of Executive business; after which, the Senate adjourned over to Monday.

In the House of Representatives, Mr. Clayton, of Georgia, appeared and took his seat. Mr. Wickliffe offered a resolution, directing the Clerk of the House to communicate to the Senate a copy of the report made last session by the Committee on Public Lands, relative to the Chickasaw reservation, with the original documents, which, after a brief discussion, in which Messrs. Bell, Wickliffe, and Clay took part, was rejected—ayes 74, noes 91. The Speaker laid before the House a communication from the Secretary of the Treasury, transmitting copies of the correspondence with the President of the Bank of the United States, and the documents relative to the postponement of the redemption of the 3 per cent. stock, which was laid on the table, and 10,000 copies, on motion of Mr. Wickliffe, ordered to be printed. On the motion of Mr. Cambreleng to append these documents to those furnished from the

Treasury from the agent appointed to examine the Bank, which were ordered to be printed yesterday, a discussion arose between Messrs. Wickliffe and Cambreleng, which was ended with the withdrawing the motion. The estimates of the Treasury Department were received and referred to the Committee of Ways and Means. The House went into Committee of the Whole on the state of the Union, upon the President's Message. The question pending when the committee last rose, was the proposition of Mr. Watmough to amend the resolution referring that part of the message relating to the Bank of the United States to a select committee, by substituting the Committee of Ways and Means. The proposition was accepted by Mr. Speight and the resolution adopted. The other resolutions were also passed in committee—that relative to the election of President and Vice President having been modified at the suggestion of Mr. Root. The committee then rose and reported the resolutions to the House, when, on motion of Mr. Polk, the third resolution respecting the sale of stocks belonging to the United States was amended, so as to refer the whole subject to the Committee of Ways and Means. When the seventh resolution, a part of which, as reported, proposed to refer the sale of the canal stocks to the Committee of Roads and Canals, came up, Mr. Polk moved to strike out that portion of the resolution; upon which question the yeas and nays were ordered. Before they were taken the House adjourned.

Friday, December 14.

The Senate did not sit on Friday.

In the House of Representatives, Mr. Anderson moved that when the House adjourn it adjourn to Monday next.

Mr. Whittlesey opposed this motion as going to arrest the course of the private bills. There were 348 cases of private claims, that were matured and ready for the action of the House.

The yeas and nays being taken, stood—yeas 80, nays 88.

So the motion was negatived.

Mr. Root offered the following:

Whereas, by the act of the 2d of April, 1792, establishing a Mint, and regulating the coins of the United States, the American dollar, of the value of a Spanish milled dollar, was required to contain 371.25 grains of pure, and 416 grains of standard silver; and the American Eagle, of the value of ten dollars, was required to contain 247.5 grains of pure and 270 grains of standard gold; and, by the same act, the relative value between silver and gold was fixed at 15 to 1; "that is to say, every 15 pounds weight of pure silver shall be of equal value, in all payments, with one pound weight of pure gold."

And whereas, the relative value of gold and silver bullion has, since that time, materially varied in the principal commercial countries of Europe and in the United States, and it being desirable that Congress be advised of the extent of that variation: Therefore,

Resolved, That the Director of the Mint do report to this House, as far as in his power, the present relative value of gold and silver bullion, in the principal countries of Europe and the United States; that is to say, if 371.25 grains of pure silver is worth one dollar, what is the value of the same weight of pure gold?

Resolved, That the said Director do report to this House his opinion of the degree of fineness, or proportion of alloy, the best fitted, in gold coins, to give durability and continued brightness to the metal; and also his opinion what is the most suitable metal for that alloy.

Mr. Root supported the resolution, by stating a number of facts in relation to the past and present quality of our coins in point of fineness, and of their relative value to each other. That of gold to silver had formerly been as fifteen to one, but it had now got to be as sixteen to one. The intended effect of the measure he proposed would be to prevent the gold coins of the United States from being more valuable as bullion than as coin, and consequently ceasing to be a part of the circulating medium of the country.

The resolution was agreed to.

On motion of Mr. Wardwell, it was

Resolved, That the Committee on Commerce be instructed to inquire into the expediency of erecting a light house at the mouth of Big Sandy Bank, and also at the mouth of Salmon River, both on Mexico Bay, Lake Ontario, State of New York.

The House went into the consideration of the resolutions referring the various topics of the President's Message, reported from the Committee of the Whole.

The Senate did not sit on Saturday. In the House of Representatives, after the presentation of petitions and the introduction of several resolutions of enquiry, thirty private bills were considered in Committee of the Whole, reported to the House, a portion of which was laid on the table and the others ordered to be engrossed. At an early hour the House adjourned.

Monday, December 17.

IN SENATE.

Mr. Poindexter offered the following resolution—Resolved, That the Secretary of the Treasury be directed to report to the Senate, with as little delay as practicable, a detailed statement of the articles of foreign growth or manufacture, on which, in his opinion, the present rate of duties ought to be reduced, specifying particularly the amount of reduction on each article separately, so as to produce the result of an aggregate reduction of the revenue six million of dollars, on such manufactures as are classed under the general denomination of protected articles; and that he also append to such report an enumeration of articles deemed to be "essential to our national independence in time of war," and which therefore ought, in his opinion, to be exempted from the operation of the proposed reduction of duties.—Ordered to be printed.

Mr. Dallas, from the Committee on Naval Affairs, reported a bill for the relief of the widows and orphans of the officers and seamen of the schooner Sylph; which was read, and ordered to a second reading.

Louisville and Portland Canal.

Mr. Dallas presented the memorial of a large number of the mercantile citizens of Philadelphia, praying that the United States would, as a national object, open the Louisville and Portland Canal for free navigation; which was referred to the Committee on Roads and Canals, and ordered to be printed.

Mr. Benton presented a petition to the same effect; which was referred to the same committee.

Custom-house Fees.

The Chair laid before the Senate a report from the Secretary of the Treasury, in compliance with a resolution of the 14th July last, containing a report of the amount of fees received at the several custom-houses for registers.

The following is the resolution upon which this report is founded:

Resolved, That the Secretary of the Treasury be directed to report to the Senate, at the next session of Congress, the amount of fees which have been received at each of the custom-houses of the United States, for registers, sea letters, papers, clearances, entries, bonds, permits, certificates, and any other papers relating to the entry and clearance of vessels and merchandize which may have been furnished in the course of the late war, designating the amount received for each description of papers.

The communication having been read—

Mr. Silsbee stated, that his object in offering the resolution, was to obtain an account of the fees which had been received during the last year. By some uncommon error, the statements sent in were those of the last war.

The report was then laid on the table.

Statements of Commerce, &c.

On motion of Mr. Smith, the Senate proceeded to the consideration of the Joint Resolution offered by him, relative to the printing of the Annual Statement of Commerce and Navigation.

The resolution being before the Senate as in Committee of the Whole,

Mr. Holmes suggested to the mover the propriety of so amending the resolution, as to preclude any supposition that the object was to take away the printing of this document from the public printer, and to give it to a party printer. He presumed that it was entirely owing to an inadvertence, that the resolution was so worded, as to leave room for such a construction.

Mr. Foot objected to the resolution, because its effect would be to exonerate negligent officers from the punctual performance of that duty. If there was any negligence, he would not exonerate those inserting the words "by the printer of the Senate or of the House of Representatives."

Agreed to without a division.

The resolution was then laid on the table.

Tariff Duties.

The following resolution, offered by Mr. Smith, on Thursday, being under consideration:

Resolved, That the Secretary of the Treasury be

directed, with as little delay as may be, to furnish the Senate with the project of a bill for reducing the duties levied upon imports, in conformity with the suggestions made by him in his annual report.

Mr. Tyler said that he had been chiefly instrumental in prevailing on the Committee of Finance to adopt the resolution now before the Senate. It had been adopted without opposition, and seemed to meet the entire approbation of all the members, save one. Under those circumstances it had come before the Senate. He intended it for good. He thought a speedy action on the subject of the tariff was indispensably necessary—that it was due to the country—to the condition of the finances—and demanded by the fearful crisis into which our affairs had been unfortunately plunged. A great crisis had arrived, and definitive action—powerful, well sustained, and efficient action, was necessary to save the country. The subject could not be blinked—and he, for one, resting upon the principles on which he had all his life acted, was ready for action. He was not for shedding blood in civil strife, but for prompt legislation which would heal the wounds of the country. He found himself, however, differing with some of those with whom he commonly acted, and without whose aid the resolution could not be carried. Some objected for one cause, and some for another. He hoped that those objections would yield to better reflection, and that those who agreed in the main, would not differ about unessentials. For the present, he declined to press the subject, and moved to lay the resolution on the table.

The resolution was accordingly ordered to lie upon the table.

The Senate then proceeded to the consideration of Executive business. After which, the Senate adj.

HOUSE OF REPRESENTATIVES.

Mr. Verplanck, from the Committee of Ways and Means, reported a bill making an appropriation, in part, for the support of Government for the year 1833, and for certain expenditures for the year 1832; which bill was twice read and committed.

Mr. Wickliffe submitted the following, which was laid on the table one day:

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, (two thirds of both Houses concurring,) That the following be proposed to the States as an amendment to the Constitution of the United States, to take effect from and after the ratification of the same by the Legislatures of three fourths of the States, viz: No Senator or Representative shall, during the time for which he was elected, be appointed to any civil office of trust or profit under the authority of the United States.

Mr. Verplanck, from the Committee of Ways and Means, offered the following resolution:

Resolved, That the Committee on the Judiciary be instructed to inquire and report what law or other regulation may be necessary for diminishing the annual expenses of holding the Supreme Circuit and District Courts of the U. States, &c., including the contingent charges of the judiciary establishment, and the expenses of suits and prosecutions chargeable to the United States.

Mr. V. said that this resolution was offered in consequence of an item in the bill just reported by himself. That bill contained an additional appropriation for the various expenses of the Courts of the United States, and of suits and prosecutions chargeable to Government during the present year, in addition to the annual appropriation made for that purpose at the last session. As that appropriation was now exhausted, and a further grant seemed absolutely necessary for the ordinary operation of the Courts, the Committee had no hesitation in now recommending the allowance of the sum requested by the Department. But in examining the causes of the deficiency, and comparing the expenses of several years last past, they had perceived that for several years there has been a large and continual increase of these expenses, and this so far as they could ascertain from circumstances on which the Treasury Department could have little or no control. One large item of this increase was in the District of Columbia. The Special Committee who had prepared, and were about to report a code for the government of this District, (as the Committee of Ways and Means were informed) were about to propose a remedy for this evil. The Committee, in the hope that a similar remedy might be extended to the general judicial system, had determined to call the attention of the Judiciary Committee to the subject in a special manner.

The Resolution was agreed to.

On motion of Mr. Ward, of New York, the Report of Maj. Gen. McComb on the subject of estab-

lishing schools at the several Military Posts, was directed to be printed.

Mr. W. stated that he had the honor of submitting the report to the House, under the direction of the Committee of Military Affairs at the last session; at which time it was ordered to be printed, but his motion was not then understood by the Clerk.

The bills for the benefit of Private claims which on Saturday were passed to their third reading, were read a third time and passed, with the exception of a bill for the relief of Joseph del Commun, (a French teacher at West Point,) said to have become blind in the public service, on the passage of which,

Mr. Wickliffe demanded the yeas and nays; which, being taken, stood as follows; Yeas 53, Nays 115.

So the bill was rejected.

A bill reported last session from the Committee on the Public Lands to prevent the confirmation of fraudulent French and Spanish Claims, coming up in course,

Mr. White, of Florida, moved to refer the bill to the committee on the Judiciary.

Mr. Wickliffe opposed the motion, and was desirous that it might be at once ordered to a third reading. He insisted on the necessity of such a bill to the protection of the public domain, and the propriety of its being passed as early as practicable—as the grants to which it related were now in a course of adjudication.

Mr. White insisted on his motion to commit the bill, which he considered as involving the validity of treaties, and of the decisions of the Supreme Court, as the bill concerned the rights of American citizens claiming under treaties with foreign Governments; the question involved pertained to the Judiciary Committee, and not to the Committee on the Public Lands. The bill was misnamed: it was not to prevent fraudulent grants, but to prevent the confirmation of good and bona fide claims. The principle objected to by the gentleman from Kentucky had been solemnly decided on by the Supreme Court, and the bill went in fact to nullify a decision of the Supreme Court.

Mr. Wickliffe insisted that the bill was a bill to nullify private speculation. It could not overturn grants already confirmed, but prevent the confirmation of unfounded claims in future.

Mr. White, of La., dwelt on the hardship of requiring a claimant to prove, what no claimant ever could prove, and thus deprive him of his land.

The debate was further continued by Messrs. White and Plummer, the Chair several times interposing to prevent its being turned aside upon the merits of the bill, when, the question being taken, Mr. White's motion prevailed, and the bill was sent to the Committee on the Judiciary.

The House then adjourned.

Tuesday, Dec. 18.—IN SENATE.

Mr. Robinson, from the Committee on the Militia, to which was referred a resolution on the subject, reported a bill for the payment of horses and arms lost in the military service of the United States against the Sac and Fox Indians on the frontiers of Illinois and the Michigan territory, which was read and ordered to a second reading.

Road to New Orleans.

The bill to authorize the laying out and opening a road from Lyne Creek to the Chatahoochee was then taken up as in Committee of the Whole.

Mr. Grundy explained that this was a part of the road by which the mail was conveyed to New Orleans; that the mail was now carried with great difficulty through the Creek nation, and the object of the bill was to make the road in a more advantageous position.

The bill was reported without amendment and ordered to be engrossed for a third reading.

The bill for the relief of the widows and orphans of the officers and seamen of the schooner Sylph, was taken up, as in Committee of the Whole.

The bill was reported and ordered to be engrossed for a third reading.

HOUSE OF REPRESENTATIVES.

Mr. Anderson, from the Committee on Naval Affairs, reported a bill in addition to the act for the gradual improvement of the Navy of the U. States; also a bill to provide for constructing three steam-batteries; both were read the first and second time, and committed.

Mr. Verplanck, from the Committee of Ways and Means, reported a bill making appropriations for carrying on the fortifications of the U. States during the year 1833; which bill was read the first and second time, and committed.

The House then, on motion of Mr. Wickliffe, proceeded to consider a Report made by the Committee

on Public Lands, on the 6th day of June, 1832, on the subject of a "Lease of Indian Reservation under Treaty with the Chickasaw"—when Mr. Wickliffe moved to amend the resolution with which the report concludes, by making it read as follows:

Resolved, That a copy of this report, and the evidence taken, be transmitted to the President of the United States, and he is hereby requested to lay the same before the Senate of the United States, whenever he shall submit to that body for their advice and ratification any treaty between the United States and the Chickasaw Indians, in which may be contained any stipulation relating to the said Reservation of four miles square.

Mr. Clay, of Alabama, moved to lay the whole subject on the table, which motion was decided in the affirmative. Yeas 91. Nays 74.

So the resolution was ordered to lie on the table. Mr. John Quincy Adams then, by leave, submitted the following resolution, which lies one day on the table, under the rule, viz:

Resolved, That the President of the United States be requested to communicate to this House, so far as in his opinion may comport with the public interest, the correspondence between the Government of the United States and that of the Republic of Buenos Ayres, which has resulted in the departure of the Chargé d'Affairs of the United States from that city.

Soon after which, the House adjourned.

Wednesday, December 19.

IN SENATE.

Mr. Buckner asked and obtained leave to introduce a bill for the continuation of the Cumberland Road, from Vandalia, the seat of Government of the State of Illinois, to Jefferson City, the seat of Government of the State of Missouri; which was read twice, and referred to the Committee on Roads and Canals.

The bill for the payment of horses and arms lost in the military service of the United States against the Sac and Fox Indians on the Frontiers of Illinois and the Michigan Territory, was read a second time, and reported to the Senate without amendment.

On motion of Mr. King, who was apprehensive that the principle of this bill went beyond the practice of Congress whenever cases of individual losses were submitted for legislative action, the bill was, or the present, laid on the table.

Mr. Holmes offered the following resolution:

Resolved, That the Committee on the Judiciary be instructed to inquire into the expediency of providing by law for erecting Court Houses, Prisons, and other needful buildings for the administration of justice in the Courts of the United States.

The Senate proceeded to the consideration of Executive business, and then adjourned.

HOUSE OF REPRESENTATIVES.

Mr. Wickliffe, by leave submitted the following resolution, which was read and laid on the table:

Resolved, That the President of the United States be requested to cause to be laid before the House a list of all appointments made by the Executive since the 13th of April, 1826, from the members of Congress during their term of service, and for twelve months thereafter stating the names of the persons appointed: the State or Territory by them represented; the time when they were appointed; the nature of the appointment conferred: and the amount of salary or their emoluments received by virtue of such appointment.

Mr. Wickliffe moved the following resolution:

Resolved, That the Committee on Public Lands be instructed to report a bill providing for the distribution of the nett proceeds of the sales of the public lands after the payment of the public debt, among the several States and Territories, according to their Federal population, upon the following conditions, as permanent pledges to the new States and Territories.

1st. Congress shall not hereafter increase the minimum price of the public lands as now fixed by law.

2d. Congress shall annually appropriate the sum of eighty thousand dollars; and apply the same, under the existing law, for surveying the Public Lands.

3d. That there shall be brought into market, at public sale annually, a quantity of public lands, equal to the average quantity which has been offered at public sale for the last ten years. 4th. Increasing the present per centage allowed to the state in which the land lies to 12 per cent. as an equivalent for the exemption from taxation by the State authority of the public domain within their respective States. 5. Providing also for the graduation and reduction of the price in the refuse land.

Mr. Verplanck, from the Committee of Ways and

Means, asked and obtained leave for that committee to sit during the sessions of the House. (It is understood they are busily occupied on the subject of the Tariff.)

Mr. Williams resumed his speech in support of his amendment to Mr. Clay's resolution on the subject of the public lands.

The House then went into the Committee of the Whole on the bill to explain an act from last session to reduce the duties on tea, coffee, and cocoa.

Mr. Appleton submitted an amendment by way of substitute for the bill, substituting 1832 for 1831, and making such other alterations in the language as had become necessary from the lapse of time since the bill was reported—and removing a difficulty which had arisen at the Treasury owing to the proviso in the existing law. He stated that the Secretary of the Treasury approved of the bill in its amended form.

After the addition of an appropriating clause to cover the return of duties improperly paid, the bill was reported to the House and ordered to its third reading.

The House then went into committee on the bill to establish Assay offices in the Gold region of the United States; granting a township of land to the New-England Asylum for the Blind; and the Bill to improve the condition of the non-commissioned officers and soldiers in the Army.

Proceedings on these bills occupied the rest of the day.

LATE FROM CHARLESTON.—By the schr. Starr, from Charleston, we have the papers of that city of Saturday last, the 15th.

Mr. Calhoun had been elected Senator in the place of Mr. Hayne, chosen Governor.

Charles Cotesworth Pinckney was chosen Lieut. Governor, and Robert Barnwell Smith, Attorney General of South Carolina.

The Committee on Federal Relations in the House of Representatives had reported two series of Resolutions, the first recommending through the Legislature a General Convention of the States; the other requesting Congress to call such a Convention.

In the Mercury of the 15th, no mention is made of the Proclamation. It would reach Charleston that afternoon, probably.

A company of U. S. troops from Savannah arrived at Charleston in the revenue cutter Crawford, on the 14th instant.

In the Union Convention on the 11th, at Columbia, on motion of Mr. Randall Hunt, who spoke in the name of the Union party of Charleston, resolutions were introduced to the effect—

1. That the Union party acknowledge no allegiance to any government except that of the United States.

2. That in referring this resolution to the General Committee, they be instructed to inquire whether it is not expedient to give a military organization to the Union party throughout the State.

3. Whether it will not be necessary to call in the assistance of the General Government, for the purpose of maintaining the laws of the United States against the arbitrary violence threatened by the Ordinance.

"These resolutions," says the Mercury of the 15th, with a sort of holy horror, "were not rejected with an universal burst of honor! They were referred to the General Committee with only one dissenting voice."

INDIANA.—The Legislature of Indiana met on the 3d instant. Gov. Noble, at 3 o'clock on the 4th inst. entered the House of Representatives, and addressed both Houses in person, thereby deviating from the rule which has been observed by Executive Officers, since the reforming days of Mr. Jefferson.

MISSOURI.—The general Assembly of this State met at Jefferson city, the 19th ult. The House being called to order, Thomas Reynolds, Esq., was elected Speaker, by a majority of 9 votes over Col. J. Thornton, the opposing candidate.

ILLINOIS.—The Legislature convened at Vandalia, on the 3d inst. The Senate was organized by Lieut.

Gov. Casey, taking his seat as President, and Jesse B. Thomas, Jr. on the 8th ballot, was chosen Secretary.

The House of Representatives was organized by choosing, on the 3d ballot, A. M. Jenkins as Speaker, and David Prichett (almost unanimously) as Clerk.

Governor Reynolds transmitted his Message on the 4th. It affords a glowing, and we believe, a just picture of the prosperity of Illinois; of its healthy and flourishing settlements, its fine climate and rapidly advancing population. The Indian war is referred to, and the history of its provocation is given; but it is the man and not the lion that tells the story. Education, a good system of laws, and internal improvements, are commended to the Legislature as topics worthy to occupy them. Among the latter, the connection of the waters of the Illinois river with Lake Michigan, by means, in preference, of a Railroad, is particularly dwelt upon.

BUENOS AYRES AND THE UNITED STATES.—The ship Jane, Clark, arrived at Baltimore on Saturday, from Rio de Janeiro. She brings passengers Francis Baylies, Esq. Chargé d'Affaires of the United States near the government of Buenos Ayres, and family, and George W. Slocum, Esq. American Consul at that port. It has already been announced that they left Buenos Ayres, in consequence of the difference between the two governments, arising out of the claims set up by the latter to the exclusive right of the Seal Fishery at the Falkland Islands. We are not able, says the Baltimore American, to learn the particulars of the correspondence between Mr. Baylies and the government of Buenos Ayres, but we understand that the pretensions of the latter were of such a nature, that they could not be submitted to without the sacrifice of important national interests. We further learn that the official correspondence, and documents connected therewith, have reached Washington, and, we presume, will be given to the public in due time.

MISCELLANY.

SIR DAVID BREWSTER.—[The following notice of this distinguished scientific character, is copied from an editorial article, "upon living British writers," which appeared recently in the Albany Daily Advertiser—a journal that is becoming distinguished, for the literary and critical ability with which it is edited.]

He was born at Jedburgh, in Scotland, in 1781, and was designed for the church, in which several brothers now have livings. After graduating at the University, where he had the advantage of the instructions of Robison, Playfair, and Stewart, he commenced the study of optics at the age of 19.—From that period to the present he has been the indefatigable, and untiring investigator of Natural Philosophy. Among his numerous works, are the Edinburgh Encyclopedia which he edited, a Treatise on New Philosophical Instruments, on the Polarity of Light, The Life of Sir Isaac Newton, A Treatise on Optics, the Properties of the Lever. But there is an immense number of papers on important subjects from his pen, which are to be found in the scientific journals of Great Britain for the last twenty-five years.

Among his inventions are several practical improvements in philosophical instruments. The Kaleidoscope, one of the most beautiful toys of modern times, and which was pirated, notwithstanding a patent right, to an immense extent, a hydraulic tube, by which objects can be seen in the ocean at any depth, and a variety of other instruments of utility and beauty.

He has established and sustained several valuable journals, founded a number of scientific societies, delivered a great number of lectures, and in all has proved himself a great man. He has received various literary honors in the form of medals, appointments and money. He was knighted in March last, and is now residing on a small estate in Scotland, pursuing his philosophical career, which thus far has been a happy one, notwithstanding it has been per tantos casus, per tot discrimina rerum.

To the Editor of the New-York American:

The leading incidents, and most of the details narrated in the subsequent tale, are strictly true, and to my knowledge actually occurred. The style, if I may be allowed to borrow a term from Architecture, is much too "Arabesque;" still, when once in the vein, although perchance a barren one, I was fain to delve on to its termination. If, in these times, so meagre of events, save dull details of the Cholera, or Jackson majorities, you may think it worth your while to fill a vacant column, you can adopt this handling of

ANONYMOUS.

30th November, 1832.

Ong-pa-ton-ga, or the "Big Elk," was the great chief of the O-ma-has, whose village lies on the Elk Horn, which pours its waters into the La Platte, or as it is called by the aborigines, "the broad river of sandy paths." Near the lodge of the "war-chief" stood a tall pole, painted red, on which a shield was suspended, emblazoned with two bloody hands, and a necklace of the claws of the grisly bear of the Falls of the Missouri. These were the only tokens which distinguished his abode from those of the other "braves" of his tribe; but as he truly said, the leap of the Elk was sure, and fatal were the blows of its hoofs; and many a prostrate foe, and many a weeping damsel of the Dah-co-tahs remembers the Big Elk of the Prairies. Stern as was the chief, there dwelt beneath his roof his only child, a daughter, Ah-may-ya-con-dah, or the Spirit-child, the darling of her warlike parent. Often as at a meeting of the chiefs, the Big Elk pointed with exultation to the scalps suspended in his lodge, and promised Ah-may-ya-con-dah to the successful warrior, she would shrink from sight, and conceal herself beneath her couch of skins.

Many a youthful "brave" struck the post, (see Note 1) proclaimed his prowess, and sent the bloody scalp to Ah-may-ya-con-dah. Still was the damsel deaf. Many a sleepless night was passed, and many soft flutes' sounds were borne on the midnight air; yet the light still glimmered in her lodge, (see Note 2) and the strains of the one and the trophies of the other were alike disregarded. The fiercest warrior scarred his flesh, and the most active hunter gave the products of his toil in vain. To any other of the O-ma-ha maidens, these attentions would have been irresistible;—not so with Ah-may-ya-con-dah. The warlike spirit of her father was unknown to the Indian girl. The Elk was the bravest of his tribe; yet when a scalp was to be hung up to his roof-tree, the daughter was always absent from the ceremony; but when a wounded captive was introduced, none were so active as she in tending his necessities, and curing his wounds. Resembling the other maidens of her nation, Ah-may-ya-con-dah was rather above the middle height; but unlike them, her eyes of darkest jet were shaded by silken lashes, whose fringes, when uplifted, revealed the moonlight radiance of her glance; the low forehead and high cheek bones showed the characteristics of the Indian visage; but the eloquent blood coursing through her veins, and the ever-ready blush mantling in her cheeks, more than atoned for the imperfection of her features, and then her swan-like neck, o'erclustered by her ebony tresses, the pearly teeth, and roseate lips, completed the portrait of a beauty adored by her tribe. As a chieftain's daughter, she was far elevated by the other maidens, yet clad in a simple tunic of elk-skins, adorned with the quills of the porcupine, (the habit common to them all) and her rank only shown by the blue spot on her forehead, (see Note 3,) she had not their envy, and knew but their love. Such is an imperfect description of the Spirit-child of the O-ma-ha. We that are civilized may not think her beautiful, but so thought not the young braves, as she held her father's stirrup, tearfully begging him not to go again on the War-path. Her tears and prayers were fruitless: the war party left the village on its bloody errand. It consisted of a hundred warriors, the Big Elk at their head. Before him was borne the "Great Medicine" (see Note 4) of the tribe, consisting of the teeth, heart and horns of the Elk, placed above the skin and fangs of a wolf. The priest of the nation bore the talisman, and often chanted in low tones, that "the Elk would conquer the Pawnee-Loups, the wolves of the prairie." His prediction was not in vain. At the close of a long day's march, they decared the trail of their enemies; and at two hours before dawn, attacked them. Long and bravely the Pawnees fought, and well did they maintain their fame; but the conquest was too unequal; and of

fifty warriors, twenty were killed, and but one taken prisoner: that one fought with desperation; until at length a spear thrust from the Big Elk disabled him. The next day the O-ma-ha chief learnt with exultation that his captive bore no ignoble name; that he was the Pawnee Brave, the young Wa-nun-pe-ara, or the "White Plume," son of the Head Warrior of the Pawnee Loups. The victorious party soon returned to their village, taking with them many scalps, and the wounded young Pawnee chief.

The village of the O-ma-ha is neared, and the glad some whoops of the war party announce a victory. Young and old run forth to meet them with songs and dances; the aged squaw and superannuated warrior alike totter forth, eager to hear the tale of blood, and feast their eyes with the sight of the scalps of their hereditary foes—all but Ah-may-ya-con-dah, who sat mourning alone, fearing that her father's scalp hung in the lodge of a wolf of the La Platte, and that she was left an orphan; but her grief was turned to joy, when she saw him alive, and the chief smiled when his warriors sung, that many Pawnee scalps were taken, and the young Brave a captive, whose "white plume" was dyed red by the goring horn of the Bounding Elk of the O-ma-ha.

The war feast is spread—the flesh of the buffalo and the beaver are in abundance, and the fire-water of the whites is not wanting. Loud and high sped their savage revelry. The war-pest was struck (note 5) Ong-pa-ton-ga beat his breast, exposed his wounds, and boasted of the capture of the White Plume; other braves followed, narrating their exploits, and lashing themselves to fury against their foes. One had lost a father, another a brother, and a third a son, in fight with the "Loups," and in these encounters no Pawnee warrior was more conspicuous than the young Chief. Need it be said that he was doomed to die on the morrow? Where, then, was Ah-may-ya-con-dah? Was she with the other women mingling in the savage scalp-dance, demanding the death of the prisoner—each vying with the other in inventing new tortures to be inflicted on him? Ah no! She fed him, dressed his wounds, and while the tribe were engaged in the height of their orgies, caught the fleetest horse in the village, brought him to the wounded Pawnee, gave him a pouch of parched corn, and said, "Where the sun loses himself in the waters of the Broad River, are the lodges of your tribe, brave Warrior; should the wolves of the Prairie meet a wounded Elk of the O-ma-ha, tell them that a Pawn kept unsullied their White Plume." Thus said the Spirit Child: the Pawnee then was free. Gladly he once more inhales the night breeze, as it sweeps o'er the prairie. His hand is on the good horse's mane. The White Plume is not ungrateful. Ardently he gazes on the countenance of the maiden, now beaming with high and unwonted excitement; a tearful smile met his gaze—yet 'twas not joy or grief it betokened, perchance 'twas love, or haply all the three. A few words of gratitude he hurriedly utters; "but haste, haste," she whispers, "the night wanes, and the death fire awaits you to-morrow." His knife is drawn, one raven tress is severed, and placed in his bosom—a moment more, and the brave steed bounds o'er the desert with the speed of the eagle. The maiden watched his flight until his form was lost in the darkness, and when the sound of his hoofs was heard no longer, she sought her couch, conscious of having performed a good action. The morning dawns; the Elk goes to his lodge to bring the Pawnee forth to die:—the prisoner has escaped, his best horse is taken, and all pursuit proves unavailing.

Time flew on; the crops were made, the maize was gathered, and concealed in the "Caches" (note 6.) The lodges are closed and the whole tribe departs on their autumnal hunt. At first they are successful, and Ah-may-ya-con-dah still continues to receive the choicest trophies of the chase. At length, when warmly pursuing a herd of buffaloes, they are unexpectedly attacked by the Pawnees, a hot fight ensues, many on either side are killed, but at last the Pawnee village on the La Platte,—and she well knew what a horrid fate awaited her, when, on her entrance into the village, she heard the women sing, pointing to the star they worshipped, (note 7,) "Oh bright Star you do not always shine; now we must give you the O-ma-ha girl." She was then confined in the lodge of the "Great Medicine," where she lived undisturbed save by his threats and taunts, and the evening scalp-song of the Pawnees. Two moons passed in this captivity, she daily expecting her death. At last she heard the warriors shout "Welcome, welcome, Wa-nun-pe-ara, he who has taken many Sioux scalps; they are dogs, and the O-ma-ha are rats; so to-morrow the O-ma-ha squaw shall die." These cries an-

nounced the return of a successful war-party, and she well knew they would celebrate their victory by her death on the next day; thus Ah-may-ya-con-dah, thinking that her last hour had come, addressed herself to the Wah-con dah, or Great Spirit, and prepared to die as became an Indian maiden. She slept, but not soundly: thoughts of her home and her father, mingled with death yells, flitted through her dreams, and she even thought of the young Pawnee. When she awoke her cheeks were wet with weeping, and she shudderingly mused on the fiery death prepared for her. But why does she start so suddenly? She sees a severed tress of her own hair lying on her bosom: is it the token of the young and wounded Pawnee warrior? but no, it cannot be. She is brought forth to die; the fire is kindled, and she is bound to the scaffold; the maiden's heart dies within her, until at length her thoughts recurring to that Great Spirit whom she had so often adored in innocence and purity, she pours out her soul in strains, of which the following may give a very faint idea:

Oh Wah-con-dah! Wah-con-dah! take thy child
To the Indian's God she's singing,
And in her ears a response, mild
As bird-like songs, is ringing.
Oh spirit child, repress thy sighs,
Thy soul to me is given,
And far beyond the eagle's flight,
'Twill soar to me in heaven.

But her chaunt is not suffered to be ended; for the fiends of her own sex flock around, crying, "It may be you are the daughter of Wah-con-dah, but thy father is the Big Elk who has taken many Pawnee scalps; we will burn his skin through his daughter's; now call on the great Wah-con-dah to help you if he can." At these taunts the flames are made to rage more fiercely; the fiend-like howls are redoubled; the spirit child breathes one last prayer, and giving one look to the glorious sun and the glad earth she was so soon to see no more, suffers her head to sink upon her bosom in despair. But what so wildly agitates the crowd; a cry breaks upon her ear, "Make way for Wah-nam-pe-ara, (the White Plume,) the Great Spirit gives him the O-ma-ha Squaw." At these words in rushed the chief; his face blackened; (note 8) his noble horse flecked with foam; his bow and quiver well stored with arrows at his back; his lance decorated with scalps and tufts of horse hair grasped with one hand, and the other brandishing a long knife. The affrighted crowd give way to his fury, crying, "let the White Plume kill the O-ma-ha squaw." On hearing this name, Ah-may-ya-con-dah revives for a moment, and recalling all the native courage of her race; her eyes once so mild, now glance contempt at his ingratitude, and she exclaims, "Come send me to my father, coward wolf of the Pawnees;" but the exertion was too great; she faints and no longer feels the fire beneath. The warrior rushes on, and the uplifted knife glances brightly in the firelight. Now her wretched life is ended. Oh no: a hurried word (some Pawnee maids say a lock of hair was shown) and she revives; he places her half fainting before him, and with a bound gains the saddle; she is sheltered by his broad shield, and with couched lance he charges at full speed through the throng, most of the Pawnees retreat and open him a passage, but some strive to intercept him, but one death thrust of his lance and two well sped arrows, showed that he was still the Brave of the Pawnees; by this he had cleared the village, and was urging his horse to his utmost speed across the prairie—the astonished tribe watched his flight in amazement, but attempted no pursuit; at length they returned to their lodges exclaiming, "Surely Wah-con-dah has said that the O-ma-ha girl should not die." Many years have passed, and there has been constant peace between the Pawnees and the O-ma-ha; braves and maidens from both tribes joined the fugitives, and the tribe of the Puncarah's sprung from this alliance, are second in courage to none of the roving bands of the Upper Missouri.

* From Wah-con-dah, Great Spirit, with a feminine adjunct. Note 1st.—This custom is described at length by Lewis and Clark: a tall post is planted in the centre of the village, and, on occasions of high festivals, the warriors, fully armed, dance round it in turn, each reciting his warlike exploits, "striking the post" for each one. On these occasions it is considered highly disgraceful to tell a falsehood; if detected, the warrior so doing would be forever disgraced. Note 2d.—This is the mode of courtship among the upper tribes: the Indian lover serenades his mistress from a distance nearly all night; the girl recognizes the air, and, if she chooses to accept her lover, extinguishes the fire in her lodge. These

Notes are of rude workmanship, but the tones of some are very sweet. *Note 3d.*—The daughters of chiefs have often impressed on their foreheads by the "Medicine Man," an indelible small circular spot, about one-eighth of an inch in diameter. They often give a horse or two for the performance of this ceremony. *Note 4th.*—This is a correct description of one of their talismans: it is enveloped in skins and placed in a bag made of "Pas Fleche," tastefully ornamented, and is always borne in fight by the Medicine Man, who persuades them that it possesses great virtues, &c. *Note 5th.*—(See Note 1st.) *Note 6th.*—The Indians, previous to their autumn hunt, conceal from enemies and wild birds, their scanty crops of corn in deep holes in the ground, called *cachés*, from the French *cacher*, to conceal. *Note 7th.*—Venus called the bright star, and is much venerated by the Pawnees. *Note 8th.*—When an Indian is about to devote himself to some very dangerous enterprise, he blackens his face, to show, as they say, that he is willing to sacrifice his life in its execution.

NEW-YORK AMERICAN.

DECEMBER 16, 17, 18, 19, 20, 21—1832.

LITERARY NOTICES.

Amidst the din of politics—and almost we grieve now to say, of arms, for such may be the resort—literature has little chance of being heard, and sooth to say we have now little time to urge her claims, or review her efforts. Yet we have found too much gratification ourselves in—and our readers may we not hope, have not all been uninterested in, or unimproved by—these weekly notices, now to renounce them; they must, however, for a time, be briefer, and illustrated with fewer citations than heretofore. With this short preface we proceed to our accustomed work.

A NARRATIVE OF FOUR VOYAGES to the South Sea, North and South Pacific Ocean, &c., &c., with an account of the Massacre Islands, &c., by Captain BENJ. MORRELL, jr.; New York, J. & J. Harper; 1 vol. 8vo. pp. 500.—Amidst much that is uninteresting to all but nautical men—such as sailing directions, courses, the bearings of harbors, headlands, and so forth—we have yet found this an entertaining and very readable book. There is such apparent heartiness and sincerity, and so much intelligence in the narrative, and such a spirit of adventure and enterprise in the character, as it is displayed in the course of his voyages, of the narrator—that it is impossible not to be borne along with him, in the varied scenes his pages unfold; condensation would certainly have been advantageous, alike to him, his publisher, and his readers—and many perhaps will object to interpolating so largely into a journal of personal explorings, so much from Humboldt and other travellers. We, however, do not like the book the less on that account; on the contrary we think it gives agreeably, and in the proper connection, information that will be new to many, and which even those to whom it is familiar, should not be dissatisfied in seeing well worked into a fresh narrative. We hope the Captain will reap profit, as well as fame, from his first and creditable effort as an author.

THE RELIGIOUS SOUVENIR, edited by the Rev. G. T. BEDELL: Philadelphia, KEY, MEIKLE & BIDDLE.—This is an Annual resembling, in its exterior, the beauty of typography and paper, and in engravings, other similar works—but differing from them in the more decidedly moral and religious character of its contents. We must say very frankly, however, that the execution for the most part, of the literary matter, does not strike us as equal to the goodness of their purpose.

DISCOURSES, by WILLIAM ELLERY CHANNING; 1 vol. 12mo, pp. 280: Boston, CHAS. BOWEN.—The fervid and eloquent pen of the Rev. Mr. Channing, whether employed, as in the volume before us, in elucidating the truth and the beauty of the Christian religion, and the obligations and duties of man under

it,—or in critically analysing the character, the deeds and the influence of the mighty Napoleon,—or in examining in prose scarcely less inspired than the glowing strains of the Poet, himself, the works and genius of Milton—can never appeal in vain to educated readers. In truth, we consider Mr. Channing, as one of the greatest living masters of the English language; and when to the beauty of style is added the logical force of a well disciplined and highly cultivated mind—of which, as in the work now under notice, the whole energies are devoted to prove to the understanding, and to make perceptible to the heart the reasonableness, as well as the indispensableness to happiness both here and hereafter, of faith in the Christian dispensation—it will be readily believed that he has made a book that will be widely read. We speak not here in reference to the peculiar views of the writer, as to the nature of the Saviour—these, doubtless, though only appearing incidentally, may have the effect of diverting many from his pages—yet we know not where, in the same space, can be found a more striking and irresistible statement of the evidences of Christianity, than in the first Discourse of this volume. We had in particular marked one extract, in the second part of this Discourse, which we wished to lay before our readers, but our limits we find forbid it—for to-day at least.

Something unique.—The Tuscaloosa Intelligencer introduces what it calls "a witty pasquinade" by an American, on Moore, Scott and Byren, with this allusion to Walter Scott!

The adulation which continues to be offered up to the memory of him, who for so many years peddled his warlocks and witches all over Europe; whose novels and fairly legends created more amazement and artificial misery than the Spanish Inquisition ever did real affliction in the same space of time, has been occasionally rebuked on this side the water by the censorious matter of fact Yankees.

POETRY.

THE FALSE ONE.

She is not happy, tho' she smiles,
And looks as free from care,
As if Life's shadows could not frown
On one so young and fair.
Tho' Pleasure seems to light her eye,
And on her cheek repose,
As beautiful and placidly
As sunbeams on the rose.
It is the semblance but of joy;
There's that within her breast,
Which takes from every bliss she woos,
The sweetness and the zest;
And like some rare sepulchral urn,
In which the dead are laid,
Without she's all surpasing bright,
Within all gloom and shade.
She lov'd and yet was false to one,
Young, ardent, kind, and brave,
Whose spirit could not brook the wrong—
Self-doom'd he sought the grave.
Rank, wealth, and dower bought her hand;
She's now a thing of art;
But tho' deceit doth sun her brow,
It cannot light her heart.

THE NEW-YORK AMERICAN is published DAILY at \$10 per annum, and SEMI-WEEKLY at \$4 per annum in advance.

Also, TRI-WEEKLY, containing all the reading, marine news, and advertisements of the daily paper, and the only Tri-Weekly paper published in the city of New-York.—Terms, \$3 per annum in advance.

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THE AMERICAN RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS, has attained a circulation which ensures its permanence. The approbation with which it has been received by its present subscribers, since its commencement in January last, and the desire of all who subscribe at this late period of the volume to possess the numbers from its commencement, is a sufficient guarantee for the editor to encounter an increased expenditure in its publication. Such, indeed, has been the approbation with which it has been received, particularly by those connected with, or interested in, Railroads, as well as by Gentlemen connected with the Press throughout the country, that the Editor is happy to be able to say, that, on the commencement of the second volume, (1st January, 1833,) it will be presented to its Patrons very much improved in its appearance, and increased in value.

As soon as its patronage will warrant the expense, another, and, as the Editor believes, a very important, department will be added to it.

As soon as the subscription list shall amount to fifteen hundred, (which we hope will be very soon, and if its present subscribers would each induce one of their friends to subscribe, and send six, instead of three dollars, in advance, for the second volume, it would greatly exceed that number,) a MECHANICS' department will be added, in which at least one half of the best articles published in the London Mechanics' Magazine, with THEIR ENGRAVINGS, will be re-published in the Railroad Journal, when it will assume, in addition to its present title, "MECHANICS' MAGAZINE." To enable us, however, to encounter this additional expense of more than one thousand dollars, our subscribers will perceive the necessity of remitting three dollars, in advance, and free of postage. The first number of the next volume will be got up in accordance with the above proposal, at a very heavy expense for engravings, and forwarded to all its subscribers, and to other gentlemen who we may suppose likely to approve of such an undertaking,—who are respectfully requested to consider the advantage and the economy of such a publication to the mechanics of this country.

* * All communications for the above-named Journal may be addressed, free of postage, to the Editor—

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Palmyra, Wayne County, New-York,
1st mo. 2nd, 1832.

J30 1f

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J33 1am 1f

H. BURDEN.

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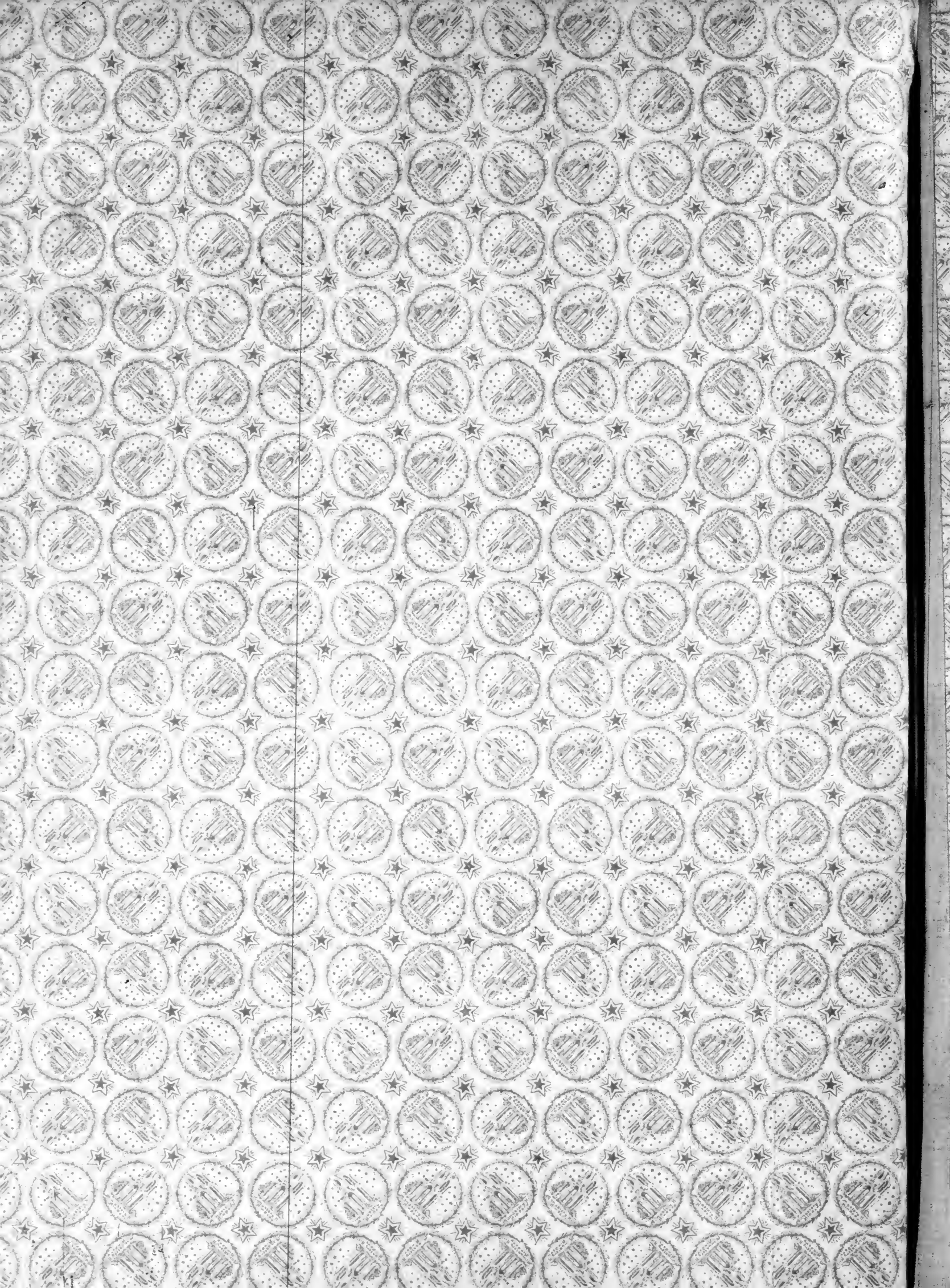
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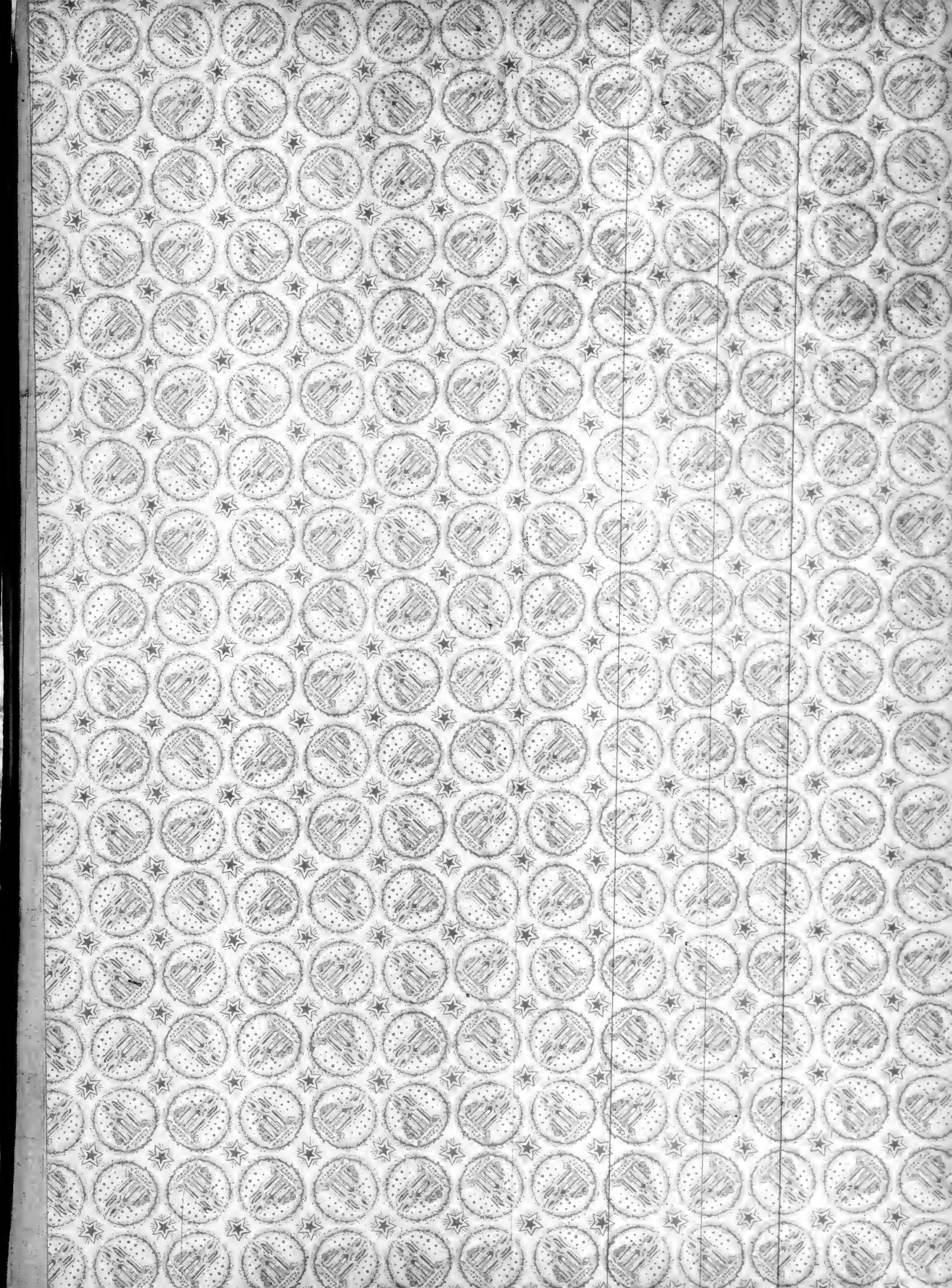
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